MALDIVES CIVIL AVIATION AUTHORITY
Republic of Maldives

MALDIVES CIVIL AVIATION REGULATIONS

AIR OPERATIONS

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IV - INTRODUCTION

MALDIVIAN CIVIL AVIATION REGULATIONS – AIR OPERATIONS

MALDIVIAN CIVIL AVIATION AUTHORITY REGULATIONS-AIR OPERATIONS (MCAR-AIR OPERATIONS) of 1 January 2014 laying down technical requirements and administrative procedures related to civil aviation air operations pursuant to Maldivian Civil Aviation Act No 2/2001 of the Republic of Maldives

Having regard to Maldivian Civil Aviation Act No 2/2001 of the Republic of Maldives on common rules in the field of civil aviation,

Whereas:

(1) Operators and personnel involved in the operation of certain aircraft have to comply with the relevant essential requirements set out in this Regulation.
(2) This Regulation requires, in addition to theoversight of certificates that have been issued, conduct investigations, including ramp inspections, and to take any measure, including the grounding of aircraft, to prevent the continuation of an infringement.
(3) In accordance with this Regulation MCAAwould adopt the necessary implementing rules for establishing the conditions for the safe operation of aircraft.
(4) In order to ensure a smooth transition and a high level of civil aviation safety in the Maldives, implementing measures would reflect the state of the art, including best practices, and scientific and technical progress in the field of air operations. Accordingly, technical requirements and administrative procedures agreed under the auspices of the International Civil Aviation Organisation (hereinafter 'ICAO') and the European Joint Aviation Authorities until 30 June 2009, as well as existing legislation pertaining to a specific national environment, would be considered.
(5) It is necessary to provide sufficient time for the aeronautical industry and MCAA to adapt to the new regulatory framework and to recognise under certain conditions the validity of certificates issued before this Regulation applies.

HAS ADOPTED THIS REGULATION:

I

Subject matter and scope

1. This Regulation lays down detailed rules for air operations with aeroplanes and helicopters, and non-commercial operations with aeroplanes, helicopters, balloons and sailplanes including ramp inspections of aircraft of operators under the safety oversight of another State when landed at aerodromes located in the Republic of Maldives.

2. This Regulation also lays down detailed rules on the conditions for issuing, maintaining, amending, limiting, suspending or revoking the certificates of operators of aircraft engaged in air operations, the privileges and responsibilities of the holders of certificates as well as conditions under which operations shall be prohibited, limited or subject to certain conditions in the interest of safety.

3. This Regulation also lays down detailed rules on the conditions and procedures for the declaration by, and for the oversight of, operators engaged in commercial specialised operations and non-commercial operation of complex motor-powered aircraft, including non-commercial specialised operations of complex motor-powered aircraft..

4. This Regulation also lays down detailed rules on the conditions under which certain high risk commercial specialised operations shall be subject to authorisation in the interest of safety, and on the conditions for issuing, maintaining, amending, limiting, suspending or revoking the authorisations.

5. This Regulation shall not apply to air operations with tethered balloons and airships as well as tethered balloon flights and within the scope of products, parts, appliances, personnel and organisations while carrying out military, customs, police, search and rescue, firefighting, coastguard or similar activities or services.

II

Definitions

For the purposes of this Regulation:

(1) **Air taxi operation** means, for the purpose of flight time and duty time limitations, non-scheduled on demand commercial air transport operations with an aeroplane with a maximum operational passenger seating configuration (MOPSC) of 19 or less;

(2) **Commercial air transport (CAT) operation** means an aircraft operation to transport passengers, cargo or mail for remuneration or other valuable consideration;

(3) **Competition flight** means any flying activity where the aircraft is used in air races or contests, as well as where the aircraft is used to practice for air races or contests and to fly to and from racing or contest events;

(4) **Flying display** means any flying activity deliberately performed for the purpose of providing an exhibition or entertainment at an advertised event open to the public, including where the aircraft is used to practice for a flying display and to fly to and from the advertised event;

(5) **High risk commercial specialised operation** means any commercial specialised aircraft operation carried out over an area where the safety of third parties on the ground is likely to be endangered in the event of an emergency, or, as determined by the competent authority of the place where the operation is conducted, any commercial specialised aircraft operation that, due to its specific nature and the local environment in which it is conducted, poses a high risk, in particular to third parties on the ground;

(6) **Introductory flight** means any flight against remuneration or other valuable consideration consisting of an air tour of short duration, offered by an approved training organisation or an organisation created with the aim of promoting aerial sport or leisure aviation, for the purpose of attracting new trainees or new members;

(7) **Operation in performance class 1** means an operation that, in the event of failure of the critical engine, the helicopter is able to land within the rejected take-off distance available or safely continue the flight to an appropriate landing area, depending on when the failure occurs;

(8) **Performance-based navigation (PBN)** means area navigation based on performance requirements for aircraft operating along an ATS route, on an instrument approach procedure or in a designated airspace;

(9) **Performance class B aeroplanes** means aeroplanes powered by propeller engines with a maximum operational passenger seating configuration of nine or less and a maximum take- off mass of 5 700 kg or less;

(10) **Public interest site (PIS)** means a site used exclusively for operations in the public interest; and

(11) **Specialised operation** means any operation other than commercial air transport where the aircraft is used for specialised activities such as agriculture, construction, photography, surveying, observation and patrol, aerial advertisement.

Additional definitions are laid down in Annex I for the purposes of Annexes II to VII.

III
Oversight capabilities

1. For the purpose of this Regulation, the competent authority in the Maldives is MCAA, with the necessary powers and allocated responsibilities for the certification and oversight of persons and organisations subject to this Regulation and its implementing rules.

2. MCAAwould ensure that it has the necessary capability for the oversight of all persons and organisations covered by the oversight programme, including sufficient resources to fulfil the requirements of this Regulation.

3. MCAAwould ensure that personnel do not perform oversight activities when there is evidence that this could result directly or indirectly in a conflict of interest, in particular when relating to family or financial interest.

4. Personnel authorised by MCAA to carry out certification and/or oversight tasks are empowered to perform at least the following tasks:
   (a) examine the records, data, procedures and any other material relevant to the execution of the certification and/or oversight task;
   (b) take copies of or extracts from such records, data, procedures and other material;
   (c) ask for an oral explanation on site;
   (d) enter relevant premises, operating sites or means of transport;
   (e) perform audits, investigations, assessments, inspections, including ramp inspections and unannounced inspections;
   (f) take or initiate enforcement measures as appropriate.

5. The tasks under paragraph 4 shall be carried out in compliance with the legal provisions.

IV
Ramp inspections

Ramp inspections of aircraft of operators under the safety oversight of MCAA or of a third country would be carried out in accordance with Subpart RAMP of Annex II.

V
Air operations

1. Operators shall only operate an aircraft for the purpose of commercial air transport (hereinafter 'CAT') operations as specified in Annexes III and IV. Operators engaged in CAT operations starting and ending at the same aerodrome/operating site with Performance class B aeroplanes or non-complex helicopters shall also comply with the relevant provisions of Annexes III and IV.

2. Operators shall comply with the relevant provisions of Annex V when operating:
   (a) aeroplanes and helicopters used for:
      (i) operations using performance-based navigation (PBN);
      (ii) operations in accordance with minimum navigation performance specifications (MNPS);
      (iii) operations in airspace with reduced vertical separation minima (RVSM);
      (iv) low visibility operations (LVO);
   (b) aeroplanes, helicopters,balloons and sailplanesused for the transport of dangerous goods (DG);
   (c) two-engined aeroplanes used for extended range operations (ETOPS) in commercial air transport;
   (d) helicopters used for commercial air transport operations with the aid of night vision imaging systems (NVIS);
   (e) helicopters used for commercial air transport hoist operations (HHO); and
   (f) helicopters used for commercial air transport emergency medical service operations (HEMS).

3. Operators of complex motor-powered aeroplanes and helicopters involved in non-commercial operations shall declare their capability and means to discharge their responsibilities associated with the operation of aircraft and operate the aircraft in accordance with the provisions specified in Annex III and Annex VI. Such operators when engaged in non-commercial specialised operations shall operate the aircraft in accordance with the provisions specified in Annex III and VIII instead.

4. Operators of other-than-complex motor-powered aeroplanes, and helicopters, as well as balloons and sailplanes, involved in non-commercial operations, including non-commercial specialised operations, shall operate the aircraft in accordance with the provisions specified in Annex VII.

5. Training organisations when conducting flight training shall operate:
   (a) complex motor-powered aeroplanes and helicopters in accordance with the provisions specified in Annex VI;
   (b) other-than-complex motor-powered aeroplanes and helicopters as well as balloons and sailplanes in accordance with the provisions specified in Annex VII.

6. Operators shall only operate an aircraft for the purpose of commercial specialised operations as specified in Annexes III and VIII.

7. Flights taking place immediately before, during or immediately after specialised operations and directly connected to those operations shall be operated in accordance with paragraphs 3, 4 and 6, as applicable. Except for parachute operations, no more than six persons indispensable to the mission, excluding crew members, shall be carried on board.

VI
Derogations

1. MCAA may require a specific approval and additional requirements regarding operational procedures, equipment, crew qualification and training for CAT helicopter offshore operations.

2. Existing air operators shall comply with these regulations in accordance with an implementation plan submitted to and accepted by MCAA and shall be in full compliance with these regulations before 31st December 2016.

3. By way of derogation from Article 5(1) and (6), the following operations with other-than-complex motor-powered aircraft may be conducted in accordance with Annex VII:
   (a) cost-shared flights by private individuals, on the condition that the direct cost is shared by all the occupants of the aircraft, pilot included and the number of persons sharing the direct costs is limited to six;
   (b) competition flights or flying displays, on the condition that the remuneration or any valuable consideration given for such flights is limited to recovery of direct costs and a proportionate contribution to annual costs, as well as prizes of no more than a value specified by the competent authority;
   (c) introductory flights, parachute dropping, sailplane towing or aerobatic flights performed either by a training organisation, or by an organisation created with the aim of promoting aerial sport or leisure aviation, on the condition that the aircraft is operated by the organisation on the basis of ownership or dry lease, that the flight does not generate profits distributed outside of the organisation, and that whenever non-members of the organisation are involved, such flights represent only a marginal activity of the organisation.

VII
Air operator certificates

1. Air operator certificates (AOCs) issued to CAT operators of aeroplanes before this Regulation shall be deemed to have been issued in accordance with this Regulation.

However, no later than 30 September 2015:

(a) operators shall adapt their management system, training programmes, procedures and manuals to be compliant with Annexes III, IV and V, as relevant;

(b) the AOC would be replaced by certificates issued in accordance with Annex II to this Regulation.

VIII

Flight time limitations

1. Flight and duty time limitations shall be subject to the following:

   Operator of an aircraft to which MCAR AIR OPERATIONS applies, shall comply with Subpart FTL of Annex III.

IX

Minimum equipment lists

Minimum equipment lists (MEL) approved before this Regulation applies by the State of Operator or Registry, as applicable, are deemed to be approved in accordance with this Regulation and may continue to be used by the operator having received the approval.

After this Regulation applies, any change of the MEL shall be carried out in compliance with ORO.MLR.105 of Annex III.

X

Entry into force

1. Maldives Civil Aviation Authority, in exercise of the powers conferred on it under Arcicles 5 and 6 of the Maldives Civil Aviation Act 2/2012 has adopted this Regulation.

2. This Regulation shall be cited as MCAR-Air Operations and shall come into force on 01 January 2015.

3. Existing aviation requirements in the field of Air Operations will not be applicable to operators certified after 1st January 2015 and will be repealed as from 01 January 2017.

4. 'Acceptable Means of Compliance' (AMC) and 'Guidance Material' (GM) will be published in the form of Civil Aviation Advisory Publications (CAAP). Where CAAP is not available as a means to comply with the MCARs, operators may use EASA AMCs and GMs provided that they are used in a manner which do not conflict with MCARs and its implementing rules.

This Regulation shall be binding in its entirety and directly applicable in the Republic of Maldives.

Done at Male', on 10th December 2014.

For the Maldives Civil Aviation Authority
Chief Executive
HUSSAIN JALEEL

V - ESSENTIAL REQUIREMENTS FOR AIR OPERATIONS

1. ***General***

a. A flight must not be performed if the crew members and, as appropriate,all other operations personnel involved in its preparation andexecution are not familiar with applicable laws, regulations andprocedures, pertinent to the performance of their duties, prescribed forthe areas to be traversed, the aerodromes planned to be used and the airnavigation facilities relating thereto.

b. A flight must be performed in such a way that the operating proceduresspecified in the Flight Manual or, where required the OperationsManual, for the preparation and execution of the flight are followed.

To facilitate this, a checklist system must be available for use, asapplicable, by crew members in all phases of operation of the aircraftunder normal, abnormal and emergency conditions and situations.

Procedures must be established for any reasonably foreseeableemergency situation.

c. Before every flight, the roles and duties of each crew member must bedefined. The pilot- in-command must be responsible for the operationand safety of the aircraft and for the safety of all crew members,passengers and cargo on board.

d. Articles or substances, which are capable of posing a significant risk tohealth, safety, property or the environment, such as dangerous goods, weapons and ammunition, must not be carried on any aircraft, unlessspecific safety procedures and instructions are applied to mitigate therelated risks.

e. All necessary data, documents, records and information with respect to the conditions specified in point 5.c must be retained for eachflight and kept available for a minimum period of time compatible withthe type of operation.

2. ***Flight preparation***

a. A flight must not be commenced unless it has been ascertained by everyreasonable means available that all the following conditions arecomplied with:
   1. Adequate facilities directly required for the flight and for the safeoperation of the aircraft, including communication facilities and navigationaids, are available for the execution of the flight, taking intoaccount available Aeronautical Information Services documentation.
   2. The crew must be familiar with and passengers informed of the locationand use of relevant emergency equipment. Sufficient related informationregarding emergency procedures and use of cabin safety equipmentmust be made available to crew and passengers using specified information.
   3. The pilot-in-command must be satisfied that:
      (i) the aircraft is airworthy as specified in point 6;
      (ii) if required, the aircraft is duly registered and the appropriate certificateswith respect thereto are aboard the aircraft;
      (iii) instruments and equipment as specified in point 5 required for theexecution of that flight are installed in the aircraft and areoperative, unless waived by the applicable Minimum EquipmentList (MEL) or equivalent document;
      (iv) the mass of the aircraft and centre of gravity location are such thatthe flight can be conducted within limits prescribed in theairworthiness documentation;
      (v) all cabin baggage, hold luggage and cargo is properly loaded andsecured; and
      (vi) the aircraft operating limitations as specified in point 4 will not beexceeded at any time during the flight.
   4. Information regarding meteorological conditions for departure, destinationand, where applicable, alternate aerodromes, as well as enrouteconditions, must be available to the flight crew. Specialattention must be given to potentially hazardous atmospheric conditions.
   5. In case of flight into known or expected icing conditions, the aircraftmust be certified, equipped and/or treated to operate safely in suchconditions.

   6. For a flight based on visual flight rules, meteorological conditions alongthe route to be flown must be such as to render compliance with theseflight rules possible. For a flight based on instrument

flight rules adestination and where applicable alternate aerodrome(s) where theaircraft can land must be selected, taking into account in particularthe forecasted meteorological conditions, the availability of air navigationservices, the availability of ground facilities and the instrumentflight procedures approved by the State in which the destination and/oralternate aerodrome is located.

7. The amount of fuel and oil on board must be sufficient to ensure thatthe intended flight can be completed safely, taking into account themeteorological conditions, any element affecting the performance ofthe aircraft and any delays that are expected in flight. In addition, afuel reserve must be carried to provide for contingencies. Procedures forin-flight fuel management must be established when relevant.

3. ***Flight operations***

a. With regard to flight operations, all the following conditions must becomplied with:
   1. where relevant for the type of aircraft, during take-off and landing, andwhenever deemed necessary by the pilot-in-command in the interest ofsafety, each crew member must be seated at their crew station and mustuse the provided restraint systems, taking into account the type ofaircraft;
   2. where relevant for the type of aircraft, all flight crew members requiredto be on flight deck duty must be and remain at their station, with theirseatbelts fastened except en-route for physiological or operational needs;
   3. where relevant for the type of aircraft and the type of operation, beforetake-off and landing, during taxiing and whenever deemed necessary inthe interest of safety, the pilot-in-command must ensure that eachpassenger is properly seated and secured;
   4. a flight must be performed in such a way that appropriate separationfrom other aircraft is maintained and that adequate obstacle clearance isensured, during all phases of the flight. Such separation must at least bethose required by the applicable rules of the air;
   5. a flight must not be continued unless known conditions continue to beat least equivalent to those in point 2. Furthermore, for a flight based oninstrument flight rules, an approach toward an aerodrome must not becontinued below certain specified heights or beyond a certain position, if prescribed visibility criteria are not met;
   6. in an emergency, the pilot-in-command must ensure that all passengersare instructed in such emergency action as may be appropriate to thecircumstances;
   7. a pilot-in-command must take all necessary measures so as to minimize the consequences on the flight of disruptive passenger behaviour;
   8. an aircraft must not be taxied on the movement area of an aerodrome,or its rotor must not be turned under power, unless the person at thecontrols is appropriately competent;
   9. the applicable in-flight fuel management procedures must be used, whenrelevant.

4. ***Aircraft performance and operating limitations***

a. An aircraft must be operated in accordance with its airworthiness documentationand all related operating procedures and limitations asexpressed in its approved flight manual or equivalent documentation,as the case may be. The flight manual or equivalent documentationmust be available to the crew and kept up to date for each aircraft.

b. The aircraft must be operated in accordance with the applicable environmentaldocumentation.

c. A flight must not be commenced or continued unless the aircraft'sscheduled performance, considering all factors which significantlyaffect its performance level, allows all phases of flight to be executedwithin the applicable distances/areas and obstacle clearances at theplanned operating mass. Performance factors which significantly affecttake-off, en-route and approach/landing are, particularly:
   (i) operating procedures;
   (ii) pressure altitude of the aerodrome;
   (iii) temperature;
   (iv) wind;
   (v) size, slope and condition of the take-off/landing area; and
   (vi) the condition of the airframe, the power plant or the systems,taking into account possible deterioration.

1. Such factors must be taken into account directly as operational parametersor indirectly by means of allowances or margins, which may beprovided in the scheduling of performance data, as appropriate to thetype of operation.

5. ***Instruments, data and equipment***

a. An aircraft must be equipped with all navigation, communication andother equipment necessary for the intended flight, taking account of airtraffic regulations and rules of the air applicable during any phase of theflight.

b. When relevant, an aircraft must be equipped with all necessary safety, medical, evacuation and survival equipment, taking account of the risksassociated to the areas of operation, the routes to be flown, the flightaltitude and the duration of the flight.

c. All data necessary for the execution of the flight by the crew must beupdated and available on board the aircraft taking account of applicableair traffic regulations, rules of the air, flight altitudes and areas ofoperation.

6. ***Continuing airworthiness***

a. The aircraft must not be operated unless:
   (i) the aircraft is in an airworthy condition;
   (ii) the operational and emergency equipment necessary for theintended flight is serviceable;
   (iii) the airworthiness document of the aircraft is valid; and
   (iv) the maintenance of the aircraft is performed in accordance with itsmaintenance programme.

b. Before each flight or consistent series of consecutive flights, the aircraftmust be inspected, through a pre-flight check, to determine whether it isfit for the intended flight.

c. The maintenance programme must contain in particular, maintenancetasks and intervals, especially those that have been specified asmandatory in the instructions for continuing airworthiness.

d. The aircraft must not be operated unless it is released to service byqualified persons or organisations, after maintenance. The signed releaseto service must contain in particular, the basic details of the maintenancecarried out.

e. All records demonstrating the airworthiness of the aircraft must be keptuntil the information contained has been superseded by new informationequivalent in scope and detail but not less than 24 months in the case ofdetailed maintenance records. When the aircraft is leased, all recordsdemonstrating the airworthiness of the aircraft must be kept at least forthe length of the lease.

f. All modifications and repairs must comply with the essentialrequirements for airworthiness. The substantiating data supportingcompliance with the airworthiness requirements must be retained.

7. ***Crew members***

a. The number and composition of the crew must be determined takinginto account:
   (i) the certification limitations of the aircraft, including if applicable,the relevant emergency evacuation demonstration;
   (ii) the aircraft configuration; and
   (iii) the type and duration of operations.

b. Cabin crew members must:
   (i) be trained and checked on a regular basis to attain and maintain anadequate level of competency in order to perform their assignedsafety duties; and
   (ii) be periodically assessed for medical fitness to safely exercise theirassigned safety duties. Compliance must be shown by appropriateassessment based on aero-medical best practice.

c. The pilot-in-command must have the authority to give all commandsand take any appropriate actions for the purpose of securing theoperation and the safety of the aircraft and of persons and/or propertycarried therein.

d. In an emergency situation, which endangers the operation or the safetyof the aircraft and/or persons on board, the pilot-in-command must takeany action he/she considers necessary in the interest of safety. Whensuch action involves a violation of local regulations or procedures, thepilot-in-command must be responsible for notifying the appropriatelocal authority without delay.

e. Emergency abnormal situations must not be simulated when passengersor cargo are being carried.

f. No crew member must allow their task achievement/decision making todeteriorate to the extent that flight safety is endangered because of theeffects of fatigue, taking into account, *inter alia*, fatigue accumulation, sleep deprivation, number of sectors flown, night duties or time zonechanges. Rest periods must provide sufficient time to enable crewmembers to overcome the effects of the previous duties and to bewell rested by the start of the following flight duty period.

g. A crew member must not perform allocated duties on board an aircraftwhen under the influence of psychoactive substances or alcohol or whenunfit due to injury, fatigue, medication, sickness or other similar causes.

8. ***Additional requirements for operation for commercial purposes andoperation of complex motor-powered aircraft***

a. The operation for commercial purposes and the operation of complexmotor-powered aircraft must not be undertaken unless the followingconditions are met:
   1. the operator must have directly or indirectly through contracts themeans necessary for the scale and scope of the operations. Thesemeans comprise but are not limited to the following: aircraft, facilities, management structure, personnel, equipment, documentation of tasks,responsibilities and procedures, access to relevant data and recordkeeping;
   2. the operator must use only suitably qualified and trained personnel andimplement and maintain training and checking programmes for the crewmembers and other relevant personnel;
   3. the operator must establish a MEL or equivalent document, takingaccount of the following:
      (i) the document must provide for the operation of the aircraft, underspecified conditions, with particular instruments, items ofequipment or functions inoperative at the commencement of theflight;
      (ii) the document must be prepared for each individual aircraft, takingaccount of the operator's relevant operational and maintenanceconditions; and
      (iii) the MEL must be based on the Master Minimum Equipment List(MMEL), if available, and must not be less restrictive than theMMEL;
   4. the operator must implement and maintain a management system toensure compliance with these essential requirements for operationsand aim for continuous improvement of this system; and
   5. the operator must establish and maintain an accident prevention andsafety programme, including an occurrence reporting programme,which must be used by the management system in order to contributeto the aim of continuous improvement of the safety of operations.

b. The operation for commercial purposes and the operation of complexmotor-powered aircraft must only be undertaken in accordance with anoperator's operations manual. Such manual must contain all necessaryinstructions, information and procedures for all aircraft operated and foroperations personnel to perform their duties. Limitations applicable toflight time, flight duty periods and rest periods for crew members mustbe specified. The operations manual and its revisions must be compliantwith the approved flight manual and be amended as necessary.

c. The operator must establish procedures, as appropriate, so as tominimise the consequences to safe flight operations of disruptivepassenger behaviour.

d. The operator must develop and maintain security programmes adaptedto the aircraft and the type of operation including particularly:
   (i) security of the flight crew compartment;
   (ii) aircraft search procedure checklist;

(iii) training programmes;
(iv) protection of electronic and computer systems to prevent intentionalsystem interference and corruption; and
(v) reporting acts of unlawful interference.

When security measures may adversely affect the safety of operations,the risks must be assessed and appropriate procedures developed tomitigate safety risks, this may necessitate the use of specialistequipment.

e. The operator must designate one pilot amongst the flight crew as thepilot-in-command.

f. The prevention of fatigue must be managed through a rostering system.

For a flight, or series of flights, such a rostering system needs toaddress flight time, flight-duty periods, duty and adapted rest periods.

Limitations established within the rostering system must take intoaccount all relevant factors contributing to fatigue such as, in particular,number of sectors flown, time-zone crossing, sleep deprivation,disruption of circadian cycles, night hours, positioning, cumulativeduty time for given periods of time, sharing of allocated tasksbetween crew members, and also the provision of augmented crews.

g. The tasks specified in point 6.a and those described in points 6.d and 6.e must be controlled by an organisation responsible for the continuingairworthiness management that must meet, in addition to thoserequirements of Annex I point 3.a, the following conditions:
(i) theorganisation must be qualified for the maintenance of products,parts and appliances under its responsibility or have established acontract with such a qualified organisation for these products, partsand appliances; and
(ii) the organisation must establish an organisation manual providing,for use and guidance of personnel concerned, a description of allcontinuing airworthiness procedures of the organisation includingwhen applicable a description of administrative arrangementsbetween the organisation and the approved maintenance organisation.

h. For each flight of an aeroplane above 15 000 m (49 000 ft), the operator shall maintain records so that the total cosmic radiation dose received by each crew member over a period of 12 consecutive months can be determined.