
BHUTAN CIVIL AVIATION AUTHORITY



GM-AIR-01

Guidance on conversion of BAR-AMEL to BCAR-66

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Foreword

This document is issued by Bhutan Civil Aviation Authority (BCAA) to provide guidance to the conversion of BAR-AMEL to BCAR-66 licence in understanding and fulfilling the requirements contained in BCAR-66. The document explains the privileges of and the requirements for BCAR-66 Aircraft Maintenance Licences and ratings together with the administrative procedures for the application.

It also includes details on the conversion process of the protected right of BAR-AMEL licence holder, and how limitations will be added to the new BCAR-66 licence if applicable. This revision supersedes the previous issue.



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Record of Revision

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Section A

1. Introduction

This guidance document explains the privileges of and the requirements for aircraft maintenance licences and ratings together with the administrative procedures for the application and conversion process of protected rights that apply to licence holders converting from a BAR-AMEL Licence to a BCAR-66 Licence.

2. Transition to BCAR-66

BCAR-66 will become effective on 15 January 2020 and conversion to a BCAR-66 licence will be compulsory by 1st January 2022. [The BCAR-66 introduction timetable is included in the Appendix C.](#)

3. Requirement to Hold a Licence under BCAR-66

In order to be granted authorization to issue certificates of release to service a person must hold a valid licence issued in accordance with BCAR-66 by 1st January 2022. The minimum age to hold a BCAR-66 licence is 18 years. In order to certify, the minimum age is 21.

4. How to be an Aircraft Maintenance Engineer under BCAR-66

Under BCAR-66 an aircraft maintenance licence confirms that the person to whom it refers has met the BCAR-66 knowledge and experience requirements for any aircraft basic category and aircraft type rating specified in the document.

The licence is divided broadly between Mechanical and Avionic trade disciplines although in view of the various technologies and combinations applicable to certain aircraft the Mechanical licence category is further subdivided. In addition there are various levels within the licence that allow the holder to be authorised to perform certain roles within line and/or base maintenance. These reflect different levels of task complexity and are supported by different standards of experience and knowledge. An individual may hold a combination of licence categories.

The categories within the aircraft maintenance licence are:

- ✓ Category A - Maintenance Certifying Mechanic
- ✓ Category B1 - Maintenance Certifying Technician (Mechanical)
- ✓ Category B2 - Maintenance Certifying Technician (Avionic)
- ✓ Category B3 - Maintenance Certifying Staff for piston-engine non-pressurized aeroplanes of 2000 Kg MTOM and below.
- ✓ Category C - Base Maintenance Certifying Engineer

4.1 Category A

Category A is further divided into subcategories as follows:

- ✓ A1 - Aeroplanes Turbine
- ✓ A2 - Aeroplanes Piston
- ✓ A3 - Helicopters Turbine
- ✓ A4 - Helicopters Piston

The experience demonstrated on application must be relevant to the subcategory of licence being applied for and must satisfy certain criteria in respect of recency.

4.2 Category B

The subcategories for Category B Line Maintenance Certifying Technician/Base Maintenance Technician are:

- ✓ B1.1 - Aeroplanes Turbine
- ✓ B1.2 - Aeroplanes Piston
- ✓ B1.3 - Helicopters Turbine
- ✓ B1.4 - Helicopters Piston
- ✓ B3 - Aeroplanes Piston (non-pressurized aeroplanes of 2000 Kg MTOM and below)
- ✓ B2 - Avionics (no further sub division).

The wider privileges of the Category B licence and the role of the Technician in defect diagnosis and rectification and system inspection require a more detailed knowledge than that for Category A. This requires a longer period of experience and examination at a higher level than for Category A.

4.3 Category C

The requirements for Category C can be achieved via two routes: a graduate with a degree in Aeronautical Engineering recognised by the BCAA, or a similar discipline that is considered relevant to aircraft maintenance and that has been accepted for this purpose by the BCAA [along with three years of experience working in a civil aircraft maintenance environment on a representative selection of tasks directly associated with aircraft maintenance including six months of observation of base maintenance tasks](#). The other route is B1.1, B1.3 or B2 licence holder with a minimum of three years certifying experience.

4.4 Knowledge Requirements and Examinations

Applicants who successfully complete a BCAR-147 approved or BCAA accepted basic training course will have received instruction in the required knowledge subjects and have passed examinations associated with that course and the respective licence category. Unless qualifying for exemptions, all other licence applicants will have to sit the appropriate examinations.

These consist of various modular examinations in multi-choice question format, intended to sample the knowledge across the appropriate syllabus and an essay paper to verify the use of written English. The content of the examinations vary both in range and complexity according to the licence category being sought.

5. Medical

Certifying staff must not exercise the privileges of their certification authorisation if they know or suspect that their physical or mental condition renders them unfit to exercise such privileges.

6. BCAR-66 Certification Privileges

Certifications are made in accordance with the procedures of the BCAR-145 or BCAR-M approved maintenance organisation, within the scope of the issued authorisation(s). Certifying staff qualified in accordance with BCAR-66 and holding a valid aircraft maintenance licence with, where applicable, the appropriate type rating will be eligible to hold one or more of the following categories.

6.1 Category A

Category A certifying licence permits the holder to issue certificates of release to service following minor scheduled line maintenance and simple defect rectification within the limits of tasks specifically endorsed on the authorisation. The certification privileges are restricted to work that the authorisation holder has personally performed in a BCAR-145 organisation.

6.2 Category B1

Category B1 certifying staff authorisation permits the holder to issue certificates of release to service following maintenance, including aircraft structure, power plants and mechanical and electrical systems.

Authorisation to replace avionic line replaceable units requiring simple tests to prove their serviceability is also permitted.

Note: Compass compensation and adjustment certification privileges are contained within a Category B1 AML.

6.3 Category B2

Category B2 certifying staff authorisation permits the holder to issue certificates of release to service following maintenance on avionic and electrical systems. Category B2 certifying staff can qualify for any A sub category subject to compliance with the appropriate A sub category requirements.

Note: Compass compensation and adjustment certification privileges are contained within a Category B2 AML.

6.4 Category C

Category C certifying staff authorisation permits the holder to issue certificates of release to service following base maintenance. The authorisation is valid for the aircraft, in its entirety, including all systems.

7. Validity Periods and Renewal of BAR-AMEL Licences

BCAA will continue to issue new BAR-AMEL license till 30th June 2021.

BAR-AMEL licences will be renewed for a period of 2 years, however, as of 1st January 2022, this licence cannot be used to certify aircraft, even if the validity period of your renewed licence exceeds this date.

Existing licence privileges relating to the maintenance and certification of aircraft may be converted to BCAR-66 at the time of renewal or upon request by the Licence holder.

BCAA Form 19 should be used for the transfer of Bhutan Protected Rights based upon BAR-AMEL including type ratings. [However, after January 2022 all the licence related application such as initial issue, renewal and conversion should be made through BCAA Personnel Licensing System.](#)

An application for licence renewal cannot be made to the BCAA more than 60 days before expiry. However, if the licence holder intends to apply for conversion to a BCAR-66 licence instead of renewing the BAR-AMEL, applications will be accepted before that time and in any event should be made no later than 4 weeks before the licence is due to expire to avoid any break in continuity.

The validity period of BCAR-66 Licence is two years.

Protected rights are the entitlement to have BCAR-AMEL privileges transferred to BCAR-66 aircraft maintenance licence.

On conversion from a BAR-AMEL, basic licence categories and aircraft type ratings held will be transferred to the BCAR-66 Aircraft Maintenance Licence. Limitations will be applied where appropriate to the basic licence and to aircraft type ratings reflecting the scope of the previous basic licence held.

Further information relating to the conversion can be found in Section B Conversion of Protected Rights.

Note 1: You must have a BCAR-66 licence in order to continue to certify under BCAR-145 or BCAR-M with effect from 1st January 2022.

8. Protected Rights

Protected rights are the entitlement to have Bhutanese licence, qualification or certification authorisation privileges (that were valid at a qualifying date) transferred to a BCAR-66 aircraft maintenance licence.

On conversion from a BAR-AMEL licence, basic licence categories and aircraft type ratings held will be transferred to the BCAR-66 Aircraft Maintenance Licence. Limitations will be applied where appropriate to the basic licence and to aircraft type or group ratings reflecting the scope of the previous basic licence held and the aircraft type authorisations issued prior to conversion.

Note 1: Aircraft type authorisation remain as protected rights and can be claimed at any time either on or after conversion.

9. Grandfather Rights

In order to make the transition from BAR-AMEL to BCAR-66 easier, a provision called ‘Grandfather’s Right’ has been introduced. Grandfather rights are authorisation privileges granted by an employer in accordance with an authorisation procedure previously approved by BCAA that exceed the holder’s basic licence. In some instances organisations issued authorisations for tasks outside of the basic licence privileges. Such authorisations are not accepted as falling within the entitlement to protected rights and are not considered protected rights on transfer to a BCAR-66 as they exceed the scope of the basic licence.

Upon licence conversion these will not be added to the licence document however, these privileges may continue to be exercised while the individual remains within the employment of the organisation that issued the original authorisation. These certifying privileges are lost when the individual leaves the employ of that company and cannot be transferred.

9.1 Eligibility of Grandfather’s Right

If an engineer was given certification authorisation to work on task that exceed his basic licence privilege by the company (e.g. A&C allowed to work on avionics LRU replacement) prior to July 2022 based on the procedure approved by the BCAA, the said engineer will be allowed to exercise those privilege (can continue working on the avionic LRU) with his B1.1 licence even though the licence mention the limitation code 9 through Grandfather’s Right provision.

If an engineer never received certification authorisation privileges that exceed his basic licence from the company prior to July 2022, then the Grandfather’s Right is not applicable. Therefore, the engineer is not allowed to issue CRS for any task related to the limitation code.

If an engineer obtained his basic licence before July 2022 and receives the initial company certification authorisation after July 2022, then the Grandfather's Right is not applicable. Therefore, the company should ensure that initial certification authorisation granted are as per the basic licence privilege by taking into account the limitation code added to the licence.

Note 1: These certifying privileges cannot be extended and are lost when the individual leaves the employ of the issuing organisation.

Note 2: A list of all the B1.1 licence holders with limitation code 1 & 9 who are eligible for Grandfather's Right on limitation code 1 and Grandfather's Right on limitation code 9 will be maintained by the BCAA.

10. Administrative Procedures

This section details the administration procedures when applying to the BCAA for conversion of BAR-AMEL License.

10.1 Applying for a Service

BCAA have revised the application process in line with the introduction of BCAR-66. All BCAR-66 application will be made through BCAA Form 19, [however after January 2022 the application should be made through BCAA Personnel Licensing System.](#)

When an application is submitted to BCAA, the BCAA will check the application to ensure that all necessary paperwork, fees etc. have been submitted. The application will then be assessed to ascertain whether all technical requirements have been met. An applicant will be notified if the application has been rejected in writing or by e-mail.

10.2 Scheme of Charges

License conversion fee from BAR-AMEL License to BCAR-66 License and Foreign Licence conversion to BCAR-66 Licence [is as per the latest BANRs Section 12 Fees and Charges.](#)

Section B: Conversion of Protected Rights

1. Transfer of Protected Rights to a BCAR-66 Licence

1.1 Background to BCAR-66

BCAR-66 introduce requirements that are generally at a higher or broader level than those that existed previously under BAR-AMEL. However, to ensure that certifying staff retained their entitlement to certify, provision is made for protected rights to be transferred to a BCAR-66 licence.

1.2 BCAR 66

Under BCAR-66 the provisions of transferring protected rights includes both aircraft above and below 5700 kg.

2. BAR-AMEL to BCAR-66 Conversion Dates

From 30 June 2021 BAR-AMEL licences will no longer be issued. A BCAR-66 licence will be issued instead, with the appropriate limitations. Furthermore BCAA will not conduct any BAR-AMEL examination after 31 May 2021. Currently BCAA have not established any BCAR-66 examination facilities in house. All the persons wishing to hold BCAR-66 license after 31 June 2021 need to complete Part-147 approved course acceptable to BCAA or complete all the relevant modules for the licence category along with experience as per BCAR-66 for the issuance of BCAR-66 license. [For ease of reference, the introduction timetable is mentioned in the Appendix C.](#)

From 01 January 2022 a BCAR-66 licence will be required for the certification of all aircraft regulated by BCAA, therefore, any BAR-AMEL licence used for aircraft will be converted to a BCAR-66 licence on application.

3. Qualification Giving Protected Rights

Qualifications that may be included in a BCAR-66 licence issued to reflect ‘protected rights’ are as follows:

- ✓ BAR-AMEL LWTR’s on a valid BAR-AMEL licence
- ✓ BAR-AMEL Type Ratings on a valid BAR-AMEL licence

4. Conversion of BAR-LWTR to BCAR-66 Basic Licence

LWTR’s on a valid licence granted or extended under BAR-AMEL may be converted to a full or restricted BCAR-66 licence in the basic categories of B1 and/or B2 and/or B3 reflecting the combination of LWTR’s held. Where the sum of these does not constitute a full BCAR-66 category or sub-category, limitations will be added to reflect the extent of the individual’s protected rights. These limitations are listed in Section B7.

Part and full conversion examinations as appropriate may be taken before or after the conversion process to remove limitations, which would otherwise apply. In most instances

additional experience will also need to be demonstrated before qualifying for the full category or sub-category of a BCAR-66 AMEL.

A table covering the most common BAR-AMEL to BCAR-66 licence conversion scenarios can be found in Appendix A of this chapter.

5. Conversion of BAR-AMEL Type Ratings to BCAR-66 Licence

Aircraft types on BAR-AMEL license, may be transferred as part of the individual's protected rights. In general, obsolete types not shown in the BCAR-66 list of type rating descriptions will not be transferred.

6. Protected Rights to Category C

For the grant of Category C, BCAR-66 requires that an individual must have three years' experience as a certifying technician in either Category B1 or B2.

On transfer of protected rights, Category C will only be issued to those who hold a BAR-AMEL licence with Type Ratings for a minimum of five years with one BCAR-145 certification authorization.

7. Limitations on a Converted Licence

Limitation codes may be applied singly or in combination to basic categories and type ratings to reflect the scope of protected rights transferred to a BCAR-66 licence. The limitation codes and their translation which is printed on the reverse of the licence are listed below:

- 1) Excluding electrical power generation & distribution systems.
- 2) Excluding instrument systems, INS/IRS and Flight Directors systems.
- 3) Excluding autopilot systems on aeroplanes.
- 4) Excluding autopilot systems on helicopters.
- 5) Excluding automatic landing and auto throttle systems on aeroplanes.
- 6) Excluding radio communication/navigation and radar systems.
- 7) Excluding radio radar systems.
- 8) *Reserved.*
- 9) Excluding avionic LRUs.
- 10) Excluding airframe.
- 11) Excluding engine.
- 12) Excluding all pressurised aeroplanes.
- 13) *Reserved.*
- 14) Excluding pressurised aeroplanes above 5700 Kg MTOM.
- 15) Excluding supercharged piston engines in aeroplanes.
- 16) Excluding navigational and electronic instrument systems, FDR, GPWS and vibration monitoring systems.
- 17) Excluding radio-coupled autopilot systems in aeroplanes.
- 18) Excluding radio-coupled autopilot systems in helicopters.

- 19) Excluding all tasks with the exception of Compass Compensation and adjustment only.
- 20) Excluding propeller-turbine engines.
- 21) Excluding all tasks with the exception of minor scheduled line maintenance up to and including Daily Inspections.
- 22) Excluding all tasks with the exception of Cabin Maintenance tasks.
- 23) Excluding all tasks with the exception of DC electrical components in mechanical systems.
- 24) Excluding all systems with the exception of LRUs within In-flight Entertainment Systems.
- 25) Excluding electrical power generation and distribution systems on aircraft above 5700 kg MTOW.
- 26) Excluding Avionic LRU replacement and BITE checks on aircraft above 5700 Kg MTOM.
- 27) Excluding Antenna and Antenna Feeder Systems relating to radio and radar systems.
- 28) Excluding maintenance tasks on Wooden Structures and Fabric Coverings.

8. Removing Limitation from a Basic Licence

To remove limitations from a basic B1 or B2 or B3 BCAR-66 licence, where protected rights do not directly convert to a full BCAR-66 Category/sub-category licence the relevant conversion examinations must be passed and any appropriate experience requirements met.

Applications to remove limitations on a basic Category/ sub-category must cover all the limitations. Please refer to Appendix B of this Section and also sub-section B9 below for the removal of limitations.

Furthermore the limitation can be removed if the applicant can demonstrate the grant for examination credits as per BCAR-66.A.25(c).

9. Converting to a Non-restricted (without limitations) Basic Category Licence

To convert to a non-restricted BCAR-66 basic B1 or B2 category licence where protected rights do not directly convert to a full Part-66 Category/sub-category, the relevant conversion examinations need to be taken in addition to meeting any appropriate experience requirements. Appendix A to this Section contains a self-assessing table.

Where the Appendix A table does not cover a specific situation, an assessment will be required and applicants should apply in writing to BCAA.

Application should be made at the same time as that for conversion once the required conversion examinations and experience has been completed.

10. Removing Limitations from a Type Rating

Where the limitation applies only to the type rating, it can be removed by completing either an approved conversion course covering the differences or a full B1 or B2 type course as appropriate. This training must be conducted by a suitably approved BCAR-147 maintenance training organisation or be a type course acceptable by the BCAA.

Typically 6 months relevant additional experience is also required in the areas appropriate to the basic category/sub-category, which are not covered by protected rights showing evidence of the experience including detailed evidence of competence in the relevant basic skills.

11. Making your Application

11.1 Certification Authorisation ‘Protected Rights’ Applications

BCAA Form 19 should be used to confirm the entitlement to ‘protected rights’ by virtue of the individual being appropriately authorised on or before 31st December 2019.

11.2 Supporting Documents

The supporting information required, where applicable, in addition to BCAA Form 19 is listed below.

11.3 Course Completion Certificates

Issued by BCAA approved or accepted organisations or BCAR-147 organisations.

11.4 Company Certification Authorisations

Currently or previously held.

11.5 Additional Information

Where the authorisations relate to an incomplete rating, for example only the Airframe and not its engine, this would be reflected in the type rating endorsed on the licence.

Where a type rating is already endorsed on the BAR-AMEL licence it will be endorsed on the BCAR-66 licence without further requirement. It will however, be limited to the same extent as the BCAR-AMEL type rating.

12. If Your Application Fails

Most common reasons for rejection are:

- ✓ Quality Manager has not certified supporting documentation
- ✓ Incomplete application forms
- ✓ Licence not submitted

- ✓ Incorrect fees
- ✓ More detailed work experience i.e. logbook/worksheet

Appendices

Appendix A: Common BCAR-66 Conversion Scenarios

There will be some uncommon scenarios, which may not be suitable for self-assessment. In this case, you may write to BCAA for confirmation.

As mentioned in Section A (6.2), a BCAR-66 B1 licence holder is authorised to issue CRS following maintenance on aircraft structure, power plants, mechanical and electrical systems, and replace avionic line replaceable units requiring simple test to prove their serviceability. A licence comparable to B1 in BAR-AMEL would be a licence that includes the following categories;

- “A2” Aeroplanes
- “C2” Turbine Engines
- “X” Electrical
- Avionic Extension

Under BAR-AMEL, “X” Electrical and Avionic Extension category cannot be obtained individually. Instead these two categories are subpart of the category “X” Avionics which is obtained after passing all the Avionics subjects. Therefore, all the A&C licence holder under BAR-AMEL excludes Electrical and Avionic Extension and as a result limitation code 1 and 9 is reflected on their BCAR-66 B1 licence as shown in table 1.

Table 1: BAR AMEL Mechanical, only applies to A&C licence holders.

<i>If BAR-AMEL Excludes</i>	<i>Apply BCAR-66 Limitation(s)</i>	
	<i>Code</i>	<i>Limitation Name</i>
Airframe	10	Excluding Airframe
Engine	11	Excluding Engine
Electrical	1	Excluding electrical power generation and distribution systems
Avionic Extension	9	Excluding avionic LRUs

Note: The licence sub category issued i.e. B1.1, B1.2, B1.3 or B1.4 will be determined by the current licence held by the applicant i.e. aeroplanes/rotorcraft and turbine/piston power plants.

A BCAR-66 B2 licence holder is authorised to issue CRS following maintenance on avionic and electrical system as mentioned in Section A (6.3). A licence comparable to B2 in BAR-AMEL would be “X” Avionics which includes the following categories;

- “X” Electricity
- “X” Instruments
- “X” Autopilots (Aeroplane and Rotorcraft)
- “R” Radio Communication and Navigation
- “R” Radio Radar

Under BAR-AMEL, all the examination subjects relevant to the above listed categories has to be passed before getting the category “X” Avionics. Since “X” Avionics doesn’t exclude any category mentioned in table 2, no limitation code is applied.

Table 2: BAR AMEL Avionic, only applies to X licence holders.

<i>If BAR-AMEL Excludes</i>	<i>Apply BCAR-66 Limitation(s)</i>	
	<i>Code</i>	<i>Limitation Name</i>
Electrical	1	Excluding electrical power generation and distribution systems
Instrument Systems	2	Excluding instrument systems, INS/IRS and Flight Directors systems
Autopilot Systems (Aeroplanes)	3	Excluding autopilot systems on aeroplanes
Autopilot Systems (Helicopters)	4	Excluding autopilot systems on helicopters
Radio Communication / Navigation & Radar	*6	Excluding radio
Radio Radar (only)	*7	Excluding radio radar systems

Note 1: If Limitation 3 is applied Limitation 5 is also applicable.

Note 2: Use Limitation 6 or 7 only.

Appendix B: Removal of Limitation from a BCAR-66 Category B Licence

Where part modules are shown, the full part module may not be required and therefore may be sub-divided. Applicants should refer to BCAR-66 Appendix I in order to identify the part module subjects required. The letter 'F' in the table 3 refers to full module.

Table 3: Removal of limitations from a BCAR-66 Category B1 licence.

BAR Licence Held	B1 Subcategory converted to	BCAR-66 Limitations	BCAR-66 modules/sub-modules required to remove limitations						
			3	4	5	7	9A	11A	12
Aeroplane 2 Turbine Engine (A**&C)	B1.1	1, 9	3.9 to 3.18	F	F	7.7	F	11.5 11.6 11.14	N/A
Aeroplane Piston Engine	B1.2	reserved							
Helicopter Turbine Engine (A&C Rotorcraft)	B1.3	1, 9	3.9 to 3.18	F	F	7.7	F	N/A	12.8 12.15
Helicopter Piston Engine	B1.3	reserved							

Note: [Sub-module 7.7 \(EWIS\)](#) and module 9A (Human Factors) can be exempted if the A&C licence holder has done initial human factors and EWIS course and has attended two refresher course after the initial issue for license. No other modules have been assessed as equivalent. All other modules must be taken to the BCAR-66 exam standards.

Table 4: Removal of limitations from a BCAR-66 Category B2 licence.

BAR Licence Held	Converted to	BCAR-66 Limitations	BCAR-66 modules/sub-modules required to remove limitations			
			6	7A	9	13A

'X'- Avionics (Electrical, Instruments, Autopilots (aeroplanes, rotorcraft), Compass Compensation and Adjustments, Radio Comm/Nav and Radio Radar)	B2	NIL	N/A	N/A	N/A	N/A
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Appendix C: BCAR-66 Introduction Timetable

<i>Date</i>	<i>Item</i>	<i>Remarks</i>
15 January 2020	Issue of BCAR-66	Applicant may request for conversion to BCAR-66 license or convert during renewal of BAR-AMEL License
30 April 2021	No new applicants for initial BAR-AMEL licences accepted	
30 May 2021	BAR-AMEL exams withdrawn	No new applicants accepted for BAR-AMEL exams. All the future applicant needs to complete Part-147 approved course acceptable to BCAA and clear the relevant Part-66 modules for issuance of BCAR-66 license.
1 January 2022	BAR-AMEL renewals cease, conversion to BCAR-66 mandatory	As of 01/01/2022 a BCAR-66 Licence will be required for the certification of all aircraft regulated by BCAA.

Please note that these dates are subject to change. Any changes will be promulgated via BCAA website.

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Summary of Changes from Issue 01, Revision 00

1. Letterhead and footer removed from all the pages
2. Added a cover page, list of amendment, table of content and foreword.
3. Added Grandfather's right provision in the Section A, bullet point 9.
4. Added BCAR-66 modules required to remove limitation for Helicopter Turbine Engine in table 3, Appendix B.
5. Section I removed.
6. Appendix A: Introduction Timetable of Section I changed to Appendix C: BCAR-66 Introduction Timetable.
7. Changed Module 3 from 'full module' to '3.9-3.18' in table 3, Appendix B.
8. Removed limitation 4 from table 4 along with all its modules and sub-modules.
9. Major additions made to Appendix A.
10. Changed BCAA Form 19 to PEL system for future AME licence related application.
11. Changed BCAR-66 licence validity from 5 years to 2 years.
12. New addition made to existing paragraph marked with blue font colour.
13. Major style update made.
14. Several typos and spelling mistakes are fixed.