



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

CIVIL AVIATION REQUIREMENTS

SECTION 2, AIRWORTHINESS

SERIES 'L' PART XVI

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EFFECTIVE : FORTHWITH

SUBJECT: **VALIDATION OF FOREIGN LICENCES OF AIRCRAFT
MAINTENANCE ENGINEERS.**

1. INTRODUCTION

An Indian air transport operator can be permitted to employ aircraft maintenance engineers holding foreign licences, issued by a contracting State of ICAO, to operate and maintain Indian registered aircraft, as stipulated in the Aeronautical Information Circular No. 02/2007 dated 17th May, 2007, till Indian engineers are trained and acquire appropriate Indian licence and ratings. Such permission can be given with the approval of the competent authority and by validating the foreign licence under the provisions of Rule 61A of the Aircraft Rules 1937, when the licence has been granted by the duly competent authority of a foreign State and is for the time being in force, subject to such conditions and limitations and for such periods as considered necessary. The validation may confer on such licence the same validity for the purpose of maintenance of an aircraft registered in India as if it has been granted under the Aircraft Rules, 1937. This Civil Aviation Requirement gives the requirements and the procedure for validation of foreign licences and is issued under the provisions of Rule 133 A of the Aircraft Rules 1937.

2. LICENCE AND EXPERIENCE REQUIREMENTS

- (i) The aircraft maintenance engineer (AME) should have been properly licenced and rated on the type of aircraft by the competent authority of a contracting State in accordance with the ICAO requirements or, a basic licence and company approval (under FAR/EASA 145) on the type of aircraft issued by a competent authority, acceptable to DGCA India.
- (ii) The foreign licence should be valid with current ratings on the type of Indian registered aircraft proposed to be maintained.

- (iii) The AMEs should be under contract with the operator.
- (iv) The engineer should have at least one year working experience in maintenance after the endorsement of the aircraft type on his AME licence / Company approval, out of which at least six months should be recent experience on the type, in the preceding 12 months.
- (v) The engineer should be well conversant with the approved maintenance system of the Indian operator as given in the operator's maintenance organization exposition. In this regard the Quality Manager/ his designated representative should provide necessary briefing and training to the foreign engineer and issue a certificate stating that the engineer has been trained and is well conversant with the approved maintenance system. The engineer should also be made familiar with the operator's organisation structure, quality system, engineering management and the duties and responsibilities assigned to him.
- (vi) The engineer seeking approval on radio system, should additionally be well conversant with the Indian air traffic control procedures for carrying out functional check of VHF and HF radio systems. Otherwise a person holding valid RTR licence should assist him.
- (vii) If the engineer is required to certify major maintenance of aircraft, he should produce documentary evidence of his qualification and experience covering the major maintenance of the type of aircraft.
- (viii) The AME should be proficient to communicate in English language. In case the engineer is not proficient with the English language, the schedules should also be prepared in a language in which he is proficient. Accordingly, the aircraft maintenance manual and other relevant airworthiness data should also be available in that language.
- (ix) The operator should ensure that the incumbent is on employment visa and the Visa and passport of the foreign engineer is valid at all times during the period of approval.
- (x) The operator should ensure that the medical examination of the AME has been carried out and is valid during the period of working in India.
- (xi) The operator should ensure that the necessary security clearance for the foreign engineer has been duly obtained before seeking approval.
- (xii) The foreign AME is required to pass the oral examination conducted by DGCA India under AIC 02 of 2007 before the licence can be validated to ensure that he is fully conversant with the maintenance procedures, Minimum Equipment List (MEL), aircraft cockpit layout, type of equipment installed and the other policies of the operator. The original documents like licence, medical certificate of fitness, log books etc. would be examined during the oral examination and

returned immediately. On the basis of the examination, DGCA may prescribe familiarization check or any other test, which the AME will have to undergo, before certifying the aircraft.

- (xiii) The AME shall have to pass the written paper on Rules and Regulation of the DGCA AME Licence examination for the applicable licences, if validation of his licence is required for more than one year.

3. GENERAL REQUIREMENTS

- (i) The request for validation of foreign licence of aircraft maintenance engineer would be considered only from Indian operators when adequate number of such qualified personnel are not available in the country. For this purpose the operator shall furnish necessary details as per Appendix 'A' in duplicate for obtaining the validation. The operator shall furnish his plans of training the Indian AMEs and due justification for employing the foreign personnel. The operator shall also indicate clearly his plan of phasing out the foreign AMEs.
- (ii) Security clearance of the foreign flight crew/AME is required to be obtained before validation of their licences. For this purpose, the operator shall furnish necessary details, as per Appendix 'B', for obtaining the security clearance. Five copies of the form duly filled in for each AME are required to be submitted to DGCA.
- (iii) In accordance with instructions of the Ministry of Home Affairs issued vide OM No.25022/61/86-F.1 dated 26th May, 1986, security clearance is not required in the following cases:
 - (a) Foreign technicians and experts coming to India for a period less than three months, in pursuance of a collaboration agreement between foreign and Indian firms, provided the agreement has been approved by Government of India.
 - (b) Nationals of Nepal and Bhutan.
 - (c) Officials and employees of UN and its specialised agencies.
- (iv) The AME maintaining Indian registered aircraft on the basis of validation of their foreign licences, shall comply with all the applicable Indian rules, regulations, procedures and directions issued from time to time, maintenance procedures, MEL, etc. and other policies of the operator.
- (v) The validation of foreign licence shall no longer be valid if the AME discontinues the employment with the Indian operator who seeks the validation.

- (vi) The validation of the foreign licence shall also be subject to the requirements/conditions stipulated by the contracting State who has issued the licence.
- (vii) DGCA may verify the authenticity of documents in the manner required, if considered necessary.
- (viii) Where an operator needs the services of maintenance engineers of the aircraft manufacturers, for carrying out the training of Indian aircraft maintenance engineers on a new type of aircraft which is first time introduced in the country, the requirements relating to minimum experience on the type and passing of examination under AIC 02 of 2007 may not be insisted upon.
- (ix) The validation of the foreign licence shall be subject to the provisions of Rule 19 of the Aircraft Rules, 1937 and can be suspended or cancelled under the said rule, as in the case of Indian licences.
- (x) The operator/holder of the validation shall be responsible for keeping current the passport and employment visa vis-à-vis the operator as long as exercising the privileges of the validation.
- (xi) The validation issued shall be valid only when carried along with the licence validated. The date of validation shall not be beyond the validity of the licence held.
- (xii) Initial validation shall be for a period of one year. Subsequent validation after passing on Rule and Regulation of the DGCA AME Licence examination may be renewed up to two years at a time subject to meeting condition of renewal of AME licences as provided in Rule 61.
- (xiii) The validation shall be subject to the provisions of Rule 19 and sub-rule 14 of Rule 61 of the Aircraft Rules.

This supersedes Airworthiness Advisory Circular No. 5 of 1998.



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APPENDIX `A'

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

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

It is certified that the information furnished above is correct.

Name and Address of the Operator

Signature of Authorised Person of Indian Operator

Place:

Date:

**INFORMATION REQUIRED FOR SECURITY CLEARANCE
OF AIRCRAFT MAINTENANCE ENGINEERS WITH FOREIGN LICENCE**

1. Name and address of Indian operator desiring to employ foreign nationals.
2. Name in full of foreign Engineer
3. Nationality
4. Permanent address
5. Father's name in full
6. Date, place & country of birth
7. Details of passport (Number, date, place and country of issue, validity) with its photo copy.
8. Indian VISA details, if available.
9. Name and address of foreign employer, if employed.
9. Any other relevant information

It is certified that the information furnished above is correct.

Signature of Authorised Person of Indian Operator

Name and Address of the Operator

Place:

Date: