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GOVERNMENT OF INDIA
CIVIL AVIATION DEPARTMENT
DIRECTOR GENERAL OF CIVIL AVIATION

AIRWORTHINESS ADVISORY CIRCULAR

F. No. DGCA-25012(07)/16/2021-AW

Subject: Guidance related to On-the-Job Training (OJT) and Endorsement with Type Rating - CAR-66 Aircraft Maintenance Engineers Licence

1. Introduction:

1.1 The CAR 66 establishes the eligibility, training, examination, knowledge, and experience requirements for the issue and extension of an aircraft maintenance engineer's license, conditions of its validity and use. Further, as per CAR 66. A.45 (c) the endorsement of the first aircraft type rating within a given category/sub-category requires satisfactory completion of the corresponding On the Job Training, as described in Appendix III to CAR-66 except in the case of gas airships, where it shall be directly approved by DGCA.

1.2 On-the-Job Training must be carried out within maintenance organisations approved under CAR-145 or CAR-CAO authorised for the maintenance of the relevant aircraft type and must be approved, before its commencement, by the DGCA.

1.3 This circular explains the procedures and guidelines to be followed by Approved Maintenance Organisation to provide OJT to the personnel engaged in the maintenance of the aircraft required to meet one of the criteria for the issue of licence.

1.4 The "CAR 66 Aircraft Maintenance Engineer's Licence Guidance Document" attached as **Appendix-A** explains the requirements for obtaining CAR 66 AME licence issued by DGCA, procedures for documentation of OJT tasks and maintenance of OJT records.

1.5 It should be noted that this circular and the attached document is for guidance only and the main reference points such as CAR-66, Airworthiness Advisory Circulars and DGCA website, should always be referred to obtain latest requirements related to CAR 66 Aircraft Maintenance Engineer Licence.

1.6 It is important to note that this circular on its own does not change, create, amend or permit deviations from regulatory requirements, nor does it establish minimum standards.

2. On the Job Training (OJT):

2.1 Para 6 of Appendix III to CAR-66 requires that OJT be approved by the DGCA and it required to be conducted at and under the control of a maintenance organization appropriately approved for the maintenance of the particular aircraft type and to be assessed by appropriately qualified and designated assessors.

2.2 . The so-called "On-the-Job Training" (OJT) is training provided to the candidate on an aircraft type and in a real working environment, with the purpose of learning best maintenance practices and appropriate procedures for issuing certification for maintenance performed for the purpose of returning the aircraft to service.

The OJT shall comply with the following requirements:

- The list of the OJT tasks and programme shall be accepted by the DGCA before starting the OJT training.
- The OJT shall be conducted at one or more maintenance organisations appropriately approved according to the CAR 145 or CAR-CAO for the maintenance of that aircraft type. One of those organisations shall control the OJT.
- If the OJT is divided into several parts and carried out at several AMOs (therefore allowing a combination of line and base maintenance facilities within the same organisation or across different organisations), the AMO where the final assessment is performed shall control and coordinate the OJT activities and shall be responsible for the entire OJT programme.
- Before commencing OJT (first entry in the logbook), the applicant shall
    - hold at least a Category A, B, or L5 licence, or
    - shall have completed the theoretical type training and at least 50% of the basic experience requirement as per CAR 66.A.30 as regards to the category of aircraft he or she is trained for.
- The applicant shall start and complete the OJT within three (3) years preceding the application for the type rating endorsement. Failure to complete the OJT within this period shall render the OJT invalid. Evidence of compliance with this time limit shall be submitted with the licence application. At least 50 % of the OJT tasks shall take place after the related aircraft theoretical type training has been completed.
- The applicant shall undergo the OJT under the mentorship of a qualified mentor or mentors, on a one-to-one supervision basis, during which the mentors verify the technical knowledge, the skills, and responsibilities of a typical certifying staff. During the OJT, the mentors transmit also knowledge and experience to the applicant, providing the necessary advice, support, and guidance.

- Each task shall be signed off by the applicant and refer to an actual job card/work sheet, etc. The mentors shall verify and countersign off the tasks performed during the OJT, because they shall assume the responsibility for the tasks at support staff or certifying staff level, as applicable, depending on the release-to-service procedure.
- At the satisfactory completion of the OJT programme, the mentors shall issue a recommendation for the final assessment of the applicant to be conducted by designated assessors.

2.3 OJT should not be confused with Practical Training which is conducted by CAR-147 organisations. OJT is a supervised event rather than an instructed one and should include one to one supervision and involve actual work task performance on aircraft/components, covering line and/or base maintenance tasks.

2.4 The completion of the pre-agreed tasks should be in a logbook format, issued by the CAR-145 organisation to the student and carried out under the direct supervision of an engineer approved to complete the tasks.

2.5 The organisation providing the on-the-job training should provide trainees a schedule or plan indicating the list of tasks to be performed under supervision. A record of the tasks completed should be entered into a logbook which should be designed such that each task or group of tasks is countersigned by the corresponding supervisor. The logbook format and its use should be clearly defined.

2.6 For the endorsement of the first aircraft type rating in each CAR-66 licence subcategory, completion of On-the-Job Training (OJT) is required in accordance with CAR 66.A.45. OJT is mandatory for Group 1 aircraft. For Group 2 and Group 3 aircraft, OJT is not required if a skill test is conducted, after successful completion of the relevant type examination, in lieu of type training (theory and practical).

2.7 The applicant must produce the evidence of completing the following for first aircraft type rating in each licence sub-category (if applicable):

CAR-147 organisation
- Theory training and examination
- Practical training and assessment

CAR -145/ CAR - CAO organisation
- On the Job training (OJT) and assessment

2.8 **Content:**

a) The OJT shall include a series of activities and tasks representative of the aircraft type rating, systems, and licence category applied for and may cover more than one licence category. The OJT shall be documented in an OJT logbook The tasks listed should refer to an actual job card/ work sheet, etc.

b) Where the aircraft manufacturer has defined OJT tasks during the aircraft type certification process (i.e. where Operational Suitability Data (OSD)

have been approved for that aircraft type), such tasks shall be selected.

c) In particular, the analysis performed for the Maintenance Areas of Special Emphasis (MASE), as defined in Certification Specifications and Guidance Material for Maintenance Certifying Staff, assists the organisation in identifying the most appropriate tasks.

d) In the absence of OSD, the guidance material for task identification contained in Appendix II to AMC to CAR 66 and GM1 Appendix II to AMC to CAR 66 shall be used as the basis for developing an OJT programme that includes relevant activities for a specific aircraft type, generally based on the Aircraft Maintenance Manual (AMM).

e) Tasks may be selected from the Appendix II table to provide a broad representative sample of both simple and complex activities on a specific aircraft type, ensuring a balanced distribution between line maintenance and base maintenance.

f) Tasks must be selected from those applicable to the aircraft type and the licence (sub)category requested.

g) A minimum number of tasks must be completed, as described in Point 2, "List of Tasks for OJT", of Appendix II of the CAR-66 AMC, for each of the following categories:
    - INS – Inspection
    - FOT – Functional or Operational Test
    - SGH – Servicing and Ground Handling
    - R/I – Removal and Installation
    - MEL – Minimum Equipment List
    - TS – Troubleshooting

h) In order to assure a relevant cross section of the tasks performed , candidate is require to perform at least one applicable task in each applicable ATA chapter

i) DGCA may accept that a limited number of tasks are not performed, provided that an adequate cross-section of tasks is completed, considering their quality, quantity and complexity is still assured.

j) A maintenance task may be performed on a system similar to that installed on a different aircraft type than the one on which the OJT is being conducted, provided that the systems are similar in architecture, design, technology and functionality. This may apply, for example, to tasks performed on engines or landing gear installed on aircraft produced by the same manufacturer. Such tasks must be identified and properly recorded in the OJT Logbook.

   Certain maintenance tasks may be performed on aircraft that are not in an airworthy condition but whose relevant systems remain functional, provided the maintenance can be completed fully in accordance with maintenance instructions. Similarly, tasks involving system components may be

performed in component workshops, such as avionics functional testing. These cases should be limited to specific tasks that are not frequently encountered during maintenance of operational aircraft.

k) The use of:
- MSTDs (Maintenance Simulation Training Devices), and
- MTDs (Maintenance Training Devices)

for conducting OJT should be kept to a minimum, subject to prior approval of DGCA

l) The final assessment of the completed OJT is mandatory and required to be performed by a designated assessor appropriately qualified.

3 Documentation of On the Job Training Programme

3.1 The procedures for OJT of approved maintenance organisation should be included into the approved maintenance organization exposition (Chapter 3.20, as indicated in AMC 145.A.70 (a)). Or in CAE (Procedure B.4) when the maintenance organisation is approved under CAR-CAO which should address the following:-

a) procedures for on-the job training as per Section 6 of Appendix-III to CAR 66;

b) List of the mentors and assessors

c) competence assessment of personnel;

d) procedure for the issue of the recommendation to DGCA for the issue of a CAR 66 licence;

e) Qualification and experience requirement of Mentors and Designated Assessors;

f) Procedures for documentation of OJT and for OJT assessment.

3.2) If the OJT is divided in several parts and is performed in more than one maintenance organizations, combining base and line facilities in several organizations, the organization where the final assessment is performed must control and coordinate the OJT activities and have the whole responsibility for the OJT. In this case, MOE Chapter 3.20 or CAE Chapter B.4 of each of the different maintenance organizations must develop the control program and coordination with the OJT activities.

4. Mentors and Designated Assessors (for assessment of OJT).

4.1 The Mentor(s) is required to be designated by the approved maintenance organization while the designated assessor is required to be nominated by the approved maintenance organization for authorization by DGCA.

4.2 **Mentor –** The following minimum qualification and experience is recommended for the Mentor :

a) hold a valid aircraft maintenance engineer's (AME) licence issued in accordance with Rule 61 of the Aircraft Rules, 1937 by DGCA

b) have been holding, for at least 1 year, an AME Licence in the same category, when compared to the one for which the OJT is being mentored, that is endorsed with a type rating appropriate to exercise the privileges on the related aircraft.

c) have the necessary release or sign-off privileges in the maintenance organization where the OJT is performed.

d) have experience in training other people (such as being apprenticeship instructors/ instructors in accordance with CAR147, having received train-the trainer courses or having any other comparable qualification, or having a training to do so that is acceptable to DGCA)

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4.3 **Designated Assessors** :- The following qualification is recommended for the designated Assessors;

a) hold a valid aircraft maintenance engineer's (AME) licence issued in accordance with Rule 61 of the Aircraft Rules, 1937 by DGCA

b) have been holding, for at least 3 years, an AME Licence in the same category, when compared to the one for which the OJT is being assessed, endorsed with the same or similar aircraft type rating;.

c) have experience and/or have received training in assessing others (such as being apprenticeship instructors/ examiners in accordance with CAR-147, having received train-the-trainer courses, or having any other comparable qualification, or having a training to do so that is acceptable to the DGCA)

d) shall not have been involved as a mentor of the applicant in the OJT; when the assessor has taken part in the OJT performance, then an independent observer shall be present during the OJT assessment.

Note: Guidance on nomination of Mentor/ designated assessor is given in AMC to Section 6 of Appendix III to CAR-66.

4.4 The designated Assessor for practical and OJT may be the same person for assessment of Practical elements as well as OJT elements for the organization holding MTO as well as AMO approvals.

4.5 Mentor

a) The organization shall ensure that the nominated person meets the criteria as specified in para 4.2.

b) The list of nominated Mentor(s) shall be provided to DGCA Regional Office /Sub regional Office.

4.6 Continuation of Mentor

Once initially nominated by the organization, the Mentor, shall meet the following criteria to continue as a Mentor:

a) Shall continue to meet the qualification and experience requirements;
b) Shall have acquired maintenance experience for a period not less than six months in the preceding two years and shall comply with the requirements stipulated in CAR 66.A.20, CAR 145.A.35, and AAC No. 5 of 2020.

Note: Maintenance experience means the experience of being involved in maintenance tasks on actual aircraft of each rating or similar rating covered under the authorization.

c) Shall have completed relevant continuation/refresher and other applicable trainings as per approved MOE/ MOM;
d) Shall have carried out the duties of a Mentor at least twice in the last 24 months;
e) The AME Licence of the Mentor remains valid; and

f) Shall continue to be in employment with the same organization.

4.7 Authorisation of an Designated Assessor (for assessment of OJT)

a) The organization after ensuring that the nominated person meets the qualifications as specified in para 4.3 submit the application for issuance of authorization to DGCA Regional Office/ along with supporting documents.

b) On receipt of the application, the applicant shall be assessed by a board consisting of two DGCA officers at the level of at least DDAW (as the Chairperson) and ADAW and one subject matter expert from Industry.

c) On successful assessment by the Board, the applicant shall be required to successfully complete training as per Chapter 4 of CAP 2100. The training shall be conducted by the respective RAOs by an officer(s) of the rank of DDAW.
d) On successful completion of the training, the candidate will be subjected to an evaluation check by a DGCA Inspector, during which the DGCA Inspector will observe the applicant conducting an OJT assessment on a candidate (or candidates) in the organization.
e) On successful completion of OJT assessment, the applicant shall be authorized by DGCA as Designated Assessor (for assessment of OJT). The Authorization shall be issued as per the format given at Appendix B. In case the nominee does not pass the selection process, he may appear after a minimum gap of 3 months.

f) The authorization granted to the Designated Assessor shall be valid for a period not exceeding 5 (five) years. In any case, the authorization shall not exceed the validity of the AME license.

Note: The authorization shall be as per 'Type Rating' endorsed in the AME licence.

4.8 Continuation of Designated Assessor (for assessment of OJT)

Once initially authorized by DGCA, the Designated Assessor, shall meet the following criteria to continue as a Designated Assessor:

a) Shall continue to meet the qualification and experience requirements;

b) Shall have acquired maintenance experience for a period not less than six months in the preceding two years and shall comply with the requirements stipulated in CAR 66.A.20, CAR 145.A.35, and AAC No. 5 of 2020.

Note: Maintenance experience means the experience of being involved in maintenance tasks on actual aircraft of each rating or similar rating covered under the authorization.

c) Shall have completed relevant continuation/refresher and other applicable trainings as per approved MOE/ MOM.

d) Shall have performed assessment as a designated assessor at least twice in the last 24 months.

e) The AME Licence of the Designated Assessor remains valid;

f) Shall continue to be in employment with the same organization

Note: For Persons not meeting the above criteria, authorization process as per above para 4.7 will be applicable.

4.9 Renewal of authorization of Designated Assessor

a) The organization after ensuring that the nominated person meets the criteria for continuation as a designated assessor, submit an application for renewal of authorization to DGCA Regional Office/ Sub regional office along with supporting documents as per 4.8above.

b) On receipt of application concerned RAO/SRAO will review and renew for another five years or till the validity of AME License, whichever is earlier.

4.10 Detailed procedure for nomination of Mentor and Designated Assessor shall be laid down in the Organisation's MOE/CAE.

4.11 OJT on new aircraft type

For OJT on new aircraft type included in the scope of AMO, nominated Mentor will require to be accepted by the regional office based on similar type of aircraft endorsed on the AME Licence of the individual proposed by the AMO. Designated

assessors may also be authorized in case the individual proposed by the AMO holds a designated examiner authorization on similar type of aircraft or similar type of aircraft is endorsed on the AME Licence of the individual.

Note : When designated assessor is not approved or authorized by DGCA for the assessment , DGCA may conduct the OJT assessment.

5 Approval of OJT Programme

5.1 The maintenance organisation desirous of providing on the job training to the prospective candidates, should include procedure in details, in their exposition as specified in the para 3 above and submit the same to the Regional Airworthiness Office/sub regional Airworthiness office for approval. The proposal should also include the list of nominated OJT Mentors and designated assessors in accordance with Para 4 above along with their credentials.

5.2 Upon receipt of the proposed amendment to MOE/CAE, the RAO/SRAO should evaluate the proposal and if found satisfactory, should approve the amendments to MOE/CAE. The approval of amendment of MOE/CAE should be intimated in writing to the approved maintenance organisation (AMO).

5.3 The following items need to be evaluated by RAO/SRAO before accepting the proposal:

a) Adequacy of the proposal with regard to resources available with the AMO.

b) The task defined are as per the Appendix II to AMC to CAR 66 and GM1 Appendix II to AMC applicable to the specific type of aircraft.

c) Procedure for issue of work order for specific on job training task is clearly documented by AMO.

d) Qualifications and experience of Mentors and designated assessors are clearly defined and the proposed personnel should meet the requirements.

e) Responsibility for record keeping and maintenance of AME log book is clearly documented.

6 Recording of On Job Training Tasks

6.1 The approved maintenance organisation should ensure that every trainee should maintain an OJT booklet. A Sample format of OJT booklet is provided in Appendix- D of Chapter -11 of the Attached Document.

6.2 The OJT booklet should cover all representative tasks under ATA chapters, as reflected in Appendix II to AMC to CAR 66 covering type of aircraft such as Piston Engine/ Turbo Prop/ Turbofan/ Rotary wing aircraft as relevant. For endorsement with type rating, the candidate is required to complete a minimum number of tasks, as described in para 2 ‘List of Task for OJT’ Appendix II to AMC to CAR 66 and GM1 of Appendix II to AMC, of each of the following categories should be performed: INS/inspections, FOT/functional or operational,

SGH/servicing, R/I removal and installation, MEL, and T/S troubleshooting.

6.3 The following data should be addressed on the OJT worksheets/ logbook:

a. Name of Trainee;
b. Date of Birth;
c. Approved Maintenance Organisation;
d. Location;
e. Name of Mentor(s) and assessor, (including licence number if applicable);
f. Date of task completion;
g. Description of task and job card/work order/tech log, etc.;
h. Aircraft type and aircraft registration;
i. Aircraft rating applied for.

6.4 In order to facilitate the verification by the DGCA, demonstration of the OJT shall consist of i) detailed worksheets/logbook and (ii) a compliance report demonstrating how the OJT meets the requirement of CAR-66.

6.5 Each AMO should customize this OJT booklet applicable to the scope of maintenance tasks on their fleet of aircraft.

6.6 In case of first AME licence endorsement type rating within a given category/ sub- category, this OJT booklet should serve as a compact and portable reference document, which would reflect the completion of the candidate's on job training, as applicable. This OJT booklet should be constructed in a way to guide the candidate to gain minimum relevant basic practical maintenance experience that represents a cross section of maintenance activities in applicable ATA chapters.

6.7 For endorsement of aircraft in additional category/ sub-category, the candidate will require completion of On Job Training.

Note: For the endorsement of the first type rating for Group 1 aircraft in each category/subcategory, the completion of On-the-Job Training (OJT) is mandatory.

7 Accomplishment of On the Job Training Programme:

7.1 The AMO should clearly identify a OJT nodal person who will be responsible for overall execution of the OJT Plan. The OJT nodal person may be training manager/ base maintenance manager/ line maintenance manager or another person specifically designated for such role. The OJT nodal person should make complete plan of OJT before the start of same of trainee and assign the Mentor and Designated Assessor. The nodal person should monitor the progress of the on job training.

7.2 The OJT should include one-to-one supervision and should involve actual work task performance on aircraft/ components, covering line and/or base maintenance tasks.

7.3 The OJT for applicable task (ATA Chapter wise) on the aircraft should be completed by the trainee, under Mentor(s). Each OJT task is required to be completed and signed by the trainee and Mentor(s).

7.4 In case of non-availability of adequately qualified Mentor/ designated Assessors, the OJT programme may be sub contracted to another appropriately approved maintenance organization with prior approval of DGCA.

7.5 After completion of OJT, the candidate via OJT nodal person / mentor should submit the completed OJT booklet to designated Assessor. The designated assessor will scrutinize to ensure the following:

a) The candidate has completed the applicable OJT tasks.

b) The tasks have been signed by the candidate as well as the Mentor.

c) Positive recommendation from mentor(s) before commencing the OJT Assessment

7.6 In case the candidate has been declared as "Fail", the designated Assessor will identify the additional OJT task that need to be completed by the candidate before his re- assessment.

7.7 The successful candidates should submit the copy of OJT booklet and assessment result while submitting their application in DGCA for issue/ endorsement on AME licence, as applicable, through compliance monitoring manager/ Quality Manager.

7.8 **OJT SUPERVISION**

a. The organization responsible for control and coordination of the OJT shall provide candidates with a programme or plan indicating the list of tasks to be carried out under supervision.

b. Each task entered by the candidate in the OJT Logbook shall be performed and completed under supervision and confirmed/countersigned by the corresponding mentor(s) in the OJT Logbook.

c. Each of the tasks performed by the Applicant must be supervised and confirmed by a mentor through the approved OJT Logbook

d. Depending on the size and complexity of the organization, one or more OJT mentors may be designated.

e. Concerning the daily supervision of the OJT programme in the approved maintenance organization and the role of the mentor(s), the following must be considered:

- The confirmation by the direct mentor of the finalization of the individual OJT tasks is considered sufficient, without the assessment of the assessor.
- During the dialy performance of the OJT, the aim of the supervision is that the mentors supervise the whole process, including the finalization of the

tasks, the use of handbooks, the compliance with the procedures, the compliance with the safety measures, the warnings, cautions and recommendations and the demonstration of an appropriate behavior in the maintenance context.

- Mentor(s) must personally observe the work being performed to ensure it is completed safely and must be readily available for consultation whenever necessary during the OJT.
- Mentor(s) must sign maintenance tasks and the Certificate of Release to Service (CRS) for maintenance activities because the candidate is not yet qualified to do so.
- Mentors must be formally designated by the approved maintenance organization to supervise the entire process.

f. For the training in release to service procedures, after finishing the performance of a specific task as selected by the mentor, the candidate must prepare a document with the simulated release to service, which must be marked as “For training purpose only” (eg. Aircraft technical logbook page, maintenance task card, CRS) for both the task and the simulated release to service have been performed to the satisfaction of the mentor, the task may be countersigned in the OJT task list by the mentor. A hard or electronic copy of the document with the simulated release to service must be added to the applicant OJT Logbook

g. Tasks which are usually performed with more than one person may be performed by more than one candidate under the supervision of one mentor. During the performance of the tasks, the mentor is limited to overseeing three candidates at the same time, given that the candidates can be properly Seen ‘at a glance’ from the mentor’s position. Those tasks should be marked as ‘group task ’ when applying for the approval. All other tasks should be a one-to-one mentorship. In such cases, all the candidates involved should be noted on the work cards, the word order, the aircraft technical register, etc.

h. At the end of the performance of the OJT, a compliance report shall be made which verifies and documents the correct and complete performance and the recommendation of the mentor(s) for the assessment. The mentor(s) may deny a recommendation if the candidate has not demonstrated the knowledge, skills, organiza and/or ethics required from certifying staff.

7.9 Final Assessment

a. The final OJT assessment may only be conducted once the OJT Logbook has been completed; and the mentors have signed the recommendation.

b. The purpose of the final assessment is to verify that the candidate possesses:

- sufficient technical knowledge;
- appropriate skills and attitudes; and
- Competence to work independently as Certifying Staff or Support Staff on the relevant aircraft type.
- Additional details regarding the competencies and responsibilities expected of Certifying Staff and Support Staff are provided in AMC to

Section 6 of Appendix III to CAR-66 .

c) Where the assessor has also participated as a mentor during the OJT, an independent observer shall be present during the final assessment.

d) The designated assessor(s) himself or via OJT nodal person, shall notify the date and location of the final assessment to the concerned RAO/SRAO at least two (2) weeks before it takes place, to allow possible participation of the RAO/SRAO.

e) The final assessment shall last at least one working day and shall determine:

i. The general technical knowledge required for the specific licence category.

ii. The aircraft type-specific knowledge and skills required for the licence category.

iii. Understanding of licence privileges related to the aircraft and licence category.

iv. The applicant's appropriate safety organiza and attitude within the maintenance environment.

f) The OJT assessment should consist of both a theoretical part and a practical part.

g) The theoretical assessment includes:

- Regulatory framework requirements;
- Safety procedures;
- Knowledge of the aircraft and its systems;
- Maintenance procedures;
- Other activities typically performed by certifying staff, such as:
    - Review and acceptance of work orders;
    - Shift handover procedures and team coordination;
    - Communication and interaction with flight crew;
    - Decision-making regarding unserviceable items;
    - Making clear technical records and defect entries in aircraft logbooks;
    - Checks required before issuing a release to service.

h) The practical assessment should includes maintenance activities on the aircraft, for example:

- Removal and installation tasks;
- Troubleshooting (TS);
- Inspection and rectification tasks;
- Functional and operational testing (FOT);
- MEL dispatch activities.

The assessor may decide to simulate certain aspects of maintenance activities.

i) The aircraft type on which the OJT was performed shall be available for the assessment, together with:

   i. Access to maintenance data;

   ii. Required maintenance equipment;

   iii. Required maintenance tools

j) Good practice is to assess practical skills on the actual aircraft while knowledge may be assessed either on the aircraft itself or through theoretical questioning

k) In case of a failed assessment, re-assessment of the OJT may be taken after 3 months. If additional training has been received and a new recommendation by the mentors has been made, reassessment may be taken earlier than 3 months, if agreed by the assessor(s). After three failed attempts, the complete OJT shall be repeated.

m) Where an independent observer is required (because the assessor participated in the OJT), the observer shall:

   - Be selected by the maintenance organization among the maintenance personnel;
   - Have the certification privileges in appropriate category
   - Not have participated in the OJT itself;
   - Possess sufficient understanding of OJT procedures.

Further guidance concerning designated assessors is provided in the AMC to Appendix III of CAR -66

When designated assessor is not approved or authorized by DGCA for the assessment , DGCA may conduct the OJT assessment by constituting a board comprising of DDAW or above as chairman and ADAW/AWO as member along with a subject matter expert

8 Conflict of Interest:

8.1 It is recommended to split the roles of the designated assessor and Mentor (two different persons) in order to avoid any conflicts of interests.

8.2 When the assessor has taken part in the OJT performance, then an independent observer shall be present during the OJT assessment. If an independent observer is required for the OJT, they shall be selected by the maintenance organization among the maintenance personnel (Certifying staff) that have not taken part in the OJT performance but do have an adequate understanding of the OJT procedures

Note: In instances where the roles of Mentor and designated assessor are performed by the same individual, the organization is required to notify the RAO office of this situation. In such cases, a DGCA officer may be involved during the On-the-Job Training (OJT) assessment conducted by the designated assessor.

9 Routine Audits by AMO:

9.1 The Quality Manager/Compliance Monitoring Manager of approved maintenance organization should develop procedure to carry out periodical planned and unplanned audit to ensure proper implementation of the above procedures.

9.2 A report should be raised each time an audit is carried out describing what was checked and the resulting findings against applicable requirements, procedures etc.

9.3 If any finding of serious nature (Level-1) is detected during the routine audits, the same should be intimated to the concerned RAO immediately. The responsible manager should take appropriate action to mitigate the finding. The root cause analysis along with the measures taken to prevent such finding in future should be intimated in writing by Quality Manager to RAO.

9.4 In case there is any violation of the approved procedures, the Quality Manager is required to investigate the same and take necessary action under intimation to RAO.

10 Oversight by DGCA:

10.1 The respective Regional/ Sub-regional Airworthiness office will carry out planned and unplanned surveillance inspection to ensure proper implementation of the OJT procedures including functioning and process of evaluation of Mentor and designated Assessors.

10.2 A report should be raised each time an audit is carried out describing what was checked and the resulting findings against applicable requirements, procedures and products.

10.3 In case there is any violation of the approved procedures, the RAO should investigate the same and take necessary action as per the procedure detailed in the Enforcement Policy and Procedure manual against Nodal post holder, Mentors, designated Assessors and the organization responsible for the compliance of OJT plan as appropriate.

11 Maintenance of Records:

The RAO should maintain the records related to approval of MOE and documents related to Aircraft Maintenance Engineers and oversight of the organization.

-Sd-
(Maneesh Kumar)
Joint Director General

Appendix -A

सत्यमेव जयते

GOVERNMENT OF INDIA

OFFICE OF

THE DIRECTOR GENERAL OF CIVIL AVIATION

THE CAR 66 AIRCRAFT MAINTENANCE ENGINEER'S LICENSING

GUIDANCE DOCUMENT

PREFACE

The CAR 66 Aircraft Maintenance Engineer's Licensing Guidance Document has been designed to assist Aircraft Maintenance Engineer's and those involved with aircraft maintenance engineering by providing detailed guidance to existing Aircraft Maintenance Engineering Licensing requirements.

This document includes details on the implementation of CAR-66, the conversion of Section 2, Series L licences to CAR-66 and details on the addition of type ratings to an existing licence.

It should be noted that this document is for guidance only and the main reference points such as Aircraft Rules, CAR-66, and DGCA website for application forms etc. shall always be referred to obtain latest requirements related to CAR 66 Aircraft Maintenance Engineer Licence.

-sd-
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CHAPTER 1 GENERAL INFORMATION

1.1 INTRODUCTION

Rule 61 of the Aircraft Rules, 1937 and CAR-66 provides the requirements for obtaining licenses for personnel engaged in maintenance of aircraft and its components.

This guidance document explains the procedures and guidelines to obtain CAR 66 AME licence issued by the DGCA. This document also explain the procedure to be followed by theapproved maintenance organization to provide on job training to the personnel engaged in the maintenance of the aircraft required to meet one of the criteria for the issue of licence.

1.2 REQUIREMENT TO HOLD A LICENCE UNDER CAR-66

In order to be granted authorization to issue certificates of release to service by CAR 145/ CAR – CAO approved organization, a person must hold a valid licence issued in accordance with CAR-66. The applicant must have passed 10+2 examination in Physics, Chemistry and Mathematics from a recognized board or university or its equivalent. The minimum age to hold a CAR-66 licence is at least 18 years.

1.3 AIRCRAFT MAINTENANCE ENGINEER LICENCE

1.3.1 An aircraft maintenance licence issued under the provisions of Rule 61 confirms that the person to whom it refers has met the provisions of the said rule and requirements detailed in CAR 66 with respect to knowledge and experience requirements.

1.3.2 The AME licence has been divided broadly between Mechanical and Avionic trade disciplines although inview 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.

1.3.3 Rule 61 of the Aircraft Rules, 1937 provides for the issuance of the Aircraft Maintenance Engineer Licence in the following categories/ sub-categories:

Category A

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

Category B1

B1.1 Aeroplanes Turbine
B1.2 Aeroplanes Piston
B1.3 Helicopters Turbine
B1.4 Helicopters Piston

Category B2 (Avionics), applicable to all aircraft

Category B2L

Category B2L shall be issued with the 'system rating' for aircraft other than those in Group 1 (66.A.05(1)) as specified below:

- Communication/Navigation (Com/Nav),
- Instruments,
- Autoflight,
- Surveillance,
- Airframe systems.

A B2L licence shall contain, as a minimum, one system rating.

Category B3 Piston-engine non-pressurised aeroplanes of 2000 kg MTOM and below

Category L, divided into the following subcategories:

- L1C: composite sailplanes;
- L1: sailplanes;
- L2C: composite powered sailplanes and composite Light Aircraft 1 (LA1) aeroplanes;
- L2: powered sailplanes and Light Aircraft 1 (LA1) aeroplanes;
- L3H: hot-air balloons;
- L3G: gas balloons;
- L4H: hot-air airships;
- L4G: Light Aircraft 2 (LA2) gas airships; and
- L5: gas airships other than Light Aircraft 2 (LA2).

Category C applicable to aeroplanes and helicopters

Note: Chapters 3 – 10 provide guidance on specific Category of licence.

The following table summarizes the applicability of categories/subcategories of CAR-66 licences versus the groups/subgroups of aircraft:

Category/subcategory Groups/Sub-Groups	A, B1 and C	B2	B2L	B3	L				
					L1C and L1	L2C and L2	L3H and L3G	L4H and L4G	L5
Group 1 - Complex motor-powered aircraft - Multi-engine helicopters - Aeroplanes above FL290 - Aircraft with fly-by-wire systems - Any other aircraft when defined by the Agency	X	X							
Group 1 — Gas airships other than LA2		X							X
Group 2 2a: Single turboprop aeroplanes2b: Single turbine helicopters 2c: Single piston helicopters	X	X	X						
Group 3 — Piston engine aeroplanes	X	X	X						
Group 3 — Piston engine aeroplanes (non-pressurised of 2 000 kg MTOM and below)	X	X	X	X					
Group 3 — LA1 piston engine aeroplanes	X	X	X	X		X			
Group 4 – Sailplanes – Powered sailplanes – Balloons – Airships not in Group 1		X X X X	X X X X		X	X X	X	X	X

1.4 KNOWLEDGE REQUIREMENTS AND EXAMINATIONS

An applicant for an aircraft maintenance engineer's licence is required to demonstrate by examination, a level of knowledge in the appropriate subject modules. The basic knowledge examinations are conducted by Central Examination Organization of DGCA. The content of the examinations vary both in range and complexity according to the licence category being

sought.

The training courses and examinations are required to be passed within 10 years prior to the application for an aircraft maintenance licence or the addition of a category or subcategory to such aircraft maintenance licence.

For further information please refer to the relevant licence Section in this document and also to Chapter 10.

1.5 AME EXPERIENCE REQUIREMENTS

All applicants for an aircraft maintenance licence must demonstrate maintenance experience on operating aircraft in compliance with CAR 66.A.30 Basic experience requirements in a form and manner acceptable to the DGCA, signed by the appropriate signatory.

a) The length of experience is detailed in CAR 66.A.30 Basic experience requirements

Please note the following regarding practical maintenance experience;

- Must contain sufficient detailed experience as required by 66.A.30(a) without extended gaps in experience.
- Sufficient evidence of detailed experience as required by 66.A.30(b) for addition of a category or subcategory for a licence.
- Experience shall be practical and involve a representative cross section of maintenance tasks on aircraft 66.A.30(c).
- Evidence of recent experience as required by 66.A.30(d). This is 1 year for the most applications
- Experience shall be acquired within 10 years preceding the application (66.A.30(f)).
- For the purpose of assessing practical maintenance experience, the duration shall be considered in number of total months (i.e 1 year = 12 months). The duration of experience should demonstrate continuous involvement in aircraft maintenance activities relevant to the licence category or sub-category applied for, supported by adequate and representative logbook entries distributed over the period It is expected that there are sufficient entries, relevant to the category applied, in each months.
- On-the-Job Training (OJT) shall not, by itself, constitute sufficient relevant practical maintenance experience for the issue or validation of an Aircraft Maintenance Engineer licence or type/task endorsement; OJT is recognized as the standardized minimum hands-on syllabus required to acquire basic maintenance skills, but applicants must additionally demonstrate documented practical maintenance experience that, beyond OJT, is adequate in length, variety and complexity to ensure competence for the licence or endorsement sought, including exposure to multiple systems and task types, performance of non-routine and troubleshooting activities, and work on representative aircraft configurations; such experience must be distributed over a period sufficient to evidence sustained competence, recorded in an approved logbook with task

descriptions. However, towards demonstration of 50% of the recent maintenance experience requirement {Reference AMC 66.A.30(d)} the tasks performed in the OJT during last 12 months prior to the date of application may be considered.

1.6 DEMONSTRATION OF EXPERIENCE

i. Applicants should demonstrate their breadth and depth of experience of aircraft systems & sub-systems when submitting licence applications, relevant to the category applied. Tasks should be representative of the aircraft and systems both in complexity and in the technical input required to complete that task. While relatively simple tasks may be included, other more complex maintenance tasks should be incorporated and undertaken as appropriate to the aircraft type. See GM 66.A.20(a)(1), AMC 66.A.20(b)(2) , AMC 66.A.30(a)(4) & Appendix II list of tasks.

ii. Maintenance experience should be written up in a clear manner and demonstrates that the reader has a reasonable understanding of where, when and what maintenance constitutes the experience. A task-by-task account is not necessary, but at the same time a blanket statement such as "X years maintenance experience completed" would not be acceptable.

iii. Where there is commonality between the trades/existing licence scope, focus should be directed to the B1 element(s). Ensure all the related content is enclosed with the supporting work records and is written in a manner that gives the reader a clear understanding of the task and the work that was performed

iv. Must be spread over the required duration of the experience period, rather than accumulated in a short concentrated time. The intent is to ensure continuous exposure to maintenance activities, seasonal variations, and different maintenance checks.

v. Logbooks must be in the form as stipulated in CAR 66 AMC 66.A.20 (b) (2) with tasks segregated by system

vi. Each task entry should be verified by appropriately authorized the certifying staff,/support staff

vii. A simple title with an AMM reference fails to fully identify the work that was performed in most instances, additional information such as challenges faced, troubleshooting steps undertaken and any specialist tools used gives better credit to the experience gained.

viii. Simple functional checks, operational tests or inspection checks alone are insufficient for a Category B licence.

ix. The experience submitted in support of an application for the grant of a CAR-66 licence shall be relevant to the licence category and/or subcategory applied for and shall be consistent with the privileges intended to be exercised by the Aircraft Maintenance Engineer (AME) following issuance of the licence.

In demonstrating compliance with the applicable experience requirements, applicants shall ensure that the nature, scope, and complexity of the maintenance tasks performed are

aligned with the privileges prescribed under CAR-66. The experience shall be assessed against the scope of privileges defined in CAR 66.A.20 and the related guidance material and acceptable means of compliance, including GM 66.A.20(a)(1) and AMC 66.A.20(b)(2). Experience not demonstrably relevant to the intended certification privileges may not be accepted towards the fulfilment of the applicable experience requirements."

x. The type and number of tasks to be documented must be representative of the typical structures and systems of the class of aircraft for which the licence is being applied for, both in terms of technology and complexity of the activity. The distribution of such tasks should be uniform across the various ATA chapters relevant to the type of licence applied for and should cover servicing activities, General Visual Inspection, Detailed Inspection, and Special Detailed inspection, performance of functional and operational tests, fault finding, repair, modification, component replacement, supervision of the above activities and aircraft release procedures.

xi. When submitting applications consider the sub-systems within a particular system and ensure the work records are representative of the aircraft systems & its complexity. As an example, the ATA 21 there are multiple sub-system elements within 21 – Ensure that there is good coverage of the sub-systems, do not over focus on say 'distribution' at the expense of the other sub-systems elements.

xii. Demonstrating Experience of Troubleshooting: Troubleshooting means the procedures and actions necessary, using approved maintenance data, in order to identify the root cause of a defect or malfunction. It may include the use of BITE or external test equipment.

When recording troubleshooting a simple task a simple 'troubleshooting carried out IAW FIM XX-XX-XX-XXX' is not sufficient as it does not provide adequate details to understand the nature of the problem or defect, the reason for the actions taken, the steps followed to identify and rectify the issue, any challenges encountered, the outcome of the troubleshooting, or any special techniques, equipment, or tooling used during the process. Such details are necessary to enable the reviewer/evaluator to properly assess the task and the individual's understanding and practical involvement in the troubleshooting process.

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Whilst maintenance must always be carried out in accordance with the applicable approved maintenance instructions, the reviewer/evaluator of the logbook may not always review the referenced maintenance documentation. Therefore, to ensure that the experience gained can be appropriately considered, the logbook entry should contain sufficient detail to clearly describe the task, the actions performed, and the outcome in its own right, without requiring reference to the supporting maintenance documentation.

A better task could be for example.
EICAS Message XXXXXX, FIM XX-XX-XX-XXX reviewed, completed the following steps (detail steps taken), initial fix failed to resolve the problem continued on to next steps (detail following steps taken).
Resolved the defect. Within this task I was required to carry out bonding checks using (state equipment type) and re-terminate these cables using (state tool).

This example can be varied depending on the tasks and relevant system.

Particularly for light aircraft, troubleshooting is often not driven by an error message on a central maintenance computer, but from a pilot or crew observation, or technical log entry. This is often ambiguous and requires the skill of the engineer to diagnose and resolve the defect.

Note : A simple reset of a system such as by cycling the power off/on, or through a central maintenance computer, does not give significant credit to the skill of the engineer and therefore recording of this type of maintenance action repeatedly will not result in licence issue.

1.7 REDUCTION IN EXPERIENCE REQUIREMENTS

The experience requirement for the issuance of an Aircraft Maintenance Engineer (AME) licence, depending on the category applied, may be reduced in the following cases:

(i) where the applicant has acquired a Degree in Aircraft Maintenance or a Degree in Engineering from a recognised university; the experience requirement is reduced by one year for Category/subcategory A, B1.2, B1.4, B3. B2L and L; and by two years for Category/subcategory B1.1, B1.3 and B2.

(ii) where the applicant has successfully completed basic aircraft maintenance training conducted by a training organisation approved i.a.w CAR 147 (basic) under Rule 133B; experience requirement is reduced by two years for Category/subcategory A, B1.2, B1.4, B3. B2L and L; and by three years for Category/subcategory B1.1, B1.3 and B2.

(iii) Where the applicant has successfully completed basic aircraft maintenance training conducted by an Training Institute that was previously approved under the erstwhile CAR Section 2 Series E Part III, which has since been withdrawn/deleted, the experience requirement shall be reduced by one year for all applicable categories/subcategories.

Such reduction shall only be considered when the degree or training course is directly relevant to the category and/or sub-category applied for. For avoidance of doubt, if a candidate has completed a CAR-147 basic course in Category B1.3 (Helicopter Turbine) and subsequently applies for a Category B1.1 (Aeroplane Turbine) licence, the reduction in experience by virtue of the completed CAR-147 basic course shall not be granted, as the training/course is not relevant to the privileges of the category/sub-category applied.

1.8 MEDICAL

The holder of AME's Licence must not exercise the privileges of the licence and related ratings at any time when he/she is aware of any decrease in medical fitness which might render him/her unable to safely and properly exercise these privileges.

1.9 PROOF OF IDENTITY

For all CAR-66 initial issue applications, proof of identity and date of birth is required. For proof of identity, any photo identity card issued by the Government will be accepted. In all cases, if the personal details provided on the licence application form conflicts with the evidence of identity the application will be returned to the applicant without assessment.

1.10 PRIVILEGES

The certifications are made in accordance with the procedures of the CAR-145 or CAR-M or CAR-CAO approved maintenance organisations, within the scope of the issued authorisation(s).

1.11 VALIDITY PERIODS AND RENEWAL OF LICENCES

AME licences are valid for ten(10) years from the date of issue or last renewal.

Note:Licences issued/renewed prior to revised Rule 61 [vide G.S.R. No. 289(E) dated:08.04.2022] are issued with validity of 5 years.

1.12 PROTECTED RIGHTS

Protected rights are the entitlement to have licence, qualification or type ratings (that were valid at a qualifying date) transferred to a CAR-66 aircraft maintenance engineer licence. The conversion process confers the privileges exercised by an AME Licence holder prior to the introduction of CAR-66

Categories/ Ratings held on the existing Licences are transferred with or without limitation under appropriate category or Section XIV (a) of the CAR-66 licence. In conversion from a CAR Section L licence to CAR 66 Licence, all existing Type rated AME Licences are converted into either full or restricted CAR-66 AME Licence depending upon the type ratingsalready endorsed on these licences. Where an applicant does not meet the full requirements, the converted Licence are issued with "Limitation(s)".

Endorsements of Type Ratings in existing "A", "B", "D" and "X" Category of Licences covering Gliders, Balloons, Aircraft, Engine, Propeller and items of equipment that are not covered by CAR-66, and are also transferred to Section XIV(a) of the "CAR-66 AME licence". However, in order to exercise the privileges to issue CRS, ratings are required to be transferred to Section XII / XIII of AME licence in appropriate category.

Endorsements of Type Ratings in respect of obsolete types of aircraft are recorded in Section XIV (a) of new Licence indicating that the holder had these Type Ratings endorsed in his earlier Licence.

1.13 LOG BOOKS OF AIRCRAFT MAINTENANCE PERSONNEL

CAR 66 requires demonstration of practical experience (for initial licence issue or for any type rating endorsement. Every person holding an Aircraft Maintenance Engineer's Licence or in the process of qualifying for such licence under these rules are required to maintain a personal log book. A sample format of logbook is given in CAR 66 AMC 66.A.20 (b)(2) and CA Form 19-10 .

To demonstrate that an applicant meet the licensing requirements, the applicant have to submit work record or Logbook showing the required tasks performed by him.

Note: It is only necessary to submit the relevant logbook pages in support of an application and not the entire document.

1.14 THE CAR-66 APPLICATION FORMS AND GUIDANCE DOCUMENTS

With the introduction of e-GCA, all CAR-66 required application forms are built in the respective e-GCA AME Licence services. The e-GCA portal also provides 'User Manuals' for guidance on these services.

S. No.	Name of the services	Application ID example
1.	AME CAR-66 license- Issuance.	DAW/2021/**IAL**/00000001
2.	AME CAR-66 license- Change in Category/Sub-Category (Extension)	DAW/2021**/ECS**/00000001
3.	AME CAR-66 license- Duplicate	DAW/2021/**DAL**/00000001
4.	AME CAR-66 license- Amendment	DAW/2021/**AAL**/00000001
5.	AME CAR-66 license- Renewal	DAW/2021/**RAL**/00000001
6.	AME CAR-66 license- Endorsement of additional Typerating of aircraft in existing Category/Sub-Category	DAW/2021/**EAT**/00000001
7.	AME CAR-66 License- Removal of Limitation	DAW/2021/**ROL**/00000001

1.15 ADMINISTRATIVE PROCEDURES

This section details the administrative procedures when applying to DGCA for a particular service through eGCA.

1.15.1 Applying for a Service

When an application is received through e-GCA, concerned designated officer at DGCA will process the service through eGCA process flow, as per Part II, Chapter 17 .of Airworthiness Procedure Manual which is available on DGCA website.

1.15.2 Fees

Refer Rule 62 of The Aircraft Rules, 1937 for details of fees.

Note: In eGCA, the requisite fees is deposited online while availing a service.

1.15.3 Amendment to an AME Licence

For any amendment to an AME Licence, the applicant should avail the 'Amendment' service through e-GCA as per the respective User Manual guidance.

1.15.4 Lost Licence

Individuals who have lost their licence are required to apply through the 'Duplicate' service of eGCA.

1.16 Application if Rejected

1.16.1 Grounds for Rejection

Where an application for the issuance, renewal, amendment, or any other action related to an AME licence does not meet the applicable requirements of CAR-66 and/or the applicable DGCA procedures, DGCA may reject the application. The applicant shall be informed of the rejection through the eGCA, indicating the reasons for rejection.

1.16.2 Fees

The fee submitted with an application is levied towards the processing, scrutiny, and administrative examination of that application. Accordingly, where an application is rejected for non-compliance with applicable requirements, the fee already paid shall be deemed utilised towards the processing already undertaken and shall not be refunded or adjusted against any subsequent application

1.16.3 Rectification of Deficiencies

(a) Where rejection is due to insufficient practical experience, the applicant shall acquire the requisite additional experience and submit appropriate supporting records with the subsequent application.

(b) Where rejection is due to non-fulfilment of examination requirements, the applicant shall satisfy the applicable examination requirements before reapplying.

(c) Rejection of an application shall not, by itself, preclude the applicant from submitting a fresh application, accompanied by the requisite fee. The applicant shall ensure full compliance with all applicable requirements before submitting such a subsequent application.

1.16.4 Applicant's Responsibility

The applicant shall be responsible for ensuring that each application, including any resubmission, is complete, accurate, and supported by valid documentary evidence prior to submission.

APPENDIX TO CHAPTER 1

Appendix A - List of Application Forms

DGCA application forms for licenses and examinations (Available on DGCA website underheading Forms)

Form No	Description
CA Form 19-01	Application For Initial Issue Of CAR- 66 Aircraft Maintenance Engineer's Licence
CA Form 19-02	Application for extension of CAR- 66 aircraft maintenance engineer'slicence
CA Form 19-03	Application for renewal of CAR- 66 aircraft maintenance engineer'slicence
CA Form 19-04	Application for conversion/removal of limitations of CAR- 66 aircraftmaintenance engineer's licence
CA Form 19-05	Application for issue of duplicate CAR- 66 aircraft maintenanceengineer's licence
CA Form 19-06	Medical certificate
CA Form 19-07	Application for allotment of computer number for appearing in AMElicence examinations
CA Form 19- 08A	Application for appearing in written paper(s) of CAR 66 basic knowledge examination
CA Form 19-08B	*Application for appearing in CAR 66 type examination*
CA Form 19-09	Application for appearing in skill test of CAR-66 AME licence
CA Form 19-10	Format of aircraft maintenance engineer work record / log book

Note: The requirements/contents of the above forms have been incorporated/ captured in the respective eGCA services.

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CHAPTER 2 - CONVERSION OF PROTECTED RIGHTS

2

2.1 PROCEDURE FOR CONVERSION OF TYPE RATED AME LICENCE ISSUED IN ACCORDANCE WITH CAR SECTION 2 SERIES L.

CAR 66.A.70 provides for conversion of an existing valid Aircraft Maintenance Engineer's Licence into a CAR-66 Aircraft Maintenance Engineer Licence (CAR-66 AME licence). The conversion process confers the privileges exercised by an AME Licence holder prior to the introduction Of CAR-66.

Note: - As conversions performed on the basis of 66.A.70 (d) are aimed to maintain the privileges of the pre-existing type ratings, the limitations introduced on the CAR-66 licence are not linked to possible differences between the scope of the AME licence and the scope of the CAR-66 licence qualification. This conversion does not include such comparison. This means that, in order to remove such limitations, full compliance with the conditions of CAR-66 needs to be demonstrated

All Type rated AME Licences issued under CAR Series L are converted into either full or restricted CAR-66 AME Licence depending upon the type ratings already endorsed on these licences as detailed in Appendix B of this chapter.

Categories / Ratings held on the Series L Licences are transferred with or without limitation under appropriate category or Section XIV (a) of the CAR-66 licence.

Endorsements of Type Ratings in existing "A", "B", "D" and "X" Category of Licences covering Gliders, Balloons, Aircraft, Engine, Propeller and items of equipment that are not covered by CAR-66, are also transferred to Section XIV(a) of the "CAR-66 AME licence". However, in order to exercise the privileges to issue CRS, ratings would need to be transferred to Section XII / XIII of AME licence in appropriate category.

Licences with open rating are converted with appropriate group rating provided the holder of such licence produces suitable evidence of having exercised the licence privileges on various aircraft types. Otherwise, the open rated AME licence will be converted to a CAR-66 licence conferring the privileges exercised by the AME in the past on specific aircraft.

Endorsements of Type Ratings in respect of obsolete types of aircraft are recorded in Section XIV (a) of CAR 66 Licence indicating that the holder had these Type Ratings endorsed in his earlier Licence.

When satisfied that the applicant meets the requirements for conversion specified in CAR-66, the DGCA, issue the CAR-66 aircraft maintenance engineer's licence to the applicant. All information pertaining to the application is retained on file in DGCA Headquarters, Airworthiness Directorate. The applicant should review the CAR-66 aircraft maintenance engineer's licence on its receipt and raise any query or bring out anomaly if any noted relating to the conversion process to the notice of Airworthiness Directorate in DGCA Headquarters within one month of receipt.

Note: A table covering the most common CAR Section L to CAR-66 licence conversion scenarios can be found in Appendix B of this chapter.

2.2 ISSUE OF A CATEGORY A LICENCE TO A PREVIOUSLY UNLICENSED ENGINEER

Refer Chapter 3 of this document for more details.

2.3 LIMITATIONS ON A CONVERTED LICENCE

Where an applicant does not meet the full requirements as in Appendix A (Table 1) or Appendix B of this chapter, the converted Licence is issued with "Limitation(s)". Limitations may be applied singly or in combination. Endorsement of the 'Limitation Code' on a CAR-66 Converted Licence implies that, the holder is not authorized to exercise the privileges of the licence on specific system denoted by the 'Limitation Code' of the particular type of aircraft. The limitation codes and their translation are listed below:

Code No	Limitation code and restriction on the certification privilege of the converted licence
1	Excluding airframe depending upon category/sub-category of licence
2	Excluding engine depending upon category/sub-category of licence
3	Excluding electrical power generation & distribution systems
4	Excluding instrument systems, INS/IRS and Flight Directors systems, autopilot systems on aeroplanes/helicopters, automatic landing and auto throttle systems on aeroplanes
5	Excluding radio communication/navigation and radar systems
6	Excluding electrical power generation & distribution systems on aircraft above 5700Kgs
7	Excluding avionic line replaceable units
8	Excluding avionic line replaceable units on aircraft above 5700 Kgs

2.4 REMOVING LIMITATIONS FROM A TYPE RATING LICENCE

To remove limitations imposed on CAR-66 licence, where an Series L, AME licence does not directly converted to a full CAR-66 Category / sub-category licence, the relevant conversion module examinations must be passed and appropriate experience requirements as in Appendix II to AMC of CAR-66 are met. Basic Knowledge Modules / sub-modules required to be completed for removing these limitation(s) are specified in Column 5 of table given in Appendix B of this chapter.

An application may be made by holders of a type rated CAR 66 AME licence holder through the respective eGCA service.

2.5 CONVERSION

I) All pre-CAR 66 licences are required to be converted to CAR-66 AME licence before the licence holder can exercise the privilege(s) of the licence. Only a valid Pre-CAR 66 AME licence can be converted to a CAR 66 AME licence.

II) Once an AME Licence is converted into a CAR-66 AME Licence, the previously held AME Licence will be rendered invalid.

III) APPLICATION FOR CONVERSION

An application may be made by holders of a type rated Pre-CAR 66 AME valid licence on CA Form 19-04 with necessary enclosures to DGCA with a request to issue an AME licence in accordancewith CAR-66. On receipt of the CA Form 19-04, it will be assessed by designated officials of Airworthiness Directorate for completeness including the required supporting documentation for conversion.

To receive full certification privileges exercised by the AME prior to the CAR-66 coming into force, the applicants are required to provide complete details of type endorsement held and Privileges exercised by them in the application form along with supporting documentalevidence including Course Completion Certificates issued by DGCA approved organisationsor CAR-147 organisations, if applicable.

Note : *The cut-off date for conversion of existing pre-CAR 66 licences was 31 December 2021. All existing licence holders were permitted to exercise the privileges of their old licences up to this date. After the cut-off date, such privileges ceased unless the licences were converted into CAR-66 AME licences.*

However, there is no time limit for removal of limitations on converted Licence

Appendix A Requirements For Issue of CAR 66 Licence — **TABLE -1**

CATEGORY		DESCRIPTION	BASIC KNOWLEDGE EXAMINATIONMODULES																		PRACTICAL MAINTENANCE EXPERIENCE	TYPE TRAINING/ EXAM	OJT
			3	4	5	6	7 A	7 B	8	9A	9B	10	11A	11B	11C	12	13	14	15	16	17A	17B			
A	A1	AEROPLANES TURBINES	X		X	X	X		X	X		X	X						X		X		AS PER PARA (A)(1) OF CAR 66.A.30		N/A
	A2	AEROPLANES PISTON	X		X	X	X		X	X		X		X						X	X			
	A3	HELICOPTERS TURBINES	X		X	X	X		X	X		X				X			X					
	A4	HELICOPTERS PISTON	X		X	X	X		X	X		X				X				X				
B1	B 1.2	AEROPLANES PISTON	X	X	X	X	X		X	X		X		X						X	X			REF: CAR66APPE NDIX III/. CAR 66 AMC APPE NDIX	YES
	B 1.4	HELICOPTERS PISTON	X	X	X	X	X		X	X		X				X				X				
	B 1.1	AEROPLANES TURBINES	X	X	X	X	X		X	X		X	X						X		X		AS PER PARA(A) (2) OF CAR 66.A.30		
	B 1.3	HELICOPTERS TURBINES	X	X	X	X	X		X	X		X				X			X					
	B2	AVIONIC	X	X	X	X	X		X	X		X					X	X						
	B2L	SYSTEM RATINGS	X	X	X	X	X		X	X		X					X	X					AS PER PARA(A) (3) OF CAR 66.A.30		NO
	B3	PISTON ENGINE NON PRESSURISE AEROP LANE 2000KG MTOWAND BELOW	X	X	X	X		X	X		X	X			X					X		X	AS PER PARA (A)(1) OF CAR 66.A.30	REF: CAR66APPE NDIX III/. CAR 66 AMC APPE NDIX	NO
	C	----------																					AS PER PARA (A) (5 & 6) OF CAR 66.A.30		NO

Appendix B Conversion and Removal of Limitations from a CAR-66 Licence

The tables below have been revised in order to simplify the conversion information. This table provides a matrix for most of the categories of licences issued by the DGCA. Any questions relating to the conversion of licences that do not appear in table should be referred to the DGCA for assessments and resolution.

Column 1 shows Pre-CAR 66 Licence endorsements

Column 2 shows Categories/ Sub Categories of CAR-66 Licence

Column 3 shows Limitation code. 'Limitation Code' on a CAR-66 Converted Licence implies that, the holder is not authorized to exercise the privileges of the licence on specific system denoted by the 'Limitation Code' of the particular type of aircraft.

Column 5 shows the basic knowledge requirement examinations that must be passed to satisfy the theoretical element for removing a limitation. Where part modules are shown, the full part module may not be required and therefore may be sub-divided.

PRE – CAR 66 LICENSE	CAR-66 LICENSE	LIMITATION CODE	LIMITATION(S)	MODULE OR SUB MODULE TO BE PASSED TO REMOVE CAR-66 LICENSE LIMITATIONS
1. CAT "A" & "C" (HEAVY AIRCRAFT & JET ENGINE - AEROPLANE)	B1.1	3 7	EXCLUDING ELECTRICAL POWER GENERATION & DISTRIBUTION SYSTEMS. EXCLUDING AVIONIC LINE REPLACEABLE UNITS	4 (ALL) AND, 11.5, 11.6, 11.14, 11.19, 11.20 & 11.21 OF 11A 5 (ALL)
2. CAT "A" & "C" (LIGHT AIRCRAFT & JET ENGINE)	B1.1	1 6 8	EXCLUDING AIRFRAME ON AIRCRAFT ABOVE 5700 KG EXCLUDING ELECTRICAL POWER GENERATION & DISTRIBUTION SYSTEMS ON AIRCRAFT ABOVE 5700 KG EXCLUDING AVIONIC LINE REPLACEABLE UNITS ON AIRCRAFT ABOVE 5700 KG	11A (ALL) 4 (ALL) AND, 11.5, 11.6, 11.14, 11.19, 11.20 & 11.21 OF 11A 5 (ALL),
3. CAT "A" (HEAVY AIRCRAFT - AEROPLANE)	B1.1	2 3 7	EXCLUDING ENGINE. EXCLUDING ELECTRICAL POWER GENERATION & DISTRIBUTION SYSTEMS EXCLUDING AVIONIC LINE REPLACEABLE UNITS	15 (ALL) & 17 (ALL) 4 (ALL) AND, 11.5, 11.6, 11.14, 11.19, 11.20 & 11.21 OF 11A 5 (ALL)
4. CAT "C" (JET ENGINE - AEROPLANE)	B1.1	1 3 7	EXCLUDING AIRFRAME. EXCLUDING ELECTRICAL POWER GENERATION & DISTRIBUTION SYSTEMS EXCLUDING AVIONIC LINE REPLACEABLE UNITS	11A (ALL) 4 (ALL) AND, 11.5, 11.6, 11.14, 11.19, 11.20 & 11.21 OF 11A 5 (ALL)
5. CAT "A" & "C" (LIGHT AIRCRAFT & PISTON	B1.2	6	EXCLUDING ELECTRICAL POWER GENERATION & DISTRIBUTION SYSTEMS ON AIRCRAFT ABOVE 5700 KG	4 (ALL) AND 11.5, 11.6 & 11.14 OF 11B.

PRE – CAR 66 LICENSE	CAR-66 LICENSE	LIMITATION CODE	LIMITATION(S)	MODULE OR SUB MODULE TO BE PASSED TO REMOVE CAR-66 LICENSE LIMITATIONS
ENGINE - AEROPLANE)		8	EXCLUDING AVIONIC LINE REPLACEABLE UNITS ON AIRCRAFT ABOVE 5700 KG	5 (ALL)
6. CAT "A" (LIGHT AIRCRAFT - AEROPLANE)	B1.2	2	EXCLUDING ENGINE	16 (ALL), & 17 (ALL)
		6	EXCLUDING ELECTRICAL POWER GENERATION & DISTRIBUTION SYSTEMS ON AIRCRAFT ABOVE 5700 KG	4 (ALL) AND 11.5, 11.6 & 11.14 OF 11B
		8	EXCLUDING AVIONIC LINE REPLACEABLE UNITS ON AIRCRAFT ABOVE 5700 KG	5(ALL)
7. CAT "C" (PISTONENGINE - AEROPLANE)	B1.2	1	EXCLUDING AIRFRAME	11B (ALL)
		3	EXCLUDING ELECTRICAL POWER GENERATION & DISTRIBUTION SYSTEMS	4 (ALL) AND 11.5, 11.6& 11.14 OF 11B
		7	EXCLUDING AVIONIC LINE REPLACEABLEUNITS.	5 (ALL)
8.CAT "A" & "C" (HELICOPTER & JET ENGINE)	B1.3	6	EXCLUDING ELECTRICAL POWER GENERATION & DISTRIBUTION SYSTEMSON AIRCRAFT ABOVE 5700 KG	4 (ALL), 12.7, 12.8, 12.15, 12.17, 12.18 & 12.19
		8	EXCLUDING AVIONIC LINE REPLACEABLEUNITS ON AIRCRAFT ABOVE 5700 KG	5 (ALL)
9. CAT "A" (HELICOPTER)	B1.3	2	EXCLUDING ENGINE	15 (ALL)
		6	EXCLUDING ELECTRICAL POWER GENERATION & DISTRIBUTION SYSTEMSON AIRCRAFT ABOVE 5700 KG	4 (ALL), 12.7, 12.8, 12.15, 12.17, 12.18 & 12.19
		8	EXCLUDING AVIONIC LINE REPLACEABLEUNITS ON AIRCRAFT ABOVE 5700 KG	5 (ALL)
10. CAT "C" (JET ENGINE - HELICOPTER)	B1.3	1	EXCLUDING AIRFRAME	12 (ALL)
		3	EXCLUDING ELECTRICAL POWER GENERATION & DISTRIBUTION SYSTEMS.	4 (ALL), 12.7, 12.8, 12.15, 12.17, 12.18 & 12.19
		7	EXCLUDING AVIONIC LINE REPLACEABLEUNITS.	5 (ALL)
11. CAT"A & C" (HELICOPTER & PISTON ENGINE)	B1.4	6	EXCLUDING ELECTRICAL POWER GENERATION & DISTRIBUTION SYSTEMSON AIRCRAFT ABOVE 5700 KG	4 (ALL), 12.7, 12.8, 12.15, 12.17, 12.18 & 12.19
		8	EXCLUDING AVIONIC LINE REPLACEABLEUNITS ON AIRCRAFT ABOVE 5700 KG	5 (ALL)
12. CAT"A" (HELICOPTER)	B1.4	2	EXCLUDING ENGINE	16 (ALL)
		6	EXCLUDING ELECTRICAL POWER GENERATION & DISTRIBUTION SYSTEMSON AIRCRAFT ABOVE 5700 KG	4 (ALL), 12.7, 12.8, 12.15, 12.17, 12.18 & 12.19
		8	EXCLUDING AVIONIC LINE REPLACEABLEUNITS ON AIRCRAFT ABOVE 5700 KG	5 (ALL)
13. CAT"C" (PISTON ENGINE - HELICOPTE R)	B1.4	1	EXCLUDING AIRFRAME	12 (ALL)
		3	EXCLUDING ELECTRICAL POWER GENERATION & DISTRIBUTION SYSTEMS	4 (ALL), 12.7, 12.8, 12.15, 12.17, 12.18 & 12.19

PRE – CAR 66 LICENSE	CAR-66 LICENSE	LIMITATION CODE	LIMITATION(S)	MODULE OR SUB MODULE TO BE PASSED TO REMOVE CAR-66 LICENSE LIMITATIONS
		7	EXCLUDING AVIONIC LINE REPLACEABLEUNITS.	5 (ALL)
14. CAT . "V" (AVIONICS) /"E,I,R" (ELECTRICAL, INSTRUMENT & RADIO) SEE NOTE 1	B2	NIL	NIL	NIL
15. CAT"E" (ELECTRICAL) • SEE NOTE 1	B2	4 5	EXCLUDING INSTRUMENT SYSTEMS, INS/IRS AND FLIGHT DIRECTORS SYSTEMS, AUTOPILOT SYSTEMS ON AEROPLANES/ HELICOPTERS, AUTOMATIC LANDING AND AUTO THROTTLE SYSTEMS ON AEROPLANES. EXCLUDING RADIO COMMUNICATION/NAVIGATION AND RADAR SYSTEMS.	13,3, 13.7, & 13.8 14 (ALL) 13.4 & 13.6,
16. CAT"I" (INSTRUME NT)	B2	3 5	EXCLUDING ELECTRICAL POWER GENERATION & DISTRIBUTION SYSTEMS. EXCLUDING RADIO COMMUNICATION/NAVIGATION AND RADAR SYSTEMS.	13.5 & 13.9 13.4 & 13.6,
17. CAT"R"(RADIO NAVIGATION)	B2	3 4	EXCLUDING ELECTRICAL POWER GENERATION & DISTRIBUTION SYSTEMS. EXCLUDING INSTRUMENT SYSTEMS, INS/IRS AND FLIGHT DIRECTORS SYSTEMS, AUTOPILOT SYSTEMS ON AEROPLANES/ HELICOPTERS, AUTOMATIC LANDING AND AUTO THROTTLE SYSTEMS ON AEROPLANES.	13.5 & 13.9 13.3, 13.7 & 13.8 14 (ALL)
18. CAT "E& I" (ELECTRICAL & INSTRUMENT)	B2	5	EXCLUDING RADIO COMMUNICATION/NAVIGATION AND RADAR SYSTEMS.	13.4 & 13.6
19. CAT "E & R" (ELECTRICAL& RADIO NAVIGATION)	B2	4	EXCLUDING INSTRUMENT SYSTEMS, INS/IRS AND FLIGHT DIRECTORS SYSTEMS, AUTOPILOT SYSTEMS ON AEROPLANES/ HELICOPTERS, AUTOMATIC LANDING AND AUTO THROTTLE SYSTEMS ON AEROPLANES.	13.3, 13.7 & 13.8 14 ALL)
20. CAT "I &R" (INSTRUME NT & RADIO NAVIGATION)	B2	3	EXCLUDING ELECTRICAL POWER GENERATION & DISTRIBUTION SYSTEMS.	13.5 & 13.9

Note 1: Category V and Cat E Licence holder who are certifying electrical systems related to airframe and engine presently on aircraft above 5700 Kg AUW will continue to do so under the privileges of Category B2 Licence holders.

Note 2: Applicants should refer to CAR-66 Appendix I in order to identify the part modulesubjects required.

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CHAPTER 3 CATEGORY A LICENCE

3

3.1 THE CATEGORY A LICENCE

The Category A licence is a mechanical based licence and permits the holder to issue certificates of release to service after minor scheduled line maintenance and simple defect rectification within the limits of maintenance tasks specifically endorsed on the authorisation issued by a maintenance organisation approved under rule 133B for the broad category of aircraft endorsed on the licence and the certification privileges should be restricted to the work carried out by the licence holder himself in the maintenance organization that issues the authorisation.

The A licence has been sub-divided into sub-categories as below:

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

3.2 BASIC KNOWLEDGE REQUIREMENTS

An applicant for 'Category A' aircraft maintenance engineer's licence is required to demonstrate by examination, a level of knowledge in the appropriate subject modules in accordance with CAR 66. The basic knowledge examination are conducted by Central Examination Organization of DGCA.

3.3 EXPERIENCE REQUIREMENTS

3.3.1 General

An applicant for a category-A licence must have three years of practical aircraft maintenance experience on operating aircraft. The experience should be practical and involve with a representative cross section of maintenance tasks on aircraft. This experience should include minor scheduled line maintenance and simple defect rectification on operating aircraft pertaining to the category of licence for which application is to be made.

This experience should have been acquired within the 10 years preceding the application foran aircraft maintenance licence or the addition of a category or subcategory to such a licence.

3.3.2 Recent Practical Maintenance Experience

All applicants must have gained at least one year's experience on aircraft typical of the category or sub-category for which the initial aircraft maintenance engineer's licence is sought.

Of this one year's experience, six months must have been gained in the 12 months immediately before application. The remainder must have been gained in the 7 years before application.

3.4 REDUCTION IN EXPERIENCE REQUIREMENTS

A reduction in the experience requirement may be considered for certain applicants who fall into either category below.

3.4.1 'Skilled Worker'

A skilled worker is a person who has successfully completed a course of training acceptableto the DGCA and involving the manufacture, repair, overhaul or inspection of mechanical, electrical or electronic equipment. The training would have included the use of tools and measuring devices.

3.4.2 Experience Required

Two years of practical maintenance experience on operating aircraft, covering the corresponding system rating, and having acquired a Degree in Aircraft Maintenance or Degree in Engineering from a recognised University;

One year of practical maintenance experience on operating aircraft, covering the corresponding system rating, and having successfully completed basic aircraft maintenance training conducted by a training organisation approved i.a.w. CAR 147 (basic) under rule 133B.

3.4.3 Other Experienced Applicants

Aircraft maintenance experience gained outside a civil aircraft maintenance environment can include experience gained in armed forces, coast guards and police etc. or in aircraft manufacturing.

3.5 BASIC THEORETICAL KNOWLEDGE REQUIREMENTS

General

Basic knowledge levels for each category licence have been allocated relating to the complexity of certifications appropriate to the particular licence. A Category A applicant must demonstrate an adequate level of knowledge in the required subjects as detailed in this section.

Qualification on basic subjects for each CAR 66 aircraft maintenance licence category or subcategory shall be in accordance with the following matrix, where applicable subjects are indicated by an 'X', while 'n/a' means that the subject module is neither applicable nor required. (ref Appendix I - Basic Knowledge Requirements (except for Category L Licence point ii) Modularization of CAR 66)

TABLE: BASIC THEORETICAL KNOWLEDGE REQUIREMENTS

Subject module	B1.1 A1 Turbine engine	B1.2 A2 Piston engine	B1.3 A3 Turbine engine	B1.4 A4 Piston engine	B3 Piston engine non-pressurised aeroplanes MTOM ≤ 2000kg	B2	B2L
1. MATHEMATICS	N/A						
2. PHYSICS	N/A						
3. ELECTRICAL FUNDAMEN TALS	X	X	X	X	X	X	X
4. ELECTRONICS FUNDAMEN TALS	X(n/a for A1)	X(n/a for A2)	X(n/a for A3)	X(n/a for A4)	X	X	X
5. DIGITAL TECHNIQUES/ ELECTRONIC INSTRUMENT SYS TEMS	X	X	X	X	X	X	X
6. MATERIALS AND HARDWARE	X	X	X	X	X	X	X
7. MAINTENANCE PRACTICES	X	X	X	X	X	X	X
8. BASIC AERODYNAMICS	X	X	X	X	X	X	X
9. HUMAN FACTORS	X	X	X	X	X	X	X
10. AVIATION LEGISLATION	X	X	X	X	X	X	X

TABLE: BASIC THEORETICAL KNOWLEDGE REQUIREMENTS

Subject module	B1.1 A1 Turbine engine	B1.2 A2 Piston engine	B1.3 A3 Turbine engine	B1.4 A4 Piston engine	B3 Piston engine non-pressurised aeroplanes MTOM ≤ 2000kg	B2	B2L
11. AEROPLANE AERODY NAMICS, STRUCTURES AND SYSTEMS	X	X	n/a	n/a	X	n/a	n/a
12. HELICOPTER AERODY NAMICS, STRUCTURES AND SYSTEMS	n/a	n/a	X	X	n/a	n/a	n/a
13. AIRCRAFT AERODYNAMICS, STRUCTURES AND SYSTEMS	n/a	n/a	n/a	n/a	n/a	X	X
14. PROPULSION	n/a	n/a	n/a	n/a	n/a	X	X
15. GAS TURBINE ENGINES	X	n/a	X	n/a	n/a	n/a	n/a
16. PISTON ENGINE	n/a	X	n/a	X	X	n/a	n/a
17. PROPELLER	X	X	n/a	n/a	X	n/a	n/a

3.6 BASIC EXAMINATION STANDARD

Refer Chapter 10 of this document and Appendix-II of CAR-66

3.7 CREDITS FROM THEORETICAL KNOWLEDGE REQUIREMENTS

3.7.1 General

An applicant may apply to the DGCA for full or partial examination credit to the basic knowledge requirements for basic knowledge examinations that do not meet the requirement described in CAR 66. DGCA may grant credit on the basis of a credit report.

The credit report should include a comparison between:

(i) The modules, sub-modules, subjects and knowledge levels contained in CAR-66, as applicable; and
(ii) The syllabus of the technical qualification concerned relevant to the particular category being sought.

This comparison should state if compliance is demonstrated and contain the justifications for each statement.

On the basis of credit report, partial examination exemptions may be given to applicants who wish to extend their current licence to include a further basic Category/sub-Category.

3.7.2 Credits for paper 1, 2 and 3 of the erstwhile AME Licence examination

Credit is given to an applicant who has passed basic knowledge examination papers 1, 2 and 3 of the erstwhile AME Licence qualifying system as indicated in APPENDIX A of thisChapter.

3.7.3 Examination credit validity

Credits for basic knowledge examination expirers 10 years after they are granted in case CAR 66 AME Licence is not issued.

Upon expiry of the credits, the applicant may apply for new credits. The DGCA may continue the validity of the credits for an additional period of 10 years if basic knowledge requirements have not been changed.

3.7.4 Difference modules for issuing Category A license to the BAMEL/BAMEC holders

The modular syllabus of CAR-66 often requires different levels of knowledge for the different licence categories (A, B1, B2 and B3) within a module; therefore there are conversion examinations applicable to certain modules for licence holders wishing to include another category. The DGCA conduct all conversion part module examinations. Applications should be made in the normal way.

The most common cases of category conversion are detailed in Appendix B of this Chapter.

3.8 MAKING APPLICATION

An application for an aircraft maintenance engineer's licence should be made on CA Form 19-01 through eGCA with necessary documents and fees to DGCA.

Note: The Category A licence is a basic licence only and cannot hold any type ratings.

3.8.1 Supporting Documents

Proof of Age – 10th standard certificate from a recognized board or its equivalent or the

Birth certificate issued by municipal corporation /committee shall be the documents acceptable as proof of age. Educational qualification -12th Standard Certificate from a recognized board or a Diploma certificate recognized by AICTE or any certificate acceptable to DGCA as equivalent qualification.

Identity proof- Passport or any photo identity card issued by the Government. Result sheets – The result cards of applicable paper/module issued by CEO.
Same to be fetched and may be verified from the details of computer number of the candidate via pariksha portal and eGCA portal

Applicant/Candidate has to ensure that their details and credentials in the CEO database/Pariksha poratal are current and updates.
Course Completion Certificates – issued by approved aircraft maintenance training organisation/ Degree in Engineering Certificate (if applicable)/ Defence experience certificate.

Logbook – confirming experience.

Note: Having clear concise supporting data will enable us to issue licences more effectively and with less risk *of errors or rejections.*

Appendix A: Credits for Papers 1, 2 & 3

PAPER PASSED		MODULES DEEMED COVERED																
			3	4	5	6	7	8	9	10	11A	11B	11C	12	13	14	15	16	17
1		9 ,10							X	X									
2		3,6,7,8,	X			X	X	X											
1, 2		3,6,7,8,9,10	X			X	X	X	X	X									
1+2+3	HA	3,6,7,8,9,10, 11A	X			X	X	X	X	X	X 11.5, 11.6, 11.14 11.19, 11.20, 11.21								
	LA	3,6,7,8,9,10, 11B	X			X	X	X	X	X		X 11.5, 11.6, 11.14	X 11.5, 11.6, 11.14						
	RA	3,6,7,8, 9, 10, 12	X			X	X	X	X	X				X 12.7, 12.8, 12.15 12.17 12.18 12.19					
	JE	3,6,7,8, 9,10, 15, 17	X			X	X	X	X	X							X		X
	PE	3,6,7,8, 9,10, 16, 17	X			X	X	X	X	X								X	X
	ES	3, 4, 5, 6, 7, 8, 9, 10, 13.5, 13.9	X	X	X	X	X	X	X	X					X 13.5,13.9				
	IS	3,4,5,6,7,8, 9,10,13.3, 13.7,13.8	X	X	X	X	X	X	X	X					X 13.3, 13.7, 13.8	X			
	RN	3,4,5,6,7,9,8, 9,10,13.4,13.6	X	X	X	X	X	X	X	X					X 13.4,13.6				

Modules deemed Covered — X

Modules to be covered

Appendix B: Difference modules for issuing Category A license to the BAMEL/BAMEC holders

PRE-CAR 66 BAMEL holders PASSED Paper 1 & 2	CAR-66 LINCENSE TO BE ISSUED	ADDITIONAL REQUIREMENTS TO BE FULFILLED TO ACQUIRE CAR-66 LICENSE	MODULE OR SUB MODULE TO BE PASSED TO COMPLETE THE CAR-66 REQUIREMENT
1.(HA)+(CT)	A1	Electrical Power Generation & Distribution System.	11.5,11.6,11.14, 11.19, 11.20 & 11.21 of 11A.
		Avionic Line Replaceable Units	5(All)
2.(LA)+(CT)	A1	Airframe on Aircraft Above 5700 Kg.	11A (All)
		Avionic Line Replaceable Units on Aircraft Above 5700 kg.	5 (All)
3. (HA)	A1	Engine	15 (All) & 17 (All)
		Electrical Power Generation & distribution System.	11.5,11.6,11.14,11.19,11.20 &11.21,of 11A
		Avionic Line Replaceable Units	5(All)
4. (CT)	A1	Airframe	11A (All)
		Avionic Line Replaceable Units	5 (All)
5.(LA)+(CP)	A2	Electrical Power General & Distribution System On Aircraft Above 5700 kg.	11.5, 11.6, 11.14 of 11B
		Avionic Line Replaceable Units on Aircraft Above 5700 kg.	5 (All)

6.(LA)	A2	Engine	16 (All), & 17 (All)
		Electrical Power Generation & Distribution System on Aircraft Above 5700 kg.	11.5, 11.6, 11.14 of 11B
		Avionic Line Replaceable Units on Aircraft Above 5700 kg.	5 (All)
7. (CP)	A2	Airframe	11B (All)
		Avionic Line Replaceable	5(All)
8.(AHC)+(CT)	A3	Electrical Power Generation & Distribution System on Aircraft Above 5700 kg	12.7, 12.8, 12.15, 12.17, 12.18, & 12.19
		Avionic Line Replaceable Units on Aircraft Above 5700 kg.	5(All)
9.(AHC)	A3	Engine	15(All)
		Electrical Power Generation & Distribution System on Aircraft Above 5700 kg	12.7, 12.8, 12.15, 12.17, 12.18, & 12.19
		Avionic Line Replaceable Units on Aircraft Above 5700 kg.	5(All)
10.(AHC)+(CT)	A3	Airframe	12(All)
		Avionic Line Replaceable Units on Aircraft Above 5700 kg.	5 (All)

11.(AHC)-(CP)	A4	Electrical Power Generation & Distribution System on Aircraft Above 5700 kg	12.7, 12.8, 12.15, 12.17, 12.18, & 12.19
		Avionic Line Replaceable Units on Aircraft Above 5700 kg.	5(All)
12.(AHC)	A4	Engine	16(All)
		Electrical Power Generation & Distribution System on Aircraft Above 5700 kg	12.7, 12.8, 12.15, 12.17, 12.18, & 12.19
		Avionic Line Replaceable Units on Aircraft Above 5700 kg.	5(All)
13.(CP)	A4	Airframe	12(All)
		Avionic Line Replaceable Units on Aircraft Above 5700 kg.	5(All)

Note: For issuance of Category A for persons having BAMEC in ES/IS/RN/V or a combination please refer to the credits accorded as per Appendix A of this section.

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CHAPTER 4 CATEGORY B1 LICENCE

4.1 The Category B1 Licence

4.2 Basic Knowledge Requirements

4.3 Experience Requirements

4.4 Reduction in Experience Requirements

4.5 Basic Theoretical Knowledge Requirements

4.6 Basic Examination Standard

4.7 Credits from Theoretical Knowledge Requirements

4.8 Type Training and Examination Requirements

4.9 Making Application

CHAPTER 4
CATEGORY B1 LICENCE

4.1 THE CATEGORY B1 LICENCE

Category B1 licence is a mechanical based licence and permits the holder to issue certificates for release to service and act as support staff following the maintenance performed on aircraft structure, power plant, mechanical and electrical systems, work on avionics system requiring simple tests to prove their serviceability and not requiring trouble shooting, in respect of an aircraft type endorsed on the licence (ref CAR 66 – 66.A.20)

Note: Category B1 include the appropriate sub-category of Category A.

The B1 licence is sub-divided into sub-categories as below:

B1.1 Aeroplanes Turbine-Engines
B1.2 Aeroplanes Piston-Engines
B1.3 Helicopters Turbine-Engines
B1.4 Helicopters Piston-Engines

4.2 BASIC KNOWLEDGE REQUIREMENTS

An applicant for 'Category B1' aircraft maintenance engineer's licence is required to demonstrate by examination, a level of knowledge in the appropriate subject modules in accordance with CAR 66. The basic knowledge examination is conducted by Central Examination Organization of DGCA.

The levels of knowledge for each licence (sub) category are directly related to the complexity of the certifications related to the corresponding licence (sub) category, which means that Category A should demonstrate a limited but adequate level of knowledge, whereas category B1, B2 and B3 should demonstrate a complete level of knowledge in the appropriate subject module.

The endorsement of aircraft type ratings requires the satisfactory completion of the relevant category B1 approved type training.

4.3 EXPERIENCE REQUIREMENTS

4.3.1 General

An applicant for a category B1 licence must have completed a prescribed period of aircraft maintenance experience. This experience is to be relevant to the licence category required and to the maintenance experience on operating aircraft.

a) For sub categories B1.2 and B1.4- three years of practical aircraft maintenance experience on operating aircraft.
b) For sub-categories B1.1 and B1.3- five years of practical aircraft maintenance experience on operating aircraft.

The experience should be practical and involve with a representative cross section of maintenance tasks on aircraft.

This experience should have been acquired within the 10 years preceding the application for an aircraft maintenance licence or the addition of a category or subcategory to such a licence.

Note: Maintenance experience on operating aircraft:

- Means the experience of being involved in maintenance tasks on aircraft which are being operated by airlines, air taxi organisations, owners, etc.;
- Should cover a wide range of tasks in length, complexity and variety;
- Aims at gaining sufficient experience in the real environment of maintenance as opposed to only the training school environment;
- May be gained within different types of maintenance organisations (CAR-145, CAR –CAO etc.) or under the supervision of independent certifying staff;
- May be combined with CAR-147 approved training so that periods of training can be intermixed with periods of experience, similar to an apprenticeship.

4.3.2 Recent Practical Maintenance Experience

All applicants must have gained at least one year's experience on aircraft typical of the category or sub-category for which the initial aircraft maintenance engineer's licence is sought.

Of this one year's experience, six months must have been gained in the 12 months immediately before application. The remainder must have been gained in the 7 years before application.

For subsequent category /subcategory additions to an existing aircraft maintenance engineer's licence, the additional recent maintenance experience required may be less than one year, but should be at least three months. The required experience is 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.

Note 1 : Maintenance experience gained on foreign registered aircraft maintained in a CAR 145 approved organization located in India shall be counted towards meeting the practical aircraft maintenance experience on operating aircraft.

Note 2: 'Recent maintenance experience' shall be acquired on the type of aircraft for which the aircraft maintenance engineer's license is sought

4.4 REDUCTION IN EXPERIENCE REQUIREMENTS

A reduction in the experience requirement may be considered for certain applicants who fall into either category below.

4.4.1 'Skilled Worker'

A skilled worker is a person who has successfully completed a course of training acceptable to the DGCA and involving the manufacture, repair, overhaul or inspection of mechanical, electrical or electronic equipment. The training would have included the use of tools and measuring devices.

4.4.1.1 Experience Required

B1.1 and B1.3 applicants must demonstrate- three years of practical maintenance experience on operating aircraft, covering the corresponding system rating, and having acquired a Degree in Aircraft Maintenance or Degree in Engineering from a recognised University; or

two year of practical maintenance experience on operating aircraft, covering the corresponding system rating, and having successfully completed basic aircraft maintenance training conducted by a training organisation approved i.a.w. CAR 147 (Basic) under rule 133B:

B1.2 and B1.4 applicants must demonstrate- two years of practical maintenance experience on operating aircraft, covering the corresponding system rating, and having acquired a Degree in Aircraft Maintenance or Degree in Engineering from a recognised University; or,

one year of practical maintenance experience on operating aircraft, covering the corresponding system rating, and having successfully completed basic aircraft maintenance training conducted by a training organisation approved i.a.w. CAR 147 (Basic) under rule 133B.

4.4.2 'Other Experienced Applicants'

Aircraft maintenance experience gained outside a civil aircraft maintenance environment can include experience gained in armed forces, coast guards and police etc. or in aircraft manufacturing.

4.4.2.1 Experience Required

The twelve years of practical aircraft maintenance experience acquired outside a civil aircraft maintenance environment in the relevant category supplemented by at least one year of recent

experience in civil aircraft maintenance environment, shall be treated as equivalent to the requirements as in Para 4.3.1.

4.5 BASIC THEORETICAL KNOWLEDGE REQUIREMENTS

4.5.1 General

Basic knowledge levels for each category licence have been allocated relating to the complexity of certifications appropriate to the particular licence. A Category B1 applicant must demonstrate an adequate level of knowledge in the required subjects as detailed in this section.
Ref para 3.5 of chapter of this document 3 and Appendix I - point ii) Modularization of CAR 66 for the basic theoretical knowledge requirements

Knowledge level requirements and general information relating to examination requirements and procedures can be found in Chapter 10.

4.6 BASIC EXAMINATION STANDARD

Refer Chapter 10 of this document and Appendix-II of CAR-66

4.7 CREDITS FROM THEORETICAL KNOWLEDGE REQUIREMENTS

4.7.1 General

Please Refer Chapter 3.7.1

4.7.2 Extension of a Licence to include another Category

The modular syllabus of CAR-66 often requires different levels of knowledge for the different licence categories (A, B1 and B2) within a module; therefore there are conversion examinations applicable to certain modules for licence holders wishing to include another category.

The DGCA conduct all conversion part module examinations applications should be made in the normal way.

4.7.3 Credits for paper 1, 2 and 3 of erstwhile AME Licence examination
Please Refer Chapter 3.7.2

4.7.4 Credit for Type Training/ Type Examination

An applicant who has passed the requisite knowledge examination papers, Type Training / Type Examination prior to December 2016, are eligible for CAR-66 AME Licence. The applicant will need to provide evidence of his pass and completion of practical training at the

time of application. The CAR 66 licence will be issued in appropriate category with applicable limitation.

4.7.5 Examination credit validity

Please Refer Chapter 3.7.3

4.8 TYPE TRAINING AND EXAMINATION REQUIREMENT.

An applicant for grant or extension of Aircraft Maintenance Engineer's licence in Category B1 is required to meet the aircraft type training and examination requirement as specified in CAR 66..A. 45 and the endorsement of the first aircraft type rating within a given category/sub-category requires satisfactory completion of the corresponding On the Job Training, as described in Appendix III to CAR-66. Further guidance on type training and On Job Training are detailed in Chapter 9.

Note: For the endorsement of the first type rating for Group 1 aircraft in each category/subcategory, the completion of On-the-Job Training (OJT) is mandatory.

4.9. MAKING APPLICATION

Refer Chapter 3.8 of this document.

4.9.1 Supporting Documents

Refer Chapter 3.8.1 of this document

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CHAPTER 5 CATEGORY B2 LICENCE

5.1 The Category B2 Licence

5.2 Basic Knowledge Requirements

5.3 Experience Requirements

5.4 Reduction in Experience Requirements

5.5 Basic Theoretical Knowledge Requirements

5.6 Basic Examination Standard

5.7 Credits from Theoretical Knowledge Requirements.

5.8 Type Training and Examination Requirements

5.9 Making Application

CHAPTER 5 CATEGORY B2 LICENCE

5.1 THE CATEGORY B2 LICENCE

The B2 licence is avionic based and permits the holder to issue -

(a) certificates of release to service after maintenance on avionic and electrical systems, avionics and electrical system within engine and mechanical systems requiring only simple tests to prove their serviceability of aircraft type endorsed on the licence;

(b) certificates of release to service after minor scheduled line maintenance and simple defect rectification within the limits of tasks specifically endorsed on the certification authorisation issued by an approved maintenance organisation of aircraft type endorsed on the licence and this certification privilege shall be restricted to work that the licence holder has personally performed in the maintenance organisation which issued the certification authorisation and limited to the rating already endorsed on the licence.

The B2 licence broadly covers the following areas:

- Instrument Systems
- Automatic Pilot Systems (fixed and rotary wing), including Auto-throttle and Auto-land Systems
- Radio Communication, Navigation and Radar Systems
- Electrical Power Generation and Distribution to Avionic Systems

Note: A CAR-66 B2 licence does not provide for any Category A licence authorisation entitlement. Where such entitlement is desired the applicant will have to obtain a Category A licence endorsement in accordance with the relevant requirements (refer to Chapter 3 and Chapter 8).

5.2 BASIC KNOWLEDGE REQUIREMENTS

An applicant for 'Category B2' aircraft maintenance engineer's licence should demonstrate by examination, a level of knowledge in the appropriate subject modules in accordance with CAR 66. The basic knowledge examinations are conducted by Central Examination Organization of DGCA.

The levels of knowledge for each licence (sub) category are directly related to the complexity of the certifications related to the corresponding licence (sub) category, which means that Category A should demonstrate a limited but adequate level of knowledge, whereas category B1, B2 and B3 should demonstrate a complete level of knowledge in the appropriate subject module.

The endorsement of aircraft type ratings requires the satisfactory completion of the relevant

category B2 approved type training.

5.3 EXPERIENCE REQUIREMENTS

5.3.1 General

An applicant for a category B2 licence must have five years of practical aircraft maintenance experience on operating aircraft. This experience is to be relevant to the licence category sought and involve with a representative cross section of maintenance tasks on aircraft.

This experience should have been acquired within the 10 years preceding the application for an aircraft maintenance licence or the addition of a category or subcategory to such a licence.

Note: Maintenance experience on operating aircraft:

- Means the experience of being involved in maintenance tasks on aircraft which are being operated by airlines, air taxi organisations, owners, etc.;
- Should cover a wide range of tasks in length, complexity and variety;
- Aims at gaining sufficient experience in the real environment of maintenance as opposed to only the training school environment;
- May be gained within different types of maintenance organisations (CAR-145, CAR-CAO etc.) or under the supervision of independent certifying staff;
- May be combined with CAR-147 approved training so that periods of training can be intermixed with periods of experience, similar to an apprenticeship

5.3.2 'Recent Practical Maintenance Experience'

All applicants must have gained at least one year's experience on aircraft typical of the category or sub-category for which the initial aircraft maintenance engineer's licence is sought.

Of this one year's experience, six months must have been gained in the 12 months immediately before application. The remainder must have been gained in the 7 years before application.

For subsequent category /subcategory additions to an existing aircraft maintenance engineer's licence, the additional recent maintenance experience required may be less than one year, but should be at least three months. The required experience should 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.

Note: Maintenance experience gained on foreign registered aircraft maintained in a CAR 145 approved organization located in India shall be counted towards meeting the practical aircraft maintenance experience on operating aircraft.

Note: 'Recent maintenance experience' shall be acquired on the type of aircraft for which the

aircraft maintenance engineer's license is sought.

5.4 REDUCTION IN EXPERIENCE REQUIREMENTS

A reduction in the experience requirement may be considered for certain applicants who fall into either category below

5.4.1 'Skilled Worker'

A skilled worker is a person who has successfully completed a course of training acceptable to the DGCA and involving the manufacture, repair, overhaul or inspection of mechanical, electrical or electronic equipment. The training would have included the use of tools and measuring devices

5.4.2 Experience Required

B2 applicants must demonstrate - three years of practical maintenance experience on operating aircraft, covering the corresponding system rating, and having acquired a Degree in Aircraft Maintenance or Degree in Engineering from a recognised University; or

two year of practical maintenance experience on operating aircraft, covering the corresponding system rating, and having successfully completed basic aircraft maintenance training conducted by a training organisation approved 1.a.w. CAR 147(Basic) under rule 133B

5.4.3 'Other Experienced Applicants'

Aircraft maintenance experience gained outside a civil aircraft maintenance environment can include experience gained in armed forces, coast guards and police etc. or in aircraft manufacturing.

5.4.4 Experience Required

Twelve years of practical aircraft maintenance experience acquired outside a civil aircraft maintenance environment in the relevant category supplemented by at least one year of recent experience in civil aircraft maintenance environment, shall be treated as equivalent to the requirements as in Para 5.3.1.

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5.5 BASIC THEORETICAL KNOWLEDGE REQUIREMENTS

5.5.1 General

Basic knowledge levels for each category licence have been allocated relating to the complexity of certifications appropriate to the particular licence. A Category B2 applicant must demonstrate an adequate level of knowledge in the required subjects .
Ref para 3.5 of chapter 3 of this document and Appendix I - point ii) Modularization of CAR 66 for the basic theoretical knowledge requirements.

5.6 BASIC EXAMINATION STANDARD

Refer Chapter 10 of this document and Appendix-II of CAR-66.

5.7 CREDITS FROM THEORETICAL KNOWLEDGE REQUIREMENTS

5.7.1 General

Please Refer Chapter 3.7.1

5.7.2 Extension of a Licence to include another Category
Please Refer Chapter 4.7.2.
5.7.3 Credits for paper 1, 2 and 3 of erstwhile AME Licence examination
Please Refer Chapter 3.7.2
5.7.4 Credit for Type Training/ Type Examination
Please Refer Chapter 4.7.4.
5.7.5 Examination credit validity
Please Refer Chapter 3.7.3

5.8 TYPE TRAINING AND EXAMINATION REQUIREMENT

An applicant for grant or extension of Aircraft Maintenance Engineer's licence in Category B2 is required to meet the aircraft type training and examination requirement as specified in CAR 66..A. 45 and the endorsement of the first aircraft type rating within a given category/sub-category requires satisfactory completion of the corresponding On the Job Training, as described in Appendix III to CAR-66. Further guidance on type training and On Job Training are detailed in Chapter 9.

Note: For the endorsement of the first type rating for Group 1 aircraft in each category/subcategory, the completion of On-the-Job Training (OJT) is mandatory.

5.9 MAKING APPLICATION

Refer Chapter 3.8 of this document.

5.9.1 Supporting Documents

Refer Chapter 3.8.1 of this document.

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CHAPTER 6 CATEGORY B3 LICENCE

6.1 The Category B3 Licence

6.2 Basic Knowledge Requirements

6.3 Experience Requirements

6.4 Reduction in Experience Requirements

6.5 Basic Theoretical Knowledge Requirements

6.6 Basic Examination Standard

6.7 Credits from Theoretical Knowledge Requirements

6.8 Making Application

CHAPTER 6
CATEGORY B3 LICENCE

6.1 THE CATEGORY B3 LICENCE

Category B3 is applicable to piston-engine non-pressurised aeroplanes of 2000 kg MTOM and below.

Category B3 licence permits the holders to issue certificates of release to service after maintenance on aeroplane structure, engine and mechanical and electrical systems, work onavionic systems requiring only simple tests to prove their serviceability and not requiring troubleshooting of 'piston-engine non-pressurised aeroplanes of 2000 kg Maximum Take-offMass and below'.

NOTE—Simple test means a test described in approved maintenance data and such in nature that aircraft system serviceability is verified through aircraft controls, switches, Built- in Test Equipment (BITE), Central Maintenance Computer (CMC) or external test equipment not requiring special training." ;

6.2 BASIC KNOWLEDGE REQUIREMENTS

An applicant for 'Category B3' aircraft maintenance engineer's licence is required to demonstrate by examination, a level of knowledge in the appropriate subject modules in accordance with CAR 66. The basic knowledge examination is conducted by Central Examination Organization of DGCA.

6.3 EXPERIENCE REQUIREMENTS

6.3.1 General

An applicant for a category B3 licence must have three years of practical aircraft maintenance experience on operating aircraft. The experience should be practical and involve with a representative cross section of maintenance tasks .For the B3 Licence

(i) the endorsement of the rating 'piston-engine non-pressurised aeroplanes of 2000 kg MTOM and below' requires demonstration of practical experience which shall include a representative cross-section of maintenance activities relevant to the licence category and having passed type examination/ type training on at least one piston-engine non-pressurised aeroplane of 2000 kg MTOM and below.

(ii) passing of skill test conducted by DGCA on completion of practical experience on the aircraft type

(iii) Unless the applicant provides evidence of appropriate experience and having passed

type examination/ type training on at least one piston-engine non-pressurised aeroplane of 2000 kg MTOM and below covering the relevant structure, the rating referred to in point 1 shall

be subject to the following limitations, which shall be endorsed on the licence:

— wooden structure aeroplanes

— aeroplanes with metal tubing structure covered with fabric

— metal structure aeroplanes

— composite structure aeroplanes.

"Representative cross-section of maintenance activities relevant to the licence category" means the applicant shall demonstrate that the practical maintenance experience provides adequate coverage of the characteristics, technologies and maintenance activities normally encountered within the requested aircraft group as applicable

In determining whether the experience is representative of the aircraft group, the DGCA shall consider as applicable

a) Aircraft coverage;
b) Structural coverage;
c) Power plant and mechanical systems;
d) Electrical and avionics systems and
g) Maintenance activity coverage.

The practical experience should include, where applicable, inspection, servicing, operational and functional testing, fault diagnosis, troubleshooting, component replacement, adjustment, calibration, rectification, structural repair, modification, installation/removal and return-to-service activities.
The experience should demonstrate competence throughout the maintenance process rather than repeated performance of a limited number of routine tasks.

The DGCA shall assess the experience as a whole to determine whether it demonstrates an appropriate breadth, diversity and complexity of practical maintenance experience consistent with the privileges of the requested rating. No single criterion shall, by itself, be considered sufficient to demonstrate representative experience. The overall assessment shall be based on the collective evidence submitted by the applicant.

This experience should have been acquired within the 10 years preceding the applicationfor an aircraft maintenance licence or the addition of a category or subcategory to such alicence.

NOTE: In the case of a B3 licence endorsed with the rating 'piston-engine non-pressurized aeroplanes of 2000kg MTOM and below' as defined in CAR 66.A.45, the holder should show experience on at least one aircraft type per aircraft structure (metal, composite, wooden

6.3.2 '**Recent Practical Maintenance Experience'**

All applicants must have gained at least one year's experience on aircraft typical of the

category or sub-category for which the initial aircraft maintenance engineer's licence is sought.

Of this one year's experience, six months must have been gained in the 12 months immediately before application. The remainder must have been gained in the 7 years beforeapplication.

Note: 'Recent maintenance experience' shall be acquired on the type of aircraft for which the aircraft maintenance engineer's license is sought.

6.4 REDUCTION IN EXPERIENCE REQUIREMENTS

A reduction in the 3 years' experience requirement may be considered for certain applicantswho fall into either category below.

6.4.1 'Skilled Worker'

A skilled worker is a person who has successfully completed a course of training acceptableto the DGCA and involving the manufacture, repair, overhaul or inspection of mechanical, electrical or electronic equipment. The training would have included the use of tools and measuring devices.

6.4.1.1 Experience Required

Category B3 applicants must demonstrate - Two years of practical maintenance experience on operating aircraft, and having acquired a Degree in Aircraft Maintenance or Degree in Engineering from a recognised University; or

One year of practical maintenance experience on operating aircraft, , and having successfully completed basic aircraft maintenance training conducted by a training organisation approved i.a.w. CAR 147 (Basic) under rule 133B

6.4.2 'Other Experienced Applicants'

Aircraft maintenance experience gained outside a civil aircraft maintenance environment can include experience gained in armed forces, coast guards and police etc. or in aircraft manufacturing.

6.4.2.1 Experience Required

Twelve years of practical aircraft maintenance experience acquired outside a civil aircraft maintenance environment in the relevant category supplemented by at least one year of recent experience in civil aircraft maintenance environment, shall be treated as equivalent to the requirements as in 6.3.1.

6.5 BASIC THEORETICAL KNOWLEDGE REQUIREMENTS

6.5.1 General

Basic knowledge levels for each category licence have been allocated relating to the complexity of certifications appropriate to the particular licence. A Category B3 applicant mustdemonstrate an adequate level of knowledge in the required subjects as detailed in para 3.5 of chapter of this document 3 and Appendix I - point ii) Modularization of CAR 66 for the basic theoretical knowledge requirements.

6.6 BASIC EXAMINATION STANDARD

Refer Chapter 10 of this document and Appendix-II of CAR-66.

6.7 CREDITS FROM THEORETICAL KNOWLEDGE REQUIREMENTS

6.7.1 General

Please Refer Chapter 3.7.1

6.7.2 Extension of a Licence to include another Category Please Refer Chapter 4.7.2

6.8 MAKING APPLICATION

Refer Chapter 3.8 of this document

6.8.1 Supporting Documents

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CHAPTER 7 CATEGORY C LICENCE

7.1 The Category C Licence

7.2 Experience Requirements

7.3 Making Application

CHAPTER 7
CATEGORY C LICENCE

7.1 THE CATEGORY C LICENCE

The Category C licence permits the release of an aircraft to service in its entirety (including all systems) by a single certificate of release to service by one overall signatory, once all base maintenance work and checks have been completed.

The principal function of the category C certifying staff is to ensure that all required maintenance has been called up and signed off by the category B1, B2 and B3 support staff, as appropriate, before issue of the certificate of release to service. Only category C personnel who also hold category B1, B2 or B3 qualifications may perform both roles in base maintenance.

7.2 EXPERIENCE REQUIREMENTS

7.2.1 General

An applicant for a category C licence must have completed a prescribed period of aircraft maintenance experience. The Category C licence may be obtained by experience gained through holding a Category B1 or B2 licence.

For category C, the experience should cover at least one of the aircraft types endorsed on the licence.

7.2.2 for Category C with respect to complex motor-powered aircraft (CMPA)

i. Three years of maintenance experience in exercising privileges of Categories B1.1, B1.3 or B2 as support staff or both support staff and certifying staff in an organisation approved under rule 133B ; working on CMPA, including 12 months of experience as base maintenance support staff;or

ii. Five years of maintenance experience in exercising the privileges of Categories B1.2 or B1.4 or L5 as support staff or both support staff and certifying staff in an organisation approved under rule 133B, of working on CMPA, including 12 months of experience as base maintenance support staff

7.2.3 for Category C with respect to aircraft other than complex motor powered aircraft (CMPA), three years of maintenance experience of exercising privileges of category B1 or B2 or support staff in an organisation approved under rule 133B, working on aircraft other than complex motor powered aircraft, including 6 months of experience as base maintenance support staff.

The table below summaries the basic experience requirements for the category C licence.

To: / From:	**Category C for CMPA**	**Category C for other than CMPA**
Holder of a licence with **B1.1, B1.3, B2**, B3*, B2L*, or L*	3 years of experience as support staff, or both support staff and certifying staff, in operating CMPA, including 12 months as support staff in base maintenance.	3 years of experience as certifying staff or support staff, in operating other than CMPA, including 6 months as support staff in base maintenance.
Holder of a licence with B1.2, B1.4 or L5**	5 years of experience as support staff, or both support staff and certifying staff, in operating CMPA, including 12 months as support staff in base maintenance.	
Holder of a licence with category C for other than CMPA	2 years of experience as B1, B2 or L5 support staff, or both support staff and certifying staff, including 6 months as support staff in base maintenance. 6 months as support staff in base maintenance.	
Holder of a licence with category C for CMPA		6 months as support staff in base maintenance
* Only applicable to category C for other than CMPA. ** Only applicable to category C for CMPA.		

- *NOTE:* 'Experience in working in a civil aircraft maintenance environment on a representative selection of tasks directly associated with aircraft maintenance' means experience gained at an organisation that is approved in accordance with CAR-145, CAR-CAO, CAR-CAMO or similar, or experience in performing comparable work that is directly related to the continuing airworthiness of aircraft.
- 'Including 6 months of participation in the performance of base maintenance tasks' on operating aircraft means experience gained through the active participation in base maintenance checks at maintenance organisations.
- If the applicant has acquired experience on operating CMPA, the corresponding category C licence should be issued. If the experience acquired has been limited to other than CMPA, then only the corresponding category C licence with respect to other than CMPA should be issued.
- While it is strongly recommended that the participation in the performance of maintenance on aircraft should be at the level required for the issue of a B1 or B2 licence, the objective of the required experience is to gain insight into the performance of base maintenance.It is encouraged that the future category C licence holder participates in both simple and complex tasks during their experience in base maintenance and gains insight in some aircraft critical systems.
- Category C licence will be issued for the aircraft type rating already endorsed on the

licence.

Note: Refer to Chapter 4 for Category B1 or Chapter 5 for Category B2, as appropriate.

7.3 MAKING APPLICATION

Refer Chapter 3.8 of this document

7.3.1 Supporting Documents

Refer Chapter 3.8.1 of this document

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CHAPTER 8 CATEGORY B2L LICENCE

8.1 Introduction

8.2 Examination Requirements

8.3 Experience Requirements

8.4 Demonstration Type Practical Experience

8.5 Making Application

CHAPTER 8

CATEGORY B2L LICENCE

8.1 Introduction

Category B2L licence holder has privileges to issue certificates of release to service and to act as B2L support staff for maintenance performed on electrical systems; maintenance performed on avionics systems within the limits of the system ratings specifically endorsed on the licence, and when holding the 'airframe system' rating, performance of electrical and avionics tasks within power plant and mechanical systems, requiring only simple tests to prove their serviceability.

Within the limits of the system ratings specifically endorsed on the licence' refers to the fact that the privileges of the licence holder are limited:

- to the group/subgroup of aircraft endorsed on the licence, but also
- to the system rating(s) endorsed.

When an applicant wishes to get the privilege to issue certificates of release to service and to act as support staff for electrical and avionics tasks within powerplant and mechanical systems, he/she should apply for the rating 'airframe system' on the B2L licence. The reason is that the 'airframe systems' rating is the only rating which covers completely the electrical and avionics tasks of the powerplant and mechanical systems of the aircraft.

8.2 Examination Requirements

An applicant for 'Category B2L' aircraft maintenance engineer's licence is required to demonstrate by examination, a level of knowledge in the appropriate subject modules in accordance with CAR 66. The basic knowledge examination is conducted by Central Examination Organization of DGCA.

Basic knowledge levels for each category licence have been allocated relating to thecomplexity of certifications appropriate to the particular licence. A Category B3 applicant mustdemonstrate an adequate level of knowledge in the required subjects as detailed in para 3.5 of chapter 3 of this document and in Appendix I of CAR 66 - ii) Modularization for the basic theoretical knowledge requirements.

8.3 Experience Requirements

i. three years of practical maintenance experience in operating aircraft, covering the corresponding system rating, if the applicant has no previous relevant technical training; or

ii. two years of practical maintenance experience on operating aircraft, covering the corresponding system rating, and having acquired a Degree in Aircraft Maintenance or Degree in Engineering from a recognised University; or

iii. (one year of practical maintenance experience on operating aircraft, covering the corresponding system rating, and having successfully completed basic aircraft maintenance training conducted by a training organisation approved under rule 133B.

Note: For the addition of new system rating(s) to an existing B2L licence, 3 months of practical maintenance experience relevant to the new system rating(s) shall be required for each system rating added.

In the case of the category B2L licence, the sentence 'a representative cross section of maintenance tasks on aircraft' refers to the person that has carried out some maintenance tasks that are representative of the systems corresponding to the system ratings for which he/she applies (see CAR 66.A.03). These tasks may include troubleshooting, modifications or repairs.

8.4 Demonstration Type Practical Experience for Issue of B2L Aircraft Group Rating

The applicant shall demonstrate, through documented practical maintenance experience, that the experience claimed is representative of the aircraft group for which the B2L aircraft group rating is sought. Representative experience is intended to establish that the applicant has acquired sufficient practical competence to the requested rating across the aircraft group and is not limited to experience on a single aircraft, system configuration or maintenance activity.

Representative experience does not require the applicant to demonstrate maintenance experience on every aircraft type, avionics equipment manufacturer or equipment model within the applicable aircraft group. However, the applicant shall demonstrate that the practical maintenance experience provides adequate coverage of the characteristics, technologies and maintenance activities normally encountered within the requested aircraft group.

In determining whether the experience is representative of the aircraft group, the DGCA shall consider, as applicable:

a) **Aircraft Coverage**: Experience gained on aircraft that are representative of the aircraft group for which the endorsement is sought. The experience should include maintenance performed on more than one aircraft type or model within the applicable manufacturer group and more than three aircraft type or model within applicable group to demonstrate exposure to variations in aircraft configuration and system installation.

b) **System Coverage**: Experience covering the principal systems included within the requested B2L system rating(s), demonstrating practical competence on the systems for which B2L system rating is sought.

c) **Technology Coverage**: Exposure to the range of technologies normally encountered within the applicable aircraft group, including, where applicable, analogue and digital avionics, conventional and electronic flight instruments, integrated avionics systems, glass cockpit installations, data communication systems and other relevant technologies.

d) **Maintenance Activity Coverage**: A representative cross-section of maintenance activities including, where applicable,

- inspection,
- operational and functional testing,
- fault diagnosis,
- troubleshooting,
- component replacement, adjustment, calibration,
- rectification and
- return-to-service activities.

The experience shall demonstrate competence throughout the maintenance process rather than repeated performance of a limited number of routine tasks.

e) **ATA Chapter Coverage**: Practical experience distributed across the applicable ATA Chapters relevant to the requested B2L system rating(s), demonstrating that the applicant has maintained the principal aircraft systems within the scope of the requested rating(s).

The DGCA shall assess the experience as a whole to determine whether it demonstrates an appropriate breadth, diversity and complexity of practical maintenance experience consistent with the privileges of the requested B2L aircraft group rating. No single criterion shall, by itself, be considered sufficient to demonstrate representative experience. The overall assessment shall be based on the collective evidence submitted by the applicant.

8.5 Making Application

An application for an aircraft maintenance engineer's licence should be made on CA Form 19-01 through eGCA with necessary documents and fees to DGCA.

Along with application, to facilitate assessment, the applicant should submit a Practical Experience Summary Report cross-referencing the experience claimed with the applicable aircraft group, requested B2L system rating(s), ATA Chapters, maintenance activities, technologies covered and supporting logbook entries. The report should clearly demonstrate representative aircraft coverage, system coverage, technology coverage, diversity of maintenance activities and the level of responsibility undertaken by the applicant.

The experience records and reports submitted shall be reviewed and certified by the Quality Manager/ Compliance Monitoring Manager, or another person authorised by the approved maintenance organisation, confirming that the experience has been gained under an approved maintenance environment and accurately reflects the maintenance activities performed by the applicant.

The Authority shall assess the supporting records and the Practical Experience Summary Report to determine whether the applicant has demonstrated practical maintenance experience that is representative of the aircraft group and certification privileges sought. Experience limited to repetitive or routine maintenance tasks, or confined to a narrow range of aircraft, systems or technologies, shall not normally be considered sufficient for the issue of a B2L aircraft group rating.

CHAPTER 9 CATEGORY L LICENCE

9.1 Introduction

9.2 Examination Requirements

9.3 Experience Requirements

9.4 Demonstration of Representative Practical Experience

9.5 Making Application

9.6 Addition of a Category L Subcategory to an Existing Licence

9.7 Limitations

CHAPTER 9
CATEGORY L AIRCRAFT MAINTENANCE ENGINEER'S LICENCE

9.1 Introduction

Category L Aircraft Maintenance Engineer's Licence is applicable to aircraft falling within the scope specified in CAR-66 and is divided into the following subcategories:
(i) L1C – Composite sailplanes;
(ii) L1 – Sailplanes;
(iii) L2C – Composite powered sailplanes and Light Aircraft 1 (LA1) aeroplanes;
(iv) L2 – Powered sailplanes and Light Aircraft 1 (LA1) aeroplanes;
(v) L3H – Hot-air balloons;
(vi) L3G – Gas balloons;
(vii) L4H – Hot-air airships;
(viii) L4G – Light Aircraft 2 (LA2) gas airships; and
(ix) L5 – Gas airships other than LA2, for which the appropriate aircraft type rating is applicable.

The privileges of a Category L licence to issue certificates of release to service and to act as category L support staff for the maintenance performed on aircraft structure, power plant and mechanical and electrical systems; work on radio, Emergency Locator Transmitters (ELT) and transponder systems;and work on other avionics systems requiring simple tests to prove their serviceability.

Note1: Subcategory L2 includes subcategory L1. Any limitation to subcategory L2 in accordance with point 66.A.45 (h) becomes also applicable to subcategory L1.

Note2: Subcategory L2C includes subcategory L1C.

9.2 Examination Requirements

An applicant for a Category L Aircraft Maintenance Engineer's Licence is required to demonstrate, by examination, the level of knowledge in the applicable subject modules and with the examination standard prescribed prescribed in Appendix VII to CAR-66 (ref CAR-66.A.25). The applicant shall pass the modules applicable to the Category L subcategory for which the licence is sought.

9.2.1 Basic Knowledge Modules Applicable to Category L

The applicable modules shall be determined directly from Appendix VII to CAR-66. The exact module combination for L1C, L1, L2C, L2, L3H, L3G, L4H, L4G and L5 shall be taken from Appendix VII to the CAR-66.

9.3 Experience Requirements

An applicant for a Category L Aircraft Maintenance Engineer's Licence shall have acquired practical maintenance experience on operating aircraft covering a representative cross-section of maintenance activities relevant to the corresponding Category L subcategory.

The experience shall be relevant to the aircraft rating for which the applicant is applying and shall demonstrate practical competence in the maintenance activities associated with that rating.

The experience shall be practical maintenance experience and shall include a representative cross-section of maintenance activities appropriate to the requested Category L subcategory.

In accordance with CAR-66.A.30(a)(4), the applicant shall have acquired:

(a) two years of practical maintenance experience on operating aircraft, covering a representative cross-section of maintenance activities in the corresponding subcategory; or

(b) one year of such practical maintenance experience, where the applicant has additionally acquired a Degree in Aircraft Maintenance or Engineering from a recognised university, or has successfully completed basic aircraft maintenance training conducted by a training organisation approved under Rule 133B.

Note: For the inclusion of an additional subcategory in an existing L licence, the experience required by points (i) and (ii) shall be 12 and 6 months respectively.

Practical maintenance experience acquired outside a civil aircraft maintenance environment, in the relevant subcategory, over a period of twelve years may be treated as equivalent to the experience required above, provided it is supplemented by at least six months of recent experience gained in a civil aircraft maintenance environment, in accordance with CAR-66.A.30(e) and the associated AMC. Experience shall generally have been acquired within the 10 years preceding the application, except that experience gained in a defence environment is acceptable if acquired within the preceding 15 years, in accordance with CAR-66.A.30(f).

9.4 Demonstration of Representative Practical Experience

The applicant shall demonstrate, through documented practical maintenance experience, that the experience claimed is representative of the aircraft rating and Category L subcategory for which the licence is sought.

Representative experience is intended to establish that the applicant has acquired sufficient practical competence across the scope of the requested Category L privileges and is not limited to a single aircraft configuration, system or repetitive maintenance activity.

DGCA shall consider, as applicable:

a) Aircraft coverage;
b) Structural coverage;
c) Power plant and mechanical systems;
d) Electrical and avionics systems;
e) Balloon-specific systems;
f) Airship-specific systems; and
g) Maintenance activity coverage.

The practical experience should include, where applicable, inspection, servicing, operational and functional testing, fault diagnosis, troubleshooting, component replacement, adjustment, calibration, rectification, structural repair, modification, installation/removal and return-to-service activities.

The experience should demonstrate competence throughout the maintenance process rather than repeated performance of a limited number of routine tasks.

9.5 Practical Experience for Aircraft Rating

For endorsement of an aircraft rating within Category L, the applicant shall demonstrate practical maintenance experience appropriate to the relevant aircraft rating.

The experience shall cover a representative cross-section of the applicable maintenance tasks and shall be assessed against the applicable Category L task requirements specified in the relevant AMC to CAR-66.A.45.

In accordance with AMC 66.A.45 (d), (e)3, (f)1 and (g)1 to CAR-66, the practical experience shall, as a minimum:

(a) for subcategories L1, L1C, L2 and L2C, demonstrate 50% of the applicable tasks, on the same basis as applies to categories B1, B2, B2L and B3; and

(b) for subcategories L3H and L3G (balloons) and L4H, L4G and L5 (airships), demonstrate 80% of the applicable tasks, which shall include all tasks identified with an asterisk (*) in the applicable task list.

The experience shall cover tasks from each relevant paragraph of the applicable task list; tasks not included in the list may be accepted as a substitute where relevant, and the practical experience shall be obtained under the supervision of authorised certifying staff.

The records should include aircraft type/model, registration, date, maintenance task reference, description of task, maintenance activity, system or maintenance area, applicant's role and the signature/authorisation of the person supervising or certifying the experience.

9.6 Making Application

An application for issue of a Category L Aircraft Maintenance Engineer's Licence shall be made through eGCA on the applicable DGCA application form together with the prescribed documents and fees.

The applicant shall submit evidence demonstrating compliance with applicable basic knowledge examination, practical maintenance experience, recent experience, aircraft rating and skill-test requirements.

To facilitate assessment, the applicant should submit a Practical Experience Summary Report

cross-referencing the experience claimed with the Category L subcategory, aircraft rating, aircraft type/model, registration, systems, applicable maintenance tasks and supporting logbook entries.

The experience records and supporting reports shall be reviewed and certified by the Quality Manager, Quality Compliance Manager, or another person authorised by the approved maintenance organisation, confirming that the experience has been gained in an appropriate maintenance environment and accurately reflects the maintenance activities performed by the applicant.

9.7 Addition of a Category L Subcategory to an Existing Licence

Where an applicant already holds a CAR-66 licence and seeks addition of a Category L subcategory, the applicable basic knowledge modules and experience requirements shall be determined in accordance with CAR-66.A.25, CAR-66.A.30, Appendix IV and Appendix VII.

Applicable examination credits and reduced experience requirements shall be applied where specifically provided by CAR-66.

The practical maintenance experience required, in months, for adding a Category L subcategory to an existing CAR-66 licence (including the addition of a further Category L subcategory to an existing Category L licence) shall be determined from Table A of Appendix IV to CAR-66, based on the category/subcategory already held and the Category L subcategory sought. This experience shall be practical maintenance experience on an operating aircraft in the group/subgroup relevant to the application, and shall be signed off by the Base In-Charge/Senior Certifying Staff in accordance with the applicable maintenance organisation exposition. The experience requirement may be reduced by 50% where the applicant has completed an approved CAR-147 basic training course relevant to the subcategory applied for.

Where Table A of Appendix IV permits a 50% reduction of experience for subcategories L1, L2, L3, L4 or L5 (as marked with an asterisk in the table), the licence so issued shall be endorsed with a limitation excluding the complex maintenance tasks specified in Appendix VII to CAR-M, the standard changes provided for in point 21.A.90B of CAR-21, and the standard repairs provided for in point 21.A.431B of CAR-21.

The holder of an aircraft maintenance licence in subcategory B1.2 endorsed with the Group 3 rating, or in category B3 endorsed with the rating 'piston-engine non-pressurised aeroplanes of 2000 kg MTOM and below', is deemed to meet the requirements for the issuance of a licence in subcategories L1 and L2 with the corresponding full ratings, and shall be issued such a licence upon application, subject to the same limitations as endorsed on the B1.2/B3 licence held. No separate basic knowledge examination, practical experience or skill test is required for such issuance.

9.8 Limitations

Limitations introduced on a Category L licence constitute exclusions from the certification privileges of the licence.

The limitations applicable to Category L shall be determined in accordance with CAR-66.A.45(h) and the associated AMC/GM.

In accordance with CAR-66.A.45(h)(ii) and the associated GM, limitations on a Category L rating may only be endorsed on subcategories L1, L2 and L3G, as follows:

(a) for the ratings 'sailplanes' and 'powered sailplanes and LA1 aeroplanes' (subcategories L1 and L2), unless the applicant provides evidence of appropriate experience, the licence shall be endorsed with a limitation corresponding to the aircraft structure(s) not covered by the experience, i.e. wooden-structure aircraft covered with fabric, aircraft with metal-tubing structure covered with fabric, metal-structure aircraft, or composite-structure aircraft, as applicable; and

(b) for the rating 'gas balloons' (subcategory L3G), a limitation to 'other than LA1 gas balloons' shall be endorsed where the experience gained covers only LA1 gas balloons.

Where the applicant has demonstrated only the one-year experience permitted under CAR-66.A.30(a)(4)(ii), the licence shall additionally be endorsed with a limitation excluding the complex maintenance tasks specified in Appendix VII to CAR-M.

CHAPTER 10 EXTENSION OF LICENCE PRIVILEGES TO INCLUDE ANOTHER CATEGORY

10.1 Introduction

10.2 Examination Requirements

10.3 Experience Requirements

10.4 Type Training and Examination Requirements

10.5 Making Application

10.6 Addition of a Category L Subcategory to an Existing Licence

CHAPTER 10 EXTENSION OF LICENCE PRIVILEGES TO INCLUDE ANOTHERCATEGORY

10.1 INTRODUCTION

CAR-66 often requires different levels of knowledge for the different category and sub-category licences. In order to extend a licence to include another category or sub-category, additional training and/or examinations may be required.

10.2 EXAMINATION REQUIREMENTS

The CAR 66 module examinations required in order to convert to a different category or sub-category licence and therefore only be conducted by the Central Examination Office (DGCA). Applications to take these conversion examinations should be made in the same way as for initial application (refer to Chapter 10). The application, when received, will be assessed by the DGCA and the applicable conversion modules and part-modules allocated as required.

Refer the Table B of Appendix IV of CAR 66 which outline the Basic knowledge modules or partial modules required required to add a new category/subcategory to an AME Licence granted in accordance with CAR 66

10.3 EXPERIENCE REQUIREMENTS

When applying for an additional licence category, it is necessary to provide information on duration of experience relating to whichever category you are applying for. The experience must be practical maintenance experience on an operating aircraft in the sub-category relevant to the application. The experience is to be signed by the post holder only and this procedure is to be reflected in MOE.

The Experience requirement will be reduced by 50 % if the applicant has completed an approved CAR-147 (basic) course relevant to the sub category.

Refer The table A of Appendix IV of CAR 66 "Experience requirements for extending a CAR-66 Aircraft Maintenance Engineer's Licence" which provides the information on the experience requirements, in months, for adding a new category or sub category to an existing CAR-66 licence.

However, recent experience requirements for the addition of a subsequent category or sub-category to an existing Aircraft Maintenance Engineer's Licence shall be in accordance with CAR-66.A.30(d).The table below explains how much recent experience is required to progress from one category to the other.

Table : Recent experience requirements for the addition of a subsequent category or sub-category to an existing CAR 66 Aircraft Maintenance Engineer's Licence

From Category	To Category	Recency (past year)	Recency (last 7 years)	Total experience
A1, A2, A3, A4	B1.1, B1.3, B2	6 months	6 months	24 Months
A1, A2	B1.2, B3	3 Months	3 Months	6 Months
B1.1	B2, B2L	6 months	6 months	12 Months
B1.1	B1.2, B1.3, B1.4, B3	3 Months	3 Months	6 Months
B2	B1.1, B1.2, B1.3, B1.4, B3	6 months	6 months	12 Months
B3	B1.1, B1.3, B2	6 months	6 months	24 Months

10.4 TYPE TRAINING AND EXAMINATION REQUIREMENT

An applicant for grant or extension of Aircraft Maintenance Engineer's licence in Category B1 /B2 is required to meet the aircraft type training and examination requirement as specified in CAR 66..A. 45 and the endorsement of the first aircraft type rating within a given category/sub-category requires satisfactory completion of the corresponding On the Job Training, as described in Appendix III to CAR-66. Further guidance on type training and On Job Training are detailed in Chapter 11.

10.5 MAKING APPLICATION

Refer Chapter 3.8 of this document.

10.5.1 Supporting Documents

Refer Chapter 3.8.1 of this document.

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CHAPTER 11 TYPE RATINGS

11.1 Introduction

11.2 Aircraft Groups

11.3 Aircraft Type Ratings and Group Ratings

11.4 Endorsement with Aircraft Ratings

11.5 Aircraft Type Training

11.6 Aircraft Type Training and Examination Standard

11.7 Type Rating Limitations and Removal

11.8 Validity of Licence and Licence Renewal

11.9 Making Your Application

Appendix A Category A Minor Scheduled Line Maintenance Tasks
Appendix B Type Training and Examination Standard
Appendix C Aircraft Type Practical Experience List of Tasks
Appendix-D Format of OJT completion task

CHAPTER 11
TYPE RATINGS

11.1 INTRODUCTION

An applicant for issue CAR-66 Aircraft Maintenance Licences in Category B1, B2, and for extension of CAR 66 licence in Category B1, B2 and C may apply for inclusion of an Aircraft Type Rating subject to meeting the relevant requirements. A Category A licence does not contain type ratings.

In order that a CAR-145 or CAR M approved maintenance organisation can issue a certification authorisation to a CAR-66 licence holder in categories B1, B2 and B3 the relevant type rating must be held. Without the relevant type rating and authorisation, the licence holder cannot sign the Certificate of Release to Service for work carried out on the aircraft.

Note: There are additional requirements to be satisfied for the authorisation issue. 'Certification Authorisation' means the authorisation issued to certifying staff by the organisation andwhich specifies the fact that they may sign certificates of release to service within the limitations stated in such authorisation on behalf of the approved organisation.

11.2 AIRCRAFT GROUPS

For the purpose of ratings on aircraft maintenance engineers licences, aircraft are classified in the following groups:

1. Group 1: complex motor-powered aircraft as well as multiple engine helicopters, aeroplanes with maximum certified operating altitude exceeding FL290, aircraft equipped with fly-by-wire systems and other aircraft requiring an aircraft type rating when defined so by the DGCA

2. Group 2: aircraft other than those in Group 1 belonging to the following subgroups:
   — sub-group 2a: single turbo-propeller engine aeroplanes
   — sub-group 2b: single turbine engine helicopters
   — sub-group 2c: single piston engine helicopters.

3. Group 3: piston engine aeroplanes other than those in Group 1.

11.3 AIRCRAFT TYPE RATINGS AND GROUP RATINGS

The DGCA issue type ratings and group ratings in accordance with CAR-66.

11.3.1 Type Ratings

The applicant is required to demonstrate the requirement for grant of Type Ratings in accordance with CAR-66, Appendix III. The aircraft type rating list can also be found in the

CAR-66, Appendix I (APPENDICES to AMC for CAR-66 section).
Individual type ratings are granted following completion of appropriate type training, examination, On Job Training and experience requirements.

11.3.2 Manufacturer Group Ratings

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 (See two examples below).

Types Endorsed	=	**Manufacturer Group Rating (as appears on licence)**
Piper PA22 + Piper PA38	=	Piper – Aeroplane single piston engine – metal structure

Types Endorsed	=	**Manufacturer Group Rating (as appears on licence)**
Cessna 310 + Cessna 314	=	Cessna – Aeroplane multi piston engine – metal structure

11.3.3 Full Group Ratings

Full group ratings may be granted after complying with the type rating requirements of three aircraft types representative of the group from different manufacturers (See example below).

Types Endorsed	=	Full Group Rating (as appears on licence)
Piper PA22 + Cessna C175 + Beech 33	=	Group – Aeroplane single piston engine – metal structure

Note 1: No full group rating may be granted to B1 multiple turbine engine aeroplanes, where only manufacturer group rating applies.

Note 2: Aircraft type's representative of the group is defined below-

B1 – the aircraft type includes typical systems and engines relevant to the group (i.e. Retractable undercarriage, pressurisation, variable pitch propeller, etc. for the single piston engine metal subgroup).

B2 – the aircraft type includes complex avionics systems (i.e. radio coupled autopilot, EFIS, flight guidance systems, etc.).

Note 3: A 'multiple engines' group will automatically include the corresponding 'single engine' group (i.e. a licence holder with 'Cessna –Aeroplane multi piston engine – metal structure', will automatically receive 'Cessna – Aeroplanes single piston engine – metal structure').

11.4 ENDORSEMENT WITH AIRCRAFT RATINGS

11.4.1 General

In order to be entitled to exercise certification privileges on a specific aircraft type, the holder of an aircraft maintenance engineer licence need to have his/her licence endorsed with the relevant aircraft ratings.

— For category B1, B2 or C the relevant aircraft ratings are the following:

1. For group 1 aircraft, the appropriate aircraft type rating.

2. For group 2 aircraft, the appropriate aircraft type rating, manufacturer sub-group rating or full subgroup rating.

3. For group 3 aircraft, the appropriate aircraft type rating or full group rating.

— For category B3, the relevant rating is 'piston-engine non-pressurized aero planesof 2000 kg MTOM and below.

—For category A, no rating is required, subject to compliance with the requirementsof paragraph 145.A.35 of CAR-145.

The endorsement of aircraft type ratings requires the satisfactory completion of the relevant category B1; B2 or C aircraft type training. In addition to this, the endorsement of the first aircraft type rating within a given category/sub-category requires satisfactory completion of the corresponding On the Job Training, as described in Appendix B to this Chapter.

Note 1: In the case of B1 and B2 category, demonstration of practical experience on the aircrafttype. In that case, the practical experience shall include a representative cross section of maintenance activities relevant to the licence category.

11.4.2 For Group 2 aircraft:

1. the endorsement of manufacturer sub-group ratings for category B1 and C licence holders requires complying with the aircraft type rating requirements of at least two

aircraft types from the same manufacturer which combined are representative of the applicable manufacturer sub-group;

2. the endorsement of full sub-group ratings for category B1 and C licence holders requires complying with the aircraft type rating requirements of at least three aircraft types from different manufacturers which combined are representative of the applicable sub-group;

3. The endorsement of manufacturer sub-groups and full sub-group ratings for category B2 licence holders requires demonstration of practical experience which should include a representative cross section of maintenance activities relevant to the licence category and to the applicable aircraft sub-group.

11.4.3 For Group 3 aircraft:

1. The endorsement of the full group 3 rating for category B1 and C licence holders requires demonstration of practical experience, which shall include a representative cross section of maintenance activities relevant to the licence category and to the group 3 and complying with the aircraft type rating requirements of at least three aircraft types from different manufacturers which combined are representative of the applicable group.

2. For category B1, unless the applicant provides evidence of appropriate endorsement, the group 3 rating shall be subject to the following limitations, which shall be endorsed on the licence:

— pressurized aeroplanes
— metal structure aeroplanes
— composite structure aeroplanes
— wooden structure aeroplanes
— aeroplanes with metal tubing structure covered with fabric.

3. The endorsement of the full group 3 rating for category B2 licence holders requires demonstration of practical experience, which shall include a representative cross section of maintenance activities relevant to the licence category and to the group 3.

11.4.4 For the B3 licence:

1. The endorsement of the rating 'piston-engine non-pressurized aeroplanes of 2000 kg MTOM and below' requires demonstration of practical experience which shall include a representative cross-section of maintenance activities relevant to the licence category and having passed type examination/ type training on at least one piston-engine non-pressurised aeroplane of 2000 kg MTOM and below.

2. Unless the applicant provides evidence of appropriate experience and having

passed type examination / type training on at least one piston-engine non-pressurised aeroplane of 2000 kg MTOM and below covering the relevant structure, the rating referred to in point 1 shall be subject to the following limitations, which shall be endorsed on the licence:

— wooden structure aeroplanes
— aeroplanes with metal tubing structure covered with fabric
— metal structure aeroplanes
— composite structure aeroplanes.

11.4.5 For Group 4 aircraft:

The endorsement of the full group 4 rating for category B2 and B2L licence holders require demonstration of practical experience, which shall include a representative cross section of maintenance activities relevant to the licence category and to Group 4.

Note: By derogation from point 11.4.3 (1) above, the holder of a B2L licence, endorsed with a full subgroup 2a or 2b, is entitled to be endorsed with Groups 3 and 4.

The table given below shows a summary of the aircraft rating requirements-

Aircraft rating requirements			
Aircraft	**B1/B3/L licence**	**B2/B2L licence**	**C licence**
Group 1 aircraft, except airships - Complex motor powered aircraft. -Multiple-engine helicopters. - Other than piston engine aeroplanes Certified above FL290. - Aircraft equipped with fly-by-wire. - Other aircraft when defined by DGCA	**(For B1)** **Individual TYPE RATING** Type training: - Theory + examination - Practical + assessment **PLUS** OJT (**)	**(For B2)** **Individual TYPE RATING** Type training: - Theory + examination - Practical + assessment **PLUS** OJT (**)	**Individual TYPE RATING** Type training: - Theory + examination
Group 1 airships	**(For L5 Licence)** **Individual TYPE RATING** Type training: - Theory + examination - Practical + assessment **PLUS** OJT (**)	**(For B2)** **Individual TYPE RATING** Type training: - Theory + examination - Practical + assessment PLUS OJT (**)	Not Applicable

Aircraft rating requirements			
Aircraft	**B1/B3/L licence**	**B2/B2L licence**	**C licence**
<u>Group 2 aircraft</u> Subgroups: 2a: single turboprop aeroplanes (*) 2b: single turbine engine helicopters (*) 2c: single piston engine helicopters (*) (*) Except those classified in Group 1	**(For B1.1, B1.3, B1.4)** **Individual TYPE RATING** **(**type training + OJT(**) Or (type examination + practical experience + skill test) **Full SUBGROUP RATING** (type training +OJT(**))**or** (type examination + practical experience + skill test) on at least 3 aircraft representative of that subgroup **Manufacturer SUBGROUP RATING** (type training + OJT(**)) **Or** (type examination + practical experience + skill test) on at least 2 aircraft representative of that manufacturer subgroup	**(For B2)** **Individual TYPE RATING** (type training + OJT(**)) **or** (type examination + practical experience + skill test) (For B2 and B2L) **Full SUBGROUP RATING** based on demonstration of practical experience **Manufacturer SUBGROUP RATING** based on demonstration of practical experience	**Individual TYPE RATING** type training or type evaluation **Full SUBGROUP RATING** type training or type evaluation on at least3 aircraft representative of that subgroup **Manufacturer SUBGROUP RATING** type training **or** type examination on at least 2 aircraft representative of that manufacturer subgroup
<u>Group 3 aircraft</u> Piston engine aeroplanes (except those classified in Group 1)	(For B1.2) **Individual TYPE RATING** **(**type training + Or (type examination + practical experience + skill test) **Full GROUP 3 RATING** based on demonstration of practical experience and complying with the aircraft type rating endorsement of atleast three aircraft types from different manufactures which combined are representative of the applicable group. **Limitations:**	(For B2) **Individual TYPE RATING** (type training + OJT(**)) or (type examination + practical experience + skill test) (For B2 and B2L) **Full GROUP 3 RATING** based on demonstration of appropriate experience	**Individual TYPE RATING** type training or type evaluation **Full GROUP 3 RATING** based on demonstration of practical experience and complying with the aircraft type rating endorsement of atleast three aircraft types from different manufactures which combined are Representative of the applicable group.

Aircraft rating requirements			
Aircraft	**B1/B3/L licence**	**B2/B2L licence**	**C licence**
	- Pressurized aeroplanes - Metal aeroplanes - Composite aeroplanes - Wooden aeroplanes - Metal tubing & Fabric A eroplanes		
Piston-engine nonpressurised aeroplanes of 2 000 kg MTOM and below	(For B3) **FULL RATING "Piston engine non-pressurised aeroplanes of 2 000 kg MTOM and below**" based on demonstration of practical experience and having passed type examination / type training and skill test on at least one piston-engine on pressurised aeroplanes of 2 000 kg MTOM and below. **Limitations:** - Metal aeroplanes - Composite aeroplanes - Wooden aeroplanes - Metal tubing & fabric aeroplanes	This rating cannot be endorsed on a B2/B2L licence. These aircraft are already covered by the endorsement of ratings for Group 3 aircraft (see box above)	This rating cannot be endorsed on a C licence. These aircraft are already covered by the endorsement of ratings for Group 3 aircraft (see box above)
Group 4 aircraft: Sailplanes, powered sailplanes, balloons and airships other than those in Group 1	(For all L subcategories, except L5) - For L1C: 'composite sailplanes' rating, - For L1: 'sailplanes' rating, - For L2C: 'composite powered sailplanes and composite LA1 aeroplanes' rating, - For L2: 'powered sailplanes and LA1 aeroplanes' rating, - For L3H: 'hot-air balloons' rating, - For L3G: 'gas balloons' rating, - For L4H: 'hot-air airships' rating, - For L4G: 'LA2 gas airships' rating, all based on demonstration of practical experience + skill test **Limitations:** see 66.A.45(h)	(For B2 and B2L) **Full GROUP 4 RATING** based on demonstration of practical experience	Not applicable

(**) The endorsement of the first aircraft type rating within a given category/sub-category requires satisfactory completion of the corresponding On the Job Training, as described in Appendix III to CAR- 66. .

Note: : For the endorsement of the first type rating for Group 1 aircraft in each category/subcategory, the completion of On-the-Job Training (OJT) is mandatory

11.5 AIRCRAFT TYPE TRAINING

Aircraft type training may be subdivided in airframe and/or power plant and/or avionics/electrical systems.

Airframe type training means type training including all relevant aircraft structure and electricaland mechanical systems excluding the power plant.

Power plant type training means type training on the bare engine, including the build-up to aquick engine change unit.

Avionics/Electrical systems type training means type training training on avionics and electrical systems covered by but not necessarily limited to ATA (Air Transport Association) Chapters 22, 23, 24, 25, 27, 31, 33, 34, 42, 44, 45, 46, 73 and 77 or equivalent.

11.6 AIRCRAFT TYPE TRAINING AND EXAMINATION STANDARD

Please Refer Appendix B of this Chapter.

11.7 TYPE RATING LIMITATIONS AND REMOVAL

9.7.1 Requirements for Removal of Limitation(s) from Type Rating limitations can be removedupon:

1. Demonstration of appropriate experience; or
2. after a satisfactory practical assessment performed by the DGCA.

11.8 VALIDITY OF LICENCES AND LICENCE RENEWAL

The aircraft maintenance engineer's licence becomes invalid after ten years of its last issue or renewal, unless the holder submits his/her aircraft maintenance engineer's licence to the DGCA, in order to verify the information contained in the licence is the same as that contained in the DGCA records. For further information Refer Airworthiness Procedures Manual,

Chapter 17 available on DGCA website. .

The holder of an aircraft maintenance engineer's licence should complete the CA Form 19-03 and submit it with the holder's copy of the licence to the DGCA, unless the holder works in a maintenance organization approved in accordance with CAR 145 that has a procedure in its exposition where by such organisation may submit the necessary documentation on behalf of the aircraft maintenance engineer's licence holder.

Any certification privileges based upon an aircraft maintenance engineer's licence becomes invalid as soon as the aircraft maintenance engineer's licence is invalid. The aircraft maintenance engineer's licence is only valid when issued and/or changed by DGCA and when the holder has signed the document.

11.9 MAKING YOUR APPLICATION

An application for an aircraft maintenance engineer's licence should be made on CA Form 19-01 (initial issue) (through eGCA) with necessary documents and fees to DGCA.

9.8.1 Supporting Documents

Refer Chapter 3.8.1 of this document
.

APPENDICES TO CHAPTER 11

Appendix A	Category A Minor Scheduled Line Maintenance Tasks
Appendix B	Type Training and Examination Standard
Appendix C	Aircraft Type Practical Experience List of Tasks
Appendix-D	Format of OJT completion task.

APPENDIX A- CATEGORY A MINOR SCHEDULED LINE MAINTENANCE TASKS

The definition of minor scheduled line maintenance tasks is any minor scheduled inspection or check up to and including a weekly check specified in the operators approved aircraft maintenance programme. For aircraft maintenance programmes that do not specify a weekly check, DGCA will determine the most significant check that is considered equivalent to a weekly check.

Training will be completed before the appropriate tasks are permitted to be carried out by the Category A licence holder. List of task are detailed in CAR 145. A 30 (g)

(a) Replacement of wheel assemblies.

(b) Replacement of wheel brake units.

(c) Replacement of emergency equipment.

(d) Replacement of ovens, boilers and beverage makers.

(e) Replacement of internal and external lights, filaments and flash tubes.

(f) Replacement of windscreen wiper blades.

(g) Replacement of passenger and cabin crew seats, seat belts and harnesses.

(h) Closing of cowlings and re fitment of quick access inspection panels.

(i) Replacement of toilet system components but excluding gate valves.

(j) Simple repairs and replacement of internal compartment doors and placards but excluding doors forming part of a pressure structure.

(k) Simple repairs and replacement of overhead storage compartment doors and Cabin furnishing items.

(l) Replacement of static wicks.

(m) Replacement of aircraft main and APU aircraft batteries.

(n) Replacement of inflight entertainment system components other than public address.

(o) Routine lubrication and replenishment of all system fluids and gases.

(p) The de-activation only of sub-systems and aircraft components as permitted by the operator's minimum equipment list where such de- activation is agreed by DGCA as a simple task.

(q) Inspection for and removal of de-icing/anti-icing fluid residues, including Removal /closure of panels, cowls or covers or the use of special tools.

(r) Any other task agreed by DGCA as a simple task for a particular aircraft type.

This may include defect deferment when all the following conditions are met:

- There is no need for troubleshooting; and
- The task is in the MEL; and
- The maintenance action required by the MEL is agreed by the competent authority to be simple.

In the particular case of helicopters, and in addition to the items above,
The following:

(s) Removal and installation of Helicopter Emergency Medical Service (HEMS) Simple internal medical equipment.

(t) Removal and installation of external cargo provisions (i.e., external hook, mirrors) Other than the hoist.

(u) Removal and installation of quick release external cameras and search lights.

(v) Removal and installation of emergency float bags, not including the bottles.

(w) Removal and installation of external doors fitted with quick release attachments.

(x) Removal and installation of snow pads/skid wear shoes/slump protection pads.

No task which requires troubleshooting should be part of the authorised maintenance actions. Release to service after rectification of deferred defects should be permitted as long as the task is listed above.

Note: For updated list refer CAR 145.A.30 (g).

APPENDIX B- TYPE TRAINING AND EXAMINATION STANDARD

Refer Appendix III of CAR 66 " Aircraft Type training and skill test standard – on-the-job (OJT) Training "

APPENDIX C: - AIRCRAFT TYPE PRACTICAL EXPERIENCE LIST OF TASKS

Type/task training and ratings

The "practical experience" should cover a representative cross section of task. For the first aircraft type of each manufacturer group including at least 50 % of tasks, as applicable to theconcerned aircraft type and licence category, should be performed.

For the second aircraft type of each manufacturer (sub) group the practical experience shouldbe reduced to 30 %. For subsequent aircraft types of each manufacturer (sub) group this should be reduced to 20 %.

Practical experience should be demonstrated by the submission of records or a logbook showing the tasks performed by the applicant as specified by the DGCA. (Format of OJT is given in Appendix-D Format of OJT completion task.).

Tasks are divided in categories of aircraft:

A) Aeroplanes and helicopter
B) Sailplanes and powered sailplanes
C) Balloons and airships

Please refer Appendix II to AMC to CAR-66 for details

Appendix-D: - Format of OJT completion task.

Following OJT guidance/procedure is applicable for the OJT which have commenced before the issuance of CAR 66 Issue II revision 2 dated 29th September 2025:

The OJT (On Job Training) document has been prep3ared to comply with the On Job Training requirements of (CAR 66 Issue III, Revision 1 ; Section 6 of Appendix III, AMC to Appendix III and Appendix II to AMC to CAR 66 Issue III, Revision 1). The OJT should be completed by the candidate on following occasions;

Criteria	Required OJT Tasks	Remarks
A. First Endorsement for applicable Aircraft Rating in first category / subcategory (B1 and B2 in Group 1, 2, 3) as per table of CAR 66; GM 66.A.45 .(Endorsement with aircraft ratings)	At least 50% of the DGCA approved OJT syllabus/tasks	50% of the required OJT tasks may be completed before start of the Aircraft Type Training.
B. For the endorsement of the first type rating for Group 1 aircraft in each category/subcategory, the completion of On-the-Job Training (OJT) is mandatory.	At least 50% of the DGCA approved OJT syllabus/Tasks	

Guidelines for Completion and Assessment of OJT

1. The OJT task has been identified for B1 and B2 categories. However, this is generic guideline. The AMO may vary it during customization for their applicable aircraft.

2. Maintenance tasks which are considered as B1 are:

- Maintenance tasks performed on aircraft structure, power plant and mechanical and electrical systems
- Work on avionics systems requiring **only** simple tests to prove their serviceability and **not** requiring troubleshooting.

3. Maintenance tasks which are considered as B2 are:

- Maintenance tasks performed on avionic and electrical systems
- Electrical and avionics tasks within power plant and mechanical systems, requiring **only** simple tests to prove their serviceability.

On Job Training Process

The objective of OJT is to gain the required competence and experience in performing safe

maintenance.

It should be

- Conducted at and under the control of a maintenance organisation appropriately approved for the maintenance of the particular aircraft type.
- The OJT should include one-to-one supervision and should involve actual work task performance on aircraft/components, covering line and/or base maintenance tasks.
- OJT should be assessed by appropriately qualified and designated assessors of the organisation.
- Further guidance about the assessment and the designated assessors is provided in Appendix III to AMC to CAR-66 Issue III, Revision 1.

The OJT Candidate will gain a detailed knowledge of the practical aspects and capacity to combine and apply the separate elements of knowledge in a logical and comprehensive manner**.**

The candidate participated in the task, for final assessment should be able to:

- Read and understand manufacturer instructions
- Use tools and equipment as required in manufacturer instructions
- Use and have knowledge of various material, both raw and consumable, and standard parts
- Use his knowledge in a practical manner and use manufacturer instructions
- Interpret results from various sources and measurements and apply corrective action where appropriate
- Demonstrate knowledge of good maintenance standards and human factor limitation.

Completion of the OJT booklet

- All entries in this OJT booklet should be made in indelible ink. The correction, if any, should be done in manner by striking with a single line, such that deleted entry remains legible. Such entries should be authenticated by the OJT Mentor.
- Dates entered should follow the format DD/MM/YY.
- Each page should be identified by the OJT booklet owner's name and signature.

OJT Booklet Holder Details		
Name in Full:	Date of Birth:	
Nationality:	AME Licence No. (If available): Computer No.	
Address:	Licence Category being applied for: (Tick Appropriate)	
Aircraft Rating and type of Aircraft	B1	B2
Name of Approved Maintenance Organisation and Address:		
Signature:		

Description of Task and (Job Card//Work Order/Techlog etc.)	Applicable Licence Category			Aircraft Type	A/C Reg./ Engine / APU serial no.	Date/ Location	Signature of Trainee	Supervisor/AM E	
	B1	B2						Licence no.	Signature
05- Time limits/Maintenance checks									
100 hour check (general aviation aircraft).	B1	B2							
A or C Check (transport category aircraft)	B1	B2							
Assist carrying out a scheduled maintenance check i.a.w. AMM	B1	B2							
Review aircraft maintenance log for correct completion	B1	B2							
Review records for compliance with airworthiness directives.	B1	B2							
Review records for compliance with component life limits.	B1	B2							
Procedure for Inspection following heavy landing.	B1	-							
Procedure for Inspection following lightning strike.	B1	B2							
06- Dimensions/Areas									
Locate component(s) by station number.	B1	B2							
Perform symmetry check.	B1	-							
07- Lifting and Shoring									
Assist in Jacking aircraft nose or tail wheel.	B1	-							
Assist in Jacking complete aircraft.	B1	-							
Assist in Sling or trestle major component.	B1	-							
08 - Levelling /Weighing									
Level aircraft.	B1	-							
Weigh aircraft.	B1	-							
Prepare weight and balance amendment.	B1	-							
Check aircraft against equipment list.	B1	-							
09 - Towing and Taxiing									
Prepare for aircraft towing	B1	B2							
Tow aircraft	B1	B2							

Description of Task and (Job Card//Work Order/Techlog etc.)	Applicable Licence Category			Aircraft Type	A/C Reg./ Engine / APU serial no.	Date/ Location	Signature of Trainee	Supervisor/AM E	
	B1	B2						Licence no.	Signature
Be part of aircraft towing team.	B1	B2							
10 - Parking and mooring									
Tie down aircraft.	B1	B2							
Park, secure and cover aircraft.	B1	B2							
Position aircraft in dock	B1	B2							
Secure rotor blades.	B1	B2							
11 - Placards and Marking									
Check aircraft for correct placards.	B1	B2							
Check aircraft for correct markings.	B1	B2							
12 - Servicing									
Refuel aircraft.	B1	-							
Defuel aircraft	B1	-							
Carry out tank to tank fuel transfer	B1	-							
Check / adjust tire pressures.	B1	-							
Check / replenish oil level.	B1	-							
Check/ replenish hydraulic fluid level.	B1	-							
Check/ replenish accumulator pressure	B1	-							
Charge pneumatic system.	B1	-							
Grease aircraft.	B1	-							
Connect ground power.	B1	B2							
Service toilet/water system	B1	-							
Perform pre-flight/daily check	B1	B2							
18 - Vibration and Noise Analysis									
Analyze helicopter vibration problem.	B1	B2							
Analyze noise spectrum.	B1	B2							
Analyse engine vibration.	B1	B2							
21 - Air Conditioning									
Replace combustion heater.	B1	-							
Replace flow control valve	B1	B2							
Replace outflow valve	B1	B2							
Replace safety valve	B1	-							
Replace vapour cycle unit.	B1	-							

Description of Task and (Job Card//Work Order/Techlog etc.)	Applicable Licence Category			Aircraft Type	A/C Reg./ Engine / APU serial no.	Date/ Location	Signature of Trainee	Supervisor/AM E	
	B1	B2						Licence no.	Signature
Replace air cycle unit.	B1	-							
Replace cabin blower.	B1	B2							
Replace heat exchanger.	B1	-							
Replace pressurization controller.	-	B2							
Clean outflow valves.	B1	-							
Deactivate/reactivate cargo isolation valve	B1	-							
Deactivate/reactivate avionics ventilation components	B1	B2							
Check operation of air conditioning/heating system	B1	B2							
Check operation of pressurization system	B1	B2							
Troubleshoot faulty system	B1	B2							
22 - Auto flight									
Install servos.	-	B2							
Rig bridle cables	B1	-							
Replace controller.	-	B2							
Replace amplifier.	-	B2							
Replacement of the auto flight system LRUs in case of fly- by – wire aircraft	-	B2							
Check operation of auto-pilot.	-	B2							
Check operation of auto-throttle /auto thrust.	-	B2							
Check operation of yaw damper.	-	B2							
Check and adjust servo clutch	-	B2							
Perform autopilot gain adjustments.	-	B2							
Perform Mach trim functional check	-	B2							
Troubleshoot faulty system.	-	B2							
Check auto land system	-	B2							
Check flight management systems	-	B2							
Check stability augmentation system	-	B2							
23 - Communications									
Replace VHF com unit.	-	B2							

Description of Task and (Job Card//Work Order/Techlog etc.)	Applicable Licence Category			Aircraft Type	A/C Reg./ Engine / APU serial no.	Date/ Location	Signatureof Trainee	Supervisor/AM E	
	B1	B2						Licence no.	Signature
Replace HF com unit.	-	B2							
Replace existing antenna	-	B2							
Replace static discharge wicks.	-	B2							
Check operation of radios.	-	B2							
Perform antenna VSWR check	-	B2							
Perform SELCAL operational check	-	B2							
Perform operational check of passenger address system.	-	B2							
Functionally check audio integrating system.	-	B2							
Repair co-axial cable	-	B2							
Troubleshoot faulty system	-	B2							
24 - Electrical Power									
Charge lead/acid battery.	B1	B2							
Charge Ni-Cd battery.	B1	B2							
Check battery capacity.	B1	B2							
Deep-cycle Ni-Cd battery.	B1	B2							
Replace Integrated drive/generator/alternator.	B1	B2							
Replace switches.	B1	B2							
Replace circuit breakers.	B1	B2							
Adjust voltage regulator.	B1	B2							
Amend electrical load analysis report.	B1	B2							
Repair/replace electrical feeder cable	B1	B2							
Perform functional check of IDG / Generator / Alternator	B1	B2							
Perform functional check of voltage regulator.	B1	B2							
Perform functional check of emergency generation system.	B1	B2							
Troubleshoot faulty system	B1	B2							
25 - Equipment/Furnishings									
Replace carpets	B1	-							
Replace crew seats.	B1	-							

Description of Task and (Job Card//Work Order/Techlog etc.)	Applicable Licence Category			Aircraft Type	A/C Reg./ Engine / APU serial no.	Date/ Location	Signature of Trainee	Supervisor/AM E	
	B1	B2						Licence no.	Signature
Replace passenger seats.	B1	-							
Check inertia reels.	B1	-							
Check seats/belts for security.	B1	-							
Check emergency equipment.	B1	-							
Check ELT for compliance with regulations.	-	B2							
Repair toilet waste container.	B1	-							
Repair upholstery.	B1	-							
Change cabin configuration.	B1	-							
Replace escape slides/ropes	B1	-							
Replace cargo loading system actuator.	B1	B2							
Test cargo loading system.	B1	B2							
26 - Fire protection									
Check fire bottle contents.	B1	-							
Check / test operation of fire / smoke detection and warning system.	B1	B2							
Check cabin fire extinguisher contents.	B1	-							
Check lavatory smoke detector system.	B1	B2							
Check cargo panel sealing	B1	-							
Install new fire bottle	B1	B2							
Replace fire bottle squib	-	B2							
Troubleshoot faulty system.	B1	B2							
Inspect engine fire wire detection systems.	-	B2							
27 - Flight Controls									
Inspect primary flight controls and related components AMM.	B1	B2							
Extending/retracting flaps & slats.	B1	B2							
Replace horizontal stabilizer.	B1	-							
Replace spoiler/lift damper.	B1	-							
Replace elevator.	B1	-							

Description of Task and (Job Card//Work Order/Techlog etc.)	Applicable Licence Category			Aircraft Type	A/C Reg./ Engine / APU serial no.	Date/ Location	Signature of Trainee	Supervisor/AM E	
	B1	B2						Licence no.	Signature
Deactivation/reactivation of aileron servo control.	B1	B2							
Replace aileron.	B1	-							
Replace rudder.	B1	-							
Replace trim tabs.	B1	-							
Install control cable and fittings.	B1	-							
Replace slats.	B1	-							
Replace flaps.	B1	-							
Replace powered flying control unit.	B1	B2							
Replace flap actuator	B1	-							
Adjust trim tab	B1	B2							
Adjust control cable tension.	B1	-							
Check control range and direction of movement.	B1	-							
Check for correct assembly and locking	B1	-							
Troubleshoot faulty system.	B1	B2							
Functional test of primary flight controls.	B1	B2							
Functional test of flap system.	B1	B2							
Operational test of the side stick assembly.	B1	B2							
Operational test of the THS.	B1	B2							
THS system wear check	B1	-							
28 - Fuel									
Water drain system (operation).	B1	-							
Replace booster pump.	B1	B2							
Replace fuel selector.	B1	B2							
Replace fuel tank cells.	B1	-							
Replace/test fuel control valves.	B1	B2							
Replace magnetic fuel level indicators.	B1	-							
Replace water drain valve	B1	-							
Check filters.	B1	-							
Flow check system.	B1	-							

Description of Task and (Job Card//Work Order/Techlog etc.)	Applicable Licence Category			Aircraft Type	A/C Reg./ Engine / APU serial no.	Date/ Location	Signature of Trainee	Supervisor/AM E	
	B1	B2						Licence no.	Signature
Check calibration of fuel quantity gauges.	-	B2							
Check operation feed/selectors	B1	B2							
Check operation of fuel dump/jettison system.	B1	B2							
Fuel transfer between tanks.	B1	B2							
Pressure defuel/Pressure refuel (manual control).	B1	-							
Troubleshoot faulty system.	B1	B2							
29 - Hydraulics									
Replace engine driven pump.	B1	-							
Check/replace case drain filter.	B1	-							
Replace hydraulic motor pump/generator.	B1	B2							
Replace standby pump.	B1	-							
Replace accumulator.	B1	-							
Check operation of shut off valve	B1	-							
Check filters / Clog indicators.	B1	-							
Check indicating systems.	B1	B2							
Perform functional checks.	B1	B2							
Pressurisation/depressurisation of the hydraulic system.	B1	B2							
Power Transfer Unit (PTU) operation	B1	B2							
Replacement of PTU.	B1	-							
Troubleshoot faulty system.	B1	B2							
30 - Ice and rain protection									
Replace pump.	B1	-							
Replace timer.	B1	B2							
Inspect repair propeller deice boot.	B1	-							
Test propeller de-icing system.	B1	B2							
Inspect/test wing leading edge deicer boot.	B1	-							
Replace anti-ice/deice valve	B1	B2							
Install wiper motor.	-	B2							

Description of Task and (Job Card//Work Order/Techlog etc.)	Applicable Licence Category			Aircraft Type	A/C Reg./ Engine / APU serial no.	Date/ Location	Signature of Trainee	Supervisor/AM E	
	B1	B2						Licence no.	Signature
Check operation of systems.	B1	B2							
Operational test of the pitot-probe ice protection.	B1	B2							
Operational test of the TAT ice protection.	B1	B2							
Operational test of the wing ice protection system.	B1	B2							
Assistance to the operational test of the engine air-intake ice protection (with engines operating)	B1	-							
Troubleshoot faulty system.	B1	B2							
31 - Indicating/recording systems									
Replace flight data recorder.	-	B2							
Replace cockpit voice recorder.	-	B2							
Replace clock	-	B2							
Replace master caution unit.	-	B2							
Replace FDR.	-	B2							
Perform FDR data retrieval.	-	B2							
Troubleshoot faulty system.	-	B2							
Implement ESDS procedures	B1	B2							
Inspect for HIRF requirements	-	B2							
Start/stop EIS procedure	B1	B2							
Bite test of the CFDIU.	B1	B2							
Ground scanning of the central warning system.	B1	B2							
32 - Landing Gear									
Build up wheel.	B1	-							
Replace main wheel.	B1	-							
Replace nose wheel.	B1	-							
Replace steering actuator.	B1	-							
Replace truck tilt actuator.	B1	-							
Replace gear retraction actuator.	B1	-							
Replace up lock/ down lock assembly.	B1	-							
Replace shimmy damper.	B1	-							

Description of Task and (Job Card//Work Order/Techlog etc.)	Applicable Licence Category			Aircraft Type	A/C Reg./ Engine / APU serial no.	Date/ Location	Signatureof Trainee	Supervisor/AM E	
	B1	B2						Licence no.	Signature
Rig nose wheel steering	B1	-							
Replace shock strut seals.	B1	-							
Servicing of shock strut.	B1	-							
Replace brake unit.	B1	-							
Replace brake control valve	B1	-							
Bleed brakes.	B1	-							
Replace brake fan.	B1	B2							
Test anti-skid unit.	B1	B2							
Test gear retraction.	B1	B2							
Change bungees.	B1	-							
Adjust micro switches/sensors.	-	B2							
Charge struts with oil and air.	B1	-							
Troubleshoot faulty system.	B1	B2							
Test auto-brake system.	B1	B2							
Replace rotorcraft skids.	B1	-							
Replace rotorcraft skid shoes.	B1	-							
Pack and check floats.	B1	-							
Flotation equipment.	B1	-							
Check/test emergency blowdown (emergency landing gear extension).	B1	-							
Operational test of the landing gear doors.	B1	B2							
33 - Lights									
Repair/replace rotating beacon.	-	B2							
Repair/replace landing lights.	-	B2							
Repair/replace navigation lights.	-	B2							
Repair/replace interior lights.	-	B2							
Replace ice inspection lights.	-	B2							
Repair/replace logo lights.	-	B2							
Repair/replace emergency lighting system.	-	B2							
Perform emergency lighting system checks.	-	B2							
Troubleshoot faulty system	-	B2							

Description of Task and (Job Card//Work Order/Techlog etc.)	Applicable Licence Category			Aircraft Type	A/C Reg./ Engine / APU serial no.	Date/ Location	Signature of Trainee	Supervisor/AM E	
	B1	B2						Licence no.	Signature
34 - Navigation									
Calibrate magnetic direction indicator.	-	B2							
Replace airspeed indicator.	-	B2							
Replace altimeter.	-	B2							
Replace air data computer.	-	B2							
Replace VOR unit.	-	B2							
Replace ADI	-	B2							
Replace HIS	-	B2							
Check pitot static system for leaks.	-	B2							
Check operation of directional gyro.	-	B2							
Functional check weather radar.	-	B2							
Functional check Doppler.	-	B2							
Functional check TCAS.	-	B2							
Functional check DME	-	B2							
Functional check ATC Transponder.	-	B2							
Functional check flight director system.	-	B2							
Functional check inertial nav system.	-	B2							
Complete quadrantal error correction of ADF system.	-	B2							
Update flight management system dbas	-	B2							
Check calibration of pitot static instruments.	-	B2							
Check calibration of pressure altitude reporting system.	-	B2							
Troubleshoot faulty system.	-	B2							
Check marker systems.	-	B2							
Compass replacement direct/indirect.	-	B2							
Check SATCOM.	-	B2							
Check GPS.	-	B2							
Test AVM.	-	B2							

Description of Task and (Job Card//Work Order/Techlog etc.)	Applicable Licence Category			Aircraft Type	A/C Reg./ Engine / APU serial no.	Date/ Location	Signature of Trainee	Supervisor/AM E	
	B1	B2						Licence no.	Signature
35 - Oxygen									
Inspect on board oxygen equipment.	B1	B2							
Purge and recharge oxygen system.	-	B2							
Replace regulator.	-	B2							
Replace oxygen generator.	-	B2							
Test crew oxygen system.	B1	B2							
Perform auto oxygen system deployment check	-	B2							
Troubleshoot faulty system.	-	B2							
36 - Pneumatic systems									
Replace filter.	B1	-							
Replace air shut off valve	B1	-							
Replace pressure regulating valve	B1	-							
Replace compressor.	B1	-							
Recharge dessicators.	B1	-							
Adjust regulator.	B1	-							
Check for leaks.	B1	-							
Troubleshoot faulty system.	B1	B2							
37 - Vacuum systems									
Inspect the vacuum system i.a.w. AMM.	B1	-							
Replace vacuum pump.	B1	-							
Check/replace filters.	B1	-							
Adjust regulator.	B1	-							
Troubleshoot faulty system.	B1	-							
38 - Water/Waste									
Replace water pump.	B1	-							
Replace tap.	B1	-							
Replace toilet pump.	B1	B2							
Perform water heater functional check	B1	B2							
Troubleshoot faulty system.	B1	B2							
Inspect waste bin flap closure	B1	-							

Description of Task and (Job Card//Work Order/Techlog etc.)	Applicable Licence Category			Aircraft Type	A/C Reg./ Engine / APU serial no.	Date/ Location	Signature of Trainee	Supervisor/AM E	
	B1	B2						Licence no.	Signature
45 - Central Maintenance System									
Retrieve data from CMU.	-	B2							
Replace CMU.	-	B2							
Perform Bite check	B1	B2							
Troubleshoot faulty system.	-	B2							
49 - Airborne Auxiliary power									
Removal /Installation of APU.	B1	B2							
Removal/installation of the inlet guide vane actuator.	B1	-							
Operational test of the APU emergency shut-down test.	B1	B2							
Operational test of APU.	B1	B2							
51 - Structures									
Assessment of damage	B1	-							
Sheet metal repair.	B1	-							
Fibre glass repair.	B1	-							
Wooden repair.	B1	-							
51 - Fabric repair									
Recover fabric control surface	B1	-							
Treat corrosion.	B1	-							
Apply protective treatment.	B1	-							
52 - Doors									
Inspect passenger door i.a.w AMM.	B1	-							
Rig/adjust locking mechanism.	B1	-							
Adjust air stair system.	B1	B2							
Check operation of emergency exits.	B1	B2							
Test door warning system.	B1	B2							
Troubleshoot faulty system.	B1	B2							
Remove and install passenger door AMM.	B1	-							
Remove and install emergency exit AMM.	B1	B2							
Inspect cargo door AMM.	B1	-							
56 - Windows									

Description of Task and (Job Card//Work Order/Techlog etc.)	Applicable Licence Category			Aircraft Type	A/C Reg./ Engine / APU serial no.	Date/ Location	Signature of Trainee	Supervisor/AM E	
	B1	B2						Licence no.	Signature
Replace windshield	B1	-							
Replace direct vision window.	B1	-							
Replace cabin window	B1	-							
Repair transparency.	B1	-							
57 - Wings									
Skin repair.	B1	-							
Recover fabric wing	B1	-							
Replace tip.	B1	-							
Replace rib	B1	-							
Replace integral fuel tank panel.	B1	-							
Check incidence/rig	B1	-							
61 - Propeller									
Assemble prop after transportation.	B1	-							
Replace propeller.	B1	-							
Replace governor.	B1	-							
Adjust governor.	B1	-							
Perform static functional checks.	B1	-							
Check operation during ground run.	B1	B2							
Check track	B1	-							
Check setting of micro switches.	B1	B2							
Dress out blade damage	B1	-							
Dynamically balance prop.	B1	-							
Troubleshoot faulty system.	B1	B2							
62 - Main Rotors									
Replace blades.	B1	-							
Replace damper assembly.	B1	-							
Check track	B1	-							
Check static balance	B1	-							
Check dynamic balance	B1	-							
Troubleshoot.	B1	-							
63 - Rotor Drive									
Replace mast.	B1	-							
Replace drive coupling	B1	-							

Description of Task and (Job Card//Work Order/Techlog etc.)	Applicable Licence Category			Aircraft Type	A/C Reg./ Engine / APU serial no.	Date/ Location	Signature of Trainee	Supervisor/AM E	
	B1	B2						Licence no.	Signature
Replace clutch/freewheel unit	B1	-							
Replace drive belt.	B1	-							
Install main gearbox.	B1	-							
Overhaul main gearbox.	B1	-							
Check gearbox chip detectors.	B1	-							
64 - Tail Rotors									
Install rotor assembly.	B1	-							
Replace blades.	B1	-							
Troubleshoot.	B1	-							
65 - Tail Rotor Drive									
Replace bevel gearbox.	B1	-							
Replace universal joints.	B1	-							
Overhaul bevel gearbox.	B1	-							
Install drive assembly.	B1	-							
Check chip detectors.	B1	-							
Check/install bearings and hangers.	B1	-							
Check/service/assemble flexible couplings.	B1	-							
Check alignment of drive shafts.	B1	-							
Install and rig drive shafts.	B1	-							
67 - Rotorcraft flight controls									
Install swash plate	B1	-							
Install mixing box.	B1	-							
Adjust pitch links.	B1	-							
Rig collective system.	B1	-							
Rig cyclic system.	B1	-							
Rig anti-torque system.	B1	-							
Check controls for assembly and locking	B1	-							
Check controls for operation and sense	B1	-							
Troubleshoot faulty system.	B1	B2							

Description of Task and (Job Card//Work Order/Techlog etc.)	Applicable Licence Category			Aircraft Type	A/C Reg./ Engine / APU serial no.	Date/ Location	Signatureof Trainee	Supervisor/AM E	
	B1	B2						Licence no.	Signature
71 - Power Plant									
Build up ECU.	B1	B2							
Replace engine	B1	B2							
Repair cooling baffles.	B1	-							
Repair cowling	B1	-							
Adjust cowl flaps.	B1	-							
Repair faulty wiring	-	B2							
Troubleshoot.	B1	B2							
Assist in dry motoring check	B1	B2							
Assist in wet motoring check	B1	B2							
Assist in engine start (manual mode).	B1	B2							
72 -Piston Engines									
Remove/install reduction gear.	B1	-							
Check crankshaft run-out.	B1	-							
Check tappet clearance	B1	-							
Check compression.	B1	-							
Extract broken stud	B1	-							
Install Heli coil.	B1	-							
Perform ground run.	B1	B2							
Establish/check reference RPM.	B1	B2							
Troubleshoot.	B1	B2							
72 -Turbine Engines									
Replace module	B1	-							
Replace fan blade	B1	-							
Hot section inspection/borescope check	B1	-							
Carry out engine/compressor wash	B1	-							
Carry out engine dry cycle	B1	-							
Engine ground run.	B1	B2							
Establish reference power.	B1	-							
Trend monitoring/gas path analysis.	B1	-							
Troubleshoot.	B1	B2							
73 - Fuel and control, piston									

Description of Task and (Job Card//Work Order/Techlog etc.)	Applicable Licence Category			Aircraft Type	A/C Reg./ Engine / APU serial no.	Date/ Location	Signature of Trainee	Supervisor/AM E	
	B1	B2						Licence no.	Signature
Replace engine driven pump.	B1	-							
Adjust AMC	B1	-							
Adjust ABC	B1	-							
Install carburetor/injector.	B1	-							
Adjust carburetor/injector.	B1	-							
Clean injector nozzles.	B1	-							
Replace primer line	B1	-							
Check carburetor float setting	B1	-							
73 - Fuel and control, turbine									
Replace FCU.	B1	-							
Replace engine electronic control unit (FADEC).	-	B2							
Replace fuel metering unit (FADEC).	B1	B2							
Replace engine driven pump.	B1	-							
Clean/test fuel nozzles.	B1	-							
Clean/replace filters.	B1	-							
Adjust FCU.	B1	B2							
Troubleshoot faulty system.	B1	B2							
Functional test of FADEC	-	B2							
74 - Ignition systems, piston									
Change magneto.	-	B2							
Change ignition vibrator.	-	B2							
Change plugs.	-	B2							
Test plugs.	-	B2							
Check leads.	-	B2							
Install new leads.	-	B2							
Check timing	-	B2							
Check system bonding	-	B2							
Troubleshoot faulty system.	-	B2							
74 - Ignition systems, turbine									
Perform functional test of the ignition system.	-	B2							
Check glow plugs/ ignitors.	-	B2							

Description of Task and (Job Card//Work Order/Techlog etc.)	Applicable Licence Category			Aircraft Type	A/C Reg./ Engine / APU serial no.	Date/ Location	Signature of Trainee	Supervisor/AM E	
	B1	B2						Licence no.	Signature
Check leads.	-	B2							
Check ignition unit.	-	B2							
Replace ignition unit.	-	B2							
Troubleshoot faulty system.	-	B2							
76 - Engine Controls									
Rig thrust lever.	B1	-							
Rig RPM control.	B1	-							
Rig mixture HP cock lever.	B1	-							
Rig power lever.	B1	-							
Check control sync (multi-eng).	B1	-							
Check controls for correct assembly and locking	B1	-							
Check controls for range and direction of movement.	B1	-							
Adjust pedestal micro-switches.	B1	B2							
Troubleshoot faulty system.	B1	B2							
77 - Engine Indicating									
Replace engine instruments(s).	-	B2							
Replace oil temperature bulb	-	B2							
Replace thermocouples.	-	B2							
Check calibration.	-	B2							
Troubleshoot faulty system.	-	B2							
78 - Exhaust, piston									
Replace exhaust gasket.	B1	-							
Inspect welded repair.	B1	-							
Pressure check cabin heater muff	B1	-							
Troubleshoot faulty system.	B1	-							
78 - Exhaust, turbine									
Change jet pipe	B1	-							
Change shroud assembly.	B1	-							
Install trimmers.	B1	-							
Inspect/replace thrust reverser.	B1	-							
Replace thrust reverser component.	B1	B2							

Description of Task and (Job Card//Work Order/Techlog etc.)	Applicable Licence Category			Aircraft Type	A/C Reg./ Engine / APU serial no.	Date/ Location	Signatureof Trainee	Supervisor/AM E	
	B1	B2						Licence no.	Signature
Deactivate/reactivate thrust reverser.	B1	-							
Operational test of the thrust reverser system.	B1	B2							
79 - Oil									
Change oil.	B1	-							
Check filter(s).	B1	-							
Adjust pressure relief valve	B1	-							
Replace oil tank	B1	-							
Replace oil pump.	B1	-							
Replace oil cooler.	B1	-							
Replace firewall shut off valve	B1	-							
Perform oil dilution.	B1	-							
Troubleshoot faulty system.	B1	B2							
80 - Starting									
Replace starter.	B1	B2							
Replace start relay.	-	B2							
Replace start control valve	B1	B2							
Check cranking speed	B1	-							
Troubleshoot faulty system.	B1	B2							
70 - Turbines, piston engines									
Replace PRT.	B1	-							
Replace turbo-blower.	B1	-							
Replace heat shields.	B1	-							
Replace waste gate	B1	-							
Adjust density controller.	B1	-							
82 - Engine water injection									
Replace water/methanol pump.	B1	-							
Flow check water/methanol system.	B1	-							
Adjust water/methanol control unit.	B1	-							
Check fluid for quality.	B1	-							
Troubleshoot faulty system	B1	-							
83 - Accessory gear boxes									
Replace gearbox.	B1	-							

Description of Task and (Job Card//Work Order/Techlog etc.)	Applicable Licence Category			Aircraft Type	A/C Reg./ Engine / APU serial no.	Date/ Location	Signature of Trainee	Supervisor/AM E	
	B1	B2						Licence no.	Signature
Replace drive shaft.	B1	-							
Check Chip detector	B1	-							

Assessment Sheet

	Task description	Area	Maximum marks	Obtained Marks	Remarks
The final assessment of the completed OJT is mandatory and should be performed by a designated assessor appropriately qualified. The designated assessor will scrutinize and ensure the following; • The candidate has completed the applicable OJT tasks. • The tasks have been signed by the candidate as well as the Mentor • Assessment will be carried for the candidates as per the following weightage.					
		Adherence to the Personnel Warning and Cautions.	10		
		Performance of the selected core task (B1/ B2) proficiently.			
		1.	35		
		2.	35		
		- - - - - - - - -			
		Use of Aircraft Documentation and completion of records	20		
		Total	100		

Result: (Tick as applicable)	PASS	FAIL

Signature of Designated Assessor

Name

Licence No.

Note : -

1. In case of first AME licence endorsement, this OJT booklet should serve as a compact and portable reference document, which would reflect the completion of the candidate's on job training, as applicable.

2. This OJT booklet is constructed in a way to guide the candidate to gain minimum relevant basic practical maintenance experience that represents a cross section of maintenance activitiesin applicable ATA chapters.

3. The OJT booklet covers all representative tasks under ATA chapters, as reflected in AppendixII to AMC to CAR 66 Issue III, Revision 1 covering Piston Engine/ Turbo Prop/ Turbofan/ Rotary wing aircraft.

4. For endorsement with type rating, the candidate should complete at least 50% of the approved OJT syllabus for the applicable aircraft

5. Each AMO should customize this OJT booklet applicable to the scope of maintenance on their fleet of aircraft.

6. The OJT syllabus will be approved by DGCA and same need to be reflected in DGCA approved MOE Part 3.15.
7. The Supervisor will be nominated by the AMO. The designated assessor will be nominated by the AMO and authorized by DGCA.

8. The OJT for applicable task (ATA Chapter) on applicable should be completed by the candidate, under OJT Supervisor. The OJT booklet will be completed and signed by the candidate and OJT Supervisor.

9. The candidate should submit the completed OJT booklet to the designated Assessor.

10. The designated assessor will scrutinize and ensure the following;

- *The candidate has completed the applicable OJT tasks.*
- *The tasks have been signed by the candidate as well as the Supervisor*
- *Assessment will be carried for the candidates as per the following weightage.*

Criteria	***Weightage***
Adherence to the Warning and Cautions.	*10%*
Performance of Two selected core task (B1/ B2) proficiently. *1.* *2.*	*70%*
Use of Aircraft Maintenance Data, Documentation and completion of records	*20%*
Total	*100%*

11. The designated assessor will declare the candidate as Passed, in case he has scored minimum 75% marks. The result will be recorded in the Assessment Sheet at the end of the OJT booklet.

12. In case the candidate has been declared as "Fail", the designated Assessor will identify the additional OJT task that need to be completed by the candidate before his re-assessment.

13. *The successful candidates should submit the copy of OJT booklet and Assessment result while submitting their application in DGCA for AME License endorsement on applicable aircraft.*

Following procedure/guidance is applicable for the OJT which are commenced after issuance of Issue III, Rev 2 dated 29th September 2025

OJT shall cover a cross section of tasks acceptable to the DGCA. The OJT tasks to be completed shall be representative of the aircraft and systems both in complexity and in the technical input required to complete that task. While relatively simple tasks may be included, other more complex maintenance tasks shall also be incorporated and undertaken as appropriate to the aircraft type."

List of tasks for OJT

The minimum list of tasks should be selected from the table (para 2) given in Appendix II to AMC to CAR-66 according to the following procedures and criteria:
i) Filter the ATA chapters (or sub-chapters, when required) applicable to the specific aircraft type (add others if they are missing).
ii) Identify relevant and significant tasks for each required category of INS, FOT, SGH, R/I, MEL and TS.
iii) Retain the required percentage for each task category, and throughout ATA chapters, as much as relevant to the particular aircraft type.

The selection of tasks should give precedence to tasks which are critical and complex in terms of:

- difficulty to execute;
- interpretation of the maintenance procedures / work instructions;
- specific tools and equipment;
- coordination among maintenance staff (teamwork);
- human factors (accessibility, human machine interface (HMI), etc.);
- safety impact on the aircraft and the crew.

Removal and installation tasks include the final confirmation test, if required.

Credit may be given for similar tasks between ATA systems (e.g. pneumatic valves in ATA 21, 30 and 36), but this should be kept to a minimum.

The table provides an acceptable method of selection of OJT tasks for B1 and B2 AML categories, per ATA chapter or sub-chapters, as required by point 6.2(e) of Appendix III to CAR 66 .

It must be ensured that at least one task is performed per ATA chapter (not sub-ATA chapter), in order to maintain a representative cross-section.

The designated assessor(s) conducting the final assessment shall notify the date of the assessment to DGCA at least two weeks in advance to allow a possible participation of the DGCA RAO/SRAO.

Please note that the assessor should not have been involved in the trainee's training as a mentor (instructor) during the OJT. If the assessor has also acted as a mentor during the trainee's training, this must be justified and requires the involvement of an independent observer (to ensure the independence of the assessment) and involvement of DGCA official (if possible)

• A prerequisite for performing the function of assessor is that the assessor must have held a valid type endorsement for the applied aircraft type in the requested category for at least three years.

• Furthermore, the assessor must, in all cases, provide proof of pedagogical competence (e.g. instructor certification such as Train the Trainer, or equivalent).

• Please include a detailed description of the planned assessment procedure. Guidance on this can be found in point 6.3 of Appendix III of CAR -66.

• Please note that the performance of practical tasks on the aircraft is mandatory.

OJT DETAILS

• Enter the name and approval number of the training organization.
• If multiple locations are involved, list them separately.
• If the assessment location differs from the training location, specify it.

MENTOR REQUIREMENTS

• List all mentors separately or in the OJT logbook.
• Mentors must have internal authorization for supervised tasks.
• Mentors must have at least one year of aircraft type experience in the requested category.
• Mentors must have completed pedagogical training (e.g., Train the Trainer).
• Mentors must review and sign off tasks performed during OJT.

ASSESSOR REQUIREMENTS

• Assessors should not act as mentors during training unless justified and independently monitored.
• Assessors must have at least three years of aircraft type experience in the requested category.
• Assessors must have pedagogical training certification (train the trainer) .

ASSESSMENT PROTOCOL

• Provide a detailed description of the assessment process.
• Practical tasks on aircraft are mandatory.
• Simulation is not allowed.

An individual logbook must be created for each application, specific to the aircraft type applied for and the respective category. A logbook may also include a combination of multiple categories (e.g. B1.1 and B2).

• The parameters that must be mandatorily included in the logbook, as well as the tasks to be listed, are defined in point 6.2 of Appendix III to CAR-66 and in Appendix II to the AMC (List of tasks for OJT), in their currently valid versions.

• Both combination logbooks (related to categories B1/B2) and difference logbooks (e.g. category B2 to category B1) may be created.

• A fixed minimum practical duration is not required. The duration of the OJT is determined exclusively by the completion of the required tasks. However, the OJT must be started and completed within 3 years prior to the application for aircraft type endorsement.

• It must be ensured that at least one task is performed per ATA chapter (not sub-ATA chapter), in order to maintain a representative cross-section.

Each logbook must include:

• Trainee name and date of birth
• Organization name and approval number
• Mentor and assessor names
• Aircraft type
• Category
• Task description
• Work order reference
• Aircraft registration
• Task completion date
• Signatures of trainee and mentor

SIGNATURE AND CONFIRMATION

Furthermore, the signature provided here confirms that the logbook submitted with the application contains all activities in accordance with Appendix II of the AMC to CAR-66 that are applicable to the aircraft and the indicated category.

• Activities are not considered inapplicable merely because a company does not perform them, cannot perform them, or is not authorized to perform them due to regulatory approval limitations.

MENTOR RECOMMENDATION

According to Appendix III to CAR-66, point 6.1 (g), after satisfactory completion of the OJT programme, a recommendation must be issued for the trainee's final assessment. This recommendation forms part of the OJT logbook and must be made by each mentor involved. Otherwise, the final assessment cannot be conducted.

The recommendation must be confirmed by the signature of each mentor involve.

LOG-BOOK

On-the-Job Training (OJT) Programme

i.a.w. AMC to CAR 66 – 2. List of tasks for OJT of CAR 66

Name of candidate _____ Computer No. _____ Signature of candidate _____

On-the-Job Training (OJT) Log Book

Personnel data of the applicant:

Last name: _____

First name: _____

Date of birth: _____

AME Licence no. (If applicable) :_____

Computer No. _____

Licence category applied for:
B1.1 ☐ B1.2 ☐ B1.3 ☐ B1.4 ☐ B2 ☐

CAR-66 Aircraft Type Rating (Airframe & Engine):

_____

Before starting the OJT the applicant either:

- holds a category A, B or L5 licence or,
- finished the theoretical type training and cumulated at least 50% of the basic experience requirement (66.A.30) in the licence category for which the OJT shall be started.

Checked by (OJT responsible person)/ date:

_____

OJT Organisation information:

Approved maintenance organisation responsible for the entire OJT programme:

Name and Address: _____

Approval Number: _____

Subcontracted organisations:

	Company	Approval Nb
1		
2		
3		

Personnel data of the mentor(s):

	Name	Licence number	MRO
1			
2			
3			
4			
5			
6			

Name of candidate _____ Computer No. _____ Signature of candidate _____

On-the-Job Training (OJT) Log Book

1. Introduction:
The OJT shall be started and completed within 3 years preceding the application for the first type rating endorsement. At least 50% of the OJT tasks shall take place after the related aircraft theoretical type training has been completed.

2. Prerequisites:
Before starting the OJT the mentor shall check, that the applicant has fulfilled the following prerequisites:
The applicant shall hold a category A, B or L5 licence or,
finished the theoretical type training and cumulated at least 50% of the basic experience requirement (66.A.30) in the licence category for which the OJT shall be started.

3. Performance of the OJT:
During the day-to-day OJT performance the aim of the supervision is for mentors to oversee the whole process including:

- task completion
- use of manuals
- adherence to procedures
- observance of safety measures
- warnings, cautions and recommendations
- demonstration of appropriate behaviour in the maintenance environment.

The mentor shall personally observe the work being performed to ensure its safe completion and shall be readily available for consultation if needed during the OJT.
For training of the release to service procedure following the completion of a specific task chosen by the mentor the applicant shall prepare a document with simulated release to service marked as “for training purposes only” Once the task including the simulated release to service have been performed to the satisfaction of the mentor the task shall be signed off by the applicant and the mentor shall verify and countersign off the task in the logbook.
In case of group tasks all applicants shall be noted on the work order. A physical or electronic copy of the document with the simulated release shall be added to the syllabus. The task list incorporates the following categories:

	Task category	*Minimum performance (%)*
INS	Inspections	75%
FOT	Functional or operational test	50%
SGH	Service ground handling	50%
R/I	Removal or installation	50%
MEL	Minimum equipment list	25%
TS	Troubleshooting	25%

Name of candidate _____ Computer No. _____ Signature of candidate _____

At least the minimum tasks as defined per licence category have to be performed. If tasks on an aircraft are not available the may left out if the minimum percentage per task category is still reached. Otherwise additional tasks may be added to get reach the minimum.

As reference to the performed task the following information shall be inserted into the job reference field:

- Job card number
- Work order number
- Tech log reference
- Simulated tasks (via MSTD or MTD)
- Any other evidence

For training the release to service procedure the applicant shall prepare a documented with a simulated CRS marked for training purposes only.

As the applicant is not qualified to sign and release the maintenance task on the aircraft it’s the task of the mentor to do so.

Similar tasks between ATA systems (e.g. pneumatic valves in ATA 21, 30 and 36) shall be kept to a minimum.

If tasks are performed on another aircraft type due to the fact, that the related system is similar in terms of design architecture, technology and functionality the mentor has to write a short statement into the notes field confirming that fact.

If tasks are performed at a subcontracted maintenance organisation, the approval number shall be documented in the notes field.

3.1 Difference OJT
If an additional licence category shall be added to an existing AML it is permissible that only the tasks related to the new category are performed.

4. Completion of the OJT task list
At the end of the OJT the following items have to be filled out on the last page:

- first and last day of the OJT
- Total number of tasks per task category
- a confirmation from all involved mentors to verify the correct and complete performance and the recommendation for the following final assessment. The mentor(s) may deny a recommendation if the applicant has not demonstrated the knowledge skills behaviour and or ethics required from certifying staff.

On-the-Job Training (OJT) Log Book

Extract of Sample Logbook (only ATA 32 shown) – same format may be used to capture the all the OJT task accross the ATA chapter

ATA	Task Designation						Grp Task	Task Description	A/C Reg	Date	Workorder Ref	Location	Sign. Trainee	Sign. And Stamp Mentor
	INS	FOT	SGH	R/I	MEL	TS								
ATA 32 Landing Gear														
32-10 Main gear and doors	X													
32-10 Main gear and doors		X												
32-10 Main gear and doors			X											
32-10 Main gear and doors				X										
32-20 Main gear and doors	X													
32-20 Main gear and doors		X												
32-20 Main gear and doors			X											
32-20 Main gear and doors				X										
32-30 Main gear and doors	X													
32-30 Main gear and doors		X												
32-30 Main gear and doors				X										
32-30 Main gear and doors						X								

Name of candidate _____ Computer No. _____ Signature of candidate _____

On-the-Job Training (OJT) Log Book

ATA	Task Designation						Grp Task	Task Description	A/C Reg	Date	Workorder Ref	Location	Sign. Trainee	Sign. And Stamp Mentor
	INS	FOT	SGH	R/I	MEL	TS								
32-40 Wheels and brakes	X													
32-40 Wheels and brakes			X											
32-40 Wheels and brakes				X										
32-50 Steering	X													
32-50 Steering		X												
32-50 Steering			X											
32-50 Steering				X										
32-50 Steering						X								
32-60 Position indication and warning		X												
32-60 Position indication and warning				X										
32-60 Position indication and warning						X								
32-70 Supplementary gear	X													
32-70 Supplementary gear		X												
32-70 Supplementary gear			X											
32-70 Supplementary gear				X										

Name of candidate _____ Computer No. _____ Signature of candidate _____

On-the-Job Training (OJT) Log Book

Recommendation for the final assessment

OJT start date: _____ OJT end date: _____

	OJT Tasks			
Task category	Total number of tasks	number of tasks to be Performed tasks	Performed tasks	Minimum fulfilled (Y/N)
INS (min 75%)				
FOT (min 50%)				
SGH (min 50%)				
R/I (min 50%)				
MEL (min 25%)				
TS (min 25%)				

Positive Recommendation :

The Mentor(s) confirms that the candidate, Mr./Ms. _____ having CEO computer no. _____, has successfully completed the OJT program on the aircraft (indicate the aircraft model including engine) _____and for the category (B1 and/or B2), demonstrating the knowledge, skills, behavior, and/or ethics required of certifying personnel. It is also confirmed that the candidate meets the following requirements:

- For ATA Chapter 5, at least one “scheduled maintenance check” activity, a minimum of two “aircraft maintenance records review for proper completion” activities and a minimum of three “unscheduled inspection” activities have been performed (see Appendix II of AMC CAR 66).
- At least one task from each ATA chapter applicable to the licence category/sub category and aircraft on which the OJT is being performed has been performed.
- The candidate has performed the minimum percentage of tasks as required in item 2 “Task List for OJT” of Appendix II of CAR 66 AMC: INS (75%), FOT (50%), SGH (50%), R/I (50%), MEL (25%) and TS (25%)

Negative Recommendation

The Mentor(s) do not recommend completion of the On-the-Job Training (OJT) for the candidate Mr./Ms. _____ _____ (Name in full) having CEO computer no. _____, on the aircraft (indicate aircraft model including engine) and for the category (B1 and/or B2), for the following reasons:

(Specify reasons)

Mentor(s) Remarks:

Name of candidate _____ Computer No. _____ Signature of candidate _____

On-the-Job Training (OJT) Log Book

Compliance report:

I/we confirm, that the Mr/Ms. _____ having CEO computer no. _____ has performed the OJT as required by Appendix III 6 of CAR 66 and has completed each task supervised by my mentorship satisfactory. Therefore I can recommend the applicant for the final assessment.

Mentor's name		OJT performance acceptable	Statement*	Signature	Date
1		YES □ / NO □			
2		YES □ / NO □			
3		YES □ / NO □			
4		YES □ / NO □			
5		YES □ / NO □			
6		YES □ / NO □			

* Only required if the applicant has not demonstrated the knowledge skills behaviour and or ethics.

Name of candidate _____ Computer No. _____ Signature of candidate _____

On the Job Training (OJT)

F I N A L A S S E S S M E N T

i.a.w. CAR -66 Appendix III 6

On-the-Job Training (OJT) Final Assessment

Personnel data of the applicant:

Last name: _____

First name: _____

Date of birth: _____

AME Licence no. (if applicable)_____

Computer Number : _____

Licence category applied for:
B1.1 ☐ B1.2 ☐ B1.3 ☐ B1.4 ☐ B2 ☐

CAR-66 Aircraft Type Rating (Airframe & Engine):

_____

Before starting the OJT assessment the following prerequisites shall be fulfilled:

- All required tasks from the OJT logbook were performed
- A recommendation from the mentor(s) for the final assessment was submitted
- The aircraft type on which the OJT is performed needs to be available
- Access to all required documents is available
- The licensing authority was informed at least two weeks in advance of the final assessment

Checked by designated assessor (name/ date/ signature):

_____

OJT Organisation information:

Approved maintenance organisation responsible for the entire OJT programme:

Organisation: _____

Approval Number: _____

Location: _____

Start time: _____ End time: _____ Date: _____

Personnel data of the designated assessor/ independent observer:

	Name	Licence number	Role
1			
2			
3			
4			
5			
6			

Name of candidate _____ Computer No. _____ Signature of candidate _____

On-the-Job Training (OJT) Final Assessment

1. Prerequisites:

The final assessment of the applicant shall only be performed once the OJT logbook has been completed and the mentor(s) have signed the related recommendation.
The designated assessor conducting the final assessment shall notify the date of the assessment to the licensing authority at least four weeks in advance or after consultation with the licensing authority.
The final assessment shall have a minimum duration of one working day and shall consist of a theoretical and practical part.
The aircraft type on which the OJT is performed needs to be available for the final assessment together with access to the required maintenance data, equipment and tools. A training aircraft may be acceptable.

2. Performance of the assessment:

The aim of the final assessment is to sample:

- The general technical knowledge
- The aircraft type specific knowledge and skills
- The understanding of the licence privileges to the aircraft
- The appropriate behaviour and safety attitude of the applicant in relation to the maintenance environment.

The final assessment consists of a theoretical and a practical part.
The theoretical part comprises the regulatory framework, safety procedures, knowledge of aircraft and its systems, maintenance procedures and other typical certifying staff activities such as:

- The review and acceptance of work orders
- Shift handover procedures and team coordination
- Communication and interaction with the flight crew
- Dispatch with unserviceable items
- Clear aircraft logbook entries and reporting notes
- Check before release to service.

The theoretical part may be performed either on the aircraft or in theory.

The practical part shall include maintenance tasks on the aircraft. The assessor may decide to simulate some aspects of the maintenance tasks.

3. Re-assessment

A failed assessment may be retaken after 3 months or, if additional training has been received and a new recommendation by the mentors has been made, earlier than 3 months if agreed by the assessor(s). After three failed attempts, the complete OJT shall be repeated.

4. OJT Records

The OJT documentation shall be provided to the licensing authority to support the application for the issue or change of the licence.
Records of the OJT documentation shall be kept by the maintenance organisation where the OJT is conducted and shall be kept for as long as the person works for the organisation, and shall be retained for at least 3 years after the person has left the organisation.

Name of candidate _____ Computer No. _____ Signature of candidate _____

On-the-Job Training (OJT) Final Assessment

Skills and responsibilities demonstrated by the applicant

	Criteria	YES
1	understanding the importance of professional integrity, behaviour and having an appropriate attitude towards safety	☐
2	understanding the conditions for ensuring the continuing airworthiness of aircraft and components	☐
3	the ability to identify and rectify existing and potential unsafe conditions	☐
4	the ability to prioritise tasks, coordinate with a team, and report discrepancies	☐
5	the ability to determine the required qualifications for the performance of maintenance tasks	☐
6	the ability to confirm the proper accomplishment of maintenance tasks	☐
7	the ability to compile and control completed work cards	☐
8	knowledge of safety risks linked to a particular working environment	☐
9	understanding of human performance and limitations	☐
10	understanding of the AMO's (where the OJT is performed) privileges and limitations	☐
11	understanding of the AMO's personnel authorisations and limitations	☐
12	being familiar with the AMO's documents/forms (work packages, work orders, work cards, etc.)	☐
13	being familiar with AMO's release-to-service procedures: use of the aircraft technical logbook (ATLB), deferral of items and dispatch under MEL/CDL	☐
14	access, use and control of the required tools and equipment	☐
15	access, use and control of the required ICAs (AMM, TSM, SRM, etc.)	☐

Theoretical part

	Criteria	YES
1	Knowledge of the relevant regulatory framework	☐
2	Knowledge of the applicable safety procedures	☐
3	Knowledge of the aircraft and its systems	☐
4	Knowledge of the applicable maintenance procedures	☐
5	Knowledge of the review and acceptance of work orders process	☐
6	Knowledge of shift-handover procedures and team coordination	☐
7	Ability to communicate with the flight crew	☐
8	Knowledge how to dispatch with unserviceable items	☐
9	Knowledge how to clear aircraft logbook entries and reporting notes	☐
10	Knowledge of the required checks before release to service	☐

Name of candidate _____ Computer No. _____ Signature of candidate _____

On-the-Job Training (OJT) Final Assessment

TROUBLESHOOTING	
Task:	
Aircraft registration:	Document reference:
Major steps	

Name of candidate _____ Computer No. _____ Signature of candidate _____

On-the-Job Training (OJT) Final Assessment

Removal and Installation	
Task:	
Aircraft registration:	Document reference:
Major steps	

Name of candidate _____ Computer No. _____ Signature of candidate _____

On-the-Job Training (OJT) Final Assessment

Functional/ Operational Test	
Task:	
Aircraft registration:	Document reference:
Major steps	

Name of candidate _____ Computer No. _____ Signature of candidate _____

On-the-Job Training (OJT) Final Assessment

Minimum Equipment List	
Task:	
Aircraft registration:	Document reference:
Major steps:	

Name of candidate _____ Computer No. _____ Signature of candidate _____

On-the-Job Training (OJT) Final Assessment

RESULT OF THE ASSESSMENT

	Passed / Failed	Statement*
Skills and behaviour of the applicant	YES □ / NO □	
Theoretical part	YES □ / NO □	
Troubleshooting	YES □ / NO □	
Removal and installation	YES □ / NO □	
Functional/ operational test	YES □ / NO □	
Minimum equipment list	YES □ / NO □	

* Only required, if failed is ticked in the box beside

The candidate has ☐ PASSED / ☐ FAILED the final OJT assessment (tick the respective one)

Signature applicant

Signature assessor(s)

Signature observer (if in use)

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CHAPTER 12 GENERAL EXAMINATION REQUIREMENTS AND PROCEDURES

Please refer PARIKSHA portal (https://pariksha.dgca.gov.in) for the required information.

12.1 EXAMINATION PASS STANDARDS AND VALIDITY PERIODS

A candidate must complete all required written and/or oral examinations within 10 years . Passed modules falling outside that time limit will lapse. The papers can be attempted in any order. A pass in a CAR-66 examination will be awarded to a candidate achieving at least 75% of the marks allocated to that examination.
The 10 years' validity requirement applies to each individual module examination, except for those module examinations which were already passed as part of another licence category and the licence has already been issued

12.1.1 Exam module for the Removal of Limitations

Under the current rules there is no deadline for the removal of limitations from a CAR-66 licenceand therefore are no validity periods applied to the module or part module exam passes. This could be subject to change in future and any information will be published on our web site.

12.1.2 Exam module passes for the Extension of one Category to Another

Basic knowledge modules or partial modules required to be passed are given in the Table B of Appendix IV of CAR 66 . The purpose of the table is to outline the examinations required to add a new basic category/subcategory to an AML granted in accordance with the CAR 66

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Appendix - B

GOVERNMENT OF INDIA



DIRECTOR GENERAL OF CIVIL AVIATION

DESIGNATED ASSESSOR AUTHORISATION

AUTHORIZATION NO.		DATED	
Name of Authorization Holder			
Holder's Licence No.			
Qualification			
Work Experience			
Sponsoring Organisation			
Scope of Approval:			
Restriction, if any:			
Signature of Holder			
(Authorised Signatory) Office Seal			
Validity		**Authorised Signatory with seal**	
Valid From	**Valid upto**		

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