



GOVERNMENT OF INDIA
OFFICE OF DIRECTOR GENERAL OF CIVIL AVIATION
TECHNICAL CENTRE, OPP. SAFDARJANG AIRPORT, NEW DELHI

CIVIL AVIATION REQUIREMENTS
SECTION 2, AIRWORTHINESS
SERIES 'L' PART XVI
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**SUBJECT: VALIDATION OF FOREIGN LICENCES OF AIRCRAFT
MAINTENANCE ENGINEERS**

1. INTRODUCTION

- 1.1 An Indian air transport operator/ Maintenance Organisation can be permitted to employ aircraft maintenance engineers holding foreign licences, issued by a contracting State of ICAO, to operate and maintain Indian registered aircraft, till Indian engineers are trained and acquire appropriate Indian licence and ratings. A foreign AME licence may be validated for a specific purpose and for a limited period of time. Such permission can be given with the approval of the competent authority and by validating the foreign licence under the provisions of Rule 61A of the Aircraft Rules, 1937, when the licence has been granted by the duly competent authority of a foreign state and is for the time being in force, subject to such conditions and limitations and for such periods as considered necessary. The validation may confer on such licence, the same validity for the purpose of maintenance of an aircraft registered in India as if it has been granted under the Aircraft Rules, 1937. Rendering a licence valid means, the action taken by a Contracting State, as an alternative to issuing its own licence, in accepting a licence issued by any other Contracting State as the equivalent of its own licence.
- 1.2 This CAR is issued under the provisions of Rule 133A of the Aircraft Rules, 1937 and provides detailed requirements for validation of foreign AME licences, in case when foreign aircraft maintenance engineer licence holders are contracted by the Indian operators/Maintenance Organisations for limited period in order to maintain/certify aircrafts.

2. LICENCE AND EXPERIENCE REQUIREMENTS

- 2.1 The foreign aircraft maintenance engineer licence holders should have

been appropriately licenced and rated on the type of aircraft by the competent authority of a contracting State in accordance with the ICAO requirements.

- 2.2 The foreign aircraft maintenance engineer licence should be valid with current ratings on the type of Indian registered aircraft proposed to be maintained.
- 2.3 The foreign AME licence holders should be under the contractual employment with the Operator/Maintenance Organisation.
- 2.4 The foreign AME licence holder should have at least one year working experience in maintenance after the endorsement of the aircraft type on his AME licence/Company Authorisation, out of which at least six months should be recent maintenance experience on the aircraft type, in the preceding 12 months.
- 2.5 The foreign AME licence holder should be well conversant with the approved maintenance system of the Indian operator as given in the operator's exposition/maintenance organisation exposition.

The Compliance Monitoring Manager of the Operator/Maintenance Organisation should ensure that the foreign AME licence holder is trained on the organisation structure, management system, maintenance system, basic understanding of applicable regulations and the duties and responsibilities assigned to him.

- 2.6 The foreign AME licence holder seeking approval on radio system, should additionally be well conversant with the Indian air traffic control procedures for carrying out functional check of VHF and HF radio systems. Otherwise a person holding valid RTR licence should assist him.
- 2.7 If the foreign AME licence holder is required to certify major maintenance of aircraft, he should produce documentary evidence of his qualification and experience covering the major maintenance of the type of aircraft.
- 2.8 The foreign AME licence holder should be proficient to communicate in English language. In case the engineer is not proficient with the English language, the schedules should also be prepared in a language in which he is proficient. Accordingly, the aircraft maintenance manual and other relevant airworthiness data should also be available in that language.
- 2.9 The operator/ Maintenance Organisation should ensure that the incumbent is on employment visa, and the passport and visa of the foreign AME licence holder is valid at all times during the period of approval.
- 2.10 The operator/Maintenance Organisation should ensure that the medical examination of the AME has been carried out and is valid during the

period of working in India.

- 2.11 The operator/ Maintenance Organisation should ensure that the necessary security clearance for the foreign engineer has been duly obtained before seeking approval.
- 2.12 The foreign AME licence holder is required to pass the oral examination conducted by DGCA India before the licence can be validated to ensure that he is fully conversant with the maintenance procedures, Minimum Equipment List (MEL), aircraft cockpit layout, type of equipment installed and the other policies of the operator. The original documents like licence, medical certificate of fitness, log books etc. would be examined during the oral examination and returned immediately. On the basis of the examination, DGCA may prescribe familiarization check or any other test, which the AME will have to undergo, before certifying the aircraft.

3. GENERAL REQUIREMENTS

- 3.1 The request for validation of foreign licence of aircraft maintenance engineer would be considered only from Indian operators/ Maintenance Organisation when adequate number of such qualified personnel are not available in the country. For this purpose, the operator/maintenance Organisation shall furnish necessary details as per Appendix 'A' through eGCA portal for validation of foreign licence of Aircraft Maintenance Engineer along with relevant supporting documents and the requisite fee as per Rule 62 of the Aircraft Rules, 1937. The operator/ Maintenance Organisation shall furnish his plans of training the Indian AMEs and due justification for employing the foreign personnel. The operator/ Maintenance Organisation shall also indicate clearly his plan of phasing out the foreign AMEs.
- 3.2 The applicant shall submit the online application for the security clearance through e-sahaj portal (<http://esahaj.gov.in>) before validation of foreign licence of AME.
- 3.3 The AME maintaining Indian registered aircraft on the basis of validation of his/her foreign licence, shall comply with all the applicable Indian rules, regulations, procedures and directions issued from time to time, maintenance procedures, MEL, etc. and other policies of the operator.
- 3.4 The validation of foreign AME licence shall no longer be valid if the AME discontinues the employment with the Indian operator who seeks the validation.
- 3.5 The validation of the foreign AME licence shall also be subject to the requirements/conditions stipulated by the contracting State who has issued the licence. The authorization ceases to be valid, if the licence

upon which it was issued is revoked or suspended.

- 3.6 When an authorization is issued, DGCA shall confirm the validity of the other Contracting State's licence before issuing the authorization. DGCA may verify the authenticity of documents in the manner required, if considered necessary.
- 3.7 The validation of the foreign licence shall be subject to the provisions of Rule 19, Rule 19A and Sub-rule 15 of Rule 61 of the Aircraft Rules, 1937 and can be suspended or cancelled under the said rule, as in the case of Indian licences.
- 3.8 The validation issued shall be valid only when carried along with the licence validated. The validity of the authorization shall not extend beyond the period of validity of the licence.
- 3.9 The initial validation shall be for a period of one year (maximum). Subsequent validation may be renewed up to one year subject to meeting of requirements of initial validation except the passing of oral examination and after reviewing the progress of training plan submitted by operator/ Maintenance Organisation for Indian AMEs.

Sd/-
(Faiz Ahmed Kidwai)
Director General of Civil Aviation

APPENDIX 'A'

**INFORMATION REQUIRED FOR VALIDATION OF FOREIGN LICENCE OF
AIRCRAFT MAINTENANCE ENGINEERS**

1. Name of the AME
2. Nationality
3. Duration for which validation is sought
4. Details of the licence held to be validated
 - a) Country of issue
 - b) Type of Licence
 - c) Ratings and Endorsements
 - d) Validity of Licence
 - e) Validity of Medical Fitness
 - f) Whether holding current authorisation
6. Type of aircraft to be maintained in India.
7. Details of maintenance experience
 - a) Total experience
 - b) Experience on the type of aircraft to be maintained in India.
 - c) Experience on the type during the last one year.
7. Level of knowledge of English language both written and spoken.
8. Whether previously operated or maintained Indian registered aircraft? If so, name of the operator and period.
9. Past history (any accident, incident, suspension of licence etc.)
10. Copy of licence and Medical Fitness Certificate.
11. Validation of licence by another country, if any.
12. Any other relevant information.

The documents provided by the foreign AME licence holder are valid and true. Further, it is also certified that the information furnished above is correct.

Signature of Compliance Monitoring Manager of Indian Operator/Maintenance
Organisation

Name and Address of the Operator/ Maintenance Organisation

Place:

Date: