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GOVERNMENT OF INDIA
DIRECTORATE GENERAL OF CIVILAVIATION

AIRWORTHINESS
ADVISORY CIRCULAR

F. No. DGCA-25012(07)/28/2026-AW

SUBJECT: CONTINUATION TRAINING FOR CERTIFYING AND SUPPORT STAFF

1. INTRODUCTION

1.1. CAR 66.A.20 (b) states that the holder of an Aircraft Maintenance Engineer's license may not exercise certification privileges unless in compliance with the applicable requirements of CAR M, CAR-ML, CAR-CAO and/or CAR 145.

1.2. CAR 145.A.35 (a) & states the CAR 145 organisation shall ensure that certifying staff and support staff have an adequate understanding of the relevant aircraft and/ or components to be maintained together with the associated organisation procedures. In the case of certifying staff, this shall be accomplished before the issue or re-issue of the certification authorisation. Also, CAR-CAO.A.040 (a)(2) states that these certifying staff have an adequate understanding of the relevant aircraft or aircraft component(s) to be maintained, or both, as well as of the organisation procedures required to perform such maintenance. Further, CAR 145.A.35 (d) states that the CAR 145 organization shall ensure that all certifying staff (the individual with the specific responsibility of certifying that an aircraft or aircraft component is serviceable) and support staff receive sufficient continuation training in each two year period to ensure that such staff have up-to-date knowledge of relevant technology, organization procedures and human factor issues. Further, 145.A. 35 (e) states that the organization shall establish a programme for continuation training for certifying staff and support staff including a procedure to ensure compliance with the relevant paragraphs of 145.A.35 as the basis for issuing/ reissuing of certification authorizations under CAR145 to certifying staff, and a procedure to ensure compliance with CAR 66.

2. Purpose

2.1. This advisory circular aims to ensure that:

(i) Personnel involved in the maintenance of aircraft and its components/ equipment

have current and updated knowledge in terms of procedure, human factors and technical knowledge.

(ii) The CAR 145/ CAR-CAO organization receives feedback on the adequacy of procedures and, maintenance instructions and where required, brings up necessary changes.

2.2. It is important to note that this circular is for guidance purpose only and on its own does not change, create, amend, or permit deviations from regulatory requirements, nor does it establish minimum standards.

3. **PROCEDURE**

3.1. Continuation training should cover changes in relevant requirements such as CARs, changes in organization procedures and the modification standard of the products being maintained, plus human factor issues identified from any internal or external analysis of incidents. It should also address instances where staff failed to follow procedures and the reasons why particular procedures are not always followed. Therefore, sufficient duration should be related to relevant quality audit findings and other internal / external sources of information available to the organization on human errors in maintenance. Broad topics to be included may consist of the following indicating syllabus, duration and programming

i) Changes in the DGCA regulations (Rules, CAR, AAC)
ii) Organization structure
iii) Current technology
iv) Maintenance Manual, Component Maintenance Manual, structure repair manual, Illustrated part catalogue, Service Bulletins, Mandatory and Miscellaneous Modification, Airworthiness Directives, etc.,
v) Changes in the modification standard of product
vi) human factor issues identified from any internal or external analysis of incidents.
vii) Human Factors in Maintenance
viii) Changes in Organization exposition and Procedures
ix) Case studies of repetitive snags, Turn back of aircraft, IFSD incidents, accidents due to maintenance lapse and error.
x) Good maintenance practices
xi) Staff notices/technical circulars issued since last two years
xii) MMEL/MEL
xiii) Special ops (EDTO, AWOPs, RNAV , RNP, PBN, LVTO, CPDLC, ADS-C, Polar Ops, HUD, PBSC etc)
xiv) Any other relevant topics relevant to the particular organization.
xv) Findings of internal/external audits.
xvi) Information related to fuel tank safety and EWIS.
xvii) Any other airworthiness safety related issues.
xviii) Safety Management System (SMS)

Note: *Manufacturing organizations should lay emphasis on topics relating to design and manufacturing aspects, changes in Type Certificate/STC, incident/ accident due to defects, etc*.

3.2. The procedures, syllabus and programme duration of continuation training should be specified in the Maintenance Organization Exposition (MOE)/ Combined Airworthiness Exposition (CAE) or in another document cross referred in the MOE/ CAE.

3.3. The maintenance organization shall ensure that all certifying and support staff holding AME licences / certification authorization undergo continuation training before re-issue of certification authorization.

3.4. The training may be conducted by the appropriately approved maintenance organization as per procedure approved in MOE/ CAE. In case such training is conducted by an organization approved under CAR 147, then such details may be specified under the approval and cross-referenced in the Maintenance Organization Exposition/ Combined Airworthiness Exposition (CAE).

3.5. Small maintenance organizations such as flying club/ private operators with few AME licence/ certification authorization holders may conduct continuation training jointly with similar organizations. Such arrangement should have prior concurrence of the local Airworthiness Office.

3.6. The Continuation training may cover field trips highlighting maintenance procedures. Suitable handouts may also be distributed to the participants for their information, wherever required. There may not be any formal examination at the end of the continuation training.

3.7. The Regional/ sub regional Airworthiness office should monitor the adequacy of the continuation training programme and ascertain that personnel receive instruction in new or revised maintenance methods or equipment. In this connection, the training record of certifying staff should be reviewed on a random basis during routine surveillance or spot check to verify the compliance of continuation training requirements.

4. MAINTENANCE OF RECORDS.

4.1. Each organization should maintain records of continuation training in respect of each personnel as relevant. These records may be made available to DGCA officials for inspection as and when required.

This supersedes the AAC 8 of 2000

Sd/-
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