

#	Para	Comment Provider	Comment / Justification	Response	Resulting Text
1.	-	IASL	The proposal is acceptable without change.	<u>Noted</u>	No Changes
2.		Manta	The proposal is acceptable without change.	<u>Noted</u>	No Changes
3.	MCAR-A	TMA	"Appendix V and VI of MCAR-66" reference given on PDF page#10 of MCAR-A Airworthiness regulation, may be removed as these appendixes are reserved.	<u>Not accepted</u> There is a possibility we have to use this Appendix in the future.	No Changes
4.	AMC M.A.301	TMA	Typo in the reference. AMC M.A.301(1) (a) Continuing airworthiness tasks	<u>Accepted</u>	AMC M.A.301(a)
5.	M.A.307	TMA	"that the" repeated 2 times, repetition need to be deleted. MCAR-M.A.307 Transfer of aircraft continuing airworthiness records a) When an aircraft is permanently transferred from one owner or operator to another, the transferring owner or operator shall ensure that the that the continuing airworthiness records referred to in point M.A.305 and,....	<u>Accepted</u>	ensure that the continuing
6.	AMC1 M.A.708(c)	TMA	Old references [M.A.301 paragraphs (2), (3),(5) and (6)] need to be replaced with new revised references[M.A.301(b), M.A.301(c), M.A.301(f) and M.A.301(g)].	<u>Accepted</u>	M.A.301(b), M.A.301(c), M.A.301(f) and M.A.301(g)

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			AMC1 M.A.708(c) Continuing airworthiness management 1. in case of complex motor-powered aircraft, aircraft used for CAT operations, aircraft used for commercial specialised operations and aircraft used by commercial ATO, the provisions of M.A.201 establish that a CAMO is required. This CAMO is in charge of the continuing airworthiness management and this includes the tasks specified in M.A.301 paragraphs (2), (3), (5) and (6).		
7.	AMC M.A.803	TMA	<p>Incorrect reference to AMC M.A.803 need to be removed M.A.801(b)3 (certificate of release to service).</p> <p>AMC M.A.803 Pilot-owner authorisation 4. An equivalent valid pilot license may be any document attesting a pilot qualification issued by another state and recognised by the CAA. It does not have to be necessarily issued by the CAA, but it should in any case be issued in accordance with the other State's system. In such a case, the equivalent certificate or qualification number should be used instead of the pilot's licence number for the purpose of the M.A.801(b)3 (certificate of release to service).</p>	Accepted	M.A.801(b)2
8.	MCAR-M.A.901	TMA	Point 3) of MCAR-M.A.901 seems incomplete.	Accepted certifying staff

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			MCAR-M.A.901 Aircraft airworthiness review (Cont'd) (i) Where the CAA issues the airworthiness review certificate itself in accordance with points (g) or (h) or after assessing the recommendation in accordance with point M.B.901, the owner or operator of the aircraft shall, where necessary for those purposes, provide the CAA with: 1. any documentation required by the CAA; 2. suitable accommodation at the appropriate location for its personnel; 3. the support of the certifying		
9.	AMC1 145.A.42(a) in TOC	TMA	There is body content added to TOC of AMC1 145.A.42(a), which needs to be deleted from TOC.	<u>Accepted</u>	TOC corrected
10.	AMC1 145.A.42(a)(ii)	TMA	Body text written in bold letters and prevailing heading merged with that line. Please do the needful. AMC1 145.A.42(a)(ii) being installed on an aircraft that was involved in an incident or accident likely to affect the component's serviceability. AMC1 145.A.42(a)(iii) Components	<u>Accepted</u>	(5) being installed added and heading formatting removed
11.	MCAR-145.A.48(d)	TMA	Typo error needs to corrected between MCARM. A.304 and MCAR-M, " of " should be added "MCAR-M.A.304 of MCAR-M". MCAR-145.A.48(d) damage is assessed and modifications and repairs are carried out	<u>Partially accepted</u>	MCAR-M.A.304 or MCAR-ML.A.304

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			using data specified in point MCAR-M.A.304 MCAR-M or ML.A.304 of MCAR-ML, as applicable.		
12.	MCAR-66 Foreword	TMA	Para 3 "Foreword " of needs to be corrected as "Certifying Staff ' Existing aviation requirements in the field of airworthiness as listed in 'MCAR-66 Aircraft Maintenance Licencing' 15 November 2021."	<u>Accepted</u>	MCAR-66 Certifying Staff
13.	MCAR-66.A.40	TMA	Appendix V is reserved, however the reference given in MCAR.66.A.40, may be removed if not relevant. (b) The holder of an aircraft maintenance licence shall complete the relevant parts of CAA Form19 (see Appendix V) and submit it with the holder's copy of the licence to the CAA.	<u>Not accepted</u> There is a possibility we have to use this Appendix in the future.	No Changes
14.	M.A.302(i)		ICAO finding states that the Maldivian regulation does not require HF principles in AMP.		(i) The design and application of the operator's maintenance programme shall observe Human Factors principles

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.
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