

Advisory Circular

ACCEPTANCE OF TYPE TRAINING FOR TYPE RATING ENDORSEMENT ON AN AIRCRAFT MAINTENANCE LICENCE

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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) provides guidance to the approved maintenance organisations (AMOs) and SAR-66 aircraft maintenance licence (AML) holders on what may be considered acceptable type training under SAR-66.45(c).
3. **APPLICABILITY.** This AC is applicable to AML holders seeking endorsement of a type rating for an aircraft type.
4. **CANCELLATION.** This is the first AC issued on this subject.
5. **EFFECTIVE DATE.** This AC is effective from 1 April 2013.
6. **REFERENCES.** The following materials were referred to for the development of this AC:
 - (a) The Air Navigation Order
 - (b) SAR-66
 - (c) SAR-147
 - (d) AC 66-5
7. **INTRODUCTION.**
 - 7.1 With reference to SAR66.45(c), CAAS may endorse aircraft type ratings onto the SAR-66 AMLs of applicants who have 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).
 - 7.2 This AC provides guidance on acceptable type training for the purpose of endorsing a type rating onto an AML.

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

8.1 CAAS may accept type training conducted by an organisation that does not hold a CAAS approval if:

- (a) the organisation is the aircraft manufacturer or a maintenance training organisation (MTO) appointed by the aircraft manufacturer, and holds a valid EASA Part 147 approval; or
- (b) the MTO is approved by and located within a State that issues aircraft maintenance licences that CAAS accept for licence conversion.

Note: The States mentioned in Paragraph 8.1(b) are Australia, Brunei Darussalam, Hong Kong SAR, Malaysia, New Zealand, South Africa and EASA Member States.

8.2 The type training should:

- (a) contain a curriculum comparable or more detailed than the SAR-66 curriculum;
- (b) be of sufficient duration to address the level of complexity and technology of the relevant aircraft system; and
- (c) include a theoretical knowledge examination, or an assessment in the case of structured practical training, developed to the standard of SAR-66 Appendix 3.

9. APPLICATION FOR ACCEPTANCE OF TYPE TRAINING.

9.1 An AMO may apply to CAAS for the acceptance of type training to support its staff for the endorsement of type ratings on their AMLs. The AMO should provide supporting documentation to CAAS to show that the proposed training meets the criteria listed in paragraphs 8.1 and 8.2. Type training completed before the effective date of this AC may be considered for retroactive acceptance provided the AMO does an evaluation to ensure that the criteria listed in paragraphs 8.1 and 8.2 have been satisfied, and submit the necessary supporting documentation when seeking CAAS' acceptance.

10. RECENT TYPE MAINTENANCE EXPERIENCE.

10.1 An AML holder applying for the endorsement of an aircraft type rating based on accepted training should provide a Schedule of Experience (SOE) with a representative cross-section of typical maintenance tasks demonstrating:

- (a) 6 months of recent maintenance experience¹ on the specific type (i.e. aircraft and engine combination) if he is seeking a type rating for large aircraft²; or
- (b) 3 months of recent maintenance experience on the specific type (i.e. aircraft and engine combination) if he is seeking a type rating for other than large aircraft

10.2 An AML holder should use only specific type maintenance experience obtained after completion of the relevant type training to demonstrate recent maintenance experience.

10.3 An AML holder who completed accepted training conducted by an organisation that fulfills the description in paragraph 8.1(a) need not demonstrate recent maintenance experience if:

- (a) he is seeking a type rating for large aircraft and has completed structured practical training (SPT) for the specific aircraft and engine combination; or

¹ Maintenance experience can be considered recent if it is logged in the 24 months preceding the date of application of the type rating.

² 'Large aircraft' means an aircraft, classified as an aeroplane with a maximum take-off mass of more than 5,700kg, or a multi-engine helicopter.

- (b) he is seeking a type rating for other than large aircraft and has completed type practical experience for the specific aircraft and engine combination, as specified under AMC 66.45(h).

11. NON-APPLICABILITY FOR INITIAL TYPE RATING.

- 11.1 An AML applicant seeking the initial type rating endorsement in his SAR-66 AML should complete type training conducted by a SAR-147 MTO, unless otherwise allowed by CAAS.