CIVIL AVIATION REQUIREMENTS
SECTION 2 - AIRWORTHINESS
SERIES 'L', PART IV
ISSUE II, DATED 20TH JULY 1999 EFFECTIVE: FORTHWITH

SUBJECT: ENDORSEMENT OF AME LICENCES.

1. **APPLICABILITY :**This part of series 'L' of CAR is issued to introduce revised groupings in respect o airframes and engines to simplify the procedure of extending the scope of licences to cover additional airframes/engines/equipment which are more or less similar to those already endorsed on the licenses. With the introduction of this CAR, the scope of Paper III (general) will be widened to cover the subject in greater depth.

2. **PROCEDURES:**

2.1 AMEs after introduction of revised groupings indicated in Appendices 'A','B' and 'C' will be exempted from the written part of the AME licence Technical Examination (Paper IV) for extension of their AME license to cover additional airframe/engines/equipment in the same grouping and will be required to pass only practical -cum- oral test for this purpose.

2.2 However, before requests for additional endorsements under the scope of sub-para (i) above are entertained, it will be necessary for the AMEs to acquire the laid down practical experience. The engineers concerned may submit their applications to Regional/Sub-Regional Offices along with the requisite fees for the purpose.

2.3 Candidates applying for additions/extensions to their AME licence, in Category 'A' and/or 'C' on a particular type of aircraft/engine would be considered for exemption from the written part of examination i.e., from General Paper (III), provided they hold endorsement in the corresponding category 'B' and/or 'D', on a type of aircraft/engine falling within the appropriate sub-groups in the category applicable and provided further that they had previously passed the written examination in General Paper III at the time of qualifying for such endorsement(s).

2.4 This relaxation, however, will not be applicable to candidates possessing license in category 'A' and/or 'C' and are desirous of applying for additions/extensions in category 'B' and/or 'D' to cover aircraft/engine falling within the same sub-group in relevant categories.

Sd/-
(N.Ramesh)
Dy Director General of Civil Aviation

APPENDIX 'A'

AIRFRAME

GROUP I : Composite/ All Metal Single Engine Aeroplanes Not Exceeding 2000 kg AUW with Fixed Landing Gear.

Group II : Composite/ All Metal Single Engine Aeroplanes Not Exceeding 2000 kg AUW with Retractable Landing Gear.

Group III : Composite/ All Metal Single Engine Unpressurised Aeroplanes Not Exceeding 5700 kg AUW.

Group IV : Pressurised Twin Piston Engine Aeroplanes not Exceeding 5700 kg AUW.

Group V : Pressurised Twin Turbine Engine Aeroplanes not Exceeding 5700 kg AUW.

Note :Depending on the complexity of the aircraft, candidate will be required to clear Paper IV for each type separately.

Group VI : Piston Engine Helicopter not exceeding 3000kg.

Group VII : Turbine Engine Helicopter not exceeding 3000kg.

Group VIII: Twin Turbine Engined Helicopter which would require clearing approved course or Paper IV for each type separately.

Group IX : Transport Category Aeroplane - In this group a candidate has to pass either an approved course or Paper IV, as the case may be, for each type separately.

Group X : Unpressurised Twin Engine Aeroplanes Not Exceeding 5700 kg AUW.

APPENDIX 'B'

ENGINES

Group I :Unsupercharged reciprocating piston engine fitted with fixed pitch propeller not exceeding 300 BHP.

Group II : Unsupercharged reciprocating piston engine fitted with variable pitch propeller not exceeding 300 BHP.

Group III: Supercharged piston engine other than Radial Engine.

Group IV : Supercharged Radial Piston Engine.

Group V : Turbo-Prop Engines except engines fitted on Transport Category aircraft.

Group VI : Turbojet/Turbofan Engine.

Note:Group V and VI would require clearing either an approved course or Paper IV, as the case may be, for each aircraft separately.

APPENDIX - C

EQUIPMENT

Group I : Different Variants of the same basic model variable pitch propellers.

Group II: Different variants off the same basic model of hydraulically/ electrically and/or pneumatically operated autopilots.

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