

## **61. Licensing of Aircraft Maintenance Engineers**

(1) For the purpose of rule 54, the Central Government may grant licences, approvals, Certificate of Competence to persons to act in the capacity of Aircraft Maintenance Engineers or Approved persons or Certificates of Competency holders and to sign such certificates in connection with repair, overhaul and maintenance of aircraft, aircraft components and items of equipment in accordance with such procedures as may be prescribed by the Director General or required under these rules.

### **(2) General Requirements**

(A) Types of AME Licences

(a) Aircraft Maintenance Engineers Licences shall be issued for aeroplanes and helicopters in the following categories:

- Category A
- Category B1
- Category B2
- Category C

(b) Categories A and B1 are subdivided into subcategories relative to combinations of aeroplanes, helicopters, turbine and piston engines. The subcategories are:

- A1 and B1.1 Aero planes Turbines
- A2 and B1.2 Aero planes Piston
- A3 and B1.3 Helicopter Turbine
- A4 and B1.4 Helicopter Piston

(c) Application

An application for an aircraft maintenance licence or amendment to such licence shall be made in form and in a manner established by DGCA and submitted thereto.

(d) Eligibility

An applicant for an aircraft maintenance licence shall be at least 18 years of age.

(B) Privileges: Subject to the compliance with paragraph (C), the following privileges shall apply:

- (a) **Category A** aircraft maintenance 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 authorization. The certification privileges shall be restricted to carry out the work the licence holder has personally performed in an approved organization.
- (b) **Category B1** aircraft maintenance licence shall permit the holder to issue certificates of release to service following maintenance, including aircraft structure, powerplant, mechanical and electrical systems. Replacement of avionics line replaceable units, requiring simple tests to prove their serviceability, shall also be included in the privileges. Category B1 shall automatically include the appropriate A subcategory.
- (c) **Category B2** aircraft maintenance licence shall permit the holder to issue certificates of release to service following maintenance on avionics and electrical systems.
- (d) **Category C** aircraft maintenance licence shall permit the holder to issue certificates of release to service following base maintenance on aircraft. The privileges apply to the aircraft in its entirety in an approved organization.

(C) The holder of an aircraft maintenance licence may not exercise certification privileges unless:

1. in compliance with the applicable requirements of operator and/or approved organization.
2. in the preceding two year period he/she has either had six months of maintenance experience in accordance with the privileges granted by the aircraft maintenance licence or, met the provision for the issue of appropriate privileges.

(D) Basic Knowledge requirements:

- a) The applicant must have passed 10+2 examination in Physics, Chemistry and Mathematics or equivalent or three years diploma in any branch of

engineering or higher examination recognized by the state education board or university.

- b) An applicant for an aircraft maintenance licence or the addition of a category or subcategory to such an aircraft maintenance licence shall demonstrate by examination, a level of knowledge in the appropriate subject modules in accordance with requirements specified in CAR.
- c) Credit against the basic knowledge requirement and associated examinations may be given for any other technical qualification considered by DGCA to be equivalent to the knowledge standard of this Rule. Such credits may be established in accordance as laid down by DGCA.

**(E) Experience requirements:**

- (a) An applicant for an aircraft maintenance licence, after having obtained the basic knowledge requirement as specified in sub rule (2) (D) (a), shall have acquired:

1. for Category A and Sub Categories B1.2 and B1.4:

- (i) four years of practical maintenance experience on operating aircraft, if the applicant has no previous relevant technical training; or
- (ii) one year of practical maintenance on operating aircraft as a skilled worker and completion of an ab-initio aircraft maintenance training approved by DGCA in relevant trade; or
- (iii) one year of practical maintenance experience on operating aircraft and completion of a DGCA approved relevant AME training course approved under CAR 147.

2. for category B2 and subcategories B1.1 and B1.3

- (i) five years of practical maintenance experience on operating aircraft if the applicant has no previous relevant technical training; or
- (ii) two years of practical maintenance experience on operating aircraft as a skilled worker and completion of an ab-initio aircraft maintenance training approved by DGCA in relevant trade or
- (iii) two years of practical maintenance experience on operating aircraft and completion of DGCA approved relevant AME training course approved under CAR 147.

3. for Category C with respect to large aircraft:

- (i) three years of experience exercising category B1.1, B1.3 or B2 privileges on large aircraft or as support staff in base maintenance, or, a combination of both; or
- (ii) five years of experience exercising category B1.2 or B1.4 privileges on large aircraft or as support staff in base maintenance, or a combination of both; or

4. for category C with respect to non large aircraft.

three years of experience exercising category B1 or B2 privileges on non large aircraft or, as DGCA approved maintenance organization B1 or B2 support staff, or a combination of both; or

5. for category C obtained through the academic route:

An applicant holding an academic degree in a technical discipline, from a university or other higher educational institution recognized by DGCA 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.

- (b) An applicant for an extension to an aircraft maintenance licence shall have a minimum civil aircraft maintenance experience requirement appropriate to the additional category or sub-category of licence applied for as specified by the Director General.
- (c) For category A, B1 and B2 the experience must be practical which means being involved with a representative cross section of maintenance tasks on aircraft.
- (d) For all applicants, at least one year of the required experience must be recent maintenance experience on aircraft of the category/subcategory for which the initial aircraft maintenance licence is sought. For subsequent category /subcategory additions to an existing aircraft maintenance licence, the additional recent maintenance experience required may be less than one year, but must be at least three months. The required experience must be dependent upon the difference between the licence category/subcategory held and applied for. Such additional experience must be typical of the new licence category/subcategory sought.
- (e) Notwithstanding paragraph (a), aircraft maintenance experience gained outside a civil aircraft maintenance environment may be accepted when

such maintenance is equivalent to that required by this Rule as established by DGCA. Additional experience of civil aircraft maintenance shall, however, be required to ensure understanding of the civil aircraft maintenance environment.

### **3. Certification of Microlight aircraft, Gliders, Balloons and Airships**

Certification of micro light aircraft, gliders, paraplanes, balloon and airships may be carried out by category A licence holder in the appropriate rating who will be examined by DGCA after undergoing relevant training and will be granted approval to carry out such maintenance work.

### **4. Continued validity of the aircraft maintenance licence**

- (a) The aircraft maintenance licence becomes invalid five years after its last issue or renewal, unless the holder submits his/her aircraft maintenance licence to the DGCA, in order to verify the information contained in the licence is the same as that contained in the DGCA records.
- (b) Any certification privileges based upon a aircraft maintenance licence becomes invalid as soon as the aircraft maintenance licence is invalid.
- (c) The aircraft maintenance licence is only valid when issued by DGCA and when the holder has signed the document

### **5. Type / task training and ratings**

- (a) The holder of a category A aircraft maintenance licence may only exercise certification privileges on a specific aircraft type following the satisfactory completion of the relevant category A aircraft task training carried out by an appropriately approved maintenance and / or AME training organization. The training shall include practical hands on training and theoretical training as appropriate for each task authorized. Satisfactory completion of training shall be demonstrated by an examination and/or by workplace assessment carried out by an appropriately approved maintenance or AME training organisation.
- (b) Except as otherwise specified in paragraph (g), the holder of a category B1, B2 or C aircraft maintenance licence shall only exercise certification privileges on a specific aircraft type when the aircraft maintenance licence is endorsed with the appropriate aircraft type rating.
- (c) Except as otherwise specified in paragraph (h), ratings shall be granted following satisfactory completion of the relevant category B1, B2 or C aircraft type training approved by DGCA or conducted by an appropriately approved maintenance training organisation.

- (d) Category B1 and B2 approved type training shall include theoretical and practical elements and consist of the appropriate course in relation to sub Rule 2(B) privileges. Theoretical and practical training shall comply as laid down by DGCA.
- (e) Category C approved type training shall comply with requirements as laid down by DGCA. In the case of a Category C person qualified by holding an academic degree as specified in Sub Rule 2 (E) (5), the first relevant aircraft type theoretical training shall be at the category B1 or B2 level. Practical training is not required.
- (f) Completion of approved aircraft type training, as required by paragraphs (b) to (e), shall be demonstrated by an examination. The examination shall comply as laid down by DGCA. The examinations in respect of category B1 or B2 or C aircraft type ratings shall be conducted by DGCA, or the training organization conducting the approved type training course.
- (g) Notwithstanding paragraph (b), for aircraft other than large aircraft, the holder of a category B1 or B2 aircraft maintenance licence may also exercise certification privileges, when the aircraft maintenance licence is endorsed with the appropriate group ratings, or manufacturer group ratings, unless DGCA has determined that the complexity of the aircraft in question requires type rating.
  - (1) Manufacturer group ratings may be granted after complying with the type rating requirements of two aircraft types representative of the group from the same manufacturer.
  - (2) Full group ratings may be granted after complying with the type rating requirements of three aircraft types representative of the group from different manufacturers. However, no full group rating may be granted to B1 multiple turbine engine aeroplanes, where only manufacturer group rating applies.
  - (3) The groups shall consist of the following:
    - (i) for category B1 or C
      - helicopter piston engine
      - helicopter turbine engine
      - aeroplane single piston engine – metal structure
      - aeroplane multiple piston engines – metal structure
      - aeroplane single piston engine – wooden structure
      - aeroplane multiple piston engines – wooden structure
      - aeroplane single piston engine – composite structure

- aeroplane multiple piston engines – composite structure
- aeroplane turbine – single engine
- aeroplane turbine – multiple engine

(ii) for category B2 or C:

- aeroplane
- helicopter

- (h) Notwithstanding paragraph C, ratings on aircraft other than large aircraft may also be granted, subject to satisfactory completion of the relevant category B1, B2 or C aircraft type examination and demonstration of practical experience on the aircraft type, unless DGCA has determined that the aircraft is complex, where paragraph 3 approved type training is required.

In the case of a category C rating on aircraft other than large aircraft, for a person qualified by holding an academic degree as specified in Sub Rule 2 (E) (5), the first relevant aircraft type examination shall be at the category B1 or B2 level.

1. Category B1, B2 and C approved type examinations must consist of a mechanical examination for category B1 and an avionics examination for category B2 and both mechanical and avionics examination for category C.
2. The examination shall comply with requirements as laid down by DGCA. The examination shall be conducted by DGCA.

## **(6) Conversion provisions**

- (a) The holder of a certifying staff qualification valid by DGCA, prior to the date of entry into force of this Rule may be issued an aircraft maintenance licence without further examination subject to the conditions specified by DGCA.
- (b) A person undergoing a qualification process valid by DGCA, prior to the date of entry into force of this Rule may continue to be qualified. The holder of a qualification gained following such qualification process may be issued an aircraft maintenance licence without further examination subject to the conditions specified by DGCA.
- (c) Where necessary, the aircraft maintenance licence shall contain technical limitations in relation to the scope of the pre existing qualification.

**(7) Issue of Approvals:**

The Central Government may grant Approval to the holder of Aircraft Maintenance Licence / other appropriately qualified person employed in an approved maintenance organisation to issue a certificate of maintenance /certificate of release to service in respect of an aircraft, engine, system component, instrument, accessory or item of equipment including radio equipment not required to be covered under licence, after inspection, maintenance, overhaul, repair, modification or test performed in accordance with the procedures approved by the Director General upon being satisfied that the applicant has sufficient knowledge, experience and has passed such examinations as specified by Director General in the Civil Aviation Requirements.

**(8) Validity:**

Approvals shall remain valid unless suspended, for a period as may be specified by the Director General provided the applicant has been engaged in the performance of the tasks for 3 months in the preceding one year.

**(9) Certificate of Competency:**

The Central Government may grant a Certificate of Competency to an applicant employed in a firm approved by Director-General to perform specialized processes which may affect the airworthiness of an aircraft, upon being satisfied that the applicant has competency and skill and has passed such examinations prescribed by Director- General.

**(a) Validity:**

Certificates of competency shall remain valid, unless cancelled or suspended, for a period as specified by DGCA provided the applicant has been continuously engaged in the performance of the task for two months within the preceding six months.

**(10) Cancellation, suspension or limitation of the aircraft maintenance licence, approval and certificate of competency:**

Without prejudice to the provisions of sub rule 3 of Rule 19 (b) the Central Government may after such inquiry as it may deem fit and after giving a reasonable opportunity of being heard, cancel, suspend or endorse any licence, approval or certificate of competency granted under this rule where it is satisfied that,-

- (a) the holder has obtained the aircraft maintenance licence or the approval or the certificate of competency and/or the certification privileges by producing false documents.
  - (b) the holder has failed to carry out required maintenance resulting from own inspection combined with failure to report such fact to the organisation or person for whom the maintenance was intended to be carried out.
  - (c) the holder has performed work or granted a certificate in respect of work which has not been performed in a careful and competent manner.
  - (d) the holder has signed a certificate in respect of any matter which he is not licensed to deal with.
  - (e) the holder has issued a certificate of release to service knowing that the maintenance specified on the certificate of release to service has not been carried out or without verifying that such maintenance has been carried out.
  - (f) the holder has falsified the maintenance record.
  - (g) the holder has carried out maintenance or has issued a certificate of release to service when adversely affected by alcohol or drugs.
  - (h) the holder has used unfair means when examined.
  - (i) it is undesirable for any other reason that the holder should continue to exercise his privileges granted under this rule.
- (11) The Central Government may withhold the grant or renewal of a licence, approval or certificate of competence if or any reason it considers it desirable to do so.