



China Civil Aviation Regulation(CCAR)

Part 66

**Administrative Rules on
Civil Aircraft Maintenance Personnel License**

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Administrative Rules on Civil Aircraft Maintenance Personnel License, which has been adopted at the 16th ministerial meeting on May 22, 2020, is hereby promulgated and shall enter into force as of July 1, 2020.

By Minister: ***LI Xiaopeng***

May 25, 2020



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Chapter I General

§ 66.1 Purpose and Basis

In order to standardize the issuance and administration of civil aircraft maintenance personnel license (hereinafter referred to as AML), and ensure the continuing airworthiness and flight safety of civil aircraft, this regulation is compiled based on the *Civil Aviation Law of the People's Republic of China*, the *Administrative Permission Law of the People's Republic of China* and *Airworthiness Management Rules for Civil Aircraft of the People's Republic of China*, as well as other laws and administrative regulations.

§ 66.2 Applicability

This regulation is applicable to the application, issuance and administration of AML.

§ 66.3 Administrative Department

Civil Aviation Administration of China (hereinafter referred to as CAAC) is responsible for the uniform issuance of AML and the supervision and administration of aircraft maintenance personnel according to the regulation.

Regional Administrations of Civil Aviation Administration of China (hereinafter referred to as CAAC RA) is responsible for the relevant administration of AML.

§ 66.4 License Categories

AML is divided into two categories according to the civil aircraft type: fixed-wing aircraft and rotorcraft, with the applicable engine type.

§ 66.5 Rights of AML

The AML holder has the qualification to release the aircraft other than complex aircraft to service.

Only got the aircraft type endorsement on the license, the AML holder has the qualification to release the corresponding type of complex aircraft to service.



Chapter II Application, issuance and administration of AML

§ 66.6 Requirements

The following requirements shall be met to apply for an AML:

- (a) 18 years old or above;
- (b) No color blindness or color weakness that may affect the maintenance work;
- (c) College degrees or above;
- (d) Completing the basic knowledge training for aircraft maintenance required in article 66.10;
- (e) Possessing at least one year experience in civil aircraft or aircraft components maintenance work authorized by maintenance organization (training and internship are not included), or holding a college degree or above with major in science and engineering and have completed the aircraft maintenance practical training required in article 66.10;
- (f) Passing the AML examinations required in article 66.11;
- (g) Passing the Aviation Maintenance Technical English level test required in article 66.12;
- (h) No records of severe credibility issues in the credit record of civil aviation.

§ 66.7 Application Documents

CAAC shall review the following documents submitted by the applicant for an AML:

- (a) Diploma;
- (b) Medical reports to prove no color blindness or color weakness;
- (c) Certificates for the basic knowledge training for aircraft maintenance;
- (d) Certificates for aircraft maintenance experiences or aircraft maintenance practical training;
- (e) Certificates for passing the AML examinations;
- (f) Certificates for Aviation Maintenance Technical English level test.

The applicant for an AML shall submit documents specified in Item (a) and (b), and shall be responsible for the authenticity of the documents. CAAC shall acquire the documents specified in Item (c), (d), (e) and (f) through internal review or other means.



§ 66.8 Issuance

For the applicants who meet the application conditions and are qualified after the review, CAAC shall issue the AML to them within 20 working days from the date of acceptance.

English level shall be indicated on the AML as per article 66.12.

§ 66.9 Validity

Unless otherwise specified by laws, regulations and rules, the AML shall remain valid

§ 66.10 Basic Knowledge and Practical Training

CAAC shall compile and issue respective requirements for basic knowledge training and practical training on aircraft maintenance as categorized by fixed-wing aircraft or rotorcraft with related engine types, and identify the minimum training hours respectively.

Basic knowledge training and practical training on aircraft maintenance shall be performed by maintenance training organization (hereinafter referred to as MTO) as required by *Certification Rules on Civil Aircraft Maintenance Training Organization* (CCAR-147), and shall satisfy minimum training hour criteria required by CAAC.

Applicants with no less than one year experience in civil aircraft or aircraft components maintenance required in article 66.6 are not required for practical training.

§ 66.11 Examinations

AML examination consists of basic knowledge examinations and practical assessment. The applicant for an AML shall complete basic knowledge training and practical training in the MTO, then take the basic knowledge examinations and practical assessment organized by the CAAC RA which is responsible for the MTO (hereinafter referred to as the competent CAAC RA).

The basic knowledge examinations shall be conducted by MTO under the supervision of the competent CAAC RA, in accordance with the unified question bank compiled by CAAC. The full grades of the basic knowledge examinations are 100% and the passing grades are 70%. Those who fail the examination may take a make-up examination for only once. Those who fail the make-up examination shall retake the basic knowledge training held by the MTO before taking the examination again.

The practical assessment shall be performed by the assessors from the MTO under the supervision of the competent CAAC RA. Those who fail the assessment can take a reassessment. Those who fail the first reassessment shall retake the practical training held by the MTO before



taking the second time assessment. Those who fail the second reassessment shall be regarded as the final assessment conclusion.

§ 66.12 Aviation Maintenance Technical English level test

Aviation Maintenance Technical English level test contains two parts: comprehensive reading and listening. The maintenance personnel shall attend the Aviation Maintenance Technical English level test organized by the competent CAAC RA.

The test is carried out by the MTO under the supervision of the competent CAAC RA, in accordance with the unified question bank compiled by CAAC. The full grade is 100, with the test results rated into the following levels:

Level 4: 85-100 points in reading and 75-100 points in listening;

Level 3: 85-100 points in reading and 0-74 points in listening;

Level 2: 60-84 points in reading and 0-100 points in listening;

Level 1: 0-59 points in reading and 0-100 points in listening.

The English level test can be taken for multiple times, with a minimum interval of 6 months.

The AML indicates the applicant's Aviation Maintenance Technical English level according to the applicant's best historical level.



Chapter III Type endorsement of the AML

§ 66.13 Requirements

The type endorsement may be applied only when the holder meets the following requirements:

- (a) Completing the training and passing the test of any aircraft type covered by the type endorsement specified in article 66.18;
- (b) For the first-time application for the type endorsement of the corresponding AME rating, completing the type maintenance practice specified in article 66.19.

§ 66.14 Application Documents

The applicant shall submit the following documents to CAAC or CAAC RA, and shall be responsible for the authenticity of the documents:

- (a) Aircraft type maintenance training certificate;
- (b) Recommendation letter for type endorsement (only applicable for the first-time application for the type endorsement of the corresponding AME rating).

§ 66.15 Issuance

For the applicants who meet the application conditions and are qualified after the review, CAAC shall issue the AML to them within 20 working days from the date of acceptance.

§ 66.16 Specifications

Type endorsement shall be corresponding to the rating of the AML, and shall comply with the specifications of the CAAC Aircraft Evaluation Report.

§ 66.17 Validity and Renewal

The type endorsement is valid for 24 months.

If the validity period of the type endorsement needs to be extended, the holder shall submit application to CAAC or the competent CAAC RA, and submit the maintenance release records of the corresponding aircraft type.

If the corresponding aircraft maintenance release experience is less than six months during the validity period of the type endorsement, the issuing authority shall not grant the renewal.



If the endorsement expires, the maintenance personnel may reapply for the type endorsement again in the condition of completing the type recurrence training and passing the examination.

§ 66.18 Type Maintenance Training and Examination

The type maintenance training and examination shall be conducted by the MTO complying with CCAR-147. The MTO shall issue the aircraft type maintenance training certificate to those who pass the examination.

§ 66.19 Type Maintenance Practice

For the first-time application for the type endorsement of the corresponding AME rating, the AML holder shall complete at least 6 consecutive months of aircraft type maintenance practice after getting the aircraft type maintenance training certificate.

The aircraft type maintenance practice shall be conducted by maintenance personnel who have the release qualification of the aircraft type or is designated by the OEM as the instructor, and the aircraft type recommendation letter shall be signed after passing the assessment.



Chapter IV Supervision Administration and Legal Liability

§ 66.20 Privileges

Unless otherwise specified by laws, regulations and rules, an AML holder is entitled to engage in the following aircraft maintenance work:

- (a) Maintenance release of non-complex aircraft in accordance with specifications of continuing airworthiness documentation based on the license rating;
- (b) Maintenance release of complex aircraft in accordance with specifications of continuing airworthiness documentation based on the license rating and type endorsement;
- (c) Maintenance release of aircraft components in accordance with the specifications of continuing airworthiness documentation based on the authorization and management requirements of the maintenance organization.

§ 66.21 Obligations

When engaged in aircraft maintenance work, the AML holder shall fulfill the following obligations:

- (a) Shall not exercise the privileges specified in article 66.20 of this regulation when the AML holder is physically such as drunkenness or illness not appropriate for performing maintenance work;
- (b) Shall carry out maintenance work in accordance with specifications of aircraft continuing airworthiness documents;
- (c) Release is only signed for the maintenance work that meets the criteria;
- (d) The AML holder shall take the integrity of the exam seriously and truthfully provides relevant information and materials when submitting applications to CAAC/CAAC RA or during surveys.
- (e) Reporting timely in accordance with the concerned civil aviation regulations when a defect or un-airworthiness is identified for an aircraft or its components.

§ 66.22 Credit

If the AML applicant or holder has any of the following behaviors, it shall be recorded as serious



dishonesty in the civil aviation credit record by law:

- (a) Intentionally violating the law during maintenance that causes severe consequences;
- (b) Cheating at the AML examination;
- (c) Applying for an AML or type endorsement with fraudulent documents, or obtaining an AML or type endorsement by improper means such as deception or bribery.

§ 66.23 Improper use of AML Privileges

The AML holder who violates article 66.21 (a) of this regulation by exercising privileges under the license when physically not appropriate for performing maintenance work, shall be warned or get fined below RMB 500 by CAAC or CAAC RA with minor offense, the AML or type endorsement shall be suspended or revoked by CAAC or CAAC RA when an aircraft accident is caused.

§ 66.24 Non-standard Maintenance or Release

The AML holder who violates article 66.21 (b)(c) of this regulation by not carrying out maintenance work in accordance with specifications of aircraft continuing airworthiness documents, or by releasing maintenance work that does not meet criteria, shall get fined between RMB 500 and RMB 1000 by CAAC or CAAC RA with minor offense, the AML or type endorsement shall be suspended or revoked by CAAC or CAAC RA when an aircraft accident is caused.

§ 66.25 Untruthful Applications, Investigation Information and Materials

The AML holder who violates article 66.21 (d) of this regulation by providing untruthful information and materials when submitting applications to or during surveys from CAAC or CAAC RA, or obtaining an AML or type endorsement by improper means such as deception or bribery, shall get fined below RMB 1000 by CAAC or CAAC RA.

The AML or type endorsement obtained by improper means such as deception or bribery shall be revoked.

§ 66.26 Untimely Reporting of Identified Defects or Unworthiness

The AML holder who violates article 66.21 (e) of this regulation due to untimely report of defects or un-airworthiness identified for an aircraft or its components, shall get fined below RMB 500 by CAAC or CAAC RA with minor offense; the AML or type endorsement shall be suspended or revoked by CAAC or CAAC RA when an aircraft accident is caused.



§ 66.27 Revocation of certificates

An AML or type endorsement shall be revoked once the holder is found no longer satisfying safety criteria during supervisory checks by CAAC or CAAC RA.

§ 66.28 Cancellation of AML

An AML shall be canceled by CAAC according to law, in any of the following circumstances:

- (a) Death of the AML holder;
- (b) Lawful withdrawal or revocation of the AML;
- (c) Other circumstances as stipulated by laws and regulations in which the administrative license shall be canceled.



Chapter V. Supplementary

§ 66.29 Terms and definitions

Terms and definitions used in this regulation are specified as follows:

- (a) Aircraft refers to fixed-wing aircraft.
- (b) Rotorcraft refers to helicopters and gyroplanes.
- (c) Complex aircraft refers to:
 - (1) Transport aircraft (including airplane and rotorcraft);
 - (2) Non-transport aircraft with retractable landing gears, flaps, and variable-pitch propellers;
 - (3) Non-transport aircraft with retractable landing gear, flaps and turbine engines;
 - (4) Non-transport rotorcraft with turbine engines and more than one certified pilot.
- (d) Engine type refers to the categories by engine operating principle, including turbine engines and piston engines.
- (e) Aircraft Evaluation Report refers to the report concluded from the operational compliance review conducted in accordance with *Certification Procedures for Civil Aviation Products and Parts* (CCAR-21).

§ 66.30 Transitional Period

AML obtained by law prior to the implementation of this regulation remains valid. The holder can renew the AML by July 1, 2021.

§ 66.31 Effectiveness and Repeal

This regulation shall enter into force as of July 1, 2020, with the *Administrative Rules on Civil Aircraft Maintenance Personnel License* No.32 of 2016 published by the Ministry of Transport on April 7, 2016 shall be repealed simultaneously.