CHAPTER 17

SECTION B – CAR-66 PROCEDURES

LICENCING OF AIRCRAFT MAINTENANCE ENGINEERS
Sub-Part – A
General

66. B. 01 Scope

This section establishes the administrative requirements to be followed by the Directorate General of Civil Aviation (DGCA) for the application and the enforcement of the requirements in Section A, "Technical Requirements" of CAR-66 – Licensing of Aircraft Maintenance Engineers.

66. B.10 Responsible authority – Role of the Directorate General of Civil Aviation

General

The DGCA is empowered by the Central Government to perform oversight of aircraft related safety functions, including the licensing of aircraft maintenance engineers in accordance with CAR-66.

Resources

The DGCA employs administrative and technical staff to administer applications for licences and conduct examinations. The staffs are deployed in the Airworthiness Directorate Headquarters, Regional Offices and the Central Examination Organisation.

Procedures

The licensing process is carried out in accordance with detailed procedures contained in this Manual- The procedures are subject to , revision, whenever; the CAR-66 is amended, to ensure continued compliance with CAR-66.

66B.20 Record-keeping

(a) Records pertaining to the licencing of aircraft maintenance engineers are kept by the DGCA for adequate traceability with regard to issue, renewal, change, suspension or revocation of each aircraft maintenance licence.

(b) DGCA shall maintain the following records in respect of each licence it had issued

1) The application for

i) issue of an aircraft maintenance licence

ii) change(s) to a licence together with supporting documents;

2) A copy of AME licence including all changes made to that licence;

3) Copies of relevant correspondence;

4) Details of any exemption and / or enforcement actions;

5) Records of examinations conducted by the DGCA;

6) AME licence conversion reports and the old AME licence;

7) Applicable credit report used for awarding credit to the knowledge examinations passed and copy of knowledge examination result or non-type rated licence.

(c) Record Retention Duration:

(i) Records referred at 1) to 4) of point (b) above the records should be retained for at least five years after the end of the licence validity or cancellation of licence.

(ii) Records referred at 5) to 7) of point (b) above the records should be retained for an unlimited period.

(d) Location of Records:

(i) Documents specified at 1 (i), 2, 3, 4, (5) Copy of associated examination results mentioned in 1(i) and 6) & 7) mentioned in paragraph (b) are maintained at DGCA Headquarters

(ii) Records of knowledge examination, associated results are maintained at the Central Examination Organisation

(iii) Documents specified at 1 (ii), 2, 3, 4 and 5 mentioned in paragraph (b) are maintained at regional and sub-regional office.

Note:-

1. Documents specified at 1(ii) & 5 (pertaining to type examination and associated document) will be maintained at the respective regional / sub-regional office only.
2. The record-keeping system should ensure that all records are accessible whenever needed within a reasonable time. These records should be organized in a consistent manner (in chronological order - licence number wise)
3. The records shall be stored in a secured manner with controlled access to ensure confidentiality of data.
4. Computer hardware containing data backup should be stored at different location from that of the working data in an environment that ensures they remain in good condition. When hardware or software changes take place, special care should be taken that all necessary data continues to be accessible at least through the full period specified in 66.B.20.

66. B.25 Mutual exchange of information

Information pertaining to changes and renewal of licence (excluding application and supporting documents) shall be forwarded to headquarters by the regional/ sub-regional office concerned.

66. B.30 Exemptions

All exemptions granted by the DGCA should be recorded and retained on file.

SUB PART B

ISSUE OF AN AIRCRAFT MAINTENANCE ENGINEER'S LICENCE

This Subpart provides the procedures to be followed by the DGCA to issue, change or renew an AME licence.

66. B.100 Procedure for the issue of an aircraft maintenance engineer's licence

a) An application for issue of an AME licence is made on DGCA CA Form 19-01. On receipt of the CA Form 19-01 it will be checked by designated officer at Airworthiness Directorate in DGCA Headquarters for completeness, including the required supporting documents, requisite fee and that the applicant's experience meets CAR-66 requirements.

b) The Airworthiness Directorate will also verify the applicant's examination status and/or confirm the validity of any credits to ensure that all required modules of Appendix I have been met as required by CAR- 66 and the applicant has provided evidence that he has passed examinations for the basic knowledge requirements type training requirements, and demonstrate the skill in each category or sub-category of licence on specific type of aircraft in accordance with CAR 66.A.45 for which the application has been made . If an application does not meet the requirements of CAR-66 the application will be rejected by the DGCA and the applicant will be informed of the observed deficiencies in writing.

c) Subsequent to the verification of the identity, basic educational qualification and date of birth of the applicant and being satisfied that the applicant meets the standards of knowledge, type training / type examination, OJT as per Appendix-III of CAR-66 and experience required by CAR-66, the DGCA shall issue an appropriate aircraft maintenance engineer's licence to the applicant. For issue of CAR 66 Category A AME licence, the applicant is required to meet the standards of only knowledge, and experience required by CAR-66,

d) In the case where aircraft types or groups are endorsed at the time of the issuance of the first aircraft maintenance licence, the competent authority shall verify compliance with paragraph 66.B.115.

Note:-

1. *Applicants claiming the maximum reduction in 66.A.30 (a) total experience based upon successful completion of an approved basic training course should enclose the copy of approval certificate for approved basic training organization with the application.*
2. *Applicants claiming the maximum reduction in total experience as provided in Rule 61 of the Aircraft Rules 1937, upon successful completion of engineering degree course from a recognized university should enclose the copy of degree certificate with the application.*
3. *Applicants claiming credit against the 66.A.30 (a) total experience requirement by virtue of 66.A.30 (a) non-civil aircraft maintenance experience should include a detailed statement of such maintenance experience signed by the authorized defence authority*
4. *The DGCA should check that the experience record satisfies above paragraphs in terms of content and the countersigning signature.*

66.B.105 **Procedure for the issue of an aircraft maintenance licence via a maintenance organisation approved in accordance with CAR -145**

(a) A maintenance organisation approved in accordance with CAR-145, when authorised in accordance with approved procedure in the organisation's exposition (Chapter 3.16), may make recommendations to the DGCA regarding the application from an individual for an aircraft maintenance licence. This procedure should be audited by the RAO / SRAO at least once in each 12 months period.

(b) Maintenance organisations referred to in point (a) shall ensure compliance with points 66.B.100 (a) and (b). The CAR-145 organisation should check that the experience records have been properly countersigned.

(c) In all cases, the aircraft maintenance licence can only be issued to the applicant by the DGCA after verifying the requirements of CAR 66.

66. B.110 Procedure for the change of an aircraft maintenance engineer's licence to include an additional category or subcategory type rating.

a) An application for a change to a licence to include an additional category or subcategory type rating shall be made on CA Form 19-02 to DGCA Hqrs.

b) On receipt of the CA Form 19-02, original AME Licence, requisite fee and other supporting documents; demonstrating compliance with the applicable requirements relating to the requested change / type rating, the nominated officer at DGCA, Hqrs should verify the documents and application for completeness, and ascertain that the applicant meets.

i) CAR-66 Requirements with respect to Basic knowledge examination requirements
ii) Type training requirements (Theoretical & Practical) if applicable
iii) Type examination requirements
iv) On job training requirements as per Appendix-III of CAR 66

v) Aircraft maintenance experience requirements relating to requested change

Note: Guidelines to assess the compliance of type training requirements are detailed at paragraph 66.B.115 (k).

c) The nominated officer will complete the DGCA remarks column, Section 8 on the CA Form 19-02 "Instruction and Checklist" to record the assessment of the application. In case of any clarifications related to entries in the licence is required, the same may be verified from respective regional offices/ sub regional offices through e mail where record of the AME is held.

d) If an application does not meet the requirements of CAR-66 the application will be rejected and returned to the applicant with a covering letter explaining the reason for rejection.

e) When satisfied that the applicant meets the standards of knowledge and experience required by CAR-66, the licence shall be re-issued by DGCA , Hqrs after affecting change on Part-XII(a) of CAR 66 AME licence. The type rating on the licence shall be endorse as per aircraft type rating detailed in Appendix I to the AMC of CAR 66.

f) Forward the licence to the applicant and a copy to regional / sub-regional office.

g) This procedure shall be followed for endorsement of Category A / B3 /C also on the existing licence. The application for change of AME licence should be disposed of within 3 working days of receipt of application.

h) All information pertaining to the application for a change will be retained on file in the DGCA Hqrs and Regional or Sub Regional Office.

Note: - For endorsement of Category- C licence on the converted CAR 66 AME licence, experience gained prior to conversion CAR 66 shall be accepted.

66. B.115 Procedure for effecting changes to an aircraft maintenance licence to include an aircraft rating or an aircraft in the existing category or to remove limitations

a) An application for a change to a licence is made on DGCA CA Form 19-02 and removal of limitation on form 19-04 to the respective regional / sub-regional office.

b) On receipt of the CA Form 19-02 /19-04, original AME Licence, requisite fee and other supporting documents; demonstrating compliance with the applicable requirements relating to the requested change / type rating the respective / removal of limitation, the Regional / Sub Regional Office should verify the application for completeness, and ascertain that the applicant meets CAR-66 Requirements with respect to

i) Basic knowledge examination requirements.
ii) Type training requirements (Theoretical & Practical) if applicable
iii) Type examination requirements.
iv) On job training requirements as per Appendix-III of CAR 66, where applicable.

Note: Guidelines to assess the compliance of type training requirements are detailed at paragraph (k)

(c) The Regional or Sub Regional Office should complete the DGCA remarks column of relevant section on the CA Form 19-02 / CA Form 19-04 "Instruction and Checklist".

(d) If an application does not meet the requirements of CAR-66 the application will be rejected and the applicant will be informed of the observed deficiencies in writing.

(e) When satisfied that the applicant meets applicable requirements relating to the requested change / removal of limitation(s), the Regional /sub-regional office shall endorse the licence as per aircraft type rating detailed in Appendix I to the AMC of CAR 66 and return to the applicant along with a formal letter.

Note 1:-If applicant does not meet the standards of knowledge requirement as per table I, however, he meets the requirements for extension of license as per pre-revised rule 61, the licence may be endorsed with limitation codes described in Table-2.

Note 2:- The existing CAR-66 Cat B1 licence with limitations 3 and 7 may be granted additional aircraft rating in the existing category with the existing limitation codes provided the applicant meets the standard of type training/ type examination as specified in Appendix-III of CAR-66.

Note 3:- The existing BAMEL/ BAMEEC holders may be permitted to undergo type training and acquire practical experience within the stipulated time period i.e. within three years from the date of completion of approved course. Such candidates will be considered for issuance of CAR-66 licence provided they complete all the required modules for the particular category of licence within the period mentioned above.

(f) If there is any mismatch is observed in the type of aircraft or engine or aircraft and engine combination in the application with respect to the Appendix I to the AMC of CAR 66 , the same should be resolved prior to effecting the change in the AME licence.

(g) No change in the AME Licence should be made in a manner different from Appendix I to the AMC of CAR 66.

(h) When satisfied that the applicant meets the standards of knowledge, type training, type examination, On the job training and experience required by CAR-66 for removal of limitation the Regional /sub-regional office shall remove the applicable limitations.

(i) For removal of limitation, a new entry indicating the aircraft type rating with or without limitations should be made without cancelling the existing entry.

EXAMPLE	AIRCRAFT TYPE RATING	LIMITATION CODE	SIGNATURE
Existing entry	Boeing 737-700/800/900 (CFM56)	2, 3, 7	signed here at the time of removal of limitation
New Entry with one limitation removed	Boeing 737-700/800/900 (CFM56)	3, 7	
New Entry with all limitations removed	Boeing 737-700/800/900 (CFM56)	-	

Note: Any change to an AME licence shall be made by officer having statutory power delegated by the Central Government or DGCA for effecting an endorsement in the AME licence. The name and designation of the official effecting the change in an AME licence should be recorded in a legible manner in the office record / file.

(j) All record pertaining to the application for a change / removal of limitation should be retained on file in the Regional or Sub Regional Office. A copy of the licence with changes should be forwarded to DGCA Headquarters.

Note: An application for change of an AME licence should be disposed of within 3 working days of receipt of application.

(k) The following guidelines should be followed by regional and sub-regional offices to ensure compliance of type training and experience requirements for change of CAR 66 AME license to include additional ratings and or remove a limitation.

i. In the case where the complete type training is not conducted by maintenance training organization approved in accordance with CAR- 147, it should be ensured that all type training requirements are complied with before the type rating is issued. Where the type training has not been conducted by an organisation in accordance with CAR-147, there should be supporting documents confirming to the DGCA that:

1. the type training has been directly approved by the DGCA in accordance with 66.B.130;
2. the applicant has completed the elements of the approved type training; and
3. the trainee has been successfully examined/ assessed.

ii. In the case where the aircraft type training is not covered by a single course, it shall be ensured prior to the type rating endorsement that the content and length of the courses fully satisfy the scope of the licence category and that the interface areas have been appropriately addressed. Aircraft type training may be subdivided in airframe and/or power plant and /or avionics /electrical systems type training courses as under.

1. Airframe type training course means a type training course including all relevant aircraft structure and electrical and mechanical systems excluding the power plant.
2. Power plant type training course means a type training course on the bare engine, including the build-up to a quick engine change unit.
3. The interface of the engine/airframe systems should be addressed by either airframe or power plant type training course. In some cases, such as for general aviation, it may be more appropriate to cover the interface during the airframe course due to the large variety of aircraft that can have the same engine type installed.
4. Avionics/electrical systems type training course means type training on avionics and electrical systems covered by but not necessarily limited to ATA Chapters 22, 23, 24, 25, 27, 31, 33, 34, 42, 44, 45, 46, 73 and 77 or equivalent.

iii. In the case of differences training, it shall be ensured that (i) the applicant's previous qualification, supplemented by (ii) either a course approved in accordance with - CAR -147 or a course directly approved by the DGCA, are acceptable for type rating endorsement.

iv. Compliance with the practical elements shall be demonstrated (i) by the provision of detailed practical training records or a logbook provided by a maintenance organisation appropriately approved in accordance with CAR 145 or, where available, (ii) by a training certificate covering the practical training element issued by a maintenance training organisation appropriately approved in accordance with CAR-147.

66. B.120 Procedure for the renewal of an aircraft maintenance engineer's licence validity

(a) An application for renewal a licence is made on DGCA CA Form 19-03. On receipt of the CA Form 19-03 it will be checked by the respective Regional or Sub Regional

Office for completeness, including the required supporting documents. Applicants working overseas may send their application for renewal of a license to the respective regional office having jurisdiction over the area in which the applicant's permanent residence is located or any office with an explicit written request made 30 days in advance. Whenever such request are received at a regional office other than the one maintaining the AME records, a formal request should be made by the designated official to transfer the records. The office that had received the transfer of AME record request should transfer the file within two working days of receipt of the request.

(b) The DGCA will also compare the applicant's aircraft maintenance engineer's licence with the DGCA records and verify if any pending revocation, suspension or change action pursuant to Subpart F (66.B.500).

(c) If the DGCA records are different from the aircraft maintenance licence held by the licence holder:

i) the DGCA will investigate the reasons for such differences and may choose not to renew the aircraft maintenance engineer's licence;

ii) the DGCA will inform the licence holder and any known maintenance organisation approved in accordance with CAR M Subpart F or CAR 145 that may be directly affected of such fact and provide a written communication regarding the decision taken and reasons thereof;

iii) the DGCA will, if necessary, take action in accordance with Subpart F (66.B.500) to revoke, suspend or change the licence in question.

(d) If the documents are identical and no action is pending pursuant to Subpart F (66.B.500), the DGCA will complete the DGCA remarks column on the CA Form 19-03 "Instruction and Checklist" to record the assessment of the application.

(e) An application to renew a licence that has expired will be accepted for up to four years after the date of expiry of the licence. The applicant is required to submit certified evidence of 6 months actual relevant aircraft experience within the 24 months prior to their application and he has not exercised the privileges of his licence during this period. In case, the privileges have been exercised, necessary enforcement action shall be initiated. Such licence shall be considered for renewal only after enforcement action is complete. In case the applicant does not meet minimum 6 months experience criteria, he should be advised to apply for renewal after acquiring 6 month maintenance experience. Licences expired for more than four years will not be renewed and applicants will need to meet all of the applicable requirements for the issue of a licence in accordance with CAR-66.A.25, 66.A.33, 66.A.35 and 66.A.30.

(f) When satisfied that the applicant meets the requirements for licence renewal as required by CAR-66, the DGCA Headquarters, Regional or Sub Regional Office as applicable, shall renew the aircraft maintenance engineer's licence for a period of five years. All information pertaining to the application for renewal is retained on file at the respective Regional or Sub Regional Office as applicable. A copy of old and new / renewed licence by the Regional or Sub Regional Office will be forwarded to DGCA Headquarters for records.

Note:-

1. The regional offices / DGCA Hqrs should not carry out any investigation with regard to the licence holder's current aircraft maintenance experience and validity of refresher training, as this is not a condition for the renewal of a licence. Ensuring the continued validity of the certification privileges is the responsibility of the approved CAR-145/ Subpart-F maintenance organisation or the certifying staff in accordance with M.A.801(b)2. For the purpose of ensuring the continued validity of the certification privileges the regional offices may, when periodically reviewing the organisations in accordance with 145.B.30 or M.B.604, or during on-the-spot checks, request the licence holder to provide documentary evidence of compliance with 66.A.20 (b) when exercising certification privileges.

2. An application for issue / renewal / change / removal of restriction of an AME licence should be disposed of within 3 working days of receipt of application (The specified timeline would come into force after three months of publication of this procedure)

Procedure for the issue of a duplicate aircraft maintenance engineer's licence.

(a) Application on CA 19-05 form for issue of duplicate licence made to DGCA Headquarters along with a mutilated original licence or FIR lodged with the local police in case the licence is lost, photo copy of the licence and applicable fees should be processed as under.

Note: Circumstances under which no fees need be paid:

1. Where there is no space left in the licence, already issued, for making additional entries.
2. Where the holder of the licence desires a duplicate to be issued in bilingual format, by surrendering his licence in English only.
3. Where the licence is more than ten years old and on account of normal wear and tear it is no longer legible.
4. Where a licence sent by an Airworthiness Office/Office of the Director General of Civil Aviation is lost in transit.

(b) On receipt of the CA Form 19-05 it will be checked by the designated Airworthiness Directorate officer in DGCA Headquarters for completeness, including the required supporting documents.

(c) The designated officer should obtain a copy of AME licence under consideration from the respective regional / sub-regional office and compare it with the original / copy provided by the licence holder and the one held at Headquarters. The designated officer should complete the DGCA remarks column on the CA Form 19-05 "Details of Documents and Enclosures" and record the assessment of the application. Difference if any noted should be investigated and resolved prior to further processing the application. The noted difference should immediately be communicated to the licence holder and organisation in which the AME is employed.

(d) When satisfied that all of the particulars of the licence matches with the records held at DGCA, a duplicate licence valid for the period remaining before its expiry should be issued with an endorsement on all pages. All information pertaining to the application should be retained by Airworthiness Directorate at DGCA Headquarters

on file. A copy of the duplicated licence should be forwarded to the Regional or Sub Regional Office where the licensed engineer is based.

66.B.125. Procedure for the conversion of licences including group ratings

a) Individual aircraft type ratings already endorsed on the aircraft maintenance licence will remain on the licence and should not be converted to new ratings unless the licence holder meets the CAR 66.A.45 requirements wholly in respect a particular group / sub-group ratings

i. to become eligible for an endorsement of manufacturer sub-group ratings for category B1 and C licence, the AME licence holder is required to comply with the aircraft type rating requirements of at least two aircraft types of the same manufacturer which combined are representative of the applicable manufacturer sub-group;

ii. 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;

iii. the endorsement of manufacturer sub-groups and full sub-group ratings 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 applicable aircraft sub-group.

iv. the endorsement of the full group 3 rating for category A, B1, B2 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.

(b) The conversion should be performed in accordance with the following conversion process

1. for category B1 or C:

— helicopter piston engine, full group: converted to 'full sub-group 2c' plus the aircraft type ratings for those single piston engine helicopters which are in group 1,

Type Endorsed	Full Group Rating (as appears on licence)
Robinson R 22 + Enstrom F-28 + Schwizer 269	Group – Helicopters single piston engine.

— helicopter piston engine, manufacturer group: converted to the corresponding 'manufacturer sub- group 2c' plus the aircraft type ratings for those single piston engine helicopters of that manufacturer which are in group 1,

— helicopter turbine engine, full group: converted to 'full sub-group 2b' plus the aircraft type ratings for those single turbine engine helicopters which are in group 1,

Type Endorsed	Full Group Rating (as appears on licence)
Airbus AS 350 + Agusta A 119 + Robinson R 66	Group – Helicopters single turbine engine.

— helicopter turbine engine, manufacturer group: converted to the corresponding 'manufacturer sub- group 2b' plus the aircraft type ratings for those single turbine engine helicopters of that manufacturer which are in group 1,

Type Endorsed	Full Group Rating (as appears on licence)
Airbus Helicopter AS 350 + Airbus Helicopter EC 130	Airbus Helicopters– Helicopters single turbine engine.

— aeroplane single piston engine — metal structure, either full group or manufacturer group: converted to 'full group 3'. For the B1 licence the following limitations shall be included: composite structure aeroplanes, wooden structure aeroplanes and metal tubing and fabric aeroplanes,

Type Endorsed	Full Group Rating (as appears on licence)
Piper PA 22+ Piper PA 38	Piper-Aeroplane Single piston engine – metal structure
Beech 33 + Piper PA 22 + Cessna C 175	Group -Aeroplane single piston engine – metal structure

— aeroplane multiple piston engines — metal structure, either full group or manufacturer group: converted to 'full group 3'. For the B1 licence the following limitations shall be included: composite structure aeroplanes, wooden structure aeroplanes and metal tubing and fabric aeroplanes,

Type Endorsed	Full Group Rating (as appears on licence)
Cessna -310 + PA-34 + Observer P-68	Group- Aeroplane-Multiple Piston Engine - Metal

— aeroplane single piston engine — wooden structure, either full group or manufacturer group: converted to 'full group 3'. For the B1 licence the following limitations shall be included: metal structure aeroplanes, composite structure aeroplanes and metal tubing and fabric aeroplanes

, — aeroplane multiple piston engine — wooden structure, either full group or manufacturer group: converted to 'full group 3'. For the B1 licence the following limitations shall be

included: metal structure aeroplanes, composite structure aeroplanes and metal tubing and fabric aeroplanes,

— aeroplane single piston engine — composite structure, either full group or manufacturer group: converted to 'full group 3'. For the B1 licence the following limitations shall be included: metal structure aeroplanes, wooden structure aeroplanes and metal tubing and fabric aeroplanes,

Type Endorsed	Full Group Rating (as appears on licence)
Diamond DA-40 + Sirrus SR 20/22 + Hansa 3	Group- Aeroplane-Single Piston Engine - Composite

— aeroplane multiple piston engine — composite structure, either full group or manufacturer group: converted to 'full group 3'. For the B1 licence the following limitations shall be included: metal structure aeroplanes, wooden structure aeroplanes and metal tubing and fabric aeroplanes,

2. for category B2:

— aeroplane: converted to 'full sub-group 2a' and 'full group 3', plus the aircraft type ratings for those aeroplanes which did not require an aircraft type rating in the previous system and are in group 1,

— helicopter: converted to 'full sub-groups 2b and 2c', plus the aircraft type ratings for those helicopters which did not require an aircraft type rating in the previous system and are in group 1;

3. for category C:

— aeroplane: converted to 'full sub-group 2a' and 'full group 3', plus the aircraft type ratings for those aeroplanes which did not require an aircraft type rating in the previous system and are in group 1,

— helicopter: converted to 'full sub-groups 2b and 2c', plus the aircraft type ratings for those helicopters which did not require an aircraft type rating in the previous system and are in group 1.

(c) If the licence was subject to limitations following the conversion process referred to in point 66.A.70, these limitations shall remain on the licence, and unless they are removed under the conditions defined in the relevant conversion report referred to in point 66.B.300.

66.B.130 Procedure for the direct approval of aircraft type training .

The Regional offices may approve aircraft type training not conducted by a maintenance training organisation approved in accordance with CAR-147, pursuant to point 1 of Appendix III to CAR-66. In such case the regional offices shall follow the process stated below to ensure the aircraft type training complies with Appendix III of CAR-66.

1. Application

For the direct approval of type training courses by the DGCA, regional offices shall ensure that at least the following are submitted / described by the organisation providing the training:

i. Application on Form -12 (CAR-147, Appendix-IV).

ii. Regulatory authority approval (if held) along with MTOE.

iii. In case, the organization providing the theoretical type training is not approved / or if the training is to be conducted off-site, a detailed procedures describing how the type training shall be delivered.

iv. The i) course content, ii) the duration of the theoretical and/or practical elements iii) a document to substantiate and demonstrate that course content meets the requirements of Appendix III to CAR-66 and iv) the Training Need Analysis (TNA);

v. The teaching methods and instructional equipment;

vi. The material and documentation provided to the student;

vii. The qualification and credentials of instructors, examiners and/or assessors, as applicable;

viii. The examination and/or assessment procedure, as applicable. Further guidance about the assessment and the designated assessors with regard to Appendix III to AMC to CAR-66;

ix. CAR 145 approval with inclusion of relevant aircraft type for conducting the practical elements of training along with evidence of availability of the specific aircraft type for the proposed training dates.

x. Working arrangements if any made with organization appropriately approved in accordance with CAR 145 with date wise details of aircraft availability, location, practical training instructor, tasks to be performed, assigned man-hour, time, work order issued by CAMO with respect to all practical tasks to be performed in accordance with Appendix-III of CAR 66 and re-certification of aircraft.

xi. Fee as per Rule.

xii. The documentation and records to be provided to the student to justify the satisfactory completion of the training course and related examination / assessment. This should include not only a certificate of completion but enough documentation and records to justify that the content and duration approved has been met and that the examination / assessment has been successfully passed

2 Grant of approval

2.1 Upon receipt of the application along with above document and requisite fee, the nominated official not below the level of DDAW at Regional office shall review the documents to ensure that the proposed course meets the course curriculum and standard as per Appendix III of CAR 66.

2.2 Discrepancies if any noted should be recorded and communicated to the organisation in writing.

2.3 Organisations found to have necessary infrastructure and meeting the training standard should be granted approval for a limited period to complete the training programme by the regional office. It should be ensured that the practical training is completed within three months of completion of theoretical training.

2.4 The approved training organisation shall forward a copy of result and assessment report in respect of each trainee to the DGCA.

2.5 The records of training shall be retained for a period specified in the training manual and be made available to DGCA as and when required.

3. Monitoring

3.1 The performance of the approved course conducted by the maintenance organisation / operator in India shall be monitored by the local airworthiness office. The examination and assessment shall be conducted with the association of local airworthiness office.

3.2 The above criteria apply to a full course as well as to a partial course such as the practical element of a type training course and its assessment.

3.3 The direct approval of aircraft type training should be done on a case-by-case basis and should not be granted for long-term periods, since it is not a privilege of the organisation providing the training.

SUB PART -D

CONVERSION OF CERTIFYING STAFF QUALIFICATIONS

This Subpart provides the procedures for the conversion of certifying staff qualifications referred to in point 66.A.70 of CAR-66 to an aircraft maintenance licences

66.B.300 General

(a) The DGCA aircraft maintenance licence conversion process is developed in accordance with the provisions of CAR-66.A.70. The purpose of this is to enable holders of Indian aircraft maintenance engineer's licences issued prior to the implementation of CAR-66, to get a licence issued in accordance with a CAR-66 licence. Where applicable, the DGCA will include technical limitations on the CAR-66 licence for those applicants whose qualification credential / licence does not meet the full requirements of CAR-66 at the time of conversion.

The DGCA will only give credits to the examinations and tests passed prior to the implementation of CAR-66

(b) The conversion should be performed in accordance with paragraph 66.B.305 and associated procedures

66.B.305 Conversion report for AME Licence issued in accordance with CAR Section 2 Series

L (pre CAR-66 AME licence)

(a) The conversion report of certifying staff qualifications should describe the scope of each type of qualification, including the associated pre CAR-66 AME licence, if any and the associated privileges.

(b) The conversion report shall show for each type of qualification referred to in point (a):

1. to which aircraft maintenance licence it will be converted; and
2. which limitations shall be added in accordance with points 66.A.70(c) or (d), as applicable; and
3. the conditions to remove the limitations, specifying the module / subjects on which examination is needed to remove the limitations and obtain a full aircraft maintenance licence, or to include an additional sub- category. This should include the modules defined in Appendix III to CAR-66 and not covered by the CAR Section 2 Series L.

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

c. Procedure for Conversion of type rated AME Licence issued in accordance with CAR Section 2 Series L

1. An application may be made by holders of a type rated AME licence on CA Form 19-04 with necessary enclosures to DGCA with a request to issue a AME licence issued in accordance with 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 of their AME licence to a CAR-66 AME licence. No fee will be charged for conversion of old licences into new CAR-66 format.

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

3. All existing Type rated AME Licences shall be converted into either full or restricted CAR-66 AME Licence depending upon the type ratings already endorsed on these licences as detailed in Table 3. .

4. Knowledge Examination Modules that are required to be covered to meet the requirements of CAR-66 AME Licence are given in "Table-1" below in respect of Category A, B1 and B2.

5. Table 4 establish the credits that can be claimed by the holders of Basic Aircraft Maintenance Engineer's Licence / Basic Aircraft Maintenance Engineer Certificate issued in the past.

6. Applicants requesting to convert their AME licence to a CAR-66 Licence shall meet the requirements specified in the corresponding "Table 3".

7. Where an applicant does not meet the full requirements of "Table 1" or "Table 3" below, the converted Licence would be issued with "Limitation(s)".

8. The limitation(s) shall be removed after the applicant has fully met the requirements of Knowledge Examination, Experience, Training and Skill Test pertaining to the imposed limitation(s).

9. To remove limitations imposed on CAR-66 licence, where an existing AME licence does not directly convert 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. Applications to remove limitations on a basic Category/ sub-category must cover all the limitations. Basic Knowledge Modules / sub-modules required to be completed for removing these limitation(s) are specified in Column 5 of "Table 3". Codes pertaining to Limitations endorsed on the converted Licences are detailed in "Table 2".

10. 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 documental evidence.

11. Categories / Ratings held on the existing Licences will be transferred with or without limitation under appropriate category or Section XIV (a) of the CAR-66 licence.

12. 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, shall also be 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.

13. Licences with open rating shall be 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.

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

15. Cut-off date for conversion of the existing Licences is 31st March 2016. All existing Licence holders will continue to exercise the privileges of old Licences until this cut-off date, after which they will cease to hold the privileges unless converted into CAR-66 AME LICENCE. However, there is no time limit for removal of limitations on converted Licences.

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

17. If an application does not meet the requirements for conversion to CAR-66 the application will be rejected by the DGCA and the details of discrepancies should be communicated to the applicant in writing.

18. When satisfied that the applicant meets the requirements for conversion specified in CAR-66 the DGCA shall 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.

SUBPART E
EXAMINATION CREDITS

This Subpart provides the procedures for granting examination credits referred to in point 66.A.25(c).

66. B.400 General

(a) DGCA may grant credit on the basis of a credit report prepared in accordance with 66.B.405.

(b) The credit report shall be developed by DGCA to ensure compliance with CAR-66.

(c) Credit reports together with any change of these shall be dated and kept on record by the DGCA in accordance with point 66.B.20.

66. B.405 Examination credit report

(a) The credit report shall include a comparison between:

(i) the modules, sub-modules, subjects and knowledge levels contained in Appendix I to this 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.

(b) Reserved

(c) No credit can be granted unless there is a statement of compliance against each module and sub-module, stating where, in the technical qualification, the equivalent standard can be found.

(d) DGCA shall check on a regular basis whether (i) the erstwhile qualification standard or (ii) Appendix I to CAR-66 have changed and assess if changes to the credit report are consequently required. Such changes shall be documented, dated and recorded.

66. B.410 Examination credit validity

(a) The DGCA shall notify to the applicant in writing any credits granted together with the reference to the credit report used.

(b) Credits for basic knowledge examination shall expire 10 years after they are granted in case CAR 66 AME Licence is not issued.

(c) Upon expiry of the credits, the applicant may apply for new credits. The competent authority shall continue the validity of the credits may continue for an additional period of 10 years without further consideration if basic knowledge requirements defined in Appendix I to this CAR-66 have not been changed.

(d) Credits for paper 1, 2 and 3 of erstwhile AME Licence examination

Credit shall be 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 Table 4.

(e) **Credit for Type Training/ Type Examination**

An applicant who has passed the requisite knowledge examination papers, Type Training / Type Examination prior to 1st January, 2017, shall be 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.

66. B.410 Examination credit validity

In the case of credits expired in accordance with 66.A.25(d) and 66.B.410(b), the new application for credits will lead to a reassessment in accordance with 66.B.405 and 66.B.410 only in those cases where the requirements contained in Appendix I to CAR-66 have changed. This may lead to a requirement for further examinations on particular modules / sub-modules / subjects

REQUIREMENTS FOR ISSUE OF CAR 66 LICENSE — **TABLE - 1**

CATEGORY		DESCRIPTION	BASIC KNOWLEDGE EXAMINATION MODULES																			PRACTICAL MAINTENANCE EXPERIENCE	TYPE TRAINING	O.J.T
			3	4	5	6	7 A	7 B	8	9A	9B	10	11 A	11 B	11 C	12	13	14	15	16	17A	17B			
A	A1	AEROPLANES TURBINES	X		X	X	X		X	X		X	X						X		X		3 YEARS / 2 YEARS 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					
B	B1.2	AEROPLANES PISTON	X	X	X	X	X		X	X		X		X						X	X			REF: CAR 66 APPENDIX III/. CAR 66 AMC APPENDIX II	YES
	B1.4	HELICOPTERS PISTON	X	X	X	X	X		X	X		X				X				X					
	B1.1	AEROPLANES TURBINES	X	X	X	X	X		X	X		X	X						X		X		5 YEARS / 4 YEARS AS PER PARA (A) (2) OF CAR 66.A.30		
	B1.3	HELICOPTERS TURBINES	X	X	X	X	X		X	X		X				X			X						
B2		AVIONICS	X	X	X	X	X		X	X		X					X	X							
B3		PISTON ENGINE NON PRESSURISEAEROPLANE 2000 KG MTOM AND BELOW	X	X	X	X		X	X		X	X			X					X		X	3 YEARS/ 2YEARS AS PER PARA (A) (1) OF CAR 66.A.30		
C		----------																					5 YEARS / 3 YEARS AS PER PARA (A)(3) OF CAR 66.A.30**		N/A

** **For Large Aircraft**

(i) 3 years of experience in exercising category B1.1 or B1.3 or B2 privileges on Large Aircraft or as CAR 145 B1.1, B1.3 OR B2 support staff, or, a combination of both OR

(ii) 5 years of experience in exercising B1.2 or B1.4 privileges on Large Aircraft or as CAR 145 B1.2 or B1.4 support staff, or, a combination of both.

For Non Large Aircraft

3 years of experience category B1 or B2 privileges on Non Large Aircraft or as CAR 145 B1 or B2 support staff, or a combination of both.

Note*: 12 months of Recent Experience as B1 or B2 Base Maintenance support staff.*

Note: Details of modular papers relevant to the sub category of licence is detailed in Appendix 1 and details of modular papers required to be passed by existing BAMEL/BAMEC holder to acquire category B is detailed in Appendix 2.

Conversion of AME Licences issued in accordance with CAR Section 2 Series 'L' to CAR-66 Licences

The tables below have been established to take account of the subjects covered by the basic knowledge examinations conducted by the DGCA. The subjects and the syllabus have been compared with the modular syllabus of CAR 66 to identify the common elements. Where not all of the subjects have been covered, limitations will be included to the converted licence.

Limitations codes applicable to a converted licence	**Table 2**

Code No	**Limitation code and restriction on the certification privilege of the converted licence**
1	Excluding airframe depending upon category/sub-category of licence (Refer Table 3)
2	Excluding engine depending upon category/sub-category of licence (Refer Table 3)
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 5700 Kgs
7	Excluding avionic line replaceable units
8	Excluding avionic line replaceable units on aircraft above 5700 Kgs

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 (in the 3rd column of Table 3)by the 'Limitation Code' of the particular type of aircraft.

Table 3 Conversion and Limitations

Pre – CAR 66 license	CAR-66 license	Limitation code	Limitation(s)	Module or sub module to be passed to remove CAR-66 license limitations/	Qpref to be passed
1. Cat "A" & "C" (Heavy aircraft & jet engine - aeroplane)	B1.1	3	Excluding electrical power generation & distribution systems.	4 (ALL) and 11.5, 11.6, 11.14, 11.19, 11.20 & 11.21 OF 11A	0400 and 1121
		7	Excluding avionic line replaceable units	5 (ALL)	0510
2. Cat "A" & "C" (Light aircraft & jet engine)	B1.1	1	Excluding airframe on aircraft above 5700 kg	11A (ALL)	1120
		6	Excluding electrical power generation & distribution systems on aircraft above 5700 kg	4 (ALL) and 11.5, 11.6, 11.14, 11.19, 11.20 & 11.21 OF 11A	0400 and 1121
		8	Excluding avionic line replaceable units on aircraft above 5700 kg	5 (ALL),	0510
3. Cat "A" (Heavy aircraft-aeroplane)	B1.1	2	Excluding engine.	15 (ALL) & 17 (ALL)	1510 and 1710
		3	Excluding electrical power generation & distribution systems	4 (ALL) and 11.5, 11.6, 11.14, 11.19, 11.20 & 11.21 OF 11A	0400 and 1121
		7	Excluding avionic line replaceable units	5 (ALL)	0510

Pre – CAR 66 license	CAR-66 license	Limitation code	Limitation(s)	Module or sub module to be passed to remove CAR-66 license limitations/	Qpref to be passed
4. Cat "C" (Jet engine - aeroplane)	B1.1	1	Excluding airframe.	11A (ALL)	1120
		3	Excluding electrical power generation & distribution systems	4 (ALL) and 11.5, 11.6, 11.14, 11.19, 11.20 & 11.21 OF 11A	0400 and 1121
		7	Excluding avionic line replaceable units	5 (ALL)	0510
5. Cat "A" & "C" (Light aircraft & piston engine - aeroplane)	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.	0400 and 1131
		8	Excluding avionic line replaceable units on aircraft above 5700 kg	5 (ALL)	0520
6. Cat "A" (light aircraft - aeroplane)	B1.2	2	Excluding engine	16 (ALL), & 17A (ALL)	1610 & 1710
		6	Excluding electrical power generation & distribution systems on aircraft above 5700 kg	4 (ALL) and 11.5, 11.6 & 11.14 of 11B	0400 and 1131
		8	Excluding avionic line replaceable units on aircraft above 5700 kg	5(ALL)	0520
7. Cat "C" (Piston engine - aeroplane)	B1.2	1	Excluding airframe	11B (ALL)	1130
		3	Excluding electrical power generation & distribution systems	4 (ALL) and 11.5, 11.6 & 11.14 OF 11B	0400 and 1131
		7	Excluding avionic line replaceable units.	5 (ALL)	0520

8. Cat "A" & "C" (Helicopter & jet engine)	B1.3	6	Excluding electrical power generation & distribution systems on aircraft above 5700 kg	4 (ALL) and 12.7, 12.8, 12.15, 12.17, 12.18 & 12.19 of 12	0400 and 1211
		8	Excluding avionic line replaceable units on aircraft above 5700 kg	5 (ALL)	0510
9. Cat "A" (Helicopter)	B1.3	2	Excluding engine	15 (ALL)	1510
		6	Excluding electrical power generation & distribution systems on aircraft above 5700 kg	4 (ALL) and12.7, 12.8, 12.15, 12.17, 12.18 & 12.19 of 12	0400 and 1211
		8	Excluding avionic line replaceable units on aircraft above 5700 kg	5 (ALL)	0510
10. Cat "C" (Jet engine - helicopter)	B1.3	1	Excluding airframe	12 (ALL)	1210
		3	Excluding electrical power generation & distribution systems.	4 (ALL) and 12.7, 12.8, 12.15, 12.17, 12.18 & 12.19 of 12	0400 and 1211
		7	Excluding avionic line replaceable units.	5 (ALL)	0510
11. Cat "A" & "C" (Helicopter & piston engine)	B1.4	6	Excluding electrical power generation & distribution systems on aircraft above 5700 kg	4 (ALL) and 12.7, 12.8, 12.15, 12.17, 12.18 & 12.19 of 12	0400 and 1211
		8	Excluding avionic line replaceable units on aircraft above 5700 kg	5 (ALL)	0520

12. Cat "A" (Helicopter)	B1.4	2	Excluding engine	16 (ALL)	1610
		6	Excluding electrical power generation & distribution systems on aircraft above 5700 kg	4 (ALL) and 12.7, 12.8, 12.15, 12.17, 12.18 & 12.19 of 12	0400 and 1211
		8	Excluding avionic line replaceable units on aircraft above 5700 kg	5 (ALL)	0520

13. Cat "C" (Piston engine - helicopter)	B1.4	1	Excluding airframe	12 (ALL)	1210
		3	Excluding electrical power generation & distribution systems	4 (ALL) and 12.7, 12.8, 12.15, 12.17, 12.18 & 12.19 of 12	0400 and 1211
		7	Excluding avionic line replaceable units.	5 (ALL)	0520
14. Cat. "V" (avionics) / "E, I, R" (electrical, instrument & radio) (see note 1 of table 3)	B2	NIL	NIL	NIL	NIL
15. Cat "E" (Electrical) • See note 1 of table 3	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 and 14 (ALL)	1302 and 1400
		5	Excluding radio communication/ navigation and radar systems.	13.4 & 13.6 of 13	1303

16. Cat "I" (Instrument)	B2	3 5	Excluding electrical power generation & distribution systems. Excluding radio communication/ navigation and radar systems.	13.5 & 13.9 of 13 13.4 & 13.6 of 13	1301 1303
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 of 13 13.3, 13.7 & 13.8 of 13 and 14 (ALL)	1301 1302 and 1400
18. Cat "E & I" (Electrical & Instrument)	B2	5	Excluding radio communication/ navigation and radar systems.	13.4 & 13.6 of 13	1303
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 of 13 and 14 (ALL)	1302 and 1400
20. Cat "I & R" (instrument & radio navigation)	B2	3	Excluding electrical power generation & distribution systems.	13.5 & 13.9 of 13	1301

Notes applicable to Table 3

1 Category V & 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.

2 Table 3 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 3 should be referred to the DGCA for assessments and resolution.

3 Where the column 3 & 4 limitation excludes "Engines", this includes the associated systems.

4 Where the column 3 & 4 limitation excludes "Airframe", this includes the associated systems.

Removal of limitations from a licence

Table 3 column 5 shows the basic knowledge requirement examinations that must be passed to satisfy the theoretical element for removing a limitation. The examination will comprise the subjects of the modules or sub-modules as specified in table 3 and Appendix 1 to CAR-66. The applicant will also be required to provide evidence that they meet the appropriate experience requirements relating to the subjects of the modules or sub-modules as specified in the table 3 and Appendix 1 to CAR-66.

In addition to passing the relevant basic knowledge examination, limitations on a type rating can only be removed by completing an approved conversion course covering the differences or a full B1 or B2 type course as appropriate. This training must be conducted by an organisation approved by the DGCA. The type training is to be supplemented by type experience covering the differences. The additional experience will typically be 6 months appropriate to the basic category or sub-category which are not covered on the converted licence. The experience requirement to remove the engine and airframe limitations from a converted Category "V" or "E" licence will be 1 year.

It should be noted that conversion to the full CAR-66 licence standard is optional.

Notes: -

- 11.6 is related to Electrical power generation & distribution, it covers Capacitance/Capacitor, Magnetism , Inductance/Inductor , DC Motor/Generator Theory , AC Theory , Resistive (R), Capacitive (C) and Inductive (L) Circuits , Transformers , Filters , AC Generators , AC Motors of Level-3 knowledge it will covers **11.6 in place 3.9 to 3.18.**
- Module 14 has been considered to be covered by license B2.

TABLE 4 - CREDITS FOR PAPER 1, 2 & 3

PAPER PASSED		MODULES DEEMED COVERED																
			3	4	5	6	7	8	9	10	11A	11B	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						
	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

BAMEC/BAMEL holders are required to clear the following additional modules for issuance of a category A AME Licence

TABLE 5 MATRIX FOR BAMEL/BAMEEC HOLDERS TO AQUIRE CATEGORY-A LICENSE

PRE-CAR 66 BAMEL holders PASSED Paper 1 & 2	CAR-66 License 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/	QPREF to be passed
1.(HA)+(CT)	A1	Turbine aeroplane aerodynamics, structures and Systems	11.5,11.6,11.14, 11.19, 11.20 & 11.21 of 11A	1101
		Digital techniques electronic instrument Systems	5(All)	0500
2.(LA)+(CT)	A1	Turbine aeroplane aerodynamics, structures and Systems	11A (All)	1100
		Digital techniques electronic instrument Systems	5 (All)	0500
3. (HA)	A1	Gas turbine engine & Propeller	15 (All) & 17A (All)	1500 1700
		Turbine aeroplane aerodynamics, structures and Systems	11.5,11.6,11.14,11.19,11.20 &11.21 of 11A	1101
		Digital techniques electronic instrument Systems	5(All)	0500
4. (CT)	A1	Turbine aeroplane aerodynamics, structures and Systems	11A (All)	1100
		Digital techniques electronic instrument Systems	5 (All)	0500
5.(LA)+(CP)	A2	Piston aeroplane aerodynamics, structures and Systems	11.5, 11.6, 11.14 of 11B	1111
		Digital techniques electronic instrument Systems	5 (All) /0500	0500

6.(LA)	A2	Piston engine & Propeller	16 (All) & 17A (All)	1600 1700
		Piston aeroplane aerodynamics, structures and Systems	11.5, 11.6, 11.14 of 11B	1111
		Digital techniques electronic instrument Systems	5 (All)	0500
7. (CP)	A2	Piston aeroplane aerodynamics, structures and Systems	11B (All)	1110
		Digital techniques electronic instrument Systems	5(All)	0500
8.(AHC)+(CT)	A3	Helicopter aerodynamics, structures and systems	12.7, 12.8, 12.15, 12.17, 12.18, & 12.19 of 12	1201
		Digital techniques electronic instrument Systems	5(All)	0500
9.(AHC)	A3	Gas turbine engine	15(All)	1500
		Helicopter aerodynamics, structures and systems	12.7, 12.8, 12.15, 12.17, 12.18, & 12.19 of 12	1201
		Digital techniques electronic instrument Systems	5(All)	0500
10.(CT)	A3	Helicopter aerodynamics, structures and systems	12(All)	1200
		Digital techniques electronic instrument Systems	5 (All)	0500
11.(AHC)+(CP)	A4	Helicopter aerodynamics, structures and systems	12.7, 12.8, 12.15, 12.17, 12.18, & 12.19 of 12	1201
		Digital techniques electronic instrument Systems.	5(All)	0500

12.(AHC)	A4	Piston engine	16(All)	1600
		Helicopter aerodynamics, structures and systems	12.7, 12.8, 12.15, 12.17, 12.18, & 12.19 of 12	1201
		Digital techniques electronic instrument Systems Units on Aircraft Above 5700 kg.	5(All)	0500
13.(CP)	A4	Helicopter aerodynamics, structures and systems	12(All)/1200	1200
		Digital techniques electronic instrument Systems	5(All) /0500	0500

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 Table 4 of APM chapter 17.

SUBPART F

ENFORCEMENT ACTION

66. B.500 Revocation, suspension or limitation of the aircraft maintenance engineer's license

Provisions for enforcement action against licence holders are made in the Aircraft Rules 1937, Rule 19. Where enforcement has been taken, the person affected has a right to appeal under Rule 3B of the Aircraft Rules.

Authorised Officials of the DGCA may, after due enquiry and giving reasonable opportunity of being heard, take action to suspend, cancel or vary an aircraft maintenance engineer's licence where DGCA has identified a safety issue or it has clear evidence that the person has carried out or been involved in one or more of the following activities:

a) obtaining the aircraft maintenance licence and/or the certification privileges by falsification of submitted documentary evidence.

b) failing to carry out requested maintenance combined with failure to report such fact to the organisation or person who requested the maintenance.

c) failing to carry out required maintenance resulting from own inspection combined with failure to report such fact to the organisation or person for whom the maintenance was intended to be carried out.

d) negligent maintenance.

e) falsification of the maintenance record.

f) issuing a certificate of release to service knowing that the maintenance specified on the certificate of release to service has not been carried out or without verifying that such maintenance has been carried out.

g) carrying out maintenance or issuing a certificate of release to service when adversely affected by alcohol or drugs.

h) issuing certificate of release to service while not in compliance with this Part

Detailed procedures be followed by Authorised Officials of the DGCA for investigations and enforcement action are published in the Airworthiness Procedures Manual Chapter 10.

The licence holder subject to the enquiry will be advised in writing of the enforcement action to be taken together with the reasons for the action.

A copy of all correspondence relating to enforcement action, including reports and other evidence, will be retained on the individual file of the licence holder and as specified in the Airworthiness Procedures Manual Chapter 10.

Appendix 1

Details of CAR-66 Modular Examination Papers

Sl. No	Module No	QPREF allotted by CEO	Question Paper Reference Number (QPREF) Description	Applicable Category	No of Multiple Choice Questions	Time Allowed (Minutes)
1	3	0300	Electrical Fundamentals	A	20	25
2	3	0310	Electrical Fundamentals	B1 & B2	52	65
3	3	0340	Electrical Fundamentals	B3	24	30
4	4	0400	Electronic Fundamentals	B1	20	25
5	4	0410	Electronic Fundamentals	B2	40	50
6	4	0440	Electronic Fundamentals	B3	8	10
7	5	0500	Digital Techniques Electronic Instruments Systems	A	16	20
8	5	0510	Digital Techniques Electronic Instruments Systems	B1.1 & B1.3	40	50
9	5	0520	Digital Techniques Electronic Instruments Systems	B1.2 & B1.4	20	25
10	5	0530	Digital Techniques Electronic Instruments Systems	B2	72	90
11	5	0540	Digital Techniques Electronic Instruments Systems	B3	16	20
12	6	0600	Materials And Hardware	A	52	65
13	6	0610	Materials And Hardware	B1	72	90
14	6	0620	Materials And Hardware	B2	60	75
15	6	0640	Materials And Hardware	B3	60	75
16	7A	0700	Maintenance Practices	A	72	90

17	**7A**	**0710**	Maintenance Practices	B1	80	100
18	**7A**	**0720**	Maintenance Practices	B2	60	75
19	**7B**	**0740**	Maintenance Practices	B3	60	75
20	**8**	**0800**	Basic Aerodynamics	A	20	25
21	**8**	**0810**	Basic Aerodynamics	B1 & B2	20	25
22	**8**	**0840**	Basic Aerodynamics	B3	20	25
23	**9A**	**0900**	Human Factors	A	20	25
24	**9A**	**0910**	Human Factors	B1 & B2	20	25
25	**9B**	**0940**	Human Factors	B3	16	20
26	**10**	**1000**	Aviation Legislation	A	32	40
27	**10**	**1010**	Aviation Legislation	B1 & B2	40	50
28	**10**	**1040**	Aviation Legislation	B3	32	40
29	**11A**	**1100**	Turbine Aeroplane Aerodynamics, Structures And Systems	A1	108	135
30	**11A**	**1101**	Turbine Aeroplane Aerodynamics, Structures And Systems (For **OLD BAMEL** candidates required to PASS**)**	A1	**32**	**40**
31	**11B**	**1110**	Piston Aeroplane Aerodynamics, Structures And Systems	A2	72	90
32	**11B**	**1111**	Piston Aeroplane Aerodynamics, Structures And Systems (For **OLD BAMEL** candidates required to PASS**)**	A2	**20**	**25**

33	11A	1120	Turbine Aeroplane Aerodynamics, Structures and Systems	B1.1	140	175
34	11A	1121	Turbine Aeroplane Aerodynamics, Structures and Systems (For REMOVAL OF Limitation 3 & 6)	B1.1	40	50
35	11B	1130	Piston Aeroplane Aerodynamics, Structures and Systems	B1.2	100	125
36	11B	1131	Piston Aeroplane Aerodynamics, Structures and Systems (For REMOVAL OF Limitation 3 & 6)	B1.2	20	25
37	11C	1140	Piston Aeroplane Aerodynamics, Structures and Systems	B3	60	75
38	12	1200	Helicopters Aerodynamics, Structures And Systems	A3 & A4	100	125
39	12	1201	Helicopters Aerodynamics, Structures And Systems (For OLD BAMEL candidates required to PASS)	A3 & A4	32	40
40	12	1210	Helicopters Aerodynamics, Structures And Systems	B1.3 & B1.4	128	160
41	12	1211	Helicopters Aerodynamics, Structures And Systems (For REMOVAL OF Limitation 3 & 6)	B1.3 & B1.4	40	50
42	13	1300	Aircraft Aerodynamics, Structures and Systems	B2	180	225
43	13	1301	Aircraft Aerodynamics, Structures and Systems (For REMOVAL OF Limitation 3)	B2	52	65
44	13	1302	Aircraft Aerodynamics, Structures and Systems (For REMOVAL OF Limitation 4)	B2	52	65

45	13	1303	Aircraft Aerodynamics, Structures and Systems (For REMOVAL OF Limitation 5)	B2	52	65
46	14	1400	Propulsion-	B2	24	30
47	15	1500	Gas Turbine Engine	A1 & A3	60	75
48	15	1510	Gas Turbine Engine	B1.1 & B1.3	92	115
49	16	1600	Piston Engine	A2 & A4	52	65
50	16	1610	Piston Engine	B1.2 & B1.4	72	90
51	16	1640	Piston Engine	B3	68	85
52	17A	1700	Propeller	A1 & A2	20	25
53	17A	1710	Propeller	B1.1 & B1.2	32	40
54	17B	1740	Propeller	B3	28	35

	Part Module Paper
	Newly added B3

NOTE:- Part Module papers are **ONLY APPLICABLE** for candidate having BAMEEC/ BAMEL.

Appendix 2

MATRIX FOR PAPERS TO BE PASSED TO ACQUIRE CATEGORY- B LICENSE FOR AMEL / BAMEEC HOLDERS

S.N	BAMEL/BAMEEC	CAR-66 LICENSE	Module OR Sub Module (chapters) to be PASSED	QPREF to be passed
1	HEAVY AIRCRAFT & JET ENGINE	B1.1	4 (ALL)	0400
			11.5,11.6,11.14 11.19,11.20 & 11.21 OF 11A	1121
			5 (ALL)	0510
2	LIGHT AIRCRAFT & JET ENGINE	B1.1	11A (ALL)	1120
			4 (ALL)	0400
			5 (ALL)	0510
3	HEAVY AIRCRAFT	B1.1	15 (ALL)	1510
			17 (ALL)	1710
			4 (ALL)	0400
			11.5,11.6,11.14 11.19,11.20 & 11.21 OF 11A	1121
			5 (ALL)	0510
4	JET ENGINE	B1.1	11A (ALL)	1120
			4 (ALL)	0400
			5 (ALL)	0510
5	LIGHT AIRCRAFT & PISTON ENGINE	B1.2	4 (ALL)	0400
			11.5,11.6 & 11.14 OF 11B	1131
			5 (ALL)	0520
6	LIGHT AIRCRAFT	B1.2	16 (ALL),	1610
			17 (ALL)	1710
			4 (ALL)	0400
			11.5, 11.6 & 11.14 OF 11B	1131
			5 (ALL)	0520
7	PISTON ENGINE	B1.2	11B (ALL)	1130
			4 (ALL)	0400
			5 (ALL)	0520

8	ROTARY AIRCRAFT & JET ENGINE	B1.3	4 (ALL),	0400
			12.7,12.8,12.15,12.17.12.18 & 12.19 OF 12	1211
			5 (ALL)	0510
9	ROTARY AIRCRAFT	B1.3	15 (ALL)	1510
			4 (ALL)	0400
			12.7,12.8,12.15,12.17.12.18 & 12.19 OF 12	1211
			5 (ALL)	0510
10	JET ENGINE	B1.3	12 (ALL)	1210
			4 (ALL)	0400
			5 (ALL)	0510
11	ROTARY AIRCRAFT & PISTON ENGINE	B1.4	4 (ALL)	0400
			12.7,12.8,12.15,12.17.12.18 & 12.19 OF 12	1211
			5 (ALL)	0520