



**Civil Aviation Authority
Republic of Maldives**

Airworthiness Section

Airworthiness Notices

Issue 1.15, 4 January 2026

List of Amendments

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List of Effective Pages

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Chapter 0 — GENERAL INFORMATION

AN 00-01 Civil Aviation Code of Practice

The Civil Aviation Code of Practice which sets out the standards and levels of service, which both the aviation industry and individuals may expect from the Airworthiness Section of the Civil Aviation Authority, can be viewed from <https://caa.gov.mv/code-of-practice>.

AN 00-02 Code of Practice Performance Report

It is the aim of Airworthiness section to achieve the specific service standards on 90% of the occasions. Performance against these for the year 2025 is outlined in this document.

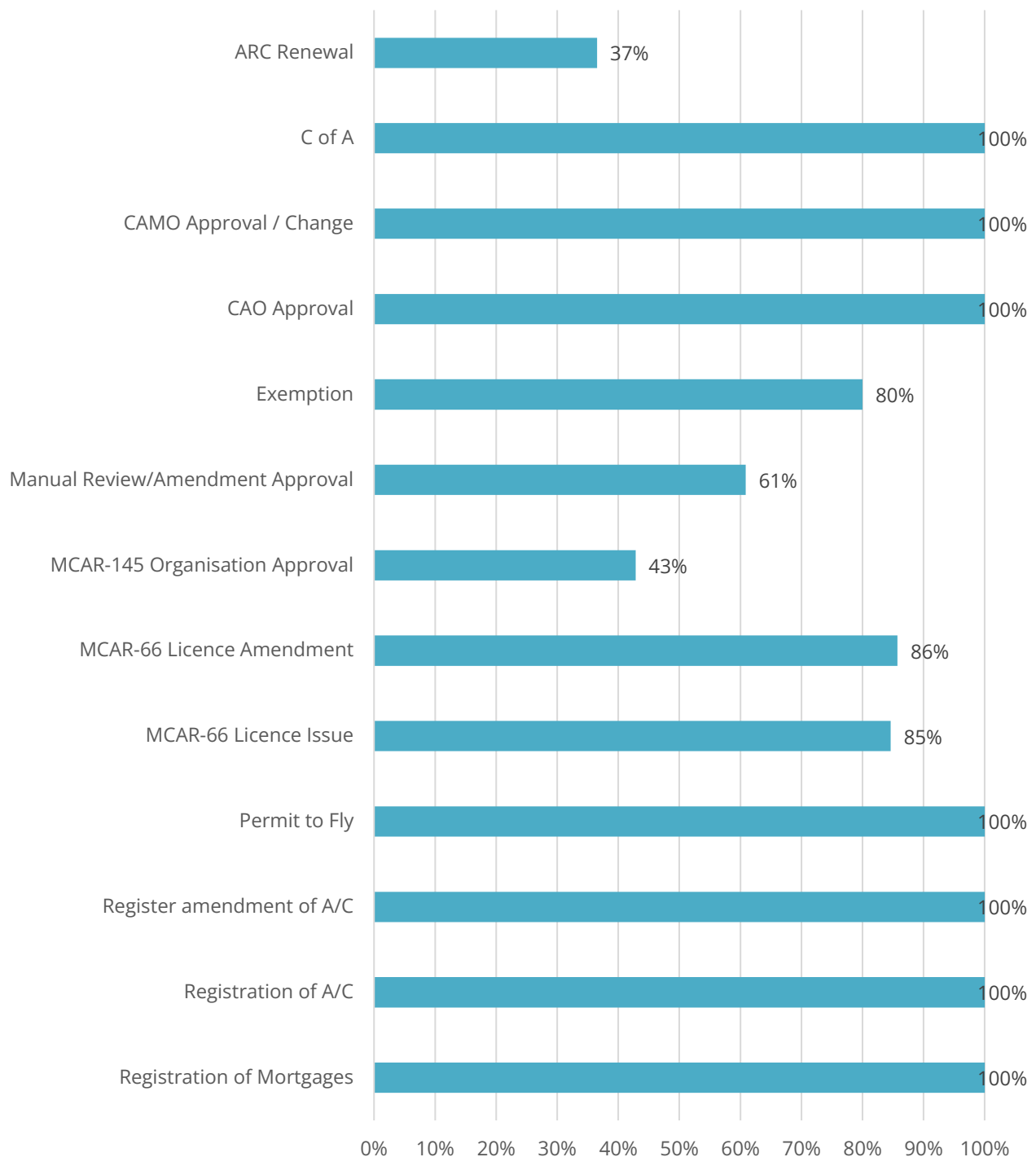
Table 1: Performance Achieved (2025)

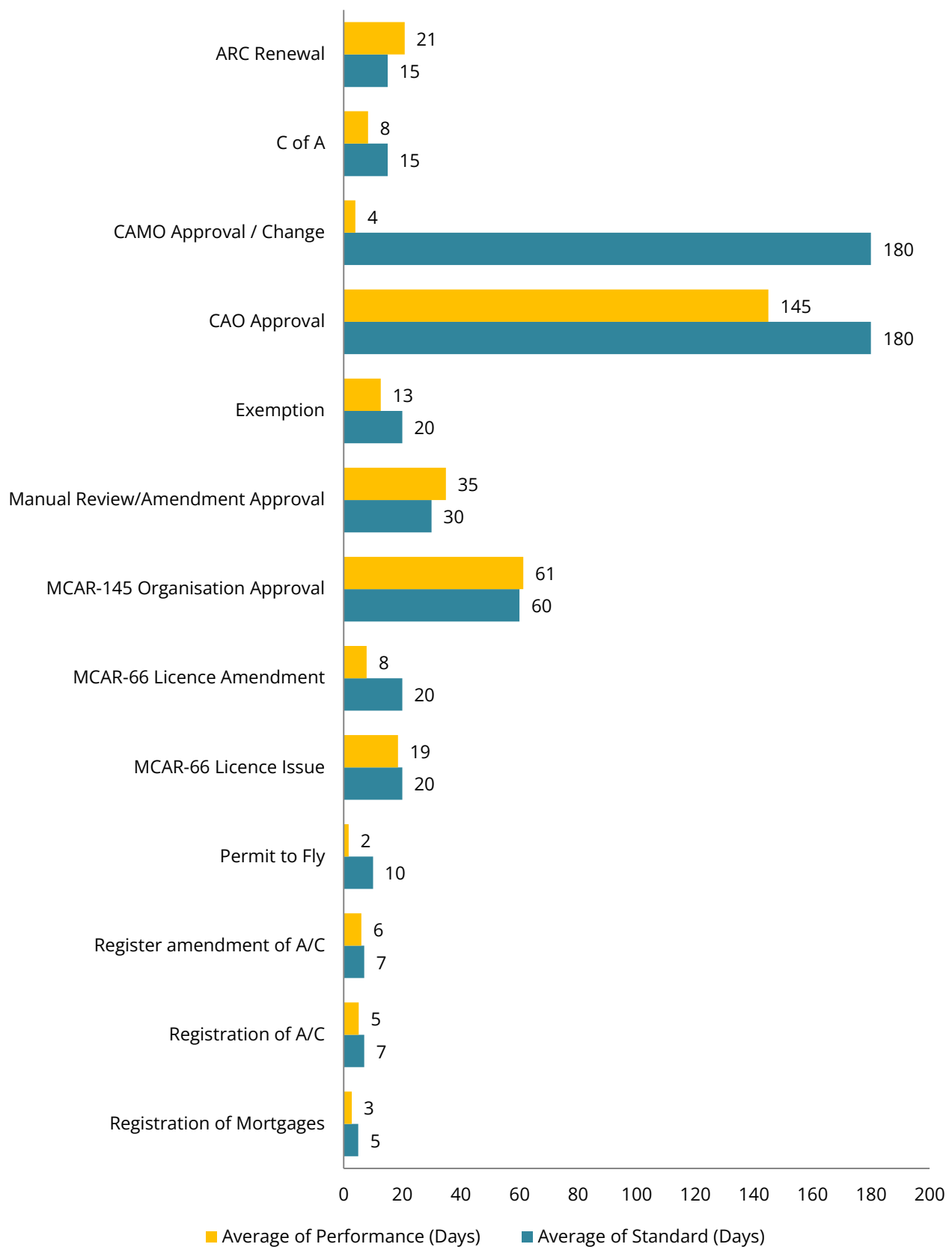
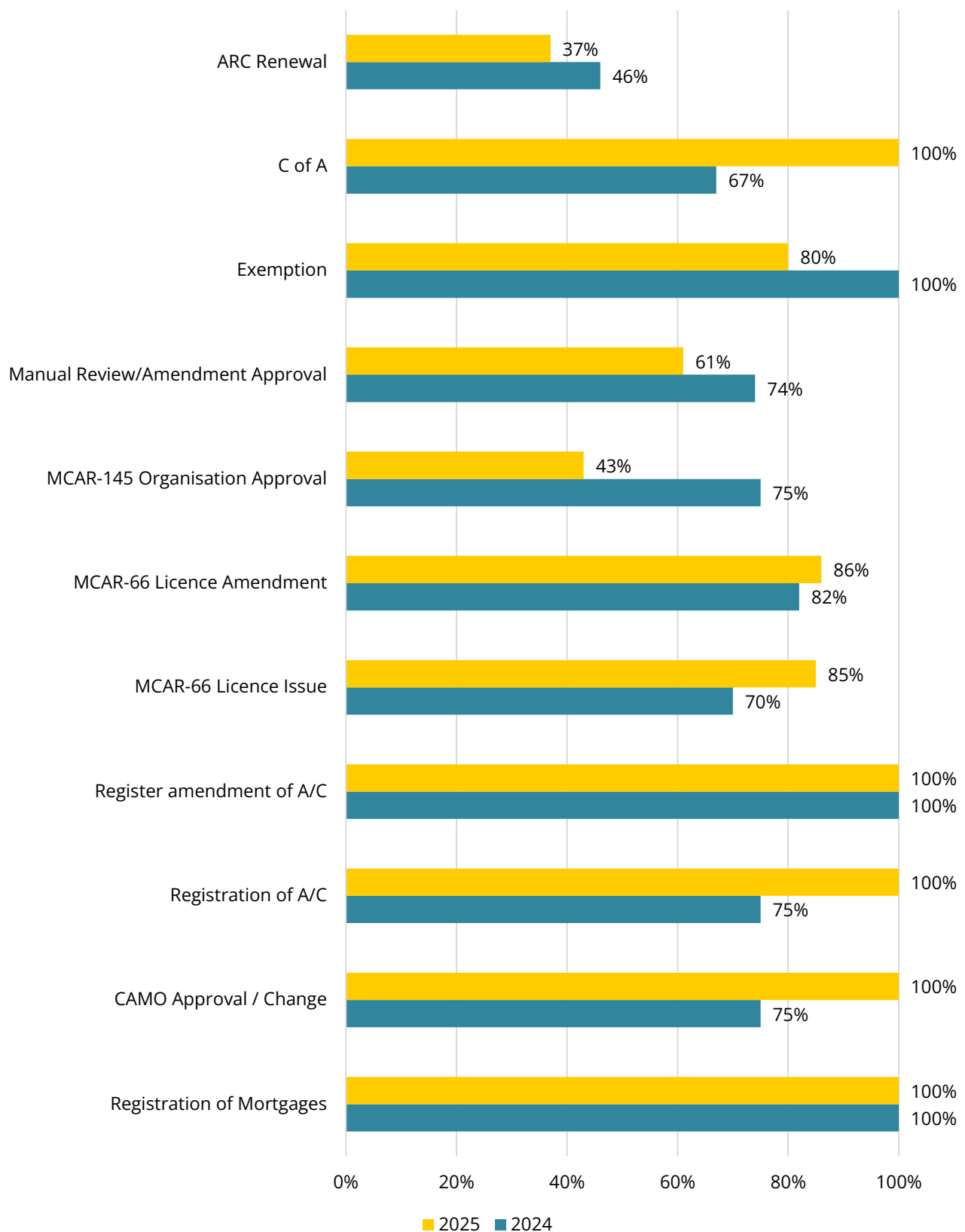
Table 2: Performance vs. Standards (2025)

Table 3: Performance Achieved (2024 v 2025)

AN 00-03 Adopted Material

This notice lists guidance issued by various National Aviation Authorities that have been adopted by the Authority. Their validity will be reviewed annually, and if necessary, the below table will be amended.

#	Origin	Purpose	Revision Status	Owner
01	EASA AMC 20-6B	ETOPS Operations	Amendment 23	EASA
02	EASA AMC 20-24	ADS-B equipment certification	Amendment 23	EASA
03	EASA AMC 20-25	Electronic Flight Bags (EFB)	Amendment 23	EASA
04	EASA User Guides	EASA Guidance on specific technical requirements	Various <i>Refer link below</i>	EASA
05	ICAO Doc 9365	Low Visibility Operations (LVO)	4 th Edition	ICAO
06	ICAO Doc 9574	RVSM Operations	3 rd Edition	ICAO
07	UK CAA CAP 562 Leaflet 5-60	Condition monitored maintenance	Rev. 15 April 2011	UK CAA
08	UK CAA CAP 562 Leaflet D-40	Storage conditions for aeronautical supplies	Rev. 15 April 2011	UK CAA

All adopted materials except ICAO Docs can be accessed [here](#). ICAO Docs can be purchased directly from [ICAO Store](#).

Basis of adoption

- ICAO – Documents adopted as a Contracting State to the Chicago Convention.
- EASA – Documents adopted from EASA are based on MoU between EASA and Maldives Civil Aviation Authority on closer cooperation in regulatory harmonisation and technical support in the area of aviation safety.
- UK CAA – Documents adopted from UK CAA are under general terms of use by UK CAA on their website <https://www.caa.co.uk/our-work/information-requests/copyright-information/>

AN 00-04 Nominated Persons

This Notice is issued to bring clarity on the procedure used by the CAA to accept nominated persons working in organisations with the principal place of business in Maldives.

- a. Nominated persons identified in MCAR-CAMO, MCAR-CAO, MCAR-145 or MCAR-147 should have their credentials submitted on a CAA form 4.
- b. Persons Nominated shall represent the management structure of the organisation and be responsible for all functions specified in the relevant regulation. The organisation shall inform the CAA if there are any changes to the functions or reporting lines of these persons.
- c. Persons Nominated should have the knowledge, background and experience necessary for the functions specified in the relevant regulation.
- d. Persons Nominated shall be resident in the Maldives. Proof of residency must be provided in the form of a tax statement from Maldives Inland Revenue Authority (MIRA).

Nominated Persons that cannot demonstrate residency in the Maldives will automatically lose their CAA Form 4 approved by the CAA. However, persons that already hold a CAA Form 4, but are unable to demonstrate residency as specified above, have six months from the date of this Notice to demonstrate residency.

- e. Persons Nominated for the compliance monitoring functions and safety management functions shall not perform production or operational functions within the scope of the management system.

Chapter 21 — INITIAL AIRWORTHINESS

AN 21-01 Import Requirements

Acceptance of Civil Aircraft

These Import Requirements are applicable to civil aircraft types, including any installed product, part, or appliance, which have been issued or are eligible for Type Acceptance Certificate in accordance with MCAR-21 Subpart B, where application has been made for the issue of Certificate of Airworthiness under MCAR-21 Subpart H.

CAD shall be consulted before purchasing or leasing aircraft that do not meet the requirements of this Notice. Aircraft purchased without prior consultation and agreement with CAA may not be authorised for import. A completed CAD Form ATC-02 shall be submitted with the application to import an aircraft.

New Aircraft

For an aircraft which is the "First of Type/Variant" to be type accepted by CAA, the required documentation in both Tables A and B below must be provided to CAA in accordance with MCAR-21.A.15.

For a "Series" aircraft (i.e., an aircraft type previously accepted by CAA), the required documentation in Table B must be provided.

Note: The documentation is only required only if it relates to, and is required by, the type design for the specific aircraft.

Note: A copy of the items marked * shall be retained by CAA. Items marked ** shall be viewed only at the time of Certificate of Airworthiness issue but must be retained by the aircraft owner/operator.

Table A

#	Document/Publication	Comments	
1	Type Certificate		*
2	Maintenance Manual		*
3	Illustrated Parts Catalogue		*
4	Overhaul Manual		*
5	Structure Repair Manual		*
6	Non-Destructive Testing Manual		*
7	Wiring Diagrams Manual		*
8	Maintenance Review Board Report		*
9	Maintenance Planning Document		*
10	Service Life & Time Limits Manual	Unless date is contained in another manual	*

11	Flight Manual		*
12	Electrical Load Analysis Report		*
13	Noise Type Certificate	Including noise data, unless published in Flight Manual	*
14	A statement from the type certificate holder or manufacturer, undertaking to provide CAA with an ongoing revision service for the operating, maintenance and service documentation.		*

Table B

#	Document/Publication	Comments	
1	Export Certificate of Airworthiness	Transfer Documents referred in 21.A.174 will be accepted.	*
2	Copy of each Supplemental Type Certificate (STC) embodied on the aircraft/engine/and or propellers.	Applicant must establish NAA approval/acceptance of each STC.	*
3	Statement of Compliance with Airworthiness Directives (ADs).		*
4	Certification Maintenance Requirements (CMR).	CMR status and compliance, as applicable to aircraft type.	*
5	Aircraft / Engine / Propeller / APU Log Books		**
6	Weighing Report	Individual aircraft weighing record	**
7	Flight Test Report	For new aircraft, a copy of manufacturer's Flight Test completion declaration.	*
8	Declaration of compliance with Additional National Requirements.		*
9	Statement of compliance with ADS-B	ADS-B equipages shall meet certification standards in EASA AMC 20-24 or FAA AC 20-165.	*
10	Statement of compliance with PBN	Specify RNP-1 etc.	*
11	Cabin Configuration Control	Copy of configuration drawing (LOPA)	*
12	Radio Equipment List	Including approval status	*
13	Software Criticality List	Class 1, 2 and 3 Software declaration	*
14	Statement of Conformity		*
15	List of Derogations, Waivers and Exemptions from the Type Certificate and/or Additional National Requirements.	Must be authorized in writing by CAA/State of Registry.	*
16	Compass Check Certificate		**

Used Aircraft

In addition to the documentation specified in Table B, the required documentation specified in Table C below must also be provided for used aircraft.

Note: The documentation is only required only if it relates to, and is required by, the type design for the specific aircraft.

Table C

#	Document/Publication	Comments	
1	Aircraft/Engine/Propeller Records	Records containing total time in service and status of life limited parts. Time since last overhaul and current inspection status.	**
2	Component Overhaul/Life Limit Status	Details of lives remaining and modification status.	**
3	Previous Maintenance Records	Work Packs and Log Books	**
4	Modification Status Report	Major modifications previously embodied by Owner(s) / Operator(s), including approval status.	**
5	Repair Records	Major repairs previously embodied by Owner(s) / Operator(s), including approval status.	**

Lost historical records – DHC-6-100/200/300 aircraft

This section specifies how the CAA treats import of DHC-6-100/200/300 aircraft with incomplete maintenance records.

Cases with minor defects such as few hours or cycles missing, presents no issues. In the case of significant defects in hours and cycles, the CAA has dealt with it in several ways.

Option A

Confirm the hours and cycles from the National Aviation Authority of a State with an ICAO USOAP score of 60% or above. This could be on an export document such as an ARC, CofA or Export CofA. In such a case the CAA must be informed prior to import. The CAA may ask to complete all EMMAs. This to ensure the CAA is aware of the import conditions and there are no surprises at the CAA inspection.

Option B

Where it is not possible to get an export document certifying the current hours and cycles, the CAA can offset the missing time/cycles and import. The CAA may ask to complete all EMMAs. This is usually not an economically sound option where the missing time/cycles is large.

Option C

CAA will reject cases where the defects are so huge rectifying them is an extremely difficult job. An example is where an aircraft had 13000 Hrs missing and no export document.

AN 21-02 Aeronautical Radio Licences

The Civil Aviation Department has been appointed by the Communication Authority of Maldives to issue aircraft radio station licence in the Maldives via a memorandum of understanding signed on 16 September 2010.

In the first stage of implementation CAD will issue aeronautical station licenses to all aircraft on the Maldivian register as required under article 29 (e) and 30 of the Chicago Convention.

To expedite this process all operators are requested to apply for radio licence via CAD Form DAP 1902 and the applicable fees with every ARC extension or initial C of A application. Operators are advised to indicate the equipment make, model, frequency range, power, emission class and (E)TSO number for each equipment to comply with the Telecommunication Act.

Chapter 66 — LICENCING

AN 66-01 Modification of MCAR-66 Licences**Changes to Type Rating List**

Modifications introduced to "Aircraft Type Rating List" which results in changes to an aircraft type rating or to an engine designation in the rating of a licences already issued, the rating on the licence may be modified in the next renewal or when the licence is re-issued, unless there is an urgent reason to modify it.

Example: The previous Type Rating List stipulates ATR 42 and ATR 72 as one type. However, later amendments have split this to ATR 42 and ATR 72 as two separate type ratings. Licences with ATR-42/72 as a single type will be modified at the next renewal or re-issue and applicable new type ratings will be issued.

Errors in Licences

Immediate steps will be taken, in consultation with concerned parties, to modify/withdraw MCAR-66 licences identified to have any mistakes and/or typographical errors. This will be applied to licences issued after 01 December 2011.

AN 66-02 Unapproved Aircraft Maintenance Training Organisations

The CAA has received numerous queries in relation to the policy changes affecting maintenance training at unapproved training schools. The purpose of this revision is to clarify the policy changes to prospective students.

The CAA made the policy changes to maintain a high common standard in maintenance licensing as such unapproved training organisations do not meet the basic requirements of MCAR-147 nor include a significant practical element in their training courses. Further, training at approved schools places prospective students at a long-term financial advantage due to the shortened experience requirements.

The two main policy changes were:

1. Skilled Worker route: The CAA will not accept qualifications gained at maintenance training organizations not approved under MCAR-147 or EASA Part 147 for the purposes of issuing an MCAR-66 licence under the skilled worker route.

This change was made effective on 9 September 2013. Students undergoing such a qualification process prior to this date may continue to be qualified.

2. EASA Part 66 Modular Exams – The CAA will not accept EASA Part 66 modular exams unless they are a part of a full-time basic course at an approved EASA Part-147 organisation. This does not apply to EASA Part 66 exams held through the CAA.

This change was made effective on 1 March 2014. Students who have completed such modular exams prior to this date will not be affected.

3. UK CAA Part 66 Modular Exams – The CAA will accept Part 66 modular exams carried out at UK CAA exam centres provided these can be verified as authentic by the UK CAA. Applicants must bear the cost of the verification from the CAA. This change was made effective 12 March 2019.

Prospective students are encouraged to consult with the CAA prior to making firm arrangements with unapproved maintenance training organisations. The list of approved training organisations can be obtained from our website.

AN 66-03 EASA Part 66 Modular Exams

The CAA has discovered serious irregularities in EASA Part 66 exams conducted by an EASA Part 147 Maintenance Training Organisation in the Maldives. The CAA, together with EASA, is investigating this breach of regulations.

The CAA is investigating instances of cheating, results manipulation, artificial adjustment of test scores using faked candidates, provision of MCQ/Essay papers to candidates prior to the exam in both sessions, release of results at the discretion of a candidate, undue assistance from instructors, extra answer sheets and examinations at instructor's hotel room among other irregularities.

EASA has also confirmed that some of the allegations are true and these breaches of regulations are of such significance, the Competent Authority of the Part 147 has deemed all the certificates pertaining to Maldives as invalid.

In light of this investigation, the CAA has taken serious steps to maintain the standard and credibility of MCAR-66 Licences.

1. Licences that do not meet the basic knowledge requirements of MCAR-66.25 will be changed/withdrawn.
2. Effective 1 March 2014, the CAA will not accept EASA Part 66 modules as equivalent to the knowledge standard of MCAR-66 under MCAR-66.25(b) unless (a) such exams are conducted under the supervision of this Authority or (b) they are part of a full time EASA Part 147 basic course or (c) they are exams conducted by the UK CAA at their examination centres and can be verified by the UK CAA as authentic.
3. Notwithstanding paragraph 2, the restrictions do not apply to candidates who have already made confirmed arrangements with EASA Part 147 training organisations. These arrangements shall be communicated to the CAA prior to 28 February 2014.

The CAA may take additional enforcement actions and administrative measures at the conclusion of the investigation.

AN 66-04 Reduction of the experience requirements for an MCAR-66 licence

EASA has published new guidance on the reduction of experience requirements for the issue of a Part-66 licence. The CAA has decided to adopt this guidance.

There are several scenarios possible depending on the particular case. Here are some of the most probable cases for category B1 or B2:

Case No 1 (baseline – standard case): The applicant completes the whole basic knowledge course (including the training, practical assessments and basic modules examinations) in an approved MCAR-147 maintenance training organisation.

Result: The Certificate of Recognition (CoR) of the basic course completion is issued by the organisation. The applicant can apply for the MCAR-66 licence with 2 years of maintenance experience.

Case No 2: The applicant completes the basic training in two different MCAR-147 AMTO (including the examinations).

Result: The CoRs for the successful examination of each individual module are issued (by different AMTO), but not the CoR for the basic course completion. The applicant does not benefit from the experience reduction and have to fulfil the requirement of 5 years.

Case No 3: The applicant has completed a full basic training course in one approved MCAR-147 organisation. Unfortunately, the candidate was not in a position to successfully pass the full examination process (all modules).

Result: In this case the applicant would receive a CoR for basic training only as well as the CoRs related to the modules successfully passed in that approved MCAR-147 organisation. The examination for the missing modules may be successfully passed in accordance with AN 66-03 or at an MCAR-147 organisation with issuance of the related CoRs thereof. The combination of all these CoRs is sufficient for the CAA to recognise the training course as successfully “completed” and to grant the maximum credit for the experience (only 2 years needed) for the issue of the license.

Case No 4: The applicant did not attend an MCAR-147 basic training course but only took examinations in accordance with AN 66-03.

Result: The applicant would receive several CoRs for the successful examination of individual modules from one or more approved MCAR-147 organisations or the CAA. No credit of experience as per 66.A.30 will be granted. Standard 5 years of experience will be required.

AN 66-05 Category C aircraft maintenance license through academic route

MCAR-66.A.30(a)5 permits an applicant to obtain a Category C licence through the academic route.

1. Knowledge requirements

The applicant must complete all applicable MCAR-66 modules.

2. Experience RequirementsActual Maintenance

66.A.30(5) specifies "experience working in a civil aircraft maintenance environment". There is no specific regulatory requirement for an applicant for a Cat C licence through an academic route to have any physical maintenance experience, however it would be preferable if such a person had at least some exposure to the conditions and "feel" of what it is like to carry out a maintenance activity on an aircraft.

Work Areas

AMC 66.A30(a)1 specifies the representative selection of tasks should include the observation of hangar maintenance, maintenance planning, quality assurance, record-keeping, approved spare parts control and engineering development.

It is expected from any prospective applicant to have covered all items listed in the AMC *and* to a good depth of knowledge.

Observation of Base Maintenance

Six months of base maintenance can be split to be spread over the three years of overall experience required by 66.A.30 (5). This would have to be detailed in the evidence supplied as below.

The six months can be broken down into hours for ease. The CAA uses 780 hours. This is based on 26 weeks x 5 days x 6 hours, but you may decide on a different scale. This allows the observation of hangar maintenance to be performed as a part time activity, adding up to the equivalent of 6 month over a longer period.

Logbook

A logbook will speed up application processing by the CAA but is not required by the rule. The applicant will however have to provide some means of demonstrating how he/she has met the requirements of MCAR-66.A.30 which will be retained on the applicants file for verification and audit purposes.

Complex Motor-Powered Aircraft (CMPA)

Dedicated experience is required for CMPA and non-CMPA but cannot be combined.

AN 66-06 Acceptance of Part-147 Certificates of Recognition affected by Brexit

This Notice applies to MCAR-66 license applicants who joined an EASA Part-147 school in the UK prior to Brexit but were given UK CAA Certificates of Recognition due to Brexit. The Maldives CAA will accept UK Part-147 Certificates of Recognition for basic training courses affected by Brexit provided:

- a. The student was enrolled in an EASA Part-147 approved basic training course prior to Brexit.
- b. The school lost the EASA Part-147 approval purely due to Brexit. In other words, the school did not lose the EASA approval because the school was not able to comply with the provisions of EASA Part-147 but chose to pursue the UK CAA Part-147 approval instead.
- c. The school remained under the oversight of the UK CAA for the whole duration of the course.
- d. The Certificate of Recognition was issued between 31 December 2020 and 31 December 2023.
- e. the Certificate of Recognition was issued under UK CAA Part-147 approval and the course was conducted according to EASA Part-66 and EASA Part-147 standard. This means the Certificate shall state that the school is approved to provide training and conduct examination in accordance with Annex IV (Part-147) of Regulation (EU) No 1321/2014, and the student has passed basic training course in compliance with Regulation (EC) No 2018/1139 and Regulation (EU) No 1321/2014.

Notes:

1. Background on Brexit is available on the [UK CAA website](#), [EASA website](#), [EUR-Lex website](#) and the [Withdrawal Agreement](#).
2. EASA position on this subject can be available on EASA FAQ number [121058](#) and FAQ number [121050](#).

Chapter M — CONTINUING AIRWORTHINESS

AN M-01 ARC Extensions

Introduction

Please be informed that, from 1st April 2011 all operators are advised to exercise the privilege granted to them under MCAR-M.901(f), which essentially states that all organisations managing the continuing airworthiness of an aircraft may extend twice for a period of one year each time the validity of an airworthiness review certificate that has been issued by CAA.

CAMO Procedures

In order to acquire the privilege the CAMO should:

- Develop procedures to verify the aircraft has been in a “controlled environment” (M.901(b)). A sample verification statement is given in ARC Form 3
- Detail the retention method for these records
- Nominate (using a Form 4) an acceptable person to be authorised to perform the verification exercise and sign the extension of the ARC (CAA Form 15a)
- Develop a procedure to notify the CAA when the ARC has been extended
- Amend the CAME to include the above procedures and submit to the CAA for approval

ARC Form 3 (ARC Extension Verification Form) is made available on our website. This form shall be completed and sent to us within 10 days after extension with a copy of the extended ARC. Although this is an extension, CAA strongly recommends all MCAR-M Subpart G organisations to carry out a full Airworthiness Review of a significant sample of the fleet operated.

Dating Protocols

- Anticipation period is up to 30 days prior to expiry of the ARC
- ARC issue date is the day the ARC is extended
- Expiry date is 12 months from expiry date of last ARC

Expiry

It is also acceptable to perform the extension of an airworthiness review certificate after its expiration date, as long as all the conditions for the extension are met. Refer to AMC M.A.901(c)(2), (e)(2) and (f).

AN M-02 Human Factor Principles in Operator's Documents

Operators are required to observe Human Factor principles in the design and application of documents approved by the CAA. This is not applicable to ELA1 aircraft and balloon operators.

The following aspects should be taken into account in the design and application of the approved documents:

- written language, which involves not only vocabulary and grammar, but also the manner in which they are used;
- the typography and the layout have a significant impact on the comprehension of the written material;
- the use of diagrams, charts or tables replacing long descriptive text is advantageous to assist comprehension; and
- the use of colour in illustrations reduces the discrimination workload and has a motivational effect.

AN M-03 UK CAA Form 1

United Kingdom (UK) is no longer an EU Member state, and this has resulted in some changes regarding Form 1s issued by organisations based in UK.

It is not possible to amend MCAR-145 organisation MOE and add UK CAA Form 1 as an equivalent. This is because the equivalent Form 1s are defined in M.A.501 as EASA Form 1, FAA Form 8130 and Transport Canada Form 1.

The UK CAA Form 1 for newly produced parts is considered as an equivalent to EASA Form 1s under the Brexit agreement. Ref page 822 of the document. This means new parts with UK CAA Form 1 can be used on Maldivian aircraft. This provision does NOT apply to used parts, i.e. parts coming from a UK 145 after repair, overhaul etc.

Chapter 145 — APPROVED MAINTENANCE ORGANISATION

AN 145-01 MCAR-145 holders - Certification of used aircraft components

Regulation, policy and guidance to support MCAR-145 approval holders regarding applicability of AMC2 145.A.50(d) and certification of used aircraft components.

Introduction

AMC2 MCAR-145.A.50(d), (AMC2) addresses conditions under which components can be removed from an aircraft and be issued with an CAA Form 1, provided that they are approved by an appropriately rated MCAR-145 aircraft maintenance organisation (AMO).

The Regulation places the responsibility to correctly identify and follow the requirements on the AMO issuing a Form 1. There is a potential for the AMO to use AMC2 in a way it was not intended.

The guidance is designed to address any possible misinterpretation by outlining the circumstance each paragraph in AMC2 is designed to address and explain the application of AMC2 when certifying aircraft components ready for release to service.

Guidance

In accordance with MCAR-145.A.50(d), a certificate of release to service is issued by appropriately authorised staff at the completion of any maintenance on a component, whilst the component is off the aircraft. It is assumed that some maintenance would have been performed on the component to establish that it is in a serviceable condition and ready to be installed on an aircraft.

However, MCAR-145 provides for release of a used aircraft component to service, using CAA Form 1 as the release document, without any substantive maintenance being performed. This is on the basis that conditions detailed in AMC2 to MCAR-145.A.50(d) have been satisfied, assuring the component's serviceability.

The term 'maintenance' is defined in MCAR-1 as any one or combination of overhaul, repair, inspection, replacement, modification or defect rectification of an aircraft or component, with the exception of pre-flight inspection.

AMC2 refers 'Maldivian registered aircraft' and a 'serviceable aircraft'. These two concepts are not defined in the Regulation and therefore prone to be misconstrued, particularly when being considered in isolation. To help provide some clarity the two concepts are expanded on below, within the context of MCAR-A Subpart B-Continuing Airworthiness.

The concept of Maldivian registered aircraft

For the purpose of the AMC2, a Maldivian registered aircraft is considered an aircraft which:

1. has been registered in Maldives, and

2. the aircraft has gone through a process of establishing its conformity with the Maldivian system by means of having an Maldivian Certificate of Airworthiness (CofA) issued by Maldives CAA.

Through the issuance of an Maldivian CofA, the aircraft is certified as being in compliance with its Type Certificate which itself would have been accepted by CAA. A valid Maldivian CofA therefore confirms aircraft compliance with Maldivian safety standards. This process ensures that the aircraft safety and airworthiness assessment is carried out at the point of entry on to the Maldivian aircraft register.

The concept of a serviceable aircraft

AMC2 para 2.6 refers to used aircraft components removed from a 'serviceable aircraft'. When looking at serviceability of an aircraft, serviceability of its components must be assured. AMC2 2.6(b) states that 'the aircraft component may only be deemed serviceable if the last flight operation with the component fitted revealed no faults on that component/related system'. A full compliance with subparagraph 2.6.1 is required for the component to be deemed serviceable.

A serviceable aircraft is one which has been admitted into the Maldivian system via a CofA, (M.A.904 applies for aircraft imported from a foreign country) and is in an airworthy condition (as per ICAO Airworthiness Manual doc 9760, meaning it conforms to its approved design and is in a condition for safe operation). A component removed from such an aircraft can be deemed serviceable and airworthy through the mechanism provided for in para 2.4 – 2.7.

The first determination in assessing applicability of AMC2 to used aircraft components is whether the aircraft from which the components have been removed is registered in Maldives.

Maldivian registered aircraft with valid Maldivian CofA

The second determination is linked to the airworthiness status of the aircraft and the issue of a Maldivian CofA. If a valid CofA has been issued at the point of entry on to the Maldivian aircraft register it means that the aircraft has been determined to conform with the applicable Maldivian Regulations. Providing that the aircraft is maintained in a serviceable condition AMC2 para 2.6 can be applied. Serviceable used aircraft components can be removed and certified by an A-rated AMO for aircraft within the scope of their approval.

Maldivian registered aircraft with no valid Maldivian CofA

It is possible for an aircraft to be on the register of Maldives whilst its Maldivian CofA has been surrendered or is no longer valid, for example when the Airworthiness Review Certificate (ARC) validating Maldivian CofA has expired or it has not been renewed or extended.

Given that such aircraft has held a valid Maldivian CofA since entering the aircraft register of Maldives, the requirement for aircraft to conform to Maldivian accepted type design would have been satisfied. In this case AMC2 2.7 applies where serviceable used aircraft components can be removed and certified by an A-rated AMO with specific aircraft type approval.

Maldivian registered aircraft with valid Maldivian CofA, withdrawn from service

The same principle applies in cases where a component is removed from a Maldivian registered aircraft which, at the point of determination, has been removed from service though the aircraft has held a valid Maldivian CofA. The aircraft would have conformed with the applicable Maldivian Regulations and therefore serviceable used aircraft components can be removed and certified by an A-rated AMO with specific aircraft type approval following AMC2 para 2.7.

Maldivian registered aircraft that has not held a Maldivian CofA

However, if a Maldivian registered aircraft has never held a valid Maldivian CofA since entering that register, the aircraft's airworthiness and safety standard would not have been assessed in accordance with Maldivian regulations. Any component from such aircraft, although it can be removed by an A-rated AMO, it can only be certified by an appropriately rated B or C-rated AMO where the engine and components are specified within its approval, as stated in AMC2 para 2.8.

Aircraft not registered in Maldives

In line with the first determination, any component removed from an aircraft that is not registered in Maldives, AMC2 para 2.8 applies. An A-rated AMO can remove the component though only a B or C-rated AMO where the engine and components are specified within its approval can release it to service.

Aircraft components maintained by AMO with no MCAR-145 approval

Similarly, AMC2 para 2.8 is also applicable to any used aircraft component that is maintained by an organisation not approved in accordance with MCAR -145.

Leased or loaned serviceable aircraft components removed from an aircraft not registered in Maldives

The AMC is clear that in the case of serviceable aircraft components removed from an aircraft that is not registered in Maldives may only be issued with an CAA Form 1 if the component is leased or loaned from MCAR-145 approved AMO providing that the maintenance organisation retains control of the airworthiness status of the component. Such controlled component can then be loaned or leased with the intent to be installed on a Maldivian registered aircraft. In this case, subparagraph 2.6.2 of the AMC applies.

Used aircraft components removed from an aircraft involved in an accident or incident

Such components should only be issued with a CAA Form 1 when processed in accordance with para 2.7 and a specific work order including all additional necessary tests and inspections deemed necessary by the accident or incident. Such a work order may require input from the TC holder or original manufacturer as appropriate. This work order should be referenced in block 12.

Definitions and Abbreviations

Appropriately rated maintenance organisation – means an organisation with an approval class rating for the type of component or for the product in which it may be installed.

MCAR-145 approved maintenance organisation - a maintenance organisation approved by Maldives CAA under MCAR-145.

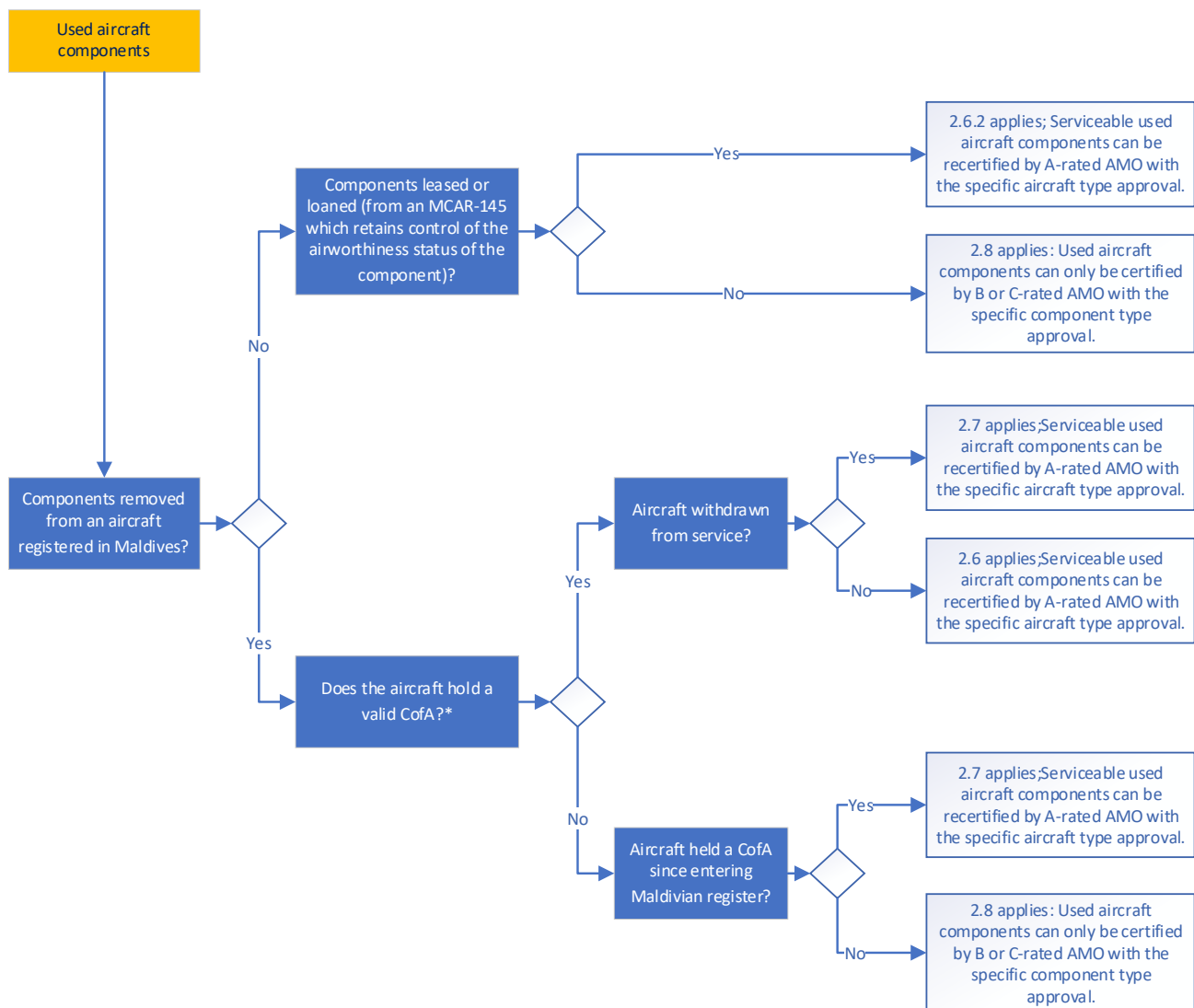
Serviceable aircraft – is an aircraft which has been admitted into the Maldivian system via a Certificate of Airworthiness and is in an airworthy condition, i.e. it conforms to its approved design and is in a condition for safe operation.

Serviceable aircraft component – a component that has been fitted to an aircraft which when it was last flown, no faults were revealed of the system within which the component operated.

Type design – the aircraft conforms to a type design approved under a type-certificate and any supplemental type-certificate, change or repair approved in accordance with MCAR-21 and is in a condition for safe operation.

MCAR-145 - Applicability of AMC2 145.A.50(d) and Certification of Used Aircraft Components

This flowchart is provided to aid the correct determination of applicable provisions.



* Paragraphs 2.6 and 2.7 of the AMC2 state 'aircraft components removed from a Maldivian registered aircraft'; In this context this means an aircraft issued with a Maldivian CofA as indicated in the decision box. A valid Maldivian CofA confirms that the aircraft has entered Maldivian system by means of conforming to its Type Design, as accepted by Maldives, and any changes thereto and has been maintained in accordance with a maintenance programme approved by the CAA.

AN 145-02 Suspected Unapproved Parts (SUPs)

1. Unapproved Parts

Suspected Unapproved Parts (SUP) includes products, components, or materials, from unknown, or suspect origin, or unserviceable critical components. The part itself or its associated paperwork can call it into question.

For the purpose of this Airworthiness Notice an Unapproved part is a part or material intended for installation on a type certificated product/aircraft, which has been neither manufactured according to approved procedures, nor conforms to an approved type design; or it fails to conform to declared specifications or accepted industry standards (i.e. standard parts).

Unapproved parts include, but are not limited to:

- a) Parts specified in the illustrated parts catalogues (IPC) of a type certificated aircraft, but which have been manufactured, reclaimed or reworked and then marked by an unauthorised source and provided with documents which indicate falsely that the part(s) are genuine and conform to the approved type design, or meet a particular industry standard and are offered for use as conforming with an aircraft manufacturer's authorised IPC.
- b) Parts shipped directly to users by manufacturers, suppliers, or distributors who do not themselves hold appropriate production approvals for the parts, and have not been authorised to make direct shipments to users or stockists by the Type Certificate holder, who alone has production approval, e.g. production overruns. This is a particular phenomenon in the United States.
- c) Parts which have not been maintained, overhauled or repaired in accordance with the requirements of approved airworthiness data and/or statutory requirements, or that have been maintained, overhauled or repaired by persons not authorised to perform and certify these functions.

When in doubt about the origin of a part, maintenance organisations, aircraft owners, operators, independent certifying staff, manufacturers, and parts suppliers should check the information in the SUP list before accepting the part into stock or fitting it to an aircraft.

If a part in the SUP list is held in stock, it should be quarantined until a determination can be made regarding its eligibility for installation.

The CAA cannot always resolve SUP cases, mainly due to the lack of required information. For example, when:

- A SUP with an allegedly forged Authorised Release Certificate comes from a foreign maintenance organisation, supplier or distributor and it is difficult to obtain feedback from the National aviation safety authority.
- The origin of the SUP is impossible to determine.
- A potential buyer has been sent an Authorised Release Certificate for pre-assessment and they believe that the documentation has questionable provenance indicating that an SUP case might exist.
- A part was unlawfully removed from a maintenance facility and is expected to appear on the market with forged documentation or untraceable history.

2. Reporting

A SUP should be reported to the Maldives CAA, the Type Certificate holder and the CAA of the originating State.

Reports to the Maldives CAA can be sent by completing the online occurrence reporting form on our website (<https://caa.gov.mv/reporting>).

The CAA's mandatory reporting system has been established under Article 5 and 6 of the Maldives Civil Aviation Authority Act 2/2012. MCAR-13B, Appendix 3, paragraph 3(k) defines one of the occurrences subject to reporting as 'the use of products, components, or materials, from unknown, suspect origin, or unserviceable critical components' (SUP).

To assist in tracing unapproved parts or material, persons raising an MOR should, as far as possible, provide the following information on their report:

- a) The name of the suspected unapproved part.
- b) Part number, or any other number on the part.
- c) Serial number of part.
- d) List next higher assembly that suspected unapproved part is assembled into (i.e. fuel pump, engine, landing gear) and list part number, if known.
- e) Quantity of suspected unapproved parts found or identified.
- f) Make and model number of the aircraft or component that the suspected unapproved part is applicable to.
- g) The identification of the commercial source of the suspected unapproved part. If the part is identified with Part Manufacturer or Distributor marking, this should be quoted.
- h) Describe any pertinent facts relating to the suspected unapproved part and identify where part may be inspected (provide photos, invoices, etc., if available).
- i) The date suspected unapproved part was discovered.

- j) Name and address in full or the location where suspected unapproved part(s) was discovered.

3. The Certifying Person and User Responsibility

The Certifying Person (User) can be either the Approved Organisation, a person authorized in accordance with that organisation's Exposition, or an appropriately Type Rated Licensed Engineer, who issues the Certificate of Release to Service for installation of an aircraft part into an aircraft, its engine(s), propeller(s) or equipment.

The User of an aircraft part is responsible for ensuring that the part is serviceable and conforms to the standard determined by the appropriate Type Certificate holder as being suitable for the intended application.

4. Other States SUP sites

This list of links to other states SUP sites is not exhaustive but includes the most significant and relevant regulatory systems in force:

- a) United Kingdom Civil Aviation Authority
<https://www.caa.co.uk/our-work/make-a-report-or-complaint/report-something/suspected-unapproved-parts/>
- b) EASA Suspected Unapproved Parts
<https://www.easa.europa.eu/en/domains/aircraft-products/suspected-unapproved-parts>
- c) Federal Aviation Administration Suspected Unapproved Parts (SUP) Program
<https://www.faa.gov/aircraft/safety/programs/sups/upn>
- d) Civil Aviation Safety Authority (CASA) Australia
https://www.casa.gov.au/search-centre/airworthiness-bulletins?search_api_fulltext=&field_dt_effective%5Bmin%5D=&field_dt_effective%5Bmax%5D=&sort_by=title&sort_order=ASC&field_awb_general_advice_cat%5B%5D=01
- e) Transport Canada Suspected Unapproved Parts (SUPs)
<https://tc.canada.ca/en/aviation/aircraft-airworthiness/continuing-airworthiness/feedback-canadian-aviation-service-difficulty-reports/suspected-unapproved-parts-sups>

Appendix 1 CANCELLED & RELOCATED NOTICES

Table A1-1 Cancelled and Relocated Notices

[illegible]

Appendix 2 RENUMBERED NOTICES

Table A2-1 Renumbered Notices

[illegible]