



Australian Government
Civil Aviation Safety Authority

Airworthiness Advisory Circular (AAC)
Administration and Procedure – Aircraft
Maintenance Engineer Licences – Category
Airframe

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This AAC contains information on the following topics applicable to Aircraft Maintenance Engineer Licences – Category Airframe:

1. Applicability
2. Definitions
3. Grouping Classifications
4. Licence Ratings and Form of Endorsement
5. Experience Requirements for the Grant of a Licence or Endorsement of a Rating
6. Examination Requirements

1. Applicability

This AAC specifies the requirements for the grant of an Aircraft Maintenance Engineer Licence and the endorsement of additional ratings to a licence in the airframe category. It is to be read in conjunction with CAO Section 100.90 Issue 3 and the corresponding sub-sections of CAO Section 100.91 Issue 3.

2. Definitions

Refer to CAO Section 100.91 sub-section 2.



3. Grouping Classifications

Airframe category groups are specified in CAO Section 100.91 Issue 3. Reference should be made to Table 1 of sub-section 4 of this AAC which lists those aircraft classified airframe Group 20.

Maintenance of a system/structure classified Group 3, 4, 5, 6, 7 or 10 on an aircraft classified Group 1, 2 or 19 shall be certified by the holder of a licence endorsed with an appropriate Group 1, 2 or 19 rating, together with an appropriate Group 3, 4, 5, 6, 7 or 10 rating.

With respect to maintenance of aircraft classified Group 20, certification of maintenance within the airframes category shall be made by a person holding the appropriate Group 20 airframe rating.

Maintenance of aircraft with fibre reinforced plastic composite structures as listed in Table 1 shall be certified by the holder of an airframe licence endorsed with a Group 7 rating.

Aircraft with Structures Classified as Category Airframes - Group 7 - Table 1 * refer to Note 3

The following aircraft contain composite structure. Other aircraft not listed in this table may contain composite structure – a Group 7 rating will be required for maintenance of those structures.

Aircraft Type	Aircraft Type	Aircraft Type
Aerodesign Pulsar	Grob 520 Egrett	Rand KR2 * refer to Note 1
Buchanan BAC 204	Grob G115	Rutan Long Eze
Cirrus SR20/SR22	Gyroflug SC01B-160	Rutan Vari Eze
CoZ Cosy	HOAC DV 20 Katana/Diamond DA 20A1	Stoddard Hamilton Glasair Series
Diamond DV22/DA22	Jabiru LSA	Stoddard Hamilton Glastar
Diamond HK-36	Lancair/Columbia Series	Tecnam P92
Diamond DA 40	Liberty XL2	III Sky Arrow 650
Diamond DA 42	Quickie Q1/Q2 Series	
Eagle X/XTS Series	Quickie Q200	
Extra 300/300S * refer to Note 2	Rutan Defiant	

Note 1. Although this aircraft is primarily a wooden structure there are sufficient composite components in the airframe to require a Group 7 rating in addition to Groups 1



and 3 to certify for maintenance on this airframe.

Note 2. In addition to Groups 1 and 7, this airframe will also require a Group 4 rating.

Note 3. Group 7 only covers maintenance of the composite structure of the aircraft. Groups 1, 2, 3, 4, 5, 6 and 10, as applicable, cover other aspects of the airframe and its systems.

Note 4. Example: An aircraft may be fitted with composite structure completely encased in wood or metal where the composite material is not visible during normal maintenance. A Group 7 rating is not required for normal maintenance; the normal maintenance can be certified by the holder of Group 1, 2, 3, 4, 5, 6 and 10 as appropriate. However, if inspection of the visible parts of the structure or other factors show internal problems requiring maintenance of the "invisible" composite, a Group 7 rating is required to certify the maintenance of the composite parts of the structure.

Note 5. Example: An aircraft may have wooden structure completely encased in composite material where the wood is not visible. A Group 7 rating is required to certify the normal maintenance of this structure; however, if inspection of the visible parts of the structure or other factors show internal problems requiring maintenance of the "invisible" wood, a Group 3 rating is required to certify the maintenance of the wooden parts of the structure

Note: 6 Lancair aircraft are now manufactured by Lancair in kit form and by Columbia as complete certificated aeroplanes.

4. Licence Ratings and Form of Endorsement

Those aircraft classified as Airframe Group 20 are listed in Table 1 below. Endorsements on the licence are computer generated from tables maintained centrally by Maintenance Personnel Section. The endorsements will follow as closely as possible the endorsements shown below.

**Form of Licence Endorsement for Aircraft Classified as
Category Airframe - Group 20 - Table 1**

Aircraft Type	Licence Endorsement
Aerospatiale SA 330	SA330
Aerospatiale AS or SA 332L	SA 332 L Series
Aerospatiale SA 365C Series	SA365C
Airbus A300 B4 - 200 Series	A300 - B4
Airbus A300 B4 - 600/A310	A300 - 600/A310
Airbus A319/A320/321	A319/A320/321
Airbus A330-200/300	A330-200/300
Airbus A380	A380
Airship Industries Skyship 600	AI 600



Aircraft Type	Licence Endorsement
AS365N, N1, N2, & N3	AS365N
AMD Falcon 10	AMD F10
AMD Falcon 20/200	AMD F20/200 Series
AMD Falcon 50	AMD F50
AMD Falcon 900 (including AMD 900EX)	AMD F900
ATR42-400/500 (with Propeller Electronic Control)	ATR 42 PEC
ATR42-200/300 (without Propeller Electronic Control)	ATR 42
Agusta Westland AW139	AW139
BAe HS 748	HS 748
BAe 125 – 400/600/700	BAe 125 Series to 700
BAe 125 – 800/Hawker 750/800/850/900 including XP	BAe 125 – 800/900
BAe 125 - 1000/Hawker 1000	BAe 125 - 1000
BAe 146 - 100/200/300/Avro 146-RJ70/85/100	BAe 146 Series
MU300/Beechjet 400/400A	MU300/Beechjet 400/400A
Bell B204 and derivatives with manufacturer's model on the aircraft data plate of Bell 204 (See Note 1)	Bell 204
Bell 205 and derivatives with manufacturer's model on the aircraft data plate of Bell 205 (See Note 1)	Bell 205
Bell 212	Bell 212
Bell 214ST	Bell 214ST
Bell 214B	Bell 214B
Bell 222	Bell 222
Bell 230	Bell 230
Bell 412 & Augusta Bell 412	Bell 412
Bell 430	Bell 430
Boeing 707 - 300	B707-300
Boeing 717-200	B717 Series
Boeing 727 - 100/200	B727-100/200
Boeing 737-100/200	B737-100/200



Aircraft Type	Licence Endorsement
Boeing 737 - 300/400	B737-300/400
Boeing B737-600/700/700IGW/800/900	B737-600/700/800/900
Boeing 747 - 100/200/300/SP	B747 Series
Boeing 747-400 and-400 (910K) see Note 2	B747-400
Boeing 757 - 200	B757-200
Boeing 767 - 200/300	B767-200/300
Boeing 777-200/300	B777-200/300
Bombardier Challenger CL 300	Bombardier CL 300
Canadair/Bombardier BD-700 (Global Express)	BD-700
Canadair/Bombardier CL215	CL-215
Canadair/Bombardier CL600/601/604/605	CL600-Series
Canadair Regional Jet 100/200 Series	CRJ 100/200 Series
CASA 212-400	CASA 212-400
Cessna 500/501/550/551/560/560XL/560XLS/S2	C500/550/560/560XL
Cessna 510 Mustang	C510
Cessna 525(CJ1)/525A(CJ2)/525B(CJ3)	C525
Cessna 650	C650
Cessna 680	C680
Cessna 750	Cessna 750
Convair 240	Convair 240
Convair 340	Convair 340
Convair 440	Convair 440
Convair 580 (Allison 501)	Convair 580
De Havilland Canada DHC-7	DHC-7
De Havilland Canada DHC-8 (Except -400)	DHC-8-100/200/300
De Havilland Canada DHC-8-400	DHC-8-400
Dassault F 2000 and F2000 EX EASy	Dassault F2000
Dornier 328 (excluding 328-JET)	Dornier 328
Eclipse 500	Eclipse 500
Eurocopter EC225	EC225
Embraer - 120	EMB 120



Aircraft Type	Licence Endorsement
Embraer 135/145	EMB 135/145
Embraer ERJ 170.100 STD & ERJ 170.100 LR	ERJ 170
Embraer ERJ 190.100	ERJ 190
Embraer 500 (Phenom 100)	EMB 500
Fokker F27 - 100/200/400/500/600/700	F27 Series
Fokker F27 - MK050 (F-50; Fokker 50)	F27-MK050
Fokker F28 - 1000/3000/4000	F28 Series
Fokker F28 - MK100 (F-100; Fokker 100)	F28-MK100
Grumman G159	G159
Grumman G1159	G1159
Grumman G-IV	G-IV
Gulfstream 200/IAI Galaxy	G200
Gulfstream GIV-X/G450/G350	Gulfstream GIV-X/G450/G350
Gulfstream GV (Except GV-SP/G500/G550)	GV
Gulfstream GV-SP (G500 & G550)	GV-SP
Hawker Siddeley 125-3B	BAe 125 Series to 700
IAI Westwind 1124	IAI-1124
IAI 1125 Astra/Astra SPX	IAI-1125
Jetstream 4100	Jetstream 4100
Learjet 24D/24F/25B/25C/31/31A/35/35A/36/36A	GL-20/30 series
Learjet 45	GL-45
Learjet-55	GL-55
Learjet 60	GL 60
Let L410 and Let L420	Let L420
McDonnell Douglas DC9-30	DC9-30
McDonnell Douglas DC9-81/82/83 (MD81; MD82; MD83)	DC9-81/82/83
Nord 262/Frakes M-298	Nord 262-A
Raytheon 390 (Premier 1) – see note 3	Raytheon 390
Saab SF 340	SF340
Sikorsky S61	S61 Series
Sikorsky S62	S62



Aircraft Type	Licence Endorsement
Sikorsky S76	S76
Sikorsky S92	S92
<p><i>Note 1: For UH-1 series aircraft which do not have a manufacturer’s model identification of Bell 204 or Bell 205 on the aircraft data plate, contact Maintenance Personnel Licensing for advice.</i></p> <p><i>Note 2: The -400 (910K) refers to the B747-438 aircraft fitted with the auxiliary fuel tank in the forward cargo compartment and introduced into the Qantas fleet late 2002. This aircraft has other modifications that have allowed the aircraft to operate at a higher MTOW of 910,000 lbs.</i></p> <p><i>Note 3: A limitation excluding composite structural repair will be applied to this rating unless the holder holds or is qualified to hold an Airframe Group 7 rating</i></p> <p><i>Note 4: Applicants who have successfully completed approved training on the Bell 222 and the Bell 230 may be granted both ratings on the basis of one SOE covering only one type or a mixture of experience on both models."</i></p>	

5. Experience Requirements for the Grant of a Licence or Endorsement of a Rating

The minimum experience time period required for the grant of a licence is four years aircraft maintenance or aircraft component maintenance. The four years maintenance experience includes two years aircraft maintenance experience in the category being applied for.

In addition to the four general and two years category experience, the applicant also needs to have satisfied the Schedule of Experience (SOE) requirements for the Group being applied for. The minimum practical experience required for the grant of a licence or the endorsement of an additional rating is specified as follows:

- (a) For aircraft classified as Group 20 the minimum practical experience is specified within this AAC (Table 2) and in a document published by CASA titled “Schedule Of Experience Airframe 20”. Minimum practical experience requirements may also be specified within an approved Accelerated Training or Practical Consolidation Training (PCT) Program.
- (b) For aircraft/systems classified Groups 1, 2, 3, 4, 5, 6, 7, 10 or 19 the minimum practical experience is specified within this AAC (Table 4) and in a document published by CASA titled “Schedule Of Experience Category Airframe 1, 2, 3, 4, 5, 6, 7, 10, 19” (Form 921).

If the information within the AAC is found to conflict with that provided within SOE documents then the AAC is to be taken as the authoritative document. The experience reductions detailed within the tables are only a guide to the assessing AWI.



If the complexity of an aircraft or aircraft group being used as the basis for a reduction is not comparable to the aircraft or aircraft group being sought, then the AWI may vary the experience reduction applied accordingly. Because of these uncertainties LAME's are encouraged to have their particular situation assessed by an AWI prior to compiling their SOE.

Only central office AWI may assess SOE reductions applicable to:

- (a) Competency Technical Category applicants (overseas & current/discharged military personnel who have been employed as aircraft engineers);
- (b) accelerated training program applicants; and
- (c) practical consolidated training applicants.

When determining the minimum hours an individual will require for Group 20 airframe SOE, reference is to be made to Tables 1 and 2. Table 1 -Schedule Of Experience Complexity Comparison For Group 20- lists aircraft types that are considered to be of similar complexity. Applicants should first consult this table to establish which "List" includes the aircraft for which they seek a rating. Following this, applicants should consult Table 2 titled "Airframe Base Hours Requirement". The appropriate hours in Table 2 are then transcribed into the SOE. For the grant of an additional Group 20 Type rating, the minimum hours set out in Table 2 may be reduced. Refer to Table 3 titled "Rating Reduction" to identify the reduction that may be claimed.

When determining the minimum hours an applicant will require for Groups 1, 2, 3, 4, 5, 6, 7, 10 or 19 airframe engine ratings, reference is to be made to Tables 4 and 5. Table 4 provides applicants the base hours required and Table 5 provides applicants with reductions that may be applicable to their own situation.

However, it should be noted that the final decision to grant a reduction rests with the airworthiness inspector at the time of processing the licence application.

Note: AME Licensing has reviewed the content of the Kangan Batman TAFE course, "Composite Manufacture and Repair Techniques" and Padstow College of NSW course "Composite Manufacture and Repair Techniques". Both courses have been approved as an acceptable method of demonstrating appropriate practical experience and is therefore acceptable in-lieu of the Airframe Group 7 Schedule of Experience.



Experience Requirements - B737-300/400, B737-600/700/800/900, CFM56 (B737-3/400) and CFM56 (B737-6/7/8/900)

Due to numerous inquiries concerning the experience requirements and reductions available in relation to these AME Licence ratings Maintenance Personnel Licensing (MPL) Section makes the following comments and recommendations.

Due to other workload and priorities similar recommendations will not be distributed for any other aircraft/engines until CASA AME Licensing Manual procedures can be developed and implemented to ensure proper evaluation and consistency.

There are many similarities and many differences between the B737–300/400 and the B737–6/7/8/900 aircraft and associated engines. These raise questions related to the information set out in the AACs concerning SOE requirements. This document is intended to answer those questions and provide guidance to CASA AWIs assessing rating applications.

The total of the recommended minimum hours in the nominated ATA Chapters in the tables below are NOT equal to the minimum recommended hours for the category. This is deliberate. The difference in hours can be made up with experience in any applicable ATA Chapter provided the minimum hours and emphasis in the nominated Chapters are met.

Holders of ratings for both airframes/engines seeking ratings for other types:

The differences between these aircraft and engines allow some additional reduction in SOE requirements in the airframe and engine category for an applicant for another rating, e.g. B747-400 or RR RB211 (B747-400), but the similarities do not allow 25% reduction for each rating. The following recommendations are in addition to the reductions available by virtue of other ratings up to a maximum reduction of 75%

MPL recommends that a total of 35% reduction be allowed to holders of both the B737-300/400 and the B737-600/700/800/900.

MPL recommends that a total of 35% reduction be allowed to holders of both the CFM56 (B737-3/400) and CFM56 (B737-6/7/8/900).

Airframe and Engine SOE Requirements for B737-600/700/800/900 and CFM-56 (B737-600/700/800/900) for an applicant who does NOT hold a rating for the B737-300/400 or CFM56.

Minimum recommended SOE Hours – as per AAC Reduction Tables.

Airframe and Engine SOE Requirements for B737-600/700/800/900 and CFM-56 (B737-600/700/800/900) for an applicant who holds BOTH B737-300/400 Airframe and CFM-56 (B737-300/400) Engine ratings.

Minimum recommended SOE hours – 150 hours covering both categories, with minimum hours in each ATA Chapter as set out in the following tables. The difference in hours between the minimum required in the nominated ATA Chapters and the minimum required for the both Categories can be made up by tasks in any applicable ATA Chapter provided the minimum hours and emphasis in the nominated Chapters are met.



Airframe SOE Requirements for B737-600/700/800/900 For an applicant who holds B737-300/400 Airframe rating the minimum recommended SOE hours is 120 hours, with minimum hours in each ATA Chapter as set out in the following table.

ATA Chapter	Base Hours	Reduced Hours	Comment/Emphasis
6-10	5	Nil	
21	60	Nil or 15	See Note 4 below
25	40	10	
26	5	Nil	
27	90	15	Leading edge and trailing edge flap and rudder systems
28	40	10	See Note 5 below
29	50	10	
30	20	Nil	
32	80	15	Brakes
35	5	Nil	
36	10	Nil	
38	10	AAC	New (vacuum) system
49	10	AAC	New APU
52 & 56	50	10	Overwing emergency doors
53 & 57	50	Nil	
55	10	Nil	
Total Hours Required		Min 120 hours	If B737-300/400 only rating held.

Note 1: This recommendation takes into account previous experience and therefore supersedes the normal SOE reductions set out in AAC 9-91, unless specified in the table above.

Note 2: A minimum of 120 hours total is recommended due to the changes in system philosophy by the increased use of computer control and monitoring, therefore the experience recorded should include use of CDU and BITE to test/troubleshoot/confirm system operation.

Note 3: If the applicant also holds a rating for A320, B767, B747-400 or aircraft with similar technology - SOE requirements can be reduced to minimum hours for each ATA Chapter listed.

Note 4: Experience required in ATA Chapter 21 – Airconditioning:

- Nil hours if trained and experienced on both -300 and -400 airconditioning systems; or
- 15 hours if trained and experience on -300 only with an emphasis on -400/800/900 zone temp control system and water separator system. This experience may be gained on -400 aircraft.

Note 5: If applicant’s experience is on BBJ - Add 5 hours for BBJ auxiliary fuel tank system.

Note 6: The difference in hours between the minimum required in the nominated ATA Chapters and the minimum required for the Airframe Category can be made up by tasks in any applicable ATA Chapter provided the minimum hours and emphasis in the nominated Chapters are met.



Engine SOE Requirements for CFM-56 (B737-600/700/800/900) for an applicant who holds CFM-56 (B737-300/400) Engine rating the minimum recommended SOE hours – 75 hours, with minimum hours in each ATA Chapter as set out in the following table.

ATA Chapter	Base Hours	Reduced Hours	Comment/Emphasis
26	10	Nil	
36	10	Nil	
49	50		New APU – See Note 4 below
71&72	150	20	See Note 5 below
73	50	10	See Note 5 below
74	10	Nil	
75	10	5	See Note 5 below
76	15	5	See Note 5 below
78	50	10	See Note 5 below
79	10	Nil	
80	10	Nil	
Total Hours Required		Min 75 hours	If CFM-56 (B737-300/400) only rating held.

Note 1: This recommendation takes into account previous experience and therefore supersedes the normal SOE reductions set out in AAC 9-92, unless specified in the table above.

Note 2: A minimum of 75 hours total is recommended due to the changes in system philosophy by the increased use of computer control and monitoring, therefore the experience recorded should include use of CDU and BITE to test/troubleshoot/confirm system operation.

Note 3: If the applicant also holds an engine rating for A320, B767, B747-400 or aircraft with similar technology - SOE requirements can be reduced to minimum hours for each ATA Chapter listed below.

Note 4: The lesser of 25 hours or as per AAC 9-92.

Note 5: Emphasis should be on: engine installation; fan maintenance; engine ground running; operational/functional testing; and troubleshooting.

Note 6: The difference in hours between the minimum required in the nominated ATA Chapters and the minimum required for the Engine Category can be made up by tasks in any applicable ATA Chapter provided the minimum hours and emphasis in the nominated Chapters are met.

Note 7: For further information concerning these recommendations, contact Maintenance Personnel Licensing on 131 757 or ame.licensing@casa.gov.au.



Table 1 - Schedule of Experience Complexity Comparison for Group 20			
Aeroplanes List 1	Aeroplanes List 2	Helicopters List 1	Helicopters List 2
AMD F10	A300-B4	Bell 204	AW139
AMD F20/200 Series	A300-600/A310	Bell 205	Bell 214ST
AMD F50	A319/320/321	Bell 212	SA330
AMD F900 (including 900EX)	A330-200/300	Bell 222	SA332L Series
ATR 42-200/300	A380	Bell 230	SA365
ATR 42-400/500	BAe 146 Series	Bell 412	S61 Series
BAe 125-Series to 700	B707-300	Bell 430	S76
BAe 125-800/900	B717-200		S92
BAE 125-1000	B727-100/200		EC225
BAe HS748 2B	B737-100/200		
BD-700	B737-300/400		
C500/550/560XL	B737-600/700/800/900		
C510	B747 Series		
C525	B747-400		
C650	B757-200		
C680	B767-200/300		
C750	B777-200/300		
CL300	CRJ 100/200 Series		
CL600/601/604/605	DC9-30		
Convair 240	DC9-81/82/83		
Convair 340	EMB 135/145		
Convair 440	ERJ 170		
Convair 580	ERJ 190		
DHC-7	EMB 500		
DHC-8-100/200/300	F28 Series		
DHC-8-400	F28-MK100		
Dassault F2000			
Dornier 328			
Eclipse 500			
EMB 120			



Table 1 - Schedule of Experience Complexity Comparison for Group 20			
Aeroplanes List 1	Aeroplanes List 2	Helicopters List 1	Helicopters List 2
EMB 500			
F27 Series			
F27-MK050			
G159			
G1159			
G200			
GIV-X/G450/G350			
G-IV			
GV			
GV-SP			
GL-20/30			
GL-45			
GL-55			
GL-60			
HAMC Y12 (II)			
IAI-1124			
IAI-1125			
IAI-1125 SPX			
Jetstream 4100			
Let 420			
MU300/Beechjet 400/400A			
Nord 262-A			
Raytheon 390			
SF340			



Table 2 - Airframe Base Hours Requirement				
ATA Chapter Area	Helicopters List 1	Helicopters List 2	Aeroplanes List 1	Aeroplanes List 2
6 to 10	5	5	5	5
21	--	30 (#4)	30	60
25	10	10	30	40
26	5	5	5	5
27	--	--	80	90
28	10	15	30	40
29	5	15	30	50
30	10 **	15 **	15	20
32	20 **	20 **	50 ****	80 ****
35	--	--	5	5
36	--	10* (#4)	10 *	10 *
38	--	--	5	10
47	--	--	See note 5	See note 5
49	--	--	10 ***	10 ***
52 & 56	10	10	40	50
53 & 57	20	20	40	50
55	5 **	5 **	10	10
62 & 63	100	125	--	--
64 & 65	60	75	--	--
67	60	75	--	--
<p>* Denotes total hours applicable to Airframe or Engines category. ** Denotes may be reduced for specific A/C design. *** Denotes hours not required if rated for APU in Engine Category **** Denotes where the aircraft group rating/types held by the applicant do not encompass retractable undercarriage - No reduction is permissible.</p> <p>Note 2: No more than 50% of any ATA chapter area requirement specified in this AAC can be met by the inclusion in the SOE of checks/inspections carried out as a result of ATA 5-20 or ATA 5-50.</p>				



Table 2 - Airframe Base Hours Requirement

ATA Chapter Area	Helicopters List 1	Helicopters List 2	Aeroplanes List 1	Aeroplanes List 2
<p><i>Note 3: Relevant maintenance simulator training, limited to 20% of the total hours in any task area, may be accepted as appropriate experience. If a reduced requirement has already been applied, then only 10% of the total hours for any task area would be allowed.</i></p> <p><i>Note 4: SOE requirement only applies if the system is fitted to the aircraft.</i></p> <p><i>Note 5: ATA 47 refers to the Nitrogen Generation Systems SOE requirements for this chapter are to be recorded in ATA 36 SOE. SOE should consist of inspection and BITE check if fitted.</i></p>				



This table denotes the percentage reduction in the SOE base hour’s requirement, which is applicable when applying for a Group 20 airframe rating.

Table 3 - Rating Reduction		
Seeking Airframe Type Ratings		Reduction
Helicopters	1st helicopter type rating	Nil
	2nd helicopter type rating	25 %
	3rd helicopter type rating	50 %
	4th & subsequent helicopter type rating	75 %
Aeroplanes	1st aeroplane type rating	Nil
	2nd aeroplane type rating	25 %
	3rd aeroplane type rating	50 %
	4th & subsequent aeroplane type rating	75 %

Note 1: The above table represents the general reductions that may be claimed by applicants applying for aeroplane or helicopter airframe ratings. This table is not designed to account for the “ifs, buts and what abouts”. If a person believes that they should have a different reduction to that normally available via the table, then the person must refer to paragraph 3.10 of the Schedule of Experience and make representation accordingly.

Note 2: Paragraph 3.10 of the Schedule of Experience provides for SOE reduction if an applicant believes that the hours for a particular ATA chapter represents an onerous task. Onerous tasks include:

- those that cannot be easily satisfied due to inherent reliability of systems and equipment; and*
- those that the applicant believe they have already satisfied via experience on systems and equipment which are closely allied to those being applied for.*

A claim for a reduced experience requirement (beyond that provided by Table 3) may also be based on the evidence provided by previously submitted SOE. Any application for a reduction in SOE requirements should be submitted as soon as possible after obtaining the SOE.

Note 3: Where an aircraft is of the same basic type but different dash number, they will be treated as one (1) rating for the purposes of the Rating Reduction Table 3.

Note 4. The holder of an Airframe licence rated Groups 1, 5, 6 and 10 who applies for a Group 20 Aeroplane rating may be granted a 20% reduction from the hours required in Table 2. This reduction is in addition to the reduction specified in this table to a maximum of 75%.

Note 5. The holder of an Airframe licence rated Group 19 who applies for a Group 20 Helicopter rating may be granted a 20% reduction from the hours required in Table 2. This reduction is in addition to the reduction specified in this table to a maximum of 75%.

Note 6. The Maximum reduction in SOE base hours is 75% unless specifically stated



Table 4 – Lower Groups Airframe Base Hours Requirement		
Group	Experience Task Area	Full Hours
Group 1 Aeroplane Systems not Classified in Groups 2 to 20 Inclusive	Scheduled Maintenance Structures Flight Controls Landing Gear (includes performance of 4 complete retraction tests, one of which must be an emergency extension) Fuel Systems Ice Protection/Oxygen, Heating Ventilation, Fire Protection, Emergency Equipment, Furnishings Electrical Systems Instrument Systems (include 4 compass calibrations)	250 hours 45 hours 60 hours 60 hours 30 hours 30 hours 25 hours 25 hours
Group 2 Helicopters not Fitted with flight control Hydraulic Boosting	Scheduled Maintenance Structures/Landing Gear Flight Controls (includes 5 blade tracks [only 2 may be flag type] and 2 autorotation check & adjust) Transmission Systems Heating Ventilation, Fire Protection, Emergency Equipment, Furnishings Electrical Systems Instrument Systems (include 4 compass calibrations)	250 hours 50 hours 60 hours 20 hours 25 hours 25 hours 25 hours
Group 3 Wooden Airframe Structures	Wooden Structures	120 hours
Group 4 Fabric Covering of Airframe Structures	Fabric Covering	120 hours
Group 5 Power Driven Fluid Systems other than Groups 2, 19 or 20	Power Fluid Systems (to include no more than 20 hours on ‘power pack’ systems)	60 hours
Group 6 Air conditioning Systems	Air conditioning Systems	30 hours
Group 7 Aircraft of Fibre Reinforced Plastic Composite Construction	Composite Structures	250 hours
Group 10 Pressurisation Systems	Pressurisation Systems (including a minimum of 4 pressurisation ground tests).	25 hours



Table 4 – Lower Groups Airframe Base Hours Requirement

Group	Experience Task Area	Full Hours
Group 19 Helicopters with Hydraulically Powered Flight Controls, not classified in group 20	Scheduled Maintenance	250 hours
	Structures	45 hours
	Landing Gear	60 hours
	Flight Controls (minimum of 5 blade tracks [only 2 flag type], 2 autorotate check and adjust, 10 hours minimum).	70 hours
	Fuel Systems	30 hours
	Ice Protection/Oxygen, Heating Ventilation, Fire Protection, Emergency Equipment, Furnishings	30 hours
	Transmission Systems	30 hours
	Electrical Systems	25 Hours
	Instrument Systems (minimum of 4 compass calibrations)	25 Hours



This table denotes the percentage reductions in the SOE base hour's requirement, which is applicable when applying for a lower Airframe Group rating. These reductions are cumulative up to a maximum reduction of 75%.

Table 5 – Lower Groups Airframe Rating Reductions (#10)									
Rating Held	Group Experience Sought								
	1	2	3	4	5	6	7	10	19
Airframe Group 1		(#1)							(#1)
Airframe Group 2	(#2)								50%
Airframe Group 19	(#3)	100 %			50%				
Aeroplanes Classified Airframes Group 20	(#4)	(#1)			(#5)	(#5)		(#5)	(#11)
Helicopters Classified Airframes Group 20	(#2)	(#4)			(#5)	(#5)			(#4)
Electrical Group 1	(#6)	(#6)							(#6)
Electrical Group 2 or 20	(#6)	(#6)				50%			(#6)
Any Instrument	(#7)	(#7)							(#7)
Instrument Group 10								(#9)	
<p><i>Note 1: A reduction of 50% applies to Group tasks scheduled maintenance and structures landing gear, while a reduction of 100% applies to fuel systems, heating/fire/furnishings/ice protection/oxygen, electrical and instrument systems</i></p> <p><i>Note 2: A reduction of 50% applies to Group 1 tasks scheduled maintenance and structures and ice protection/ventilation/fire/furnishings, while a reduction of 100% applies to electrical and instruments systems</i></p> <p><i>Note 3: A reduction of 50% applies to Group 1 tasks scheduled maintenance and structures and ice protection/ventilation/fire/furnishings, landing gear and fuel systems, while a reduction of 100% applies to electrical and instrument systems.</i></p> <p><i>Note 4: A reduction of 50% applies to the Group task scheduled maintenance, while a reduction of 100% applies to all other task areas.</i></p>									



Note 5: A reduction of 50% applies to the group sought provided that the Group 20 type has systems installed which relate to the group sought.

Note 6: A reduction of 100% applies to the group sought task electrical systems, when an electrical rating is held.

Note 7: A reduction of 100% applies to the group sought task instrument systems, when an instrument rating is held.

Note 8: Relevant maintenance simulator training, limited to 20% of the total hours in any task area, may be accepted as appropriate experience. If a reduced requirement has already been applied then only 10% of the total hours for any task area would be allowed.

Note 9: 100% reduction available. Applicant would need to substantiate their conduct of a minimum of four pressurisation ground tests.

Note 10: Experience gained during construction of an aircraft is not acceptable for SOE purposes.

Note 11: A reduction of 20% applies to the Group task scheduled maintenance, structures, fuel systems, heating/fire/furnishing/ice protection/oxygen and landing gear.



This table denotes the percentage reduction in the SOE base hour’s requirement.

Table 6 – Rating Reduction-Holder of Group 20 Electrical and Instrument Categories converting to an initial Group 20 Airframe for a given Type Rating			
ATA Chapter	Topic Area	Reduction available	Focus for Remaining SOE
6-10	Time Limits & Checks Parking, Towing, Levelling and Weighing	0%	Levelling and Weighing
21	Pressurisation, Airconditioning & Equipment Cooling Systems	50%	Mechanical aspects
25	Equipment, Furnishings & Emergency Equipment	25%	Mechanical aspects
26	Fire, Smoke, O/H Detecting & Exiting Systems	50%	Mechanical aspects
27	Flight Control Systems	25%	Wire cable Rigging and Mechanical aspects
		50%	Fly by wire Rigging and Mechanical aspects
28	Fuel Systems	40%	Pumps and piping- Mechanical aspects
29	Hydraulic Power Systems, including RATs	25%	Mechanical aspects
30	Ice & Rain Protection Systems	25%	Mechanical aspects
32	Landing Gear	25%	Mechanical aspects
35	Oxygen System	100%	
36	Pneumatic System	25%	Mechanical aspects
38	Waste Water	25%	Mechanical aspects
47	Nitrogen Generation	No reduction	



Table 6 – Rating Reduction-Holder of Group 20 Electrical and Instrument Categories converting to an initial Group 20 Airframe for a given Type Rating

ATA Chapter	Topic Area	Reduction available	Focus for Remaining SOE
49	APU	100%	Mechanical aspects
52 & 56	Doors and Windows	No reduction	
53 & 57	Fuselage and Wings	No reduction	
55	Stabilisers	No reduction	
62&63	Rotor Systems	No reduction	
64 & 65	Tail Rotor Systems	No reduction	
67	Rotors Flight Control Collective and Cyclic Systems	No reduction	



6. Examination Requirements

This section details the examinations required to be passed prior to the issue of a licence or the endorsement of an additional rating.

Examination Requirements - Table 1

Examination	Code	Licence Groups									
		1	2	3	4	5	6	7	10	19	20
Core Subjects											
Airworthiness Administration	AA	*	*	*	*	*	*	*	*	*	*
Maintenance Practices and Materials	BA	*	*	*	*	*	*	*	*	*	*
Aerodynamics and Mechanical Controls	BB	*	*	*	*	*	*	*	*	*	*
Electrical and Instrument Systems	BC	*	*	*	*	*	*	*	*	*	*
Auxiliary System Principles	FA	*	*	*	*	*	*	*	*	*	*
Specific Group Subjects											
Wooden Structures	FD			*							#
Fabric and Doping	FE				*						#
Power Fluid Systems	FF					*					#
Aeroplane Structures and Ancillary Systems	FG	*						*			#
Helicopter Aerodynamics Structures and Controls	FI		*							*	#
Airconditioning	FM						*				#
Structural Composites	FP							*			#
Pressurization	IM								*		#
Helicopter Powered Controls and Systems	FR									*	#
Specific Type											
Written	FS										#
Oral	FO										#
<p>*: Denotes the prerequisite examinations to be passed for each group or type. #: Denotes examinations to be passed for a Group 20 rating as applicable.</p>											



Note 2. A separate specific type examination (FS) is required for each additional rating in Group 20.

Note 3. Where an aircraft in Group 20 is considered by the Authority to be sufficiently similar to an aircraft for which a rating is held, FS becomes FO.

Note 4. Applicants who hold a credit for examinations IA, IZ and EB will be granted a credit for examination BC.

Note 5: A specific type oral examination FO is also required for each rating in Group 20 where the practical experience for that rating is gained within an approved Practical Consolidation Training (PCT) Program.

Mandatory Training Courses - Group 20

As specified in paragraph 5.2 of CAO Section 100.91 Issue 3, all applicants for a Group 20 Airframe rating, for aircraft classified Group 20 and listed in Table 1 of sub-section 4 of this AAC are required to have successfully completed a relevant training course acceptable to the Authority as a prerequisite to gaining the rating.

For a variety of reasons courses and/or examinations may not be available to personnel who are trying to gain a type course examination credit. CASA no longer allocates resources to the maintenance, update or delivery of Group 20 Specific Type Examinations. Aircraft type training is an activity that CASA believes should be commercially delivered.

Situations may arise where AME are unable to access type course training and associated examination credit. AME so affected are encouraged to contact CASA so that the individual's particular circumstances can be reviewed.

Should an aircraft not be listed, then one of the following applies:

- (a) A training course acceptable to the Authority is available;
- (b) The aircraft is not on the Australian register and no CASA examination will be provided; or
- (c) The aircraft has just been placed on the Australian register. Therefore, the candidate should contact the Authority to ascertain if the Authority is able to provide the examination.