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CHAPTER 23

ISSUE OF AUTHORIZATION TO AIRCRAFT MAINTENANCE ENGINEERS

1. Introduction:

- 1.1 Issue of Authorization to Aircraft Maintenance Engineers/Approved Personnel, authorizing them to certify work on aircraft and its power plant, including equipment, instrument and system etc. is governed by Rule 54 and sub-rule 8 of Rule 61 of Aircraft Rules, 1937. The detailed procedure in this regard has been spelt out in CAR Series 'L' Part IX. This chapter should, therefore be read in conjunction with that part of the CAR.
- 1.2 When an aircraft is imported into the country/ organization for the first time or when maintenance organizations who do not meet the CAR 145.A.30 (g & h) requirement, the case may be referred by Regional Airworthiness office to DGCA Headquarters for an exemption to CAR 145.A.30 (g & h). The Airworthiness Directorate at Headquarters will process the case and seek the approval of the Director General for the exemption of the above referred CAR and recommend for invoking sub Rule 8 of Rule 61 of the Aircraft Rules 1937 to issue authorizations as per CAR (Section-2) Series 'L' Part IX.

2. General

- 2.1 Issue of Authorization as a matter of routine must be discouraged. If frequent requests for the issue of Authorization for the same work are received from the same operator, then he must be advised to apply for the enhanced scope of approval of the firm or to employ appropriately licensed staff.
- 2.2 In all cases an application for grant of Authorization shall be initiated by the AME/Approved Person concerned, stating professional qualifications and practical experience relevant to the request and must be sponsored by the employer, stating valid reasons for making the request.
- 2.3 It shall be ensured by Regional/ Sub-Regional Airworthiness offices that necessary equipment and literature are available with the organization to enable the satisfactory completion of the work for such Authorization as asked for.

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3. Experience requirements

- 3.1 Authorizations are classified into two distinct groups one equivalent in scope of to that of the category of the License or virtually amounting to the enhancement of the scope of approval (Group A) and the other for a limited scope of work valid for a limited period (Group B).
- 3.2 The oral cum practical examination will be conducted by the Regional/ Sub-regional offices. The non-official members will have to be co-opted for oral cum practical Examination, for grant of Authorization failing in Group A. On applicants being successful, the necessary Authorization may be granted with any conditions/ limitations attached to it, as considered necessary. On ensuring that the AME has subsequently acquired the required practical experience, within 12 months from the date of issue of Authorization the requisite endorsement on his license may be carried out by the Regional/ Sub-Regional Airworthiness office.
- 3.4 Depending upon the merit of a case and at the discretion of DGCA, applicant may be allowed to take examination for the issue of Authorization even when the stipulated practical experience requirements are not met. All such cases meriting considerations shall be referred to Headquarters by Regional/ Sub-regional Airworthiness offices.
- 3.5 Group A: When authorization is required to cover additional Aircraft, Engine or Accessories, equivalent in scope of to that of an existing category of license/approval, the following conditions shall be satisfied:
- (a) The applicant shall be holder of a current Aircraft Maintenance Engineer's License, in the relevant category, and acquired practical experience for at least 3 months on similar type of aircraft/ engine /equipment etc.;
 - (b) The Aircraft Maintenance Engineer shall pass the written and oral-cum-practical examination.
 - (c) If the Authorization relates to aircraft and/or its power plant having all-up-weight exceeding 5700 kg, the Aircraft Maintenance Engineer should be required to produce evidence of having undergone an approved familiarization course satisfactorily (securing at least 70% marks in the examination) covering the scope of or which Authorization is required and conducted by the employer or the manufacture.
- 3.6 Group B: When Authorization is required for a limited scope of work and for a limited period, the following conditions shall be satisfied:

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- (a) The scope of existing License and experience of the Aircraft Maintenance Engineer shall be such that he is considered to have acquired sufficient competency to inspect and certify work for which the Authorization is required.
- (b) Aircraft Maintenance Engineer shall pass, for the issue of Authorization, an oral-cum-practical checks relevant to the application made, conducted by the Officer-in-charge, of the concerned Regional/ Sub-regional Airworthiness offices. The examination board shall be constituted as required for the 'Skill Test' for issue/ extension of AME Licence.

4. Validity

- (a) Validity of Authorization shall be aligned with the renewal of organization approvals or the validity of AME licence, which ever is earlier. Issue of such documents with limited validity for reasons whatsoever shall be discouraged considering the fact that payment of fees entitles an applicant for maximum validity as permissible. Issue of Authorisation on one time basis shall be avoided. Further extension on validity of Authorisation, if considered absolutely necessary and justified by the maintenance organization, may be affected by Regional/ Sub-regional Airworthiness Offices.
- (b) However, in the case of personnel attached to flying/Gliding Clubs, "Authorization" for carrying out duplicate inspection of Flying/engine controls as applicable as well as on maintenance on Radio Equipment on their aircraft, will initially be issued for a period of six months which may be renewed by Regional/ Sub-regional Airworthiness Office as required from time to time without any reference to Headquarters.
- (c) Issue of Authorisation on one time basis shall be avoided.

5 Limitations

5.1 Authorization will not be issued to persons in the event of:-

- (a) Persons failing in the examination for issue/extension of license/approval, wherein a subject of Authorisation was covered, during six months preceding the date of application.
- (b) Persons having been blamed or are considered blameworthy in any investigation of the defect, accident, precautionary landing, forced landing, incidents etc. by DGCA during six months preceding the date of application.

5.2. Authorisation may be issued by the Director/Deputy Director of Airworthiness of the Region, Deputy Director of Airworthiness of the Sub Regional Offices and Assistant Director of Airworthiness , if he is the Officer In charge of Airworthiness Offices.

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Note. In case the Director of Airworthiness/ Deputy Director of Airworthiness is on earned leave, the Senior Airworthiness Officer holding charge of the station can issue Authorization during the absence of the Deputy Director. However, this will not apply in the case of an Airworthiness Officer In charge of Airworthiness Offices.

- 5.3 Authorisation may be issued with a proviso that it would be deemed to have lapsed, as soon as the holder of Authorization ceases to be in the employment of the particular organisation, who sponsored his application.
- 5.4 It shall be clearly mentioned in the Authorisation that it may be withdrawn any time, if so considered necessary by DGCA.
- 5.5 In case of any doubt, the matter may be referred to Headquarters for clarification.

6. **Record Keeping**

The DAW (Region) and DAW (Hqrs) will establish a system to maintain records of all documents generated and received. It may be ensured that all related records are maintained in chronological manner and all the pages are appropriately numbered. Traceability of all records should be ensured for future reference.

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Appendix-I

INTERNAL CHECKLIST
ISSUE OF AUTHORISATION TO AIRCRAFT MAINTENANCE ENGINEER
PART-I

Name of AME		AME Licence No. & Validity	
Name of Sponsoring Organization:			
Whether the AME is a Regular Employee of the Sponsoring Organisation.			YES/ NO
Details of endorsements (Basic & Type Rating)	Basic Rating(s): Type Rating(s):		
Type of Authorization	Full Scope Authorization/ Limited Scope Authorization		
Scope of Authorization requested.			
Reference No. & Date of Request		Details of Fee submitted	

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PART-II (APPLICABLE FOR ISSUANCE OF FULL SCOPE AUTHORISATION)

S/N	REQUIREMENT TO BE CHECKED	OBSERVATION SAT/ UNSAT/ N/A	REMARKS
1.	Request made by the QM/ Head of Engineering?		
2.	Valid reason for request? <i>[The aircraft has been brought into the sponsoring organization for the first time OR the AMO do not meet the requirement of CAR 145.A.30 (g & h)]</i>		
3.	Certificate from QM that necessary equipment, literature (latest), facilities are available with the organization for execution of the requested maintenance task in a satisfactory manner.		
4.	Certificate from the concerned AME that he is familiar with the requested maintenance task and confident to execute the maintenance task in a satisfactory manner.		
5.	Training on the type of aircraft/ engine/ system. <i>(Proof of passing Approved Course/ Paper-IV?</i> <i>(1. AME shall be exempted from the written examination in accordance with the provisions of CAR (Sec-2) Series 'L' Part IV.</i> <i>(2. In case of AME holding licence in Cat-R, Requirement of passing written examination not required.</i> <i>(3. If the Authorisation relates to the aircraft and/or its power plant, having AUW exceeding 5700 kg, approved course on the type of aircraft, engine or system is required.)</i>		
6.	Experience details on similar type of aircraft/ engine/ system?		



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	<p><i>(At least 3 months required, however, individual seeking authorization on Radio Equipment this quantum of experience need not be insisted upon.)</i></p> <p><i>(The word "Similar" would connote similarity in aircraft construction and system)</i></p>		
7.	Result of the candidate in the Skill Test (Oral-cum Practical Exam). (Pass/Fail)		

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PART-III (APPLICABLE FOR ISSUANCE OF LIMITED SCOPE AUTHORISATION)

S/N	REQUIREMENT TO BE CHECKED	OBSERVATION SAT/ UNSAT/ N/A	REMARKS
1.	Request made by the QM/ Head of Engineering?		
2.	Valid reason for request? <i>[The aircraft has been brought into the sponsoring organization for the first time OR the AMO do not meet the requirement of CAR 145.A.30 (g & h)]</i>		
3.	Certificate from QM that 1. Necessary equipment, literature (latest), facilities are available with the organization for execution of the requested maintenance task in a satisfactory manner. 2. The AME has acquired sufficient competency to certify requested maintenance task. 3. The AME have not failed in the examination for issue/ extension of licence, wherein the subject of the Authorisation is covered, during the preceding 6 months. 4. The AME have not considered blameworthy in any investigation of the defect, accident, precautionary landing, forced landing incidents etc. by the DGCA during the preceding 6 months.		
4.	Certificate from the concerned AME that he is familiar with the requested maintenance task and confident to execute the maintenance task in a satisfactory manner.		
5.	Experience details on similar maintenance task?		
6.	Performance of the candidate in the Skill Test (Oral-cum Practical Exam).		

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The above candidate meets the requirements for issuance of “Full Scope Authorisation”/ “Limited Scope Authorisation” as requested. The case may be forwarded to DGCA Hqrs (Airworthiness Directorate) for seeking exemption of CAR 145.A.30 (g & h).

The above candidates do not meet the requirements for issuance of “Full Scope Authorization”/“Limited Scope Authorization” as requested due to the following reason:

Reason for Rejection:

Signature of Officer
Name & Designation:
Date:

NOTE: The Authorisation in favor of the AME shall be issued after obtaining approval from DGCA Hqrs.
