

File No. 11/690/91-AI (2)

EFFECTIVE: FORTHWITH

Subject: Approval of Graduate Engineers' Training Scheme.

1. INTRODUCTION:

Aircraft Rule (61) lays down the categories and privileges Of Aircraft Maintenance Engineers' license and also Specifies that an applicant for the issue/grant of license shall prove to the satisfaction of the Director General of Civil Aviation that he has acquired the requisite experience.

A minimum of four years aeronautical engineering experience is required for persons to apply for a licence examination. However, certain airlines have started a scheme known as Graduate Engineers' Training Scheme. Considering that the Engineering graduates have devoted sufficient time in the General engineering and other aspects of engineering in an Organized manner and have obtained the necessary degree, it Will suffice that their training programme is organised in Such a manner that they do not have to undergo the same type Of experience and training as a normal person who applies For AME Examination with the basic qualification of ten plus Two. This type of training will help the airlines to Recruit qualified people and also to help them produce the Right type of persons in the shortest possible time. This Scheme is although limited to two airlines at present it Could be used by other big operators, if they have got the Proper training school with suitable instructors, class Room facilities etc. in accordance with Category 'G' of CAR Series 'E. Approval of such a scheme will be considered from other operators who have got a genuine need for Sufficient man power and they want the aircraft engineers For maintaining sophisticated aircraft in large numbers.

2. APPLICABILITY:

This part of CAR lays down the requirements and procedure to Be followed for conducting Graduate Engineers' Training Scheme by different airlines/operators.

3. DEFINITIONS:

Paper I: Question paper covering aircraft rules.

Paper II: Question paper covering general engineering.

Paper III: Question paper covering specific subjects like Theory of Flight/Piston Engines/Jet Engines etc. Depending Upon the category of license applied for.

Paper IV: Specific question paper covering Airframe/

Engines/Instruments etc. depending upon the category of License applied for.

AME: Aircraft Maintenance Engineer.

BAMEC: Basic Aircraft Maintenance Engineer's Certificate.

DGCA Approved Course: Any Type Course duly approved by DGCA, the examination for which is being conducted by Operator's approved Training Division in association with The representatives of DGCA.

Main Course: Detailed familiarization course covering each Topic of respective category of license applied for. The Course may be divided into number of phases. Each phase Will consist of specific Airline Transport Association (ATA) Chapter of the airframe/Engine etc. as the case may be. At The end of each phase there shall be written examination on The subjects covered.

Mechanical Stream: A degree in Mechanical/Aeronautical Engineering.

Avionics Stream: A degree in Electrical/Electronics or Equivalent qualification or M.Sc. in electronics.

4. PROCEDURE:

4.1 The airlines/operators desirous of conducting Graduate Engineers' Training Scheme (GETS) shall submit a Comprehensive proposal for approval, elaborating the following:

- (a) Name of the operator/airline
- (b) Training facilities available
- (c) Bio-data of the Chief Instructor and other instructors, Their responsibilities and the area of proficiency.
- (d) Detailed syllabus for class room training and practical Training giving the duration for different subjects.

4.2 Engineers undergoing the training under GETS shall have Degree in engineering from a recognized University/institution or equivalent qualifications in mechanical/aeronautical/electrical/electronics engineering or equivalent qualification which has relevance to aircraft maintenance.

4.3 The graduate engineers qualified in the mechanical stream may be Trained in Airframe/Engine systems whereas engineers qualified in Avionics stream may be trained in Electrical/Instrument/Radio, Navigation systems.

4.4 The GET is eligible to appear for Paper I & II of AME/BAMEC Examination after completion of one year training.

4.5 The GET is eligible to appear for Paper III of AME/BAMEC Examination in their respective field in one category after The completion of second year training.

- 4.6 during the third year of training, the candidate may undergo DGCA's approved course on specific aircraft in their respective categories. At the end of the third year phase wise examination will be conducted by the training school under the supervision of Regional Airworthiness Office. The pass marks in the above examination shall be 70 per cent in each phase and 80 per cent in aggregate. Only Such candidates who have passed Paper I, II and III shall be Permitted to take the approved course.
- 4.7 Those candidates who have successfully completed the 3-year Training and passed Paper I, Paper II and Paper III conducted by CEO of DGCA and the approved course shall apply to Regional Airworthiness Office for oral-cum-practical examination in the relevant category. The Chief Instructor/QCM will make necessary request in this regard.
- 4.8 During the above 3-year training the candidate shall have a Minimum of 2 years practical experience in the trade for which he intended to appear for license/approval. This will include a period of six months in their respective fields under the supervision of a licensed engineer/approval Holder.
- 4.9 Candidates who secure 80 per cent in aggregate but fail in not more than One phase of the main course with a score not less than 60 per cent can reappear for re-examination. The pass marks in the re-examination shall be 80 per cent. Re-examination also called as tandem course can be held after 15 days but within 45 days from the date of completion of the main course.
- 4.10 Candidates who successfully complete the above approved training course will have three chances for appearing in oral-cum-practical sessions within a maximum period of two years after passing the approved course. There shall be a minimum of three months' gap for reappearing in the oral examination.
- 4.11 Candidates will have to take repeat main course under the following circumstances:
- (a) Fail to secure 80 per cent marks in aggregate in the main course.
 - (b) Fail in more than one phase of the main course.
 - (c) Fail in any one phase with less than 60 percent marks In the main course.
 - (d) Fail in the tandem course.
- 4.12 Candidates who do not qualify for issue of licenses in three Oral-cum-practical examinations may undergo a refresher course, the duration of which may be decided by the Engineering Manager (QC) in consultation with the Regional Airworthiness Office. However, the written examination at the end of the refresher course shall cover the entire syllabus followed for the main course. The qualifying marks In the examination will remain 70 per cent in each phase and 80 per cent in aggregate. Candidates successful in the above course will be eligible for only one chance for appearing in the oral-cum-practical session. The candidates who fail in the written/oral-cum-practical examination will have to take the main course again.

4.13 The conditions prescribed in the CAR as well as any other condition prescribed by DGCA at the time of granting approval for conducting the GET scheme should be reflected in the Quality Control Manual.

SD/-

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