

CAR 145 Issue II is proposed to be amended to include latest CAR 66 requirement. The propose amendments are shown in subsequent affect paragraphs.

The text of the amendment is arranged to show deleted text, new or amended text as shown below:

- (a) deleted text is marked with strikethrough;
- (b) new or amended text is highlighted in grey;
- (c) an ellipsis (...) indicates that the remaining text is unchanged in front of or following the reflected amendment

145.A. 30 PERSONNEL REQUIREMENTS

(f) The organisation shall ensure that personnel who carry out and/or control a continued airworthiness non-destructive test of aircraft structures and/or components are appropriately qualified for the particular non-destructive test in accordance with DGCA specified standard or equivalent Standard recognised by DGCA. Personnel who carry out any other specialised task shall be appropriately qualified in accordance with officially recognized Standards. By derogation to this paragraph those personnel specified in paragraphs (g) and (h)(1) and (h)(2), qualified in Category B1 or B3 in accordance with CAR 66 may carry out and/or control colour contrast dye penetrant tests.

(g) Any organisation maintaining aircraft, except where stated otherwise in point (j), shall in the case of aircraft line maintenance, have appropriate aircraft rated certifying staff qualified as category B1, or B2, B3 as appropriate in accordance with CAR 66 or appropriately authorized by DGCA, and point 145.A.35.

In addition such organisations may also use appropriately task trained certifying staff holding the privileges described in points 66.A.20 (a)(1) and 66.A.20(a)(3)(b) and qualified in accordance with CAR-66 and point 145.A.35 to carry out minor scheduled line maintenance and simple defect rectification. The availability of such certifying staff shall not replace the need for category B1, B2, B3 certifying staff, as appropriate.

(h) Any organisation maintaining aircraft, except where stated otherwise in paragraph (j) shall:

1. In the case of base maintenance of aircraft other than complex motor-powered aircraft have either
 - i. appropriate aircraft rated certifying staff qualified as category B1, B2, B3 in accordance with CAR 66 and point 145.A.35; or
 - ii. appropriate aircraft rated certifying staff qualified category C and assisted by support staff as specified in point 145.A.35(a)(i).

(i) Component certifying staff shall comply with ~~CAR 66 Rule 61 and requirements laid down in CAR Section 2 Series 'L' Part X.~~

AMC 145.A.30 (f) Personnel requirements

In this context officially recognised standard means those standards established or published by an official body and acceptable to DGCA which are widely recognised by the air transport sector as constituting good practice.

AMC 145.A.30 (g) Personnel requirements

1. For the purposes of CAR 66.A.20 (a) (1) and 66.A.20(a)(3)(bi) personnel, minor scheduled line maintenance means any minor scheduled inspection/check up to and including a weekly check specified in the operators approved aircraft maintenance programme. For aircraft maintenance programmes that do not specify a weekly check, DGCA will determine the most significant check that is considered equivalent to a weekly check.

2. Typical tasks permitted after appropriate task training to be carried out by the CAR 66.A.20 (a) (1) and the 66.A.20(a)(3)(b) personnel, for the purpose of these personnel issuing an aircraft certificate of release to service as specified in 145.A.50 as part of minor scheduled line maintenance or simple defect rectification are contained in the following list:
3. The requirement of having appropriate aircraft type rated certifying staff qualified as category B1, B2, B3 as appropriate, in the case of aircraft line maintenance does not imply that the organisation must have type rated personnel at every line station. The MOE should have a procedure on how to deal with defects requiring type rated. B1, B2 or B3 certifying staff
4. DGCA may accept that in the case of aircraft line maintenance an organisation has only B1, B2 or B3 certifying staff, as appropriate, provided that the DGCA is satisfied that the scope of work, as defined in the Maintenance Organisation Exposition, does not need the availability of all B1, B2 or B3 certifying staff. Special attention should be taken to clearly limit the scope of scheduled and non-scheduled line maintenance (defect rectification) to only those tasks that can be certified by the available certifying staff category.

145.A.35 Certifying and support staff

(a) In addition to -----

- (i) "Support staff" means those staff holding an aircraft maintenance engineer licence under CAR 66 in category B1, B2 or B3 with the appropriate aircraft ratings. working in a base maintenance environment while not necessarily holding certification privileges.
- (b) Excepting those cases listed in points 145.A.30 (j) and 66. 20(a) 3 (b) the organisation may only issue a certification authorisation to certifying staff in relation to the categories or subcategories of any type rating listed on the aircraft maintenance licence., subject to the licence remaining valid throughout the validity period of the authorisation and the certifying staff remaining in compliance with the CAR 66

AMC 145.A.35(o) Certifying staff and support staff .

1. The privilege for a B2 licence holder to release minor scheduled line maintenance and simple defect rectification in accordance with 66.A.20(a)(3)(b) can only be granted by the CAR-145 approved organisation where the licence holder is employed/contracted after meeting all the requirements specified in 145.A.35(o). This privilege cannot be transferred to another CAR-145 approved organisation.

2. When a B2 licence holder already holds a certifying staff authorisation containing minor scheduled line maintenance and simple defect rectification for a particular aircraft type, new tasks relevant to category A can be added to that type without requiring another 6 months of experience. However, task training (theoretical plus practical hands-on) and examination/assessment for these additional tasks is still required.

3. When the certifying staff authorisation intends to cover several aircraft types, the experience may be combined within a single 6-month period.

4. For the addition of new types to the certifying staff authorisation, another 6 months should be required unless the aircraft is considered similar per AMC 66.A.20(b)2 to the one already held.

5. The term '6 months of experience' may include full-time employment or part-time employment. The important aspect is that the person has been involved during a period of 6 months (not necessarily every day) in those tasks which are going to be part of the authorisation