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|  | Civil Aviation Authority  Republic of Maldives | CAA Form 1710 |
|  | | |
| APPLICATION FOR CERTIFICATES OF AIRWORTHINESS | | |

This application should be sent by email (preferred) or regular mail to:

Maldives Civil Aviation Authority

2nd floor Velaanaage, Ameeru Ahmed Magu, Male', Maldives   
airworthiness@caa.gov.mv

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| 1. Application | | | | | | | | | | | |
|  | Initial Certificate of Airworthiness | |  | Subsequent Issue of the Certificate of Airworthiness [See Guidance Note 1] | | | | |  | Export Certificate of Airworthiness | |
| *Note:*  An application for a Certificate of Airworthiness will include an Airworthiness Review Certificate, a Radio Licence and Noise Certificate where applicable. | | | | | | | | | | | |
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| 1. Applicant | |  | | |  | | |  | | |  |
| Name | |  | | | | | | | | | |
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|  | |  | | |  | | |  | | |  |
| Address | |  | | | | | | | | | |
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| Telephone | |  | | | | Email |  | | | | |
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| Place of Survey | |  | | | | | | | | | |
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| 1. Aircraft Details | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Current / Allocated Registration Marks | | | 8Q- | | |  | | | | | | | | | Previous Registration Marks (if known) | | | | | |  | | | | | | | | | | |
|  | | |  | | |  | | | | | | | | |  | | | | | |  | | | | | | | | | | |
| Type Designation | | |  | | | | | | | | | | | | Serial Number | | | | | |  | | | | | | | | | | |
|  | | |  | | |  | | | | | | | | |  | | | | | |  | | | | | | | | | | |
| Manufacturer | | |  | | | | | | | | | | | | Year of Manufacture | | | | | |  | | | | | | | | | | |
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| Airworthiness Category [The category is specified in the relevant TC or the TCDS] | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | |
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| Seating Capacity | | |  | | | | | | | | | | | | MTOW (kg) | | | | | |  | | | | | | | | | | |
|  | | |  | | |  | | | | | | | | |  | | | | | |  | | | | | | | | | | |
| Status | | |  | | | New | | | |  | | | Used | | TSN / CSN | | | | | |  | | | | | | | | | | |
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| TAC Number: | | |  | | | | | | | | | | | | Noise Record #: | | | | | |  | | | | | | | | | | |
| *Note:*  The aircraft type must have been issued with Type Acceptance Certificate (TAC) before a Certificate of Airworthiness can be issued. The noise record number can be obtained from <https://www.easa.europa.eu/en/domains/environment/easa-certification-noise-levels>. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 1. Engines | | | | (1) | | | | | | | | (2) | | | | | (3) | | | | | | | (4) | | | | | | | |
| Engine Type | | | |  | | | | | | | |  | | | | |  | | | | | | |  | | | | | | | |
| Serial Number | | | |  | | | | | | | |  | | | | |  | | | | | | |  | | | | | | | |
| TSO | | | |  | | | | | | | |  | | | | |  | | | | | | |  | | | | | | | |
| CSO | | | |  | | | | | | | |  | | | | |  | | | | | | |  | | | | | | | |
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| 1. Propellers | | | | (1) | | | | | | | | (2) | | | | | (3) | | | | | | | (4) | | | | | | | |
| Propeller Type | | | |  | | | | | | | |  | | | | |  | | | | | | |  | | | | | | | |
| Hub Serial Number | | | |  | | | | | | | |  | | | | |  | | | | | | |  | | | | | | | |
| TSO | | | |  | | | | | | | |  | | | | |  | | | | | | |  | | | | | | | |
| CSO | | | |  | | | | | | | |  | | | | |  | | | | | | |  | | | | | | | |
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| 1. APU | | | |  | | | | | | | |  | | | | |  | | | | | | |  | | | | | | | |
| APU Type | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 1. Airworthiness Transfer Documentation [Refer to MCAR-21.A.174 and Guidance Note 2] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Document Number | | | | | | | | | Document Type | | | | | | | | | | Issue Date | | | | | | Expiry Date | | | | | | |
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| 1. Maintenance Programme [The aircraft must be added to an approved maintenance programme] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Reference No. | | | |  | | | | | | | | Approval Type | | | | |  | CAA | | | |  | CAMO | | | |  | | | CAO | |
|  | | | |  | | | | | | | |  | | | | |  | | | | | | |  | | | | | | | |
|  | I confirm that all maintenance due on the aircraft according to the approved maintenance programme has been carried out. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | I confirm that all known defects have been corrected, or, when applicable, carried forward in a controlled manner. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 1. Aircraft Flight Manual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Reference No. | | | |  | | | | | | | | | | | | | Revision No. | | | | | | |  | | | | | | | |
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| 1. Modifications & Repairs [Refer to Guidance Note 3] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Are there any differences in production build standard from the standard accepted by the CAA? | | | | | | | | | | | | | | | | | | | | | | | |  | | Yes | |  | | | No |
| I confirm that there are no unapproved modifications incorporated on the airframe, engines, propellers, APU or any installed components | | | | | | | | | | | | | | | | | | | | | | | |  | | Yes | |  | | | No |
| I have attached the current status of Service Bulletins (SB) | | | | | | | | | | | | | | | | | | | | | | | |  | | Yes | |  | | | No |
| I have attached the complete list of STCs, modifications and repairs incorporated / applied, in the format specified in Section 16. | | | | | | | | | | | | | | | | | | | | | | | |  | | Yes | |  | | | No |
| I have complied with all additional Maldivian requirements for import | | | | | | | | | | | | | | | | | | | | | | | |  | | Yes | |  | | | No |
|  | | | |  | | | | | | | |  | | | | |  | | | | | | |  | | | | | | | |
| 1. Type of Operation | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | Part-CAT |  | | | Part-NCC | | |  | | | Part-NCO | | |  | | Part-SPO | |  | | Part-SPA (specify subparts) | | | | | | | | | | | |
|  | | | |  | | | | | | | |  | | | | |  | | | | | | |  | | | | | | | |
| Part-SPA Subparts (if applicable) | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | |
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| 1. Check Flight [Refer to MCAR-M.A.301 or ML.A.301] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Is the aircraft subject to a Check Flight? | | | | | | | | | | | | | | | | | | | | | | | |  | | Yes | |  | | | No |
| Check Flight reference number / date | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | |
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| 1. Additional Information | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Each note must clearly refer to a section number and page number. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 1. Declaration | | | |  | | | | | | | |  | | | | |  | | | | | | |  | | | | | | | |
| Check the below boxes to confirm your understanding and acceptance of 1-4 below | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | 1. I understand it is an offence under MCAR-19.3B.3 to make, with intent to deceive, any false representation for the purpose of procuring for any person the grant, issue, renewal or variation of any such certificate, licence, approval, permission, exemption or other document. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | 1. I agree to pay the charges payable on application in accordance with CAA Aviation Charges (MCAR-187). Note that the CAA will not process the application until payment is received. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | 1. I agree to pay the additional charges payable in accordance with CAA Aviation Charges (MCAR-187), if a member of the CAA is required to travel outside Male’, in respect of this application. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | 1. To the best of my knowledge the particulars entered on this application are accurate. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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|  | | | |  | | | | | | | | Signature | | | | |  | | | | | | |  | | | | | | | |
|  | | | |  | | | | | | | | Name of Applicant | | | | |  | | | | | | | | | | | | | | |
|  | | | |  | | | | | | | | On behalf of | | | | |  | | | | | | | | | | | | | | |
|  | | | |  | | | | | | | | Date | | | | |  | | | | | | | | | | | | | | |
|  | | | |  | | | | | | | |  | | | | |  | | | | | | |  | | | | | | | |
| 1. Checklist | | | |  | | | | | | | |  | | | | |  | | | | | | |  | | | | | | | |
| Airworthiness Transfer Documentation | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | |
| Mass and Balance statement | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | |
| List of Life Limited Components | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | |
| Status of SBs, Customer Options etc. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | |
| List of Modifications and Repairs | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | |
| Details of Avionics Installed | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | |
| Instrument, Data & Equipment (IDE) Form | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | |
| Copy of Insurance Cover | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | |
| Purchase Order (for organisation with an existing arrangement with the CAA) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | |
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1. List of Modifications and Repairs [Refer to Guidance Note 3]

The list of Type Certificate Holder SBs, customer options etc. can be attached separately and does not need to be in this format.

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| --- | --- | --- | --- | --- | --- |
| Mod/Repair Reference | Major /Minor / Standard | Description | AFM supp? | AMP update? | CAA Approval # |
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Guidance Notes

IMPORTANT: These notes are provided to assist in the completion of this Form. They do not override or supersede any airworthiness regulation. If in doubt, always refer to the regulations as applicable. This information is freely available on CAA website (www.caa.gov.mv).

Applications are processed in order of receipt. It is therefore in the interest of the applicant to submit the application as soon as all details are known. *Applicants should be aware that unless all entries are completed accurately and all necessary documentation supplied, CAA will not be able to process the application.* In this event the applicant will be notified accordingly and the application held until such time as all information is supplied.

Note 1 - C of A Subsequent Issue - Definitions

The issue of a Certificate of Airworthiness is defined as a subsequent issue if the application meets one of the following criteria:

* When the aircraft has been operating overseas for any period of time on another register but has previously been issued with a C of A; or
* When the aircraft has been de-registered for any purpose;
* When the C of A has previously been revoked.

Note 2 - Airworthiness Transfer Documentation

Please do not send original documents. Copies are sufficient to accompany the application. Original documents will be viewed by the Surveyor at the time of survey.

Note 3 - Modifications to the initial build standard and Repairs

Details should be given of any significant modifications (for example additional, replacement or modified systems or equipment), which have been embodied on the aircraft since original manufacture, including Supplemental Type Certificates (STC).

Any modifications listed must be supported by documentation defining the modification, demonstrating its approval status, and including any applicable flight manual supplements.

It is important to declare all known modifications made to the aircraft in this section of the form. Failure to do so can delay the issue of a Certificate of Airworthiness. In addition, providing the supporting documentation for modifications will assist CAA in processing the application with minimum delay.

All modifications to the aircraft must be approved. It is the owner's responsibility to establish and demonstrate that the modifications have been. The basis of approval (NAA Approval reference, CAA Modification reference number, etc.) should be identified for the declared modifications. Modifications installed that do not have the appropriate approval will need to be approved prior to issue of the Certificate of Airworthiness.

If no additional equipment has been embodied, please state 'None'.

Note: On aircraft imported from the United States of America, modifications are often approved by FAA Form 337 field approvals. Such field approvals are not acceptable in isolation and must be approved by CAA in accordance with normal modification approval processes.