



بِسْمِ اللَّهِ الرَّحْمَنِ الرَّحِيمِ

CIVIL AVIATION DEPARTMENT
Ministry of Transport and Civil Aviation
Male'
Republic of Maldives

AIR SAFETY CIRCULAR

No. AW 01
Issue 04
15 January 2002

IMPORT OF AIRCRAFT INTO MALDIVES

1. GENERAL

- 1.1 The purpose of this circular is to describe the procedures for the importation of new and used aircraft into the Maldives.
- 1.2 This Circular applies to aircraft which are to be imported into the Maldives for operation in one of the following Categories:-
- Public Transport-Passenger carrying
 - Public Transport - cargo only
 - Aerial Work
 - Private
- 1.3 Aircraft already operating in this country on foreign registration which may be transferred to the Maldives National Register shall be treated as an importation for the purpose of this circular.
- 1.4 This circular also describes the procedure for obtaining Maldivian Certificate of Registration and Certificate of Airworthiness at the time of induction of the aircraft into service in the Maldives.

2. DEFINITIONS

Terms and abbreviations used in this circular shall have the following meanings.

- CAR means Civil Aviation Regulations of the Republic of Maldives.
CAD means Civil Aviation Department, Ministry of Transport and Civil Aviation.
BCAR means the British Civil Airworthiness Requirements.
FAR means the Federal Aviation Regulations of the United States of America.
JAR means Joint Airworthiness Requirements of the consortium of European Countries.
FAA means the Federal Aviation Administration of the United States of America.
PART means a section of FARs.

3. PROCEDURE

3.1 The Director General of Civil Aviation has the responsibility for ensuring that each aircraft imported into the Maldives for which a Certificate of Airworthiness is to be issued, is safe to fly having regard to the design, construction, quality of materials and overall airworthiness of the aircraft including its engines and equipment carried on board. For this purpose, the CAD must satisfy itself that the imported aircraft meets internationally accepted airworthiness design standards. In this regard any, Fixed Wing aircraft which has been designed and certified in accordance with FAR Part 23 and/or Part 25 will be considered to be acceptable for use in Public Transport Operations. Rotor craft designed and certified to FAR part 29 and/or JAR 29 are acceptable for rotorcraft which are to be employed in Public Transport Operations. Notwithstanding the above, CAD may require entirely at its own discretion certain additional special condition / modification to be incorporated before initial issue of a C of A, for operations in the Maldives of the above mentioned aircraft.

Note: In order that the CAD can meet its obligations under the Civil Aviation Regulations of the Maldives all documentation supplied under the requirements of this Aviation Circular must be supplied in the English language.

3.2 To ensure the above the importer must provide to the Department the type certificate data sheet for the aircraft including full description with makes and part numbers of the avionics equipment fitted thereon before ordering or purchasing or entering into a lease agreement for operation of the aircraft since modification to the aircraft and/or its installed equipment may be required prior to issue of Maldivian C of A.

3.3 After the aircraft has been registered in accordance with the appropriate regulation, the prospective owner/operator may apply to CAD on form DCA/AW/01 (Reference MAR Series "B" No. 2) along with the requisite fees for obtaining Certificate of Airworthiness.

3.4 Certificate of Airworthiness of an aircraft may be issued or validated in any of the categories mentioned in MAR series "B" No. 1. However, before Certificate of Airworthiness in respect of such aircraft is issued, the DGCA will satisfy himself regarding airworthiness and design standards of the aircraft.

3.5 The importer shall submit along with his application, an Export Certificate of Airworthiness from the exporting country and the Type Certification data sheet or the type Certificate, as determined by the CAD, issued by the Airworthiness Authority of the country in which the aircraft was manufactured.

3.6 The owner/operator shall also supply, at no charge to the CAD, the following technical documents in English relating to the aircraft and its equipment for retention by the CAD in case the type of aircraft is being introduced/imported into Maldives for the first time.

1. A copy of the flight manual or pilot's Operating Handbook.
2. A set of Maintenance, Overhaul, Repair Manuals, Wiring Diagrams, Parts catalogue in respect of the aircraft, engines, propellers and equipments installed thereon along with a written confirmation from the manufacturers thereof that amendments, revisions or new issues will be supplied to the CAD as soon as

they are published.

3. A complete up-to-date set of Service Bulletins, Service Instructions, Service letters, modifications Bulletins and any other technical data of a similar nature in respect of the aircraft, engines, propellers and the equipment installed thereon along with a written confirmation from the relevant manufacturers that amendments, revisions and new issues will be supplied to DCA as soon as they are issued.
 4. A copy of the Maintenance Planning Document.
 5. A copy of the Master Minimum Equipment List (MMEL).
 6. A copy of the Type Certificate.
 7. Any other documents/technical records as may be required by CAD.
- 3.7 In addition to the documents required under para 4.8 above, the following log books / certificates (all translated into the English language) shall also be submitted for scrutiny
1. All the original log books for Original airframe, engines and the propellers.
 2. A statement of the modification and Airworthiness Directive embodiment status of the airframe, engines, propellers and equipments installed thereon.
 3. Certification of correct assembly, signed by appropriately licensed/authorised/ approved persons in case the aircraft was imported in a dismantled condition.
 4. The Manufacturer's Flight Test Report and another Flight Test report in case the aircraft was imported in a dismantled condition and re-assembled as stated in para 3.9 (3) above.
 5. A Weight and Balance document giving the details of the weight of the aircraft and its centre of gravity position etc.
 6. Components/Rotables List giving details of the components including the life due.
- 3.8 Old and used aircraft are required to undergo a major inspection/overhaul at an approved repair station before importing in order to have a satisfactory and trouble free service life during its operation in the Maldives.
- 3.9 The CAD will require the aircraft to comply with all Mandatory Modifications and Inspections and Airworthiness Directives so declared by the state of design of the aircraft, engines, propeller or other components. A determination will be made that the aircraft has been maintained in accordance with an approved maintenance programme established by the aircraft manufacturer and/or by an airline which has been approved by an Airworthiness Authority of the country of manufacture or last registration. For example records of maintenance, modifications, accidents, over-hauls and repair will have to be reviewed before issuing Maldivian Certificate of Airworthiness.

- 3.10 For this purpose the importer may be requested to submit the aircraft opened up for inspection and related records for scrutiny by the CAD surveyors. To avoid possible prolonged grounding of the aircraft it is necessary that this inspection be carried out at the manufactures or at the facility where the major inspection is being carried out, unless otherwise directed by the DGCA. To facilitate the said inspection the importer shall bear the costs in connection with travel and stay of the CAD surveyors.
- 3.11 In case any deficiency is noted during inspection by the Civil Aviation Department surveyors, the owner / operator will be informed and he/she will be responsible for making good all the deficiencies pointed out before issuance of Certificate of Air worthiness. The owner/operator may be asked to carry out any modification(s) considered essential by the Civil Aviation Department for the safety of aircraft and its operation.

4. VALIDITY

- 4.1 Validity of C of A will normally be for a period of one year (in case of imported aircraft, the validity period shall begin from the date of issue of original Export Certificate of Airworthiness). The validity period may be restricted in case it is found necessary in the interest of safety.
- 4.2 Civil Aviation Department reserves the right to refuse the issue of a Certificate of Airworthiness for an aircraft where reasonable doubt exist regarding its airworthiness or where required data has not been made available, or where, in the opinion of the Director General, such data as is provided fails to satisfy the required standards.

5. EFFECTIVITY

This Air Safety Circular comes into effect from 20 January 2002.

6. CANCELLATION

This circular cancels the latest Air Safety Circular AW 01issue 03 dated 18 July 2000, which should be destroyed.



Mahmood Razee
DIRECTOR GENERAL OF CIVIL AVIATION