



CIVIL AVIATION DEPARTMENT
Republic of Maldives

AIR SAFETY CIRCULAR

ASC M-2

**AUTHORISATION SYSTEMS FOR AIRSHIPS, SAILPLANES AND
BALLOON CERTIFYING STAFF**

Initial Issue, 08 July 2009

1. REGULATORY COMPLIANCE

Compliance with this Circular is mandatory.

2. RELATED REGULATIONS

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

3. PURPOSE

The purpose of this Air Safety Circular (ASC) is to set out CAD policy concerning maintenance approvals and requirements relating to aircraft NOT used for Commercial Air Transport and relating to maintained components to be fitted to such aircraft.

4. GENERAL

4.1 MCAR-M, Subpart F covers the approval of organisations engaged in the maintenance of aircraft with an MTOM not exceeding 5700 kg and single engine helicopters not engaged in Commercial Air Transport.

5. Certifying Staff

5.1 Organisations holding or applying for Approval for the maintenance of Airships must meet the relevant requirements of MCAR-M, Subpart F. Certification authorisations will, until such times as appropriate provision for Airship licences has been incorporated into MCAR-66, be based upon BCAR Section L, Category 'A and C' airship LWTRs or any other equivalent foreign regulation. Unless agreed otherwise by the CAD, type training will be required to be conducted by a suitably approved MCAR-147 organisation.

5.2. Organisations holding or applying for Approval for the maintenance of Sailplanes or Balloons must meet the requirements set out in Appendix 1 of this Air Safety Circular, until such times as appropriate provisions for sailplane and balloon licences have been incorporated into MCAR-66.

5.3 Organisations holding or applying for Approval under MCAR-M Subpart F 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 BCAR Section L or any other equivalent foreign regulation, to be authorised to issue certificates of release to service for all required maintenance.

5.4 Privileges of BCAR Section L license or any other equivalent foreign licence shall be exercised under a validation certificate issued by CAD. The validation certificate will be issued once the foreign licence is verified and MCAR-66 module 10 at category B1/B2 level is passed.

AIR SAFETY CIRCULAR M-2, Appendix 1

Authorisation Systems for Sailplanes and Balloon Certifying Staff in MCAR-M Subpart F Organisations.

1. General

1.1 Air Safety Circular M-2 permits persons to be granted, by the holder of a MCAR-M Subpart F approval, Authorisations to issue Certificates of Release to Service when the CAD has agreed the conditions of such Authorisations. This Appendix provides guidance to assist organisations in determining the conditions, which may be agreed by the CAD.

1.1.1 Compliance with this ASC does not afford certification privileges outside of a MCAR-M Subpart F organisation.

1.1.2 The introduction of specific requirements for sailplanes and balloons into MCAR-66 would render the Authorisation concept defined here obsolete. Authorisations systems agreed under this Appendix may not therefore be used once any new regulation comes into effect and an organisation will have to review and revise its procedures accordingly.

1.2 Approved organisations wishing to issue certifying staff Authorisations shall develop suitable procedures to determine the competence of staff to hold such authorisations, and to manage and control the process within their organisation. These procedures shall clearly define the limits to which Authorisations can be granted. The proposed procedure shall be submitted initially through CAD for approval and when approved shall be contained within an organisation's Maintenance Organisation Manual.

1.3 The CAD has chosen not to define, in detail, acceptable boundaries in respect of defect diagnosis and the types of test equipment that are compatible with the Authorisation concept. Such definitions would inevitably produce a set of unnecessarily restrictive requirements.

1.4 The following shall be observed when developing suitable procedures:

1.4.1 Age

An applicant shall be not less than 18 years of age.

1.4.2 Experience

An applicant for an Authorisation shall have had the following minimum experience in the inspection, servicing and maintenance of sailplanes or balloons, as appropriate:

a) For the issue of Authorisation privileges for a sailplane or balloon in its entirety, at least:

i) four years of relevant maintenance experience: or

ii) two years if the applicant has satisfactorily completed an approved training course.

b) For the issue of a restricted Authorisation, a period of time agreed by the CAD that will enable a level of competency equivalent to that required by a) to be obtained, provided that this is not less than two years.

1.4.3 Knowledge

It shall be established by the organisation that applicants have an adequate knowledge of a relevant sample of the type(s) of sailplanes or balloons gained through a formalised training course including documented evidence of practical experience. Formalised training courses may be replaced by demonstration of knowledge, by documented evidence of experience and by an assessment performed by a MCAR-M Subpart F organisation in accordance with procedures agreed by the CAD.

This assessment shall include:

- a) relevant parts of initial and continuing airworthiness regulations;
- b) relevant parts of operational requirements and procedures, if applicable;
- c) the organisation's maintenance organisation manual;
- d) knowledge of a relevant sample of the type(s) of sailplanes/balloons/airships gained through training and/or work experience;
- e) maintenance practices and techniques.

Records shall be maintained including:

- results of assessments;
- records of syllabi;
- names and position of assessors.

1.4.4 Continued validity

The organisation shall ensure that all certifying staff are involved in at least six months of actual relevant sailplane or balloon component maintenance experience in any consecutive two year period. For the purpose of this supplement '*involved in actual relevant sailplane or balloon maintenance*' means that the person has worked in a sailplane or balloon maintenance environment and has exercised the privileges of the certification authorisation and/or has actually carried out maintenance on at least some of the sailplane/balloon type systems specified in the particular certification authorisation.



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