



Advisory Circular

Subject: AME Licence Issuance: Specialty Experience and Skill Acquired on SFAR 41C Aeroplanes

Issuing Office:	Civil Aviation, Standards	Document No.:	AC 566-002
File Classification No.:	Z 5000-34	Issue No.:	01
RDIMS No.:	10979966-V16	Effective Date:	2021-10-20

Table of contents

1.0	Introduction	2
1.1	Purpose	2
1.2	Applicability	2
1.3	Description of Changes	2
2.0	References and requirements	2
2.1	Reference Documents	2
2.2	Cancelled Documents	3
2.3	Definitions and Abbreviations	3
3.0	Background	3
3.1	SFAR 41C Aeroplane Type Design Evolution	3
3.2	Introduction of New AME Licensing System	3
3.3	Change to the Applicability of Specialty Experience and Skill	4
4.0	Implementation of the change	4
4.1	During the Implementation Period	4
4.2	Following the Implementation Period	4
5.0	Information management	4
6.0	Document history	5
7.0	Contact office	5
	Appendix A – SFAR 41C Aeroplanes	6

1.0 Introduction

- (1) This Advisory Circular (AC) is provided for information and guidance purposes. It describes an example of an acceptable means, but not the only means, of demonstrating compliance with regulations and standards. This AC on its own does not change, create, amend or permit deviations from regulatory requirements, nor does it establish minimum standards.

1.1 Purpose

- (1) The purpose of this document is to provide information and guidance on the implementation of the changes to subsection 566.03(8)(a) and Appendix A of Chapter 566 of the Airworthiness Manual (AWM) on the applicability of the specialty experience and skill acquired by applicants for an Aircraft Maintenance Engineer (AME) licence applicants on *Special Federal Aviation Regulation* (SFAR) 41C certified aeroplanes, including derivatives and variants, for the purposes of issuing an M1 or M2 rated AME licence.
- (2) This document affects the guidance to Transport Canada Civil Aviation (TCCA) personnel in Maintenance Staff Instruction (MSI) 18 – Aircraft Maintenance Engineer (AME) Licensing Procedures revision 6, Appendix A section 5.6 and 6.4.
- (3) Please note that this AC does not affect or change the maintenance release privileges found in subparagraph 566.03(8)(b)(ii) of Chapter 566 of the AWM.

1.2 Applicability

- (1) This document applies to AME licence applicants applying for an M1 or M2 rating and to TCCA personnel involved in the assessment of AME Licence applications.

1.3 Description of Changes

- (1) Not applicable.

2.0 References and requirements

2.1 Reference Documents

- (1) It is intended that the following reference materials be used in conjunction with this document:
 - (a) Part IV, Subpart 3 of the *Canadian Aviation Regulations* (CARs) — Aircraft Maintenance Engineer Licences and Ratings;
 - (b) Chapter 523 of the Airworthiness Manual (AWM) — Normal, Utility, Aerobatic And Commuter Category Aeroplanes;
 - (c) Chapter 566 of the AWM — Aircraft Maintenance Engineer (AME) Licensing and Training;
 - (d) Maintenance Staff Instruction (MSI) 18 , Revision 6, 2005-03-15 — Aircraft Maintenance Engineer (AME) Licensing Procedures;
 - (e) Airworthiness Notice (AN) C004 — Maintenance Release Privileges: Older Aircraft and SFAR 41C Aircraft;
 - (f) 14 *Code of Federal Regulations* (CFR) Part 23 — Airworthiness Standards: Normal, Utility, Acrobatic, and Commuter Category Airplanes
 - (g) 14 CFR Part 25 — Airworthiness Standards: Transport Category Airplanes; and

- (h) *Special Federal Aviation Regulations (SFAR) — SFAR No. 41C.*

2.2 Cancelled Documents

- (1) Not applicable.

2.3 Definitions and Abbreviations

- (1) The following **definitions** are used in this document:
- (a) **AME licence applicants:** refers to applicants for an M1 or M2 rated AME licence.
 - (b) **Specialty Experience:** refers to, for the purposes of obtaining an AME licence or additional rating, specific experience acquired in the maintenance of aeronautical products of the kind defined in the scope of privileges of a particular rating.
 - (c) **SFAR 41C aeroplanes:** aeroplanes certified to SFAR 41C including their associated variants and derivatives.
- (2) The following **abbreviations** are used in this document:
- (a) **AME:** Aircraft Maintenance Engineer;
 - (b) **AWM:** Airworthiness Manual;
 - (c) **CARs:** *Canadian Aviation Regulations*;
 - (d) **CFR:** *Code of Federal Regulations*;
 - (e) **FAR:** *Federal Aviation Regulations*;
 - (f) **TCCA:** Transport Canada Civil Aviation; and
 - (g) **SFAR:** *Special Federal Aviation Regulation*.

3.0 Background

3.1 SFAR 41C Aeroplane Type Design Evolution

- (1) SFAR 41 was a temporary rule introduced in 1980, and later amended to SFAR 41C in 1982, to accommodate the surge in aircraft required for commuter airlines and to bridge the gap between 14 CFR Part 23 and 14 CFR Part 25. SFAR 41 and 41C basis of certification related more in terms of type design to 14 CFR Part 23 rather than 14 CFR Part 25 type design as it incorporated only some design elements of 14 CFR Part 25. SFAR 41C was cancelled and all its airworthiness standards were incorporated into 14 CFR Part 23 as *Federal Aviation Regulations (FAR)* amendment 23-34 in 1987 creating a new 14 CFR Part 23 commuter category.
- (2) In 1988, the commuter category was introduced into Chapter 523 of the AWM at amendment 523-1 to include FAR amendment 23-34. Since the introduction of the amendment, new applications for approval of type design for commuter category aeroplanes were subject to the standards in Chapter 523 of the AWM. Please refer to Appendix A of this AC for a list of SFAR 41C aeroplanes.

3.2 Introduction of New AME Licensing System

- (1) In 1999, the revised standards for AME licensing were introduced in Chapter 566 of the AWM and brought into force a new licensing model combining 25 Licence ratings into 5; M1, M2, E, S and Balloon ratings. The M1 rating covers non-turbojet aircraft approved to Chapter 522, 523,

523-VLA, 527 and 549 of the AWM and equivalent standards and the M2 rating covers all other aircraft not mentioned in the M1 rating, except balloons.

- (2) Holders of an AME Licence who had privileges under the old system for signing a maintenance release for work performed on SFAR 41C aeroplanes were issued an M2 rating. Those who had privileges for signing a maintenance release for work performed on Chapter 523 certified commuter category aircraft, i.e. variants or derivatives of SFAR 41C, received an M1 rating. The transition into the new system caused holders to lose maintenance release privileges and for TCCA to issue an exemption. The exemption was later introduced into Chapter 566 of the AWM in 2003 granting privileges to holders of M1 and M2 to sign a maintenance release for work performed on SFAR 41C aeroplanes, including their associated variants and derivatives.

3.3 Change to the Applicability of Specialty Experience and Skill

- (1) In 2021, TCCA introduced a change to the applicability of specialty experience and skill obtained by AME Licence applicants on SFAR 41C aeroplanes for the issuance of an M1 or M2 rating. Based on the design evolution of SFAR 41C it was established that SFAR 41C certified aircraft are 14 CFR Part 23 certified commuter category aircraft which is an equivalent standard to commuter category aircraft certified to Chapter 523 of the AWM. As a result, specialty experience and skill acquired on SFAR 41C aeroplanes would only be eligible for the issuance of an M1 rating.
- (2) This change was introduced through Notice of Proposed Amendment (NPA) 2020-013 which amended the applicable section and Appendix of Chapter 566 of the AWM.

4.0 Implementation of the change

- (1) As part of this change described in section 3.3, there will be an implementation period that will end on December 1, 2022.

4.1 During the Implementation Period

- (1) **Initial licence issuance:** AME licence applicants who have acquired specialty experience and skill on SFAR 41C aeroplanes prior to or during the implementation period may claim this experience and skill for the purposes of obtaining an M1 or M2 rating.
- (2) **Additional rating:** Holders of an M1 or M2 rating applying for the other M rating will not be able to claim or be credited for specialty experience and skill obtained on SFAR 41C aeroplanes as they already hold maintenance privileges for those aeroplanes.
- (3) AME licence applicants must provide documented proof establishing that they have acquired this skill prior to or during the implementation period. Previously claimed specialty experience will not be credited.

4.2 Following the Implementation Period

- (1) As of December 1, 2022, specialty experience and skill acquired on SFAR 41C aeroplanes by AME Licence applicants will be eligible to be claimed for the purposes of obtaining an M1 rating only.

5.0 Information management

- (1) Not applicable.

6.0 Document history

(1) Not applicable.

7.0 Contact office

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Appendix A – SFAR 41C Aeroplanes

Aircraft Type Certificate Holder	Type Certificate Number	Aircraft Type/Model	Certification Basis
Hawker Beechcraft Corporation	A-149	300 1900 / 1900C	FAR 23 / SFAR 41C FAR 23 / SFAR 41C
BAE SYSTEMS (Operations) Limited	A-154	BAE Jetstream Series 3100 Model 3112	FAR 23 / SFAR 41C
Dornier Luftfahrt GmbH	A-155	228-201 228-202	FAR 23 / SFAR 41C FAR 23 / SFAR 41C
M7 Aerospace LP	A-158	SA227-AT (Merlin IVC) SA227-AC (Metro III)	CAR 3 / FAR 23 / SFAR 41C FAR 23 / SFAR 41C

Note: The table above is for reference only. Please consult the applicable aeroplane's Type Certificate Data Sheet for the certification basis.