



CAAC

ADVISORY CIRCULARS

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Maintenance of Aircraft Components

Flight Standard Department

CONTENTS

1. Basis and Purpose:	- 1 -
2. Applicability	- 1 -
3. Cancellation	- 1 -
4. Explanations	- 1 -
5. Contents	- 1 -

General Administration of Civil Aviation of China



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Title: Maintenance of Aircraft Components

1. Basis and Purpose:

This advisory circular is established on the basis of Approval of Civil Aircraft Maintenance Organization (CCAR-145-R2) issued on Dec.21st, 2001. It aims at providing guidance for those components maintenance organization on how to meet CCAR-145's requirements under some special circumstances.

2. Applicability

This advisory circular is applicable to those domestic applicants applying for approval of civil aircraft components maintenance.

3. Cancellation

Intentionally left blank

4. Explanations

This advisory circular only provide a guidance on how to meet CCAR-145 in some special circumstances concerning housing and facilities, tools and equipments, material, airworthiness data, personnel etc.. It can't supersede CCAR-145's requirement. It also defines the specific format of component capability list.

5. Contents

5.1 Housing and Facilities

5.1.1 Maintenance organization shall have an official lease contract for leased housing and facilities. Lease term shall be at least two years. They should also have enough proof to show that working with the leased housing and facilities, and water, electricity, gas etc. thereof can meet the maintenance standard.

5.1.2 For housing and facilities acquired by means of joint venture or corporations, maintenance organization shall prove in written format that the usage term shall be at least two years. They should also have enough proof to show that working with the housing and facilities, and water, electricity, gas etc. thereof can meet the maintenance standard.

5.1.3 For maintenance organization with housing and facilities located at different positions, the distance between the management office and the maintenance facilities shall facilitate their daily management and supervision. Work site for management personnel in charge of quality and maintenance shall be the same as the maintenance facility.

5.2 Tools and Equipment

5.2.1 Self manufactured test equipment shall meet AC-145-10's requirements if maintenance organizations use such equipment.

5.2.2 Leased or lent tools and equipment are limited to those special equipments of low frequency usage or high investment, but maintenance organization shall provide a valid contract or agreement which proves that the serviceability is controllable.

5.2.3 For tools and equipment acquired by joint venture and corporation, the maintenance organization shall prove in written format that their usage term shall be at least 2 years. They should also have enough proof to show that usage of tools and equipment can meet the maintenance standard.

5.3 Material

5.3.1 Provided substitutes for standard parts or raw materials prescribed in the airworthiness data (including those raw materials non-installed on aircrafts, like detergents used in maintenance activities) are used, maintenance organization shall prove that they are equivalent to the substituted ones.

5.3.2 If materials approved by the Airworthiness Certification Department i.a.w. Technical Standard Order (TSO) or Part Manufacturer Approval (PMA) are used as substitutes for ones prescribed in the airworthiness data in maintenance activities, maintenance organization shall prove in written format that the operators accept such materials to be installed on their aircrafts or components thereof.

5.3.3 Maintenance organization subject to operators can have a few self-manufactured parts installed on their own aircrafts i.a.w. procedures approved by corresponding Regional Administration of CAAC. But malfunction, failure or defect of those self-manufactured parts can't cause any case listed in Item 4, Article 5 of Civil Aircraft Products and Parts Certification (CCAR-21) .

5.4 Airworthiness Data

5.4.1 If maintenance organization directly use the original data provided by aircraft/component manufacturers as the maintenance reference or use copies of original data instead, the relevant maintenance personnel, releasing personnel shall correctly understand the language applied in these data. Only copies of the original data provided by agencies authorized by customers, aircraft/component manufacturers are acceptable to CAAC, and written agreement shall be reached to show that they are effectively controlled.

5.4.2 If maintenance organization use the Chinese versions of original data provided by aircraft/component manufacturers, the approval procedure and related records of translation accuracy shall be set up, besides that the original data is effectively controlled per Para.5.4.1.

5.4.3 Self-established technical data cannot be taken as a sole maintenance basis

only when maintenance organization can't obtain original data from aircraft/component manufacturers. Self-established technical data must be reviewed and approved by CAAC Airworthiness certification Department.

5.5 Personnel

5.5.1 The senior management personnel of maintenance organization can't be employed part-time. Their personnel archives shall be well kept.

5.5.2 Releasing personnel of maintenance organization can't be employed part-time. Their personnel archives shall be well kept. Before Jan. 1st, 2008, those releasing personnel, while without maintenance personnel licences required by CCAR-66, shall at least meet the requirements stipulated in article 22 of Civil Aircraft Maintenance Personnel Licencing (CCAR-66), authorized by the maintenance organization and listed in the Maintenance Organization Manual approved by corresponding regional Administration of CAAC.

5.6 Maintenance Capability List

Maintenance organization shall set up its maintenance capability list on the basis of the format given in this Advisory Circular (see attachments). But its item ratings can not exceed the ratings defined in Maintenance Organization Certificate.

_____ **Company**

Maintenance capability list

CAAC Certificate No. _____

Revision No. _____

Revision date: _____

Organization address: _____

Statement on Maintenance Capability List

It certifies that all items listed in this maintenance capability list are within the approved scope of maintenance organization certificate issued by CAAC (certificate No. _____). It is guaranteed that the maintenance organization is qualified for housing & facility, tools & equipment, materials, airworthiness documentation and personnel listed in the maintenance capability list, has the working instruction as CCAR-145 requested in place and meets CCAR-145 requirements constantly.

Any change and revision of this maintenance capability list has to be reported to CAAC for approval.

Name: _____ (printed)

Signature: _____ (signature)

Date: _____

(this statement shall be signed by the accountable manager or the quality manager authorized by him)

Revision: _____

Revision Date: _____

×××× **company maintenance capability list**
 ×××× year ×× month ×× day

S/N	P/N	Name	ATA Chapter No.	Manufacturer	Maintenance working rating	Basis documentation	Main Equipment	Notes

Notes:

1. Maintenance organization could work out its own maintenance capability list based on above format, but the items must be within the approved scope of maintenance organization certificate.
2. Paper size used for maintenance capability list shall be A4 or similar one; if the list runs lots of pages, effective page list shall be used to control the validity.
3. The sequence number is running number and the tactic sequence if these items shall follow ATA chapter order.
4. If the basis documentation and mainly used equipment for parts with same P/N but different tail numbers are the same, it does not have to list these tail numbers separately.
5. Maintenance work items shall be any one or combination of testing, repairing, alteration, modification and overhaul. However the word overhaul cannot be used for non-lifetime control parts and those without basis documentation.
6. Basis documentation shall be airworthiness material and technical documentation offered by aircraft parts manufacturer.
7. The main equipment shall be final testing equipment in general.

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