

AERONAUTICAL CIRCULAR CIVIL AVIATION AUTHORITY – MACAO, CHINA

SUBJECT:

Mandatory Modifications, Inspections and Changes to Approved Documentation

EFFECTIVE DATE:

14 November 2008

CANCELLATION:

This AC supersedes AIC B 02/02 dated 19 February 2002.

GENERAL:

The President of Civil Aviation Authority, in exercise of his power under paragraph 89 of the Air Navigation Regulation of Macau (ANRM) and article 35 of the Statutes of Civil Aviation Authority, approved by the Decree-Law 10/91/M, establishes this AC which contains information concerning classification and implementation of mandatory modifications, inspections and changes to approved documentation.

In accordance with paragraph 7(9)(e) and (f) of the ANRM, a Certificate of Airworthiness, in respect of an aircraft registered in Macao, China, will cease to be in force until any inspection or modification required by the Civil Aviation Authority - Macao, China (AACM) is completed.

1 Introduction

- 1.1 The AACM may, for the purpose of ensuring the safety of the aircraft or of any persons or property carried therein or the safety, efficiency or regularity of air navigation, require an Operator to make amendments to any approved document incorporated by reference in a Certificate of Airworthiness. Furthermore, under the provisions of paragraph 7(9)(d) of the Air Navigation Regulation of Macao of 7 August 1995, as amended, an aircraft shall not fly unless any restrictions and conditions subject to which the Certificate of Airworthiness was issued or rendered valid are complied with.
- 1.2 For the purpose of compliance with paragraph 7(9)(d), (e) and (f), a modification,

inspection, or change to approved documentation, required by the AACM, is one which has been classified as mandatory or issued as an Airworthiness Directive (AD), by the AACM. It is therefore, incumbent on the Operator to ensure receipt of those mandatory documents, assess the information contained therein and take actions accordingly.

2 Mandatory Modifications and Inspections

2.1 The following modifications and inspections are classified as mandatory by the AACM:

- (a) Those notified in a Macao AD.
- (b) Those notified in a foreign AD or equivalent notification issued by the State of Design of the product, unless notification by the AACM is made to the contrary.
- (c) Those necessary to comply with Macao Aeronautical Circulars.

Note 1: Where the term 'product' is used in this AC, it includes airframes, engines and components. The products fitted to the aircraft may be manufactured in different countries. Operators are reminded that all mandatory requirements for a complete aircraft including its engines and components must be complied with.

2.2 The Operator must be in receipt of the documents mentioned in paragraph 2.1 of this document and use the latest issue so that any requirements additional to the previous issue can be complied with. In addition, Foreign ADs usually refer to constructor/manufacturer bulletins, etc., therefore operators and maintenance organisations shall ensure that they are in receipt of all necessary airworthiness data.

3 Repetitive Inspection

3.1 Non Commercial Air Transport

3.1.1 Where an AD has a repetitive periodicity of not exceeding 24 hours elapsed time the AACM may invoke the authorisation detailed in paragraph 3.1.3. If invoked, the text of the AD will prescribe the authorisation.

3.1.2 When an AD is classified as mandatory in accordance with paragraph 2.1, and has the following or similar clauses in the text:-

- (a) a repetitive inspection periodicity of not exceeding 24 hours elapsed time.
- (b) a clause/paragraph which allows the pilot to carry out the inspection;

The authorisation contained in paragraph 3.1.3 may be used.

3.1.3 The AACM in exercise of its power under paragraph 10(4)(e) of the Air Navigation Regulation of Macao of 7 August 1995, as amended hereby authorises, a pilot, as a person competent to issue a Certificate of Release to Service in respect of a mandatory inspection required by an AD where the inspection recurs at periods not exceeding 24 hours elapsed time, subject to the following conditions:-

- (a) The pilot must hold a Group or Type rated license applicable to the type quoted in the inspection.
- (b) The pilot must have sufficient technical knowledge and have received specific training to provide that person with the competence to accomplish the inspection which may also require the use of simple visual inspection aids.
- (c) The specific training must be provided by an appropriately licensed aircraft maintenance engineer or organisation approved by the AACM for that purpose.

3.1.4 When certifying an inspection in accordance with paragraph 3.1.3, the certifying signature will be that of the pilot followed by his or her license number.

3.2 Commercial Air Transport

3.2.1 The provisions of paragraph 3.1 above cannot be used for repetitive inspections on aircraft operated for Commercial Air Transport. All certifications must be made by persons authorised by an organisation approved under MAR-145.

3.2.2 A MAR-145 organisation, in accordance with MAR 145.50, may authorise suitably qualified pilots to issue a Certificate of Release to Service in respect of a mandatory inspection required by an AD when the inspection recurs at periods not exceeding 24 hours elapsed time as defined in paragraph 3.1.2, subject to the following conditions:-

- (a) The pilot must hold a Group or Type rated license applicable to the type quoted in the inspection.
- (b) The pilot must have sufficient technical knowledge and have received specific training to provide that person with competence to accomplish the inspection which may also require the use of simple visual inspection aids.

3.2.3 When certifying an inspection in accordance with paragraph 3.2.2, the certifying signature will be that of the authorisation reference issued by the MAR-145 organisation.

4 Changes to Approved Documentation

4.1 Where an AD introduces a change to an approved document such as Flight Manual or Performance Schedule, the introduction of the change into the appropriate document shall be the responsibility of the Operator of the aircraft. A copy of the AD shall be attached to the affected document to denote compliance in addition to any manufacturers temporary revisions complementary to the AD.

5 Variation to AD Compliance Timescale

5.1 Aircraft owners, operators and contracted maintenance organisations must assess all ADs relating to relevant aircraft types and initiate early requisition and/or provision of aircraft parts and/or maintenance resources to meet the AD compliance timescale.

5.2 Any application to vary an AD compliance timescale will be assessed by the AACM on a case by case basis. The applicant, normally supported by the organisation responsible for the type design, must demonstrate, to the satisfaction of the AACM, an equivalent level of safety. Variation of this nature is intended to be used in exceptional circumstances which could not reasonably have been foreseen by the owner, operator or contracted maintenance organisation.

6 AD ‘Alternative Means of Compliance’

6.1 A variation to an AD by means of an ‘alternative means of compliance’ will be assessed by the AACM on a case by case basis and the applicant, normally supported by the organisation responsible for the type design, must demonstrate, to the satisfaction of the AACM, an equivalent level of safety.

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