



GOVERNMENT OF INDIA

**OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION**

TECHNICAL CENTRE, OPP SAFDURJUNG AIRPORT, NEW DELHI

**CIVIL AVIATION REQUIREMENTS**

**SECTION 2 - AIRWORTHINESS**

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**EFFECTIVE: FORTHWITH**

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**Subject: Issue of Authorisation to Aircraft Maintenance Engineers**

**1. INTRODUCTION :**

- 1.1 Sub Rule (8) of Rule 61 of aircraft Rule 1937 state that “ the Central Government may grant authorisation to the holders of an Aircraft Maintenance Engineer’s Licence to carry out maintenance of any new aircraft, engine or system which has been brought into the organisation and which is not within the scope of his licence, and to issue a certificate of release thereof, provided that the Director-General is satisfied that the applicant has sufficient knowledge, experience and training, and has passed such examinations as specified by the Director-General.”
- 1.2 This Civil Aviation Requirements pertains to and prescribes requirements regarding issue of "Authorisation" to Aircraft Maintenance Engineers/ Personnel under Sub Rule (8) of Rule 61 of Aircraft Rules 1937.
- 1.3 The grant of such "Authorisation" will be strictly regulated to meet only the genuine requirements of an operator / Approved Maintenance Organisation when appropriately licenced AMEs are not available.

**2. PROCEDURES :**

- 2.1 For grant of "Authorisation" application of AME will be forwarded to the Regional/Sub Regional Airworthiness Office along with the requisite fee by the quality manager of organisation stating valid reasons for making the request and naming the individual in whose favour the "Authorisation" is requested along with individual's professional qualification and experience.
- 2.2 Prior to seeking Authorisation, quality manager shall ensure that necessary equipment and literature are available with the organisation to enable the satisfactory completion of the work for which Authorisation is asked for.

### 2.3 Classification :

Depending upon the work to be performed, AMEs may be issued with Authorisation to cover an aircraft/ engine or system, equivalent in scope to that of a category of the AME Licence or for a limited scope of work, valid for a definite period.

#### 2.3.1 Conditions :-

The following conditions shall be satisfied as applicable in each of the following cases:

(A) When Authorisation is required to cover additional aircraft in scope to that of an existing Category of licence.

(i) The person proposed for the purpose shall be holder of a current licence in the relevant category and employed with the organisation on full time basis and having practical experience for at least 3 months on similar type of aircraft etc. However, in the case of individuals seeking Authorisation to cover B 2 Category-this quantum of experience need not be insisted upon.

*Note:- The word 'Similar' would connote similarity in aircraft construction and system.*

(ii) If the Authorisation relates to Group 2/3 aircraft, the Aircraft Maintenance Engineer shall pass type examination or approved type training,

(iii) If the Authorisation relates to Group 1 aircraft, and/or its power plant, the Aircraft Maintenance Engineer shall be required to produce evidence of his having satisfactorily undergone an approved type training course covering the scope for which Authorisation is required and conducted by approved CAR 147 organization.

(iv) If there is sufficient justification, the Aircraft Maintenance Engineer concerned shall submit application together with the requisite examination fee to Regional/Sub Regional Airworthiness Office, for appearing in the Aircraft Maintenance Engineers' Licence Examination for grant of Authorisation equivalent in scope to that of a category of Aircraft Maintenance Engineer's Licence. Subsequently endorsement in the Licence in appropriate category shall be effected after the applicant gains the requisite practical experience.

(v) Depending upon the merit of the case, at the discretion of the DGCA, an AME even though he does not fulfil the stipulated experience requirements, may be allowed to undertake the said examination for issue of Authorisation. The experience requirements in such cases must be satisfied within 6 months from the date of issue of the Authorisation.

(B) When Authorisation is required for a limited scope of work:

- (i) The scope of existing licence or the experience of the aircraft Maintenance Engineer shall be such that he is considered to have acquired sufficient competency to certify work for which the Authorisation is required.
- (ii) The Aircraft Maintenance Engineer shall pass an oral-cum-practical check relevant to the application made for the issue of Authorisation and conducted by the officer in charge of the concerned Regional/Sub Regional Airworthiness Office.
- (iii) The Authorisation will not be issued to persons in the event of:-
  - (a) The person who's AME Licence has been suspended.
  - (b) Inspection failure recorded during the last 6 months or under investigation against him; and
  - (c) Persons being considered blameworthy in any investigation of the defect, accident, precautionary landing, forced landing incidents etc., by the Director General of Civil Aviation during the preceding 6 months.

Above stipulations should be kept in view while submitting requests for grant of Authorisations.

#### 2.4 Validity of Authorisations:

2.4.1 Authorisations may be issued for a limited period. An authorisation shall remain valid for a period specified therein, subject to a maximum period of one year in each case, and may be renewed for another one year at a time on receipt of application for renewal, provided the applicant has engaged himself in the performance of the tasks for a period of three months in the preceding one year.

#### 3. Privileges of an authorisation holder:

3.1 An authorisation will entitle the holder to carry out and certify work pertaining to aircraft, engine and equipment within the scope of authorisation.



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