



**CIVIL AVIATION DEPARTMENT**  
**Republic of Maldives**

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**AIR SAFETY CIRCULAR**

**ASC M-1**

**APPROVAL OF ORGANISATIONS FOR MAINTENANCE OF  
AIRCRAFT AND COMPONENTS**

Amendment 2, 27 May 2009

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**1. REGULATORY COMPLIANCE**

Compliance with this Circular is not mandatory as this circular is produced as guidance.

**2. RELATED REGULATIONS**

This Circular relates specifically to MCAR-M, MCAR-145 and MCAR-66 subpart B.

**3. PURPOSE**

The purpose of this Air Safety Circular (ASC) is to provide guidance to Maldivian industry on CAD approval policy with respect to MCAR-145 approval of maintenance organisations engaged in the maintenance of aircraft used for Commercial Air Transport or in the maintenance of components to be fitted to such aircraft; and

**4. GENERAL**

4.1 MCAR-145 covers the approval of organisations engaged in the maintenance of aircraft or aircraft components used for Commercial Air Transport, and applies to all large aircraft, regardless of use. MCAR-145 and the Acceptable Means of Compliance and Guidance Material are available on the CAD Website.

**NOTE:** For the purpose of this regulation a “large aircraft” means an aeroplane with a Maximum Take-Off Mass exceeding 5700 kg, or a multi-engine helicopter.

4.2 Organisations approved to MCAR-145 will have details of their approval, including their name and address, listed on the CAD website at [www.aviainfo.gov.mv](http://www.aviainfo.gov.mv).

**5. CAD Approval Policy for MCAR-145 Requirements**

5.1 Except as provided in **EXE/M-1: MCAR-M.201(g)** and Appendix 2 to this Circular, the certificate of release to service (CRS) required after maintenance of an aircraft or an aircraft component used for Commercial Air Transport, can only be issued by an organisation appropriately approved in accordance with MCAR-145.

**NOTE:** It is incumbent upon Maldivian organisations placing maintenance work with other approved organisations to confirm the validity of that ‘approval’ as they can be provisionally suspended for those organisations that do not maintain the required standards. Reference should be made to the list of organisations approved by the CAD at [www.aviainfo.gov.mv](http://www.aviainfo.gov.mv).

## **6. Certifying Staff**

6.1 Organisations applying for Approval under MCAR-145 for the maintenance of aeroplanes or rotorcraft with a Maximum Take-Off Mass (MTOM) exceeding 5700 kg used for Commercial Air Transport will be required to demonstrate to the CAD that they employ, in accordance with the requirements of MCAR-145.30, a sufficient number of appropriately qualified certifying staff who hold:

6.1.1 MCAR-66 licences in the appropriate category or sub-category issued by CAD including where appropriate the relevant aircraft type ratings, or

6.1.2 MCAR-66 restricted licences in the appropriate category or sub-category issued by CAD including where appropriate the relevant aircraft restricted type ratings, or

6.1.3 Foreign licence validation certificates issued by CAD as per MCAR-145.30(j)1

6.2 Organisations holding or applying for Approval under MCAR-145 or will be required to demonstrate to the CAD that they employ a sufficient number of certifying staff, who hold the appropriate type rated licences issued under MCAR-66 or meet the requirements of MCAR-145.30 (j)1, to be authorised to issue certificates of release to service for all required maintenance.

6.3 Organisations holding or applying for Approval for the maintenance of aircraft components intended for fitment to aircraft used for Commercial Air Transport, are required to demonstrate to the CAD that they employ sufficient numbers of certifying staff (MCAR-145.30), who are qualified by the organisation to issue CAD Form 1 or equivalent Certificate of release to service on the basis of appropriate competence, training and experience.

**NOTE:** If component maintenance is required which is outside the scope of work of a MCAR-145 ‘A’ rated organisation, it must be Released to Service by an appropriately MCAR-145 ‘B’, ‘C’ or ‘D’ rated organisation. When a MCAR-145 ‘B’, ‘C’ or ‘D’ rated organisation performs maintenance on components fitted to an aircraft during Base or Line maintenance, the Certificate of Release to Service must be issued on CAD Form 1 or equivalent by appropriately authorised component certifying staff. The process for controlling such work on components fitted to aircraft must be in accordance with a procedure contained in the Maintenance Organisation Exposition (MOE).

## **7. Maintenance of Aircraft when changing from any Non Commercial Operation (non-CAT) to Commercial Air Transport Operation (CAT)**

7.1 Aircraft not maintained by MCAR-145 will require release to service by an appropriately approved MCAR-145 organisation, prior to the aircraft being used for Commercial Air Transport. The release to service may, for example, be in accordance with the alignment check required to transfer the aircraft from the current aircraft maintenance programme to the Commercial Air Transport operator’s CAD approved maintenance programme.

**NOTES:** 1) For aircraft with an MTOM not exceeding 2730 kg, the maintenance checks for this alignment shall be at minimum, but not limited to, a 100 hour check for helicopters or a 150 hour check for aeroplanes in accordance with the LAMS/ LAMP as developed by UK CAA; or the approved alternative CAD approved maintenance schedule.

2) For aircraft with an MTOM exceeding 2730 kg the Maintenance Check content for alignment

shall be agreed by the CAD to be of sufficient depth to provide a satisfactory level of assurance of airworthiness.

3) A MCAR-145.50 CRS will be issued on completion of an alignment check as required above.

4) Operators of aircraft that may transfer between CAT and non-CAT operations must ensure that except as provided in **EXE/M-1: MCAR-M.201(g) and** Appendix 2 to this circular, all aircraft and component maintenance is released by an appropriately approved MCAR-145 organisation, or accept the need for assessment and re-certification as necessary by a MCAR-145 organisation before commercial operations are commenced.

7.2 Except as provided in **EXE/M-1: MCAR-M.201(g) and** Appendix 2 to this circular, components (including engines and equipment) that have not been overhauled or maintained in accordance with MCAR-M.201(g), will require assessment by a MCAR-145 approved organisation prior to the aircraft to which these components are fitted being used for the purposes of Commercial Air Transport.

## **AIR SAFETY CIRCULAR M-1, Appendix 1**

### **Subcontracting to Non-Approved Organisations**

#### **1. General**

Except as provided in **EXE/M-1: MCAR-M.201(g) and** Appendix 2 to this circular, in order to issue a MCAR-145.50 Certificate of Release to Service of an aircraft component used in Commercial Air Transport, an organisation must meet one of the following criteria:

- a) an organisation is approved in accordance with MCAR-145;
- b) an organisation is contracted to another appropriately approved MCAR-145 organisation; or
- c) an organisation is working under the quality system of an appropriately approved MCAR-145 organisation (AMC 145.75 (b)) - this arrangement is known as "subcontracting".

#### **2 Introduction**

2.1 MCAR-145.75 (b) permits an organisation that is **not** appropriately approved in accordance with MCAR-145 to carry out certain maintenance tasks whilst working under the quality system of an approved MCAR-145 organisation – this is commonly referred to as subcontracting.

2.2 MCAR-145 organisations frequently need to subcontract certain specialised maintenance tasks such as: plating, heat treatment, plasma spray, fire testing, etc. without the need for the subcontractor to be directly approved in accordance with MCAR-145.

2.3 CAD will accept an appropriate United Kingdom Accreditation Service or equivalent accredited laboratory certificate where applicable for specialised maintenance tasks such as: heat treatment, fire testing, etc.

2.4 When maintenance is carried out under a subcontract control system it means that for the duration of such maintenance the MCAR-145 approval has been temporarily extended to include the subcontractor and requires the quality audit staff to ensure the MCAR-145 requirements are satisfied.

2.5 The MCAR-145 approved organisation should have the necessary competence, expertise and procedures to allow it to determine that the subcontractor is able to comply with the particular process/standard identified in the contract.

2.6 The contract between the MCAR-145 approved organisation and the unapproved subcontractor should contain a provision for the CAD staff to have right of access to the subcontractor.

### **3 Procedure for Acceptance of Work from Non-approved Organisations**

3.1 When subcontracting work to a non-approved organisation, the MCAR-145 organisation's procedures must make the following provisions:

a) the pre-audit procedure should ensure that the subcontracted company has a valid accreditation where applicable, acceptable to the CAD (i.e. United Kingdom Accreditation Service-UKAS);

b) the MCAR-145 approved organisation should ensure the subcontractor providing the specialised service is listed in their Maintenance Organisation Exposition;

c) subcontracted process work acceptance should be fully described in the MCAR-145 approved organisation's procedures including the acceptance of the format for the release of the contracted work;

d) the subcontract control procedure will need to ensure the accreditation, where applicable, remains valid and appropriate for the contract required;

e) the MCAR-145 quality audit staff will need to audit their subcontract control section and sample audit the subcontractors when appropriate, as part of the quality programme;

f) the depth of the audit should be reflected in the accreditation, if any, held by the unapproved organisation;

g) the subcontracted control procedure will need to ensure the UKAS or applicable approval remains valid and appropriate for the contract required;

h) the Certificate of Release to Service/CAD Form 1 or equivalent for the release of the task or process will always be issued under the MCAR-145 approved maintenance organisation approval reference;

i) the Certificate of Release to Service may be issued either at the subcontractor or at the organisation facility, by staff issued with a certification authorisation in accordance with MCAR-145.30 as appropriate, by the organisation approved under MCAR-145; and

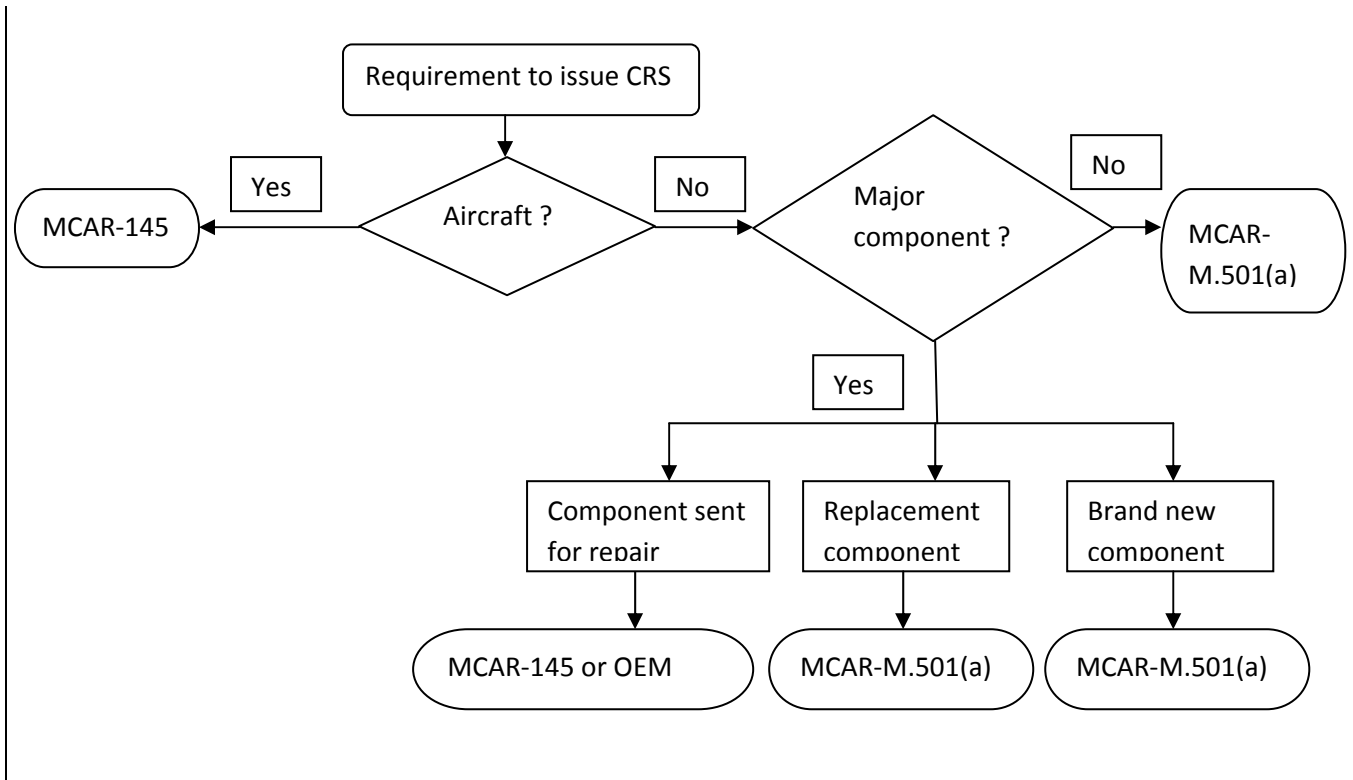
j) such staff would normally come from the organisation approved under MCAR-145 but may otherwise be a person from the subcontractor who meets the approved maintenance organisation certifying standard, which is itself approved by CAD via the maintenance exposition.

3.2 When listing a non-approved organisation as a subcontractor the appropriate accreditation status must be identified.

**AIR SAFETY CIRCULAR M-1, Appendix 2**

**Guidance to EXE/M-1: MCAR-M.201(g) - Component CRS for components which are not considered as Major Components by CAD or released to service by the Original Equipment Manufacturer (OEM).**

The diagram below shows the Certificate of Release to Service procedure for Maintenance of large aircraft, aircraft used for commercial air transport and components thereof



**For the Civil Aviation Department**  
Aminath Solih  
DIRECTOR GENERAL