

**Frequently Asked Questions (FAQ) related to
CAR 66 (Aircraft Maintenance Engineer license)**

1. Whether any person having only BAMEL can be issued license as per CAR 66?

Person holding BAMEL will not be issued with CAR 66 AME Licence unless the requirements of Rule 61 are met.

However, 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 given in Table 4 (page 165 of CAR 66).

2. What will be the Credit for passing of one or two papers amongst paper I, Paper II and paper III of a particular stream of the erstwhile AME licence?

Credit shall be given to an applicant for relevant papers as given in Table 4 (page 165 of CAR 66).

3. Who can appear in CAR 66 Modular examination?

Any applicant who has passed 10+2 examination in Physics, Chemistry and Mathematics from a recognized board or university or its equivalent can appear in CAR 66 Modular examination.

4. When a candidate can re-appear in failed modules?

As per CAR 66, a failed module may not be retaken for at least 90 days following the date of the failed module examination.

However, in case of an approved maintenance training organisation which conducts a course of retraining tailored to the failed subjects in the particular module, the failed module may be retaken after 30 days.

5. Whether any applicant who has passed all basic knowledge examination modules in respect of a particular category/ sub-category of AME licence will be given licence as per CAR 66?

For issue of CAR 66 licence an applicant has to fulfil the requirement of Basic Knowledge, Type training, maintenance experience and skill test. Therefore, applicant who has only passed all basic knowledge examination modules in respect of a particular category/ sub-category cannot be issued with CAR 66 licence.

However, applicant may apply to CEO, DGCA in Form CA 19-11 for the issuance of Basic Knowledge Examination Certificate.

6. Whether there is a requirement of Skill Test for obtaining a DGCA license under CAR 66?

As per present regulation, before issue of CAR 66 license/ Type ratings an applicant shall demonstrate the ability to perform the functions applicable to the

privileges to be granted. Therefore such demonstrations are ensured through skill test.

Further, before issue of AME licence skill test is also a requirement of rule 61, sub rule 5 (e) of Aircraft rule 1937.

7. Whether basic License holders with limited company authorizations issued by approved organizations are required to undergo a skill test and additional modules for conversion to Category A License under CAR 66?

Basic License holders with limited company authorizations issued by approved organizations cannot be issued with category A licence by way of conversion. Such persons have to successfully complete the

- (i) difference in basic knowledge module as applicable and related maintenance experience,
- (ii) type training
- (iii) Skill rest.

before issue of CAR 66 category A licence.

8. What are the experience requirements for issue of CAR-66 aircraft maintenance engineer's Category A and B Licence?

An applicant for issue of CAR 66 aircraft maintenance engineer's licence shall have acquired:

1. for category A and sub categories B1.2 and B1.4 four years of practical aircraft maintenance experience.
2. for category B2 and sub-categories B1.1 and B1.3 five years of practical aircraft maintenance experience.

For details of experience requirements AMC 66.A.30 may be referred to.

9. Please clarify whether CAR 66 licence can be used for component overhaul also?

CAR 66 licence is for aircraft maintenance. For component overhaul approval/authorization system under CAR Section 2 Series L Part X as applicable shall be followed.

10. Whether CAR 66 licences is applicable for certification of balloons, airships, microlight aircraft and gliders?

CAR 66 does not include requirements for the licensing of persons to certify certain aircraft including balloons, airships, micro light aircraft and gliders., The existing regulations shall apply.

11. Who will provide type training for small operators of small aircraft?

Addendum 1 to AMC of CAR-66 lists the aircraft that requires a formal type training course. Such courses have to be given by an organization approved by the DGCA. For the aircraft which does not require type training, type examination will be conducted by DGCA.

12. What are the experience requirements for Cat C to non-large aircraft?

Three years of experience exercising category B1 or B2 privileges on non-large aircraft or as CAR 145 B1 or B2 support staff, or a combination of both.

13. What is the quantum of experience gained outside the civil aircraft maintenance environment is counted for issue of CAR 66 licence?

An applicant for issue of CAR 66 aircraft maintenance engineer's licence shall have acquired:

1. for category A and sub categories B1.2 and B1.4 four years of practical aircraft maintenance experience.
2. for category B2 and sub-categories B1.1 and B1.3 five years of practical aircraft maintenance experience.

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 laid down in (1) and (2) above. During the above period of 12 + 1 Year, the incumbent should have gained experience covering representative cross section of maintenance tasks on aircraft and necessary evidence should be produced. Mere 12 years + 1 Year experience in a particular area is not be acceptable

14. What is time frame for clearing module in relevant Category/subcategory?

All CAR-66 modules that make up a complete CAR-66 aircraft maintenance engineer's licence category or subcategory must be passed within a time period of 5 years of passing the first module .This does not apply to those modules which are common to more than one CAR-66 aircraft maintenance engineer's licence category or subcategory and which were previously passed as part of another such category/subcategory examination and relevant category of AME Licence issued..

(e.g). When a category B1.1 AME Licence holder wants to acquire subsequently another subcategory such as B.1.2, the 09 number of modules common between both subcategories which he has already cleared previously shall remain valid for the purpose and he is only required to clear two additional modules (11B and 16). The time gap between clearing of these two modules shall not be more than 05 years

15. What are the pass marks for CAR 66 modules aircraft Maintenance license category or subcategory basic knowledge examination?

The pass mark for CAR-66 basic knowledge module and sub-module examination (multiple choice) is 75%.

16. What is the application for appearing in written paper(s) of CAR 66 basic knowledge examination & Type examination?

For CAR 66 examination following applications to be used

- i. Basic knowledge - CA Form 19-08 A

ii. Type Examination - CA Form 19-08 B

17. After completion of all modules under relevant category or sub category, will a candidate be able to get a basic CAR 66 licence

Completion of all modules under relevant category or sub category only fulfils the basic knowledge requirement. Therefore the candidate cannot be issued with CAR 66 licence till he complies with the additional requirement of type training, maintenance experience and skill test.

However on request such candidate can get Aircraft Maintenance Engineer's Basic Knowledge Examination Certificate from CEO, DGCA.

18. How to remove the limitation on Category A1 licence for the candidate passed Paper III (HA & JE)?

As Category A licence is not issued by way of conversion therefore no limitation is imposed in this licence.

In general a candidate needs to successfully complete the following for removal of limitations in CAR 66 converted licence.

- (i) applicable modules as per table 3 (page 161) and relevant maintenance experience.
- (ii) applicable type/task training
- (iii) skill test.

The applicable modules for the candidates holding HA, JE BAMEL wish to acquire category A licence under CAR 66 are 5.1, 5.6, 5.12, 11.5, 11.6 & 11.14

19. Who is eligible to avail Manufacturer Group rating?

As per CAR 66.A.45 para (g) 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.

20. What is the meaning of "allied field of engineering" as specified in AMC 66.A.30 (a)?

For AMC 66 A-30 (a) degree in Allied Field of Engineering can be considered such engineering courses which are in line with CAR 66 modularised examination syllabus for respective categories of license.

21. What is the benefit in experience requirement for issue of CAR 66 licence for the applicants completed training in DGCA approved AME training institute?

As per AMC.66.A.30 (a) applicants who have completed AME training in the institutes (approved by DGCA under rule 133B of Aircraft rule 1937) shall be eligible for reduction in experience by one year in the respective category as specified in 66.A.30 .a (1) and (2).

22. What is the additional privilege of CAR 66 B1.1 licence (without limitation) than existing category A & C licence issued for large aircraft?

CAR 66 B1.1 licence (without limitation) holder can exercise additional privilege in the areas of

- (i) electrical power generation and distribution.
- (ii) avionics line replaceable units.

In fact, as per CAR 66 certification in the above two areas can be done by either B.1.1 (without limitation) or B2 licence holder as per the authorization granted by the organization.

23. When and how an expired CAR 66 AME License can be renewed?

An expired CAR 66 AME License can be renewed within five years of expiry. For renewal of such expired license the applicant is required to submit certified evidence of 6 months actual relevant aircraft experience within the 24 months prior to his application.

For licenses expired for more than five years an applicant will need to meet all of the applicable requirements for the issue of a license in accordance with CAR 66.A.25 and 66.A.30.

24. Among TB1 AP Turbine or Piston, TB1 HE Turbine or Piston, Which course has more job opportunity?

The number of aircraft type registered and operated in the country and future expansion determine the need for maintenance personnel of a particular category. Hence, from employment prospective TB1 AP Turbine and TB1 HE provide more employment opportunity. Piston engine aeroplane / helicopter knowledge and skill may be acquired through difference course.

25. What are the requirements one should fulfil to get an AME licence?

An individual should,

- i) not be less than 18 years of age
- ii) have passed 10+2 with Mathematics, Physics and Chemistry from a recognised Board or University or its equivalent.
- iii) have passed required knowledge examinations and skill test conducted by DGCA.
- iv) have gained four to five years of practical aircraft maintenance experience depending on the category of licence.

26. Can an individual who had passed 10+2 privately become an AME?

Yes.

27. Can an individual after completing Aeronautical Engineering degree carryout aircraft maintenance and repair and certify an aircraft?

No. One should have an appropriate AME licence issued by DGCA to carryout aircraft maintenance and certify it.

28. Can an individual who had completed degree in Aeronautical engineering or Mechanical or Electrical or Electronics engineering become an Aircraft Maintenance Engineer? What benefit such person have over the normal Aircraft Maintenance Engineering student?

Yes. An individual with Aeronautical or General Engineering degree from a recognised university is also eligible to get the same one year practical aircraft maintenance experience relaxation which a candidate from a DGCA approved institute gets. By completing a general engineering degree, it may be easier to pass the basic knowledge examinations.

29. Is there a rule that only men can become an AME?

No. Gender restriction is not there to become an AME

30. Where from one can get the detailed syllabus and other requirements for becoming an AME?

The detail requirements are specified in Rule 61 of the Indian Aircraft Rules 1937 and CAR 66. These documents are available on DGCA website ([http:// dgca.gov.in](http://dgca.gov.in)) and can be freely download.

31. Is it mandatory for a person to join a DGCA approved training school to become an Aircraft Maintenance Engineer?

No. Any one desirous of becoming an Aircraft Maintenance Engineer need not mandatorily join the DGCA approved training organisations. They can directly join a Aircraft Maintenance Organisation and qualify to obtain a Aircraft Maintenance Engineer Licence

32. Is the certificate issued by approved AME training school / institute /organisation, treated as a degree or diploma by the aviation or other industries?

No. The certificate provided by the DGCA approved training school / institute /organisation are not recognised as degree or diploma.

33. Why DGCA is not recognising the certificates issued by the DGCA approved training school / institute /organisation after three years of study as degree or diploma?

DGCA is not an authorised body by the Government to recognise a course as degree or diploma. This is done by the respective state education or technical board or university grant commission.

34. What benefit a student gets if he joins a DGCA approved training school / institute / organisation?

The practical aircraft maintenance experience requirement is reduced by one year for issue of an AME licence. i.e instead of four to five years of practical aircraft maintenance experience required for issuance of the licence, the individual should have gained three to four years of practical aircraft maintenance experience after completing the approved training programme.

35. Where can one find the details of DGCA approved training organisations ?

Details of approved basic aircraft maintenance engineering training institutes are available on DGCA website.

36. Are all the individual who have passed the DGCA approved Aircraft Maintenance Engineering Training or passed the AME licence examination employed?

No. DGCA does not maintain such data. However, one can seek the details from the approved training institute / school regarding employment position of the candidates passed out from their institute / school.

37. Is there a bilateral agreement with foreign countries for employment of the students who have passed out from the approved AME training institutes / schools / colleges?

No. India had not signed any such bilateral agreement. If any institute /school / college promises employment in a foreign country based on the Aircraft Maintenance Engineering training provided by them, DGCA does not involve in such process and individuals are free to seek documental evidence and clarification form the training school.

38. What are the other job opportunities available to an individual after completing the three year Aircraft Maintenance Engineering training programme?

An individual after completion of the DGCA approved course can join an Aircraft Maintenance Organisation as a technician. After acquiring the AME licence he may become an Aircraft Maintenance Engineer. The Aircraft Maintenance Engineering field is a specialised one and hence its acceptance in other engineering field is very limited. One should clearly *understand the effect of this limitation* prior to selecting Aircraft Maintenance Engineering as a career.

39. Will I be able to appear for UPSC or State Public Service Commission examination base on the certificate issued by the AME Training Organisation?

No. The certificate issued by the 'Training School' is not recognised by the respective authorities for the purpose.

40. Who in DGCA could be contacted for more information?

One can contact the nearest Regional Airworthiness Office for more information. The contact phone numbers and email IDs of all offices of DGCA are available in the DGCA website.

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