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DEPARTMENT OF CIVIL AVIATION

Male'

Republic of Maldives

MALDIVIAN AIRWORTHINESS REQUIREMENTS

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Subject:- Duplicate Inspection of Control System

1. *Applicability*

- 1.1 This MAR specifies the procedure for the duplicate inspection of the flying controls, engine controls and associated control system, following initial assembly or any disturbance of the control system thereafter, the failure of which could jeopardise safety of the aircraft.

2. *Definitions*

- 2.1 Control System. A system by which the flight path, attitude, or propulsive force of an aircraft is changed, including the flight, engine and propeller controls, the related system controls and the associated operating mechanism e.g.
1. primary flight controls, tabs, spoilers, speed brakes, flaps and trim stabilizer etc. in respect of aircraft controls,
 2. throttle controls, propeller pitch controls and fuel controls etc in respect of engine controls
 3. collective pitch, cyclic pitch, yawing, throttle and fuel controls etc in respect of helicopters.
- 2.2 Duplicate Inspection. An inspection first made and certified by one qualified person and subsequently made and certified by a second qualified person.
- 2.3 Qualified Person means a person who is appropriately licensed or approved/ authorised by the Director of Civil Aviation.

3. *Procedures*

- 3.1 Duplicate inspection of the control system after rigging or adjustment must be done as indicated hereunder or as per the procedure outlined in the Operator's Maintenance Schedule duly approved by DCA and suitable entry made in the appropriate log book.

- 3.2 Duplicate inspection of controls systems shall be made;
1. before the first flight of the aircraft after initial assembly;
 2. before the first flight after the overhaul, repair, replacement, modification, or adjustment of the control system.
- 3.3 At times it may not be possible to inspect the complete control system when assembled on some aircraft due to routing the controls through conduits or boxed-in sections and the pre-sealing of various units. In such cases the persons certifying the duplicate inspections shall be satisfied that a duplicate inspection had been made previously on the units and covered sections and that the sealed units are acceptable for the particular use. Such tests as are considered necessary shall be completed to determine that these particular units and sections have full, free and correct directional movement.
- 3.4 Control systems subject to duplicate inspections must not be disturbed or readjusted after the first certified inspection. The second inspection must be made, as nearly as possible, immediately after the first part and in some circumstances, due to peculiarities of assembly or accessibility, it may be necessary for both parts of the inspection to be made simultaneously.
- 3.5 It is desirable that the duplicate inspection of the control system is made, as near as practicable, to the time of the intended flight.
- 3.6 If control system is disturbed in any way after completion of the duplicate inspection, that part which has been disturbed shall again be inspected in duplicate before the aircraft flights.
- 3.7 The duplicate inspection shall be the final operation to establish the integrity of the control system when all work has been completed and shall include an inspection to ensure that full, free and correct movement of the controls is obtained through out the systems relative to the movements of the flight crew controls both prior to and after all covers and fairings are finally secured.
- 3.8. For the purpose of complying with the procedure of carrying out duplicate inspection on the control system, the first inspection shall be carried out by an appropriately licensed AME in category 'A' / category 'B' on the type of aircraft for flying controls and in category 'C' on the type of engine for engine controls or a person duly approved/ authorised for the purpose by DCA. The repeat inspection (2nd inspection) shall be carried out by persons and under the circumstance mentioned below:
- 3.8.1 When the aircraft is at the base:
1. Aircraft Maintenance Engineer appropriately licensed.
 2. Persons approved / authorised for the purpose by DCA.
- 3.8.2 When the aircraft is away form the base:
- The second check shall be carried out by any of the persons mentioned in para 3.8.1 above or by a flight engineer whose licence is endorsed for the type of aircraft or by a pilot who holds an ATPL ratings for the type of the aircraft. On arrival of the aircraft at

its base station, inspection and certification shall be carried out as per para 3.8.1 above, in case of second check is carried out by a flight engineer or a pilot not authorised as per item 2 of the preceding paragraph.

A handwritten signature in black ink, appearing to read 'Mohamed Shareef', with a long horizontal stroke extending to the right.

Mohamed Shareef
DIRECTOR OF CIVIL AVIATION