Advisory Circular
AC66-1

Revision 1 (2)

Aircraft Maintenance Engineer Licence — General 05 February 2016

General

Civil Aviation Authority advisory circulars contain information about standards, practices, and procedures that the Director has found to be an acceptable means of compliance with the associated rule.

An acceptable means of compliance is not intended to be the only means of compliance with a rule, and consideration will be given to other methods of compliance that may be presented to the Director. When new standards, practices, or procedures are found to be acceptable they will be added to the appropriate advisory circular.

An advisory circular also includes guidance material to facilitate compliance with the rule requirements. Guidance material must not be regarded as an acceptable means of compliance.

Purpose

The advisory circular provides acceptable means of compliance for issue of aircraft maintenance licences, certificates and ratings and the privileges and limitations of those licences, certificates and ratings.

Related Rules

This advisory circular relates specifically to Civil Aviation Rule Part 66.

Change Notice

Subject to “Memorandum for Technical Cooperation” between the CAA of Mongolia and New Zealand on mutual cooperation in implementation of the International Civil Aviation Organization Resolution of Global Rule Harmonization, which urges States to promote global harmonization of national rules, dated 6th of May, 1999, Mongolian Civil Aviation Safety Regulation has been reconciled to the Civil Aviation Regulation of New Zealand.

Amendment 164 of Annex 1 to the Chicago Convention on International Civil Aviation urges flight crew members, ATC personnel and aircraft maintenance engineers to comply with the language proficiency requirements; and

Under Article 14 of the Civil Aviation Law of Mongolia 1999, “Use of foreign language in civil aviation” the AC has been released in English version only, in order to prevent any mistranslation and misuse of the aviation safety related documents.
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Introduction

Part 66, Aircraft Maintenance Personnel Licensing, prescribes the rules relating to the issue of licences, ratings, certificates, and authorisations issued by the Director.

This advisory circular provides information about some of the rules in Part 66 and describes the policies of the CAA in administering those rules. Because some of the rules are obvious in their application, not all rules are detailed in this circular.

This advisory circular also specifies the examinations that are required for the issue of documents under Part 66.

General

Readers should refer to Part 66 for references to the rule. Rule numbers have been used here to identify paragraphs that relate to those rules.

66.1 Applicability

Part 66 prescribes the specific requirements for the issue of aircraft maintenance engineer licences, ratings, certificates of maintenance approval, and inspection authorisations. The Rule Part also describes the privileges and limitations of these documents. It is important that this advisory circular is read in conjunction with the rule.

66.7 Application for licences, certificates, and ratings

Applications for licences, ratings, certificates, and authorisations should be completed on the applicable application form and forwarded to—

Personnel Licensing
Civil Aviation Authority
PO Box 31441
Lower Hutt 5040

The following application forms are available from the CAA Web Site, under the heading - Maintenance Engineers - www.mcaa.gov.mn

AME Licence and Category issue CAA 24066/01
AMEL Rating issue CAA 24066/02
Certificate of Maintenance Approval issue CAA 24066/03
Overseas AMEL recognition CAA 24066/04
Certificate of Inspection Authorisation issue CAA 24066/10

The appropriate fees, as prescribed by the Civil Aviation Charges Regulations (and specified on the applicable application form) should be enclosed with the application.
Where practical experience details are required they should be documented in a suitable Maintenance Training and Experience Logbook (MTEL) and be as complete and detailed as possible to allow prompt assessment of the application.

Applicants for additional categories or ratings, should forward their existing licence or certificate with the application.

66.9 Issue of licences, certificates and ratings

The appendices to this circular contain information on the following:

- Appendix 1 - description of AME Licence category groups and ratings
- Appendix 2 - lists the various ratings
- Appendix 3 - describes the Category demarcations

This rule requires the applicant to satisfy the Director that the following requirements are met—

66.9(a)(1) - Fit and proper person test

Holders of an aviation document must pass a fit and proper person test. Initial applicants for licences or certificates issued under this part will be required to complete a Fit and Proper Person Questionnaire - CAA 24FPP, that meets the requirements of this test.

The criteria for the fit and proper person test are defines the rights of individuals, and requires a set procedure in case of adverse determinations.

66.9(a)(2) - English language test

The applicant's ability to speak, read, and write the English language will be assessed during the written and oral examinations carried out to qualify for the licence or certificate.

66.9(a)(3) - Eligibility requirements

This refers to the requirements in rules 66.53, 66.103, 66.153, and 66.203; and relate to examinations and practical experience.

The acceptable method of demonstrating completion of suitable practical experience is to submit a Maintenance Training and Experience Logbook (MTEL). This should be set out so the experience is readily identifiable to that applicable licence/category/rating that is being applied for.

66.9(a)(4) - Interest of aviation safety

The granting of a licence or certificate must not be contrary to the interests of aviation safety. To satisfy this requirement the personal records of each applicant for a licence, or certificate, will be reviewed. The Director can only review records that are in the possession of the Authority.

66.9(b) - Foreign AME Licence recognition

Applicants for the grant of licences, ratings, or certificates, issued on the basis of a current licence or certificate issued by a foreign ICAO Contracting State, should complete
application form CAA 24066/04. Reference should be made to this form and the CAA web site for the application requirements.

The application will be assessed:

- to ensure that the licence or certificate has been issued by an ICAO Contracting State, where CAA understands that state’s licensing system and that state’s system meets the requirements of Annex 1 to the ICAO Convention;
- to ensure that the document is valid and current, as part of this process the issuing State should be able to verify this to CAA;
- to determine the extent of, any limitations, and rating coverage; and
- to determine which AMEL examinations are required to be passed. As a minimum this will include Human Factors (code 17) and both the Air Law, written and oral examinations (codes 20 and 21).

Applicants will be required to complete the *Fit and Proper Person Questionnaire - CAA 24FPP*, and satisfy the Director that the issue of the document is not contrary to the interests of safety.

66.9(c) - N/A

66.11 Duration of licences and certificates

A licence is issued under Part 66 for the lifetime of the holder. It is, therefore, important that licence and certificate holders advise the Director when they change their personal details, such as address or name. This is a requirement under the Part 66.

Licences, certificates of maintenance approval, and certificates of inspection authorisation will need to be forwarded to the Director with applications for amendment, such as rating issue or renewal. Amended documents cannot be issued until the original document has been received.

This *return-of-documents requirement is to prevent the possibility that old licence documents may be mislaid by their owner and then used fraudulently by another person.*

Certificates of maintenance approval, granted to the principal constructor of an amateur-built aircraft, may be issued for up to 5 years. Certificates of maintenance approval, granted for other purposes, may be issued for any period of up to 2 years. The period of issue will depend on the purpose for which the certificate has been issued. Where an approval is issued to allow practical experience to be gained it will be issued for the minimum time required for that experience.

Certificates of inspection authorisation may be issued for up to 5 years.

Any licence, certificate of maintenance approval, or certificate of inspection authorisation that has been suspended or revoked is to be forwarded to the Director. Forthwith means without delay, having regard for the circumstances of the holder.

Lost or stolen documents
If a licence or certificate is lost, or is stolen, the document may be replaced. You will need to submit to the director a completed form CAA 600, pay the appropriate fee and produce written evidence that the loss, or theft, has been reported to the local Police.

66.13 Examinations

This rule requires examination candidates to produce documented proof of their identity for examinations that will lead to the issue of a licence, rating, or certificate issued under Part 66. Acceptable methods of proving identity include—

- Passport;
- Mongolian or foreign driver’s licence;
- Mongolian or foreign pilot’s licence;
- Birth Certificate;
- Mongolian CAA Airport Identity Card; or
- any similar document acceptable to an Examination Conducting Officer.

The minimum pass mark for all written examinations is 70%. Applicants should ensure that they retain course certificates or examination result notices until the licence, rating, or certificate the examination or course relates to, has been issued.

Written examination passes are valid for the lifetime of the holder, except for the Written Air Law examination (code 20) which is valid for 5 years. This means an applicant must apply and have the licence issued within 5 years of completing the Air Law examination (code 20). If an applicant fails to have the licence issued within 5 years of sitting the Air Law examination, that subject must be re-sat and passed.

Before sitting the Oral Air Law examination (code 21) the applicant must have completed all written examinations required for the licence issue and have completed the required practical experience listed in rule 66.53(a)(4).

If the Oral Air Law examination (code 21) is failed 3 times in succession a three-month stand down period will apply from the date of the last attempt, this is to allow the candidate to suitably review the subject material prior to a further sitting.
Subpart B - Aircraft Maintenance Engineer Licence

66.53 Eligibility requirements

66.53(a)(2) - Examinations

For the issue of a licence this rule requires that examinations have been passed that are acceptable to the Director, and are relevant to the duties and responsibilities or an aircraft maintenance engineer in the category of licence sought. Appendix 6 details the structure and layout of the examination syllabuses.

Table 1 details the examinations requirements for each category. The table identifies each subject code number (column 2) and name (column 3) and indicates the Advisory Circular that contains the syllabus and other relevant material for each subject (column 1). The numbers of examinations to be passed in respect of each category are as follows:

Table 1

<table>
<thead>
<tr>
<th>Advisory Circular</th>
<th>Subject Code</th>
<th>Subject Name</th>
<th>Licence Category</th>
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<tr>
<td></td>
<td></td>
<td>Aeroplane</td>
<td></td>
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<tr>
<td>AC66-2.1A</td>
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<tr>
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</tr>
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<td>6</td>
<td>Rotorcraft</td>
<td>✓</td>
</tr>
<tr>
<td>AC66-2.7</td>
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<td>Piston Engines</td>
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</tr>
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<td>AC66-2.8</td>
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<td>Turbine Engines</td>
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Number of examinations 10 10 10 10 9 10 9 3
### Advisory Circular

#### AC66-1

**Revision 1**

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<th>Notes:</th>
<th>prior to issue in following categories stated exams required</th>
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<tr>
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<td>Powerplant</td>
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</tr>
<tr>
<td>4</td>
<td>Instrument</td>
</tr>
<tr>
<td>5</td>
<td>Radio</td>
</tr>
</tbody>
</table>

Note: Applicants for restricted licence coverage, applicable to vintage or amateur-built aircraft with little or no avionic equipment, may be exempt examination code 11 - Avionics I. Licences issued under this exemption shall be endorsed - **Not valid for avionic privileges, or the additional privileges of Part 66 Appendix C.**

**Transition arrangement**

The new syllabuses completely replace the previous syllabuses on 01 December 2008.

- Examination applicants sit examinations set to the previous syllabuses published in AC66-2.1 Revision 2 until 30 November 2008; and
- Examination applicants sit examinations set for the new syllabuses published in the new AC66-2.x series from 01 December 2008.

**Grandfather provisions**

Examinations passed before 01 December 2008 are acceptable for AME licence issue in accordance with rule 66.53(a)(2). Refer to transition arrangements above for further details.

AME Licence issue applicants who have passed —

- Subject 01 (Aeronautical Science) prior to 01 December 2008 will be considered to have passed both Subject 1A (Aeronautical Science - Mathematics & Physics) and Subject 1B (Aeronautical Science - Electrical Fundamentals); and
- Subject 11 (Avionics I) prior to 01 December 2008 will be considered to have passed both Subject 1B (Aeronautical Science - Electrical Fundamentals) and Subject 11.

Applicants for an Electrical, Instrument or Radio Type Rating, on pressurised aircraft over 5700kg, who have passed any one of the Subjects 13, 14 or 15 prior to 01 December 2008 will be considered to have also passed Subject 12 (Avionics II).
66.53(a)(3) - Oral Air Law Examination

Rule 66.53(3) requires the successful completion of an oral examination covering the applicant’s understanding and practical application of the duties and responsibilities exercised by the holder of an aircraft maintenance engineer’s licence.

The Oral Air Law examination, code 21, is acceptable for this. A pass grade in this examination is required before the initial issue of an aircraft maintenance engineer’s licence in any category.

66.53(a)(4) - Practical experience, training

Licence issue experience

Practical aviation experience requirements for licence issue vary depending on the method by which the applicant has gained training—

- An engineer that has not undertaken any formal engineering training but has completed the required examinations through self-study methods will be required to complete 60 months of practical aviation engineering experience;

- An engineer who has completed a traineeship in an aviation technical trade will be required to complete 48 months of practical aviation experience. These 48 months includes the time spent in formal technical training. The training could comprise a number of formal block courses or a continuous non-integrated training course. AF training is considered to meet this requirement;

- Engineers who have successfully completed a traineeship in an allied engineering trade require 36 months of aviation related practical experience. This is in addition to any practical experience gained when qualifying for the allied trade qualification. An allied trade is considered to be a technical trade similar in nature to aviation trades such as, automotive engineering, general engineering, and electronic engineering; and

- Engineers that undertake a course of training conducted by a certificated Part 141 organisation that holds the appropriate E2 rating will need to show 36 months of aviation related experience that includes the time spent on integrated aviation training. The course will need to include supervised training and practical experience.

Category experience

A period of 24 months of practical experience is required relating to the specific category being sought. For example, an applicant for a powerplant category is required to show 24 months of powerplant maintenance experience. The balance of the required experience may consist of experience in any of the other categories.

Practical experience for two or more categories may be gained concurrently if the nature of the job allows for this. For example, typically in a general aviation hangar a tradesperson would work on both aeroplane and powerplant category type maintenance concurrently.
Rule 66.53(c)(2) provides for an engineer who has exercised the privileges of an aircraft maintenance engineer licence for 10 years or more, the holder is entitled to an additional category of licence if he or she has completed 12 months of appropriate experience.

**Documenting practical experience**

Practical experience for the issue of an AME Licence and Categories should be documented in a suitable Maintenance Training and Experience Logbook (MTEL). This should be set out or highlighted so the experience is readily identifiable to the applicable licence and/or category that is being applied for.

The format of any acceptable MTEL should have the following features:

- provide an overview of experience/employment in the aviation industry, detailing relevant qualifications, training and courses;
- list specific tasks completed, being countersigned by a supervising LAME; and
- details of the dates and the specific aircraft or components worked on. As a guide, typical MTEL format have been included in Appendix 5.

66.55 Privileges and limitations

To exercise the privileges of an aircraft maintenance engineer licence the holder must be appropriately rated. A list of ratings is included as Appendix 2.

The demarcations between each licence category are published as Appendix 3.

**Part 145 Demarcation**

Rule 43.54 details the maintenance that must be carried out under the authority of, and according to the provision of, a maintenance organisation certificate issued under Part 145. Aircraft and aircraft components maintained under this Part may only be released to service by a person authorised to do so by the certificated maintenance organisation. Ratings covering aircraft and aircraft components that are required to be maintained by a Part 145 maintenance organisation may be added to an aircraft maintenance engineer licence issued under Part 66.

*These ratings alone do not provide release-to-service privileges - such privileges are conferred by an authorisation issued by the Part 145 certificated maintenance organisation.*

These ratings—

- have been retained as a method of indicating examination and practical experience qualification in a transportable manner; and
- are restricted to aircraft, or system, type and component groups and are described in Part 66 Appendix B.2, and in Appendix 2.

66.55(b) - Familiarity

Before exercising the privileges of an aircraft maintenance engineer licence the engineer must be familiar with the specific aircraft or aircraft component being maintained.
This is applicable to all ratings, be it a Group rating or Type rating.

For Group ratings, the engineer should be familiar with the specific types with the Group.

For Type ratings, the engineer should be familiar with the specific variants or models with the type rating.

*E.g.* - *Powerplant Type Ratings, where the type may cover FADEC variants. The engineer would need to have completed specific training on the FADEC system or models.*

The engineer should have a thorough knowledge of the appropriate maintenance manual, and other ICAs, and understand the acceptable standards and practices required by Part 43. The engineer should have practical experience of the task to be performed, or of a task of similar nature.

**66.55(c) - Special Test Equipment**

When using special test equipment to carry out the additional privileges specified in Part 66 Appendix C, the licence holder is required to have received appropriate training and have evidence of that training on the test equipment. This evidence may be a certificate, or letter, from:

- an appropriately rated aircraft maintenance engineer licence holder;
- a person authorised to conduct training on the equipment under Part 141; or
- the test equipment manufacturer or their technical representative.

**Subpart C - Aircraft Maintenance Engineer Ratings**

**66.103 Eligibility requirements**

To be eligible for the grant of an aircraft maintenance engineer licence rating, the applicant must hold a current aircraft maintenance engineer licence and meet the practical experience and examination or course requirements detailed below.

**66.103(2) - Practical experience**

The rule specifies a minimum time of 6 months practical experience on the type or group of aircraft or aircraft components. This should be completed within the immediate three years before application to demonstrate familiarity and currency.

**Documenting experience - Maintenance Training and Experience Logbook (MTEL)**

To demonstrate that six months practical experience has been completed for the issue of a rating, the experience should be documented in a suitable Maintenance Training and Experience Logbook (MTEL). This should be set out, or highlighted so the experience is readily identifiable to the applicable rating that is being applied for.

The format of any acceptable MTEL should list the specific tasks completed, being countersigned by a supervising LAME, along with details of the dates and the specific aircraft or component.
As a guide, a typical group rating MTEL page has been included in Appendix 5.

Only experience specific to the rating(s) sought should be included, or highlighted in some way in the MTEL. The range and depth of the relevant experience should be readily evident from an assessment of the MTEL.

**Rating experience requirements**

Practical experience should comprise a broad cross section of maintenance tasks at both Line and Base (Hangar) Maintenance Levels and should be across all relevant systems (appropriate ATA Chapters) for the category(s) applying for.

Typically this should include:

- Completing all aspects of a number of line and base level routine inspections;
- For transport category type rated aircraft this should include a minimum of three; and different C level type checks;
- A broad cross section of the following representative tasks on the various aircraft systems:
  - trouble shooting;
  - repair;
  - adjustments and rigging;
  - component and module changes;
  - functional/operational checks; and
  - use of special tooling and test equipment.

Reference should be made to Appendix 4 that lists typical tasks by aircraft systems.

**Group Ratings**

As a guide, typical acceptable practical experience for group ratings should include the following practical experience:

**Aeroplane and rotorcraft categories**

- Minimum of three periodic inspections, including avionic systems;
- Minimum of two aircraft weighings, or weight and balance calculations for the first aeroplane and the first rotorcraft rating;
- Rectification of defects and component changes including avionic components;
- Compass compensation for the first rating; and
- Functional testing and servicing of aircraft systems.

**Powerplant category**

- Minimum of three periodic inspections;
- Rectification of defects and component changes; and
- Functional testing and servicing of powerplant systems, including propulsion engine ground running.

*Note: Applicants for the Group 2 powerplant rating must hold the Group 1 powerplant rating.*

**Electrical category**
- Periodic inspection and testing;
- Defect analysis and rectification, including component changes; and
- Modification installation.

**Instrument category**
- Periodic inspection and testing;
- Defect analysis and rectification, including component changes;
- Modification installation; and
- Compass compensation for the issue of the first rating.

**Radio category**
- Periodic inspection and testing;
- Defect analysis and rectification, including component changes; and
- Modification installation.

**Lighter-than-air category**
- Periodic inspections; and
- Fabric repairs and other rectification.

Note: If insufficient experience is shown for a group rating and this is due to the inability of the applicant to be exposed to more than one type within a group, the applicant may apply to have that type issued as a restricted type rating within a group. It is not intended for this to be usual practice, but the provision is included for cases of genuine need. If a genuine need cannot be substantiated then the application will be declined.

**Type Ratings**

For the issue and assessment of Type Ratings practical experience and any specific OJT should be documented in an appropriate aircraft and/or powerplant specific type rating MTEL that details/sets out the experience under the relevant systems (ATA Chapters).

For transport category aircraft the MTEL will normally be developed by the Part 145 Certificated Maintenance Organisation as part of their company authorisation procedures and should clearly detail or set out an acceptable cross section of specific tasks across the relevant systems that must be completed prior to the issue of a company authorisation.
Type rating METLs may also be developed by a Part 141 aviation training organisation for their type rating courses.

**Component Ratings**

Applicants for the component ratings, Group 7 of each category, should show 6 months of practical experience gained on the overhaul or repair of specific components. Where the rating applies to a group of components the METL should demonstrate that the experience has been gained on a wide selection of components from within the category. If this cannot be demonstrated a restricted rating may be issued limiting the range of component types. For example, restricted to alternators only.

**66.103(3) - Examinations and courses**

**Type Ratings Courses**

Type ratings require the completion of an approved or acceptable course. A course must be:

- conducted by a Part 141 aviation training organisation or a Part 145 maintenance organisation certificated (rule 145.11(a)(10)) with the appropriate E1 rating;
- conducted by the manufacturer of the applicable aircraft or component; or
- approved by the competent authority of a foreign ICAO Contracting State.

Additionally, courses should:

- be developed/packaged to an industry recognised standard such as - ATA Specification 104 - Guidelines for Aircraft Maintenance Training - Level III (Line and Base Level Maintenance), or an equivalent standard;
- cover all the relevant systems (ATA chapters) for the privilege of the category of licence;
- cover the series of aircraft or powerplants that the rating provides privilege for; or
- cover a competency assessment element such as a technical oral.

Type rating courses should be completed within 2 years to ensure familiarity and currency on type. If more than 2 years has expired since course completion, the currency of type course may be satisfactory if the holder can show continuous or significant recent practical experience on the type since completion of the course.

In cases where approved courses are not available and the provisioning of an oral or written examination is within the capabilities of CAA, an examination will be conducted by CAA.

**Technical Oral**

The purpose of the technical oral is to establish the engineer’s *technical competence* relevant to the privileges of the type rating. That is, the engineer understands more than the just ‘nuts and bolts’ or theory of operation of the relevant powerplant or airframe, and can apply the knowledge from the course, to the maintenance requirements that they can be expected to perform, and certify for, in operation and maintenance.
This may be conducted by the applicant’s Part 145 Maintenance Organisation as part of their company authorisation procedures, or alternatively by a Part 141 Training School.

**Note:** As part of the requirements for a Part 145 company authorisation to be issued, the technical competence for the scope of the authorisation should be examined by an appropriate senior person within the company. [*Refer Rule 145.60(e)(1)*]

Where the course is conducted by a foreign course provider, that is approved by another ICAO contracting state, the technical oral may be conducted by the approved training provider using CAA guidelines for the content of the technical oral, these can be obtained by contacting CAA Personnel Licensing.

**Group Ratings**

Group ratings require the completion of acceptable rating examinations. Acceptable examinations for Group Ratings are detailed in *Appendix 1*.

Should an acceptable course be available covering a specific rating group, or individual aircraft in Aeroplane Category Group 5, the applicant may qualify for the rating by successfully completing the approved course and meeting the practical experience requirements. Note: Applicants should check with CAA before attending a course to ensure it is acceptable.

Some sample specific Aeroplane Category Group 5 type ratings examinations that are available are listed below:

<table>
<thead>
<tr>
<th>Group 5 Ratings</th>
<th>Exam. Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beech 58P</td>
<td>120</td>
</tr>
<tr>
<td>Beech 60</td>
<td>121</td>
</tr>
<tr>
<td>Beech C90 and E90</td>
<td>122</td>
</tr>
<tr>
<td>Beech 200 and 300</td>
<td>123</td>
</tr>
<tr>
<td>Cessna 340, 414A, 421C</td>
<td>124</td>
</tr>
<tr>
<td>Mitsubishi MU-2</td>
<td>125</td>
</tr>
<tr>
<td>Rockwell 690B and 695A</td>
<td>126</td>
</tr>
<tr>
<td>Piper PA-31 Series</td>
<td>127</td>
</tr>
<tr>
<td>De Havilland Venom</td>
<td>128</td>
</tr>
<tr>
<td>Swearingen SA226</td>
<td>129</td>
</tr>
<tr>
<td>Piper PA46 Series</td>
<td>130</td>
</tr>
<tr>
<td>Cessna 337P Series</td>
<td>131</td>
</tr>
</tbody>
</table>

**Group 7 Component Ratings**

Group 7 component type rating qualification may be met by either an approved or acceptable course, or acceptable rating examination.
The Group 7 type rating qualification is also dependent on the applicant passing the prerequisite component overhaul examination that relates to the appropriate category. These examinations are in addition to the basic examinations detailed in 66.53. The specific rating examinations are detailed in Appendix 1

**Subpart D - Certificate of Maintenance Approval**

**66.153 Eligibility requirements**

The certificate is issued to suitably qualified persons to permit the performance of maintenance and the release to service of aircraft or aircraft components within the limitations annotated on the certificate.

Certificates of maintenance approval are not issued as a replacement document for an aircraft maintenance engineer licence.

Restrictions may be placed on the certificate that include the limiting of privileges to specific inspection levels or specific components, or require the direct supervision by a fully qualified person. For the issue of a certificate of maintenance approval the rule requires the applicant to—

- provide evidence of appropriate practical experience; and
- hold a pass in acceptable examinations or an approved course, as appropriate.

Examination requirements may include the full suite of examinations required for the issue of an aircraft maintenance engineer licence or they may be any lesser number that the Director may determine. This will depend on the extent of the privileges to be granted, the technical background of the applicant, and the extent of the applicant's aviation related practical experience.

**Amateur-built aeroplanes**

In the case of amateur-built aeroplanes issued with a special category, experimental airworthiness certificate, the primary constructor will be required to undertake a minimum number of examinations.

This is based on the assessment that the education process involved in the construction of the aircraft is considered an acceptable level of knowledge on aircraft of that construction type. The examination (subject 180) will cover maintenance requirements, and Air Law. If weight and balance, and compass compensation, privileges are required, further examination on these subjects will be required.

The minimum requirements for an applicant who is not the primary constructor of an amateur-built aircraft are either:

- to complete examination codes 02, 03, 04 07, 20 and 21. (In addition, subject 16 is required for compass compensation privileges); or
- complete an acceptable course and examination (subject 180).
Specific Maintenance Tasks

The minimum examination standard required for an unlicensed engineer is either:

- a successful pass of a composite examination covering the technical aspects of the certificate of maintenance approval coverage and Air Law; or
- an approved course covering the technical aspects and a pass in an acceptable Air Law examination.

Practical Experience for LAME

To gain the full practical experience required for a rating, rule 66.155(b)(1) provides for a LAME to be eligible for issue of a certificate of maintenance approval. The prerequisite is that the examination or typecourse requirements for the rating have been met and a minimum acceptable level of practical experience has been gained already.

The practical experience required before the issue of a certificate of maintenance approval will vary, depending on the limitations to be applied to the certificate. The following should be considered when demonstrating appropriate practical experience of aircraft or aircraft component maintenance to gain certificate issue—

General

Experience levels should include periodic inspections, defect analysis and rectification, component replacement, servicing, and functional testing.

Supervision

Performance of maintenance on the specific aircraft or component covered by the certificate of maintenance approval, whilst under the supervision of a fully qualified person being—

- a rated aircraft maintenance engineer;
- an approved training organisation;
- a manufacturer’s technical representative; or
- a foreign operator approved by the competent authority of that State—may be acceptable as grounds for a reduced level of required practical experience for certificate issue. This supervision should be carried out on site during maintenance tasks, remote supervision is not acceptable.

Similar existing rating coverage

Evidence of limited experience on type, plus evidence of experience or a rating on similar aircraft or aircraft components may be acceptable grounds for a reduction in the required practical experience for certificate issue. For example - a turbine engine of an earlier model that has the same basic technology but different components.
**New aircraft introduction**

Due to the introduction of a new type of aircraft or aircraft component new ratings have to be issued or gained. The necessary experience period is accommodated by the Director issuing certificates of maintenance approval in the interim.

When a certificate of maintenance approval is required, the individual, or organisation, introducing the aircraft or aircraft component should submit a schedule of intended practical training or OJT to CAA. This will be assessed for acceptance before commencement of the training.

**Subpart E - Certificate of Inspection Authorisation - (IA)**

**66.203 Eligibility requirements**

To be eligible for a certificate of inspection authorisation the applicant must meet the requirements of rule 66.203. The following point should be noted—

- The applicant must hold a type rating on a current aircraft maintenance engineer licence.

Rule 66.203(3) requires that an examination in airframe overhaul, acceptable to the Director has been passed by applicants for an inspection authorisation—

- for those that held an aircraft maintenance engineer’s licence on 1 April 1997, examination code 09 is acceptable for this purpose;
- for those who were not the holder of an aircraft maintenance engineer’s licence on 1 April 1997, and who hold examination credits for codes 03 and 04 issued before 1 June 1997 shall also sit and pass examination code 09; and
- those who did not hold an aircraft maintenance engineer’s licence on 1 April 1997 and who hold examination credits for codes 03 and 04 issued after 1 June 1997, will have met the requirement in respect to an examination covering airframe overhaul.

*The curriculum for examination code 03 and 04 encompasses the content of examination code 09 after this date.*

The course of instruction in rule 66.203(4) is an IA Initial Issue Course that is specific to the certificate of inspection authorisation and is conducted by the Director, or a Part 141 training organisation.

**66.205 Privileges and limitations**

The IA certificate entitles the holder to:

- perform and certify the review of airworthiness in accordance with Part 43 Subpart D; and
- certify conformity with technical data after the completion of major modifications and major repairs in accordance with Part 43 Subpart E.
**Familiarity**

The rule does not specifically require that the holder of a certificate of inspection authorisation is rated on each aircraft that the holder performs a review of airworthiness on.

However, similar to the familiarity requirements of rule 66.55(b) to exercise the privileges of the AME Licence, and rule 43.53(1) for the performance of all maintenance, the holder of a certificate of inspection **must be familiar with the specific aircraft type to perform a review of airworthiness**. Without being familiar, an IA cannot be reasonably assured that all the requirements for the performance of the review of airworthiness have been meet.

Experience over the 10 years since the IA certificate has been introduced has demonstrated that IAs who are not familiar on type cannot perform a review of airworthiness to an acceptable standard to meet the requirements of Rule Part 43 Subpart D.

**66.207 Recent experience requirements**

This rule prescribes the recent experience requirements concerning the certificate. It is emphasised that performing the routine or 100-hour inspection does not count towards maintaining recent experience for a certificate of inspection authorisation.

Rule 66.11 provides for a certificate of inspection authorisation to be issued for a period up to 60 months. To gain a new certificate of inspection authorisation the holder should apply to attend a CAA IA Renewal Course. Applicants should contact the CAA at least 90 days before expiry of the certificate to ensure a position on a course is available.
### APPENDIX 1 - Categories and Ratings described

<table>
<thead>
<tr>
<th>Category</th>
<th>Rating Group - Ref Rule Part 66 for full Group description</th>
<th>Examinations / Course req.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Aeroplane</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Group 1</td>
<td>Metal skin, unpress, &lt; 5700 kg, fixed u/c</td>
<td>60 Written and 61 Oral</td>
</tr>
<tr>
<td>Group 2</td>
<td>Metal skin, unpress, &lt; 5700 kg, not Gp 1</td>
<td>62 Written and 63 Oral</td>
</tr>
<tr>
<td>Group 3</td>
<td>Wood or Tube structure, fabric cover</td>
<td>64 Written and 65 Oral</td>
</tr>
<tr>
<td>Group 4</td>
<td>FRP or similar construction</td>
<td>66 Written and 67 Oral</td>
</tr>
<tr>
<td>Group 5 Specific</td>
<td>Press, &lt; 5700 kg</td>
<td>5 + rating exam / course, tech. oral</td>
</tr>
<tr>
<td>Group 6 Specific</td>
<td>Press, &gt; 5700 kg</td>
<td>5 + rating course, tech. oral</td>
</tr>
<tr>
<td>Group 7 Airframe</td>
<td>Component</td>
<td>10 + 34 written and 35 oral</td>
</tr>
<tr>
<td><strong>Rotorcraft</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Group 1</td>
<td>Piston engined rotorcraft other than Gp 3</td>
<td>80 written and 81 oral</td>
</tr>
<tr>
<td>Group 2</td>
<td>Turbine engined rotorcraft other than Gp 3</td>
<td>82 written and 83 oral</td>
</tr>
<tr>
<td>Group 3 Specific</td>
<td>Type considered other than Gp 1 or 2</td>
<td></td>
</tr>
<tr>
<td>Group 7</td>
<td>Helicopter Dynamic Component</td>
<td>10 + 46 written and 47 oral</td>
</tr>
<tr>
<td><strong>Powerplant</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Group 1</td>
<td>Normally aspirated piston engine</td>
<td>7 + 70 written and 71 oral</td>
</tr>
<tr>
<td>Group 2</td>
<td>Turbo, supercharged &amp; radial piston engine</td>
<td>7 + 72 written and 73 oral</td>
</tr>
<tr>
<td>Group 3 Specific</td>
<td>Turbines</td>
<td>8 + type rating course, tech. oral</td>
</tr>
<tr>
<td>Group 7 Piston</td>
<td>Engine Component</td>
<td>10 + 40 written and 41 oral</td>
</tr>
<tr>
<td>Group 7 Turbine</td>
<td>Engine Component</td>
<td>10 + 42 written and 43 oral</td>
</tr>
<tr>
<td>Group 7 Propeller</td>
<td>Component</td>
<td>10 + 44 written and 45 oral</td>
</tr>
<tr>
<td><strong>Electrical</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Group 1 Electrical</td>
<td>systems</td>
<td>90 written and 91 oral</td>
</tr>
<tr>
<td>Group 2 Specific</td>
<td>Type - elec. systems a/c &gt; 5700 kg</td>
<td>12,13 + type rating course, tech. oral</td>
</tr>
<tr>
<td>Group 7 Electrical</td>
<td>Component</td>
<td>22 + 50 written and 51 oral</td>
</tr>
<tr>
<td><strong>Instrument</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Group 1 General</td>
<td>a/c Inst. systems</td>
<td>93 written and 94 oral</td>
</tr>
<tr>
<td>Group 2 Auto</td>
<td>flight &amp; Nav systems</td>
<td>14 + 95 written and 96 oral</td>
</tr>
<tr>
<td>Group 3 Specific</td>
<td>Type - flight systems a/c &gt; 5700 kg</td>
<td>12,14 + type rating course, tech. oral</td>
</tr>
<tr>
<td>Group 7 Instrument</td>
<td>Component</td>
<td>22 + 52 written and 53 oral</td>
</tr>
<tr>
<td><strong>Radio</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Group 1</td>
<td>Airborne Comms. systems</td>
<td>101 written and 102 oral</td>
</tr>
<tr>
<td>Group 2</td>
<td>Airborne Nav. systems</td>
<td>15 + 103 written and 104 oral</td>
</tr>
<tr>
<td>Group 3</td>
<td>Airborne Radar systems</td>
<td>15 + 105 written and 106 oral</td>
</tr>
<tr>
<td>Group 4 Specific</td>
<td>Type - radio systems a/c &gt; 5700 kg</td>
<td>12,15 + type rating course, tech. oral</td>
</tr>
<tr>
<td>Group 7 Radio</td>
<td>Component</td>
<td>22 + 54 written and 55 oral</td>
</tr>
<tr>
<td><strong>LTA Aircraft</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Group 1 Hot</td>
<td>air free balloons and airships</td>
<td>18 + 200 oral</td>
</tr>
<tr>
<td>Group 2 Gas</td>
<td>filled airships and components</td>
<td>18 + 201 oral</td>
</tr>
</tbody>
</table>

**Legend**

- X - Group Ratings
- R - Individual Type Ratings
- C - Component Ratings
APPENDIX 2 - AMEL Ratings

Note: these listings may not include all models recently type accepted into Mongolia. This does not exclude those types from the various AMEL Categories. The rating Groups are described in Rule Part 66 Appendix B. If unsure contact CAA.

**Category Aeroplane  Rating Groups 1 to 6**

<table>
<thead>
<tr>
<th>Rating Group 1</th>
<th>Rating Group 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metal stressed skin unpressurised commercially manufactured and amateur-built aeroplanes not exceeding 5700 kg MCTOW with fixed undercarriage: Note: excludes retractable models of any specific type listed.</td>
<td>Metal stressed skin unpressurised type certified and amateur-built aeroplanes other than Group 1: That is retractable aircraft that are Metal stressed skin unpressurised</td>
</tr>
<tr>
<td>Aerocommander 100</td>
<td>Aerocommander 500 series, &amp; 680 series</td>
</tr>
<tr>
<td>AESL/Victa Airtourer series</td>
<td>Aviation Traders DC-4/ATL-98</td>
</tr>
<tr>
<td>Beagle B121</td>
<td>Beech 24 series, V35 series, A36 series, 58, 95, 65 and 76 series, &amp; 99 series</td>
</tr>
<tr>
<td>Beech B19, 23 series &amp; 77</td>
<td>Bristol 170</td>
</tr>
<tr>
<td>Bolkow 208 series</td>
<td>Cessna 172RG, 177RG 182 series, 210 series, 212 series, T303, 310 and 320 series, 337 series, 402 and 404 series, &amp; A-37B</td>
</tr>
<tr>
<td>Britten Norman BN-2 series</td>
<td>Chance Vought Corsair</td>
</tr>
<tr>
<td>Cessna 150, 152, 170, 172, 177, 180, 182, 185 O-1, A188 series, 206 series, 207 series, 208 series, &amp; 336.</td>
<td>Curtiss P40 series</td>
</tr>
<tr>
<td>De Havilland-Australia DHA3 series</td>
<td>De Havilland DH104, &amp; DH114</td>
</tr>
<tr>
<td>De Havilland-Canada DHC1 series, DHC2 series, &amp; DHC6 series</td>
<td>Douglas DC-3</td>
</tr>
<tr>
<td>Ercoupe 415</td>
<td>Embraer EMB-110</td>
</tr>
<tr>
<td>Fletcher FU-24 series</td>
<td>GAF Nomad series</td>
</tr>
<tr>
<td>Grumman American AA-1 and AA-5</td>
<td>Garden GY80</td>
</tr>
<tr>
<td>Morane Saulnier MS880 and MS885 &amp; MS893 series</td>
<td>Grumman G21 and G44, TB series Avenger</td>
</tr>
<tr>
<td>NZAIL Cresco series</td>
<td>Gulfstream GA7</td>
</tr>
<tr>
<td>NZAIL CT-4</td>
<td>Hawker Sea Fury</td>
</tr>
<tr>
<td>Partenavia P-68 series</td>
<td>Lake LA-4</td>
</tr>
<tr>
<td>Pilatus PC-6 series</td>
<td>Mooney M20 series</td>
</tr>
<tr>
<td>Piper PA-28 series, PA-32 series, PA-36 series, &amp; PA-38 series</td>
<td>Moravin Zlin 526F</td>
</tr>
<tr>
<td>PZL-104 Wilga series</td>
<td>North American Harvard/T-6 series, P-51 Mustang, &amp; T-28 Trojan</td>
</tr>
<tr>
<td>Rockwell Commander S2R</td>
<td>Supermarine Spitfire</td>
</tr>
<tr>
<td>Schweizer G164 Ag Cat. Series</td>
<td>Ted Smith Aerostar 600 series</td>
</tr>
<tr>
<td>SOCATA TB9 and TB10</td>
<td>Yeoman Cropmaster series</td>
</tr>
</tbody>
</table>

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### Rating Group 3

*Commercially manufactured and amateur-built aeroplanes with, principally, wooden, tubular, or fabric covered structure:*

- Auster B8
- Auster J series
- Beagle A61 series, A109 series
- Cessna 120
- Champion 7 series
- Chrislea CH-3
- Falco F8L
- Rearwin 9000 series
- De Havilland DH60 series, DH82 series, DH83 series, DH89 series, & DH94 series
- General Aircraft ST-25
- Maule M4 and M5 series
- Percival Prentice & Proctor
- Piper J, PA-18 series, PA-22 series, & PA-25 series
- Pitts Special series
- Taylorcraft BC series & 20

### Rating Group 4

*Commercially manufactured or Amateur-built aeroplanes constructed principally of fibre reinforced plastic (FRP), or similar material:*

- Slingsby T61C Falcon, & T67 Firefly

### Rating Group 5 - Type ratings

*Pressurised aeroplanes not exceeding 5700 kg MCTOW, by individual types:*

<table>
<thead>
<tr>
<th>Designator</th>
<th>Aircraft</th>
</tr>
</thead>
<tbody>
<tr>
<td>BE58P</td>
<td>Beech 58P</td>
</tr>
<tr>
<td>BE60</td>
<td>Beech B60</td>
</tr>
<tr>
<td>BE90</td>
<td>Beech 90 series</td>
</tr>
<tr>
<td>BE200</td>
<td>Beech 200 and 300 series</td>
</tr>
<tr>
<td>C210P</td>
<td>Cessna 210P series</td>
</tr>
<tr>
<td>C337P</td>
<td>Cessna 337P series</td>
</tr>
<tr>
<td>C414</td>
<td>Cessna 340, 414A, 421,425 and 441 series</td>
</tr>
<tr>
<td>C500</td>
<td>Cessna Citation 500 series</td>
</tr>
<tr>
<td>C525</td>
<td>Cessna Citation 525 series</td>
</tr>
<tr>
<td>DH115</td>
<td>De Havilland Vampire DH115 and Venom DH112</td>
</tr>
<tr>
<td>L-29</td>
<td>Aero Vodochody L-29 series</td>
</tr>
<tr>
<td>Aero L-39</td>
<td>Aero Vodochody L-39 series</td>
</tr>
<tr>
<td>MU2</td>
<td>Mitsubishi MU-2 series</td>
</tr>
<tr>
<td>PA31P</td>
<td>Piper PA-31 P series</td>
</tr>
</tbody>
</table>
Rating Group 6 - Type ratings

Pressurised aeroplanes exceeding 5700 kg MAUW by individual types:

<table>
<thead>
<tr>
<th>Designator</th>
<th>Aircraft Series</th>
</tr>
</thead>
<tbody>
<tr>
<td>A320</td>
<td>Airbus A320 Series</td>
</tr>
<tr>
<td>ATR72</td>
<td>ATR 72 series</td>
</tr>
<tr>
<td>AW650</td>
<td>Armstrong Whitworth AW650 series</td>
</tr>
<tr>
<td>Bae125</td>
<td>British Aerospace HS 125 series</td>
</tr>
<tr>
<td>Bae146</td>
<td>British Aerospace 146 series</td>
</tr>
<tr>
<td>Bae J31</td>
<td>British Aerospace J31 Jetstream series</td>
</tr>
<tr>
<td>Bae J41</td>
<td>British Aerospace J41 Jetstream series</td>
</tr>
<tr>
<td>BE1900</td>
<td>Beech 1900 series</td>
</tr>
<tr>
<td>B727</td>
<td>Boeing 727 series</td>
</tr>
<tr>
<td>B737</td>
<td>Boeing 737-100 &amp; 200 series</td>
</tr>
<tr>
<td>B737-3/4/5</td>
<td>Boeing 737-300, 400, &amp; 500 series</td>
</tr>
<tr>
<td>B737-6/7/8</td>
<td>Boeing 737-600, 700, &amp; 800 series</td>
</tr>
<tr>
<td>B747-2</td>
<td>Boeing 747-200 series</td>
</tr>
<tr>
<td>B747-4</td>
<td>Boeing 747-400 series</td>
</tr>
<tr>
<td>B767</td>
<td>Boeing 767 series</td>
</tr>
<tr>
<td>B777</td>
<td>Boeing 777-200 series</td>
</tr>
<tr>
<td>C650</td>
<td>Cessna Citation 111</td>
</tr>
<tr>
<td>CV580</td>
<td>Convair 580 series</td>
</tr>
<tr>
<td>DC8</td>
<td>McDonnell Douglas DC-8</td>
</tr>
<tr>
<td>DHC8</td>
<td>De Havilland Canada DHC-8 series</td>
</tr>
<tr>
<td>F10</td>
<td>AMD-Ba-Falcon 10 series</td>
</tr>
<tr>
<td>F200</td>
<td>AMD-Ba-Falcon 200 and 20 series</td>
</tr>
<tr>
<td>F27</td>
<td>Fokker F27 series</td>
</tr>
<tr>
<td>GIV</td>
<td>Gulfstream GIV series</td>
</tr>
<tr>
<td>HS748</td>
<td>Hawker Siddeley HS 748 series</td>
</tr>
<tr>
<td>Hunter</td>
<td>Hawker Hunter</td>
</tr>
<tr>
<td>IAI 1124</td>
<td>Westwind / IAI 1124 series</td>
</tr>
<tr>
<td>LJ35/36</td>
<td>Learjet 35 and 36 series</td>
</tr>
<tr>
<td>SA227</td>
<td>Swearingen Metroliner SA227 series</td>
</tr>
<tr>
<td>SF340</td>
<td>SAAB 340 series</td>
</tr>
</tbody>
</table>
### Category Rotorcraft Rating Groups 1 to 3

<table>
<thead>
<tr>
<th>Rating Group 1</th>
<th>Rating Group 2</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Piston-engine rotorcraft</strong></td>
<td><strong>Turbine-engine rotorcraft other than those included in Group 3</strong></td>
</tr>
<tr>
<td>Brantly B2</td>
<td>Aerospatiale AS350 series</td>
</tr>
<tr>
<td>Bell 47 and Kawasaki-Bell 47 series, except Soloy conversion</td>
<td>Aerospatiale SA315</td>
</tr>
<tr>
<td>Enstrom F-28, 280 series</td>
<td>Bell 47 Soloy conversion</td>
</tr>
<tr>
<td>Hughes / Schweizer 269 series</td>
<td>Bell 206, 407 and OH-58 series</td>
</tr>
<tr>
<td>Hiller UH12E series except Soloy conversion</td>
<td>Eurocopter EC120 and EC130 series</td>
</tr>
<tr>
<td>Robinson R22 and R44 series</td>
<td>Fairchild Hiller FH-1100</td>
</tr>
<tr>
<td>Rotorway Exec</td>
<td>Hiller UH12E Soloy conversion</td>
</tr>
<tr>
<td>Sikorsky S-55B</td>
<td>Hughes 369 series / Kawasaki 369 series</td>
</tr>
<tr>
<td></td>
<td>McDonnell Douglas MD500</td>
</tr>
</tbody>
</table>

### Rating Group 3 - Specific Type ratings

**Rotorcrafts that the Director considers are not included in Groups 1 or 2 due to their complex design or systems.**

<table>
<thead>
<tr>
<th>Designator</th>
<th>Rotorcraft Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>AS355</td>
<td>Aerospatiale AS355</td>
</tr>
<tr>
<td>A109</td>
<td>Augusta 109</td>
</tr>
<tr>
<td>AW139</td>
<td>Augusta AB and AW 139</td>
</tr>
<tr>
<td>B205</td>
<td>Bell 204, 205, &amp; UH-1</td>
</tr>
<tr>
<td>B212</td>
<td>Bell 204, 205, 212, &amp; UH-1</td>
</tr>
<tr>
<td>B214</td>
<td>Bell 214</td>
</tr>
<tr>
<td>B214ST</td>
<td>Bell 214 ST</td>
</tr>
<tr>
<td>B222</td>
<td>Bell 222</td>
</tr>
<tr>
<td>B412</td>
<td>Bell 412</td>
</tr>
<tr>
<td>BV107</td>
<td>Boeing Vertol 107</td>
</tr>
<tr>
<td>BK117</td>
<td>Kawasaki BK-117 and Eurocopter EC 145</td>
</tr>
<tr>
<td>B0105</td>
<td>MBB 105</td>
</tr>
<tr>
<td>EC135</td>
<td>Eurocopter EC135</td>
</tr>
<tr>
<td>S61</td>
<td>Sikorsky S-61</td>
</tr>
<tr>
<td>S76</td>
<td>Sikorsky S-76</td>
</tr>
<tr>
<td>SA365</td>
<td>Aerospatiale SA365N Dauphine II</td>
</tr>
<tr>
<td>SCOUT AH-1</td>
<td>Westland Scout AH-1</td>
</tr>
<tr>
<td>Wessex</td>
<td>Westland Wessex</td>
</tr>
</tbody>
</table>
## Category Power plant Rating Groups 1 to 3

<table>
<thead>
<tr>
<th>Rating Group 1</th>
<th>Rating Group 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>All normally aspirated piston engines, including - All Teledyne Continental and Rolls Royce Continental normally aspirated piston engines</td>
<td>All turbocharged or supercharged piston engines, including - Allison V-1710</td>
</tr>
<tr>
<td>De Havilland Gipsy 1, Gipsy Minor, Gipsy Major, Gipsy Six 1, Queen series except Queen 70, Blackburn Cirrus Minor &amp; Cirrus Major</td>
<td>Avco Lycoming TIO-540 series, TIO-541 series, LTIO-540 series, TO-360 and LTO-360 series, TVO-435 series, IGSO-540 series</td>
</tr>
<tr>
<td>Le Blond 90-5F</td>
<td>Bristol Centaurus, Hercules 730 series</td>
</tr>
<tr>
<td>All Avco Lycoming normally aspirated piston engines</td>
<td>De Havilland Gipsy Queen 70</td>
</tr>
<tr>
<td>Pobjoy Niagara III</td>
<td>Pratt and Whitney R-985 series, R-1340 series, R- 1830 series, R-2000 series, R-2800 series</td>
</tr>
<tr>
<td>Piper Start Stamo MS1500</td>
<td>Rolls Royce and Packard V-1650 Merlin series</td>
</tr>
<tr>
<td>Walter M137</td>
<td>Teledyne Continental GTSIO-520 series, TSIO-520 series, TSIO-360 series, LTSIO-360</td>
</tr>
<tr>
<td>PZL AI-14RA</td>
<td>Wright R-1300 series, R-1820 series, R-2600 series</td>
</tr>
<tr>
<td>Normally aspirated piston engines in amateur-built aircraft.</td>
<td></td>
</tr>
</tbody>
</table>

### Rating Group 3 - Specific Type ratings

**All turbine engines, including APUs installed in aircraft and rotorcraft.**

<table>
<thead>
<tr>
<th>Designator</th>
<th>Powerplant Type</th>
<th>Installed in / Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>A250</td>
<td>Allison 250 - Series</td>
<td>FADEC versions requires specific training</td>
</tr>
<tr>
<td>A501</td>
<td>Allison 501 (T-56) - Series</td>
<td></td>
</tr>
<tr>
<td>ALF502</td>
<td>Lycoming ALF502 - Series Turbofan</td>
<td></td>
</tr>
<tr>
<td>APS 3200 APU</td>
<td>APS 3200 Series - APIC</td>
<td>APU - A320</td>
</tr>
<tr>
<td>APS500</td>
<td>Sundstrand APS500</td>
<td>APU</td>
</tr>
<tr>
<td>ARRIEL</td>
<td>Turbomeca Arriel IB</td>
<td></td>
</tr>
<tr>
<td>ARRIUS</td>
<td>Turbomeca Arrius</td>
<td></td>
</tr>
<tr>
<td>ARTOUSTE</td>
<td>Turbomeca Artouste IIIB</td>
<td></td>
</tr>
<tr>
<td>ATF3</td>
<td>Garrett ATF3-6</td>
<td></td>
</tr>
<tr>
<td>Avon</td>
<td>Rolls Royce Avon</td>
<td></td>
</tr>
<tr>
<td>CF6</td>
<td>General Electric CF6 - Series</td>
<td></td>
</tr>
<tr>
<td>CFM56</td>
<td>CFM56 Series</td>
<td></td>
</tr>
<tr>
<td>CT58</td>
<td>General Electric CT58 - Series</td>
<td></td>
</tr>
<tr>
<td>CT7</td>
<td>General Electric CT7 - Series</td>
<td></td>
</tr>
<tr>
<td>CT7-2</td>
<td>General Electric CT7-2</td>
<td></td>
</tr>
<tr>
<td>CT7-5</td>
<td>General Electric CT7-5</td>
<td></td>
</tr>
<tr>
<td>DART</td>
<td>Rolls Royce Dart - Series</td>
<td></td>
</tr>
<tr>
<td>FJ44</td>
<td>Williams-Rolls Royce FJ44 - Series</td>
<td></td>
</tr>
<tr>
<td>GHOST</td>
<td>De Havilland Ghost - Series</td>
<td></td>
</tr>
<tr>
<td>Manufacturer</td>
<td>Model</td>
<td>Description</td>
</tr>
<tr>
<td>-------------</td>
<td>-------</td>
<td>-------------</td>
</tr>
<tr>
<td>Gnome</td>
<td>Rolls Royce Gnome</td>
<td></td>
</tr>
<tr>
<td>GOBLIN</td>
<td>De Havilland Goblin</td>
<td></td>
</tr>
<tr>
<td>GTCP 131</td>
<td>Airesearch GTCP-131 Series</td>
<td>APU - B737-7/8/9</td>
</tr>
<tr>
<td>GTCP200</td>
<td>Airesearch GTCP-200 Series</td>
<td>APU</td>
</tr>
<tr>
<td>GTCP30</td>
<td>Airesearch GTCP-30 Series</td>
<td>APU</td>
</tr>
<tr>
<td>GTCP331</td>
<td>Airesearch GTCP-331 Series</td>
<td>APU - B767-2/300 &amp; B777</td>
</tr>
<tr>
<td>GTCP36</td>
<td>Airesearch GTCP-36 Series</td>
<td>APU</td>
</tr>
<tr>
<td>GTCP660</td>
<td>Airesearch GTCP 660-4</td>
<td>APU - B747-200</td>
</tr>
<tr>
<td>GTCP85</td>
<td>Airesearch GTCP-85</td>
<td>APU - B737-2/3/4/500</td>
</tr>
<tr>
<td>J85</td>
<td>General Electric J85-17</td>
<td></td>
</tr>
<tr>
<td>JT15D</td>
<td>JT15D</td>
<td></td>
</tr>
<tr>
<td>JT3D</td>
<td>Pratt And Whitney JT3D - Series</td>
<td></td>
</tr>
<tr>
<td>JT8D</td>
<td>Pratt And Whitney JT8D - Series</td>
<td></td>
</tr>
<tr>
<td>JT9D</td>
<td>Pratt And Whitney JT9D - Series</td>
<td></td>
</tr>
<tr>
<td>Kilmov LIS 2</td>
<td>Kilmov LIS 2</td>
<td></td>
</tr>
<tr>
<td>LT101</td>
<td>Avco Lycoming LTP 101 and LTS 101 - Series</td>
<td></td>
</tr>
<tr>
<td>LTP101</td>
<td>Avco Lycoming LTP 101 - Series</td>
<td></td>
</tr>
<tr>
<td>LTS101</td>
<td>Avco Lycoming LTS 101 - Series</td>
<td></td>
</tr>
<tr>
<td>M601</td>
<td>Walter M601 - Series</td>
<td></td>
</tr>
<tr>
<td>Marbore</td>
<td>Turbo Mecca Marbore</td>
<td></td>
</tr>
<tr>
<td>NIMBUS</td>
<td>Rolls Royce Nimbus</td>
<td></td>
</tr>
<tr>
<td>PT6</td>
<td>Pratt and Whitney PT6A/ PT6T - Series</td>
<td></td>
</tr>
<tr>
<td>PT6A</td>
<td>Pratt and Whitney PT6A - Series</td>
<td></td>
</tr>
<tr>
<td>PT6C</td>
<td>Pratt and Whitney PT6C - Series</td>
<td>AW 139</td>
</tr>
<tr>
<td>PT6T</td>
<td>Pratt and Whitney PT6T - Series</td>
<td></td>
</tr>
<tr>
<td>PW100</td>
<td>Pratt and Whitney PW100 - Series</td>
<td></td>
</tr>
<tr>
<td>PW206</td>
<td>Prat and Whitney PW206 - Series</td>
<td></td>
</tr>
<tr>
<td>PW901A</td>
<td>Pratt And Whitney PW901 Series</td>
<td>APU - B747-400</td>
</tr>
<tr>
<td>RB211</td>
<td>Rolls Royce RB211 - Series</td>
<td></td>
</tr>
<tr>
<td>RB211Trent800</td>
<td>Rolls Royce RB211 Trent 800 Series</td>
<td>B777-2</td>
</tr>
<tr>
<td>T53</td>
<td>Avco Lycoming T53 and T55 Series</td>
<td></td>
</tr>
<tr>
<td>T55</td>
<td>Avco Lycoming T55 and T53 Series</td>
<td></td>
</tr>
<tr>
<td>T62</td>
<td>Solar/Sunstrand T62 - APU</td>
<td></td>
</tr>
<tr>
<td>Tay611</td>
<td>Rolls Royce TAY611 - Series</td>
<td></td>
</tr>
<tr>
<td>TFE731</td>
<td>Airesearch TFE 731 - Series</td>
<td></td>
</tr>
<tr>
<td>TPE331</td>
<td>Airesearch TPE 331 - Series</td>
<td>FADEC versions requires specific training</td>
</tr>
<tr>
<td>TPE331-14</td>
<td>Airesearch TPE 331-14</td>
<td></td>
</tr>
<tr>
<td>V2500</td>
<td>International Aero Engines(IAE) V2500 - Series</td>
<td></td>
</tr>
</tbody>
</table>
Category Electrical Ratings 1 to 2

Rating Group 1
Electrical systems, other than those in Group 6 aeroplanes, which have, as their primary source of power: DC generators or starter generators or alternators with self-contained rectifiers.

Maintenance of rechargeable aircraft batteries.

Rating Group 2 – Specific Type Ratings
Electrical systems and equipment installed in pressurised aircraft with a MCTOW of more than 5700 kgs.

This will include all the aircraft types indentified in the Aeroplane Category Group 6 type ratings. The licence designator will be based on this group 6 designator with the suffix ELEC added.

Category Instrument Ratings 1 to 3

Rating Group 1
General aircraft instrument systems basic flight instrument systems; oxygen systems, cabin pressurisation and air conditioning systems, other than those fitted to Aeroplane Group 6 aircraft.

Rating Group 2
Autoflight and navigation systems including air data computer systems, servo driven instruments; remote gyro systems including remote reading compasses; automatic flight control systems and inertial navigation systems other than those fitted to Aeroplane Group 6 aircraft.

Rating Group 3 – Specific Type Ratings
Integrated flight systems and equipment installed in pressurised aircraft with a MCTOW of more than 5700 kgs.

This will include all the aircraft types indentified in the Aeroplane Category Group 6 type ratings. The licence designator will be based on this group 6 designator with the suffix INST added.

Category Radio Ratings 1 to 4

Rating Group 1
Airborne communication systems, including - VHF, HF, CVR, audio, and ELBA.

Rating Group 2
Airborne navigation systems, including - ADF, VOR, ILS, VLF, OMEGA, GPS, GNSS, and marker beacon.
Rating Group 3

Airborne primary and secondary radar, including - weather radar, doppler, radio altimeter, DME, transponder, and TCAS.

Rating Group 4 – Specific Type Ratings

Complete radio installations installed in pressurised aeroplanes with an MCTOW of more than 5700 kgs.

This will include all the aircraft types indentified in the Aeroplane Category Group 6 type ratings. The licence designator will be based on this group 6 designator with the suffix RAD added.

Category Lighter Than Air Aircraft

Rating Group 1

Hot air free balloons and hot air airships in their entirety.

Rating Group 2

Gas filled airships and their components excluding the engine and propeller or fan, or both.

Rating Group 7 – Components

Excepting the powerplant category, component ratings appear on the licence as a group rating designated by the capital letter X in the Group 7 column of the licence document. The powerplant category is restricted to piston engines, turbine engines or propellers and rating coverage is indicated by a capital letter R in the licence document box for Group 7, powerplant, and, the words Turbine Engines, Piston Engines or Propellers will appear on the licence document. An applicant may have all three subdivisions appear on a licence if qualified to do so.

Ratings in Group 7 other than powerplant ratings may also be issued as restricted ratings when the applicant cannot comply with the full requirements for training or experience. For example a restricted electrical component rating could appear as Alternators.

Group ratings and their coverage are listed below—

<table>
<thead>
<tr>
<th>Category</th>
<th>Rating coverage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aeroplane</td>
<td>Rotary and fixed wing airframe components excluding rotorcraft dynamic components.</td>
</tr>
<tr>
<td>Rotorcraft</td>
<td>Rotocraft dynamic components</td>
</tr>
<tr>
<td>Powerplant</td>
<td>Piston engines, Turbine engines &amp; Propellers</td>
</tr>
<tr>
<td>Electrical</td>
<td>Electrical components</td>
</tr>
<tr>
<td>Instrument</td>
<td>Instrument components</td>
</tr>
<tr>
<td>Radio</td>
<td>Radio and radar components</td>
</tr>
</tbody>
</table>
Ratings issued in this group do not have release to service privileges. These ratings have been retained on the licence to allow a transportable record of the holder’s qualification only.
**APPENDIX 3 - Category Demarcations**

To determine which areas / systems of an aircraft are the responsibility of the various licence categories and ratings, the following demarcations apply. It is the responsibility of all certifying engineers to ensure that, where there is an overlap of responsibility with other licence categories, a holder of the appropriate licence is notified of the subsequent work required before the aircraft or aircraft component is returned to service.

<table>
<thead>
<tr>
<th>CATEGORY AEROPLANE</th>
<th>CATEGORY ROTORCRAFT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Encompasses all parts of the aeroplane other than those stated as being the responsibility of another licence. Encompasses the relevant parts of the categories and includes following-</td>
<td>Encompasses all parts of the rotorcraft other than those stated as being the responsibility of other licence categories and includes the relevant parts of the following-</td>
</tr>
<tr>
<td>(i) aircraft structure;</td>
<td>(i) structure;</td>
</tr>
<tr>
<td>(ii) control surfaces;</td>
<td>(ii) rotor hubs and blades;</td>
</tr>
<tr>
<td>(iii) control systems;</td>
<td>(iii) control systems;</td>
</tr>
<tr>
<td>(iv) hydraulic systems;</td>
<td>(iv) hydraulic systems;</td>
</tr>
<tr>
<td>(v) pneumatic systems;</td>
<td>(v) pneumatic systems;</td>
</tr>
<tr>
<td>(vi) pressurisation systems;</td>
<td>(vi) air conditioning systems;</td>
</tr>
<tr>
<td>(vii) air conditioning systems;</td>
<td>(vii) de-icing and anti-icing systems;</td>
</tr>
<tr>
<td>(viii) oxygen systems;</td>
<td>(viii) landing gear systems;</td>
</tr>
<tr>
<td>(ix) de-icing and anti-icing systems;</td>
<td>(ix) fuel and other liquid tanks and plumbing not forming part of the engine installation;</td>
</tr>
<tr>
<td>(x) landing gear systems;</td>
<td>(x) fire protection systems;</td>
</tr>
<tr>
<td>(xi) fuel and other liquid tanks and plumbing not forming part of the engine installation;</td>
<td>(xi) cabin and cockpit furnishings;</td>
</tr>
<tr>
<td>(xii) fire protection systems;</td>
<td>(xii) role equipment;</td>
</tr>
<tr>
<td>(xiii) cabin and cockpit furnishings;</td>
<td>(xiii) wind shield clear vision systems;</td>
</tr>
<tr>
<td>(xiv) role equipment;</td>
<td>(xiv) emergency equipment;</td>
</tr>
<tr>
<td>(xv) wind shield clear vision systems;</td>
<td>(xv) transmissions and drive systems, excluding rotorcraft reduction gear boxes or power input coupling gear boxes provided by the engine manufacturer.</td>
</tr>
<tr>
<td>(xvi) emergency equipment.</td>
<td>(xvi) weight and balance.</td>
</tr>
<tr>
<td>(xvii) weight and balance.</td>
<td></td>
</tr>
<tr>
<td>CATEGORY POWERPLANT</td>
<td>CATEGORY ELECTRICAL</td>
</tr>
<tr>
<td>---------------------</td>
<td>----------------------</td>
</tr>
<tr>
<td>Encompasses the following-</td>
<td>Encompasses all parts of the aircraft electrical system including the following-</td>
</tr>
<tr>
<td>(i) engine and propeller;</td>
<td>(i) all parts of the electrical power generation, supply, distribution, and control systems;</td>
</tr>
<tr>
<td>(ii) engine mounting and firewalls;</td>
<td>(ii) all other electrical systems and components associated with the electrical installation, excluding instruments and radio but including multiplex systems and EICAS; and</td>
</tr>
<tr>
<td>(iii) engine exhaust system, including thrust reversers, reheat, tail pipe assemblies and exhaust-type cabin heating units;</td>
<td>(iii) aircraft batteries.</td>
</tr>
<tr>
<td>(iv) components and items of equipment attached to or driven by the engine but excluding rotorcraft transmission and drive systems;</td>
<td></td>
</tr>
<tr>
<td>(v) engine controls, including variable intake, propeller, fuel, oil, anti-icing, de-icing, and other controls associated with engine operation;</td>
<td></td>
</tr>
<tr>
<td>(vi) ignition, fuel, oil, fire extinguisher, anti-icing and de-icing systems, and other systems associated with engine operation, but excluding fuel and water-methanol tanks and associated plumbing not forming a part of the engine installation;</td>
<td></td>
</tr>
<tr>
<td>(vii) compressor bleed air systems contained within the engine installation sections;</td>
<td></td>
</tr>
<tr>
<td>(viii) engine cowlings; and</td>
<td></td>
</tr>
<tr>
<td>(ix) auxiliary power unit.</td>
<td></td>
</tr>
</tbody>
</table>
### CATEGORY INSTRUMENT

Encompasses all parts of the aircraft instrument system including the following:

| (i)     | vacuum, pressure, and electrically operated instruments; |
| (ii)    | direct and remote reading magnetic compasses, including compensation; |
| (iii)   | gyro instruments; |
| (iv)    | automatic pilots, auto-flight control systems, and integrated flight control systems; |
| (v)     | oxygen systems; |
| (vi)    | flight data recorders; |
| (vii)   | inertial navigation systems; |
| (viii)  | cabin pressurisation and air conditioning control systems; |
| (ix)    | multiplex systems; |
| (x)     | HICAS; |
| (xi)    | EFIS; |
| (xii)   | flight director, air data computer system; |
| (xiii)  | GPWS; and |
| (xiv)   | instrument panels, shock mounts, bonding, cables, and looms. |

### CATEGORY RADIO

Encompasses all parts of the aircraft radio system including the following:

| (i)     | radio communications systems; |
| (ii)    | radio navigation systems; |
| (iii)   | audio intercommunication and passenger address-entertainment systems, and multiplex systems; |
| (iv)    | radar navigation and alerting systems; |
| (v)     | radio racks, shock mounts, bonding, cables, and looms; |
| (vi)    | radio system instruments and power supplies; |
| (vii)   | GPWS; and |
| (viii)  | EFIS. |

### CATEGORY LIGHTER-THAN-AIR AIRCRAFT

Encompasses all parts of the aircraft other than those stated as being the responsibility of other licence categories and includes the relevant parts of the following:

| (i)     | aircraft structure including envelope; |
| (ii)    | control surfaces; |
| (iii)   | control systems; |
| (iv)    | hydraulic systems; |
| (v)     | pneumatic systems; |
| (vi)    | envelope pressurisation systems; |
| (vii)   | air conditioning systems; |
| (viii)  | oxygen systems; |
| (ix)    | landing gear systems; |
| (x)     | fuel and other liquid tanks, gas bottles, and plumbing not forming part of the engine |
| (xi)    | fire protection systems; |
| (xii)   | cabin and cockpit furnishings; |
| (xiii)  | role equipment; |
| (xiv)   | wind shield clear vision systems; and |
| (xv)    | emergency equipment installation; |
APPENDIX 4 - List of typical maintenance tasks

5 Time limits/Maintenance checks
100 hour check (general aviation aircraft).
"B" or "C" check (transport category aircraft).
Review records for compliance with airworthiness directives.
Review records for compliance with component life limits.
Procedure for Inspection following heavy landing.
Procedure for Inspection following lightning strike.

6 Dimensions/Areas
Locate component(s) by station number.
Perform symmetry check.

7 Lifting and Shoring
Assist in:
Jack aircraft nose or tail wheel.
Jack complete aircraft.
Sling or trestle major component.

8 Levelling/Weighing
Level aircraft.
Weigh aircraft.
Prepare W & B amendment.
Check aircraft against equipment list.

9 Towing and Taxiling
Tow aircraft.
Be part of aircraft towing team.

10 Parking and mooring
Tie down aircraft.
Park, secure and cover aircraft.
Position aircraft in dock.
Secure rotor blades.

11 Placards and Markings
Check aircraft for correct placards.
Check aircraft for correct markings.

12 Servicing
Refuel aircraft.
Defuel aircraft.
Check tire pressures.
Check oil level.
Check hydraulic fluid level.
Check accumulator pressure.
Charge pneumatic system.
Grease aircraft.
Connect ground power.
Service toilet/water system.
Perform pre-flight/daily check.

18 Vibration and Noise Analysis
Analyze helicopter vibration problem.
Analyze noise spectrum.

21 Air Conditioning
Replace combustion heater.
Replace outflow valve.
Replace vapore cycle unit.
Replace air cycle unit.
Replace cabin blower.
Replace heat exchanger.
Replace pressurization controller.
Clean outflow valves.
Check operation of air conditioning/heating system.
Check operation of pressurisation system.
Troubleshoot faulty system.

22 Auto flight
Install servos.
Rig bridle cables.
Replace controller.
Replace amplifier.
Check operation of auto-pilot.
Check operation of auto-throttle.
Check operation of yaw damper.
Check and adjust servo clutch.
Perform autopilot gain adjustments.
Perform mach trim functional check.
Troubleshoot faulty system.

23 Communications
Replace VHF com unit.
Replace HF com unit.
Replace existing antenna.
Replace static discharge wicks.
Check operation of radios.
Perform antenna VSWR check.
Perform Selcal operational check.
Perform operational check of passenger address system.
Functionally check audio integrating system.
Repair co-axial cable.
Troubleshoot faulty system.

24 Electrical Power
Charge lead/acid battery.
Charge ni-cad battery.
Check battery capacity.
Deep-cycle ni-cad battery.
Replace generator/alternator.

25 Equipment/Furnishings
Replace carpets.
Replace crew seats.
Replace passenger seats.
Check inertia reels.
Check seats/belts for security.
Check emergency equipment.
Check ELT for compliance with regulations.
Repair toilet waste container.
Repair upholstery.
Change cabin configuration.

26 Fire protection
Check fire bottle contents.
Check operation of warning system.
Check cabin fire extinguisher contents.
Check lavatory smoke detector system.
Install new fire bottle.
Replace fire bottle squib.
Troubleshoot faulty system.
Inspect engine fire wire detection systems.

27 Flight Controls
Replace horizontal stabiliser.
Replace elevator.
Replace aileron.
Replace rudder.
Replace trim tabs.
Install control cable and fittings.
Replace flaps.
Replace powered flying control unit.
Replace flap actuator.
Adjust trim tab.
Adjust control cable tension.
Check control range and sense of movement.
Check for correct assembly and locking.
Troubleshoot faulty system.

28 Fuel
Replace booster pump.
Replace fuel selector.
Replace fuel tank cells.
Check filters.
Flow check system.
Check calibration of fuel quantity gauges.
Check operation feed/selectors
Troubleshoot faulty system.

29 **Hydraulics**
- Replace engine driven pump.
- Replace standby pump.
- Replace accumulator.
- Check operation of shut off valve.
- Check filters.
- Check indicating systems.
- Perform functional checks.
- Troubleshoot faulty system.

30 **Ice and rain protection**
- Replace pump.
- Replace timer.
- Install wiper motor.
- Check operation of systems.
- Troubleshoot faulty system.

31 **Indicating/recording systems**
- Replace flight data recorder.
- Replace cockpit voice recorder.
- Replace clock.
- Replace master caution unit.
- Replace FDR.
- Perform FDR data retrieval.
- Troubleshoot faulty system.
- Implement ESDS procedures
- Inspect for HIRF requirements

32 **Landing Gear**
- Build up wheel.
- Replace main wheel.
- Replace nose wheel.
- Replace shimmy damper.
- Rig nose wheel steering.
- Replace shock strut seals.
- Replace brake unit.
- Replace brake control valve.
- Bleed brakes.
- Test anti skid unit.
- Test gear retraction.
- Change bungees.
- Adjust micro switches.
- Charge struts.
- Troubleshoot faulty system.
- Test outbrake system

33 **Lights**
- Repair/replace rotating beacon.
- Repair/replace landing lights.
- Repair/replace navigation lights.
- Repair/replace interior lights.
- Repair/replace emergency lighting system.
- Perform emergency lighting system checks.
- Troubleshoot faulty system

34 **Navigation**
- Calibrate magnetic direction indicator.
- Replace airspeed indicator.
- Replace altimeter.
- Replace air data computer.
- Replace VOR unit.
- Replace ADI.
- Replace HSI.
- Check pitot static system for leaks.
- Check operation of directional gyro.
- Functional check weather radar.
- Functional check Doppler.
- Functional check TCAS.
- Functional check DME.
- Functional check ATC
- Transponder
- Functional check flight director system.
- Functional check inertial nav system.
- Complete quadrantal error correction of ADF system.
- Check calibration of pitot static instruments.
- Check calibration of pressure altitude reporting system.
- Troubleshoot faulty system.

35 **Oxygen**
- Inspect on board oxygen equipment.
- Purge and recharge oxygen system.
- Replace regulator.
- Replace oxygen generator.
- Test crew oxygen system.
- Perform auto oxygen system deployment check.
- Troubleshoot faulty system.
- Replace water pump.
- Replace tap.
- Replace toilet pump.
- Troubleshoot faulty system.

45 **Central Maintenance System**
- Retrieve data from CMU.
- Replace CMU.
- Perform Bite check.
- Troubleshoot faulty system.

49 **Airborne Auxiliary power**
- Install APU.
- Inspect hot section.
- Troubleshoot faulty system.

51 **Structures**
- Sheet metal repair.
- Fibre glass repair.
- Wooden repair.
- Fabric repair.
- Recover fabric control surface.
- Treat corrosion.
- Apply protective treatment.

52 **Doors**
- Rig/adjust locking mechanism.
- Adjust air stair system.
- Check operation of emergency exits.
- Test door warning system.
- Troubleshoot faulty system.

56 **Windows**
- Replace windshield.
- Replace window.
- Repair transparency.

57 **Wings**
- Skin repair.
- Recover fabric wing.
- Replace tip.
- Replace rib.
- Check incidence/rig.

61 **Propeller**
- Assemble prop after transportation.
- Replace propeller.
- Replace governor.
- Adjust governor.
- Perform static functional checks.
- Check operation during ground run.
- Check track.
- Check setting of micro switches.
- Dress out blade damage.
- Dynamically balance prop.
- Troubleshoot faulty system.

62 **Main Rotors**
- Install rotor assembly.
- Replace blades.
- Replace damper assembly.
- Check track.
- Check static balance.
- Check dynamic balance.
63 Rotor Drive
Replace mast.
Replace drive coupling.
Replace clutch/freewheel unit.
Replace drive belt.
Install main gearbox.
Overhaul main gearbox.
Check gearbox chip detectors.

Troubleshoot.

64 Tail Rotor
Install rotor assembly.
Replace blades.
Troubleshoot.

65 Tail Rotor Drive
Replace bevel gearbox.
Replace universal joints.
Overhaul bevel gearbox.
Install drive assembly.
Check chip detectors.

67 Rotorcraft flight controls
Install swash plate.
Install mixing box.
Adjust pitch links.
Rig collective system.
Rig cyclic system.
Rig anti-torque system.
Check controls for assembly and locking.
Check controls for operation and sense.
Troubleshoot faulty system.

71 Power Plant
Build up ECU.
Replace engine.
Repair cooling baffles.
Repair cowling.
Adjust cowl flaps.
Repair faulty wiring.
Troubleshoot.

72 Piston Engines
Remove/install reduction gear.
Check crankshaft run-out.
Check tappet clearance.
Check compression.
Extract broken stud.
Install helicoil.
Perform ground run.
Establish/check reference RPM.
Troubleshoot.

72 Turbine Engines
Replace module.
Hot section inspection.
Engine ground run.
Establish reference power.
Trend monitoring/gas path analysis.
Troubleshoot.

73 Fuel and control, piston
Replace engine driven pump.
Adjust AMC.
Adjust ABC.
Install carburettor/injector.
Adjust carburettor/injector.
Clean injector nozzles.
Replace primer line.
Check carburettor float setting.
Troubleshoot faulty system.

73 Fuel and control, turbine
Replace FCU.
Replace engine driven pump.
Clean/test fuel nozzles.
Clean/replace filters.
Adjust FCU.
Troubleshoot faulty system.

74 Ignition systems, piston
Change magneto.
Change ignition vibrator.
Change plugs.
Test plugs.
Check H.T. leads.
Install new leads.
Check timing.
Check system bonding.
Troubleshoot faulty system.

74 Ignition systems, turbine
Check glow plugs/igniters.
Check H.T. leads.
Check ignition unit.
Replace ignition unit.
Troubleshoot faulty system.

76 Engine Controls
Rig thrust lever.
Rig RPM control.
Rig mixture HP cock lever.
Rig power lever.
Check control sync (multi-eng).
Check controls for correct assembly and locking.
Check controls for range and sense of operation.
Adjust pedestal micro-switches.

77 Engine Indicating
Replace engine instruments(s).
Replace oil temperature bulb.
Replace thermocouples.
Check calibration.
Troubleshoot faulty system.

78 Exhaust, piston
Replace exhaust gasket.
Inspect welded repair.
Pressure check cabin heater muff.
Troubleshoot faulty system.

78 Exhaust, turbine
Change jet pipe.
Change shroud assembly.
Install trimmers.

79 Oil
Change oil.
Check filter(s).
Adjust pressure relief valve.
Replace oil tank.
Replace oil pump.
Replace oil cooler.
Replace firewall shut off valve.
Perform oil dilution.
Troubleshoot faulty system.

80 Starting
Replace starter.
Replace start relay.
Replace start control valve.
Check cranking speed.
Troubleshoot faulty system.

81 Turbines, piston engines
Replace PRT.
Replace turbo-blower.
Replace heat shields.
Replace waste gate.
Adjust density controller.

82 Engine water injection
Replace water/methanol pump.
Flow check water/methanol system.
Adjust water/meth. control unit.
Check fluid for quality.
Troubleshoot faulty system.

83 Accessory gear boxes
Replace gearbox.
Replace drive shaft.
Check chip detector.
APPENDIX 5 - Acceptable MTEL format

Documenting practical experience

Practical experience for the issue of an AME Licence, Categories and Ratings should be documented in a suitable Maintenance Training and Experience Logbook (MTEL).

The format of any acceptable MTEL should have the following features:

- a section that provide an overview of experience /employment in the aviation industry, detailing relevant qualifications, training and courses
- an experience record section that list specific tasks completed, and:
  - details the dates and the specific aircraft or component worked on.
  - is countersigned by a supervising LAME

Example of experience record page

Below is an example of the typical format that should be used in the experience record section to document practical experience.

Experience should be recorded in a separate section for the appropriate rating group or specific type rating of the relevant category section.

There should be sufficient detail to describe the task to allow an assessment to see that a range of various maintenance tasks have been completed for the unit standard (U.S.), category, or rating being applied for.

In the ‘Details of maintenance task’ column indicate one of the following actions has been carried out:

(P) - Personally performed the task
(A) - Taken an active interest in
(T) - Received instruction or on the job training
APPENDIX 6 - AME Licence Examination Syllabus Structure

Each syllabus subject is described in a separate Advisory Circular as detailed in Table 1 of this Advisory Circular. The overall layout and structure of these syllabuses is outlined below.

**Performance verbs**

The performance verbs used in the basic examination syllabuses are as follows:

<table>
<thead>
<tr>
<th>Verb</th>
<th>Description</th>
<th>Knowledge Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apply</td>
<td>To employ a formula, theorem or principle.</td>
<td>✔</td>
</tr>
<tr>
<td>Assess</td>
<td>To fix the size, quantity, amount, value or quality</td>
<td>✔</td>
</tr>
<tr>
<td>Calculate</td>
<td>To determine or ascertain mathematical methods.</td>
<td>✔</td>
</tr>
<tr>
<td>Categorise</td>
<td>To place in a class or division.</td>
<td>✔</td>
</tr>
<tr>
<td>Compare</td>
<td>To establish similarities or dissimilarities.</td>
<td>✔</td>
</tr>
<tr>
<td>Construct</td>
<td>To build an entity by fitting parts together.</td>
<td>✔</td>
</tr>
<tr>
<td>Convert</td>
<td>To change into others of a different kind.</td>
<td>✔</td>
</tr>
<tr>
<td>Decode</td>
<td>To interpret in plain language.</td>
<td>✔</td>
</tr>
<tr>
<td>Define</td>
<td>To state the exact meaning or give the limits.</td>
<td></td>
</tr>
<tr>
<td>Derive</td>
<td>To trace from a source or deduce</td>
<td></td>
</tr>
<tr>
<td>Describe</td>
<td>To give a description or state the characteristics.</td>
<td>✔</td>
</tr>
<tr>
<td>Detail</td>
<td>To deal with things item by item.</td>
<td>✔</td>
</tr>
<tr>
<td>Determine</td>
<td>To resolve or establish precisely</td>
<td>✔</td>
</tr>
<tr>
<td>Diagnose</td>
<td>To identify the cause of a mechanical fault</td>
<td>✔</td>
</tr>
<tr>
<td>Differentiate</td>
<td>To identify the difference between two items.</td>
<td>✔</td>
</tr>
<tr>
<td>Distinguish</td>
<td>To make the difference recognisable.</td>
<td>✔</td>
</tr>
<tr>
<td>Estimate</td>
<td>To give an approximate judgement</td>
<td>✔</td>
</tr>
<tr>
<td>Evaluate</td>
<td>To critically interpret and appraise in various contexts</td>
<td></td>
</tr>
<tr>
<td>Explain</td>
<td>To make known in detail.</td>
<td>✔</td>
</tr>
<tr>
<td>Extract</td>
<td>To derive from.</td>
<td></td>
</tr>
<tr>
<td>Graph</td>
<td>To draw a graph as representing a given function.</td>
<td>✔</td>
</tr>
<tr>
<td>Identify</td>
<td>To establish individuality of an item.</td>
<td>✔</td>
</tr>
<tr>
<td>Illustrate</td>
<td>To give specific examples of a general case.</td>
<td>✔</td>
</tr>
<tr>
<td>Interpret</td>
<td>To put in plain words.</td>
<td>✔</td>
</tr>
<tr>
<td>List</td>
<td>To record a number of connected items.</td>
<td>✔</td>
</tr>
<tr>
<td>Match</td>
<td>To join two or more things so they correspond.</td>
<td>✔</td>
</tr>
<tr>
<td>Name</td>
<td>To use the word by which an item is known.</td>
<td>✔</td>
</tr>
<tr>
<td>Outline</td>
<td>To draw or describe the essential parts only.</td>
<td>✔</td>
</tr>
<tr>
<td>Perform</td>
<td>To carry out a task.</td>
<td>✔</td>
</tr>
<tr>
<td>Plot</td>
<td>To mark or connect points on a graph.</td>
<td>✔</td>
</tr>
<tr>
<td>Reproduce</td>
<td>To produce again, to produce copies or representations.</td>
<td></td>
</tr>
<tr>
<td>Round</td>
<td>To approximate to a specified degree of accuracy.</td>
<td>✔</td>
</tr>
<tr>
<td>Select</td>
<td>To choose for suitability from a list</td>
<td>✔</td>
</tr>
<tr>
<td>Show</td>
<td>To demonstrate.</td>
<td>✔</td>
</tr>
<tr>
<td>Simplify</td>
<td>To make easier to do or understand.</td>
<td>✔</td>
</tr>
<tr>
<td>Solve</td>
<td>To determine the answer to a problem.</td>
<td>✔</td>
</tr>
<tr>
<td>Specify</td>
<td>To provide details of design, materials or conditions.</td>
<td>✔</td>
</tr>
<tr>
<td>State</td>
<td>To express in words or number.</td>
<td>✔</td>
</tr>
<tr>
<td>Trace</td>
<td>To follow the course, development, history of.</td>
<td></td>
</tr>
</tbody>
</table>
**Topic Numbering**

Each syllabus is set out by topics (except for subject 18), every main topic in each syllabus is divided into sub-topics then into sub-sub-topics and, where applicable, paragraphs. The three-digit sub-sub-topic numbers shown in the left hand column of the syllabus table are used in the ‘knowledge deficiency reports’ (KDRs) to provide feedback on individual examinations.

**Objective description**

The middle column of each syllabus table objectively describes each sub-sub-topic by plainly stating its subject matter and the type of performance or activity required. The objectives are intended to be simple, unambiguous, and clearly focussed, outcomes to aid learning.

**Knowledge levels**

The right hand column of the syllabus table specifies the knowledge level for the sub-topic headings. The levels indicate the depth of knowledge required and are defined as follows:

**LEVEL 1:** A familiarisation with the principal elements of the subject.

**LEVEL 2:** A general knowledge of the theoretical and practical aspects of the subject. The applicant should have the ability to apply their knowledge.

**LEVEL 3:** A detailed knowledge of the theoretical and practical aspects of the subject. The applicant should have the capacity to combine and apply the separate elements of knowledge in a logical and comprehensive manner.

Note that the knowledge levels indicate the depth of knowledge required NOT its safety importance.

---oOo---