

Advisory Circular

ACCEPTABLE TYPE TRAINING CONDUCTED BY ORGANISATIONS NOT HOLDING SAR-147 APPROVAL FOR TYPE RATING ENDORSEMENT ON AN AIRCRAFT MAINTENANCE LICENCE

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GENERAL

Advisory Circulars (ACs) are issued by the Director-General of Civil Aviation (DGCA) from time to time to provide practical guidance or certainty in respect of the statutory requirements for aviation safety. ACs contain information about standards, practices, and procedures acceptable to CAAS. An AC may be used, in accordance with section 11 of the Air Navigation Act 1966 (ANA), to demonstrate compliance with a statutory requirement. The revision number of the AC is indicated in parenthesis in the suffix of the AC number.

PURPOSE

This Advisory Circular (AC) provides guidance to the Aircraft Maintenance Licence (AML) holders on the type training that may be acceptable to the DGCA under SAR-66.45(c).

APPLICABILITY

This AC is applicable to an applicant seeking to add a type rating to his/her AML.

RELATED REGULATIONS

SAR-66.10
SAR-66.45

CANCELLATION

This AC supersedes AC 66-12(0) issued on this subject on 1 April 2013. This revision re-titles the AC and updates the list of Authorities that CAAS has a Technical Arrangement or Working Arrangement in Aircraft Maintenance (TA-AM) with.

EFFECTIVE DATE

This AC is effective from 23 March 2022.

1. INTRODUCTION

- 1.1 With reference to SAR 66.45(c), CAAS may add an aircraft type rating to the AML of an applicant who had successfully completed the relevant category B1, B2 or C aircraft type training accepted by CAAS or conducted by a SAR-147 maintenance training organisation (MTO).
- 1.2 This AC provides guidance on the acceptability of a type training conducted by an organisation not holding a SAR-147 approval for the purpose of adding a type rating onto an AML.

2. ACCEPTABLE TYPE TRAINING FROM ORGANISATIONS NOT HOLDING SAR-147 APPROVAL

- 2.1 CAAS may accept the type training conducted by an organisation that does not hold a SAR-147 approval if:
 - (a) the organisation is the aircraft original equipment manufacturer (OEM) and holds a valid EASA Part 147 approval to conduct the type training;
 - (b) the organisation is a maintenance training organisation (MTO) appointed by the aircraft manufacturer and holds a valid EASA Part 147 approval to conduct the type training; or
 - (c) the MTO is approved to conduct the type training by and located within a State which has a Technical Arrangement or Working Arrangement in Aircraft Maintenance (TA-AM) with CAAS.

Note: As of the date of the publication of this Advisory Circular, the Authorities which have a TA-AM with CAAS are Civil Aviation Safety Agency Australia, Civil Aviation Administration China, Hong Kong Civil Aviation Department, European Aviation Safety Agency, United Kingdom Civil Aviation Authority, Federal Aviation Administration, Transport Canada Civil Aviation and Japan Civil Aviation Bureau.

- 2.2 The type training mentioned in paragraph 2.1(c) will not be accepted for the grant of an initial type rating.

3. ADDITIONAL SUPPORTING DOCUMENTS

- 3.1 When applying to add a type rating onto an AML with a type training course conducted in accordance with paragraph 2.1(c), besides submitting the appropriate theoretical and practical training certificates the applicant should also submit:
 - (a) A report detailing the outcome of a gap analysis between the course curriculum as required in SAR-66.45¹ and that of the actual type training course attended, including how any shortfall has been addressed; and
 - (b) Records of on-the-job-training (OJT) tasks completed by the applicant in accordance with the training course curriculum.

¹ As per SAR-66 Appendix 3 paragraph 2.1, whilst the first type course for category C certifying staff shall be at category B1 or B2 level, all subsequent courses need only be to Level 1.