

Advisory Circular

SAR-7 PROTECTED RIGHTS AND CERTIFICATION AUTHORISATIONS

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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 (CAAS) 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 AC clarifies protected rights and provides guidance on how a maintenance organisation can assist the SAR-7 licence holder to claim such rights. It also serves to provide the time frame for the cessation of the avionics extension authorisation system and mechanical extension authorisation system that have been practised by maintenance organisations under the SAR-7 licensing system.
3. **APPLICABILITY.** This Advisory Circular applies to SAR-145 approved maintenance organisations engaged in the aircraft maintenance and their certifying staff.
4. **CANCELLATION.** This Advisory Circular supersedes AC 66-8(2) dated 15 August 2008.
5. **EFFECTIVE DATE.** This Advisory Circular is effective on 13 July 2012.
6. **REFERENCES.** SAR 66.45(b), SAR-145.35(b) and SAR-66.20(b)(2)
7. **INTRODUCTION.** SAR 66.45(b) states that the holder of a Category B1, B2 or C aircraft maintenance licence shall exercise certification privileges on an aircraft only when his or her aircraft maintenance licence is endorsed with the appropriate aircraft type rating. This AC discusses the issuance of the relevant ratings under the expanded scope of 'protected rights'. It also discusses the possibility of the SAR-145 approved maintenance organisations continuing to provide avionics and mechanical extension authorisations for a limited period of time necessary to allow a smooth transition into the SAR-66 licensing system.

8. DEFINITIONS.

In this Advisory Circular, the term:

'within the scope of the holder's basic licence' as applied to certification authorisations refers to aircraft type authorisations issued to a licence holder who either:

- (a) has the corresponding categories endorsed on his or her SAR-7 licence; or
- (b) has passed the full complement of the SAR-7 basic examinations appropriate to the category/categories of authorisation(s) issued.

9. PROTECTED RIGHTS.

Protected rights refer to the entitlement of the licence holder to retain those aircraft type certification authorisation privileges issued by the holder's present or previous SAR-145 approved maintenance organisation on or before 15 August 2006, within the scope of the holder's basic licence. As such, with effect from 1 January 2012, a licence holder shall not be permitted to certify for work performed on an aircraft type unless he has that aircraft type endorsed on his licence.

10. AVIONICS EXTENSION AUTHORISATIONS.

- 10.1 SAR-145 approved maintenance organisations may continue to renew or re-issue the 'avionics extension authorisations' (AEA) to SAR-66 Category B1 licence holders who have been appropriately trained to certify for tasks performed on the limited avionic systems of aircraft until 31 December 2013. No new AEAs may be issued from 1 January 2012.
- 10.2 Such AEAs must specify the aircraft types that the authorisation is valid for, and must not be issued to any licence holder whose Category B1 limited type ratings exceed limitations '1', '2' and '3' (refer to AC 66-4 for Index of Licence Limitations) for those specified aircraft types. Beyond 31 December 2013, a licence holder must hold a Category B1 type rating without limitations on the particular aircraft type before he or she may be issued a certification authorisation to certify for work performed on limited avionic systems of that aircraft type.
- 10.3 The validity date of such renewed or re-issued AEAs shall not be beyond 31 December 2013. CAAS will cease its recognition of AEAs on 31 December 2013. As such, beyond 31 December 2013, a certification authorisation to certify work performed on limited avionics systems can only be issued to licence holders who hold a full Category B1 type rating (i.e. without limitations) on the particular aircraft type.

11. MECHANICAL EXTENSION AUTHORISATIONS.

- 11.1 SAR-145 approved maintenance organisations may not issue, renew or re-issue 'mechanical extension authorisations' (MEA) to SAR-66 Category B2 licence holders to certify for work performed on limited mechanical systems after 1 January 2012.
- 11.2 Beyond 1 January 2012, such a licence holder must, as a minimum, also hold a SAR-66 Category A licence and have successfully completed the specific aircraft task training before he or she can be authorised to certify for the work performed under the SAR-66 Category A licence privileges.

12. REQUIREMENT TO TRACK REGENCY OF CERTIFYING STAFF.

SAR-145 approved maintenance organisations are reminded to take into account the recency requirement of its certifying staff in accordance with SAR-145.35(b) and SAR-66.20(b)(2) when issuing or re-issuing certification authorisations. All SAR-145 approved maintenance organisations should have in place an acceptable system, to rigorously track the licence holders' recency on aircraft types and those who are considered 'not recent' should not be considered for issuance or re-issuance of authorisations for the affected aircraft types unless the affected authorisation holder has attended the necessary refresher training.