

AERONAUTICAL CIRCULAR CIVIL AVIATION AUTHORITY – MACAO, CHINA

SUBJECT:

Certificate of Maintenance Review

EFFECTIVE DATE:

21 April 2017

CANCELLATION:

AC/AW/029R01

GENERAL:

The President of Civil Aviation Authority – Macao, China, 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) establishes this Aeronautical Circular (AC).

1 Introduction

1.1 This AC prescribes the requirements for the issuance of Certificate of Maintenance Review (CMR).

2 Certificate of Maintenance Review

2.1 An aircraft registered in Macao shall be subject to a maintenance review at intervals specified in the Approved Maintenance Programme but in any case no less than once every year.

2.2 To satisfy the requirement for the CMR of an aircraft referred to in Paragraph 9(4) of ANRM, the following shall be accomplished:

2.2.1 A full documented review of the aircraft records shall be carried out in order to be satisfied that:

- (i) airframe, engine and propeller flying hours and associated flight cycles have been properly recorded; and
- (ii) the flight manual is applicable to the aircraft configuration and reflects the latest revision status; and
- (iii) all the maintenance due on the aircraft according to the approved maintenance programme has been carried out; and
- (iv) all known defects have been corrected or, when applicable, carried forward in a controlled manner; and
- (v) all applicable airworthiness directives have been applied and properly registered; and
- (vi) all modifications and repairs applied to the aircraft have been registered and are in compliance with applicable Macao airworthiness requirements; and
- (vii) all service life limited components installed on the aircraft are properly identified, registered and have not exceeded their approved service life limit; and
- (viii) all maintenance has been appropriately released; and
- (ix) the current mass and balance statement reflects the configuration of the aircraft and is valid; and
- (x) the aircraft complies with the latest revision of its type design; and
- (xi) the aircraft holds valid aircraft station license and noise certificate corresponding to the current configuration of the aircraft; and
- (xii) the aircraft is in compliance with applicable airworthiness regulations and requirements, including operational requirements.

2.2.2 A physical survey of the aircraft in order to ensure that:

- (i) all required markings and placards are properly installed, and;
- (ii) the aircraft complies with its approved flight manual, and;
- (iii) the aircraft configuration complies with the approved documentation, and;
- (iv) no evident defect can be found that has not been addressed, and;
- (v) no inconsistencies can be found between the aircraft and the 2.2.1 documented review of records.

2.3 Should the outcome of the maintenance review be inconclusive, the AACM shall be informed as soon as practicable but in any case within 72 hours of the issue being identified.

3 Certificate of Maintenance Review Signatories

3.1 Authorisations/Approvals to issue CMR shall be granted only to persons who comply with subparagraphs 3.1.1 to 3.1.3.

3.1.1 Have an appropriate MAR-66 license or an aeronautical degree or a national equivalent. Alternatively, this may be replaced by five years of experience in continuing airworthiness additional to those already required by 3.1.2.

Note:

1. A appropriate MAR-66 license is any one of the following:
 - a category B1 licence in subcategory of the aircraft reviewed, or
 - a category B2 or C license, or
 - in the case of piston-engine non-pressurised aeroplanes of 2000kg MTOM and below, a category B3 license,
2. Aeronautical degree or a national equivalent means an engineering degree from aeronautical, mechanical, electrical, electronic, avionic or other studies relevant to the maintenance and continuing airworthiness of aircraft/aircraft components;

3.1.2 Have at least five year experience in continuing airworthiness, in which three years should be local. The experience gained can be any appropriate combination of experience in tasks related to aircraft maintenance and/or continuing airworthiness management (engineering) and/or surveillance of such tasks.

3.1.3 Have successfully completed formal aeronautical maintenance training i.e. training supported by evidence addressing the following subjects:

- (i) Relevant parts of initial and continuing airworthiness regulations;
- (ii) Relevant parts of operational requirements and procedures, if applicable;
- (iii) The organisation's exposition;
- (iv) Knowledge of a relevant sample of the type(s) of aircraft gained through a formalised training course. These courses should be to at least MAR-66 Level 1 general familiarisation standard.

Note: Relevant sample" means that these courses should cover typical systems embodied in those aircraft being within the scope of approval.

- (v) Maintenance methods

3.2 Application for CMR signatory approval shall be submitted to AACM in writing and associated with evidence showing the compliance with 3.1 above. The prospective CMR signatory may be subject to an interview and/or requested to perform a maintenance review under supervision. In the case of aircraft operating for commercial air transport, the prospective CMR signatory can only be issued with an authorisation when formally approved by the AACM via approval of the respective exposition.

3.3 The CMR signatory shall follow standard procedures and produce a compliance report acceptable to the AACM that confirms the items mentioned in 2.2 have been reviewed and found satisfactory. For the case of aircraft operating for commercial air transport, such procedures and report format shall be included into the respective exposition.

3.4 The CMR signatory shall be able to demonstrate appropriate recent continuing airworthiness management experience. In order to keep the validity of the CMR authorisation, the CMR staff should have either:

3.4.1 Been involved in continuing airworthiness management activities for at least six months in every two year period, or

3.4.2 Conducted at least one airworthiness review in the last twelve month period.

In order to restore the validity of the authorisation, the CMR staff should conduct at a satisfactory level a CMR under the supervision of AACM or, if accepted by the AACM, under the supervision of another currently valid authorised CMR staff of the concerned organisation in accordance with an approved procedure.

3.5 The CMR signatory shall be given access to such information as is necessary in order that he may carry out his obligations. It is therefore incumbent on the CMR signatory that he does research the records to the extent necessary to confidently issue the CMR

3.6 In the case that the CMR process is contracted out, relevant service contract shall be provided to AACM. The entity providing the service shall be able to meet the requirements specified in 3.1 to 3.5 above.

4 Certificate of Maintenance Review Format

4.1 The CMR shall be in the following format:

AC

No. : AC/AW/029R02

Date : 19 April 2017

CERTIFICATE OF MAINTENANCE REVIEW

Aircraft Type

Registration Mark

Certified that a maintenance review of this aircraft and such of its equipment as is necessary for its airworthiness has been carried out in accordance with the requirements of the Air Navigation Regulations of Macao for the time being in force.

The next maintenance review is due

Signed

Authorisation No.....

Organisation

Date

- END -