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## CIVIL AVIATION DEPARTMENT

Male'

Republic of Maldives

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# MALDIVIAN AIRWORTHINESS REQUIREMENTS

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### **Subject:- Approval of Organisations / Operator**

#### **1. Introduction**

- 1.1 Civil Aviation Regulations Maldives Part 6 requires that every aircraft or any part thereof or its equipment that has been overhauled, repaired, replaced, modified or maintained shall be issued with a certificate of release to service in token thereof by an appropriately licensed Aircraft Maintenance Engineer or by a person approved by the Director as being competent to issue such certificate in accordance with that approval. This MAR outlines the procedure and requirement to qualify for an Approved Maintenance Organisation.
- 1.2 The grant of approval is indicated by the issue of an approval certificate to the organisation by the Authority. The approval certificate will specify the extent of approval. The maintenance organisation's exposition must specify the scope of work deemed to constitute approval.

#### **2. Applicability**

- 2.1 This Airworthiness Requirement is applicable to every aircraft registered/operated in the Maldives under a Maldivian AOC and specifies the requirements for grant of approval to an organisation/operator to engage in any one or more of the following activities.
  - a) Manufacture, maintenance, modifications, repair, inspection, overhaul testing of aircraft, engine or aircraft components, items of equipment or any material.
  - b) Storage and distribution of aviation fuels and lubricants.
  - c) Storage and distribution of aircraft components, items of equipment or aircraft materials, parts and goods.

#### **3. Definitions**

- I **Aircraft** means an aeroplane, helicopter or airship.

**Aircraft component** means any part or equipment intended for installation in an aircraft, its engine or propellers, the correct functioning of which when fitted is essential to the continued airworthiness of the aircraft and when such parts or equipment either have a part

number or a serial number allocated by the aircraft/engine/propeller/equipment manufacturer, unless said manufacturer has designated such parts as a standard part.

**Airworthiness data** means any information necessary to ensure that the aircraft or aircraft component can be maintained in a condition such that airworthiness of the aircraft, or serviceability of operational and emergency equipment as appropriate, is assured.

**Aircraft Goods** mean aircraft component or material including paints, dopes, thinners, fuels, lubricants and special petroleum products intended for use in a aircraft and which are required to be produced and certified in conformity with an approved specification, drawing or process.

**Approved by the Authority** means approved by the Authority directly or in accordance with a procedure approved by the DGCA or CAD.

**Approved standard** means a manufacturing/design/maintenance/quality standard approved by the Authority.

**Authorised Release Certificate** means a document accompanying the sale of aircraft components, materials and goods from the manufacturer/overhaul organisation to users certifying that the parts identified therein were manufactured / inspected / repaired/ overhauled in accordance with the airworthiness regulations of the stated country and all the relevant airworthiness requirements of the DCA are satisfied.

**Certificate of Approval** means a document issued to an organisation approved by the DCA defining the terms of approval granted.

**Certificate of release to Service** is a certificate issued in respect of an aircraft, aircraft component/item of equipment by an appropriately licenced Aircraft Maintenance Engineer/Approved Person by the DCA after carrying out overhaul, repair, replacement, modification, maintenance or inspection certifying that the work has been performed in accordance with the airworthiness requirements stipulated by the DCA.

**Certifying staff** means those personnel who are authorised by the approved maintenance organisation in accordance with a procedure acceptable to the Authority to certify aircraft or aircraft components for release to service.

**Commercial Air Transport** means the carriage of Passengers/Cargo/Mail for remuneration.

**Engineering Exposition** means the manual provided by an approved organisation defining broadly the objectives (scope of approval) and the manner of achieving the same including working of quality control and assurance system.

**Inspection** means the examination of an aircraft/aircraft component to establish conformity with an approved standard.

**Maintenance** means any one or combination of overhaul, repair, inspection, replacement, modification or defect rectification of an aircraft/aircraft component.

**Modification** means the alteration of an aircraft/aircraft component in conformity with an approved standard.

**Organisation** means a organisation registered as a legal entity. Such a organisation may conduct business from more than one address and may hold more than one approval.

**Overhaul** means the restoration of an aircraft/aircraft component by inspection and replacement in conformity with an approved standard to extend the operational life.

**Pre-flight inspection** means the inspection carried out before flight to ensure that the aircraft is fit for the intended flight. It does not include defect rectification.

**Rejection Note** means a document issued by an approved organisation for the purpose of advising details of the rejection of certified aircraft goods which fail to meet applicable requirements.

**Repair** means the restoration of an aircraft/aircraft component to a serviceable condition in conformity with an approved standard.

**Standard part** is that part identified as such by the manufacturer or part made to a national or international specification (unless the part is a subject of specific product approval such as TSO or CAA/FAA equipment approved.)

**Terms of Approval** means a document issued by the DCA specifying categories, scope, rating, and any special conditions applicable to the certificate of approval granted to an organisation.

#### **4. Organisation Approval Class and Rating System**

- 4.1 Table 1 in appendix-A2 outlines the full extent of approval possible in a standardised form. An organisation may be granted an approval ranging from a single class and rating with limitations to all classes and ratings with appropriate limitations.
- 4.2 In addition to table 1 the approved organisation is required by part 1.2 of this MAR to indicate scope of work in the organisation exposition. Part 7.0 of this MAR also refers to the same scope of work and it should be noted that a capability list is deemed to be one form of scope of work. See also paragraph 4.4.
- 4.3 Within the approval class(es) and rating(s) granted by the DGCA or CAD, the scope of work specified in the maintenance organisation exposition defines the exact limits of approval. It is therefore essential that the approval class(es) and rating(s) and the organisations scope of work are compatible.
- 4.4 When a lengthy capability list is used which could be subject to frequent amendment, then such amendment should be in accordance with a procedure acceptable to the DCA and included in the maintenance organisation exposition.

#### **Category**

#### **Scope of Category**

“A”

may carry out maintenance on the aircraft and any component (including engines/APUs) only whilst such components are fitted to the aircraft. The limitation section will specify the maximum limits of such maintenance thereby indicating the

extent of approval.

- “B” may carry out maintenance on the uninstalled engine/APU and engine/APU components only whilst such components are fitted to the engine/APU. The limitation section will specify the maximum limits of such maintenance thereby indicating the extent of approval. An approved maintenance organisation with a category B class rating may also carry out maintenance on an installed engine during 'base' and 'line' maintenance subject to a control procedure in the maintenance organisation exposition acceptable to the DCA. The maintenance organisation exposition should reflect activity where permitted by the DCA.
- “C” may carry out maintenance on uninstalled components (excluding engines and APUs) intended for fitment to the aircraft or engine/APU. The limitation section will specify the maximum limits of such maintenance thereby indicating the extent of approval. An approved maintenance organisation with a category C class rating may also carry out maintenance on an installed component during base and line maintenance or at an engine/APU maintenance facility subject to a control procedure in the maintenance organisation exposition acceptable to the DCA. The maintenance organisation exposition should reflect such activity where permitted by the DCA.
- “D” a self contained class rating not necessarily related to a specific aircraft, engine or other component. The D1 - Non Destructive Inspection (NDI) rating is only necessary for an approved maintenance organisation that carries out NDI as a particular task for another organisation. An approved maintenance organisation with a class rating in A or B or C category may carry out NDI on products it is maintaining subject to the maintenance organisation exposition containing NDI procedures, without the need for a D1 class rating.
- “E” Storage and distribution of aviation fuels, lubricants and spear petroleum products including Fuelling/Defueling of aircraft
- “F” Storing and distribution of previously certified aircraft goods parts

## **5. General Requirements for Grant of Approval**

Granting of the approval in any category will be dependent upon the request of the applicant and his capability to perform the work as adjudged by the DCA. The scope of approval will be specified in the certificate of approval. An organisation seeking approval in any of the categories listed under para 4 above will have to observe the following general requirements.

- 5.1 The approval will be subject to nomination of suitably qualified and experienced person, who is in regular employment of the organisation as a Quality Control Manager (QCM) and his acceptance in such capacity by the DCA. The entire inspection

organisation must be controlled by Quality Control Manager who must be responsible directly to the Chief Executives of the organisation so that his decisions are not influenced by considerations other than the quality of work.

- 5.2 The scope of the approval of an organisation will depend on;
- a) the capability of the firm to undertake the work specified;
  - b) the tools, equipment, testing facility and technical literature available with the firm;
  - c) the qualifications of QCM, Deputy QCM and the rest of the inspection staff employed on regular basis.
- 5.3 Before approval is granted the Applicant shall satisfy the DCA that the person nominated as Quality Control Manager is a capable and responsible person and written evidence of his qualification and experience shall be supplied to DCA who will satisfy himself about the suitability of QCM by subjecting him to such examination as considered necessary. If the approved QCM ceases to hold the position, the appointment of his successor must be simultaneously made by the organisation in consultation with DCA for the sake of continuance of the approval granted to the firm.
- 5.4 DCA may also require approval of other persons who may be designated as Deputy QCM(s) and who may be fully conversant with a part or whole of the activity of the organisation for which approval is required. The approval of Deputy QCM(s) by DCA will be on similar lines as that of QCM.
- 5.4.1 The QCM will have under his control adequate number of approved personnel who will be experienced, qualified and skilful in the specific activity of their respective scope of the approval for the purpose of certification of the quality of the product at various stages of manufacturer / maintenance / inspection / testing/ overhaul etc. depending upon the scope of approval.
- 5.4.2 The approved staff shall be provided with adequate accommodation, facilities, and equipment for the effective performance of their duties. Office, Laboratory and Workshop environmental conditions shall be controlled as necessary to the work. Bonded and Quarantine stores shall be provided.
- 5.4.3 The general layout of the workshop, the lighting arrangements, cleanliness, its adequacy and condition of workshop equipment should be such so as to carry out work specified in the scope of approval, in an efficient and effective manner.
- 5.4.4 DCA may direct that organisation should have a specific type of machine/equipment in order to satisfactorily meet the requirements connected with the scope of approval.
- 5.4.5 The organisation shall make their own arrangements with the manufacturers of the aircraft, aircraft components and items of equipment to get the service bulletins and other service instructions appropriate to the scope of approval and shall ensure that;
- a) these documents are amended upto date;
  - b) required technical data is readily available to the respective staff in all facilities of the company.

- c) the work is performed in conformity with the latest manufacturer's/DCA's instructions.
- 5.4.6 The calibration of test equipment shall be checked as frequently as is necessary to maintain confidence in the accuracy of the equipment and a record of inspections and/or calibrations shall be maintained.
- 5.4.7 The various procedures pertaining to work, testing, calibration and their certification, adopted by the organization should be such as to be acceptable to the DCA.
- 5.4.8 Suitably qualified/trained personnel will be given approval for specific activity of the organisation and they will be authorised to certify the work covering their scope of approval. The approved persons will be given approval stamps by the organization to identify the work certified by them. These persons will normally be approved by QCM on behalf of DCA unless DCA directs otherwise, and it shall be the responsibility of the QCM to ensure that the approved persons remain proficient in the work, relevant to their scope of approval during the currency of the approval. This may be achieved through refresher courses and/or periodical tests/examination.
- 5.4.9 The operator shall ensure through periodical medical checks that there is no physical disability to anyone of the licenced/approved persons which may come in the way of efficient discharge of their functions. Such medical checks shall be performed at least once a year and by a medical practitioner holding at least a MBBS degree.
- 5.4.10 QCM will also be responsible for coordination of all appropriate Departments to ensure compliance with the relevant airworthiness requirements and the technical content of the customers orders insofar as airworthiness may be effected. He will also evolve a system acceptable to DCA of recording and certification of inspection done during and on completion of the work and to ensure compliance of the Civil Aviation Regulations, Maldives, Maldivian Airworthiness Requirements, Air Safety Circulars and other instructions issued by DCA/manufacturers.
- 5.5 A Certificate of Release to Service shall be issued in respect of each overhaul repair, replacement, modification, inspection or maintenance.
- 5.6 An Authorised Released Certificate shall be issued to the consignee for all aircraft parts released by an organisation under the authority of the DCA approval.

*Note:* The Authorised Release Certificate constitutes the Certificate of release to service prescribed in para 5.5 above.

## **6. Application for approval**

- 6.1 Organisation seeking approval in any of the activities listed under para 3 above should apply to DCA on the application form No. DCA/AW/05 which may be obtained from his office.

## **7. Requirement for Engineering Exposition**

The applicant seeking approval under any category shall prepare and submit to the DCA an Exposition of the Organisation. A Maintenance Schedule shall also be prepared by the

organisation depending on the category and scope for which approval is sought and submitted to the DCA. The purpose of Engineering Exposition is to define broadly the objectives (scope of approval) and the manner of achieving the same which in turn will form the basis of DCA approval of the organisation. The Exposition shall contain the following information.

- a) The duties and the responsibilities of QCM and Deputy QCM and other Senior Technical Personnel as applicable to the activities for which approval is sought. Authority to negotiate directly with the DCA on specific subject shall be defined.
- b) A chart of the organisation showing the associated chain of responsibility.
- c) The intended scope of each activity including design, development, manufacturing, maintenance, overhaul and test facility together with the information on essential inspection and test equipment.
- d) The procedures adopted for controlling matters directly affecting airworthiness, and other technical standards which may affect airworthiness at all stages of the design, development, manufacturing, maintenance, overhaul and test facilities including the Quality Control and Assurance system operated in respect of internal and external work.
- e) Any further matters which the DCA decides are necessary arising from his initial assessment or subsequent supervisory visits.
- f) The detailed working of the quality control and assurance system to the satisfaction of the DCA in respect of all products handled under the terms of approval including the details of the scope of activity of each approved person.
- g) A list of persons appointed as signatories to issue Approved Certificates and the period for which they are authorised.
- h) A list showing sources from which aircraft parts and materials are supplied indicating their approval by the concerned regulatory authority.
- i) A list of contracted organisations performing maintenance, overhaul, repair, replacement, or modifications of aircraft parts and structures.
- j) Organisation responsibility regarding provisioning of qualified personnel, tools, equipment and other facilities including publications.
- k) Organisation responsibility for training of staff, "ab- initio" as well as "refresher" courses for personnel to ensure continued familiarity and efficiency of the work assigned to them.
- l) A general description of the facilities located at each address specified in the maintenance organisation's approval certificate.
- m) The notification procedure of approved maintenance organisation changes.
- n) The maintenance organisation exposition amendment procedure.

## **8. Requirements for the Maintenance of Approval**

- 8.1 The organisation shall be maintained at the standard necessary to undertake the work for which it is Approved and the DCA shall, at all reasonable times, have access to the Organisation for the purpose of assessing the standard in use.
- 8.2 A proposed change of the Chief Executive shall be notified to the DCA in writing. The DCA may require the Organisation to supply further information in order to satisfy himself of the suitability of the official concerned insofar as it may affect DCA Approval of the Organisation.
- 8.3 Changes in the persons nominated as QCM and Deputy QCM shall be notified to the DCA in writing in advance for acceptance.
- 8.4 The exposition required under para 7 shall be reviewed periodically by the Organisation and any necessary amendments promulgated.
- 8.5 The Organisation shall consult the DCA if any difficulty about the interpretation of the requirements, associated procedures, or any airworthiness matter which in their opinion involves new problems or techniques.
- 8.6 At all reasonable times DCA representatives shall have access to all drawings, calculations, reports and records relating directly or indirectly to the airworthiness of an aircraft, engine or any part thereof. The DCA shall have the right to witness tests or inspections in any way associated with the establishing of airworthiness of an aircraft, engine or any part thereof.
- 8.7 In order to provide information on problems and defects affecting an aircraft, engine or part in service, the Organisation shall maintain a suitable monitoring system. If, subsequent to approval, the Organisation becomes aware of defects which affect the continuing airworthiness of the aircraft, engines or part thereof, the DCA shall be advised in order that the appropriate joint action may be taken. Such advice shall be given to the DCA irrespective of the country of registration of the aircraft or whether the defect occurs in the Maldives or overseas.
- 8.8 The DCA may revoke, suspend or vary the terms of Approval if the condition required are not maintained.

**9. *Limitations on the Approved Maintenance Organisation***

The approved maintenance organisation may only maintain an aircraft or aircraft component for which it is approved when all necessary facilities, equipment, tooling, material, approved technical data and certifying staff are available.

**10. *Changes to the Approved Maintenance Organisation***

- 10.1 An approved maintenance organisation must notify the DCA as soon as is practicable of any of the following changes, to enable the CAD to determine continued compliance with this MAR and to amend, if necessary, the approval certificate:
  - (a) The name of the organisation.
  - (b) The location of the organisation.
  - (c) Additional locations of the organisation.

- (d) The accountable manager.
- (e) Any of the senior persons specified in paragraph 20.1.
- (f) The facilities, equipment, tools, material, procedures, work scope and certifying staff that could affect the approval.

10.2 DCA may prescribe the conditions under which the approved maintenance organisation may operate during such changes unless the DCA determines that the approval should be suspended.

## **11. Continued Validity of Approval**

11.1 Unless the approval has previously been surrendered, superseded, suspended, revoked or expired by virtue of exceeding any expiry date that may be specified in the approval certificate, the continued validity of approval is dependent upon:-

- (a) the approved maintenance organisation remaining in compliance with this MAR and;
- (b) the Authority being granted access to the approved maintenance organisation to determine continued compliance with this MAR and;
- (c) the payment of any charges prescribed in CAR part 20.

## **12. Privileges of the Approved Maintenance Organisation**

12.1 An approved maintenance organisation may only carry out the following tasks as permitted by and in accordance with the approved maintenance organisation exposition:

- (a) Maintain any aircraft or aircraft component for which it is approved at the locations identified in the approval certificate.
- (b) Arrange for maintenance of any aircraft or aircraft component for which it is approved at another organisation that is under the quality control of the approved maintenance organisation. The approved maintenance organisation exposition must list the organisations.
- (c) Maintain any aircraft for which it is approved at any location subject to the need for such maintenance arising either from the unserviceability of the aircraft or from the necessity of supporting occasional line maintenance subject to the conditions specified in a procedure acceptable to the CAD and included in the approved maintenance organisation exposition.
- (d) Maintain any aircraft for which it is approved at a location identified as a line maintenance location capable of supporting minor maintenance and only if the approved maintenance organisation exposition both permits such activity and lists such locations.
- (e) Issue certificates of release to service in respect of paragraphs (a) to (d) on completion of maintenance in accordance with CAR part 6.8.

### **13. *Maintenance Procedures and Quality System***

- 13.1 The approved maintenance organisation must establish procedures acceptable to the DCA to ensure good maintenance practices and compliance with all relevant requirements in this MAR such that aircraft and aircraft components may be released to service in accordance with CAR part 6.8.
- 13.2 In addition, the approved maintenance organisation must establish an independent quality system to monitor compliance with and adequacy of the procedures to ensure good maintenance practices and airworthy aircraft and aircraft components. Compliance monitoring must include a feedback system to the person or group of persons specified in this MAR part 20.1 and ultimately to the QCM to ensure, as necessary, corrective action. Such systems must be acceptable to the Authority.

### **14. *Reporting of Unairworthy Conditions***

- 14.1 The approved maintenance organisation must report to the DCA and the aircraft design organisation any condition identified by the approved maintenance organisation of the aircraft or aircraft component that could seriously hazard the aircraft.
- 14.2 Reports must be made on a form DCA-OCC-01 and in a manner prescribed by the MAR Series C 04 and contain all pertinent information about the condition known to the approved maintenance organisation.
- 14.3 Where the approved maintenance organisation is contracted by a operator to carry out maintenance, the approved maintenance organisation must also report to the operator any such condition affecting the operator's aircraft or aircraft component.
- 14.5 Reports must be made as soon as practicable but in any case within three days of the approved maintenance organisation identifying the condition to which the report relates.

### **15. *Maintenance Records***

- 15.1 The approved maintenance organisation must record all details of work carried out in a form acceptable to the CAD.
- 15.2 The approved maintenance organisation must provide a copy of each certificate of release to service to the aircraft operator, together with a copy of any specific airworthiness data used for repairs/modifications carried out.
- 15.3 The approved maintenance organisation must retain a copy of all detailed maintenance records and any associated airworthiness data for two years from the date the aircraft or aircraft component to which the work relates was released from the approved maintenance organisation.

### **16. *Certification of Maintenance***

- 16.1 A certificate of release to service must be issued by appropriately authorised staff on behalf of the approved maintenance organisation when satisfied that all required maintenance of the aircraft or aircraft component has been properly carried out by the approved maintenance organisation in accordance with the procedures specified in the maintenance organisation exposition.

NOTE: An aircraft component which has been maintained off the aircraft requires the issue of a certificate of release to service for such maintenance and another certificate of release to service in regard to being installed properly on the aircraft when such action occurs.

16.2 A certificate of release to service must contain basic details of the maintenance carried out, the date such maintenance was completed and the identity including authorisation reference of the approved maintenance organisation and certifying staff issuing such a certificate.

### **17. *Airworthiness data***

17.1 The approved maintenance organisation must be in receipt of all necessary airworthiness data from the State of manufacture of, the aircraft/aircraft component design organisation and any other approved design organisation, as appropriate to support the work performed.

NOTE: DCA may classify data from another authority or organisation as mandatory and may require the approved maintenance organisation to hold such data.

17.2 Where the approved maintenance organisation produces its own airworthiness data additional to that specified in paragraph 17.1 such additional airworthiness data must be produced in accordance with a procedure acceptable to the DCA.

17.3 All airworthiness data must be kept up to date and made available to all personnel who need access to such data to perform their duties.

### **18. *Equipment, Tools and Material***

18.1 The approved maintenance organisation must have the necessary equipment, tools and material to perform the approved scope of work.

18.2 Where necessary, tools, equipment and particularly test equipment must be controlled and calibrated to standards acceptable to the DCA at a frequency to ensure serviceability and accuracy. Records of such calibrations and the standard used must be kept by the approved maintenance organisation.

### **19. *Record of Certifying Staff***

19.1 The approved maintenance organisation must maintain a record of all certifying staff which must include details of the scope of their authorisation.

19.2 Certifying staff must be provided with evidence of the scope of their authorisation.

### **20. *Personnel Requirements***

20.1 A senior person or group of persons acceptable to the DCA, whose responsibilities include ensuring that the approved maintenance organisation is in compliance with requirements, must be nominated. Such person(s) must ultimately be directly responsible to the QCM who must be acceptable to the DCA.

- 20.2 The approved maintenance organisation must employ sufficient personnel to plan, perform, supervise and inspect the work in accordance with the approval.
- 20.3 The competence of personnel involved in maintenance must be established in accordance with a procedure and to a standard acceptable to the DCA.
- 20.4 In addition to paragraph 20.3 certifying staff must meet the qualification requirements specified in CAR part 6.2 and receive initial and continuation training in accordance with a programme acceptable to the CAD.

## **21. Facility Requirements**

- 21.1 Facilities must be provided appropriate for all planned work, ensuring in particular, protection from the weather elements. Specialised workshops and bays must be segregated as appropriate, to ensure that environmental and work area contamination is unlikely to occur.
- 21.2 Office accommodation must be provided appropriate for the management of the sub-paragraph 21.1 planned work including in particular, the management of quality, planning and technical records.
- 21.3 The working environment must be appropriate for the task carried out and in particular special requirements observed. Unless otherwise dictated by the particular task environment, the working environment must be such that the effectiveness of personnel is not impaired.
- 21.4 Storage facilities must be provided for parts, equipment, tools and material. Storage conditions must be such as to provide security for serviceable parts, segregation of serviceable from unserviceable parts, and prevent deterioration of and damage to stored items.



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## Organisations Approval Class and Rating System

### Description of table-1 and table-2

- A-1. Category A class ratings are subdivided into 'Base' or 'Line' maintenance. An approved maintenance organisation may be approved for either 'Base' or 'Line' maintenance or both. It should be noted that a 'Line' facility located at a main base facility requires a 'Line' maintenance approval.
- A-2. The 'limitation' section is intended to give maximum flexibility to customise the approval to a particular organisation. Table 1 specifies the types of limitation possible and whilst maintenance is listed last in each class rating it is acceptable to stress the maintenance task rather than the aircraft or engine type or manufacturer, if this is more appropriate to the organisation. An example could be avionics systems installations and maintenance.
- A-3. Table 1 makes reference to series, type and group in the limitation section of class A and B. Series means a specific type series such as Airbus 300 or 310 or 319 or Boeing 737-300 series or RB211-524 series etc. Type means a specific type or model such as Airbus 310-240 type or RB 211-524 B4 type etc. Any number of series or types may be quoted. Group means for example Cessna single piston engine aircraft or Lycoming non-supercharged piston engines etc.
- A-4. When a lengthy capability list is used which could be subject to frequent amendment, then such amendment should be in accordance with a procedure acceptable to the CAD and included in the maintenance organisation exposition.
- A-5. Table 2 identifies the ATA specification 100 chapter for the category C component rating.

CLASS	RATING	LIMITATION	BASE	LINE
AIRCRAFT	A1 Aeroplanes/airships above 5700 kg	Will state aeroplane/airship series or type and/or the maintenance task(s).		
	A2 Aeroplanes/airships 5700 kg and below	Will state aeroplane/airship series or type and/or the maintenance task(s).		
	A3 Helicopters	Will state aeroplane/airship series or type and/or the maintenance task(s).		
ENGINES	B1 Turbine	Will state engine series or type and/or the maintenance task(s)		
	B2 Piston	Will state engine series or type and/or the maintenance task(s)		
	B3 APU	Will state engine series or type and/or the maintenance task(s)		
COMPONENTS OTHER THAN ENGINE OR APUs	C1 Air Cond & Press	Will state aircraft type or aircraft manufacturer or the particular component and or cross refer to a capability list in the exposition and/or the maintenance task(s)		
	C2 Auto flight			
	C3 Comms & Nav			
	C4 Doors - Hatches			
	C5 Electrical Power			
	C6 Equipment			
	C7 Engine - APU			
	C8 Flight Controls			
	C9 Fuel - Airframe			
	C10 Helicopter - Rotor			
	C11 Helicopter - Trans			
	C12 Hydraulic			
	C13 Instruments			
	C14 Landing Gear			
	C15 Oxygen			
	C16 Propellers			
	C17 Pneumatic			
	C18 Protection ice/rain/fire			
	C19 Windows			
	C20 Structural			
	D			
NDT Storage of Aviation fuel, lubricant etc.	E			
Storage and Distribution of Certified parts	F			

CLASS	RATING	ATACHAPTERS
COMPONENTS OTHER THAN COMPLETE ENGINES APUs	C1 Air Cond & Press	21
	C2 Auto flight	22
	C3 Comms & Nav	23-34
	C4 Doors - Hatches	52
	C5 Electrical Power	24-33
	C6 Equipment	25-38-45
	C7 Engine - APU	49-71-72-73-74-75-76-77-78-79-80-81-82-83
	C8 Flight Controls	27-55-57.4-57.6-57.7
	C9 Fuel - Airframe	28
	C10 Helicopter - Rotor	62-64-66-67
	C11 Helicopter - Trans	63-65
	C12 Hydraulic	29
	C13 Instruments	31
	C14 Landing Gear	32
	C15 Oxygen	35
	C16 Propellers	61
	C17 Pneumatic	36-37
	C18 Protection ice/rain/fire	26-30
	C19 Windows	56
	C20 Structural	53-54-57.10-57.20-57.30

TABLE - 2