

#	Para	Comment Provider	Comment / Justification	Response	Resulting Text
1.	-	TMA	If a foreign-registered aircraft requires maintenance from an MCAR-145 organization but does not need certification for the work performed by the organization, is prior approval from the CAA still necessary?	<u>Noted</u> Additional approval from the CAA is required provided this is within the meaning of “maintenance” in MCAR-1. “Maintenance” is not limited to certification only.	No change
2.	-	TMA	Does this mean without an air service agreement no maintenance could be provided even on ad-hoc basis. This will make life so difficult. Since this is an NPRM I think this should be stated somewhere.	<u>Accepted.</u> Para 4(c)2 added to include foreign operators of general aviation and aerial work. Note: This Circular does not prevent an organisation in para 4(a)1 receiving maintenance services for itself within the provisions of MCAR-145 or MCAR-CAO as applicable.	4(c)2 “foreign operators of aircraft used for general aviation and aerial work may provide maintenance services for their own aircraft.”
3.	-	TMA	Will this apply for lending tools, equipment and non-certifying labor?	<u>Noted</u> This will apply to lending of tools, equipment and non-certifying labour used for aircraft maintenance. See comment #1.	No change
4.	4(b)	IASL	Request to consider revising 4(b) as follows to provide more clarity: Notwithstanding point (a), foreign airlines may provide maintenance services for aircraft operated under their own Air Operator Certificate (AOC), using their own approved maintenance organisation	<u>Partially accepted</u> 1. Moved para 4(b) to 4(c) and changed applicable aircraft to the aircraft operated under the foreign AOC. 2. Changed the word “prior approval” to “additional approval”. 3. Included an application requirement.	4(b) In addition to the condition in point (a), if the maintenance service is to be provided to an aircraft registered in a country other than the Maldives, the maintenance organisation or the independent certifying staff wishing to do so shall obtain additional approval from the

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			and dedicated setup established in the Maldives, provided such activity is within the provisions of the applicable air services agreement with the Maldives and the State of Registry.		<p>CAA. An application for the additional approval shall be made in a form and manner established by the CAA.</p> <p>(c) Notwithstanding points (a) and (b)</p> <p>1. foreign commercial air transport operators may, within the provisions of the air services agreement with the Maldives and the State of Registry, provide maintenance services for the aircraft operated under their Air Operator Certificate (AOC).</p>

Terminology

Accepted	The CAA agrees with the comment and any proposed amendment is wholly transferred to the revised text
Partially accepted	The CAA either agrees partially with the comment or agrees with it but the proposed amendment is only partially transferred to the revised text.
Noted	The CAA acknowledges the comment but no change to the existing text is considered necessary.
Not Accepted	The comment or proposed amendment is not shared by the CAA.