

Leaflet H-30 Aircraft Maintenance Engineers Licences – Type Ratings Under BCAR Section L

1 Introduction

1.1 This Leaflet sets out the Type Ratings that may be endorsed upon a BCAR Section L Aircraft Maintenance Engineers' Licence (AMEL) issued by the United Kingdom Civil Aviation Authority in respect of the certification of 'non-Part 21' aircraft registered in the United Kingdom, including also their engines and systems.

Note 1: All reference to aircraft in this leaflet should be taken to mean non-Part 21 aircraft registered in the UK.

Note 2: Non-Part 21 aircraft are those aircraft referred to in Article 2(3) paragraph (d) of UK Regulation (EU) 2018/1139. Also refer to [Mandatory Requirements for Airworthiness \(CAP 747\)](#), Section 1, Part 1.

2 General

2.1 The requirements for the grant, extension and renewal of BCAR Section L Aircraft Maintenance Engineers' Licences (AMEL) are contained in the current Issue of [BCAR Section L \(CAP 468\)](#). For full understanding of the requirements, Section L must be read in conjunction with this Leaflet.

2.2 For the initial issue or extension of a BCAR Section L AMEL, applicants must first hold a UK Part 66 Aircraft Maintenance Licence (AML) in the appropriate category and/or sub-category.

2.3 The requirements for the grant, variation or renewal of Part-66 Aircraft Maintenance Licences are contained in Annex III (Part 66) to [UK Regulation \(EU\) No. 1321/2014](#). For a full understanding of the requirements of Part-66, UK Regulation (EU) No. 1321/2014, must be read in conjunction with applicable Acceptable Means of Compliance (AMC) and Guidance Material and where appropriate, UK Part-145.

2.4 A BCAR Section L AMEL, with an appropriate Type Rating can be used to certify noncomplex motor-powered aircraft, which are not used for the purposes of commercial air transport. The maintenance of non-complex motor-powered aircraft can also be certified by appropriately authorised staff within BCAR A8-23 or A8-24 approved organisations. The authorisation should be based on the certifying staff holding a valid AMEL with the appropriate type or group rating.

2.5 Complex motor-powered aircraft and all aircraft which are operated for the purposes of commercial air transport must be maintained by a BCAR A8-23 approved organisation. All aircraft certifying staff within those organisations must be in possession of a valid certifying staff authorisation, which is based on a valid AMEL with the appropriate type or group rating (Refer to CAP 562 Leaflet H-20).

2.6 The requirements of BCAR Section L recognise the standards prescribed by the International Civil Aviation Organisation (ICAO) for the grant and extension of licences.

3 Applicability

NOTE: The following paragraphs apply to BCAR Section L licences only.

- 3.1 Where a type of aircraft (or its engines or systems) is defined by one of the Group Type Ratings in paragraphs 5 to 9, or 12 to 15 of this Leaflet, an engineer may exercise the certification privileges in respect of that type, subject in particular to the provisions of CAP 562 Leaflet H-20 and provided that:
- they hold a valid UK CAA issued Type Rated Licence, and
 - an aircraft of the type is registered in the United Kingdom and holds a UK CAA issued Certificate of Airworthiness.
- 3.2 Where a type of aircraft (or its engines or systems) is listed individually within paragraphs 5, 6, 7 and 14 of this Leaflet, the licence holder has certification privileges in respect of the individual types as listed on the licence, subject in particular to the provisions of CAP 562 Leaflet H-20.
- 3.3 Where a type of aircraft (or its engines or systems) is not defined by a Group Type Rating or is not listed by name, an application for the Type Rating of a licence in respect of that type of aircraft, engines or systems, will be considered provided that:
- the aircraft is excluded from UK Regulation (EU) 2018/1139, under Article 2(3), paragraph (d); and
 - the type is registered in the United Kingdom and holds or is in the process of gaining a UK CAA issued National Certificate of Airworthiness.

4 Categories 'A' 'B' 'C' 'D' Aeroplanes, Engines and Rotorcraft

4.1 Specific Type Ratings

4.1.1 Type Ratings may be granted for specific aircraft and/or engines defined by, or listed in, paragraphs 5, 6, 7 and 14 of this Leaflet, except as indicated in sub-paragraphs 4.1.2, 4.1.3 and 4.1.4.

4.1.2 A Type Rating in Category 'B' – Aeroplanes, includes unpressurised Aeroplanes up to but not exceeding 5700 kg MTOM. It excludes Aeroplanes in which the primary structure is of reinforced plastic/epoxy manufacture, or any pressurised Aeroplanes.

Note: A Type Rating in Category 'B' – Aeroplanes will no longer be issued for new licences or changes to an existing licence.

4.1.3 A Type Rating in Category 'D' – Engines, includes piston engines with a power rating up to but not exceeding 500 kW (670 bhp). It excludes piston engines with a power rating exceeding 500 kW (670 bhp), or any jet- or propeller-turbine engine.

Note: A Type Rating in Category 'D' – Engines will no longer be issued for new licences or changes to an existing licence.

4.1.4 A Type Rating in Category 'B' – Rotorcraft, includes piston engine Rotorcraft and turbine engine Rotorcraft up to but not exceeding 2730 kg MTOM.

Note: A Type Rating in Category 'B' – Rotorcraft will no longer be issued for new licences or changes to an existing licence.

4.2 Group Type Ratings

4.2.1 A Group Type Rating granted in relation to sub-paragraphs of paragraph 5, 6, 7 or 14 of this Leaflet includes all the Aeroplanes, engines, or rotorcraft defined by that sub-paragraph except as limited by sub-paragraphs 4.2.4 or 4.2.5.

- 4.2.2 Group Type Ratings for Categories 'A' and 'C' may be granted for a group of Aeroplanes, engines or rotorcraft defined by sub-paragraphs 5.0, 5.0.1, 5.0.2, 5.0.3, 5.1, 5.1.1, 5.1.2, 5.1.3, 5.7, 5.7.1, 5.7.2, 5.7.3, 5.9.1, 6.0, 6.3, 7.1 or 7.3 only.
- 4.2.3 Licence holders with Group Type Ratings in Categories 'A', 'B', 'C' or 'D' for sub-paragraphs 5.2, 5.2.1, 5.3, 5.3.1, 5.4, 5.5, 5.5.1, 6.1, 6.2, 6.3.1 and 6.4 may continue to exercise the privileges of the licence for the types defined by these groups subject to any limitations endorsed on the licence.
- 4.2.4 Group Type Ratings for Category 'B' – Aeroplanes or rotorcraft will no longer be issued as new endorsements on a licence.
- 4.2.5 Group Type Ratings for Category 'D' – Engines will no longer be issued as new endorsements on a licence.
- 4.2.6 Sub-paragraphs indicated thus * in this Leaflet are not obtainable as new endorsements on a licence.

5 Category 'A' and 'B' Aeroplanes

- 5.0 Composite Materials Aeroplanes Not Exceeding 5700 kg MTOM (not available in Category B).
- 5.0.1 Composite Materials Aeroplanes Not Exceeding 2730 kg MTOM (not available in Category B).
- 5.0.2 Composite Materials Aeroplanes Not Exceeding 2000 kg MTOM (not available in Category B).
- 5.0.3 Composite Materials Aeroplanes Not Exceeding 1200 kg MTOM (not available in Category B).
- 5.1 Wooden and Wood and Metal Aeroplanes:
Aeroplanes where the primary structure is manufactured from wood or combinations of wood and metal.
- 5.1.1 Wooden and wood and metal Aeroplanes (Aeroplanes where the primary structure is manufactured from wood or combinations of wood and metal) not exceeding 2730 Kg MTOM.
- 5.1.2 Wooden and wood and metal Aeroplanes (Aeroplanes where the primary structure is manufactured from wood or combinations of wood and metal) not exceeding 2000 Kg MTOM.
- 5.1.3 Wooden and wood and metal Aeroplanes (Aeroplanes where the primary structure is manufactured from wood or combinations of wood and metal) not exceeding 1200 Kg MTOM.
- 5.2 *Unpressurised metal Aeroplanes not exceeding 2730 kg MTOM.
- 5.2.1 *Unpressurised metal Aeroplanes not exceeding 2730 kg MTOM with fixed landing gear only.
- 5.3 *Unpressurised metal Aeroplanes not exceeding 5700 kg MTOM.
- 5.3.1 *Unpressurised metal Aeroplanes not exceeding 5700 kg MTOM with fixed landing gear only.
- 5.4 *Unpressurised metal Aeroplanes but excluding Aeroplanes defined in paragraph 14 of this Leaflet.
- 5.5 *Pressurised metal Aeroplanes not exceeding 5700 kg MTOM and all unpressurised metal Aeroplanes.

- 5.5.1 *Pressurised and unpressurised metal Aeroplanes not exceeding 2730 kg MTOM.
- 5.6 Pressurised Aeroplanes exceeding 5700Kg MTOM.

Currently there are no non-Part 21 Aeroplanes on the UK register under this paragraph that are eligible for the issue of a Certificate of Airworthiness.

- 5.7 Unpressurised metal Aeroplanes not exceeding 5700 kg MTOM. 5.7.1
Unpressurised metal Aeroplanes not exceeding 2730 kg MTOM.
- 5.7.2 Unpressurised metal Aeroplanes not exceeding 2000 kg MTOM.
- 5.7.3 Unpressurised metal Aeroplanes not exceeding 1200 kg MTOM.
- 5.8 Unpressurised metal Aeroplanes exceeding 5700 kg MTOM.
Currently the non-Part 21 Aeroplanes on the UK register that are eligible for the issue of a Certificate of Airworthiness, and hence the issue of a type rating under this paragraph are:
- Douglas DC-3
 - Consolidated PBY-5A
- 5.9 Individual pressurised metal Aeroplanes exceeding 2730 kg MTOM but not exceeding 5700 kg MTOM.
Currently the non-Part 21 Aeroplanes on the UK register that are eligible for the issue of a Certificate of Airworthiness, and hence the issue of a type rating under this paragraph are:
- Pilatus PC-21

- 5.9.1 Pressurised metal Aeroplanes not exceeding 2730 kg MTOM.

6 Category 'C' and 'D' – Engines

- 6.0 Diesel engines in Aeroplanes.
- 6.1 *Unsupercharged reciprocating piston engines, excluding Diesel engines, fitted with a fixed pitch propeller.
- 6.2 *Unsupercharged reciprocating piston engines, excluding Diesel engines, fitted with a fixed or variable pitch propeller.
- 6.3 Category 'C' Piston engines in Aeroplanes, excluding Diesel engines.
*Category 'D' Piston engines not exceeding 500 kW (670 bhp) in Aeroplanes/ Rotorcraft/ Airships, excluding Diesel engines.
- 6.3.1 *Piston engines, excluding Diesel engines, in Aeroplanes not exceeding 2730 kg MTOM.
- 6.4 Jet-turbine engines, in Aeroplanes, not exceeding 22.25 kN (5000 lbf) static thrust including where so endorsed the associated APU installations.

Currently there are no non-Part 21 Aeroplanes on the UK register under this paragraph that are eligible for the issue of a national Certificate of Airworthiness.

- 6.5 Individual types of propeller turbine engines, in Aeroplanes (including, where so endorsed, the associated APU installations).

- Pratt and Whitney Canada PT6 △

NOTE: For engines annotated ◆ or △, see CAP 562 Leaflet H-20, sub-paragraph 4.4.

6.6 Jet turbine engines, in Aeroplanes, exceeding 22.25 kN (5000 lbf) static thrust including where so endorsed the associated APU installation.

Currently there are no non-Part 21 Aeroplanes on the UK register under this paragraph that are eligible for the issue of a national Certificate of Airworthiness.

7 Categories 'A' and 'C' and 'B' – Rotorcraft

7.1 Piston-engine rotorcraft.

7.2 Reserved.

7.3 Turbine-engine rotorcraft not exceeding 2730 kg MTOM, that are eligible to hold a Certificate of Airworthiness.

7.4 Individual types of turbine-engine rotorcraft exceeding 2730 kg MTOM.

Currently there are no non-Part 21 rotorcraft on the UK register under this paragraph that are eligible for the issue of a Certificate of Airworthiness.

8 Category 'X' Instruments

a) A Rating granted in relation to any of the sub-paragraphs 8.1 to 8.4 inclusive, includes all of the instruments fitted to those aircraft in which are installed systems defined by or listed in that sub-paragraph, and as limited by paragraph 3 of this Leaflet.

b) A Rating granted in relation to sub-paragraph 8.8 relates to Instruments – Direct and remote reading compasses only and is limited by sub-paragraph 3.3 of this Leaflet.

NOTES: 1) A Type Rated Licence which is valid for paragraphs 8.2, 8.3 or 8.4 also includes paragraph 8.1.

2) A Type Rated Licence which is rated for Category 'X' – Instruments now includes the INS, GPWS and compass systems, (excluding compass compensation and adjustment) whether or not these systems are separately endorsed on the licence.

3) Where a system is a combined flight director/ automatic pilot the rating does not include items of equipment associated solely with the automatic pilot.

8.1 General aircraft instrument systems but excluding instruments installed on any aircraft which has installed a Flight Director System.

8.2 Smiths Flight System

Sperry Zero Reader ZL1, ZL2 Flight Director System.

8.3 Flight Director Systems employing air driven gyroscopes (attitude).

8.4 Flight Director Systems employing electrically driven gyroscopes (attitudes) but excluding those systems defined in sub-paragraph 8.2.

8.5 Reserved.

8.6 Reserved.

8.7 Reserved.

8.8 'X' Instruments (compasses)

Compensation and adjustment of airborne compass and compass systems.

9 Category 'X' – Electrical

A rating granted in relation to any sub-paragraph of paragraph 9 of this Leaflet includes the generation system and the electrical installation in aircraft as defined by that subparagraph, as limited by paragraph 3 of this Leaflet.

NOTE: A Type Rated Licence which is valid for paragraphs 9.2 or 9.3 also includes paragraph 9.1.

9.1 Aircraft in which the main generation system output is DC (including alternators having a self-contained rectifier system) and in which secondary alternators having an individual power rating not exceeding 1.5 kVA may be fitted.

9.2 Aircraft in which the main generation system output is DC and which have installed 'frequency' wild alternators with an individual power rating exceeding 1.5 kVA for auxiliary services.

9.3 Aircraft in which the main generation system output is 'frequency wild' AC and DC power is supplied from transformer rectifier units.

9.4 Aircraft in which the main generation system output is 'constant frequency' AC from alternators driven by constant speed drive units, or variable speed constant frequency (VSCF) generator/converter systems, and DC power is supplied from transformer rectifier units.

10 Reserved

11 Reserved

12 Category 'R' – Radio

A rating granted in relation to any sub-paragraph of paragraph 12 of this Leaflet includes all the types of radio systems listed in that sub-paragraph, as limited by paragraph 3 of this Leaflet.

12.1 * Airborne Communication Systems.

12.2 Airborne Communication Systems, Airborne Navigation Systems.

12.2.1 Airborne Communication Systems and Airborne Navigation Systems installed in aircraft below 5700 kg MTOM, excluding HF communications systems, Passenger entertainment systems, Multiplex systems, CVR and Satellite communication systems.

12.3 Airborne radar systems.

12.3.1 Airborne radar systems installed in aircraft below 5700 kg MTOM, excluding weather radar and TCAS.

13 Category 'X' – Automatic Pilots

A rating granted in relation to any sub-paragraph of paragraph 13 of this Leaflet includes all the automatic pilot systems defined by that sub-paragraph when installed in aircraft, and as limited by paragraph 3 of this Leaflet.

- NOTES:** 1) A Type Rated Licence which is valid for paragraph 13.2 also includes paragraph 13.1.
A Type Rated Licence which is valid for paragraph 13.3 also includes paragraphs 13.1 and 13.2.
A Type Rated Licence which is valid for paragraph 13.5 also includes paragraph 13.4.
- 2) For the purpose of licensing, automatic stabilisers are deemed to be automatic pilots.
- 3) Automatic pilots include related systems such as yaw dampers and/or roll dampers, mach trim systems and automatic throttle systems.

- 13.1 Non-Radio-Coupled Automatic Pilots (Aeroplanes)
- 13.2 Radio-Coupled Automatic Pilots (Aeroplanes) excluding ILS Coupled (LOC and GS) Automatic Pilots
- 13.3 ILS Coupled (LOC and GS) Automatic Pilots (Aeroplanes)
- 13.4 Non-Radio-Coupled Automatic Pilots (Rotorcraft)
- 13.5 Radio-Coupled Automatic Pilots (Rotorcraft)

14 Airships

A rating granted in relation to paragraph 14 of this Leaflet includes hot air airships and gas airships individually endorsed on the licence.

Currently there are no non-Part 21 airships on the UK register under this paragraph that are eligible for the issue of a Certificate of Airworthiness.

15 Compass compensation and adjustment

Compensation and adjustment of airborne compass and compass systems.

16 Reserved

17 Aircraft type lists

Refer to CAP 747 for a list of non-Part 21 aircraft types.

Note: the list in CAP 747 includes aircraft that are only eligible for a National Permit to Fly