



Maldives Civil Aviation Authority
Republic of Maldives

Maldivian Civil Aviation Regulations

MCAR-A

Airworthiness

Issue 1.00, 15 November 2021

Foreword

Maldives Civil Aviation Authority, in exercise of the powers conferred on it under Articles 5 and 6 of the Maldives Civil Aviation Authority Act 2/2012 has adopted this Regulation.

This Regulation shall be cited as MCAR-A Airworthiness and shall come in to force on 15 November 2021.

Existing aviation requirements in the field of airworthiness as listed in “ASC 21-1 Check Flights for Continuing Airworthiness Management”, “ASC M-21 Approval of Organisations for Maintenance of Aircraft and Components” and “ASC M-2 Authorisation Systems for Airships, Sailplanes and Balloon Certifying Staff” will be repealed as from 15 November 2021.

Definitions of the terms and abbreviations used in this regulation, unless the context requires otherwise, are in MCAR-1 Definitions and Abbreviations.

‘Acceptable Means of Compliance’ (AMC) illustrate a means, or several alternative means, but not necessarily the only possible means by which a requirement can be met.

‘Guidance Material’ (GM) helps to illustrate the meaning of a requirement.

For the Civil Aviation Authority
Hussain Jaleel
Chief Executive

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Subpart A — INITIAL AIRWORTHINESS

MCAR-A.01 Scope and definitions of Subpart A

1. This Subpart lays down technical requirements for the airworthiness and environmental certification of products, parts and appliances as well as for the acceptance of design and production organisations specifying:
 - (a) the acceptance of type-certificates, supplemental type-certificates and changes to those certificates;
 - (b) the issue of certificates of airworthiness, permits to fly and authorised release certificates;
 - (c) the issue of repair design approvals;
 - (d) the showing of compliance with environmental protection requirements;
 - (e) the issue of noise certificates;
 - (f) the identification of products, parts and appliances;
 - (g) the approval of certain parts and appliances;
 - (h) the acceptance of design and production organisations;
 - (i) the issue of airworthiness directives.
2. For the purpose of this Regulation, 'article' means any part and appliance to be used on civil aircraft;

MCAR-A.02 Products, parts and appliances certification

1. Products, parts and appliances shall be issued certificates as specified in MCAR-21.

MCAR-A.03 Operational suitability data

The requirement for the availability of Operational Suitability Data is specified in MCAR-21

MCAR-A.04 Design organisations

An organisation responsible for the design of products, parts and appliances or for changes or repairs thereto are accepted in accordance with MCAR-21.

MCAR-A.05 Production organisations

The requirements for production organisation approvals are specified in MCAR-21.

Subpart B — CONTINUING AIRWORTHINESS

MCAR-A.06 Subject matter and scope of subpart B

This Subpart establishes technical requirements to ensure:

- (a) the continuing airworthiness of aircraft, including any component for installation thereto, which are:
 - (i) registered in a Maldives, unless their regulatory safety oversight has been delegated to a foreign country and they are not used by a Maldivian operator; or
 - (ii) registered in a foreign country and used by a Maldivian operator, where their regulatory safety oversight has been delegated to Maldives;
- (b) compliance with the requirements set out in Civil Aviation Act 2/2012 of aircraft registered in a foreign country and components for installation thereon for which their regulatory safety oversight has not been delegated to Maldives that are dry leased-in by a licensed air carrier in accordance with MCAR-Air Operations.

MCAR-A.07 Definitions

Within the scope of this Regulation, the following definitions shall apply:

- (a) 'organisation' means a natural person, a legal person or part of a legal person. Such an organisation may be established at more than one location whether or not within the territory of the Member States;
- (b) 'commercial specialised operations' means those operations subject to the requirements of Part-ORO, Subpart-SPO set out in MCAR-Air Operations;
- (c) 'Licenced air carrier' means an Undertaking carrying out commercial air transport operations other than:
 - (i) air services performed by non-power driven aircraft and/or ultralight aircraft; and/or
 - (ii) local flights
- (d) 'limited operations' means the operations of other-than-complex motor-powered aircraft for:
 - (i) cost-shared flights by private individuals, on the condition that the direct cost is shared by all the occupants of the aircraft, pilot included and the number of persons sharing the direct costs is limited to six;
 - (ii) competition flights or flying displays, on the condition that the remuneration or any valuable consideration given for such flights is limited to recovery of direct costs and a

proportionate contribution to annual costs, as well as prizes of no more than a value specified by the CAA;

- (iii) introductory flights, parachute dropping, sailplane towing or aerobatic flights performed either by a training organisation having its principal place of business in Maldives and approved in accordance with MCAR-Air Operations, or by an organisation created with the aim of promoting aerial sport or leisure aviation, on the condition that the aircraft is operated by the organisation on the basis of ownership or dry lease, that the flight does not generate profits distributed outside of the organisation, and that whenever non-members of the organisation are involved, such flights represent only a marginal activity of the organisation;

For the purpose of this Regulation, 'limited operations' are not considered as CAT operations or commercial specialised operations;

(e) 'local flight' means a flight not involving carriage of passengers, mail and/or cargo between different airports or other authorised landing points;

(f) 'introductory flight' means 'introductory flight' as defined in MCAR-Air Operations;

(g) 'competition flight' means 'competition flight' as defined in MCAR-Air Operations;

(h) 'flying display' means 'flying display' as defined in MCAR-Air Operations.

MCAR-A.08 Continuing airworthiness requirements

1. The continuing airworthiness of aircraft referred to in point (a) of MCAR-A.06 and components for installation thereon shall be ensured in accordance with the requirements of MCAR-M, except for aircraft listed in the first subparagraph of paragraph 2 to which the requirements of MCAR-ML shall apply.
2. The requirements of MCAR-ML shall apply to the following other than complex motor-powered aircraft:
 - (a) aeroplanes of 2 730 kg maximum take-off mass or less;
 - (b) rotorcraft of 1 200 kg maximum take-off mass or less, certified for a maximum of up to 4 occupants;
 - (c) other ELA2 aircraft.

Where aircraft referred to points (a), (b) and (c) of this paragraph is listed in the air operator certificate of an air carrier licensed in accordance with MCAR-Air Operations, the requirements of MCAR-M shall apply.

3. In order to be listed in the air operator certificate of an air carrier licensed in accordance with MCAR-Air Operations, aircraft referred to in points (a), (b) and (c) of the first subparagraph of paragraph 2 shall comply with all of the following requirements:
 - (a) its aircraft maintenance programme has been approved by the CAA in accordance with point M.A.302 of MCAR-M;
 - (b) due maintenance required by the maintenance programme referred to in point (a) has been performed and certified in accordance with point 145.A.48 and 145.A.50 of MCAR-145;
 - (c) an airworthiness review has been performed and a new airworthiness review certificate has been issued in accordance with point M.A.901 of MCAR-M.
4. By way of derogation from paragraph 1 of MCAR-A.08, the continuing airworthiness of aircraft referred to in point (a) of MCAR-A.06, for which a permit to fly has been issued, shall be ensured on the basis of the specific continuing airworthiness arrangements defined in the permit to fly issued in accordance with MCAR-21
5. Aircraft maintenance programmes for aircraft referred to in point (a) of MCAR-A.06 that comply with the requirements specified in point M.A.302 of MCAR-M applicable before 15 November 2021 shall be deemed to comply with the requirements specified in point M.A.302 of MCAR-M or point ML.A.302 of MCAR-ML, as applicable, in accordance with paragraphs 1 and 2.
6. Operators shall ensure the continuing airworthiness of aircraft referred to in point (b) of MCAR-A.06 and components for installation thereon in accordance with the requirements of MCAR-T.
7. The continuing airworthiness of aeroplanes with a maximum certificated take-off mass at or below 5 700 kg which are equipped with multiple turboprop engines shall be ensured in accordance with the requirements applicable to other than complex motor-powered aircraft as set out in points M.A.201, M.A.301, M.A.302, M.A.601 and M.A.803 of MCAR-M, point 145.A.30 of MCAR-145, points 66.A.5, 66.A.30, 66.A.70, Appendix V and VI of MCAR-66, point CAMO.A.315 of MCAR-CAMO, point CAO.A.010 and Appendix I of MCAR-CAO to the extent that they apply to other than complex motor-powered aircraft.

GM MCAR-A.08 and MCAR-A.09 Continuing airworthiness requirements and approvals for organisations involved in the continuing airworthiness

In accordance with MCAR-A.08 and MCAR-A.09, as well as MCAR-M.A.201 and MCAR-ML.A.201, the following table provides a summary of the applicability of the Regulations related to continuing airworthiness requirements and organisations involved therein.

		Non-licenced air carrier					Licenced air carrier ¹		
		Non-commercial			Commercial ²				
		Non-CMPA		CMPA	Non-CMPA		CMPA	Non-CMPA	CMPA ³
		'Light' ⁴	Non-'Light'		'Light'	Non-'Light'			
MCAR-M		N/A	MCAR-M mandatory		N/A	MCAR-M mandatory			
MCAR-ML		MCAR-ML mandatory	N/A		MCAR-ML mandatory	N/A			
MCAR-CAMO		Individual CAM ⁵ or CAO-CAM or CAMO		MCAR-CAMO mandatory	CAO-CAM ⁶ or CAMO		MCAR-CAMO mandatory		
MCAR-CAO	for CA management (CAO-CAM)			N/A			N/A		
	for maintenance (CAO-M)			Individual maintenance ⁷ or CAO-M ⁸ or MCAR-145			N/A	CAO-M or MCAR-145	
MCAR-145				MCAR-145 mandatory			MCAR-145 mandatory		

¹ Air carrier licensed in accordance with MCAR-Air Operations.

² Commercial = commercial operations with balloons or commercial operations with sailplanes or other aircraft, not operated under Part-NCO; includes commercial ATO and commercial DTO.

³ CMPA = Complex motor-powered aircraft, ref. MCAR-1 Definitions.

⁴ Light' a/c (not formal denomination) = Aeroplanes up to 2 730 kg MTOM, rotorcraft up to 1 200 kg MTOM / max 4 occupants, and other ELA2 aircraft.

⁵ Individual CAM (not formal denomination) = continuing airworthiness of the a/c managed by the owner under its own responsibility.

⁶ CAO-CAM (not formal denomination) = MCAR-CAO organisation with continuing airworthiness management privilege.

⁷ Individual maintenance (not formal denomination) = maintenance released by pilot-owner or independent certifying staff.

⁸ CAO-M (not formal denomination) = MCAR-CAO organisation with maintenance privilege.

MCAR-A.09 Approvals for organisations involved in the continuing airworthiness [of aircraft]

1. Organisations involved in the continuing airworthiness of aircraft and components for installation thereon, including maintenance, shall be approved, upon their request, by the CAA in accordance with the requirements of MCAR-145, MCAR-CAMO or MCAR-CAO, as applicable to the respective organisations.
2. Reserved
3. Reserved
4. Organisations that hold a valid organisation approval certificate issued in accordance with Subpart F or Subpart G of MCAR-M or with MCAR-145 shall, upon their request, be issued by the CAA a Form 3-CAO as set out in Appendix I to MCAR-CAO and thereafter be overseen by the CAA in accordance with MCAR-CAO.

The privileges of such an organisation under the approval issued in accordance with MCAR-CAO shall be the same as privileges under the approval issued in accordance with Subpart F or Subpart G of MCAR-M or with MCAR-145. However, those privileges shall not exceed the privileges of an organisation referred to in Section A of MCAR-CAO.

By way of derogation from point MCAR-CAO.B.060 of MCAR-CAO, until **1 May 2023**, the organisation may correct any findings of non-compliance related to requirements introduced by MCAR-CAO which are not included in Subpart F or Subpart G of MCAR-M or in MCAR-145.

If after **1 May 2023** the organisation has not closed these findings, the approval certificate will be revoked, limited or suspended in whole or in part.

5. Organisations that hold a valid continuing airworthiness management organisation approval certificate issued in accordance with Subpart G of MCAR-M shall, upon their request, be issued by the CAA a CAA Form 14 approval certificate in accordance with MCAR-CAMO and thereafter be overseen by the CAA in accordance with MCAR-CAMO.

By way of derogation from point MCAR-CAMO.B.350 of MCAR-CAMO, until **1 May 2023**, the organisation may correct any findings of non-compliance related to requirements introduced by MCAR-CAMO and not included in Subpart G of MCAR-M.

If after **1 May 2023** the organisation has not closed these findings, the approval certificate will be revoked, limited or suspended in whole or in part.

6. Certificates and aircraft maintenance programme approvals issued pursuant to Regulations MCAR-M and MCAR-145 as applicable before **15 November 2021** shall be deemed to have been issued in accordance with this Regulation.

GM MCAR-A.09 (1) Approvals for organisations involved in the continuing airworthiness

In addition to the MCAR-M or MCAR-ML provisions directly referred to in MCAR-145 or MCAR-CAO (such as reference to point MCAR-M.A.304 in MCAR-145.A.48 or point MCAR-ML.A.501 in MCAR-CAO.A.050), the following requirements shall also be considered by these organisations:

- MCAR-M.A.201(c) or MCAR-ML.A.201(c) Responsibilities,
- MCAR-M.A.403(b) or MCAR-ML.A.403(b) Aircraft defects.

MCAR-A.10 Certifying staff

1. Certifying staff shall be qualified in accordance with the requirements of MCAR-66, except as provided for in points MCAR-M.A.606(h), MCAR-M.A.607(b), MCAR-M.A.801(d) and MCAR-M.A.803 of MCAR-M, in points MCAR-ML.A.801(c) and MCAR-ML.A.803 of MCAR-ML, in points MCAR-CAO.A.035(d) and MCAR-CAO.A.040(b) of MCAR-CAO and in points MCAR-145.A.30(j) of and Appendix IV to MCAR-145.
2. (Reserved).
3. Certifying staff holding a licence issued in accordance with MCAR-66 in a given category/sub-category are deemed to have the privileges described in point MCAR-66.A.20(a) of MCAR-66 corresponding to such a category/sub-category. The basic knowledge requirements corresponding to these new privileges shall be deemed as met for the purpose of extending such licence to a new category/sub-category.
4. Certifying staff holding a licence including aircraft which do not require an individual type rating may continue to exercise his/her privileges until the first renewal or change, where the licence shall be converted following the procedure described in point MCAR-66.B.125 of MCAR-66 to the ratings defined in point MCAR-66.A.45.

MCAR-A.11 Training organisation requirements

1. Organisations involved in the training of personnel referred to in MCAR-A.10 shall be approved in accordance with MCAR-147 to be entitled:
 - (a) to conduct recognised basic training courses; and/or
 - (b) to conduct recognised type training courses; and
 - (c) to conduct examinations; and
 - (d) to issue training certificates.

2. Reserved
3. Type training courses approved before the approval of the minimum syllabus of certifying staff type rating training in the operational suitability data for the relevant type in accordance with MCAR-21 shall include the relevant elements defined in the mandatory part of that operational suitability data within two years after the operational suitability data was approved by the state of design.

MCAR-A.12 Maldives CAA

1. Where necessary to carry out certification or oversight tasks under this Regulation, the CAA is empowered under Maldives Civil Aviation Authority Act 2/2012 to:
 - (a) examine the records, data, procedures, and any other material relevant to the execution of the certification and/or oversight tasks;
 - (b) make copies or extracts from such records, data, procedures and other material;
 - (c) ask for an oral explanation on-site from any of the personnel of those organisations;
 - (d) enter relevant premises, operating sites or means of transport owned or used by those persons;
 - (e) perform audits, investigations, assessments, inspections, including unannounced inspections, in respect of those organisations;
 - (f) take or initiate enforcement measures as appropriate.

Subpart C — ALLEVIATED REQUIREMENTS

MCAR-A.13 Scope

This subpart gives provisions for the alleviation of certain requirements in order to reduce some of the practical difficulties that may be faced by those who are required to comply with airworthiness requirements.

MCAR-A.14 Derogations from MCAR-M.201(e)3, (f)3, (g)3 and (h)3 and MCAR-ML.201(e)(2)

The requirements of MCAR-M.201(e)3, (f)3, (g)3 and (h)3 and MCAR-ML.201(e)(2) are hereby exempted for components which are not considered as Major Components by CAA or components released to service by the Original Equipment Manufacturer (OEM). The exemption provides the following alleviations:

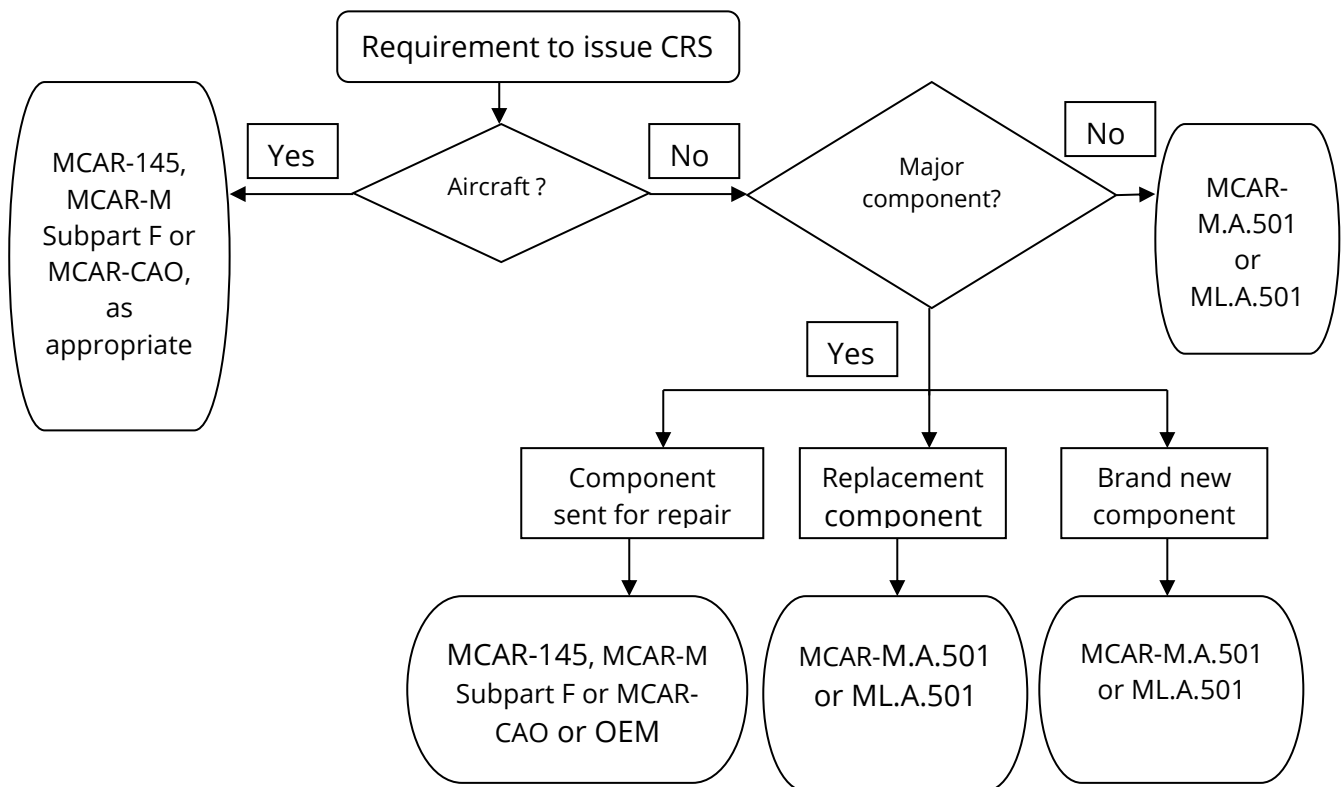
1. A component can be installed on a Maldivian registered aircraft that is not released to service following maintenance, by a maintenance organisation approved in accordance with this Regulation, provided the component is not considered a major component by CAA
2. Both major or non-major components can be installed in a Maldivian registered aircraft that is not released to service following maintenance, by a maintenance organisation approved in accordance with this Regulation, provided the component maintenance was carried out by the Original Equipment Manufacture

However, in all cases the components shall satisfy the requirements of MCAR-M.A.501 or MCAR-ML.A.501, as applicable.

Major Components which require maintenance by a maintenance organisation approved in accordance with this regulation, as applicable, are given in the list below:

- Engines – Turbine & Piston
- APU
- Propellers
- Landing Gear
- Helicopter - Rotors
- Helicopter - Trans

The diagram below shows the Certificate of Release to Service procedure for maintenance of aircraft and components thereof once the derogation above is applied



MCAR-A.15 Module 10 exams MCAR-66 Section 1 Appendix II Para 1.11

The requirement that a failed module may not be retaken for at least 90 days following the date of the failed module examination is hereby exempted for Module 10 examination.

The first failed attempt of Module 10 examination may be retaken after 30 days of the failed examination. Any subsequent retakes of the failed examinations have to be followed in accordance with the regulation in force.

MCAR-A.16 Type training of line maintenance certifying staff at foreign countries

By derogation from MCAR-145 Appendix IV paragraph 1 (e), line maintenance certifying staff used at locations outside Maldives can be given type training that meets the national requirements of the ICAO contracting state. This derogation is allowed when the foreign AMO is providing line maintenance under subcontract of an AMO approved under MCAR-145 and the line maintenance provider (i.e. subcontractor) itself is not approved under MCAR-145.