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MCAR-A Airworthiness

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Maldives Civil Aviation Authority
Republic of Maldives

Maldivian Civil Aviation Regulations

MCAR-A

Airworthiness

Issue 2.00, 24 April 2025

Foreword

Maldives Civil Aviation Authority, in exercise of the powers conferred on it under Articles 5 and 6 of the Maldives Civil Aviation Authority Act 2/2012 has adopted this Regulation.

This Regulation shall be cited as MCAR-A Airworthiness and shall come in to force on 24 April 2025.

Existing aviation requirements in the field of airworthiness as listed in MCAR-A Airworthiness dated 30 March 2022 will be repealed as from 24 April 2025.

Definitions of the terms and abbreviations used in this regulation, unless the context requires otherwise, are in MCAR-1 Definitions and Abbreviations.

'Acceptable Means of Compliance' (AMC) illustrate a means, or several alternative means, but not necessarily the only possible means by which a requirement can be met.

'Guidance Material' (GM) helps to illustrate the meaning of a requirement.

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[illegible]

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Subpart IA — INITIAL AIRWORTHINESS

MCAR-A.IA.01 Scope and definitions

1. This Subpart lays down technical requirements for the airworthiness and environmental certification of products, parts and appliances as well as for the acceptance of design and production organisations specifying:
 - (a) the acceptance of type-certificates, supplemental type-certificates and changes to those certificates;
 - (b) the issue of certificates of airworthiness, permits to fly and authorised release certificates;
 - (c) the issue of repair design approvals;
 - (d) the showing of compliance with environmental protection requirements;
 - (e) the issue of noise certificates;
 - (f) the identification of products, parts and appliances;
 - (g) the approval of certain parts and appliances;
 - (h) the acceptance of design and production organisations;
 - (i) the issue of airworthiness directives.
2. For the purpose of this Subpart, 'article' means any part and appliance to be used on civil aircraft;

MCAR-A.IA.02 Certification of products, parts and appliances

Products, parts and appliances shall be issued certificates as specified in MCAR-21.

MCAR-A.IA.03 to MCAR-A.IA.07

[Reserved]

MCAR-A.IA.07a Operational suitability data

The requirement for the availability of Operational Suitability Data is specified in MCAR-21

MCAR-A.IA.08 Design organisations

An organisation responsible for the design of products, parts and appliances or for changes or repairs thereto are accepted in accordance with MCAR-21.

MCAR-A.IA.09 Production organisations

The requirements for production organisation approvals are specified in MCAR-21.

Subpart CA — CONTINUING AIRWORTHINESS

MCAR-A.CA.01 Subject matter and scope

This Subpart establishes technical requirements to ensure:

- (a) the continuing airworthiness of aircraft, including any component for installation thereto, which are:
 - (i) registered in a Maldives, unless their regulatory safety oversight has been delegated to a foreign country and they are not used by a Maldivian operator; or
 - (ii) registered in a foreign country and used by a Maldivian operator, where their regulatory safety oversight has been delegated to Maldives;
- (b) compliance with the requirements set out in Civil Aviation Act 2/2012 of aircraft registered in a foreign country and components for installation thereon for which their regulatory safety oversight has not been delegated to Maldives that are dry leased-in by a licensed air carrier in accordance with MCAR-Air Operations.

MCAR-A.CA.02 Definitions

Within the scope of this Subpart, the following definitions shall apply:

- (a) ‘organisation’ means a natural person, a legal person or part of a legal person. Such an organisation may be established at more than one location whether or not within the territory of the Maldives;
- (b) ‘commercial specialised operations’ means those operations subject to the requirements of Part-ORO, Subpart-SPO set out in MCAR-Air Operations;
- (c) ‘Licenced air carrier’ means an Undertaking carrying out commercial air transport operations other than:
 - (i) air services performed by non-power driven aircraft and/or ultralight aircraft; and/or
 - (ii) local flights
- (d) ‘limited operations’ means the operations of other-than-complex motor-powered aircraft for:
 - (i) cost-shared flights by private individuals, on the condition that the direct cost is shared by all the occupants of the aircraft, pilot included and the number of persons sharing the direct costs is limited to six;
 - (ii) competition flights or flying displays, on the condition that the remuneration or any

valuable consideration given for such flights is limited to recovery of direct costs and a proportionate contribution to annual costs, as well as prizes of no more than a value specified by the CAA;

- (iii) introductory flights, parachute dropping, sailplane towing or aerobatic flights performed either by a training organisation having its principal place of business in Maldives and approved in accordance with MCAR-Air Operations, or by an organisation created with the aim of promoting aerial sport or leisure aviation, on the condition that the aircraft is operated by the organisation on the basis of ownership or dry lease, that the flight does not generate profits distributed outside of the organisation, and that whenever non-members of the organisation are involved, such flights represent only a marginal activity of the organisation;

For the purpose of this Regulation, 'limited operations' are not considered as CAT operations or commercial specialised operations;

- (e) 'local flight' means a flight not involving carriage of passengers, mail and/or cargo between different airports or other authorised landing points;
- (f) 'introductory flight' means 'introductory flight' as defined in MCAR-Air Operations;
- (g) 'competition flight' means 'competition flight' as defined in MCAR-Air Operations;
- (h) 'flying display' means 'flying display' as defined in MCAR-Air Operations.
- (i) 'management systems harmonisation' means the coordinated process by which the management systems of two or more organisations interact and share information and methods to reach common or consistent safety and compliance monitoring objectives

MCAR-A.CA.03 Continuing airworthiness requirements

1. The continuing airworthiness of aircraft referred to in point (a) of MCAR-A.CA.01 and components for installation thereon shall be ensured in accordance with the requirements of MCAR-M, except for aircraft listed in the first subparagraph of paragraph 2 to which the requirements of MCAR-ML shall apply.
2. The requirements of MCAR-ML shall apply to the following other than complex motor-powered aircraft:
 - (a) aeroplanes of 2 730 kg maximum take-off mass or less;
 - (b) rotorcraft of 1 200 kg maximum take-off mass or less, certified for a maximum of up to 4 occupants;
 - (c) other ELA2 aircraft.

Where aircraft referred to points (a), (b) and (c) of this paragraph is listed in the air operator certificate of an air carrier licensed in accordance with MCAR-Air Operations, the requirements of MCAR-M shall apply.

3. In order to be listed in the air operator certificate of an air carrier licensed in accordance with MCAR-Air Operations, aircraft referred to in points (a), (b) and (c) of the first subparagraph of paragraph 2 shall comply with all of the following requirements:
 - (a) its aircraft maintenance programme has been approved by the CAA in accordance with point M.A.302 of MCAR-M;
 - (b) due maintenance required by the maintenance programme referred to in point (a) has been performed and certified in accordance with point 145.A.48 and 145.A.50 of MCAR-145;
 - (c) an airworthiness review has been performed and a new airworthiness review certificate has been issued in accordance with point M.A.901 of MCAR-M.
4. By way of derogation from paragraph 1 of MCAR-A.CA.03, the continuing airworthiness of aircraft referred to in point (a) of MCAR-A.CA.01, for which a permit to fly has been issued, shall be ensured on the basis of the specific continuing airworthiness arrangements defined in the permit to fly issued in accordance with MCAR-21
5. Aircraft maintenance programmes for aircraft referred to in point (a) of MCAR-A.CA.01 that comply with the requirements specified in point M.A.302 of MCAR-M applicable before 1 March 2022 shall be deemed to comply with the requirements specified in point M.A.302 of MCAR-M or point ML.A.302 of MCAR-ML, as applicable, in accordance with paragraphs 1 and 2.

6. Operators shall ensure the continuing airworthiness of aircraft referred to in point (b) of MCAR-A.CA.01 and components for installation thereon in accordance with the requirements of MCAR-T.
7. The continuing airworthiness of aeroplanes with a maximum certificated take-off mass at or below 5 700 kg which are equipped with multiple turboprop engines shall be ensured in accordance with the requirements applicable to other than complex motor-powered aircraft as set out in points M.A.201, M.A.301, M.A.302, M.A.601 and M.A.803 of MCAR-M, point 145.A.30 of MCAR-145, points 66.A.5, 66.A.30, 66.A.70, Appendix V and VI of MCAR-66, point CAMO.A.315 of MCAR-CAMO, point CAO.A.010 and Appendix I of MCAR-CAO to the extent that they apply to other than complex motor-powered aircraft.

GM MCAR-A.CA.03 and MCAR-A.CA.04 Continuing airworthiness requirements and approvals for organisations involved in the continuing airworthiness

In accordance with MCAR-A.CA.03 and MCAR-A.CA.04, as well as MCAR-M.A.201 and MCAR-ML.A.201, the following table provides a summary of the applicability of the Regulations related to continuing airworthiness requirements and organisations involved therein.

			Non-licenced air carrier					Licenced air carrier ¹		
			Non-commercial			Commercial ²				
			Non-CMPA		CMPA	Non-CMPA		CMPA	Non-CMPA	CMPA ³
			'Light' ⁴	Non-'Light'		'Light'	Non-'Light'			
MCAR-M			N/A	MCAR-M mandatory		N/A	MCAR-M mandatory			
MCAR-ML			MCAR-ML mandatory	N/A		MCAR-ML mandatory	N/A			
MCAR-CAMO			Individual CAM ⁵ or CAO-CAM or CAMO		MCAR-CAMO mandatory	CAO-CAM ⁶ or CAMO		MCAR-CAMO mandatory		
MCAR-CAO	for CA management (CAO-CAM)				N/A			N/A		
		for maintenance (CAO-M)	Individual maintenance ⁷ or CAO-M ⁸ or MCAR-145		N/A	CAO-M or MCAR-145		N/A		
MCAR-145					MCAR-145 mandatory			MCAR-145 mandatory		

for CAT, commercial specialised operations and commercial ATO operations, the operator shall use a technical log system as required by MCAR-M.A.306 and AMC1 CAMO.A.115(b)(2) para (a)

¹ Air carrier licensed in accordance with MCAR-Air Operations.

² Commercial = commercial operations with balloons or commercial operations with sailplanes or other aircraft, not operated under Part-NCO; includes commercial ATO and commercial DTO.

³ CMPA = Complex motor-powered aircraft, ref. MCAR-1 Definitions.

⁴ 'Light' a/c (not formal denomination) = Aeroplanes up to 2 730 kg MTOM, rotorcraft up to 1 200 kg MTOM / max 4 occupants, and other ELA2 aircraft.

⁵ Individual CAM (not formal denomination) = continuing airworthiness of the a/c managed by the owner under its own responsibility.

⁶ CAO-CAM (not formal denomination) = MCAR-CAO organisation with continuing airworthiness management privilege.

⁷ Individual maintenance (not formal denomination) = maintenance released by pilot-owner or independent certifying staff.

⁸ CAO-M (not formal denomination) = MCAR-CAO organisation with maintenance privilege.

MCAR-A.CA.04 Approvals for organisations involved in the continuing airworthiness [of aircraft]

1. Organisations involved in the continuing airworthiness of aircraft and components for installation thereon, including maintenance, shall be approved, upon their request, by the CAA in accordance with the requirements of MCAR-145, MCAR-CAMO or MCAR-CAO, as applicable to the respective organisations.
2. Reserved
3. Reserved
4. Organisations that hold a valid organisation approval certificate issued in accordance with Subpart F or Subpart G of MCAR-M or with MCAR-145 shall, upon their request, be issued by the CAA a Form 3-CAO as set out in Appendix I to MCAR-CAO and thereafter be overseen by the CAA in accordance with MCAR-CAO.

The privileges of such an organisation under the approval issued in accordance with MCAR-CAO shall be the same as privileges under the approval issued in accordance with Subpart F or Subpart G of MCAR-M or with MCAR-145. However, those privileges shall not exceed the privileges of an organisation referred to in Section A of MCAR-CAO.

By way of derogation from point MCAR-CAO.B.060 of MCAR-CAO, until 1 May 2023, the organisation may correct any findings of non-compliance related to requirements introduced by MCAR-CAO which are not included in Subpart F or Subpart G of MCAR-M or in MCAR-145.

If after 1 May 2023 the organisation has not closed these findings, the approval certificate will be revoked, limited or suspended in whole or in part.

5. Organisations that hold a valid continuing airworthiness management organisation approval certificate issued in accordance with Subpart G of MCAR-M shall, upon their request, be issued by the CAA a CAA Form 14 approval certificate in accordance with MCAR-CAMO and thereafter be overseen by the CAA in accordance with MCAR-CAMO.

By way of derogation from point MCAR-CAMO.B.350 of MCAR-CAMO, until 1 May 2023, the organisation may correct any findings of non-compliance related to requirements introduced by MCAR-CAMO and not included in Subpart G of MCAR-M.

If after 1 May 2023 the organisation has not closed these findings, the approval certificate will be revoked, limited or suspended in whole or in part.

6. Certificates and aircraft maintenance programme approvals issued pursuant to Regulations MCAR-M and MCAR-145 as applicable before 1 March 2022 shall be deemed to have been issued in accordance with this Regulation.

GM MCAR-A.CA.04 (1) Approvals for organisations involved in the continuing airworthiness

In addition to the MCAR-M or MCAR-ML provisions directly referred to in MCAR-145 or MCAR-CAO (such as reference to point MCAR-M.A.304 in MCAR-145.A.48 or point MCAR-ML.A.501 in MCAR-CAO.A.050), the following requirements shall also be considered by these organisations:

- MCAR-M.A.201(c) or MCAR-ML.A.201(c) Responsibilities,
- MCAR-M.A.403(b) or MCAR-ML.A.403(b) Aircraft defects.

MCAR-A.CA.05 Certifying staff

1. Certifying staff shall be qualified in accordance with the requirements of MCAR-66, except as provided for in points MCAR-M.A.606(h), MCAR-M.A.607(b), MCAR-M.A.801(d) and MCAR-M.A.803 of MCAR-M, in points MCAR-ML.A.801(c) and MCAR-ML.A.803 of MCAR-ML, in points MCAR-CAO.A.035(d) and MCAR-CAO.A.040(b) of MCAR-CAO and in points MCAR-145.A.30(j) of and Appendix IV to MCAR-145.
2. (Reserved).
3. Certifying staff holding a licence issued in accordance with MCAR-66 in a given category/sub-category are deemed to have the privileges described in point MCAR-66.A.20(a) of MCAR-66 corresponding to such a category/sub-category. The basic knowledge requirements corresponding to these new privileges shall be deemed as met for the purpose of extending such licence to a new category/sub-category.
4. Certifying staff holding a licence including aircraft which do not require an individual type rating may continue to exercise his/her privileges until the first renewal or change, where the licence shall be converted following the procedure described in point MCAR-66.B.125 of MCAR-66 to the ratings defined in point MCAR-66.A.45.

MCAR-A.CA.06 Requirements applicable to training organisations

1. Organisations involved in the training of personnel referred to in MCAR-A.CA.5 shall be approved in accordance with MCAR-147 to be entitled:
 - (a) to conduct recognised basic training courses; and/or
 - (b) to conduct recognised type training courses; and
 - (c) to conduct examinations; and
 - (d) to issue training certificates.
2. Reserved
3. Type training courses approved before the approval of the minimum syllabus of certifying staff type rating training in the operational suitability data for the relevant type in accordance with MCAR-21 shall include the relevant elements defined in the mandatory part of that operational suitability data within two years after the operational suitability data was approved by the state of design.
4. Any basic training course, or part thereof, that commenced before 24 April 2025 shall be finished, including any related examination, before 24 October 2027. The corresponding certificates of recognition shall also be issued before 24 October 2027.
5. Certificates of recognition referred in paragraph 4 shall be issued in accordance with Regulation MCAR-147 issue 3.00.
6. For the purpose of the issue or change of an aircraft maintenance licence in accordance with MCAR-66 issue 4.00, the CAA will accept an applicant's basic knowledge examination status corresponding to this Regulation MCAR-66 issue 3.00, as meeting the requirements of MCAR-66 issue 4.00.

GM1 MCAR.A.CA.06(4) and 06(5) Requirements applicable to training organisations

ORGANISATION REQUIREMENTS DURING THE TRANSITION PERIOD OF MCAR-147 ISSUE 4.00 AND MCAR-66 ISSUE 4.00

The transition period is defined by the dates given in MCAR.A.CA.06(4), including the applicability date.

Training (including examinations and assessments) delivered after the transition period should be delivered in accordance with the syllabus applicable after the applicability date and issued with the corresponding certificate of recognition (CofR).

In order to facilitate the transition from the subject modules applicable before the applicability date to the subject modules applicable as of the applicability date, and to enable the acceptance of basic training courses that commenced before the applicability date, the following situations are identified and described:

- (a) Organisations delivering basic training courses that commenced before the applicability date and that are foreseen to be completed (including the corresponding successful examinations and assessments) before the end of the transition period, have two options:

Option 1

Basic training is delivered based on the syllabus applicable before the applicability date and is finalised before the end of the transition period.

In such a case a certificate of recognition (CofR) is issued in accordance with the provisions applicable before the applicability date.

Option 2

Basic training is delivered in two parts:

Part 1 for the modules that started before the applicability date, based on the syllabus applicable before the applicability date; and

Part 2 for the modules that started after the applicability date based on the syllabus applicable after the applicability date.

Note: All relevant modules are to be covered by Parts 1 and 2 within the same organisation.

Under Option 2 a CofR is issued in accordance with the provisions applicable before the applicability date for those modules that started before the applicability date (Part 1) and a CofR is issued in accordance with the provisions applicable as of the applicability date for those modules that started after the applicability date (Part 2). The two certificates jointly provide the holder with the same attestation and reduction of experience (MCAR.66.B.30(a))

as a CofR for a basic training course that is undertaken under normal conditions. These certificates contain a note and a list of the modules describing the special nature of the certificates as they relate to the transition provisions:

‘This certificate is issued for Part 1 of the basic training course which started before the applicability date of MCAR-66 issue 4.00, covering the modules listed below:’ for those modules started before the applicability date;

‘This certificate is issued for Part 2 of the basic training course which started after the applicability date of MCAR-66 issue 4.00, covering the modules listed below:’ for those modules started after the applicability date.

- (b) Organisations providing basic training courses that commenced before the applicability date and that are foreseen to be completed (including the corresponding successful examinations and assessments) after the end of the transition period, can only apply Option 2 of point (a) of this GM.

GM1 MCAR.A.CA.06(6) Requirements applicable to training organisations

CORRELATION TABLE BETWEEN BASIC KNOWLEDGE MODULES APPLICABLE BEFORE AND AFTER THE APPLICABILITY DATE OF MCAR-147 ISSUE 4.00 AND MCAR-66 ISSUE 4.00

In regard to the basic knowledge required to obtain an aircraft maintenance licence, a module and knowledge level relevant for a licence (sub)category as applicable before the applicability date is equivalent to the corresponding module and knowledge level relevant for the same licence (sub)category as applicable as of the applicability date. CofRs issued prior to the applicability date are considered equivalent to those issued as of the applicability date.

The below tables correlate the basic knowledge modules applicable before and after the applicability date.

Table I: Basic Knowledge requirements (except for category L licence) as listed in Appendix I to MCAR-66

Subject module applicable before the applicability date	Subject module applicable after the applicability date
1. MATHEMATICS	1. MATHEMATICS
2. PHYSICS	2. PHYSICS
3. ELECTRICAL FUNDAMENTALS	3. ELECTRICAL FUNDAMENTALS
4. ELECTRONIC FUNDAMENTALS	4. ELECTRONICS FUNDAMENTALS
5. DIGITAL TECHNIQUES/ELECTRONIC INSTRUMENT SYSTEMS	5. DIGITAL TECHNIQUES/ELECTRONIC INSTRUMENT SYSTEMS
6. MATERIALS AND HARDWARE	6. MATERIALS AND HARDWARE
7A. MAINTENANCE PRACTICES 7B. MAINTENANCE PRACTICES	7. MAINTENANCE PRACTICES
8. BASIC AERODYNAMICS	8. BASIC AERODYNAMICS
9A. HUMAN FACTORS 9B. HUMAN FACTORS	9. HUMAN FACTORS
10. AVIATION LEGISLATION	10. AVIATION LEGISLATION
11A. TURBINE AEROPLANE AERODUNAMICS, STRUCTURES AND SYSTEMS 11B. PISTONE AEROPLANE AERODUNAMICS, STRUCTURES AND SYSTEMS 11C. PISTONE AEROPLANE AERODUNAMICS, STRUCTURES AND SYSTEMS	11. AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS
12. HELICOPTER AERODYNAMICS, STRUCTURES AND SYSTEMS	12. HELICOPTER AERODYNAMICS, STRUCTURES AND SYSTEMS
13. AIRCRAFT AERODYNAMICS, STRUCTURES AND SYSTEMS	13. AIRCRAFT AERODYNAMICS, STRUCTURES AND SYSTEMS
14. PROPULSION	14. PROPULSION

15. GAS TURBINE ENGINES	15. GAS TURBINE ENGINES
16. PISTON ENGINE	16. PISTON ENGINE
17A. PROPELLER 17B. PROPELLER	17. PROPELLER

Table 2: Basic knowledge requirements for a category L aircraft maintenance licence as listed in Appendix VII to MCAR-66

Subject module applicable before the applicability date	Subject module applicable after the applicability date
1L. BASIC KNOWLEDGE	1L. BASIC KNOWLEDGE
2L. HUMAN FACTORS	2L. HUMAN FACTORS
3L. AVIATION LEGISLATION	3L. AVIATION LEGISLATION
4L. AIRFRAME WOODEN/METAL TUBE AND FABRIC	4L. WOODEN AND/OR METAL-TUBE STRUCTURE COVERED WITH FABRIC
5L. AIRFRAME COMPOSITE	5L. COMPOSITE STRUCTURE
6L. AIRFRAME METAL	6L. METALLIC STRUCTURE
7L. AIRFRAME GENERAL	7L. AIRFRAME — GENERAL, MECHANICAL AND ELECTRICAL SYSTEMS
8L. POWER PLANT	8L. POWER PLANT
9L. BALLOON/AIRSHIP HOT-AIR	9L. BALLOONS — HOT-AIR BALLOONS
10L. BALLOON/AIRSHIP GAS (FREE/TETHERED)	10L. BALLOONS — GAS (FREE/TETHERED) BALLOONS
11L. AIRSHIPS HOT-AIR/GAS	11L. AIRSHIPS — HOT-AIR / GAS AIRSHIPS
12L. RADIO COM / ELT / TRANSPONDER / INSTRUMENTS	12L. RADIO COM / ELT / TRANSPONDER / INSTRUMENTS

MCAR-A.CA.07a Maldives CAA

1. Where necessary to carry out certification or oversight tasks under this Regulation, the CAA is empowered under Maldives Civil Aviation Authority Act 2/2012 to:
 - (a) examine the records, data, procedures, and any other material relevant to the execution of the certification and/or oversight tasks;
 - (b) make copies or extracts from such records, data, procedures and other material;
 - (c) ask for an oral explanation on-site from any of the personnel of those organisations;
 - (d) enter relevant premises, operating sites or means of transport owned or used by those persons;
 - (e) perform audits, investigations, assessments, inspections, including unannounced inspections, in respect of those organisations;
 - (f) take or initiate enforcement measures as appropriate.

MCAR-A.CA.08 Continuing Airworthiness Management Procedures

All procedures should be designed and presented in accordance with good human factors principles.

The following key points should be considered when designing and presenting procedures in accordance with good human factors principles:

- (a) The design of procedures and changes should involve personnel who have a good working knowledge of the tasks;
- (b) Ensuring that the procedures are accurate, appropriate and usable, and reflect best practices;
- (c) Taking account of the level of expertise and experience of the user;
- (d) Taking account of the environment in which the procedures are to be used;
- (e) Ensuring that all the key information is included without the procedure being unnecessarily complex;
- (f) Where appropriate, explaining the reasons for the procedure;
- (g) The order of the tasks and the steps should reflect best practices, with the procedure clearly stating where the order of steps is critical, and where changes to the order are acceptable;
- (h) Ensuring consistency in the design of procedures and the use of terminology, abbreviations, references, etc.
- (i) For documents produced in the English language, using 'simplified English'.

Subpart AR — ALLEVIATED REQUIREMENTS

MCAR-A.AR.01 Scope

This subpart gives provisions for the alleviation of certain requirements in order to reduce some of the practical difficulties that may be faced by those who are required to comply with airworthiness requirements.

MCAR-A.AR.02 Derogations from MCAR-M.201(e)3, (f)3, (g)3 and (h)3 and MCAR-ML.201(e)(2)

The requirements of MCAR-M.201(e)3, (f)3, (g)3 and (h)3 and MCAR-ML.201(e)(2) are hereby alleviated for components which are not considered as Major Components by CAA or components released to service by the Original Equipment Manufacturer (OEM). The alleviation provides the following:

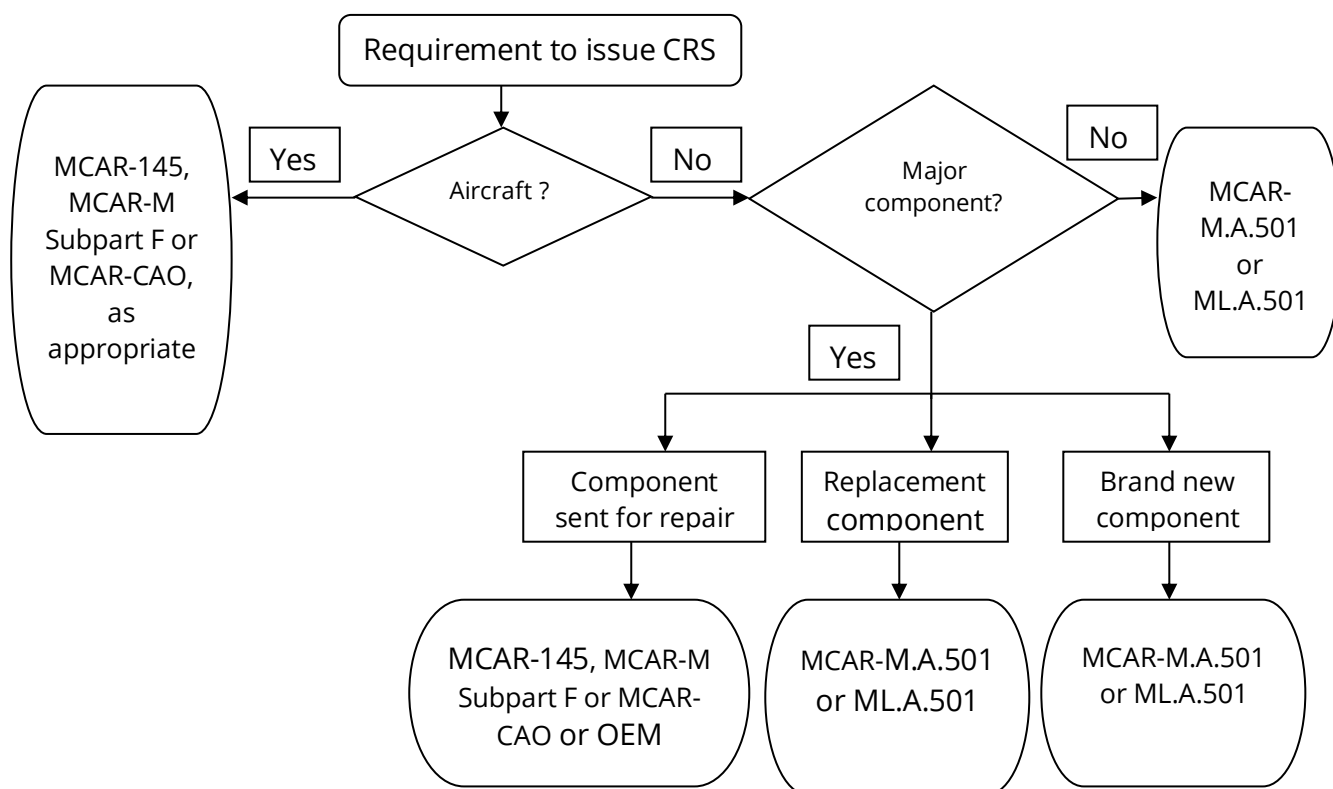
1. A component can be installed on a Maldivian registered aircraft that is not released to service following maintenance, by a maintenance organisation approved in accordance with this Regulation, provided the component is not considered a major component by CAA
2. Both major or non-major components can be installed in a Maldivian registered aircraft that is not released to service following maintenance, by a maintenance organisation approved in accordance with this Regulation, provided the component maintenance was carried out by the Original Equipment Manufacture

However, in all cases the components shall satisfy the requirements of MCAR-M.A.501 or MCAR-ML.A.501, as applicable.

Major Components which require maintenance by a maintenance organisation approved in accordance with this regulation, as applicable, are given in the list below:

- Engines – Turbine & Piston
- APU
- Propellers
- Landing Gear
- Helicopter - Rotors
- Helicopter - Trans

The diagram below shows the Certificate of Release to Service procedure for maintenance of aircraft and components thereof once the derogation above is applied



MCAR-A.AR.03

[Reserved]

MCAR-A.AR.04 Maintenance of aircraft not registered in any State

The maintenance performed on an aircraft not registered in any State will be accepted by the CAA, provided the following conditions are met:

1. The maintenance is done in accordance with MCAR-145 or MCAR-CAO, as appropriate.
2. The aircraft owner or prospective operator is qualified to have an aircraft registered as per MCAR-47.30
3. The aircraft is in the territory of Maldives

MCAR-A.AR.05 Module 10 exams MCAR-66 Section 1 Appendix II Para 1.11

The requirement that a failed module may not be retaken for at least 90 days following the date of the failed module examination is hereby alleviated for Module 10 examination.

The first failed attempt of Module 10 examination may be retaken after 30 days of the failed examination. Any subsequent retakes of the failed examinations have to be followed in accordance with the regulation in force.

MCAR-A.AR.06 Part 147 Certificates of Recognitions

By derogation from MCAR-66.A.25 paragraph (b) (1) and MCAR-66 Appendix III paragraph 1(a)(i), the CAA will accept course completion Certificates of Recognitions (CoRs) issued by EASA Part 147 organisations, for basic training courses and aircraft type training courses, provided the following conditions are met:

1. The CAA can verify the training organisation is approved by an Competent Authority responsible for the oversight of the training organisation.
2. The training organisation can verify, in writing, to the CAA that the CoR submitted by the applicant matches the one issued by the organisation.

The training organisation communicates and cooperates with the CAA in matters related to the processing of the licence. These may include clarifications on potential errors on the CofR and provision of logbooks.

MCAR-A.AR.07 Type training of line maintenance certifying staff at foreign countries

By derogation from MCAR-145 Appendix IV paragraph 1 (e), line maintenance certifying staff used at locations outside Maldives can be given type training that meets the national requirements of the ICAO contracting state. This derogation is allowed when the foreign AMO is providing line maintenance under subcontract of an AMO approved under MCAR-145 and the line maintenance provider (i.e. subcontractor) itself is not approved under MCAR-145.