

#	Para	Comment Provider	Comment / Justification	Response	Resulting Text
1	M.A.1	TMA	Licensed Air Carrier definition for operations CAT other than Licensed Air Carrier is contradictory with GM M.A.201 Responsibilities (Quick summary Table) in column 3 (CAT other than Licensed Air Carrier)	NOT ACCEPTED The definition is in the definitions paragraph. The Table does not contain definitions.	No Change
2	GM M.A.201	TMA	CAT other than Licensed Air Carrier – provide examples of such operations	NOTED (a) refers to operations using gliders and balloons; and (b) refers to A-A operations such as photo flights etc.	No Change
3	M.A.302 M.A.304	TMA	Reference to 21.A.90B Standard Changes 21.A.431B Standard Repairs not found in current MCAR 21.	NOTED Changes to MCAR-21 ongoing.	No Change
5	GM M.A.708	TMA	Provide more clarity on “the status of aircraft design and maintenance should be adequately documented to support the performance of the quality system”.	NOTED	No Change
6	AMC M.A.306	TMA	AMC M.A. 306 (a) does not take into account of the Viking (OEM) Inspection Requirements Manual PSM 1-6-7 and CAA approved TMA AMP. Viking Manual calls for oil level check at every seven days although TMA carries out the oil level check, every day as opposed to what is stated in the current regulation (see below), the reason being that it is not practicable to check oil level when it cannot be monitored from the cockpit, on smaller aircraft. If OEM provides specific intervals which are more practicable, AMC must cover flexibilities offered by OEMs. Current Regulation: "AMC M.A.306 (a) section 3 (vi) requires to record of quantity of oil uplifted at the beginning and end of each flight.	NOT ACCEPTED Oil level check is different to oil uplift.	No Change
7	AMC M.A.614(a) M.A.614(c)	TMA	“and” missing between Maintenance - Airworthiness	ACCEPTED	Refer to the revised document
8	AMC M.A.614	TMA	AMC M.A. 614 - There is no sub para (b)	NOT ACCEPTED	No Change

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				Each paragraph does not require an AMC.	
9	AMC M.A.704	TMA	Last sentence does not make sense possibly, grammatical error	NOT ACCEPTED Could not find a grammatical error.	No Change
10	-	IASL	Proposed changes are acceptable	NOTED	No Change
11		Villa	Independent inspections – Clarify on which organisation is responsible to determine independent inspections.	NOTED This is an activity that has responsibilities at different levels. For example a certifying staff could request an independent inspection if he or she is fatigued. A CAMO can decide which tasks require independent inspections based on experience and OEM data. The same could be for a MCAR-145 organisation.	No Change

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.