



**Maldives Civil Aviation Authority**  
**Republic of Maldives**

**Maldivian Civil Aviation Regulations**

# **MCAR-T Continuing Airworthiness for Foreign Aircraft**

**Issue 1.00, 30 March 2022**

## 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-T Continuing Airworthiness for Foreign Aircraft and shall come in to force on 30 March 2022.

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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## **Section A – TECHNICAL REQUIREMENTS**

## **Subpart A — GENERAL**

### **MCAR-T.A.101      Scope**

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This section establishes requirements to ensure that continuing airworthiness of aircraft referred to in MCAR-A.6(b) is maintained in compliance with the essential requirements of Part-ERO to MCAR-Air Operations.

It also specifies the conditions to be met by the persons and organisations responsible for management of the continuing airworthiness and maintenance of such aircraft.



## **Subpart B — CONTINUING AIRWORTHINESS**

### **MCAR-T.A.201 Responsibilities**

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1. The operator is responsible for the airworthiness of the aircraft and shall ensure that it is not operated unless:
  - (a) the aircraft has a type certificate accepted by the CAA;
  - (b) the aircraft is in an airworthy condition;
  - (c) the aircraft holds a valid certificate of airworthiness issued in accordance with ICAO Annex 8;
  - (d) the maintenance of the aircraft is performed in accordance with a maintenance programme which shall comply with the requirements of the State of Registry and the applicable requirements of ICAO Annex 6.
  - (e) any defect or damage affecting the safe operation of the aircraft is rectified to a standard acceptable to the State of Registry;
  - (f) the aircraft complies with any applicable:
    - (i) airworthiness directive or continued airworthiness requirement issued or adopted by the State of Registry; and
    - (ii) mandatory safety information issued by the CAA, including airworthiness directives;
  - (g) a release to service is issued to the aircraft after maintenance by qualified organisations in compliance with the State of Registry requirements. The signed release to service shall contain, in particular, the basic details of the maintenance carried out.
  - (h) the aircraft is inspected, through a pre-flight inspection, before each flight
  - (i) all modifications and repairs comply with the airworthiness requirements established by the State of Registry
  - (j) the following aircraft records are available until the information contained has been superseded by new information equivalent in scope and detail but not less than 24 months:
    - (1) the total time in service (hours, cycles and calendar time, as appropriate) of the aircraft and all life-limited components;

- (2) current status of compliance with T.A.201(1)(f) requirements;
  - (3) current status of compliance with the maintenance programme;
  - (4) current status of modifications and repairs together with appropriate details and substantiating data to demonstrate that they comply with the requirements established by the State of Registry.
2. The tasks specified in T.A.201(1) shall be controlled by the operator's continuing airworthiness management organisation. For this purpose the organisation shall comply with the additional requirements of T.A. Subpart G.
  3. The continuing airworthiness management organisation referred to in point (2) shall ensure that the maintenance and release of the aircraft are performed by a maintenance organisation meeting the requirements of Subpart E of this Regulation. For this purpose, when the continuing airworthiness management organisation does not meet those requirements itself, it shall establish a contract with a maintenance organisation meeting those requirements.

### **AMC T.A.201(1)(h) Responsibilities**

#### **PRE-FLIGHT INSPECTION**

Contents of the pre-flight inspection may be found in AMC M.A.301(a).

### **GM T.A.201(1)(j) Responsibilities**

#### **RECORDS**

The records should provide all the necessary information to allow the CAMO and the CAA to clearly establish the airworthy condition of the aircraft during the whole lease period.

### **AMC1 T.A.201(3) Responsibilities**

#### **MAINTENANCE ORGANISATION**

1. The CAMO carries the responsibility for the airworthy condition of the aircraft for which it performs the continuing airworthiness management; it should thus be satisfied before the intended flight that all required maintenance has been properly carried out by a maintenance organisation.
2. The CAMO should establish a process to verify that the maintenance organisation complies with the applicable requirements of Subpart E of this Regulation.

### **AMC2 T.A.201(3) Responsibilities**

#### **CONTRACT**

1. The contract between the CAMO and the maintenance organisation(s) should specify in detail the responsibilities and the work to be performed by each party.
2. Both the specification of work and the assignment of responsibilities should be clear, unambiguous and sufficiently detailed to ensure that no misunderstanding arises between the parties concerned that could result in a situation where work that has a bearing on the airworthiness or serviceability of aircraft is not or will not be properly performed. Appendix IV to AMC1 CAMO.A.315(c) — Contracted maintenance gives further details on the contents of the contract.
3. The CAMO should consider checking at the maintenance facilities any aspect of the contracted work to satisfy its responsibility for the airworthiness of the aircraft during the period of the contract.

### **AMC3 T.A.201(3) Responsibilities**

#### **CONTRACT**

Normally the contract with the maintenance organisation should be established for the duration of the lease period, which should not be more than 7 months. For unscheduled line maintenance and component maintenance up to engines, the contract may take the form of individual work orders as long as the scope of work and the responsibilities of the CAMO and of the maintenance organisation are properly addressed.

## **Subpart E — MAINTENANCE ORGANISATION**

### **MCAR-T.A.501 Maintenance Organisation**

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The continuing airworthiness management organisation shall ensure that the aircraft and its components are maintained by organisations complying with the following requirements:

- (1) The organisation holds a maintenance organisation approval issued or acceptable to the State of Registry.
- (2) The scope of approval of the organisation includes the appropriate aircraft and/or component capability.
- (3) The organisation has established an occurrence reporting system which ensures that any identified condition of an aircraft or component which endangers the flight safety is reported to the operator, the CAA, the organisation responsible for the type design or supplemental type design and the continuing airworthiness management organisation.
- (4) The organisation has established an organisation's manual providing a description of all the procedures of the organisation.

### **GM1 T.A.501 Maintenance Organisation**

The CAMO should establish a process to verify that the maintenance organisation complies with the applicable requirements of Subpart E, one of the inputs to this process may be whether the maintenance organisation holds an approval by the State of Registry issued in accordance with the requirements of ICAO Annex 6 Part I Section 8.7.

### **AMC1 T.A.501(3) Maintenance Organisation**

The occurrence-reporting system should describe the procedures followed by the organisation whereby information on faults, malfunctions, defects and other occurrences that cause or might cause adverse effects on the continuing airworthiness of the aircraft are transmitted to the operator, to the organisation responsible for the type design of that aircraft, and to the State of Registry.

## **Subpart G — ADDITIONAL REQUIREMENTS FOR CONTINUING AIRWORTHINESS MANAGEMENT ORGANISATIONS APPROVED PURSUANT TO MCAR-CAMO**

### **MCAR-T.A.701 Scope**

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This Subpart establishes the requirements to be met, in addition to the requirements of MCAR-CAMO, by an organisation approved in accordance with MCAR-CAMO, for it to be entitled to control the carrying out of the tasks specified in point T.A.201.

### **MCAR-T.A.704 Continuing Airworthiness Management Exposition**

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In addition to the requirements provided for in point MCAR-CAMO.A.300, the exposition shall contain procedures specifying how the organisation ensures compliance with this Regulation.

### **AMC T.A.704 Continuing Airworthiness Management Exposition (CAME)**

In addition to the contents described in AMC1 CAMO.A.300, the CAME should provide additional information describing how the CAMO manages the continuing airworthiness of the aircraft under MCAR-T. Guidance on the specific contents may be found in Appendix I to AMC T.A.704.

### **MCAR-T.A.706 Personnel Requirements**

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In addition to the requirements provided for in MCAR-CAMO.A.305, the personnel referred to in points (a)(3) to (a)(5) and (b)(2) of MCAR-CAMO.A.305 shall have adequate knowledge of the applicable laws of the third countries where the aircraft is registered.

### **AMC T.A.706 Personnel Requirements**

1. Adequate knowledge may be demonstrated by training or work experience with the applicable third-country regulations or a combination of training and experience.
2. The competence assessment required by MCAR-CAMO.A.305(g) should include the knowledge necessary for the performance of the activities under this Regulation.

### **MCAR-T.A.708 Continuing Airworthiness Management**

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Notwithstanding MCAR-CAMO.A.315, for aircraft for which the continuing airworthiness is managed in accordance with the requirements of this Regulation the organisation shall:

- (a) ensure that the aircraft is taken to a maintenance organisation whenever necessary;

- (b) ensure that all maintenance is carried out in accordance with the maintenance programme;
- (c) ensure the application of the T.A.201(1)(f) mandatory information;
- (d) ensure that all defects discovered during scheduled maintenance or reported are corrected by the maintenance organisation in accordance with the maintenance data acceptable to the State of Registry;
- (e) coordinate scheduled maintenance, the application of the T.A.201(1)(f) mandatory information, the replacement of life-limited parts, and component inspection to ensure the work is carried out properly;
- (f) manage and archive the continuing airworthiness records required by T.A.201(1)(j);
- (g) ensure that modifications and repairs are approved in accordance with the requirements of the State of Registry.

### **GM T.A.708 Continuing Airworthiness Management**

The CAMO has already approved procedures to perform the management of the aircraft under MCAR-CAMO. These procedures may be adapted as necessary to satisfy the requirements under T.A.708 or the CAMO may decide to develop different procedures.

### **MCAR-T.A.709 Documentation**

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Notwithstanding MCAR-CAMO.A.325, for every aircraft for which the continuing airworthiness is managed in accordance with the requirements of this Regulation, the organisation shall hold and use applicable maintenance data acceptable to the State of registry of the aircraft.

### **AMC T.A.709 Maintenance Data**

Applicable maintenance data should include the ICA applicable to the aircraft, the requirements, procedures, standards and mandatory safety information (MSI) issued by the State of Registry, the requirements, procedures, standards and MSI issued by the CAA.

The applicable maintenance data should be in English.

### **MCAR-T.A.711 Privileges**

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An organisation approved in accordance with MCAR-CAMO may perform the tasks specified in

point T.A.708 for the aircraft included in its air operator certificate, provided that the organisation has established procedures, approved by the CAA, in order to ensure compliance with the requirements of this Regulation.

### **AMC T.A.711 Privileges**

Under the privilege of MCAR-CAMO.A.125(d)(3), the CAMO may contract the performance of limited continuing airworthiness tasks required by this Regulation with another organisation working under the CAMO's quality system and listed on the approval certificate.

### **MCAR-T.A.712 Management System**

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In addition to the requirements of MCAR-CAMO.A.200, the organisation shall ensure its compliance with the requirements of this Regulation.

### **MCAR-T.A.714 Record-Keeping**

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In addition to the requirements of MCAR-CAMO.A.220(a), the organisation shall keep the records referred to in T.A.201(1)(j).

### **MCAR-T.A.715 Continued Validity**

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For the approval of an organisation managing the continuing-airworthiness to remain valid, the following requirements shall be met in addition to the requirements of point MCAR-CAMO.A.135:

- (a) the organisation complies with the applicable requirements of this Regulation; and
- (b) the organisation ensures that any person authorised by the CAA is granted access to any of its facilities, aircraft or documents related to its activities, including any subcontracted activities, to determine compliance with this Regulation.

### **MCAR-T.A.716 Findings**

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- (a) After having received a notification of findings, the organisation shall do the following:
  - (1) identify the root cause or causes of, and contributing factors to the finding of non-compliance;
  - (2) prepare, adopt and implement a corrective action plan;

- (3) demonstrate to the satisfaction of the CAA that the necessary corrective action to address the finding has been taken.
- (b) The actions referred to in points (1) to (3) of paragraph (a) shall be performed within the time period set by the CAA in accordance with point T.B.705.



## **Section B – PROCEDURES FOR THE CAA**

## **Subpart B — ACCOUNTABILITY**

### **MCAR-T.B.201 Responsibilities**

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1. (Reserved)
2. The CAA will perform inspections and investigations before the approval of the dry lease in agreement in accordance with point ARO.OPS.110 (a)(1) of MCAR-Air Operations, to verify that the requirements of T.A.201 are then complied with.
3. The CAA will coordinate with the State of Registry as necessary to exercise the oversight responsibilities of the aircraft contained in this Regulation.

### **MCAR-T.B.202 Findings**

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1. A level 1 finding is any significant non-compliance with the requirements of this Regulation which lowers the safety standard and hazards seriously the flight safety.
2. A level 2 finding is any non-compliance with the requirements of this Regulation which could lower the safety standard and possibly hazard the flight safety.
3. When a finding is detected during inspections, investigations, aircraft surveys or by other means, the CAA will:
  - a) take measures as necessary, such as the grounding of the aircraft, to prevent the continuation of the non-compliance,
  - b) require corrective actions appropriate to the nature of the finding to be taken.
4. For level 1 findings, the CAA will require appropriate corrective action to be taken before further flight and notify the State of Registry.

## **Subpart G — ADDITIONAL REQUIREMENTS FOR CONTINUING AIRWORTHINESS MANAGEMENT ORGANISATIONS APPROVED PURSUANT TO MCAR-M Subpart G**

### **MCAR-T.B.702 Initial certification procedure**

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In addition to the requirements of MCAR-CAMO.B.310, the CAA will verify and establish that those procedures comply with the requirements of this Regulation and it will verify that the organisation complies with the requirements of this Regulation.

### **AMC T.B.702 Initial approval**

1. (Reserved)
2. When the organisation is not approved under MCAR-CAMO for a particular aircraft type, then the organisation should apply for a change under MCAR-CAMO.A.130 to include that aircraft type in the scope of approval at the same time when it applies for approval under Subpart G to manage the continuing airworthiness of aircraft referred to in T.B.101.
3. When the organisation is already approved under MCAR-CAMO for a particular aircraft type, then the approval to manage the continuing airworthiness of aircraft referred to in T.B.101 may be considered as a change that requires prior approval by the CAA. The approval by the CAA may be performed by approving the proposed amendments to the CAME.

### **MCAR-T.B.704 Continuing oversight**

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In addition to the requirements of point MCAR-CAMO.B.305, during each oversight planning cycle, the CAA will survey a relevant sample of aircraft referred to in MCAR-A.6(b) managed by the organisation.

### **MCAR-T.B.705 Findings and corrective actions**

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For organisations managing the continuing airworthiness of aircraft referred to in point MCAR-A.6(b), the CAA will apply the requirements contained in point MCAR-CAMO.B.350 when verifying if the organisation complies with the requirements of this Regulation.

## **APPENDICES TO THE AMC AND GM**

## **Appendix I to AMC T.A.704 Continuing airworthiness management exposition (CAME)**

The CAME of the CAMO should be amended to take into account the following elements:

1. In Part 0.1, the accountable manager stating for compliance with MCAR-T:

### **PART 0 — GENERAL ORGANISATION, SAFETY POLICY AND OBJECTIVES**

#### **0.1 Safety policy, objectives and accountable manager statement**

The accountable manager's exposition statement should embrace the intent of the following paragraph, and in fact this statement may be used without amendment. Any amendment to the statement should not alter its intent.

*This exposition and any associated referenced manuals define the organisation and procedures upon which the CAA's approval of the continuing airworthiness management organisation is based.*

*These procedures are endorsed by the undersigned and must be complied with, as applicable, in order to ensure that all continuing airworthiness activities, including maintenance of the aircraft managed, are carried out on time to an approved standard.*

*These procedures do not override the necessity of complying with any new or amended regulation published from time to time where these new or amended regulations are in conflict with these procedures.*

*It is understood that the approval of the organisation is based on the continuous compliance of the organisation with MCAR-CAMO, MCAR-M and MCAR-T and with the organisation's procedures described in this exposition. The CAA is entitled to limit, suspend, or revoke the approval certificate if the organisation fails to fulfil the obligations imposed by MCAR-CAMO, MCAR-M and MCAR-T or any conditions according to which the approval was issued.*

*Suspension or revocation of the CAMO certificate will invalidate the AOC.'*

2. In Part 0.2, point 'Scope of work — aircraft managed':

#### **0.2 General information**

##### **Scope of work — aircraft managed**

This paragraph should specify the scope of work for which the CAMO is approved. This includes aircraft type/series, aircraft registrations, owner/operator, contract references, State of Registry for CAMOs approved under MCAR-T, etc. The following is given as an example:

Aircraft type/series	Date included in the scope of work	Aircraft maintenance programme or 'generic'/baseline' maintenance programme	Aircraft registration(s)	Owner/operator	CAMO contract reference	Part-T State of Registry

Reference can be made in this paragraph to the operations specifications or operations manual where the aircraft registration(s) is (are) listed.

Depending on the number of aircraft, this paragraph may be updated as follows:

- 1) the paragraph is revised each time an aircraft is removed from or added to the list;
- 2) the paragraph is revised each time a type of aircraft or a significant number of aircraft is removed from or added to the list. In that case, it should be stated in the paragraph where the current list of aircraft managed is available for consultation.

3. A new Part 6 is added to include the continuing airworthiness management procedures:

**PART 6 — CONTINUING AIRWORTHINESS PROCEDURES FOR AIRCRAFT REFERRED TO IN T.A.101**

**6.1 CONTINUING AIRWORTHINESS MANAGEMENT**

6.1.1 Aircraft continuing airworthiness records system

- a) Aircraft continuing airworthiness records system and aircraft technical log

This section should describe the system used by the CAMO to manage the aircraft's continuing airworthiness records.

- b) Minimum equipment list (MEL) procedures

This section should describe the specific responsibilities of the CAMO with regard to the issue, update, use and management of the MEL, if applicable to the aircraft.

6.1.2 Aircraft maintenance programme

This paragraph should identify the State of Registry requirements for the maintenance programme, and should describe how the procedure established by the CAMO satisfies those requirements. This procedure should address the specific responsibilities of the CAMO with regard to the development, update, approval or acceptance and management of the maintenance programme. The sources for the maintenance programme and the mandatory tasks should be clearly identified.

#### 6.1.3 Time and continuing airworthiness records, responsibilities, retention and access

##### a) Recording of hours and cycles

The recording of flight hours and cycles is essential for the planning of maintenance tasks. This paragraph should describe how the CAMO has access to the current flight hours and cycles information and how this information is processed in the organisation.

##### b) Records

This paragraph should describe in detail the type of documents that are required to be recorded and the recording-period requirements for each document. This can be provided by a table or series of tables that should include the following:

- family of document (if necessary),
- name of document,
- retention period,
- responsible person for retention,
- place of retention.

##### c) Preservation of records

This paragraph should set out the means to protect the records from fire, floods, etc., as well as the specific procedures in place to guarantee that the records will not be altered during the retention period [especially for the computer records].

##### d) Transfer of continuing airworthiness records

Transfer-in:

This paragraph should describe the procedure for the acquisition of the necessary continuing airworthiness records by the CAMO before leasing the aircraft and who is responsible for its implementation. The records should include the applicable status of compliance, release to service, approval and substantiating data for modifications and repairs, compliance with mandatory information, etc.

Transfer-out:

This paragraph should describe the procedure for the transfer of records in case of transfer of the aircraft to another organisation. In particular, it should specify which records have to be transferred and who is responsible for the coordination [if necessary] of the transfer.

#### 6.1.4 Accomplishment and control of mandatory safety information (MSI) issued by the State of Registry and the CAA

This paragraph should identify the MSI requirements issued by the State of Registry and the CAA. Additionally, it should demonstrate that the CAMO has a comprehensive system for the management of MSI including airworthiness directives (ADs) issued by the State of Registry and the CAA. It may, for instance, include the following subparagraphs:

- a) MSI acquisition  
This paragraph should specify the sources for the MSI (State of Registry, manufacturer, type certificate holder, the CAA).
- b) MSI decision  
This paragraph should describe how and by whom the MSI is analysed. It should also describe the decision-making process in case the MSI of the State of Registry conflicts with the MSI issued by the CAA or any airworthiness or operational requirement. This paragraph should also describe what kind of information is provided to the contracted maintenance organisations in order to plan and perform the MSI. This should include, as necessary, a specific procedure for emergency MSI management.
- c) MSI control  
This paragraph should specify how the organisation manages to ensure that all the applicable MSI is performed and that they are performed on time. This should include a closed-loop system that allows verifying that for each new or revised MSI and for each aircraft:
  1. the MSI is not applicable, or
  2. if the MSI is applicable:



- the MSI is not yet performed but the time limit is not overdue,
- the MSI is performed, and any repetitive inspection is identified and performed.

This may be a continuous process or may be based on scheduled reviews.

#### 6.1.5 Modifications and repairs

This paragraph should describe the State of Registry requirements for modifications and repairs. In particular, the process for the issue and approval of design data for repairs and modifications, the classification of repairs and modifications, and the specific responsibilities of the CAMO with regard to the management and approval of any modification and repair before embodiment.

#### 6.1.6 Defect reports

- a) Analysis  
This paragraph should describe how the defect reports provided by the contracted maintenance organisations are processed by the CAMO. The analysis of these reports should be taken into account for the maintenance programme evolution and non-mandatory modification policy.
- b) Liaison with type certificate holders and regulatory authorities  
Where a defect report shows that such defect is likely to occur to other aircraft, a liaison should be established with the type certificate holder and the authority that has issued the type certificate so that they may take all the necessary actions.
- c) Deferred defect policy  
This paragraph should describe the State of Registry requirements for deferred defects. Defects such as cracks and structural defects are not addressed by the MEL and the configuration deviation list (CDL). However, it may be necessary in certain cases to defer the rectification of a defect. This paragraph should establish the procedure to be followed in order to ensure that the deferment of any defect rectification will not lead to any safety concern. This will include appropriate liaison with the manufacturer and with the State of Registry.

#### 6.1.7 Reliability programmes

If a reliability programme is required, this paragraph should describe appropriately the management of a reliability programme. It should at least address the following:

- extent and scope of the reliability programme,
- specific organisational structure, duties and responsibilities,
- establishment of reliability data,
- analysis of the reliability data,
- corrective action system (maintenance programme amendment),
- scheduled reviews (reliability meetings with the participation of the CAA).

This paragraph may, where necessary, be subdivided as follows:

- a) airframe,
- b) propulsion,
- c) component.

#### 6.1.8 Pre-flight inspections

This paragraph should show how the scope and definition of pre-flight inspection, that is usually performed by the operating crew, is kept consistent with the scope of the maintenance performed by the contracted maintenance organisation. It should show how the evolution of the pre-flight inspection content and of the maintenance programme is concurrent.

The following paragraphs are self-explanatory. Although these activities are normally not performed by continuing airworthiness personnel, they have been placed here in order to ensure that the related procedures are consistent with the continuing airworthiness activity procedures.

- a) Preparation of aircraft for flight,
- b) Subcontracted ground-handling function,
- c) Security of cargo and baggage loading,
- d) Control of refuelling, quantity/quality,
- e) Control of snow, ice, residues from de-icing or anti-icing operations, dust and sand contamination to an approved standard.

#### 6.1.9 Aircraft weighing

This paragraph should state in which occasion an aircraft has to be weighed taking into account the operational requirements and the State of Registry requirements. Weighing may also be required after a major modification. This paragraph should describe who performs the weighing, according to which procedure, who calculates the new weight and balance, and how the result is processed in the organisation.

#### 6.1.10 Check flight procedures

This paragraph should describe the criteria for performing a check flight, taking into account the State of Registry requirements and the applicable instructions for continued airworthiness (ICA).

This paragraph should describe how the check flight procedure is established in order to meet its intended purpose, for instance after a heavy maintenance check, after engine or flight control removal installation, etc., and the release procedures to authorise such a check flight.

### 6.2 CONTRACTED MAINTENANCE

#### 6.2.1 Procedures for contracted maintenance

##### a) Procedures for the development of maintenance contracts

This paragraph should describe the procedures that the organisation follows to develop maintenance contracts. The CAMO processes to implement the different elements described in Appendix IV to AMC1 CAMO.A.315(c) should be described. In particular, it should cover the responsibilities, tasks and interaction with the contracted maintenance organisation.

This paragraph should also describe, when necessary, the use of work orders for unscheduled line maintenance and component maintenance. The organisation may develop a work order template to ensure that the applicable elements of Appendix IV to AMC1 CAMO.A.315(c) are considered. Such a template should be included in Part 5.1.

##### b) Maintenance contractor selection procedure

This paragraph should describe how a maintenance contractor is selected by the CAMO. The selection procedure should describe the verification that the maintenance organisation complies with Subpart E and also that the contractor has the industrial capacity to undertake the required maintenance. The selection procedure should preferably include a contract review process in order to ensure that:

- the contract is comprehensive and it contains no gaps or unclear areas,
- everyone involved in the contract [both at the CAMO and at the maintenance contractor] agrees with the terms of the contract and fully understands their responsibilities,

- the functional responsibilities of all parties are clearly identified.

### 6.2.2 Audit of aircraft

This paragraph should set out the procedures to perform an audit of an aircraft. It should describe the audit of aircraft before lease and the quality audit of aircraft during the lease period.

#### a) Audit of aircraft before lease

This audit should include an inspection of the aircraft and its records to ensure that the aircraft is airworthy and it complies with the State of Registry requirements, MCAR-T and any requirement applicable for the intended operation. This should include checking that all emergency and operational equipment as required by operational and airspace rules is available, that all required maintenance and MSI has been performed, that all modifications and repairs comply with the State of Registry requirements and they are recorded, etc.

#### b) Audit of aircraft during lease

This paragraph should set out the procedure to perform a quality audit of the aircraft during the lease period. This procedure may include:

- compliance with approved procedures,
- contracted maintenance is carried out in accordance with the contract,
- continued compliance with MCAR-T

## **Appendix II (Reserved)**