



AERONAUTICAL CIRCULAR CIVIL AVIATION AUTHORITY – MACAO, CHINA

SUBJECT:

**Cooperation Arrangement on Joint Maintenance Management
between
Civil Aviation Administration of China,
Civil Aviation Department of the Hong Kong Special Administrative Region Government, China
and Civil Aviation Authority of the Macao Special Administrative Region, China**

EFFECTIVE DATE:

24 January 2022

CANCELLATION:

This Aeronautical Circular (AC) supersedes AC No. AC/AW/003R04 *Cooperation Arrangement on Mutual Acceptance of Approval of Aircraft Maintenance Organisations Between Civil Aviation Administration of China, Civil Aviation Department, Hong Kong, China And Civil Aviation Authority – Macao, China* and AC/AW/027R00 *Cooperation Arrangement on Mutual Acceptance of Approval of Aircraft Maintenance Training Organisations Between Civil Aviation Administration of China, Civil Aviation Department, Hong Kong, China And Civil Aviation Authority – Macao, China*.

GENERAL:

The President of Civil Aviation Authority (AACM), in exercise of his power under article 35 of the Statutes of Civil Aviation Authority approved by the Decree-Law 10/91/M and paragraph 89 of the Air Navigation Regulation of Macao (ANRM), established this Aeronautical Circular.

1. Introduction

- 1.1. The Civil Aviation Administration of China (CAAC), Civil Aviation Department of the Hong Kong Special Administrative Region Government, China (HKCAD) and Civil Aviation Authority of the Macao Special Administrative Region, China (AACM), hereinafter referred to as the “Authority” or collectively the “Authorities”, formed a management team, namely Joint Maintenance Management (JMM), for the purpose of setting directions and implementing cooperation on aircraft maintenance.
- 1.2. The Authorities have entered into a Cooperation Arrangement on mutual recognition of Aircraft Maintenance Organisations since 21 May 2002.

- 1.3. The Authorities signed an Addendum to the aforementioned Cooperation Arrangement on 18 February 2004. The purpose of the addendum was to extend the scope of the Cooperation Arrangement to include the maintenance of engines and propellers.
- 1.4. The Authorities signed a Cooperation Arrangement on 2 June 2006 with the purpose of superseding the abovementioned Cooperation Arrangement and Addendum and extending the scope of mutual recognition to include aircraft maintenance.
- 1.5. The Authorities signed another Cooperation Arrangement on 29 October 2013 on mutual recognition of Aircraft Maintenance Training Organisations.
- 1.6. The Authorities signed a new Cooperation Arrangement under the title *Cooperation Arrangement on Joint Maintenance Management between Civil Aviation Administration of China, Civil Aviation Department of the Hong Kong Special Administrative Region Government, China and Civil Aviation Authority of the Macao Special Administrative Region, China* on 30 November 2021 (hereinafter referred to as “the CA”). The CA combines mutual recognition of aircraft maintenance organisations and aircraft maintenance training organisations, and includes acceptance of holders of aircraft maintenance licence issued by other Authorities to work in an approved maintenance organisation. The CA has become effective since the date of its signature. The Cooperation Arrangements mentioned in paragraph 1.2 to 1.5 are repealed from the effective date of the new CA.
- 1.7. Following the signature of the CA, the AACM establishes this AC to:
 - (a) inform the public of the implementation details of the CA; and
 - (b) prescribe the related requirements.

2. Applicability

2.1. This AC applies to:

- (a) MAR-145 approved maintenance organisation located within the jurisdictional area of the AACM;
- (b) MAR-147 approved maintenance training organisations located within the jurisdictional area of the AACM;
- (c) Macao operator that contracts out maintenance to maintenance organisations recognised under the CA.

3. The Cooperation Arrangement

3.1. The scope of the CA signed on 30 November 2021 includes:

- (a) the recognition by one Authority of the maintenance organisations approved by the other Authorities in respect of the issuance of certificate of release to service by the maintenance organisations;
- (b) the acceptance by one Authority of the holders of aircraft maintenance licence issued by the other Authorities to work in maintenance organisations located in jurisdictional area of the Authority.
- (c) the recognition by one Authority of the maintenance training organisations approved by the other Authorities in respect of maintenance training;

3.2. The CA is available in Appendix 1 to this AC.

4. Definitions

For the purpose of this AC, definitions of terms stipulated in the CA shall apply.

5. Recognition of the maintenance organisations

- 5.1. Pursuant to paragraph 3.1 (a), maintenance organisations approved in accordance with CCAR-145, HKAR-145 or MAR-145 (hereinafter referred to as “AMO”) is mutually recognised under the CA. No application for recognition is required.

Note: As of the effective date of the CA, JMM acceptance certificate will no longer be issued.

- 5.2. Unless otherwise agreed in a particular case, the recognition is only valid when the AMO is located within the jurisdictional area of the Authority granting the maintenance organisation approval; and only in respect of the issuance of certificate of release to service by the AMO. Only the maintenance classes and ratings specified in Appendix 2 are covered by the CA.
- 5.3. Notwithstanding paragraph 5.2 above, AMO located outside the jurisdictional area of the Authority granting the approval, is accepted to provide aircraft line maintenance at the locations specified in the approval certificate and maintenance organisation exposition, provided that the organisation holds a valid air operator certificate issued by the Authority granting the maintenance organisation approval.
- 5.4. The issuance of certificate of release to service on aircraft and/or aircraft components in accordance with CCAR-145, HKAR-145 or MAR-145 and aircraft components under CAAC Form AAC-038, CAD Form One or AACM Form 1 by AMO are mutually accepted.

Note: As of the effective date of the CA, JMM Acceptance Number is no longer required to be indicated in the certificate of release to service or Block 13 of the AACM Form 1.

- 5.5. AMO, when carrying out maintenance under the provisions of the CA, shall:

- (a) certify the maintenance using certifying staff holding aircraft maintenance licence granted in accordance with CCAR-66, HKAR-66 or MAR-66 with the appropriate certification authorisation;
- (b) comply with the operator's work order taking particular note of airworthiness directives, modifications and repairs as issued or required by the Authority having jurisdiction over the operator/aircraft concerned of the aircraft;
- (c) upon request by the operator, use operator's procedures that are required by the Authority having jurisdiction over the operator/aircraft concerned;
- (d) ensure that the operator has obtained approval from the Authority having jurisdiction over the operator/aircraft concerned on any modifications and repairs to be incorporated;
- (e) report to the operator, the Authority granting its maintenance organisation approval and the Authority having jurisdiction over the operator/aircraft concerned, any unairworthy condition found during aircraft and/or component maintenance;
- (f) agree to pay any nominal fee associated with the extra costs incurred by JMM visit referred to in paragraph 10.

5.6. MAR-145 approved maintenance organisation that provides maintenance service to operator approved by CAAC or HKCAD recognised under the CA shall establish procedures in its maintenance organisation exposition to ensure that the compliance with the requirements specified in paragraph 5.5 above.

6. Operator's continuous airworthiness responsibilities

6.1. Macao operator that contracts out maintenance to AMO approved in accordance with CCAR-145 or HKAR-145 recognised under the CA shall establish procedures in its maintenance management exposition to ensure the contracted maintenance is carried out in accordance with the requirements specified in paragraph 5.5 (a) to (e) above and all applicable requirements as prescribed in ANRM and related AC.

7. Acceptance of the holders of Aircraft Maintenance Licences

- 7.1. Pursuant to paragraph 3.1 (b), holder of aircraft maintenance licence granted in accordance with CCAR-66, HKAR-66 or MAR-66 (hereinafter referred to as "AML"), is accepted for the issue of certification authorisation by an AMO approved by other Authorities under the CA. No conversion or validation of licence is required.
- 7.2. Unless otherwise agreed in a particular case, the acceptance is only valid when the holder of AML is employed and authorised by an AMO located within the jurisdictional area of the Authority granting the maintenance organisation approval. Only the AML in categories specified in Appendix 3 are covered by the CA.

8. Issue of MAR-145 certification authorisation

8.1. Pursuant to paragraph 3.1 (b) and 7, a MAR-145 approved maintenance organisation may issue a certification authorisation to a holder of CCAR-66 Aircraft Maintenance Personnel Licence, HKAR-66 Aircraft Maintenance Licence, provided that the holder:

- (a) is employed by the MAR-145 approved maintenance organisation;
- (b) holds a valid CCAR-66 Aircraft Maintenance Personnel Licence, HKAR-66 Aircraft Maintenance Licence in categories specified in Appendix 3 to this AC and endorsed with appropriate aircraft type ratings;

Note: The MAR-145 approved maintenance organisation may need to confirm the validity of the concerned aircraft maintenance licence with CAAC or HKCAD.

- (c) has successfully completed training provided by the MAR-145 approved maintenance organisation on local aviation legislation/requirements together with the associated organisation procedures;
- (d) meets all applicable requirements in relation to certification authorisation as prescribed in MAR-145.

8.2. Training on local aviation legislation/requirements

8.2.1. The training on local aviation legislation/requirements referred to in 8.1 (c) above shall cover the subjects in MAR-66 Module 10, as detailed in Appendix 1 to MAR-66, and shall be provided by the AMO issuing the certification authorisation upon the start of employment, regardless the holder having received similar training before.

8.2.2. The AMO shall regularly review the scope and content of the aforesaid training in light with the latest local aviation legislation/requirements.

8.2.3. The AMO shall maintain the training and assessment records of the holder in accordance with their maintenance authorisation requirements.

8.3. MAR-145 approved maintenance organisation that issues certification authorisation to holder of CCAR-66 Aircraft Maintenance Personnel Licence or HKAR-66 Aircraft Maintenance Licence accepted under the CA shall:

- (a) establish procedures in its Maintenance Organisation Exposition to ensure that the compliance with the requirements specified in paragraph 8.1 and 8.2 above;
- (b) in case of suspension or revocation of the concerned certification authorisation, report to the AACM with the reason resulting in such action within 72 hours of the suspension or revocation.

9. Recognition of the Maintenance Training Organisations

- 9.1. Pursuant to paragraph 3.1 (c), maintenance training organisations approved in accordance with CCAR-147, HKAR-147 or MAR-147 (hereinafter referred to as “AMTO”), is mutually recognised under the CA. No application for recognition is required.
- 9.2. Unless otherwise agreed in a particular case, the recognition is only valid when the AMTO is located within the jurisdictional area of the Authority granting the maintenance training organisation approval. Only the maintenance training courses conducted by AMTO within the training scopes specified Appendix 4 to this AC are mutually recognised.
- 9.3. CCAR-147 Training Certificate, HKAR-147 Certificate of Recognition or MAR-147 Certificate of Recognition issued for the maintenance training course specified in Appendix 4 to this AC are mutually accepted.

10. JMM visit

- 10.1. To ensure compliance with the requirements stipulated in the CA, and also to ensure an effective implementation by the industries, JMM visit will be arranged to selected organisations recognised under the CA.
- 10.2. All MAR-145 approved maintenance organisations and MAR-147 approved maintenance organisations recognised under the CA are subject to JMM visits. The JMM visit will normally be conducted annually by the JMM Visiting Team consisted of officers or inspectors from CAAC, HKCAD and AACM. Organisation selected for JMM visit will be notified in advance by the AACM.
- 10.3. The selected organisation shall:
- (a) provide the access of the facility for the JMM Visiting Team and the records including the AML holders employed by the organisation and authorised under the CA for review;
 - (b) present to the JMM Visiting Team, by the Accountable Manager or the Quality Manager, the basic information of the organisation, including history, business nature, size and development of the work force, future business development in relation to the JMM, etc.
 - (c) demonstrate how the regulatory requirements are complied with at the front line;
 - (d) assume costs induced by the JMM Visiting Team.

– END –

Appendix 1

COOPERATION ARRANGEMENT ON JOINT MAINTENANCE MANAGEMENT

BETWEEN

CIVIL AVIATION ADMINISTRATION OF CHINA,
CIVIL AVIATION DEPARTMENT OF THE HONG KONG SPECIAL ADMINISTRATIVE
REGION GOVERNMENT, CHINA AND
CIVIL AVIATION AUTHORITY OF THE MACAO SPECIAL ADMINISTRATIVE
REGION, CHINA

The Civil Aviation Administration of China (CAAC), Civil Aviation Department of the Hong Kong Special Administrative Region Government, China (HKCAD) and Civil Aviation Authority of the Macao Special Administrative Region, China (AACM), hereinafter referred to as the “Authority” or collectively the “Authorities”,

- desiring to promote aviation safety;
- noting common concerns for the safe operation of civil aircraft;
- recognising the importance of establishing and maintaining high standard for aircraft maintenance;
- enhancing cooperation and efficiency in matters relating to aircraft maintenance;
- reducing economic burden imposed on the aviation industry and individuals by avoiding the duplication of technical inspections, surveillances, training and examinations; and
- endeavouring to establish a management team named the “Joint Maintenance Management” for the purpose of implementing initiatives aiming at reducing the duplication of technical inspections, surveillances, training and examinations.

agree as follows:

PREAMBLE

The Authorities accept that the rules, standards, practices, procedures and its implementation of continuing airworthiness systems are sufficiently equivalent to allow the mutual recognition of such systems between the Authorities.

Therefore, without prejudice to the obligation of each Authority under its own laws and regulations, the purpose of this Cooperation Arrangement is to:

- avoid the duplication of technical inspections, surveillances, training and examinations;
- give the same validity to the other Authorities' technical inspections, surveillances, training and examinations; and
- give the same validity to the other Authorities' system for the issue of aircraft maintenance related certifications.

1 GENERAL

This Cooperation Arrangement applies to:

- 1.1. the recognition by one Authority of maintenance organisations approved by the other Authorities in respect of the issuance of certificate of release to service by the maintenance organisations;
- 1.2. the acceptance by one Authority of the holders of Aircraft Maintenance Licence issued by the other Authorities to work in maintenance organisations located in jurisdictional area of the Authority;
- 1.3. the recognition by one Authority of maintenance training organisations approved by the other Authorities in respect of maintenance training; and
- 1.4. the cooperation and assistance with respect to continuing airworthiness of civil aircraft and/or aircraft components, including information exchange and technical assistance.

2 DEFINITIONS

For the purposes of this Cooperation Arrangement, the term:

Aircraft Maintenance Licence means a licence issued in accordance with CCAR-66, HKAR-66 or MAR-66.

CCAR-[no.] means China Civil Aviation Regulations-[no.] published by the Ministry of Transport, China from time to time.

Civil aircraft means any aircraft registered in civil aircraft registry of the Authority.

HKAR-[no.] means Hong Kong Aviation Requirements-[no.] published by HKCAD from time to time.

Joint Maintenance Management means a management team formed by the Authorities for setting directions and implementation of this Cooperation Arrangement.

Maintenance organisations mean organisations approved in accordance with CCAR-145, HKAR-145 or MAR-145 for carrying out maintenance of civil aircraft and/or aircraft components.

Maintenance training means the maintenance training courses in respect of specific aircraft types conducted in accordance with CCAR-147, HKAR-147 or MAR-147 requirements / standards.

Maintenance training organisations mean organisations approved by CAAC, HKCAD or AACM for conducting maintenance training.

MAR-[no.] means Macao Aviation Requirements-[no.] published by AACM from time to time.

Training certificate means a record demonstrating a successful completion of maintenance training.

3 RECOGNITION OF THE MAINTENANCE ORGANISATIONS

Unless otherwise decided in a particular case between the Authorities, the recognition is only valid when the maintenance organisation is located within the jurisdictional area of the Authority granting the approval; and only in respect of the issuance of certificate of release to service by the maintenance organisation.

4 ACCEPTANCE OF THE AIRCRAFT MAINTENANCE LICENCE HOLDERS TO WORK IN THE MAINTENANCE ORGANISATIONS

Unless otherwise decided in a particular case between the Authorities, the acceptance of the Aircraft Maintenance Licence holders to perform duties in the maintenance organisation without the need for licence conversion or licence validation is only valid provided that the Aircraft Maintenance Licence holder:

- a. is employed and authorised by a maintenance organisation located within the jurisdictional area of the Authority granting the approval of the maintenance organisation; and
- b. has completed the training on local aviation legislation/requirements provided by the maintenance organisation.

5 RECOGNITION OF THE MAINTENANCE TRAINING ORGANISATIONS

Unless otherwise decided in a particular case between the Authorities, the recognition is only valid when the maintenance training organisation is located within the jurisdictional area of the Authority granting the approval; and only in respect of the issuance of the following training certificates of maintenance training by the maintenance training organisations:

- a. CAAC Training Certificate;
- b. HKCAD Certificate of Recognition; or

- c. AACM Certificate of Recognition.

6 MUTUAL COOPERATION AND TECHNICAL ASSISTANCE

6.1 Information

The Authorities will provide information regarding the provisions of this Cooperation Arrangement, and will develop appropriate publications and circulate these publications through established methods in each other's jurisdictional area to:

- a. inform the public of the provisions of this Cooperation Arrangement; and
- b. outline the regulatory requirements and special requirements necessary for this Cooperation Arrangement.

6.2 Technical assistance

The Authorities will provide technical assistance to each other, upon request, to further the purposes and objectives of this Cooperation Arrangement. Such areas of assistance may include, but are not limited to:

- a. performing surveillance and providing reports regarding continued compliance with the requirements described in this Cooperation Arrangement by the Authority in its own jurisdictional area;
- b. providing assistance in technical investigations to the extent permitted by the laws applicable to each other's jurisdictional area; and
- c. providing expert advice in continuing airworthiness matters upon request by the other Authorities.

Each Authority retains the right to request a review of any data concerning the approval or licence issued by the other Authorities from time to time as it may think fit.

6.3 Exchange of information

The Authorities will provide each other with complete sets of regulations, policies, guidance, practices and interpretations relevant to this Cooperation Arrangement, and will ensure that such documents are updated in a timely manner.

6.4 Regulations, Policies and Guidelines

The Authorities will make arrangements for mutual consultation during the process of establishing and amending the regulations, policies, guidance, practices and interpretations relevant to this Cooperation Arrangement, including the expansion of its applicability stated in paragraph 1.

6.5 Implementation

- a. The Authorities will endeavour to develop a mutually agreed Joint Maintenance Procedures for this Cooperation Arrangement.
- b. When the Joint Maintenance Procedures have been agreed amongst the Authorities, this Cooperation Arrangement will be implemented in accordance with such procedures.
- c. The Authorities will jointly review the Joint Maintenance Procedures on a regular basis and make amendment to it when necessary.

6.6 Urgent or Unusual Situations

Where urgent or unusual situations develop which are within the applicability of this Cooperation Arrangement but not specifically addressed, the Authorities will review and consult each other, and upon mutual consent, take appropriate action, including amendment to this Cooperation Arrangement and/or the Joint Maintenance Procedures where required.

6.7 Notification of Non-Compliance

Each Authority will, insofar as it is relevant to the implementation of this Cooperation Arrangement:

- a. notify the other Authorities of any serious non-compliance identified on any aircraft maintenance licence holder or maintenance organisation or maintenance training organisation with any regulation or any condition made in accordance with or relating to this Cooperation Arrangement; and
- b. promptly advise the other Authorities of any enforcement action, including cancellation, revocation or suspension of an aircraft maintenance licence holder or maintenance organisation or maintenance training organisation approved by the Authority.

6.8 Confidentiality

Where an Authority provides any of the other Authorities any information, including but not limited to any personal information, pursuant to this paragraph and in accordance with the laws and regulations applicable to the Authority, it will clearly identify whether that information is sensitive or confidential and the nature of that sensitivity or confidentiality. The Authority giving the information, subject to its relevant laws and regulations, may also impose a limitation on the use or disclosure of the information by the receiving Authority. The Authority receiving the information will handle the information in accordance with its relevant laws and regulations and in a manner having regard to its confidentiality or sensitivity, and will not deal with personal information contrary to the privacy laws applying to the Authority.

7 SIGNIFICANT CHANGES

The Authorities will advise each other any significant change to the organisation of the Authority that will affect the administration and implementation of the provisions of this Cooperation Arrangement.

8 INTERPRETATION

Any conflicting interpretations of this Cooperation Arrangement will be resolved by consultation between the Authorities under the Joint Maintenance Management.

9 REPEAL, ENTRY INTO FORCE, AMENDMENT AND TERMINATION

9.1 The following arrangements shall be repealed as from the date of signature of this Cooperation Arrangement:

9.1.1 The Cooperation Arrangement on Mutual Acceptance of Approval of Aircraft Maintenance Organisations between General Administration of Civil Aviation of China, Civil Aviation Department, Hong Kong, China and Civil Aviation Authority – Macao, China signed on 2 June 2006.

9.1.2 The Cooperation Arrangement on Mutual Acceptance of Approval of Aircraft Maintenance Training Organisations between Civil Aviation Administration of China, Civil Aviation Department of the Hong Kong Special Administration Region Government and Civil Aviation Authority of Macao Special Administration Region signed on 29 October 2013.

9.2 This Cooperation Arrangement shall enter into force as from the date of its signature. When the signature process is performed by exchange of letters, this Cooperation Arrangement shall enter into force as the date of the last signature of the Authorities' duly authorised representatives.

9.3 This Cooperation Arrangement may be amended in writing by mutual consent of the Authorities.

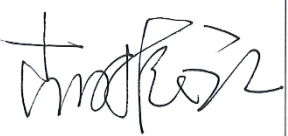


9.4 This Cooperation Arrangement will continue to apply until terminated by any one of the Authorities. Such termination will be effected upon the twelve months period following the date of receipt of the written notification, unless the notice of termination has been withdrawn by mutual consent before the expiry of the aforesaid period. Such termination shall not affect the validity

of any certifications issued under the terms of this Cooperation Arrangement before the effective date of the termination.

10 SIGN FOR AGREEMENT

The foregoing record represents the agreement reached between the Authorities upon the matters referred to therein.

Signed in triplicate in Shenzhen, China on 30 November 2021.

For CAAC	For HKCAD	For AACM
		
Capt. HU Zhen Jiang Deputy Administrator, CAAC	Capt. Victor LIU Director-General, HKCAD	Mr. Simon CHAN President, AACM

Appendix 2 Recognised Maintenance Classes and Ratings

Only the following maintenance classes and ratings are covered by the CA:

1. Maintenance classes and ratings approved in accordance with CCAR-145

1.1. Airframe

Detailed information on the manufacturer, type or series of the aircraft with maintenance function classification which may include:

- (a) Scheduled Maintenance (e.g. A, B, C, XX hours inspection)
- (b) Line maintenance
- (c) Repair (include structural repair)
- (d) Modification
- (e) Overhaul

1.2. Powerplant

Detailed information on the manufacturer, type or series of the engine / APU with maintenance function classification which may include:

- (a) Inspection
- (b) Repair
- (c) Modification
- (d) Overhaul
- (e) Others (e.g. Hot Section Inspection, Module Change etc.)

1.3. Propeller

Detailed information on the manufacturer, type or series of the propeller with maintenance function classification which may include:

- (a) Inspection
- (b) Repair
- (c) Modification
- (d) Overhaul

1.4. Components (other than complete Engine/APU or Propeller)

Detailed information on ATA Chapters with cross reference to a Capability List with maintenance function classification which may include:

- (a) Inspection
- (b) Repair
- (c) Modification
- (d) Overhaul

The capability list includes component information on the description, ATA Chapter and manufacturer as well as the type or series of aircraft on which such component is accepted to be installed.

1.5. Specialised Services

As specified on the approval certificate issued by CAAC.

2. Maintenance classes and ratings approved in accordance with HKAR-145

2.1. Aircraft

Line or/and base maintenance with aircraft manufacturer or group or series or type and/or the maintenance task(s) under the following class ratings:

- (a) A1: Aeroplane above 5700 kg
- (b) A2: Aeroplane 5700 kg and below
- (c) A3: Helicopter
- (d) A4: Aircraft other than A1, A2 and A3

2.2. Engine

Detailed information on engine series or type and/or the maintenance task(s) under the following class ratings:

- (a) B1: Turbine
- (b) B2: Piston
- (c) B3: APU

2.3. Components

Detailed information on aircraft type or aircraft manufacturer or component manufacturer or the particular component and/or cross reference to a capability list in the exposition and/or the maintenance task(s) under the following class ratings:

- (a) C1: Air Cond & Press (ATA 21)
- (b) C2: Auto Flight (ATA 22)
- (c) C3: Comms and Nav (ATA 23/34)
- (d) C4: Doors - Hatches (ATA 52)
- (e) C5: Electrical Power & Lights (ATA 24/33/85)
- (f) C6: Equipment (ATA 25/38/44/45/50)
- (g) C7: Engine - APU (ATA 49/71/72/73/74/75/76/77/78/79/80/81/82/83)
- (h) C8: Flight Controls (ATA 27/55/57.40/57.50/57.60/57.70)
- (i) C9: Fuel (ATA 28/47)
- (j) C10: Helicopters - Rotors (ATA 62/64/66/67)
- (k) C11: Helicopter - Trans (ATA 63/65)
- (l) C12: Hydraulic Power (ATA 29)
- (m) C13: Indicating/Recording Systems (ATA 31/42/46)

- (n) C14: Landing Gear (ATA 32)
- (o) C15: Oxygen (ATA 35)
- (p) C16: Propellers (ATA 61)
- (q) C17: Pneumatic & Vacuum (ATA 36/37)
- (r) C18: Protection ice/rain/fire (ATA 26/30)
- (s) C19: Windows (ATA 56)
- (t) C20: Structural (ATA 53/54/57.10/57.20/57.30)
- (u) C21: Water Ballast (ATA 41)
- (v) C22: Propulsion Augmentation (ATA 84)

2.4. Specialised Services

- (a) D1: Non-destructive Testing (NDT) with particular NDT method(s)

3. Maintenance classes and ratings approved in accordance with MAR-145

3.1. Aircraft

Line or/and base maintenance with aircraft manufacturer or group or series or type and/or the maintenance task(s) under the following class ratings:

- (a) A1: Aeroplane above 5700 kg
- (b) A2: Aeroplane 5700 kg and below
- (c) A3: Helicopter
- (d) A4: Aircraft other than A1, A2 and A3

3.2. Engine

Detailed information on engine series or type and/or the maintenance task(s) under the following class ratings:

- (a) B1: Turbine
- (b) B2: Piston
- (c) B3: APU

3.3. Components

Detailed information on aircraft type or aircraft manufacturer or component manufacturer or the particular component and/or cross reference to a capability list in the exposition and/or the maintenance task(s) under the following class ratings:

- (a) C1: Air Cond & Press (ATA 21)
- (b) C2: Auto Flight (ATA 22)
- (c) C3: Comms and Nav (ATA 23/34)
- (d) C4: Doors - Hatches (ATA 52)
- (e) C5: Electrical Power & Lights (ATA 24/33/85)
- (f) C6: Equipment (ATA 25/38/44/45/50)
- (g) C7: Engine - APU (ATA 49/71/72/73/74/75/76/77/78/79/80/81/82/83)

- (h) C8: Flight Controls (ATA 27/55/57.40/57.50/57.60/57.70)
- (i) C9: Fuel (ATA 28/47)
- (j) C10: Helicopters - Rotors (ATA 62/64/66/67)
- (k) C11: Helicopter - Trans (ATA 63/65)
- (l) C12: Hydraulic Power (ATA 29)
- (m) C13: Indicating/Recording Systems (ATA 31/42/46)
- (n) C14: Landing Gear (ATA 32)
- (o) C15: Oxygen (ATA 35)
- (p) C16: Propellers (ATA 61)
- (q) C17: Pneumatic & Vacuum (ATA 36/37)
- (r) C18: Protection ice/rain/fire (ATA 26/30)
- (s) C19: Windows (ATA 56)
- (t) C20: Structural (ATA 53/54/57.10/57.20/57.30)
- (u) C21: Water Ballast (ATA 41)
- (v) C22: Propulsion Augmentation (ATA 84)

3.4. Specialised Services

- (a) D1: Non-destructive Testing (NDT) with particular NDT method(s)

Appendix 3 Accepted Aircraft Maintenance Licence Categories

1. Only aircraft maintenance licence (AML) in the following categories are covered by the CA:
 - 1.1. CCAR-66 Aircraft Maintenance Personnel Licence with Technical English level 3 or 4 endorsement
 - (a) TA: Aeroplanes Turbine
 - (b) PA: Aeroplanes Piston
 - (c) TR: Rotorcrafts Turbine
 - (d) PR: Rotorcrafts Piston
 - 1.2. HKAR-66 Aircraft Maintenance Licence
 - (a) B1.1: Aeroplanes Turbine
 - (b) B1.2: Aeroplanes Piston
 - (c) B1.3: Helicopters Turbine
 - (d) B1.4: Helicopters Piston
 - (e) B2*: Avionic
 - 1.3. MAR-66 Aircraft Maintenance Engineer Licence
 - (a) B1.1: Aeroplanes Turbine
 - (b) B1.2: Aeroplanes Piston
 - (c) B1.3: Helicopters Turbine
 - (d) B1.4: Helicopters Piston
 - (e) B2: Avionic
2. The AML holder must demonstrate that he/she has been under employment by an approved maintenance organisation and has successfully completed the applicable local aviation legislation/requirements training together with the relevant AMO in-house procedures training in accordance with the certification authorisation system.

3. The following table provides a comparison of licence categories of CCAR-66, HKAR-66 and MAR-66:

CCAR-66	HKAR-66	MAR-66
TA: Aeroplanes Turbine	B1.1: Aeroplanes Turbine + B2*	B1.1: Aeroplanes Turbine + B2
PA: Aeroplanes Piston	B1.2: Aeroplanes Piston + B2*	B1.2: Aeroplanes Piston + B2
TR: Rotorcrafts Turbine	B1.3: Helicopters Turbine + B2*	B1.3: Helicopters Turbine + B2
PR: Rotorcrafts Piston	B1.4: Helicopters Piston + B2*	B1.4: Helicopters Piston + B2

4. In connection to paragraph 2 above, the AMO, when granting a maintenance authorisation to a holder of AML granted by the Authority other than the one granting the maintenance organisation approval, shall take into consideration the knowledge levels covered under the categories of her/his AML and issue the maintenance authorisation within the knowledge scopes accordingly.

Appendix 4 Recognised Maintenance Training Courses

Only the following maintenance training courses are covered by the CA:

1. Type training courses approved in accordance with CCAR-147

1.1. Aircraft type training

Type training including all relevant aircraft structure and systems, may including or excluding the engine.

1.2. Engine type training

Type training on the bare engine, including the build-up to a quick engine change unit.

Note 1: For aircraft type endorsement on CCAR-66 aircraft maintenance licence (AML), if aircraft type training excludes the engine, additional engine type training is required.

Note 2: For B1 or B1/B2 aircraft type endorsement on HKAR-66 AML and B1 or B1/B2 aircraft type endorsement on MAR-66 AML, both airframe and powerplant type training are required.*

2. Type training courses approved in accordance with HKAR-147

2.1. Category B1 training

Aircraft type training including all relevant aircraft structure, systems and engine.

2.2. Engine type training

Type training on the bare engine including the build-up to a quick engine change unit.

2.3. Category B2* training

Avionic systems type training including avionic systems covered by but not necessarily limited to ATA chapters 22, 23, 25, 27, 31, 33, 34, 42, 44, 45, 46, 73 and 77 or equivalent.

Note 1: For B1 aircraft type endorsement on HKAR-66 or MAR-66 AML, both airframe and powerplant type training are required. The Interface of the engine/airframe systems shall be addressed by either airframe or powerplant type training.

Note 2: For aircraft type endorsement on CCAR-66 AML, B1 plus B2 or B1/B2* combined training are required.*

3. Type training courses approved in accordance with MAR-147

3.1. Category B1 training

Aircraft type training including all relevant aircraft structure, systems and engine.

3.2. Engine type training

Type training on the bare engine including the build-up to a quick engine change unit.

3.3. Category B2 training

Avionic systems type training including avionic systems covered by but not necessarily limited to ATA chapters 22, 23, 25, 27, 31, 33, 34, 42, 44, 45, 46, 73 and 77 or equivalent.

Note 1: For B1 aircraft type endorsement on MAR-66 or HKAR-66 AML, both airframe and powerplant type training are required. The Interface of the engine/airframe systems shall be addressed by either airframe or powerplant type training.

Note 2: For aircraft type endorsement on CCAR-66 AML, B1 plus B2 or B1/B2 combined training are required.