A/56

QUALIFYING OF COMPONENT CERTIFYING STAFF FOR MCAR PART 145 ORGANISATIONS

1. Purpose

This airworthiness notice is to assist the Quality system in the process of Authorisation of Component certifying staff. Component Certifying Staff (CC/S) means staff authorised by MCAR Part 145 organisation to release Engines, APU and components under the MCAR Part 145 approval on Category B and/or C class rating.

For a standardisation purpose, when an MCAR Part 145 organisation is nominating component certifying staff, such organisation shall at least detail within its Maintenance Organisation exposition (MOE) the relevant CC/S authorisation procedures (initial and renewal) together with the adequate qualification criteria depending on the complexity of the component.

The requirements of this notice may be exempted for the Foreign MCAR Part 145 Organisation, if such organisation holds the approval from Federal Aviation Administration (FAA) or European Aviation Safety Agency (EASA) for the Category B and/or C class rating intended to be applied. If not so, such organisation shall follow the requirements specified in this notice.

The current criteria applicable to CC/S are summarized within a table at the appendix to this airworthiness notice.

2. CC/S authorization procedure

2.1. Initial authorization process

2.1.1 The MCAR Part 145 organisation shall detail in its Maintenance Organisation exposition the established prerequisites to be eligible as MCAR Part 145 Component Certifying Staff such as but not limited to:

(a) Education requirements;
(b) Basic Training requirements;
(c) Technical training requirements (for each component);
(d) Training on Bench test;
(e) Training on specific equipment;
(f) Aeronautical experience requirements;
(g) Language knowledge;
(h) Human Factor and aviation legislation training as per MCAR Part 66 modules 9 and 10 respectively;
(i) Training on the AMO procedures;
(j) Training on the Fuel tank Safety as required;

2.1.2 The MCAR Part 145 organisation shall also detail in Maintenance Organisation Exposition:

(a) The Quality system assessment process for granting CC/S authorisation (the CC/S should also be assessed for competencies / training for the proposed scope of work and level of maintenance*);

(b) The CC/S records (responsibility, content of the CC/S files, etc,..);

(c) The management of the CC/S List;

(d) Management of the authorisation including:
- The validity of the authorisation (maximum of one year).
- Limitation(s) of the Part 145 authorisation vs the National License limitation(s) where necessary.

***** level of maintenance means Overhaul, test, repair, Level 1, 2 and 3 for electronic / electric components as addressed in the CMM.

2.2. Authorization renewal process

The MCAR Part 145 organisation shall detail in its MOE the CC/S authorization renewal prerequisites such as but not limited to:

(a) The continuation training requirements (Organisation procedures, new technology, human factor issues);

(b) The maintenance experience (twelve months of relevant experience in the last 2 year period);

(c) Records of the experience

(d) The renewal assessment process;

(e) The CC/S records (responsibility, record of experience, content of the CC/S files);

(f) Management of the CC/S List;

(g) Validity of the authorization (maximum of one year).

3. The Education requirements;

The minimum educational level should be a diploma and/or an academic degree in a technical discipline, from University and/or Institution recognized by Union of Myanmar or equivalent justified by the appropriate certificates.

4. Basic Training requirements;

The CC/S should be able to demonstrate he/she received a basic training on the appropriate field:

(a) an aeronautical school diploma or certificate or,

(b) a technical school diploma / certificate, if the intended scope of work concerns non complex electrical components or instruments and cabin and safety equipments or,

(c) an aeronautical military school diploma or certificate.

Depending on the complexity of the intended scope of authorization, a higher level of the basic training should be considered.

5. Technical / component training requirements:

The CC/S should be able to demonstrate he/she received appropriate theoretical and practical component training from:

(a) the OEM or
(b) the OEM recognized training organization

Bench test training

Where there is a need to use Bench test (e.g. engine or ATEC bench test), the CC/S should be able to demonstrate he/she received an appropriate training. This training for the use of specific tools required by the OEM maintenance data should be received from:

(a) The OEM or
(b) The bench test manufacturer

Specific equipment or tools training

Where there is a need to use specific equipment or tools, the CC/S should be able to demonstrate he/she received an appropriate training. This training for the use of specific equipment or tools required by the OEM maintenance data should be received from:

(a) The OEM or
(b) The specific equipment or tool manufacturer

Aeronautical experience requirements;

The CC/S should be able to demonstrate at least 2 years of Aeronautical experience in the field of aviation maintenance.

Language Knowledge;

The CC/S should be able to demonstrate a working knowledge of English and the language in which the maintenance data is published.

Human Factor and aviation legislation Training as per MCAR Part 66 Module 9 and 10 respectively;

The CC/S should be able to demonstrate he/she received a Human Factor and aviation Legislation training as detailed in MCAR Part 66 modules 9 and 10 respectively.

Training to the MOE procedures;

The CC/S should be able to demonstrate he/she received an appropriate training to the MOE and internal procedures applicable to CC/S (including issuance of authorize release certificate - ARC)

Training on the Fuel Tank Safety

Where needed, the CC/S should demonstrate he/she received an appropriate training on the Fuel Tank Safety items, CDCCL level 1, or level 2.

Training on Electrical Wiring Interconnection System (EWIS)

Where needed, the CC/S should demonstrate he/she received an appropriate training on EWIS.

6. Approval of Component Certifying Staff List and MOE

The list of Certifying Staff including Component Certifying Staff approval process together with the Component Certifying Staff qualification criteria shall be detailed within the exposition and approved by DCA.

7. Effectivity

This notice shall be effective from the date of issue. If the organisation has been approved for the Category C class rating prior to the effective date of this notice, such organisation may continue to exercise that rating until one year from the effective date of this notice or until such approval is renewed.

Appendix to Notice A/56

Summary Table for MCAR PART 145 Component Certifying Staff Qualification

	Engine/APU/ Propeller	**Hydraulic components** (L/G assy, actuator, etc ..)	**Electrical components** (Motors, actuators, chargers, power supplies, batteries, etc..)	**Electronic components** (card assy, mike, head set, etc...)	**Mechanical components** (wheel, Brake unit, structure,..)	**Electronic Units** (computers, com/nav receiver, indicators, power supplies,)	**Instruments**	**Cabin Equipment** (BFE, PSU, Pax Entertainment)	**Safety equipment** (life raft, life jacket, O^2 bottle, O^2 masks,..)
Educational level	a diploma and/or an academic degree in a technical discipline	a diploma and/or an academic degree in a technical discipline	a diploma and/or an academic degree in a technical discipline	a diploma and/or an academic degree in a technical discipline	a diploma and/or an academic degree in a technical discipline	a diploma and/or an academic degree in a technical discipline	a diploma and/or an academic degree in a technical discipline	a diploma and/or an academic degree in a technical discipline	a diploma and/or an academic degree in a technical discipline
Basic training level	- Aeronautical & technical school - Aeronautical military school - QA assessment	- Aeronautical & technical school - Aeronautical military school - QA assessment.	-Technical school - Aeronautical military school - QA assessment.	- Aeronautical & technical school - Aeronautical military school - QA assessment	- Aeronautical & technical school - Aeronautical military school - QA assessment	- Aeronautical & technical school - Aeronautical military school - QA assessment.	-Technical school - Aeronautical military school - QA assessment	-Technical school - Aeronautical military school - QA assessment.	-Technical school - Aeronautical military school - QA assessment.
Component training	- OEM - OEM recognised Training Org.	- OEM - OEM recognised Training Org.	- OEM - OEM recognised Training Org.	- OEM - OEM recognised Training Org.	- OEM - OEM recognised Training Org.	- OEM - OEM recognised Training Org.	- OEM - OEM recognised Training Org.	- OEM - OEM recognised Training Org.	- OEM - OEM recognised Training Org.
Tool training	- OEM	- OEM	- OEM	- OEM	- OEM	- OEM	- OEM	- OEM	- OEM
Bench test qualification	- OEM of the bench test	- OEM	- OEM	- OEM	- OEM	- OEM	- OEM	- OEM	- OEM
Practical experience	2 YEARS	2 YEARS	2 YEARS	2 YEARS	2 YEARS	2 YEARS	2 YEARS	2 YEARS	2 YEARS
Continuing training	- OEM - OEM recognized Training Org.	- OEM - OEM recognized Training Org.	- OEM OEM recognized Training Org.	- OEM - OEM recognized Training Org.	- OEM - OEM recognized training Org.	- OEM - OEM recognized Training Org.	- OEM - OEM recognized Training Org.	- OEM - OEM recognized Training Org.	- OEM - OEM recognized training Org.