



Thailand Civil Aviation Regulation – Airworthiness
Part Combined Airworthiness Organization
(TCAR AIR Part - CAO)

Issue: 01

Revision: 00

Date 14 February 2025

Approved by

Suttipong Kongpool

Director General

The Civil Aviation Authority of Thailand

THAILAND CIVIL AVIATION REGULATION (TCAR)

INTENTIONALLY LEFT BLANK

RECORD OF REVISIONS

Revision No.	Date (DD-MMM-YYYY)	Subject	Insert By (Department)
00	14 FEB 2025	Initial Issue	AIR

INTENTIONALLY LEFT BLANK

INTENTIONALLY LEFT BLANK

Abbreviation

AMP	Aircraft Maintenance Programme
CAAT	The Civil Aviation Authority of Thailand
CAO	Combined Airworthiness Organisation
CRS	Certificate of Release to Service
TCAR	Thailand Civil Aviation Regulation

INTENTIONALLY LEFT BLANK

Table of Contents

RECORD OF REVISIONS.....	1
LIST OF EFFECTIVE PAGES.....	3
ABBREVIATION.....	5
TCAR AIR PART-CAO.....	9
Combined Airworthiness Organisation.....	9
CAO.1 General.....	9
CAO.A.010 Scope.....	9
CAO.A.015 Application.....	9
CAO.A.020 Terms of approval.....	9
CAO.A.025 Combined airworthiness exposition.....	10
CAO.A.030 Facility.....	11
CAO.A.035 Personnel requirements.....	11
CAO.A.040 Certifying staff.....	11
CAO.A.045 Airworthiness review staff.....	12
CAO.A.050 Components, equipment and tools.....	13
CAO.A.055 Maintenance data and work orders.....	13
CAO.A.060 Maintenance standards.....	13
CAO.A.065 Aircraft certificate of release to service.....	14
CAO.A.070 Component certificate of release to service.....	14
CAO.A.075 Continuing-airworthiness management.....	14
CAO.A.080 Continuing airworthiness management data.....	14
CAO.A.085 Airworthiness review.....	15
CAO.A.090 Record-keeping.....	15
CAO.A.095 Privileges of the organisation.....	15
CAO.A.100 Quality system and organisational review.....	16
CAO.A.105 Change to the organisation.....	16
CAO.A.110 Continuing validity.....	17
CAO.A.115 Finding.....	17
APPENDICES TO CAAT TCAR AIR PART-CAO.....	18
Appendix I — Combined airworthiness organisation (CAO) certificate - CAAT Form 3-CAO.....	18

INTENTIONALLY LEFT BLANK

TCAR AIR PART-CAO

Combined Airworthiness Organisation

CAO.1 General

For the purpose of this TCAR AIR Part-CAO:

'owner' means the person responsible for the continuing airworthiness of the aircraft, including the following persons:

- (i) the registered owner of the aircraft;
- (ii) the lessee in the case of a leasing contract;
- (iii) the operator.

CAO.A.010 Scope

This Part establishes the requirements to be met by a combined airworthiness organisation (CAO) in order to be issued, upon application, an approval for the maintenance and continuing airworthiness management of aircraft and components for installation thereon, and to continue carrying out those activities, where such aircraft are not classified as complex motor-powered aircraft.

CAO.A.015 Application

Applicants or CAOs shall apply for the issuance of, or change to, a CAO approval to CAAT in a form and manner established by CAAT

CAO.A.020 Terms of approval

- (a) The CAO shall specify the approved scope of work in its combined airworthiness exposition (CAE), as provided for in point CAO.A.025.
 - (1) For aeroplanes of more than 2 730 kg maximum take-off mass (MTOM) and for helicopters of more than 1 200 kg MTOM or certified for more than 4 occupants, the scope of work shall indicate the particular aircraft types. Changes to this scope of work shall be approved by CAAT in accordance with point (a) of point CAO.A.105.
 - (2) For complete turbine engines, the scope of work shall indicate the engine manufacturer or group or series or type or the maintenance task(s). Changes to this scope of work shall be approved by CAAT in accordance with point (a) of point CAO.A.105.
 - (3) A CAO which employs only one person for both planning and carrying out of all maintenance tasks cannot hold privileges for the maintenance of:
 - (a) aeroplanes equipped with a turbine engine (in the case of aircraft-rated organisations);
 - (b) helicopters equipped with a turbine engine or with more than one piston engine (in the case of aircraft-rated organisations);
 - (c) complete piston engines of 450 HP and above (in the case of engine-rated organisations); and
 - (d) complete turbine engines (in the case of engine-rated organisations).
 - (4) For aircraft other than those mentioned in point (1), for components different from complete turbine engines and for non-destructive testing (NDT)-specialised services, the scope of work shall be controlled by the CAO in accordance with the procedure set out in point (a)(11) of point CAO.A.025. For maintenance of components different from complete engines, the scope of work shall be classified in accordance with the following system ratings:
 - (i) C1: air conditioning and pressurisation;
 - (ii) C2: auto flight;

- (iii) C3: communications and navigation;
- (iv) C4: doors and hatches;
- (v) C5: electrical power and lights;
- (vi) C6: equipment;
- (vii) C7: engine;
- (viii) C8: flight controls;
- (ix) C9: fuel;
- (x) C10: helicopter and rotors;
- (xi) C11: helicopter transmission;
- (xii) C12: hydraulic power;
- (xiii) C13: indicating and recording system;
- (xiv) C14: landing gear;
- (xv) C15: oxygen;
- (xvi) C16: propellers;
- (xvii) C17: pneumatic and vacuum systems;
- (xviii) C18: protection from ice/rain/fire;
- (xix) C19: windows;
- (xx) C20: structural;
- (xxi) C21: water ballast; and
- (xxii) C22: propulsion augmentation.

Organisations obtaining an approval in accordance with this Part on the basis of an existing organisation approval issued in accordance with TCAR AIR Part-145 shall include in the scope of work all the necessary details to ensure that the privileges are identical to the ones included in the existing approval.

- (b) The CAO approval shall be issued on the basis of the template set out in Appendix I to this Part.
- (c) A CAO may fabricate, in conformity with maintenance data, a restricted range of parts for use in the course of undergoing work within its own facilities, as indicated in their CAE.

CAO.A.025 Combined airworthiness exposition

- (a) The CAO shall provide a manual containing at least the following information:
 - (1) a statement signed by the accountable manager confirming that the organisation will at all times work in accordance with the requirements of this Part and the CAE;
 - (2) the CAE's scope of work;
 - (3) the title(s) and name(s) of the person(s) referred to in points (a) and (b) of point CAO.A.035;
 - (4) an organisation chart showing the chains of responsibility between the person(s) referred to in points (a) and (b) of CAO.A.035;
 - (5) a list of certifying staff with their scope of approval, if such staff exist;
 - (6) a list of staff responsible for the development and approval of aircraft maintenance programmes (AMPs) with their scope of approval, if such staff exist;
 - (7) a list of airworthiness review staff with their scope of approval, if such staff exist;
 - (8) – reserved –

- (9) a general description and location of the facilities;
 - (10) procedures specifying how the CAO shall ensure compliance with the requirements of this Part;
 - (11) the CAE amendment procedure, as provided for in point (b) of point CAO.A.105.
- (b) The initial CAE shall be approved by CAAT.
- (c) Amendments to the CAE shall be handled in accordance with point CAO.A.105.

CAO.A.030 Facility

The CAO shall ensure that all necessary facilities, including adequate office accommodation are provided for it to be able to carry out all the planned work.

In addition, where the scope of approval of the organisation includes maintenance activities, the CAO shall ensure that:

- (a) specialised workshops, hangars and bays provide adequate protection from contamination and the environment;
- (b) secure storage facilities are provided for components, equipment, tools and material, under conditions ensuring that unserviceable components and materials are segregated from all other components, material, equipment and tools, that the manufacturer's instructions for storage are complied with and that access to the storage facilities is restricted to authorised personnel.

CAO.A.035 Personnel requirements

- (a) The CAO shall appoint an accountable manager, who shall have an authority for ensuring that all activities of the organisation can be financed so that those activities are carried out in accordance with the requirements of this Part.
- (b) The accountable manager shall nominate a person or group of persons who shall be responsible for ensuring that the CAO is always in compliance with the requirements of this Part. Those person(s) shall ultimately be responsible to the accountable manager.
- (c) All persons referred to in point (b) shall have the relevant knowledge, background and experience related to continuing airworthiness management or maintenance, as appropriate for their functions.
- (d) The CAO shall have sufficient appropriately qualified staff for it to be able to carry out the planned work. The CAO shall be entitled to use temporarily subcontracted staff.
- (e) The CAO shall assess and record the qualification of all personnel.
- (f) Personnel who carry out specialised tasks, such as welding, or non-destructive testing ('NDT') inspection other than colour contrast inspections shall be qualified in accordance with an officially-recognised standard.

CAO.A.040 Certifying staff

- (a) Certifying staff shall comply with the requirements of TCAR PEL Part-66. They shall only exercise their privileges to release maintenance if the CAO has ensured:
 - (1) that these certifying staff meet the requirements of TCAR PEL Part-66;
 - (2) 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.
- (b) In unforeseen circumstances where an aircraft is grounded at a location other than the main base where no appropriate certifying staff are available, the CAO contracted to provide maintenance support may issue a one-off certification authorisation, alternatively:
 - (1) to one of their employees holding type qualifications for aircraft of similar technology, construction and systems;

- (2) to any person with no less than 3 years of maintenance experience and holding a valid ICAO aircraft maintenance licence rated for the aircraft type requiring certification, provided that there is no organisation approved in accordance with this Part at that location and that the contracted CAO obtains and holds on file evidence of the experience and licence of that person.
- The issuance of a one-off certification authorisation shall be reported by the CAO to CAAT within 7 days of the issuance. The CAO issuing the one-off certification authorisation shall ensure that any such maintenance that could affect flight safety is rechecked.
- (c) The CAO may use certifying staff qualified in accordance with the following requirements when providing maintenance support to operators involved in commercial operations, subject to appropriate procedures to be approved as part of the CAE:
- (1) for a repetitive preflight airworthiness directive (AD) which specifically states that the flight crew may carry out such an AD, the CAO may issue a limited certifying staff authorisation to the pilot-in-command on the basis of the flight crew licence held, provided that the CAO ensures that sufficient practical training has been carried out by the pilot-in-command so they can accomplish the AD to the required standard;
- (2) in the case of aircraft operating away from a supported location, the CAO may issue a limited certifying staff authorisation to the pilot-in-command, on the basis of the flight crew licence held, provided that the organisation ensures that sufficient practical training has been carried out so that such a commander can accomplish the task to the required standard.
- (d) The CAO shall record the details concerning certifying staff and maintain an up-to-date list of all certifying staff, together with details on their scope of approval, as part of the organisation's exposition.

CAO.A.045 Airworthiness review staff

- (a) In order for it to be approved to carry out airworthiness reviews, a CAO shall have appropriate airworthiness review staff who shall comply with all of the following requirements:
- (1) they acquired experience in continuing airworthiness
- I. for sailplanes and balloons, at least 1 year
 - II. for all other aircraft, at least 3 years
- (2) they hold an appropriate licence issued in accordance with TCAR PEL Part-66 or an aeronautical degree or equivalent or experience in continuing airworthiness in addition to the referred to in point (1)
- I. for sailplanes and balloons, at least 2 years
 - II. for all other aircraft, at least 4 years
- (3) they acquired appropriate aeronautical maintenance training.
- (b) Before the CAO issues an authorisation to an airworthiness review staff to perform airworthiness reviews, the CAO shall nominate the person who will perform an airworthiness review of an aircraft under CAAT supervision or under the supervision of a person already authorised as airworthiness review staff of the CAO. If this supervision is satisfactory, CAAT shall formally accept the staff to become airworthiness review staff.
- (c) The CAO shall ensure that its airworthiness review staff can demonstrate appropriate recent continuing airworthiness experience.
- (d) Each airworthiness review staff shall be identified in the CAE in a list that contains the airworthiness review authorisation referred in point (b).
- (e) The CAO shall maintain a record of all its airworthiness review staff, which shall include details of any appropriate qualification and a summary of relevant continuing airworthiness experience and training of the person concerned, as well as a copy of their authorisation. It shall retain that record for a period of at least 2 years after the date at which the person concerned no longer works for the CAO.

CAO.A.050 Components, equipment and tools

- (a) The CAO shall:
 - (1) hold the equipment and tools specified in the maintenance data provided for in point CAO.A.055, or verified equivalents as listed in the CAE, as necessary for day-to-day maintenance within the scope of the organisation's approval;
 - (2) have a procedure to ensure that it has access to all other equipment and tools necessary to carry out its work, used only on an occasional basis, where needed.
- (b) The CAO shall ensure that the tools and equipment it uses are controlled and calibrated to an officially recognised standard. It shall keep records of such calibrations and the standards used and comply with point CAO.A.090.
- (c) The CAO shall inspect, classify and appropriately segregate all incoming components in accordance with points M.A.501 and M.A.504 of TCAR AIR Part-M or with points ML.A.501 and ML.A.504 of TCAR AIR Part-ML, as applicable.

CAO.A.055 Maintenance data and work orders

- (a) The CAO shall hold and use applicable current maintenance data specified in point M.A.401 of Part-M or in point ML.A.401 of Part-ML, as applicable, in the performance of maintenance, including modifications and repairs. However, in the case of customer-provided maintenance data, it shall only be required to hold such data when the work is in progress.
- (b) Before the commencement of maintenance, a written work order shall be agreed between the CAO and the person or organisation requesting maintenance, in a manner that clearly establishes the maintenance to be carried out.

CAO.A.060 Maintenance standards

When performing maintenance, the CAO shall comply with all of the following requirements:

- (a) ensure that any person performing maintenance is qualified in accordance with the requirements of this Part;
- (b) ensure that the area in which maintenance is carried out is well organised and clean (no dirt or contamination);
- (c) use the methods, techniques, standards and instructions specified in the maintenance data and work orders referred to in point CAO.A.055;
- (d) use the tools, equipment and material specified in point CAO.A.050;
- (e) ensure that maintenance is performed in accordance with any environmental limitations specified in the maintenance data referred to in point CAO.A.055;
- (f) ensure that proper facilities are used in case of inclement weather or lengthy maintenance;
- (g) ensure that the risk of multiple errors during maintenance and the risk of errors being repeated in identical maintenance tasks are minimised;
- (h) ensure that an error-capturing method is implemented after the performance of any critical maintenance task;
- (i) perform a general verification after completion of maintenance in order to ensure that the aircraft or component is clear of all tools, equipment and any extraneous parts and material and that all access panels removed have been refitted;
- (j) ensure that all maintenance performed is properly recorded and documented.

CAO.A.065 Aircraft certificate of release to service

At the completion of any aircraft maintenance carried out in accordance with this Part, an aircraft CRS shall be issued in accordance with point M.A.801 of Part-M or point ML.A.801 of Part-ML, as applicable.

CAO.A.070 Component certificate of release to service

- (a) At the completion of all component maintenance in accordance with this Part, a component CRS shall be issued in accordance with point M.A.802 of Part-M or point ML.A.802 of Part-ML, as applicable. A CAAT Form 1 shall be issued in accordance with Appendix II to Part-M, except as provided for in points (b) or (d) of point M.A.502 of Part-M and point ML.A.502 of Part-ML and for components fabricated in accordance with point (c) of point CAO.A.020.
- (b) The CAAT Form 1 referred to in point (a) may be generated from a computer database.

CAO.A.075 Continuing-airworthiness management

- (a) All continuing airworthiness management shall be carried out in accordance with the requirements of Subpart C of Part-M or Subpart C of Part-ML, as applicable.
- (b) For every aircraft managed, the CAO shall:
 - (1) develop and control the AMP for the aircraft managed and:
 - (i) in the case of aircraft complying with Part-ML, approve the AMP and its amendments, or
 - (ii) in the case of aircraft complying with Part-M, present the AMP and its amendments to CAAT for approval, unless the approval is covered by an indirect approval procedure in accordance with point (c) of point M.A.302 of Part-M;
 - (2) provide a copy of the AMP to the owner;
 - (3) ensure that data used for any modification and repairs complies with points M.A.304 or ML.A.304, as applicable;
 - (4) ensure that all maintenance is performed in accordance with the AMP and released in accordance with Subpart H of Part-M, Part-145 or Subpart H of Part-ML, as applicable;
 - (5) ensure that all applicable ADs and all operational directives with a continuing airworthiness impact are implemented;
 - (6) ensure that all defects discovered during maintenance or reported are corrected by an appropriately approved maintenance organisation or by independent certifying staff;
 - (7) ensure that the aircraft is brought for maintenance to an appropriately approved organisation or to independent certifying staff, whenever necessary;
 - (8) coordinate the scheduled maintenance, application of ADs, replacement of service-life-limited parts and component inspection in order to ensure the work is carried out properly;
 - (9) manage and archive all continuing-airworthiness records and, if applicable, the aircraft technical log;
 - (10) ensure that the mass-and-balance statement reflects the current status of the aircraft.

CAO.A.080 Continuing airworthiness management data

The CAO shall hold and use applicable current maintenance data specified in point M.A.401 of Part-M or point ML.A.401 of Part-ML, as applicable, for the performance of the continuing airworthiness management tasks referred to in point CAO.A.075 of this Part. That data may be provided by the owner, subject to a contract as referred in points M.A.201(h)(2) or M.A.201(i)(1) or M.A.201(i)(3) of Part-M, or points ML.A.201(e)(1) or ML.A.201(f) of Part-ML, in which case the CAO only needs to hold such data for the duration of the contract, unless where it is to retain the data pursuant to point CAO.A.090(b) of this Part.

CAO.A.085 Airworthiness review

The CAO shall perform any airworthiness reviews in accordance with point M.A.901 of Part-M or point ML.A.903 of Part-ML, as applicable.

CAO.A.090 Record-keeping

- (a) The CAO shall retain the following records:
- (1) the maintenance records necessary to demonstrate that all requirements of this Part have been met for the issuance of the CRS, including the subcontractor's release documents; the CAO shall provide a copy of each CRS to the owner of the aircraft, together with a copy of any specific repair or modification data used for the repairs or modifications carried out;
 - (2) the continuing airworthiness management records required by any of the following:
 - (i) point M.A.305 and, if applicable, point M.A.306 of Part-M;
 - (ii) point ML.A.305 of Part-ML;
 - (3) where the CAO has the privilege referred to in point (c) of point CAO.A.095, it shall retain a copy of each airworthiness review report issued in accordance with point (a) of point ML.A.901 of Part-ML together with all supporting documents;
 - (4) – reserve -
- (b) The CAO shall retain a copy of the records described in point (a)(1), and any associated maintenance data, for a period of 3 years from the date at which it released to service the aircraft or aircraft component to which the work relates.
- (c) The CAO shall retain a copy of the records referred to in points (a)(2) to (a)(3) for a period of 2 years from the date at which the aircraft has been permanently withdrawn from service.
- (d) All records shall be stored in a manner that ensures protection from damage, alteration and theft.
- (e) All computer hardware used for backup of the maintenance records shall be stored in a different location from that containing those data and in an environment that ensures that they remain in good condition.
- (f) Where the continuing airworthiness management of an aircraft is transferred to another organisation or person, all the records retained under points (a)(2) and (a)(3) shall be transferred to that organisation or person. From the moment of the transfer, points (b) and (c) shall apply to that organisation or person.
- (g) Where the CAO terminates its operation, all retained records shall be transferred as follows:
- (1) the records referred to in point (a)(1) shall be transferred to the last owner or customer of the respective aircraft or component or shall be stored as specified by the competent authority;
 - (2) the records referred to in point (a)(2) and (a)(3) shall be transferred to the owner of the aircraft.

CAO.A.095 Privileges of the organisation

- (a) Maintenance
- (1) Maintain any aircraft or component for which it is approved at the locations specified in the approval certificate and the CAE.
 - (2) Arrange for the performance of specialised services at another organisation appropriately qualified under the control of the CAO, in accordance with the appropriate procedures set out in the CAE and approved by CAAT.
 - (3) Maintain any aircraft or component for which it is approved at any location, where the need of such maintenance arises either from the unserviceability of the aircraft or the need for supporting occasional maintenance, in accordance with the conditions specified in the CAE.

- (4) Issue certificates of release to service upon completion of maintenance, in accordance with point CAO.A.065 or CAO.A.070.
- (b) Continuing airworthiness management:
- (1) Manage the continuing airworthiness of any aircraft for which it is approved.
 - (2) Approve the AMP, in accordance with point (b)(2) of point ML.A.302, for aircraft managed in accordance with Part-ML.
 - (3) Carry out limited continuing airworthiness tasks with any contracted organisation working under their quality system, as listed on the approval certificate.
- (c) Airworthiness review:
- (1) A CAO with its principal place of business in the Kingdom of Thailand, the approval of which includes the privileges referred to in point (b), may be approved to carry out airworthiness reviews in accordance with point M.A.901 of Part-M or point ML.A.903 of Part-ML, as applicable, and issue the related airworthiness review report.
- (d) – reserved –
- (e) A CAO may be approved for one or more privileges.

CAO.A.100 Quality system and organisational review

- (a) To ensure that the CAO continues to meet the requirements of this Part, this organisation shall establish a quality system and designate a quality manager.
- (b) The quality system shall monitor the carrying out of the activities of the organisation covered by this Part. It shall monitor in particular:
- (1) that all those activities are performed in accordance with the approved procedures;
 - (2) that all contracted maintenance tasks are carried out in accordance with the contract;
 - (3) that the organisation continues to comply with the requirements of this Part.
- (c) The records of that monitoring shall be retained for at least the previous 2 years.
- (d) Where the organisation holding a CAO approval is additionally approved in accordance with another Part than this part, the quality system may be combined with that required by the other Part.
- (e) A CAO shall be considered as a small CAO when one of the following conditions is met:
- (1) the scope of the CAO only contains aircraft covered by Part-ML.
 - (2) the CAO does not exceed 10 full-time equivalent staff involved in maintenance.
 - (3) the CAO does not exceed 5 full-time equivalent staff involved in continuing airworthiness management.
- (f) In the case of a small CAO, the quality system may be replaced by regular organisational reviews, subject to the approval of CAAT. In that case, the CAO shall not contract continuing airworthiness management tasks to other parties.

CAO.A.105 Change to the organisation

- (a) In order to enable CAAT to determine continued compliance with this Part, the approved maintenance organisation shall notify it of any proposal to carry out any of the following changes, before such changes take place:
- (1) changes affecting the information contained in the approval certificate laid down in Appendix I and the terms of approval of this Part;
 - (2) changes of the persons referred to in points CAO.A.035(a) and (b);
 - (3) changes in the aircraft types covered by the scope of work referred to in point (a)(1) of point

- CAO.A.020 in the case of aeroplanes of more than 2,730 kg maximum take-off mass (MTOM) and in the case of helicopters of more than 1,200 kg MTOM or certified for more than 4 occupants;
- (4) changes in the scope of work referred to in point (a)(2) of CAO.A.020 in the case of complete turbine engines;
 - (5) changes in the control procedure set out in point (b) of CAO.A.105.
- (b) Any other changes in locations, facilities, equipment, tools, material, procedures, scope of work and staff shall be controlled by the CAO through a control procedure provided for in the CAE. The CAO shall submit a description of those changes and the corresponding CAE amendments to CAAT within 15 days from the day on which the change took place.

CAO.A.110 Continuing validity

- (a) An approval shall be issued for an unlimited duration and shall remain valid subject to:
- (1) the organisation remaining in compliance with the requirements of this Part, in particular how the findings are handled in accordance with point CAO.A.115;
 - (2) CAAT being granted access to the organisation to determine continued compliance with the requirements of this Part;
 - (3) CAAT not having-suspended or revoked the approval.
- (b) Upon surrender or revocation of the approval, the organisation shall return the approval certificate to CAAT.

CAO.A.115 Finding

- (a) A Level 1 finding is any significant non-compliance with TCAR AIR Part-CAO requirements which lowers the safety standard and seriously hazards flight safety.
- (b) A Level 2 finding is any non-compliance with the Part-CAO requirements which may lower the safety standard and possibly hazard flight safety.
- (c) After receipt of notification of findings issued by CAAT, the organisation shall adopt a corrective action plan and demonstrate to the satisfaction of CAAT that it has taken the necessary corrective action to address the finding within the time period agreed with CAAT.

APPENDICES TO CAAT TCAR AIR PART-CAO

Appendix I — Combined airworthiness organisation (CAO) certificate - CAAT Form 3-CAO

- (a) Within the approval class(es) and rating(s) established by CAAT, the scope of work specified in the CAE defines the exact limits of approval. It is therefore essential that the approval class(es) and rating(s) and the organisations scope of work are matching.
- (b) An aircraft rating, in relation to the maintenance privileges, means that the CAO may carry out maintenance on the aircraft and any component (including engines), in accordance with aircraft maintenance data or, if agreed by CAAT, in accordance with component maintenance data, only whilst such components are fitted to the aircraft. Nevertheless, such aircraft-rated CAO may temporarily remove a component for maintenance in order to improve access to that component except when such removal creates the need for additional maintenance not eligible for the requirements of point (b). This will be subject to a control procedure in the CAE to be approved by CAAT.
- (c) An engine rating (turbine, piston or electrical) means that the CAO may carry out maintenance on the uninstalled engine and engine components, in accordance with engine maintenance data or, if agreed by CAAT, in accordance with component maintenance data, only whilst such components are fitted to the engine. Nevertheless, such engine-rated CAO may temporarily remove a component for maintenance in order to improve access to that component except when such removal creates the need for additional maintenance not eligible for the requirements of point (c). An engine-rated CAO may also carry out maintenance on an installed engine during base and line maintenance subject to a control procedure in the CAE to be approved by CAAT.
- (d) A component rating (other-than-complete engines) means that the CAO may carry out maintenance on uninstalled components (excluding complete engines) intended for fitment to the aircraft or engine. This CAO may also carry out maintenance on an installed component (other-than-complete engines) during base and line maintenance or at an engine maintenance facility subject to a control procedure in the CAE to be approved by CAAT.
- (e) A non-destructive testing (NDT) rating is a self-contained rating not necessarily related to a specific aircraft, engine or other component. The NDT rating is only necessary for a CAO that carries out NDT as a particular task for another organisation. A CAO approved with an aircraft, engine or component rating may carry out NDT on products they are maintaining subject to the CAE containing NDT procedures, without the need for an NDT rating.



COMBINED AIRWORTHINESS ORGANISATION CERTIFICATE

Reference: CAAT.CAO.XXXX

Pursuant to CAAT Regulations & Requirements for the time being in force and subject to the condition specified below, CAAT hereby certifies:

[COMPANY NAME]

[COMPANY ADDRESS]

as a combined airworthiness organisation in compliance with TCAR AIR Part-CAO

CONDITIONS:

- (a) this approval is limited to that specified in the terms of approval attached, and in the 'Scope of work' Section of the approved combined airworthiness exposition, as referred to TCAR AIR Part-CAO and;
- (b) this approval requires compliance with the procedures specified in the approved combined airworthiness exposition; and
- (c) this approval is valid whilst the approved combined airworthiness organisation remains in compliance with TCAR AIR Part-CAO; and
- (d) where the approved combined airworthiness organisation contracts out, under their quality system, the service of one or several organisations, this approval remains valid subject to such organisation(s) fulfilling applicable contractual obligations; and
- (e) subject to compliance with the foregoing conditions, this approval shall remain valid for an unlimited duration unless the approval has previously been surrendered, superseded, suspended or revoked.

Date of original issue of the approval certificate:

Date of this revision of the approval certificate:

Revision No.:

Signed:

(.....)

COMBINED AIRWORTHINESS ORGANISATION TERMS OF APPROVAL

Reference: CAAT.CAO.XXXX

[COMPANY NAME]

[COMPANY ADDRESS]

CLASS	RATING	PRIVILEGES (***)
AIRCRAFT (**)	Aeroplanes – other-than-complex motor-powered aircraft (**)	<input type="checkbox"/> Maintenance <input type="checkbox"/> Continuing-airworthiness management <input type="checkbox"/> Airworthiness review
	Aeroplanes up to 2,730 kg maximum take-off mass (MTOM) (**)	<input type="checkbox"/> Maintenance <input type="checkbox"/> Continuing-airworthiness management <input type="checkbox"/> Airworthiness review
	Helicopters — other-than-complex motor-powered aircraft (**)	<input type="checkbox"/> Maintenance <input type="checkbox"/> Continuing-airworthiness management <input type="checkbox"/> Airworthiness review
	Helicopters up to 1,200 kg MTOM, certified for a maximum of up to 4 occupants (**)	<input type="checkbox"/> Maintenance <input type="checkbox"/> Continuing-airworthiness management <input type="checkbox"/> Airworthiness review
	Airships (**)	<input type="checkbox"/> Maintenance <input type="checkbox"/> Continuing-airworthiness management <input type="checkbox"/> Airworthiness review
	Balloons (**)	<input type="checkbox"/> Maintenance <input type="checkbox"/> Continuing-airworthiness management <input type="checkbox"/> Airworthiness review
	Sailplanes (**)	<input type="checkbox"/> Maintenance <input type="checkbox"/> Continuing-airworthiness management <input type="checkbox"/> Airworthiness review
COMPONENTS (**)	Complete turbine engines (**)	<input type="checkbox"/> Maintenance
	Complete piston engines (**)	
	Electrical engines (**)	
	Components other than complete engines (**)	
SPECIALISED SERVICES (**)	Non-destructive testing (NDT) (**)	<input type="checkbox"/> NDT

LIMITATIONS

(to be included only for organisations rated for aeroplanes, helicopters or complete engines, if they only have one person planning and performing all maintenance tasks)

The following maintenance is excluded from the scope of work (***):

- maintenance on aeroplanes equipped with a turbine engine;
- maintenance on helicopters equipped with a turbine engine or with more than one piston engine; and
- maintenance on complete piston engines of 450 HP and above, and on complete turbine engines.

List of organisation(s) working under this CAO's quality system (*)**

These terms of approval are limited to the products, parts and appliances, and to the activities specified in the 'Scope of work' Section of the approved combined airworthiness exposition,

Combined airworthiness exposition reference:

Date of original issue of the exposition:

Date of last revision approved: Revision No:

(**) delete as appropriate if the organisation is not approved.

Signed:

(***)complete as appropriate.

(.....)