

## SECTION C

### CATEGORY A LICENCE

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## **c1 THE CATEGORY A LICENCE**

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The Category A licence is a mechanical based licence and permits the holder to issue certificates of release to service within the limits of tasks specifically endorsed on the authorisation, following minor scheduled line maintenance and simple defect rectification. Ref Part-145 A.30(6).

The A licence is sub-divided into sub-categories as below:

- A1 Aeroplanes Turbine-Engines
- A2 Aeroplanes Piston-Engines
- A3 Helicopters Turbine-Engines
- A4 Helicopters Piston-Engines

## **c2 PART-147 APPROVED TRAINING ROUTE**

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A course of training can be undertaken under the auspices of a Part-147 approved basic training school. The course will consist of a minimum of 800 hours instruction, except for sub-Category A2 which will consist of 650 hours instruction. The purpose of the course is to teach the individual the basic underpinning theoretical knowledge required of the category A role and to provide basic skills and maintenance practices training to establish basic practical competence. The course includes theory exams and practical skills assessments as part of the training and qualification philosophy.

The approved course must be followed by a minimum of 1 year's practical line maintenance experience to consolidate the training received prior to licence application.

For information on Part-147 approved organisations refer to Section K.

## **c3 EXPERIENCE REQUIREMENTS**

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### **c3.1 General**

An applicant for a category A licence must have completed a prescribed period of aircraft maintenance experience. This experience should include minor scheduled line maintenance and simple defect rectification on operating aircraft appertaining to the category of licence for which application is to be made.

### **c3.2 'Recent Practical Maintenance Experience'**

All applicants must have gained at least one year's experience on aircraft typical of the category or sub-category for which application is made. Of this one

year's experience, six months must have been gained in the 12 months immediately before application. The remainder must have been gained in the 7 years before application.

### **c3.3 Self Starter and Other Experienced Applicants**

Category A applicants who have not successfully completed a Part-147 approved course of training, should have at least 3 years practical maintenance experience on operating aircraft.

## **c4 REDUCTION IN EXPERIENCE REQUIREMENTS**

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A reduction in the 3 years experience requirement may be considered for certain applicants who fall into either category below. There are currently no standard assessment terms for these applications and therefore applicants are advised, before applying for licence issue, to ensure they meet the experience criteria in accordance with Part-66.A.30 and AMC 66.A.30 (a) and (b). Where an assessment of course material and/or experience is requested by the applicant, an assessment charge will be made in accordance with the CAA Scheme of Charges.

### **c4.1 'Skilled Worker'**

A skilled worker is a person who has successfully completed a course of training, acceptable to the competent authority, involving the manufacture, repair, overhaul or inspection of mechanical, electrical or electronic equipment. The training would have included the use of tools and measuring devices.

#### **c4.1.1 Experience Required**

2 years where the applicant has already qualified in another profession detailed in 4.1 above.

### **c4.2 'Other Experienced Applicants'**

Aircraft maintenance experience gained outside a civil aircraft maintenance environment can include experience gained in armed forces, coast guards and police.

#### **c4.2.1 Experience Required**

All applicants referred to in C4.3 must have gained at least one year's civil experience on aircraft typical of the category or sub-category for which application is made.

**C4.3 'Non EU Applicants'**

Aircraft maintenance engineers with experience working on operational civil aircraft outside of the EU member states, may claim that experience towards the grant of a Part-66 licence, providing that the experience is deemed acceptable by the CAA.

**C4.3.1 Experience Required**

All applicants must meet the 3 years experience requirement. Experience claimed towards a Part-66 licence must meet the standards of Part-145 and must be correctly authenticated in a manner acceptable to the CAA.

**C5 BASIC THEORETICAL KNOWLEDGE REQUIREMENTS****C5.1 General**

Basic knowledge levels for each category licence have been allocated relating to the complexity of certifications appropriate to the particular licence. A Category A applicant must demonstrate an adequate level of knowledge in the required subjects as detailed in this section.

Knowledge level requirements and general information relating to examination requirements and procedures can be found in Section J.

**C5.2 Aeroplanes Turbine-Engines (A1.1)**

Module 1	Mathematics
Module 2	Physics
Module 3	Electrical Fundamentals
Module 5	Digital Techniques/Electronic Instrument Systems
Module 6	Materials & Hardware
Module 7	Maintenance Practices
Module 8	Basic Aerodynamics
Module 9	Human Factors
Module 10	Aviation Legislation
Module 11	Aeroplanes Aerodynamics, Structures & Systems
Module 15	Gas Turbine Engines
Module 17	Propeller

**C5.3 Aeroplanes Piston-Engines (A1.2)**

Module 1	Mathematics
Module 2	Physics
Module 3	Electrical Fundamentals
Module 5	Digital Techniques/Electronic Instrument Systems
Module 6	Materials & Hardware
Module 7	Maintenance Practices
Module 8	Basic Aerodynamics

Module 9	Human Factors
Module 10	Aviation Legislation
Module 11	Aeroplanes Aerodynamics, Structures & Systems
Module 16	Piston Engine
Module 17	Propeller

**C5.4 Helicopter Turbine-Engines (A1.3)**

Module 1	Mathematics
Module 2	Physics
Module 3	Electrical Fundamentals
Module 5	Digital Techniques/Electronic Instrument Systems
Module 6	Materials & Hardware
Module 7	Maintenance Practices
Module 8	Basic Aerodynamics
Module 9	Human Factors
Module 10	Aviation Legislation
Module 12	Helicopter Aerodynamics, Structures & Systems
Module 15	Gas Turbine Engine

**C5.5 Helicopter Piston Engines (A1.4)**

Module 1	Mathematics
Module 2	Physics
Module 3	Electrical Fundamentals
Module 5	Digital Techniques/Electronic Instrument Systems
Module 6	Materials & Hardware
Module 7	Maintenance Practices
Module 8	Basic Aerodynamics
Module 9	Human Factors
Module 10	Aviation Legislation
Module 12	Helicopter Aerodynamics, Structures & Systems
Module 16	Piston Engine

**C5.6 Essay Paper**

In addition to the multi-choice question paper relating to appropriate level and modules required, an essay paper must be taken. The essay paper will comprise questions drawn from the syllabus subjects covering Maintenance Practices (Module 7), Human Factors (Module 9) and Aviation Legislation (Module 10).

**C6 CREDITS FROM THEORETICAL KNOWLEDGE REQUIREMENTS****C6.1 General**

Partial examination exemptions may be given to applicants who wish to extend their current licence to include a further basic Category/sub-Category and to those applicants who hold accepted academic qualifications as detailed in this section.

### **c6.2 Extension of a Licence to include another Category**

The modular syllabus of Part-66 often requires different levels of knowledge for the different licence categories (A, B1 and B2) within a module; therefore there are conversion examinations applicable to certain modules for licence holders wishing to include another category. The most common cases of category conversion are detailed in Section G.

The CAA will conduct all conversion part module examinations (unless approval has been granted by the CAA for a Part-147 Organisation to conduct the examinations). Applications should be made in the normal way. Further general information on examinations can be found in Section J.

### **c6.3 Academic Qualifications**

Standard examination exemptions may apply to **Bachelor of Science** or **Bachelor of Engineering degrees** from a University located within the United Kingdom. In the cases above, in accordance with Part-66.A.25, Part-66.B.400 and Part-66.B.405, the CAA will need to evaluate the course in order to confirm the exemption.

If a University located in another JAA Member State awarded a degree, the applicant should apply to the competent authority of that State for recognition.

However it is recommended that the request for an evaluation of a course be made from the course provider.

### **c6.4 Assessment of Academic Qualifications**

For an assessment of a qualification mentioned above, for the purpose of exemption from any of the requirements for the issue or extension of a licence to act as an aircraft maintenance engineer, the applicant shall pay a charge in accordance with our scheme of charges.

It is recommended that applications for assessment of a qualification be made by the organisation providing the qualification, in order that a common exemption can be attained, where agreed.

**C7 MAKING YOUR APPLICATION**

**Note 1: Refer to Appendix A to Section A for information on form numbers.**

Form 19 (SRG/1014) should be used in respect of all Category A initial issue applications. Current forms may be downloaded from our web site ([www.srg.caa.co.uk](http://www.srg.caa.co.uk)). A guidance document that is linked to the application form will provide easy to follow guidance on the basic licensing requirements, which parts of the application to complete and what may be required in support of your application. Refer to Section A, Appendix B.

**Note 2: The Category A licence is a basic licence only and cannot hold any type ratings.**

**C7.1 Supporting Documents**

**Course Completion Certificates** – issued by CAA approved organisations or Part-147 organisations in other JAA Member States

**Logbook** – confirming experience.

**Note: Having clear concise supporting data will enable us to issue licences more effectively and with less risk of errors or rejections.**

**C8 IF YOUR APPLICATION FAILS**

Please refer to Section B18.

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