



Australian Government

Civil Aviation Safety Authority

**AME Licensing (LTA and CTC) - Information
Bulletin No. 3, Issue 4**

**A Guide for Australian Defence Force Personnel
and Foreign Licensed Aircraft Maintenance
Engineers Seeking Recognition of Licenses and
Authorisations**

AME Licensing (LTA and CTC) - Information Bulletin No. 3, Issue 4

A Guide for Australian Defence Force Personnel and Foreign Licensed Aircraft Maintenance Engineers Seeking Recognition of Licenses and Authorisations

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You should always refer to the applicable provisions of the Civil Aviation Act, Civil Aviation Regulations and Civil Aviation Orders, rather than this manual, to ascertain the requirements of, and the obligations imposed by or under, the civil aviation legislation.

Copies of the Syllabus are available from the CASA website at www.casa.gov.au

Date of issue: June 2008

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Introduction

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1. Introduction

- 1.1. Serving and ex-members of the Australian Defence Forces and Foreign AME licence holders may be granted an AME licence based on their training and experience provided that they meet the requirements of Civil Aviation Regulations ([CAR 31](#)) and associated Civil Aviation Orders (CAO [100.90](#) series). Where an applicant is not eligible for the grant of an AME licence, credits for applicable CASA Core and Specific Group (basic) examinations may be granted.
- 1.2. CASA provides recognition of Licensed Engineers from nominated countries and ADF personnel of suitable rank and experience without further validation by examination. Other countries licensing requirements have either not been assessed or do not equate with Australian requirements.
- 1.3. ADF personnel and foreign licence holders from the nominated countries are required to undergo a Licensing Technical Assessment (LTA) to determine their eligibility for examination credits and/or licence ratings. This involves assessment of their qualifications, authorisations, training and experience.
- 1.4. Foreign licence holders from countries other than the CASA nominated countries are required to undergo a Category Technical Competency Assessment (CTC). CTC assessment involves an assessment of their qualifications, authorisations, training and experience to determine eligibility for CTC examinations and potential licence rating(s). The CTC examinations are sampling examinations for each category (Airframe, Engine, etc.) to validate the underpinning knowledge against CASA's Core and Specific Group (basic) examinations.
- 1.5. The following acronyms are used in this chapter:
- | | | |
|------------|-----|-----------------------------------|
| Key | ADF | Australian Defence Force |
| | CTC | Category Technical Competency |
| | LTA | Licensing Technical Assessment |
| | MPL | Maintenance Personnel Licensing |
| | NAA | National Airworthiness Authority. |



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Outline of the Australian AME Licensing System

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2. Outline of the Australian AME Licensing System

2.1. The Australian licence is granted in pursuance of the Civil Aviation Regulations and conforms to standards of Annex 1 to the Chicago Convention. The licence may be granted with ratings in one or more of the following categories:

CAO 100.91 to 95,	Airframes	CAO 100.91 and AAC 9-91 refers
	Engines	CAO 100.92 and AAC 9-92 refers
AAC 9-91 to 9-95	Radio	CAO 100.93 and AAC 9-93 refers
	Electrical	CAO 100.94 and AAC 9-94 refers
	Instruments	CAO 100.95 and AAC 9-95 refers.

CAO index can be found at <http://www.casa.gov.au/rules/orders/100.htm>

AAC index can be found at http://www.casa.gov.au/ame/aac_pt9.htm.

2.2. Each category is divided into groups and type ratings, the details of which are specified in CAOs [100.91](#) to [100.95](#) and associated Airworthiness Advisory Circulars (AACs) as applicable. For further information please refer to the above links. The AME licensing Career Guide provides additional information and can be found at <http://www.casa.gov.au/ame/guide/index.htm>.

2.3. **Licence Privileges.** The privileges that may be exercised by a licensed AME are specified in CAO 100.90 Appendix 1 (<http://www.casa.gov.au/download/orders/cao100/10090.pdf>).

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Eligibility Criteria for Licence Technical Assessment

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3. Eligibility Criteria for Licence Technical Assessment

3.1. ADF

- Serving and ex-serving ADF personnel who hold/held a trade supervisor signatory position as evidenced by rank (Corporal/Leading Seaman AT3 or above); and
- Have held and exercised Release to Service authorisations equivalent to Australian licence privileges for at least six months; and
- Have completed a minimum of four years aviation-related maintenance experience, including aviation trade training; and
- Ex-serving members who have served six months in the past twenty-four months in the civil aviation industry.

3.2. Foreign

3.2.1 The applicant must have completed a minimum of four years aviation-related maintenance experience, including aviation trade training, and held and exercised one of the following qualifications granted by the NAA of one of the nominated countries listed in the table below for at least six months:

- A valid Type-Rated Licence
- A valid Licence without Type Rating (LWTR)
- A valid LWTR together with a Company Authorisation (Approval) for aircraft/engine/avionics maintenance in relation to the licence.

Nominated Countries		
Canada	Italy	France
UK	Germany	Netherlands

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Eligibility Criteria for Category Technical Competency Assessment

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4. Eligibility Criteria for Category Technical Competency Assessment

- 4.1. The applicant must have completed a minimum of four years aviation-related maintenance experience, including aviation trade training, with at least 2 years in category and held and exercised one of the following qualifications granted by the NAA of a Contracting State for at least six months:
- A valid Type-Rated Licence
 - A valid Licence without Type Rating (LWTR)
 - A valid LWTR together with a Company Authorisation (Approval) for aircraft/engine/avionics maintenance in relation to the licence
 - A valid A&P Certificate issued by the USA Federal Aviation Administration, supported by Company Authorisations, where appropriate.

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How Applications are Made

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5. How Applications are Made

5.1. How Applications for Licence Technical Assessment are Made

Please note: Incomplete applications will be returned without assessment.

5.1.1 To apply for Licence Technical Assessment, applicants must submit the documentation listed below:

Type of Applicant	Required Documentation
All applicants	<ul style="list-style-type: none"> A completed application form together with the relevant fee <ul style="list-style-type: none"> Form 345 - ADF or Form 346 - Foreign licence holder; and A completed statutory declaration listing all supporting documents and declaring that: <ul style="list-style-type: none"> The documents are unaltered copies of the originals and Their qualification has not been suspended, revoked or cancelled. Photographic identification (e.g. passport, driver's licence etc.) <p>Note: All submitted documentation must be certified true copies by a person permitted to sign a Statutory Declaration in the country where the declaration is made. The name and/or stamp of the person certifying the true copies should be clearly displayed on each copy.</p>
Foreign licence holders	<ul style="list-style-type: none"> Copies of all licences and authorisations held Where company authorisations are held, a copy of the relevant company documentation detailing the scope and privileges of the authorisation. <p>Note: Documents in a foreign language must be accompanied by a written English translation from an appropriately qualified translator or organisation.</p>
ADF-qualified applicants	<ul style="list-style-type: none"> Documents corroborating service, rank, mustering/trade and all claimed maintenance experience e.g. Blue book, RTE, etc.



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How Applications are Made

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- 5.1.2 Forward the application form and associated documentation to Maintenance Personnel Licensing Canberra. The address is:
- Section Head, Maintenance Personnel Licensing
Civil Aviation Safety Authority
PO Box 2005 ACT 2608
- 5.1.3 An Airworthiness Inspector assesses all applications and a letter advising assessment results is forwarded to the applicant. An AME File is raised in the name of the applicant and the applicant is given an Aviation Reference Number (ARN). This number is required for all future correspondence with CASA.



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How Applications are Made

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5.2. How Applications for Category Technical Competency Assessment are made

Please note: Incomplete applications will be returned without assessment.

5.2.1 To apply for CTC Assessment, applicants must submit the documentation listed below:

Type of Applicant	Required Documentation
All applicants	<ul style="list-style-type: none"> • A completed application form (Form 346) together with the relevant fee; and • A completed statutory declaration listing all supporting documents and declaring that: <ul style="list-style-type: none"> ◦ The documents are unaltered copies of the originals and ◦ Their qualification has not been suspended, revoked or cancelled. • Photographic identification (e.g. passport, driver's licence etc.) • Copies of all licences and authorisations held <div style="border: 1px solid black; padding: 5px; margin: 5px 0;"> <p>Note: All submitted documentation must be certified true copies by a person permitted to sign a Statuary Declaration in the country where the declaration is made. The name and/or stamp of the person certifying the true copies should be clearly displayed on each copy.</p> </div> <ul style="list-style-type: none"> • Where company authorisations are held, a copy of the relevant company documentation detailing the scope and privileges of the authorisation must be provided. <div style="border: 1px solid black; padding: 5px; margin: 5px 0;"> <p>Note: Documents in a foreign language must be accompanied by a written English translation from an appropriately qualified translator or organisation.</p> </div>

5.2.2 Forward the application form and associated documentation to Maintenance Personnel Licensing Canberra. The address is:

Section Head, Maintenance Personnel Licensing
Civil Aviation Safety Authority
PO Box 2005 ACT 2608

5.2.3 An Airworthiness Inspector assesses all applications and a letter advising assessment results is forwarded to the applicant. An AME File is raised in the name of the applicant and the applicant is given an Aviation Reference Number (ARN). This number is required for all future correspondence with CASA.

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Assessment Process for LTA and CTC Applications

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6 Assessment Process for LTA and CTC Applications

6.1. From the evidence supplied CASA will determine:

- Which areas of aircraft maintenance the licence, authorisations, training and experience covers
- The equivalent AME category and groups or specific types to which the licence, authorisations, training and experience applies
- That the maintenance experience compares sufficiently to the type and range of the experience specified in the relevant Schedule of Experience (SOE)
- Which Core and Specific Group Subject and/or Specific type examinations / credits match the applicants' authorisations, training and experience.

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Examination (CTC applicants only)

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7 Examination (CTC applicants only)

- 7.1. Overseas applicants who are required to sit the CTC examinations will, on successful completion of those examinations, be granted a credit for the equivalent AME Core and Specific Group examinations.
- 7.2. CASA examinations are normally only conducted in Australia at scheduled sittings. Each CTC examination may only be attempted once. If an applicant fails a particular CTC examination or module the applicant is required to sit the applicable full AME examination(s).

Note: It is possible that a CTC examination will be so large that it is not reasonable to complete it during a three hour sitting. In such cases the examination will be supplied in two parts.



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Issue of Licence

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8 Issue of Licence

- 8.1. Prior to licence issue on the basis of LTA/CTC Assessment, the applicant must satisfy the following criteria:
- Be at least 21 years of age
 - Have at least four years aircraft maintenance experience, of which at least two years must be in the Category being applied for
 - Be free from any disabilities that might affect his or her technical skills or judgement. (The applicant must complete the declaration on the application form to this effect.)
 - Possess sufficient knowledge of the English language to carry out safely the duties required to be performed by a holder of the licence
 - Hold a credit for the Airworthiness Administration (AA) examination. (As the AA examination has a currency of two years it is advisable to sit this exam close to the time of applying for a licence.)
 - Hold all Core and Specific Group (basic) examination credits related to the group/rating being applied for. These credits may have been gained though the LTA/CTC examinations or by sitting the full examinations.
- 8.2. It is the responsibility of the CAR 30 Aircraft Maintenance Organisation (AMO) employing an ex-ADF or overseas licensed person, to ensure that the employee is knowledgeable on the organisation's procedures and documentation. It is expected that individuals will familiarise themselves with:
- Civilian work practices
 - The duties of LAMEs
 - CASA regulatory processes and documentation
 - Civilian aircraft maintenance systems and support documentation
 - The responsibilities of the Certificate of Approval Holder.

Note: For groups/ratings not granted in recognition of ADF or foreign licence, a Schedule of experience will be required. If the type applied for is considered to be group 20, 21 or 22 CASA approved training will also be required.

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Category Technical Competency Examination

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9 Category Technical Competency Examination

- 9.1 The examination is prepared in a multi-choice question format. The examination will normally consist of stem followed by three alternative responses (A, B, C).
- 9.2 There is no penalty applied to incorrect answers or questions not attempted other than a fail in the particular question. The pass mark for the examination is 75%.
- 9.3 Applicants preparing for the CTC Examinations are advised to refer to the CASA Syllabi of Examination for the core and specific group subjects for topics of study. These can be found at <http://casa.gov.au/ame/exams/pubs.htm>.
- 9.4 Applicants may be required to relate the content of any topic to charts, diagrams and drawings from manufacturer's manuals or other sources. The examinations are intended to cover the category systems in general and will not relate to a particular aircraft model or type.
- 9.5 Information relating to the examination for each category can be found at:
- Annex A Airframe Category
 - Annex B Engine Category
 - Annex C Radio Category
 - Annex D Electrical Category
 - Annex E Instrument Category

Further Enquiries:

Enquiries regarding policy matters, conversion of overseas AME licenses or recognition of ADF authorisations/experience should be directed to the Canberra Office (ame.licensing@casa.gov.au).

Other licensing enquiries should be directed in the first instance to the local CASA Office. Please refer to the CASA website (<http://www.casa.gov.au/tools/contacts.asp>) for contact details including phone, fax and addresses of all CASA offices.



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Category Technical Competency Examination

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Annex A. Technical Competency Examination Details – Airframe Category

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Annex A. Technical Competency Examination Details – Airframe Category

The examination will cover those areas for which LAME has certification privileges, including:

- All category maintenance
- The interface of airframe systems with the electrical, instrument, engine and radio systems
- Those electrical, instruments and engine category maintenance privileges
- Operation of aircraft systems, including APU and electrical power systems as required to carry out maintenance on airframe systems.

Each module is presented in Topic Codes and the examination paper will consist of two questions from each of the topic codes—e.g. Module 1, having 22 topic codes will consist of 44 questions, etc.

A combination of the following modules will make up the total examination requirement.

- Module 1 is common to all airframe ratings.
- Module 2 is applicable to all airframe ratings.
- Module 3 is applicable to all aeroplane ratings.
- Module 4 is applicable to ratings for aircraft of wooden structure.
- Module 5 is applicable to ratings incorporating fabric covering of airframe structures.
- Module 6 is applicable to ratings incorporating power driven fluid systems.
- Module 7 is applicable to ratings incorporating air conditioning systems.
- Module 8 is applicable to ratings incorporating pressurization systems.
- Module 9 is applicable to ratings for aircraft of fibre reinforced plastic composite construction (eg home built/amateur built aircraft).
- Module 10 is common to all helicopter ratings.
- Module 11 is applicable to ratings for all helicopters fitted with hydraulic powered flight controls.



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Annex A. Technical Competency Examination Details – Airframe Category

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Examples of Module Combinations

Example 1

For a Boeing 737 or Boeing 707 airframe rating/authorisation, the examination modules that will be applied to make up the category technical competency examination are:

Module 1 + Module 2 + Module 3 + Module 6 + Module 7 + Module 8.

Example 2

For a Bell 206B helicopter rating/authorisation, the examination modules that will be applied to make up the category technical competency examinations are:

Module 1 + Module 2 + Module 10 + Module 11.

Example 3

For a Shorts SD330 or ADF Caribou airframe rating/authorisation the examination modules that will be applied to make up the category technical competency examination are:

Module 1 + Module 2 + Module 3 + Module 6.

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Annex B. Technical Competency Examination Details – Engine Category

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Annex B. Technical Competency Examination Details – Engine Category

The examination is intended to cover the engine, engine systems and the associated engine/airframe systems in general and will not relate to a particular engine model or aircraft type. The examination will cover those areas for which an engine LAME has certification privileges, including:

- All category maintenance
- The interface of engine systems with the airframe, electrical, instrument and radio systems
- Those electrical, instruments and airframe category maintenance privileges
- Operation of the engine, APU and associated airframe systems as required to carry out maintenance on the engine systems.

Each module is presented in Topic Codes, and the examination paper will consist of two questions from each of the topic codes—e.g. Module 1, having 18 topic codes will consist of 36 questions.

A combination of the following modules will make up the total examination requirement.

- Module 1 is common to all engine ratings.
- Module 2 is common to all engine ratings.
- Module 3 is common to all turbine engine ratings.
- Module 4 is applicable to normally aspirated piston engines in aeroplanes.
- Module 5 is applicable to normally aspirated piston engines in helicopters.
- Module 6 is applicable to propellers – piston and gas turbine engines.
- Module 7 is applicable to turbo/supercharging systems.
- Module 8 is applicable to gas turbine engines fitted in helicopters.

Examples of Module Combinations

Example 1

For a Rolls Royce Dart or Pratt and Whitney PT6A engine rating/authorisation, the examination modules that will be applied to make up the category technical competency examinations are:

Module 1 + Module 2 + Module 3 + Module 6

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Annex B. Technical Competency Examination Details – Engine Category

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Example 2

For a Lycoming TVO-540 engine rating (Helicopter installation, turbo charged) or Pratt and Whitney R1830 (aeroplane installation supercharged), the examination modules which will be applied to make up the category technical competency examination are:

Module 1 + Module 2 + Module 5 + Module 7.

Example 3

For a Garrett TFE731 engine rating/authorisation, the examination modules that will be applied to make up the category technical competency examination are:

Module 1 + Module 2 + Module 3.

Example 4

For an Allison 25-C20 (Helicopter) engine rating/authorisation, the examination modules that will be applied to make up the category technical competency examination are:

Module 1 + Module 2 + Module 3 + Module 8.

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Annex C. Technical Competency Examination Details – Radio Category

Approved by Group General Manager, Personnel Licensing, Education & Training Group Issue 4: June 2008

Annex C. Technical Competency Examination Details – Radio Category

Each module is presented in Topic Codes, and the examination paper will consist of two questions from each of the topic codes—eg Module 1, having 36 topic codes will consist of 72 questions, etc.

The examination will cover those areas for which a radio LAME has certification privileges, including:

- All maintenance in the category
- The interface of the radio system(s) with the electrical, instrument, airframe and engine systems.

A combination of the following modules will make up the total examination requirement:

- Module 1 is common to all radio category airframe ratings.
- Module 2 is applicable to ratings for VHF and HF systems.
- Module 3 is applicable to ratings for Audio Systems and CVR systems.
- Module 4 is applicable to ratings for ADF systems.
- Module 5 is applicable to ratings for VHF OMNI Directional Range (VOR) systems.
- Module 6 is applicable to ratings for ILS.
- Module 7 is applicable to ratings for Weather Radar systems.
- Module 8 is applicable to ratings ACT Transponder systems.
- Module 9 is applicable to ratings for VLF Navigation systems.
- Module 10 is applicable to ratings for Radio Altimeter systems.
- Module 11 is applicable to ratings for DME Systems.
- Module 12 is applicable to ratings for Doppler Navigation systems.
- Module 13 is applicable to ratings for Satellite Navigation systems.

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Annex C. Technical Competency Examination Details – Radio Category

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Annex D. Technical Competency Examination Details – Electrical Category

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Annex D. Technical Competency Examination Details – Electrical Category

The examination is intended to cover the electrical systems and the interface of the associated instrument, radio, engine and airframes systems in general and will not relate to a particular aircraft type.

The examination will cover those areas for which an electrical category LAME has certification privileges, including:

- All maintenance in the category
- The interface of the electrical systems with the engine, instrument, airframe and radio systems
- Those engine, instrument and airframe category maintenance privileges
- Operation of aircraft systems, including APU and associated airframe systems as required to carry out maintenance on the instrument systems.

Each module is presented in Topic Codes, and the examination paper will consist of two questions from each of the topic codes—e.g. Module 1, having 18 topic codes will consist of 36 questions.

A combination of the following modules will make up the total examination requirement.

Module 1 is common to all electrical category ratings.

Module 2 is applicable to aircraft that are equipped with only a single generator power system.

Module 3 is applicable to all aircraft equipped with multi-generator power systems.

Module 4 is applicable to all aircraft with systems classified as digital.

Examples of Module Combinations

Example 1

For a Cessna 172 or PC9 rating/authorisation in the Electrical category, the examination modules that will be applied to make up the category technical competency examination are:

Module 1 + Module 2.



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Annex D. Technical Competency Examination Details – Electrical Category

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Example 2

For a Cessna 310 or HS748 rating/authorisation in the Electrical category, the examination modules that will be applied to make up the category technical competency examination are:

Module 1 + Module 3.

Example 3

For a Saab340 or Falcon 900 rating/authorisation in the Electrical category, the examination modules that will be applied to make up the category technical competency examination are:

Module 1 + Module 3 + Module 4.

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Annex E. Technical Competency Examination Details – Instrument Category

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Annex E. Technical Competency Examination Details – Instrument Category

The examination is intended to cover the instrument systems and the interface of the associated electrical, radio, engine and airframes systems in general and will not relate to a particular aircraft type. The examination will cover those areas for which an instrument category LAME has certification privileges, including:

- All maintenance in the category
- The interface of the instrument systems with the engine, electrical, airframe and radio systems
- Those engine, electrical and airframe category maintenance privileges
- Operation of aircraft systems, including APU and associated airframe systems as required to carry out maintenance on the instrument systems.

Each module is presented in Topic Codes, and the examination paper will consist of two questions from each of the topic codes—e.g. Module 1, having 18 topic codes will consist of 36 questions, etc.

A combination of the following modules will make up the total examination requirement.

- | | |
|----------|--|
| Module 1 | is common to all instrument category ratings. |
| Module 2 | is applicable to all instrument category ratings. |
| Module 3 | is applicable to aircraft equipped with radio coupled autopilots and flight directors. |
| Module 4 | is applicable to helicopters equipped with autopilots/flight directors. |
| Module 5 | is applicable to aircraft equipped with remote indicating compass system. |
| Module 6 | is applicable to aircraft equipped with inertial navigation or inertial reference systems. |
| Module 7 | is applicable to pressurised aircraft. |
| Module 8 | is applicable to all aircraft with systems classified as digital. |



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Annex E. Technical Competency Examination Details – Instrument Category

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Examples of Module Combinations

Example 1

For a Shorts SD360 or Caribou rating/authorisation in the Instrument category, the examination modules that will be applied to make up the category technical competency examination are:

Module 1 + Module 2 + Module 3 + Module 5

Example 2

For a Bell 214ST or Chinook rating/authorisation in the Instrument category, the examination modules that will be applied to make up the category technical competency examination are:

Module 1 + Module 2 + Module 4 + Module 5.

Example 3

For a Falcon 900 experience in the Instrument category, the examination modules that will be applied to make up the category technical competency examination are:

Module 1 + Module 2 + Module 3 + Module 5 + Module 6 + Module 7 + Module 8.

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Revision History

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Revision History

Note: The Revision History shows the most recent amendment first. Scroll down the table to view details of previous amendment information.

Issue	Date	Section	Details of Change
Issue 4	June 2008	All	Changes resulting from major policy change with respect to ADF and Overseas AME personnel
Issue 3	January 2006	5.2	Deleted
		Annex F	Contact list deleted and reference linked to CASA Website.
Issue 2	September 2005	All	Complete bulletin revised, conditions for ADF and Overseas applicants merged.
Issue 1	October 1998	All	Initial Issue

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