

#	Para	Comment Provider	Comment / Justification	Response	Resulting Text
1	ToC	IASL	Include 145.A.36 and 145.A.40 in the Table of Contents.	Accepted	ToC updated
2	N/A	TMA	The proposal is acceptable without change	Noted	No Changes
3	N/A	Villa	The revised regulation gives references to regulations still not updated in other parts. For example MCAR-M.A.901(l) does not exist.	Accepted. MCAR-M is currently under review and these references are planned to be updated with that change.	No Changes in MCAR-145
4	145.A.30(e)	Villa	What is the personnel requirement for AMP development for 145? Currently all AMPs are developed by CAMO. Will the AMO need to have maintenance programme development staff or is this requirement applicable only when the AMO has been subcontracted by a CAMO for the development of maintenance programmes?	Noted. This changes is applicable to AMOs that wish to develop AMPs for ELA2 aircraft not involved in commercial operations so the owner can do everything in one shop.	No Changes
5	GM 145.A30(e)6	Villa	Why change from critical tasks to critical maintenance tasks. And what is the difference of the following three terms in CAA regulations. 1. Critical Task 2. Critical Maintenance Task 3. Flight safety sensitive maintenance task.	Noted. Under the new issue, An AMO can do both maintenance and maintenance management functions. This clarifies the applicability. In this context M.A.402 flight safety sensitive maintenance task and critical maintenance task are same.	No Changes
6	AMC 145.A.42(a)	Villa	VA would like to request to include JAA form 1 as an equivalent to CAA Form 1. EASA still recognizes and accepts the JAA Form 1.	Not Accepted. The CAA feels the current process for accepting JAA Form 1s is adequate given there was only one instance in 10 years.	No Changes

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7	145.A.48	Villa	VA requests an explanatory note on the requirement of 145.A.48 and need a discussion regarding this requirement. Some areas include: 1. Authorized persons - Is there a qualification requirement for Authorized Persons issuing a sign off. 2. Sign Off - What does this pertain to?	Noted. Discussions held on 4 April 18. For definition of 'sign-off' refer GM 145.A.48. For qualification requirements refer to AMC4 145.A.48(b) paragraph b.	No Changes
8	AMC4 145.A.48(b)	Certifying Staff	Paragraph (d) – Reinspection The CAA should have adequate oversight measures to ensure 'reinspection' procedures are not abused.	Noted.	No Changes
9	Effectivity	AGO	The effective date should be a date later than the date on which the regulation is published in the Gazette.	Accepted.	Date changed to 1 June 2018
10	Foreword	AGO	The full title of the Act 2/2012 should be used.	Accepted.	Maldives Civil Aviation Authority Act included.
11	Foreword	AGO	The title in the front page of the regulation should match how it is cited in the Foreword.	Accepted.	Titles updated.
12	Foreword	AGO	Include definitions and abbreviations in MCAR-1	Accepted.	MCAR-1 includes the definitions and abbreviations.

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.