

Advisory Circular

ACCEPTANCE OF FOREIGN AIRCRAFT MAINTENANCE LICENCES FOR SAR-145 MAINTENANCE FACILITIES LOCATED OUTSIDE SINGAPORE

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1. **GENERAL.** Pursuant to paragraph 88B of the Air Navigation Order, the Director General of the Civil Aviation Authority of Singapore (DGCA) may, from time to time, issue advisory circulars (ACs) on any aspect of safety in civil aviation. This AC contains information about standards, practices and procedures acceptable to CAAS. The revision number of the AC is indicated in parenthesis in the suffix of the AC number.
2. **PURPOSE.** This Advisory Circular (AC) serves to provide information to SAR-145 approved maintenance organisations (AMO) that have facilities or subcontractor(s) located outside Singapore on:
 - (a) the acceptance of foreign aircraft maintenance licence (AML) holders as line maintenance certifying engineers and base maintenance support engineers¹;
 - (b) the acceptance of maintenance training organisations (MTOs) which may conduct type training for AML holders described in sub-paragraph 2(a) above who do not have the relevant type rating endorsed in their AMLs;
 - (c) the level of type training that the MTOs should train the AML holders to in order to qualify them to be authorised as line maintenance certifying engineers or base maintenance support engineers; and
 - (d) the licence required for a base maintenance certifying engineer in a SAR-145 approved maintenance facility located outside Singapore.

¹ The base maintenance support engineers are those who ensure that all relevant tasks or inspections have been carried out to the required standard before the base maintenance certifying engineer issues the certificate of release to service at the completion of a base maintenance check.

3. **APPLICABILITY.** This AC is applicable to SAR-145 approved line and/or base maintenance organisations that have facilities or subcontractor(s) located outside Singapore, that are carrying out or intend to carry out maintenance work on Singapore registered aircraft.
4. **CANCELLATION.** This AC supersedes AC 66-9(2).
5. **EFFECTIVE DATE.** This AC is effective on 5 February 2026.
6. **REFERENCES.** Paragraph 10(4)(c) of the Air Navigation Order, SAR-145.1(i), SAR-145.30(g)(1)
7. **INTRODUCTION.**
 - 7.1 Pursuant to paragraph 10(4)(c) of the Air Navigation Order, a *certificate of release to service may be issued by the holder of an aircraft maintenance licence granted under the law of any country notified by the Chief Executive, designated as DGCA, in accordance with the privileges of the rating endorsed thereon and subject to any conditions that the Chief Executive may impose.*
 - 7.2 In addition, SAR-145.30(g)(1) states that '*a SAR-145 approved maintenance organisation located outside Singapore may use certifying staff qualified in accordance with aviation regulations of a State acceptable to the Authority and any other requirements notified by the Authority.*'
 - 7.3 This AC provides an acceptable means of compliance for paragraph 10(4)(c) of the ANO and SAR-145.30(g)(1).
8. **ACCEPTABLE LICENCES.**
 - 8.1 For the purpose of qualifying line maintenance certifying engineers and base maintenance support engineers working on Singapore registered aircraft in SAR-145 approved maintenance facilities outside Singapore, the DGCA generally accepts AMLs issued by one of the following States:
 - (a) The State in which the headquarters of the SAR-145 organisation is located;
 - (b) The State in which that particular maintenance facility is located; and
 - (c) A State² that has a Technical Arrangement – Maintenance (TA-M) or Working Arrangement – Maintenance (WA-M) is in force with CAAS.
 - 8.2 The DGCA may, subject to conditions as the DGCA may impose, allow a SAR-145 maintenance organisation to subcontract the performance of line maintenance to an organisation located outside Singapore, for the purpose of qualifying these line maintenance certifying engineers under such subcontracting, the DGCA generally accepts the AMLs issued by the States mentioned in paragraph 8.1.
 - 8.3 Unless otherwise advised by the DGCA, the acceptance of an AML encompasses the acceptance of associated privileges of the licence and its rating(s) permitted under the regulations of the national aviation authority responsible for the issuance of the AML. The SAR-145 organisation should satisfactorily demonstrate and declare to the DGCA that the certification authorisations issued do not exceed the scope of these privileges.
 - 8.4 Notwithstanding paragraph 8.1, the DGCA reserves the right to deem a particular licence to be not acceptable.

² CAAS has TA-M or WA-M arrangements with Australia, Canada, China, Hong Kong, Japan, New Zealand, the United Kingdom, the United States, and the European Union Aviation Safety Agency (EASA).

9. ACCEPTABLE MAINTENANCE TRAINING ORGANISATIONS (MTOs).

- 9.1 If the relevant aircraft type rating is endorsed in an AML considered acceptable as in paragraph 8.1 above, the AML holder may be authorised to exercise the privileges of a line maintenance certifying engineer or a base maintenance support engineer, subject to the licence holder meeting all other authorisation requirements as agreed by the DGCA.
- 9.2 If the AML is not endorsed with the relevant aircraft type rating, the AML holder is required to undergo type training in a MTO considered acceptable to the DGCA before he can be authorised to be a line maintenance certifying engineer or a base maintenance support engineer.
- 9.3 The following is a list of MTOs considered acceptable to the DGCA for conducting such type training:
 - (a) MTOs approved by any of the States listed in paragraph 8.1 above;
 - (b) MTOs designated by the original equipment manufacturer (OEM) of the aircraft; and
 - (c) SAR-147 MTOs
- 9.4 Notwithstanding paragraph 9.3, the DGCA reserves the right to deem a particular MTO to not be acceptable.

10. TYPE TRAINING STANDARD.

- 10.1 **For Line Maintenance.** In cases where the licence holder requires type training (e.g. if he holds an acceptable AML but his AML does not carry the relevant type rating), in order to qualify for the full privileges of a line maintenance certifying engineer, the AML holder must receive type training to the standard of ATA 104 Level III.
 - 10.1.1 Where it is only necessary to authorise the AML holder for tasks that do not exceed those of a SAR-66 Category A certifying technician, the AML holder may receive only task training in lieu of ATA 104 Level III training.
 - 10.1.2 Where it is only necessary to authorise the AML holder for tasks that do not exceed those of routine servicing and minor troubleshooting, the AML holder may receive only training to ATA 104 Level II Ramp and Transit standard in lieu of ATA 104 Level III training.
- 10.2 **For Base Maintenance.** In cases where the licence holder requires type training (e.g. if he holds an acceptable AML but his AML does not carry the relevant type rating), the base maintenance support engineer must receive type training to the standard of ATA 104 Level III.

11. BASE MAINTENANCE CERTIFYING ENGINEER.

- 11.1 A base maintenance certifying engineer is required to hold an appropriately rated SAR-66 Category C AML.

12. EXPERIENCE REQUIREMENTS.

- 12.1 The SAR-145 maintenance organisation, when authorising a person as a new line maintenance certifying engineer or a base maintenance support engineer, or issuing additional privileges to an existing line maintenance certifying engineer or a base maintenance support engineer, should ensure that the AML holder has held an appropriate licence and been exercising its privileges for at least two years.