CIVIL AVIATION DEPARTMENT
MALDIVES

NOTICE OF PROPOSED RULE MAKING
NPRM NO: 2011-12

28 November 2011

MCAR-21

Initial Airworthiness

CONTENTS

1. Purpose of this NPRM

The purpose of this NPRM is to consult with the industry before issuing the 2nd issue to MCAR-21.

2. Background to the Proposal

This NPRM has been issued incorporating the import requirements to Maldives and the ED Decisions up to 2011/06/R. All amendments in the MCAR-21 draft has been highlighted by a side bar adjacent to the amended text.

3. Key Stakeholders

The following are identified by the CAD as key stakeholders in the proposed amendments to regulations contained in this NPRM:

- Island Aviation Services Ltd
- Maldivian Air Taxi Pvt Ltd
- Trans Maldivian Airways Pvt Ltd
- Mega Global Air Services (Maldives) Pvt Ltd
- Asian Academy of Aeronautics
- Villa Air Pvt. Ltd

4. Submissions on the NPRM

4.1 Submissions are invited

Interested persons are invited to participate in the making of the proposed rules by submitting written data, views, or comments. All submissions will be considered before final action on the proposed rule making is taken.

4.2 How to make a submission

Comments on this proposal may be forwarded *(preferably by e-mail)*, using the NPRM Submission Form given in Appendix 1. The NPRM Submission Form is also available on the CAD website www.aviainfo.gov.mv.

Submissions may be sent by the following methods:

by mail: 11th Floor, Velaanaage
Ameerahmedmagu, Male', 20096,
Republic of Maldives

fax: + 960 3323039

e-mail: safety@aviainfo.gov.mv

4.3 Final date for submissions

Comments must be received before 11th December 2011.

4.4 Availability of the NPRM

Any person may obtain a copy of this NPRM from:
CAD website: www.aviainfo.gov.mv/regulations/nprm.php

or from:

11th Floor, Velaanaage
Ameerahmedmagu, Male', 20096,
Republic of Maldives

4.5 Further Information

For further information contact the Regulation Project Coordinator:

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5 Proposed Rule Amendments

Nil

CIVIL AVIATION DEPARTMENT MALDIVES

Hussain Jaleel
DEPUTY DIRECTOR GENERAL

Civil Aviation Department
Republic of Maldives

Maldivian Civil Aviation Regulations

MCAR-21 Initial Airworthiness

Issue 2, Amendment 0, 01 January 2012

List of Amendments

Rev #	Date	Remarks
Issue 1 Amendment 0	25-06-2008	Initial issue
Issue 1 Amendment 1	21-07-2009	Include import requirements
Issue 2 Amendment 0	01-12-2011	Incorporated ED Decision up to 2011/06/R

List of Effective Pages

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	List of Amendments	ii	Issue: 2, Amendment: 0	01 January 2012
	List of Effective Pages	iii-iv	Issue: 2, Amendment: 0	01 January 2012
	Table of Contents	v-viii	Issue: 2, Amendment: 0	01 January 2012
A	Technical Requirements	1	Issue: 2, Amendment: 0	01 January 2012
	Subpart A	2	Issue: 2, Amendment: 0	01 January 2012
	Subpart B	3-6	Issue: 2, Amendment: 0	01 January 2012
	Subpart C	7	Issue: 2, Amendment: 0	01 January 2012
	Subpart D	8-16	Issue: 2, Amendment: 0	01 January 2012
	Subpart E	17	Issue: 2, Amendment: 0	01 January 2012
	Subpart F	18	Issue: 2, Amendment: 0	01 January 2012
	Subpart G	19	Issue: 2, Amendment: 0	01 January 2012
	Subpart H	20-24	Issue: 2, Amendment: 0	01 January 2012
	Subpart I	25-27	Issue: 2, Amendment: 0	01 January 2012
	Subpart J	28	Issue: 2, Amendment: 0	01 January 2012
	Subpart K	29-31	Issue: 2, Amendment: 0	01 January 2012
	Subpart L	32	Issue: 2, Amendment: 0	01 January 2012
	Subpart M	33-44	Issue: 2, Amendment: 0	01 January 2012
	Subpart N	45	Issue: 2, Amendment: 0	01 January 2012
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Section A – TECHNICAL REQUIREMENTS

Subpart A — GENERAL PROVISIONS

MCAR-21.A.1 Scope

This Section establishes general provisions governing the rights and obligations of the applicant for, and holder of, any certificate issued or to be issued in accordance with this Section.

MCAR-21.A.3B Airworthiness directives

a. An airworthiness directive means a document issued or adopted by the State of Design/CAD which mandates actions to be performed on an aircraft to restore an acceptable level of safety, when evidence shows that the safety level of this aircraft may otherwise be compromised.

b. The CAD shall issue an airworthiness directive when:

   1. an unsafe condition has been determined by the CAD to exist in an aircraft, as a result of a deficiency in the aircraft, or an engine, propeller, part or appliance installed on this aircraft; and

   2. that condition is likely to exist or develop in other aircraft.

c. When an airworthiness directive has to be issued by the CAD to correct the unsafe condition referred to in paragraph (b), or to require the performance of an inspection, the holder of the type-certificate, supplemental type-certificate, major repair design approval, TSO authorisation or any other relevant approval deemed to have been issued under this Regulation, shall:

   1. Propose the appropriate corrective action or required inspections, or both, and submit details of these proposals to the CAD for approval.

   2. Following the approval by the CAD of the proposals referred to under subparagraph (1), make available to all known operators or owners of the product, part or appliance and, on request, to any person required to comply with the airworthiness directive, appropriate descriptive data and accomplishment instructions.

d. An airworthiness directive shall contain at least the following information:

   1. An identification of the unsafe condition;

   2. An identification of the affected aircraft;

   3. The action(s) required;

   4. The compliance time for the required action(s);

   5. The date of entry into force.

Subpart B — TYPE-CERTIFICATES

MCAR-21.A.11 Scope

a) CAD does not issue type certificates

b) This Subpart establishes the procedure for issuing type acceptance certificates (TAC) for products with foreign type certificates.

GM 21.A.11 Scope

The type acceptance certificate has no holder as such. The type acceptance certificate is issued to recognise a foreign type certificate in Maldives. Once issued, any subsequent aircraft of that type may enter Maldives without going through the type acceptance process.

All aircraft must go through the entry process for the issue of an airworthiness certificate.

Acceptance of the aircraft's type certificate will imply acceptance of the associated engine and/or propeller type certificate.

MCAR-21.A.12 Acceptability of foreign type certificates

The following foreign type certificates may be accepted by the CAD for issuing a type acceptance certificate:

(a) a type certificate issued by the EASA

(b) a type certificate accepted by EASA

(c) a type certificate issued by a National Aviation Authority of an ICAO Contracting State in compliance with Annexes 8 and 16 to the Convention on International Civil Aviation.

MCAR-21.A.15 Application

(a) An application for a TAC shall be made in a form and manner established by the CAD.

(b) An applicant for TAC shall provide CAD:

1. evidence that a type certificate acceptable to CAD as per MCAR 21.A.12, has been issued;

2. details of any airworthiness requirement not complied with is compensated for by a factor that provides an equivalent level of safety;

3. a copy of the applicable type certificate data sheet;

4. a copy of the type certificate date sheet for noise;

5. a copy of the flight manual that contains all the available options applicable to the type, and that was approved by the National Aviation Authority that issued the foreign type certificate;

6. a copy of the manufacturer's instructions for continued airworthiness of the aircraft;

7. a copy of the parts catalogue for the aircraft;

8. a list of all current field service documents applicable to the aircraft ;

9. an undertaking from the holder of the foreign type certificate to continue to supply CAD at no charge, service bulletins and instructions for the continuing airworthiness of aircraft of that type and any amendments of the documents mentioned in subparagraphs 5, 6, 7 & 8;

10. maintenance and flight crew type training to a CAD Inspector.

(c) If the application relates to a variant of an aircraft type for which there is already a TAC in force, then only data peculiar to the variant needs to be supplied. The TAC will be amended to include the new variant. The applicant shall provide maintenance and flight crew type training relevant to the changes in type acceptance certificate, to a CAD Inspector.

AMC 21.A.15(a) Application

1. An application should be made on CAD Form 735.

2. The application form should state exactly which models are to be included on the TAC. These models shall be included on the foreign type certificate.

3. The data requirements specified in MCAR-21.A.15 (c) shall be met for each model included on the application form.

MCAR-21.A.16 Suspension or cancellation of a TAC

CAD may suspend or cancel a TAC if it considers that it is necessary to do so in the interests of aviation safety. An inability on the part of the foreign TC holder to provide ongoing technical support for the aircraft type may constitute grounds for such suspension or cancellation.

MCAR-21.A.41 Type certificates

The type-certificate is considered to include the type design, the operating limitations, the type-certificate data sheet for airworthiness and emissions, the applicable type-certification basis and environmental protection requirements with which the State of Design records compliance, and any other conditions or limitations prescribed for the product in the applicable certification specifications and environmental protection requirements. The aircraft type-certificate, in addition, includes the type-certificate data sheet for noise. The engine type-certificate data sheet includes the record of emission compliance.

(Subpart C — RESERVED)

Subpart D — CHANGES TO TYPE DESIGN

MCAR-21.A.90 Scope

This Subpart establishes the procedure for the approval of changes to type designs.

MCAR-21.A.91 Classification of changes in type design

Changes in type design are classified as minor and major. A 'minor change' is one that has no appreciable effect on the mass, balance, structural strength, reliability, operational characteristics, noise, fuel venting, exhaust emission, or other characteristics affecting the airworthiness of the product. Except where CAD finds that the change in design, power, thrust, or mass is so extensive that a substantially complete investigation of compliance with the applicable type-certification basis is required, all other changes are 'major changes' under this Subpart. Major and minor changes shall be approved in accordance with MCAR 21.A.95 or MCAR 21.A.97 as appropriate, and shall be adequately identified.

GM 21.A.91 Classification of changes in type design

1. PURPOSE OF CLASSIFICATION

Classification of changes to a type design into MAJOR or MINOR is to determine the approval route to be followed in MCAR-21 Subpart D, i.e., either MCAR-21.A.95 or MCAR-21.A.97, or alternatively whether application and approval has to be made in accordance with MCAR-21 Subpart E.

2. INTRODUCTION

2.1. MCAR-21.A.91 proposes criteria for the classification of changes to a type design as minor and major.

i. This GM is intended to provide guidance on the term appreciable effect affecting the airworthiness of the product from MCAR-21.A.91, where "airworthiness" is interpreted in the context of a product in conformity with type design and in condition for safe operation. It provides complementary guidelines to assess a design change in order to fulfil the requirements of MCAR-21.A.91 where classification is the first step of a procedure.

Note: For classification of repairs see GM 21.A.435.

ii. Although this GM provides guidance on the classification of major changes, as opposed to minor changes as defined in MCAR-21.A.91, the GM and MCAR-21.A.91 are deemed entirely compatible.

3. ASSESSMENT OF DESIGN CHANGE FOR CLASSIFICATION

3.1. Changes to the type design

3.1.1. The type design consists of:

1. The drawings and specifications, and a listing of those drawings and specifications, necessary to define the configuration and the design features of the product shown to comply with the applicable type-certification basis and environmental protection requirements;

2. Information on materials and processes and on methods of manufacture and assembly of the product necessary to ensure the conformity of the product;

3. An approved airworthiness limitations section of the instructions for continued airworthiness as defined by the applicable airworthiness code; and

4. Any other data necessary to allow by comparison, the determination of the airworthiness, the characteristics of noise, fuel venting, and exhaust emissions (where applicable) of later products of the same type.

Alteration to any of the data included within the scope of 3.1.1 is considered a change to the type design.

3.2. Classification Process (see Flowchart 1)

MCAR-21.A.91 requires all changes to be classified as either major or minor, using the criteria of MCAR-21.A.91 and the complementary guidance of paragraph 3.3.

On some occasions, the classification process is initiated at a time when some data necessary to make a classification decision are not yet available. Therefore, the applicant should wait for availability of data before making a decision.

Wherever there is doubt as to the classification of a change, the CAD should be consulted for clarification.

Reasons for a classification decision should be recorded.

3.3. Complementary guidance for classification of changes.

A change to the type design is judged to have an "appreciable effect on other characteristics affecting the airworthiness of the product" and therefore should be classified major, in particular but not only, when one or more of the following conditions are met:

i. Where the change requires an adjustment of the type-certification basis (such as special condition, equivalent safety finding, elect to comply, exemption, reversion, later requirements).

ii. Where the applicant proposes a new interpretation of the requirements used for the type type-certification basis, that has not been published as AMC material or otherwise agreed with the CAD.

iii. Where the demonstration of compliance uses methods that have not been previously accepted as appropriate for the nature of the change to the product or for similar changes to other products designed by the applicant.

iv. Where the extent of new substantiation data necessary to comply with the applicable airworthiness requirements and the degree to which the original substantiation data has to be re-assessed and re-evaluated is considerable.

v. The change alters the Airworthiness Limitations or the Operating Limitations.

vi. The change is made mandatory by an airworthiness directive or the change is the terminating action of an airworthiness directive (ref. MCAR-21.A.3B). See note 1.

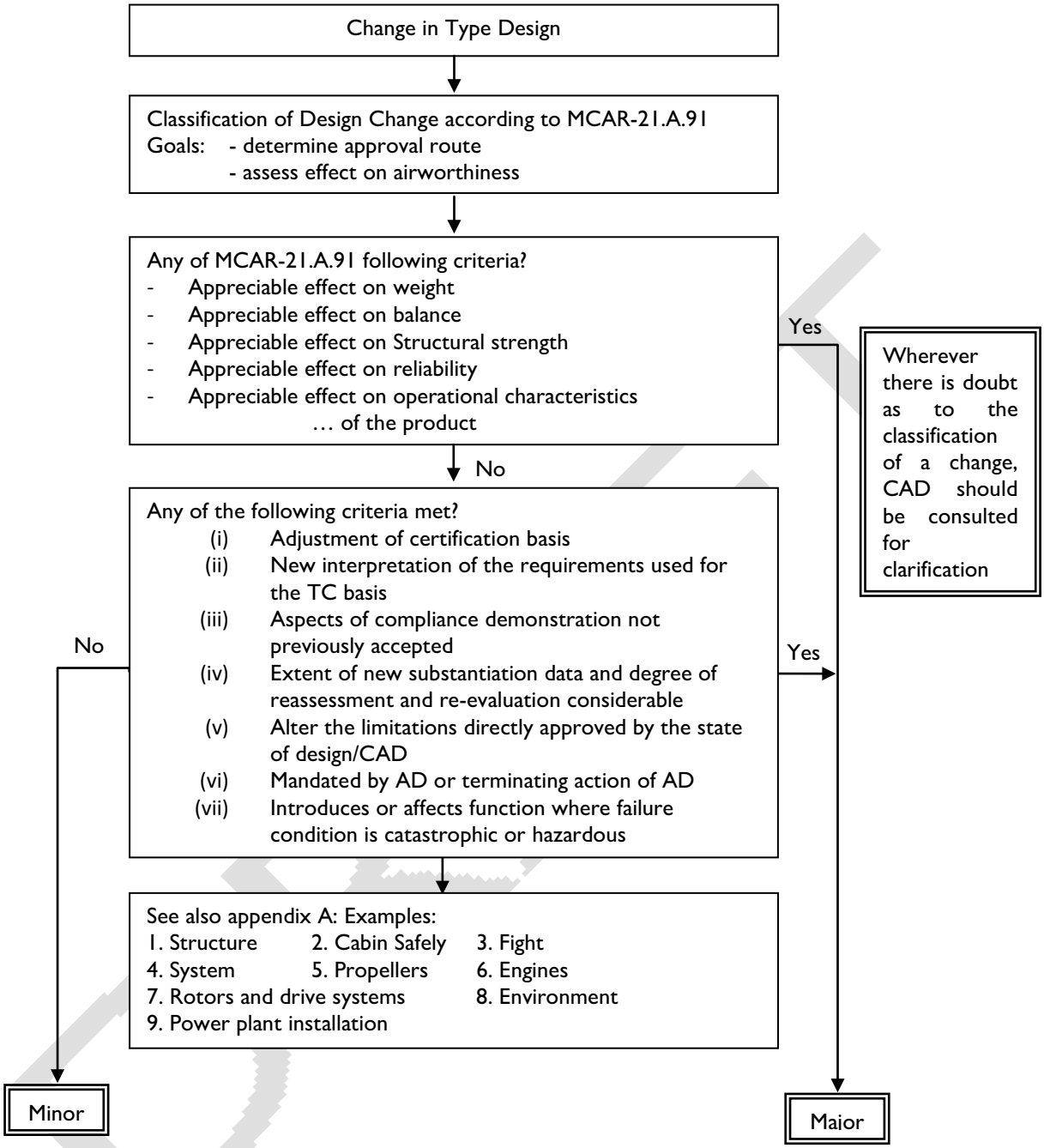
vii. Where the change introduces or affects functions where the failure effect is classified catastrophic or hazardous.

Note 1: The design change previously classified minor and approved prior to the airworthiness directive issuance decision needs no re-classification. However, the CAD retains the right to review the change and re-classify/re-approve if found necessary.

Note 2: These above conditions are an explanation of the criteria noted in MCAR-21.A.91.

For an understanding of how to apply the above conditions it is useful to take note of the examples given in Appendix A to GM 21.A.91.

Flowchart 1 to GM 21.A.91 – Classification process



MCAR-21.A.92 Eligibility

Any natural or legal person may apply for approval of a change to a type design under this Subpart.

MCAR-21.A.93 Application

An application for approval of a change to a type design shall be made in a form and manner established by the CAD and shall include:

(a) A description of the change identifying

1. All parts of the type design and the approved manuals affected by the change; and

2. The certification specifications and environmental protection requirements with which the change has been designed to comply in accordance with MCAR 21.A.101.

MCAR-21.A.95 Minor changes

Minor changes in a type design shall be classified and approved either:

(a) By the CAD; or

(b) By a design organization acceptable to CAD, provided

1. The design organisation shall furnish a handbook to the CAD describing, directly or by cross-reference, the organisation, the relevant procedures and the products or changes to products to be designed.

2. The handbook shall be amended as necessary to remain an up-to-date description of the organisation, and copies of amendments shall be supplied to the CAD.

AMC 21.A.95 (b)1 Minor changes

Model content of handbook for organisations designing minor changes to type design or minor repairs to products.

Part 1. Organisation

- 1.1. Objective of handbook and binding statement
- 1.2. Responsible person for administration of handbook
- 1.3. Amendment procedure
- 1.4. List of effective pages
- 1.5. Distribution list
- 1.6. Presentation of design organisation (including locations)
- 1.7. Scope of work (with identification of type and models of products)
- 1.8. Organisation charts
- 1.9. Human resources
- 1.10. Management staff
- 1.11. Certifying personnel (i.e. the persons responsible to):
  - i. classify changes to type design or repairs
  - ii. verify compliance
  - iii. approve minor changes to type design and minor repairs
  - iv. issue information or instructions
- 1.12. Independent system monitoring

Part 2. Procedures

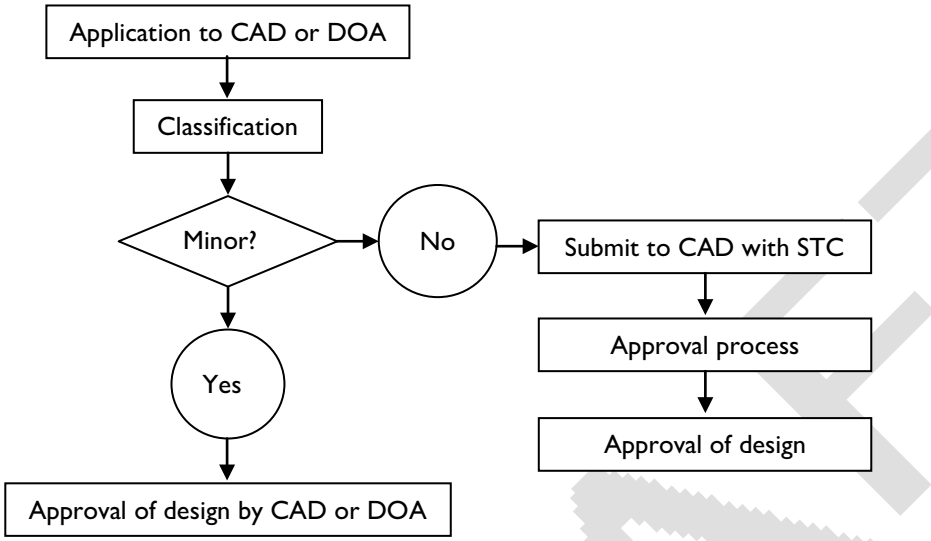
- 2.1. Management of changes to type design and design of repairs
  - i. configuration control
  - ii. classification
  - iii. approval of minor changes to type design and minor repairs
- 2.2. Control of design subcontractors
- 2.3. Collecting/Investigating of failures, malfunctions and defects
- 2.4. Co-ordination with production
- 2.5. Documentation control
  - i. in relations with the changes and repairs

ii. in relation with failures/malfunctions and defects (i.e. Services - Bulletins)

2.6. Record keeping

GM 21.A.95 Type design change (modification) approval flowchart

Flowchart 1 to GM 21.A.95 – Design change approval



GM 21.A.95(b) Minor changes

An owner/operator may get their minor change classified and approved by the TC/STC holder even though the TC/STC holder has not submitted the handbook to the CAD.

The requirement to submit a handbook to CAD is for design organisations other than TC/STC holder.

MCAR-21.A.97 Major changes

An applicant for approval of a major change shall submit a supplemental type certificate (STC) which meets Subpart E requirements.

GM 21.A.97 Type design change (modification) approval flowchart

(Refer to GM 21.A.95)

MCAR-21.A.101 Designation of applicable certification specifications and environmental protection requirements

An applicant for a minor change to a type design shall demonstrate that the changed product complies with the type-certification basis incorporated by reference in the type-certificate, and with the applicable environmental protection requirements laid down in ICAO Annex 16.

GM 21.A.101 Establishment of type-certification basis of Changed Aeronautical Products – Explanation of terminology

Type-certification basis: the applicable airworthiness codes as established in MCAR-21.A.101, special conditions, equivalent level of safety findings; and deviations applicable to the product to be certificated.

MCAR-21.A.103 Issue of approval

(a) The applicant shall be entitled to have a major change to a type design approved by the CAD after submitting the STC referred to in MCAR 21.A.97

(b) A minor change to a type design shall only be approved in accordance with MCAR 21.A.95 if it is shown that the changed product meets the applicable certification specifications/airworthiness code, as specified in MCAR 21.A.101.

MCAR-21.A.105 Record keeping

(a) For each minor change, all relevant design information, drawings and test reports, including inspection records for the changed product tested, shall be held by the applicant at the disposal of the CAD and shall be retained in order to provide the information necessary to ensure the continued airworthiness and compliance with applicable environmental protection requirements of the changed product.

(b) For each major change, the relevant STC and any other data referred to in the STC, shall be held by the applicant at the disposal of the CAD and shall be retained in order to provide the information necessary to ensure the continued airworthiness and compliance with applicable environmental protection requirements of the changed product.

Subpart E — SUPPLEMENTAL TYPE-CERTIFICATES

MCAR-21.A.111 Scope

a) CAD does not issue supplemental type certificates

b) This subpart describes the requirements for the acceptance of supplemental type certificates

MCAR-21.A.111B Acceptability of foreign supplemental type certificates

The following foreign supplemental type certificates may be accepted by the CAD:

(a) a supplemental type certificate issued by the EASA

(b) a supplemental type certificate accepted by EASA

(c) a supplemental type certificate issued by an ICAO Contracting State in compliance with Annexes 8 and 16 to the Convention on International Civil Aviation.

MCAR-21.A.111C Incorporation of supplemental type certificates

An STC shall be incorporated in accordance with subpart D or M.

(Subpart F — RESERVED)

(Subpart G — RESERVED)

Subpart H — CERTIFICATES OF AIRWORTHINESS

MCAR-21.A.171 Scope

This Subpart establishes the procedure for issuing airworthiness certificates.

MCAR-21.A.172 Eligibility

A registered owner of an aircraft, registered in accordance with MCAR-47, shall be eligible as an applicant for an airworthiness certificate for that aircraft under this Subpart.

MCAR-21.A.173 Classification

Certificates of airworthiness shall be issued to aircraft which conform to a type acceptance certificate that has been issued in accordance with this Part.

MCAR-21.A.174 Application

(a) Pursuant to MCAR-21.A.172, an application for an airworthiness certificate shall be made in a form and manner established by CAD.

(b) Each application for a certificate of airworthiness shall include:

1. the class of airworthiness certificate applied for;

2. with regard to new aircraft:

(i) A statement of conformity

— issued by the production organisation

(ii) A weight and balance report with a loading schedule.

(iii) The flight manual, when required by the applicable airworthiness code for the particular aircraft.

3. with regard to used aircraft:

(i) a statement by the national aviation authority of the State where the aircraft is, or was, registered, reflecting the airworthiness status of the aircraft on its register at time of transfer.

(ii) a weight and balance report with a loading schedule.

(iii) the flight manual when such material is required by the applicable airworthiness code for the particular aircraft.

(iv) historical records to establish the production, modification, and maintenance standard of the aircraft

(v) a recommendation for the issuance of a certificate of airworthiness and an airworthiness review certificate following an airworthiness review in accordance with MCAR-M

(c) Unless otherwise agreed, the statements referred to in subparagraphs (b)(2)(i) and (b)(3)(ii)-(v) shall be issued no more than 60 days before presentation of the aircraft to the CAD.

AMC 21.A.174(b)2(i) Application

A statement of conformity confirms that that the product, part or appliance conforms to the approved design data and is in condition for safe operation. Typical statements of conformity are:

(i) EASA Form 52 issued for complete aircraft by EASA approved production organisations

(ii) FAA Form 8130-9 (previously Form 317) issued for complete aircraft in USA

(iii) CASA Form 724 in Australia

AMC 21.A.174(b)3(i) Application

A statement reflecting the airworthiness state can be:

(i) An Airworthiness Review Certificate (ARC) issued under Regulation (EC) 2042/2003 (Part M)

(ii) An Export Certificate of Airworthiness issued within 60 days preceding the date of receipt of the application by the CAD

(iii) A current domestic Certificate of Airworthiness issued or renewed less than twelve months prior to the date of receipt of the application by the CAD

(iv) A current domestic Certificate of Airworthiness issued or renewed more than twelve months prior to the date of receipt of the application by the CAD and a statement from the exporting authority

MCAR-21.A.175 Language

The manuals, placards, listings, and instrument markings and other necessary information required by applicable certification specifications/airworthiness code shall be presented in English and where applicable in Dhivehi.

MCAR-21.A.177 Amendment or modification

An airworthiness certificate may be amended or modified only by CAD.

(MCAR-21.A.179 Reserved)

MCAR-21.A.180 Inspections

The holder of the airworthiness certificate shall provide access to the aircraft for which that airworthiness certificate has been issued upon request by CAD.

MCAR-21.A.181 Duration and continued validity

(a) An airworthiness certificate shall be issued for an unlimited duration. It shall remain valid subject to:

1. compliance with the applicable type-design and continuing airworthiness requirements; and
2. the aircraft remaining on the Maldivian civil aircraft register; and
3. the type acceptance certificate under which it is issued not being previously invalidated under MCAR 21.A.16.
4. the certificate not being surrendered or revoked by CAD.

(b) Upon surrender or revocation, the certificate shall be returned to CAD.

MCAR-21.A.182 Aircraft identification

Each applicant for an airworthiness certificate under this Subpart shall demonstrate that its aircraft is identified in accordance with Subpart Q.

MCAR-21.A.185 Training

Each applicant for an airworthiness certificate for the first aircraft of the type registered under the applicant's name, shall provide maintenance and flight crew type training to a CAD Inspector.

Subpart I — NOISE CERTIFICATES

MCAR-21.A.201 Scope

This Subpart establishes the procedure for issuing noise certificates.

MCAR-21.A.203 Eligibility

A registered owner of an aircraft, registered in accordance with MCAR-47, shall be eligible as an applicant for a noise certificate for that aircraft under this Subpart.

MCAR-21.A.204 Application

(a) Pursuant to MCAR-21.A.203, an application for a noise certificate shall be made in a form and manner established by CAD.

(b) Each application shall include:

1. with regard to new aircraft:

   (i) A statement of conformity:

   — issued by the production organisation, or

   (ii) The noise information determined in accordance with the applicable noise requirements.

2. with regard to used aircraft:

   (i) The noise information determined in accordance with the applicable noise requirements, and

   (ii) Historical records to establish the production, modification, and maintenance standard of the aircraft.

(c) Unless otherwise agreed, the statements referred to in subparagraphs (b)(1) shall be issued no more than 60 days before presentation of the aircraft to the CAD.

MCAR-21.A.207 Amendment or modification

A noise certificate may be amended or modified only by CAD.

(MCAR-21.A.209 Reserved)

MCAR-21.A.210 Inspections

The holder of the noise certificate shall provide access to the aircraft for which that noise certificate has been issued upon request by CAD for inspection.

MCAR-21.A.211 Duration and continued validity

(a) A noise certificate shall be issued for an unlimited duration. It shall remain valid subject to:

1. compliance with the applicable type-design, environmental protection and continuing airworthiness requirements; and

2. the aircraft remaining on the Maldivian civil aircraft register; and

3. the type acceptance certificate under which it is issued not being previously invalidated under MCAR 21.A.16.

4. the certificate not being surrendered or revoked by CAD.

(b) Upon surrender or revocation, the certificate shall be returned to CAD.

Subpart J — DESIGN ORGANISATION APPROVAL

MCAR-21.A.231 Scope

(a) CAD does not issue design organisation approvals

(b) This Subpart establishes the procedure for the acceptance of design organisations.

MCAR 21.A.232 Acceptability of foreign design organisations

The following foreign design organisation approvals may be accepted by the CAD:

(a) a design organisation approval issued by the EASA

(b) a design organisation approval accepted by EASA

(c) a design organisation approval issued by an ICAO Contracting State in compliance with Annexes 8 and 16 to the Convention on International Civil Aviation.

Subpart K — PARTS AND APPLIANCES

MCAR-21.A.301 Scope

This Subpart establishes the procedure relating to the approval of parts and appliances.

MCAR-21.A.303 Acceptability of parts and appliances

The acceptance of parts and appliances to be installed in a type-certificated product shall meet the following requirements

(a) compliance with applicable requirements has been shown in conjunction with type certification procedures; or

(b) compliance with Subpart O; or

(c) In the case of standard parts, in accordance with officially recognised Standards.

AMC 21.A.303(c) Standard Parts

In this context a part is considered as a "standard part":

1. Where it is designated as such by the design approval holder responsible for the product, part or appliance, in which the part is intended to be used. In order to be considered a "standard part", all design, manufacturing, inspection data and marking requirements necessary to demonstrate conformity of that part should be in the public domain and published or established as part of officially recognised Standards, or

2. For sailplanes and powered sailplanes, where it is a non-required instrument and/or equipment certified under the provision of CS 22.1301(b) or equivalent, if that instrument or equipment, when installed, functioning, functioning improperly or not functioning at all, does not in itself, or by its effect upon the sailplane and its operation, constitute a safety hazard.

"Required" in the term "non-required" as used above means required by the applicable airworthiness code (CS 22.1303, 22.1305 and 22.1307 or equivalent) or required by the relevant operating regulations and the applicable Rules of the Air or as required by Air Traffic Management (e.g. a transponder in certain controlled airspace).

Examples of equipment which can be considered standard parts are electrical variometers, bank/slip indicators ball type, total energy probes, capacity bottles (for variometers), final glide calculators, navigation computers, data logger / barograph /turnpoint camera, bug-wipers and anti-collision systems.
Equipment which must be approved in accordance to the airworthiness code shall comply with the applicable TSO or equivalent and is not considered a standard part (e.g. oxygen equipment).

GM 21.A.303(c) Officially recognised Standards

In this context "officially recognised Standards" means:

1. Those standards established or published by an official body whether having legal personality or not, which are widely recognised by the air transport sector as constituting good practice; or
2. The standard used by the manufacturer of the equipment as mentioned in paragraph 2 of AMC 21.A.303(c).

(MCAR-21.A.305 Reserved)

MCAR-21.A.307 Release of parts and appliances for installation

No part or appliance (except a standard part), shall be eligible for installation in a type-certificated product unless it is:

(a) Accompanied by an authorised release certificate (CAD Form 1 or equivalent), certifying that the item was manufactured in conformity to approved design data and is in a condition for safe operation; and;

(b) Marked in accordance with Subpart Q.

(Subpart L — RESERVED)

Subpart M — REPAIRS

MCAR-21.A.431 Scope

(a) This Subpart establishes the procedure for the approval of repair design.

(b) A 'repair' means elimination of damage and/or restoration to an airworthy condition following initial release into service by the manufacturer of any product, part or appliance.

(c) Elimination of damage by replacement of parts or appliances without the necessity for design activity shall be considered as a maintenance task and shall therefore require no approval under this Part.

(d) Reserved

GM 21.A.431(a) Scope

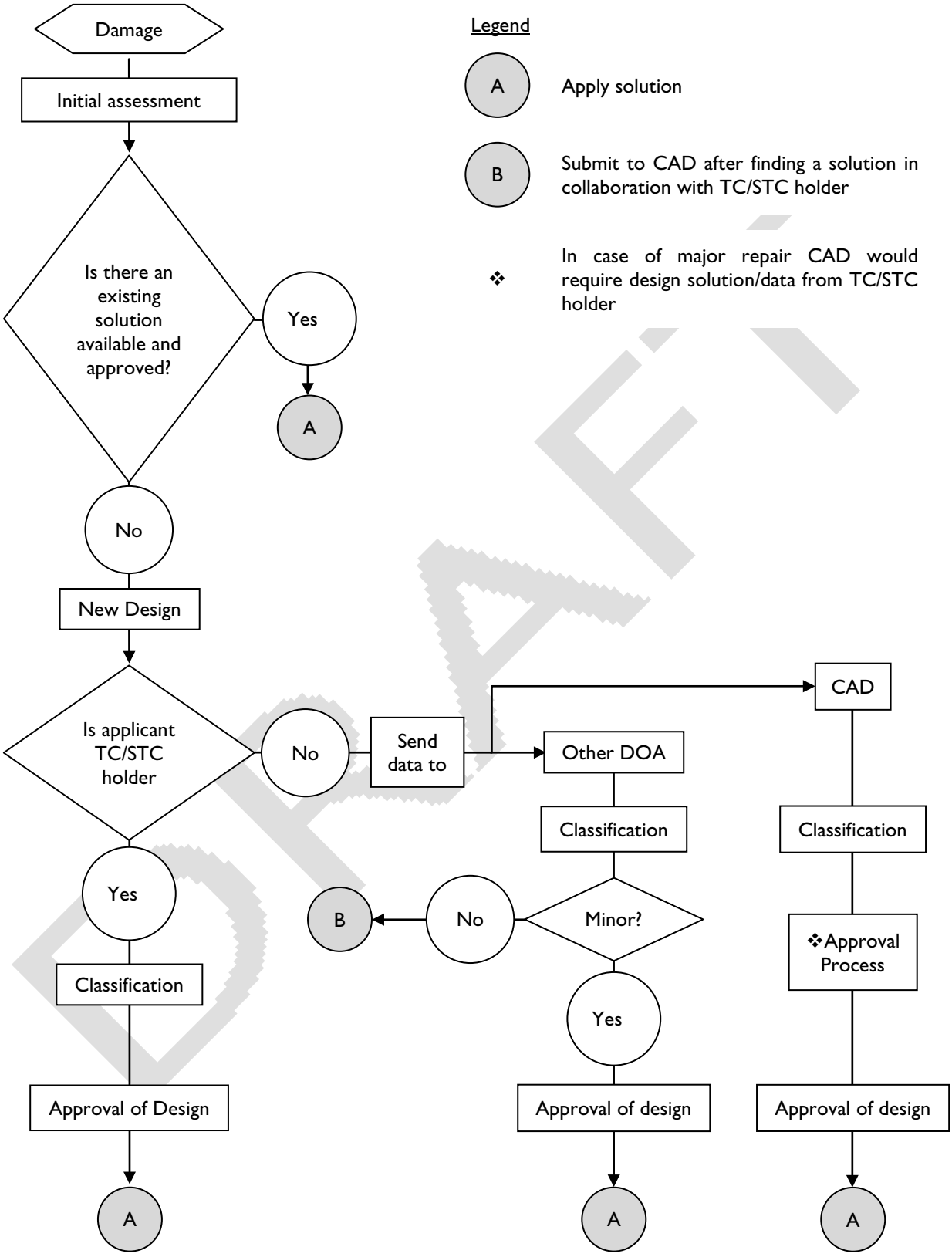
Manuals and other instructions for continued airworthiness (such as the Manufacturers Structural Repair Manual, Maintenance Manuals and Engine Manuals provided by the holder of the type-certificate, supplemental type-certificate, design approval or TSO authorisation as applicable) for operators, contain useful information for the development and approval of repairs.

When these data are explicitly identified as approved, they may be used by operators without further approval to cope with anticipated in-service problems arising from normal usage provided that they are used strictly for the purpose for which they have been developed.

Approved data is data which is approved either by the state of design/CAD, or by an appropriately approved design organisation.

Flowchart 1 to GM 21.A.431(a)addresses the procedures that should be followed for approval of a repair.

Flowchart 1 to GM 21.A.431(a) – Repair approval procedure



MCAR-21.A.432A Eligibility

Any natural or legal person shall be eligible to apply for approval of a repair design.

MCAR-21.A.433 Repair design

(a) The applicant for approval of a repair design shall:

1. Show compliance with the type-certification basis and environmental protection requirements incorporated by reference in the type-certificate or supplemental type-certificate, as applicable, or those in effect on the date of application (for repair design approval), plus any amendments to those certification specifications/airworthiness code or special conditions the State of Design/CAD finds necessary to establish a level of safety equal to that established by the type-certification basis incorporated by reference in the type-certificate or supplemental type-certificate.

2. Submit all necessary substantiation data, when requested by the CAD.

3. Declare compliance with the certification specifications/airworthiness code and environmental protection requirements of subparagraph (a)(1).

(b) Where the applicant is not the type-certificate or supplemental type-certificate holder, as applicable, the applicant may comply with the requirements of paragraph (a) through the use of its own resources or through an arrangement with the type-certificate or supplemental type-certificate holder as applicable.

AMC 21.A.433 (a) Repair design and Record Keeping

1. Relevant substantiation data associated with a new major repair design and record keeping should include:

   a. damage identification and reporting source,

   b. major repair design approval sheet identifying applicable requirements and references of justifications,

   c. repair drawing and/or instructions and scheme identifier,

   d. correspondence with the TC, STC, design approval or TSOA holder, if its advice on the design has been sought,

   e. structural justification (static strength, fatigue, damage tolerance, flutter etc) or references to this data,

   f. effect on the aircraft, engines and/or systems, (performance, flight handling, etc as appropriate)

   g. effect on maintenance programme,

   h. effect on Airworthiness limitations, the Flight Manual and the Operating Manual,

   i. weight and moment change,

j. special test requirements.

2. Relevant minor repair documentation includes paragraphs 1(a) and (c). Other points of paragraph 1 may be included where necessary. If the repair is outside the approved data, justification for classification is required.

3. Special consideration should be given to repairs that impose subsequent limitations on the part, product or appliance, (e.g., engine turbine segments that may only be repaired a finite number of times, number of repaired turbine blades per set, oversizing of fastener holes, etc.).

4. Special consideration should also be given to Life Limited parts and Critical Parts, notably with the involvement of the type-certificate or STC holder, when deemed necessary underMCAR-21.A.433 (b).

5. Repairs to engine critical parts would normally only be accepted with the involvement of the TC holder.

MCAR-21.A.435 Classification of repairs

(a) A repair may be 'major' or 'minor'. The classification shall be made in accordance with the criteria of MCAR-21.A.91 for a change in the type design.

(b) A repair shall be classified 'major' or 'minor' under paragraph (a) either:

1. By the CAD, or

2. By a design organization acceptable to CAD, provided

(i) The design organisation shall furnish a handbook to the CAD describing, directly or by cross-reference, the organisation, the relevant procedures and the products or changes to products to be designed.

(ii) The handbook shall be amended as necessary to remain an up-to-date description of the organisation, and copies of amendments shall be supplied to the CAD.

GM 21.A.435(a) Classification of repairs

1. Clarification of the terms Major/Minor

In line with the definitions given in MCAR-21.A.91, a new repair is classified as 'major' if the result on the approved type design has an appreciable effect on structural performance, weight, balance, systems, operational characteristics or other characteristics affecting the airworthiness of the product, part or appliance. In particular, a repair is classified as major if it needs extensive static, fatigue and damage tolerance strength justification and/or testing in its own right, or if it needs methods, techniques or practices that are unusual (i.e., unusual material selection, heat treatment, material processes, jigging diagrams, etc.)

Repairs that require a re-assessment and re-evaluation of the original certification substantiation data to ensure that the aircraft still complies with all the relevant requirements, are to be considered as major repairs.

Repairs whose effects are considered minor and require minimal or no assessment of the original certification substantiation data to ensure that the aircraft still complies with all the relevant requirements, are to be considered "minor".

It is understood that not all the certification substantiation data will be available to those persons/organisations classifying repairs. A qualitative judgement of the effects of the repair will therefore be acceptable for the initial classification. The subsequent review of the design of the repair may lead to it being re-classified, owing to early judgements being no longer valid.

2. Airworthiness concerns for Major/Minor classification

The following should be considered for the significance of their effect when classifying repairs. Should the effect be considered to be significant then the repair should be classified 'Major'. The repair may be classified as 'Minor' where the effect is known to be without appreciable consequence.

i. Structural performance

Structural performance of the product includes static strength, fatigue, damage tolerance, flutter and stiffness characteristics. Repairs to any element of the structure should be assessed for their effect upon the structural performance.

ii. Weight and balance

The weight of the repair may have a greater effect upon smaller aircraft as opposed to larger aircraft. The effects to be considered are related to overall aircraft centre of gravity and aircraft load distribution. Control surfaces are particularly sensitive to the changes due to the effect upon the stiffness, mass distribution and surface profile which may have an affect upon flutter characteristics and controllability.

iii. Systems

Repairs to any elements of a system should be assessed for the effect intended on the operation of the complete system and for the effect on system redundancy. The consequence of a structural repair on an adjacent or remote system should also be considered as above, (for example: airframe repair in area of a static port).

iv. Operational characteristics. Changes may include:

- stall characteristics
- handling
- performance and drag
- vibration

v. Other characteristics

- changes to load path and load sharing
- change to noise and emissions
- fire protection / resistance

Note: Considerations for classifying repairs 'Major/Minor' should not be limited to those listed above.

3. Examples of 'Major' repairs

i. A repair that requires a permanent additional inspection to the approved maintenance programme, necessary to ensure the continued airworthiness of the product. Temporary repairs for which specific inspections are required prior to installation of a permanent repair do not necessarily need to be classified as 'Major'. Also, inspections and changes to inspection frequencies not required as part of the approval to ensure continued airworthiness do not cause classification as 'Major' of the associated repair.

ii. A repair to life limited or critical parts.

iii. A repair that introduces a change to the Aircraft Flight Manual.

GM 21.A.435(b) Classification of repairs

An owner/operator may get their repair classified and approved by the TC/STC holder even though the TC/STC holder has not submitted the handbook to the CAD.

The requirement to submit a handbook to CAD is for design organisations other than TC/STC holder.

MCAR-21.A.437 Issue of a repair design approval

When it has been declared and has been shown that the repair design meets the applicable certification specifications/airworthiness code and environmental protection requirements of MCAR-21.A.433(a)(1), it shall be approved:

(a) by the CAD, or

(b) by a design organisation accepted by CAD, that is also the type-certificate or the supplemental type-certificate holder.

(c) For minor repairs only, by a design organization acceptable to CAD, provided

1. The design organisation shall furnish a handbook to the CAD describing, directly or by cross-reference, the organisation, the relevant procedures and the products or changes to products to be designed.

2. The handbook shall be amended as necessary to remain an up-to-date description of the organisation, and copies of amendments shall be supplied to the CAD.

GM 21.A.437 Issue of repair design approval

1. Approval by DOA holder

The DOA may approve repairs through the use of procedures in handbook without requiring CAD involvement. However, the owner or operator shall provide CAD

(i) Notification before incorporation of modification by sending all the documents relevant to the modification
(ii) Any instructions for continued airworthiness issued by the design organization

2. Previously approved data for other applications

When it is intended to use previously approved data for other applications, it is expected that applicability and effectiveness would be checked with an appropriately approved design organisation. After damage identification, if a repair solution exists in the available approved data, and if the application of this solution to the identified damage remains

justified by the previous approved repair design, (structural justifications still valid, possible airworthiness limitations unchanged), the solution can be considered approved and can be used again.

3. Temporary repairs.

These are repairs that are life limited, to be removed and replaced by a permanent repair after a limited service period. These repairs should be classified under MCAR-21.A.435 and the service period defined at the approval of the repair.

4. Fatigue and damage tolerance.

When the repaired product is released into service before the fatigue and damage tolerance evaluation has been completed, the release should be for a limited service period, defined at the issue of the repair.

(MCAR-21.A.439 Reserved)

MCAR-21.A.441 Repair embodiment

(a) The embodiment of a repair shall be made by an appropriately approved maintenance organisation, or by a production organisation accepted by CAD.

(b) The design organisation shall transmit to the organisation performing the repair all the necessary installation instructions.

MCAR-21.A.443 Limitations

A repair design may be approved subject to limitations, in which case the repair design approval shall include all necessary instructions and limitations. These instructions and limitations shall be held by the operator.

GM 21.A.443 Limitations

Instructions and limitations associated with repairs should be specified and controlled by those procedures required by the applicable operations rules.

MCAR-21.A.445 Unrepaired damage

(a) When a damaged product, part or appliance, is left unrepaired, and is not covered by previously approved data, the evaluation of the damage for its airworthiness consequences may only be made;

1. by the CAD, or

2. by a design organisation accepted by CAD, provided

(i) The design organisation shall furnish a handbook to the CAD describing, directly or by cross-reference, the organisation, the relevant procedures and the products or changes to products to be designed.

(ii) The handbook shall be amended as necessary to remain an up-to-date description of the organisation, and copies of amendments shall be supplied to the CAD.

Any necessary limitations shall be processed in accordance with the procedures of MCAR-21.A.443.

(b) Where the organisation evaluating the damage under paragraph (a) is neither the CAD nor the type-certificate or supplemental type-certificate holder, this organisation shall justify that the information on which the evaluation is based is adequate either from its organisation's own resources or through an arrangement with the type-certificate or supplemental type-certificate holder, or manufacturer, as applicable.

GM 21.A.445 Unrepaired damage

This is not intended to supersede the normal maintenance practices defined by the type-certificate holder, (e.g., blending out corrosion and re-protection, stop drilling cracks, etc.), but addresses specific cases not covered in the manufacturer's documentation.

GM 21.A.445(a) Unrepaired damage

An owner/operator may get their unrepaired damage evaluated for its airworthiness consequences by the TC/STC holder even though the TC/STC holder has not submitted the handbook to the CAD.

The requirement to submit a handbook to CAD is for design organisations other than TC/STC holder.

MCAR-21.A.447 Record keeping

For each repair, all relevant design information, drawings, test reports, instructions and limitations possibly issued in accordance with MCAR-21.A.443, justification for classification and evidence of the design approval, shall:

(a) be held by the design organisation accepted by CAD, at the disposal of the CAD, and

(b) be retained by the design organisation accepted by CAD in order to provide the information necessary to ensure the continued airworthiness of the repaired products, parts or appliances.

AMC 21.A.447 Record Keeping

(Refer to AMC 21.A.443(a))

MCAR-21.A.449 Instructions for continued airworthiness

(a) The holder of the design organisation accepted by CAD shall furnish at least one complete set of those changes to the instructions for continued airworthiness which result from the design of the repair, comprising descriptive data and accomplishment instructions prepared in accordance with the applicable requirements, to each operator of aircraft incorporating the repair. The repaired product, part or appliance may be released into service before the changes to those instructions have been completed, but this shall be for a limited service period, and in agreement with CAD. Those changes to the instructions shall be made available on request to any other person required to comply with any of the terms of those changes to the instructions. The availability of some manual or portion of the changes to the instructions for continued airworthiness, dealing with overhaul or other forms of heavy maintenance, may be delayed until after the product has entered into service, but shall be available before any of the products reaches the relevant age or flight — hours/cycles.

(b) If updates to those changes to the instructions for continued airworthiness are issued by the holder of the design organisation accepted by CAD after the repair has been first approved, these updates shall be furnished to each operator and shall be made available on request to any other person required to comply with any of the terms of those changes to the instructions. The operator shall provide these updates to CAD.

(MCAR-21.A.451 Reserved)

(Subpart N — RESERVED)

Subpart O — TECHNICAL STANDARD ORDER AUTHORISATIONS

MCAR 21.A.601 Scope

a) CAD does not issue technical standard order (TSO) authorisations. This Subpart describes the requirements for the acceptance of TSO authorisations.

MCAR 21.A.601B Acceptability of foreign TSO authorisations

The following foreign TSO authorisations may be accepted by the CAD:

(a) a TSO authorisation issued by the EASA

(b) a TSO authorisation accepted by EASA

(c) a TSO authorisation issued by an ICAO Contracting State in compliance with Annexes 8 and 16 to the Convention on International Civil Aviation.

Subpart P — PERMIT TO FLY

MCAR-21.A.701 Scope

(a) Permits to fly shall be issued in accordance with this Subpart to aircraft that do not meet, or have not been shown to meet, applicable airworthiness requirements but are capable of safe flight under defined conditions and for the following purposes:

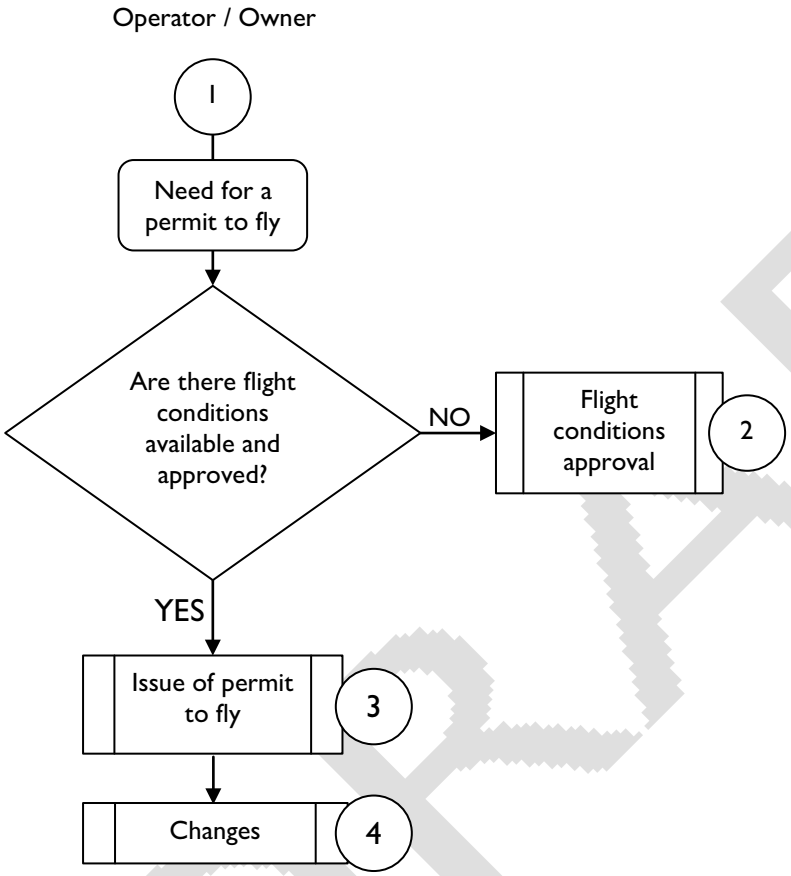
1. development;
2. showing compliance with regulations or certification specifications/airworthiness code;
3. design organisations or production organisations crew training;
4. production flight testing of new production aircraft;
5. flying aircraft under production between production facilities;
6. flying the aircraft for customer acceptance;
7. delivering or exporting the aircraft;
8. flying the aircraft for CAD acceptance;
9. market survey, including customer's crew training;
10. exhibition and air show;
11. flying the aircraft to a location where maintenance or airworthiness review are to be performed, or to a place of storage;
12. flying an aircraft at a weight in excess of its maximum certificated takeoff weight for flight beyond the normal range over water, or over land areas where adequate landing facilities or appropriate fuel is not available;
13. record breaking, air racing or similar competition;
14. flying aircraft meeting the applicable airworthiness requirements before conformity to the environmental requirements has been found;
15. for non-commercial flying activity on individual non-complex aircraft or types for which a certificate of airworthiness is not appropriate.

(b) This subpart establishes the procedure for issuing permits to fly and approving associated flight conditions, and establishes the rights and obligations of the applicants for, and holders of, those permits to fly and approvals of flight conditions.;

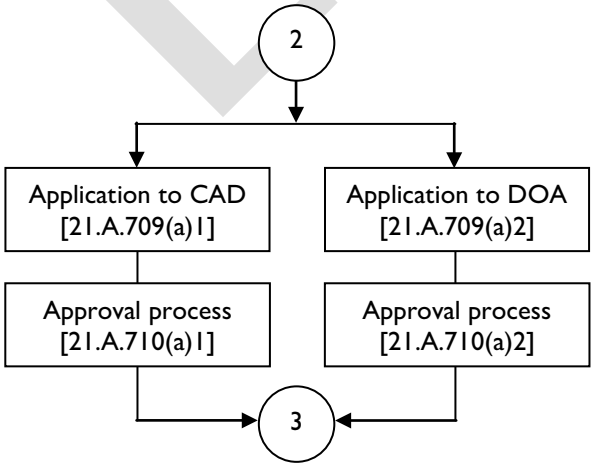
GM Subpart P Permit to Fly

The process allowing a flight under a permit to fly can be described as follows:
Flowchart 1 to GM Subpart P – Overview
Flowchart 2 to GM Subpart P –Approval of flight conditions
Flowchart 3 to GM Subpart P –Issue of permit to fly
Flowchart 4 to GM Subpart P –Changes after the first issue of permit to fly

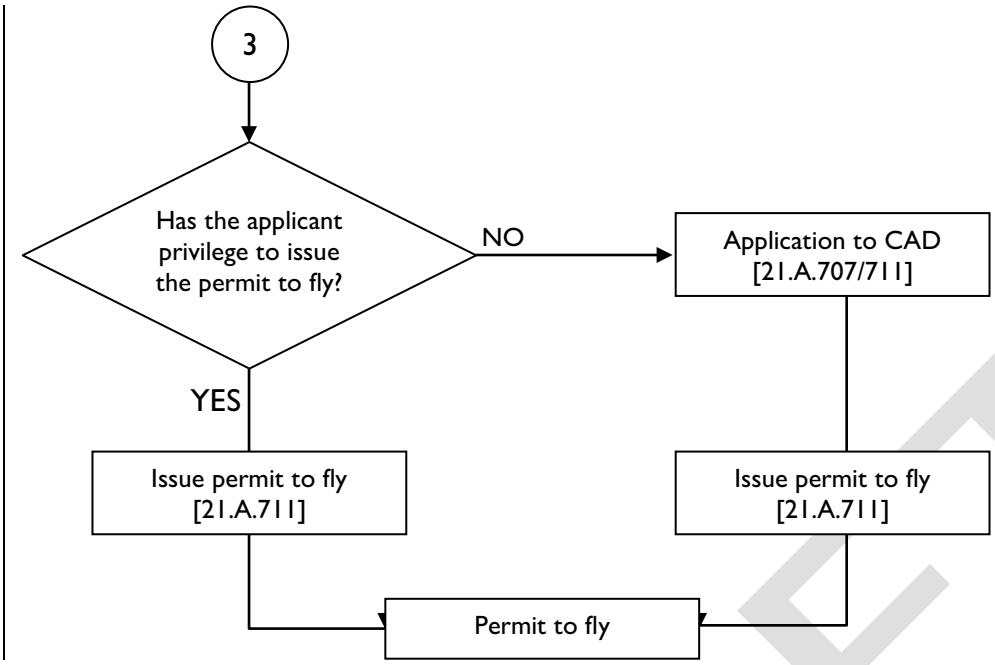
Flowchart 1 to GM Subpart P – Overview



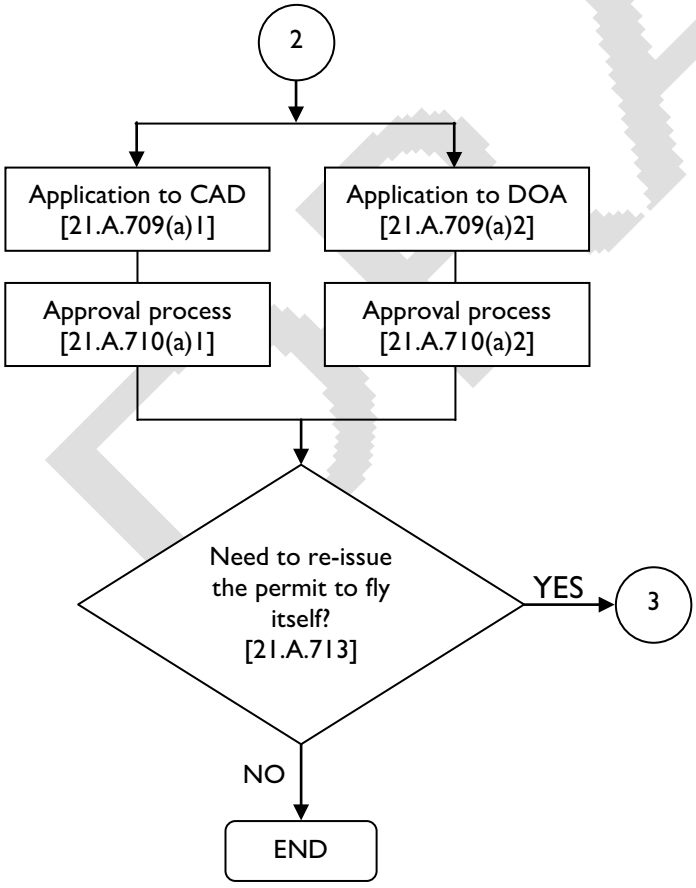
Flowchart 2 to GM Subpart P – Approval of flight conditions



Flowchart 3 to GM Subpart P – Issue of permit to fly



Flowchart 4 to GM Subpart P – Changes after the first issue of permit to fly



GM 21.A.701 Permit to fly when certificate of airworthiness is not appropriate

A certificate of airworthiness may not be appropriate for an individual aircraft or aircraft type when it is not practicable to comply with the normal continued airworthiness requirements and the aircraft is to a design standard that is demonstrated to be capable of safe flight under defined conditions.

Paragraph MCAR-21.A.701 identifies cases where the issuance of a Certificate of Airworthiness may not be possible or appropriate and this paragraph provides further information and typical examples for clarification where appropriate:-

Note: This list of examples is not exhaustive

1. Development:
   - testing of new aircraft or modifications
   - testing of new concepts of airframe, engine propeller and equipment;
   - testing of new operating techniques;

2. Showing compliance with regulations or certification specifications:
   - certification flight testing for type certification, supplemental type certificates, changes to type certificates or Technical Standard Order authorisation;

3. Design organisations or production organisations crew training:
   - Flights for training of crew that will perform design or production flight testing before the design approval and Certificate of Airworthiness can be issued.

4. Production flight testing of new production aircraft:
   - For establishing conformity with the approved design, typically this would be the same program for a number of similar aircraft;

5. Flying aircraft under production between production facilities:
   - green aircraft ferry for follow on final production.

6. Flying the aircraft for customer acceptance:
   - Before the aircraft is sold and/or registered.

7. Delivering or exporting the aircraft:
   - Before the aircraft is registered in the State where the Certificate of Airworthiness will be issued.

8. Flying the aircraft for Authority acceptance:
   - In the case of inspection flight test by the authority before the Certificate of Airworthiness is issued.

9. Market survey, including customer's crew training:
   - Flights for the purpose of conducting market survey, sales demonstrations and customer crew training with non type certificated aircraft or aircraft for which conformity has not yet been established or for non-registered a/c and before the Certificate of Airworthiness is issued

10. Exhibition and air show:
    - Flying the aircraft to an exhibition or show and participating to the exhibition or show before the design approval is issued or before conformity with the approved design has been shown.

11. Flying the aircraft to a location where maintenance or airworthiness review are to be performed, or to a place of storage:
    - Ferry flights in cases where maintenance is not performed in accordance with approved programmes, where an AD has not been complied with where certain equipment outside the Minimum Equipment List (MEL) is unserviceable or when the aircraft has sustained damage beyond the applicable limits.

12. Flying an aircraft at a weight in excess of its maximum certificated takeoff weight for flight beyond the normal range over water, or over land areas where adequate landing facilities or appropriate fuel is not available:
    - Oversees ferry flights with additional fuel capacity.

13. Record breaking, air racing or similar competition:
    - Training flight and positioning flight for this purpose are included

14. Flying aircraft meeting the applicable airworthiness requirements before conformity to the environmental requirements has been found:
    - Flying an aircraft which has been shown to comply with all applicable airworthiness requirements but not with environmental requirements.

15. For non-commercial flying activity on individual non-complex aircraft or types for which a certificate of airworthiness is not appropriate.
    - For aircraft which cannot practically meet all applicable airworthiness requirements, such as certain aircraft without TC-holder ("generically termed orphan aircraft") or aircraft which have been under national systems of Permit to Fly and have not been shown to meet all applicable requirements. The option of a permit to fly for such an aircraft should only be used if a certificate of airworthiness cannot be issued due to conditions which are outside the direct control of the aircraft owner, such as the absence of properly certified spare parts.

Note: The above listing is of cases when a permit to fly MAY be issued; it does not mean that in the described cases a permit to fly MUST be issued. If other legal means are available to allow the intended flight(s) they can also be used.

MCAR-21.A.703 Eligibility

(a) A registered owner of an aircraft, registered in accordance with MCAR-47, shall be eligible as an applicant for a permit to fly.

(b) A person eligible for an application for permit to fly is also eligible for application for the approval of the flight conditions.

(MCAR-21.A.705 Reserved)

MCAR-21.A.707 Application for permit to fly

(a) Pursuant to MCAR-21.A.703, an application for a permit to fly shall be made to the CAD in a form and manner established by CAD.

(b) Each application for a permit to fly shall include:

1. the purpose(s) of the flight(s), in accordance with MCAR-21.A.701;

2. the ways in which the aircraft does not comply with the applicable airworthiness requirements;

3. the flight conditions approved in accordance with MCAR-21.A.710.

(c) Where the flight conditions are not approved at the time of application for a permit to fly, an application for approval of the flight conditions shall be made in accordance with MCAR-21.A.709.

GM 21.A.707(b) Application

An application should be made on CAD Form 21A.

MCAR-21.A.708 Flight conditions

Flight conditions include:

(a) the configuration(s) for which the permit to fly is requested;

(b) any condition or restriction necessary for safe operation of the aircraft, including:

1. the conditions or restrictions put on itineraries or airspace, or both, required for the flight(s);

2. the conditions and restrictions put on the flight crew to fly the aircraft;

3. the restrictions regarding carriage of persons other than flight crew;

4. the operating limitations, specific procedures or technical conditions to be met;

5. the specific flight test programme (if applicable);

6. the specific continuing airworthiness arrangements including maintenance instructions and regime under which they will be performed;

(c) the substantiation that the aircraft is capable of safe flight under the conditions or restrictions of subparagraph (b);

(d) the method used for the control of the aircraft configuration, in order to remain within the established conditions.

GM 21.A.708(b)6 Continuing airworthiness

In most cases a simple reference to existing maintenance requirements will suffice for aircraft that have a temporarily invalid Certificate of Airworthiness.

For other aircraft it will have to be proposed by the applicant as part of the flight conditions. For approved organisations they can be included in their procedures.

GM #1 21.A.708(c) Safe flight

Safe flight normally means continued safe flight and landing but in some limited cases (e.g. higher risk flight testing) it can mean that the aircraft is able to fly in a manner that will primarily ensure the safety of overflown third parties, the flight crew and, if applicable other occupants.

This definition of "safe flight" should not be interpreted as allowing a test pilot, equipped with a parachute and operating over a sparsely populated area, to set out on a test flight in the full knowledge that there is a high probability of losing the aircraft. The applicant should take reasonable care to minimise safety risks and to be satisfied that there is a reasonable probability that the aircraft will carry out the flight without damage or injury to the aircraft and its occupants or to other property or persons whether in the air or on the ground.

GM #2 21.A.708(c) Substantiations

The substantiations should include analysis, calculations, tests or other means used to determine under which conditions or restrictions the aircraft can perform safely a flight.

GM #3 21.A.708(c) Operation of Overweight Aircraft

This GM provides information and guidance with respect to permit to fly for operating an aircraft in excess of its maximum certificated takeoff weight, for flight beyond the normal range over water, or over land areas where adequate landing facilities or appropriate fuel is not available.

1. GENERAL.

   The excess weight that may be authorized for overweight operations should be limited to additional fuel, fuel carrying facilities, and navigational equipment necessary for the flight.

   It is recommended that the applicant discuss the proposed flight with the TC holder of the aircraft to determine the availability of technical data on the installation of additional fuel carrying facilities and/or navigational equipment.

2. CRITERIA USED TO DETERMINE THE SAFETY OF ADDITIONAL FACILITIES.

   In evaluating the installation of additional facilities, the CAD or the design organisation must find that the changed aircraft is safe for operation. To assist in arriving at such a determination, the following questions are normally considered:

   a. Does the technical data include installation drawings, structural substantiating reports, weight, balance, new centre of gravity limits computations, and aircraft performance limitations in sufficient detail to allow a conformity inspection of the aircraft to be made?

   b. In what ways does the aircraft not comply with the applicable airworthiness requirements?

   c. Are the fuel tanks vented to the outside? Are all areas in which tanks are located ventilated to reduce fire, explosion, and toxicity hazards?

   d. Are the tanks even when empty strong enough to withstand the differential pressure at maximum operating altitude for a pressurized aircraft?

   e. Have means been provided for determining the fuel quantity in each tank prior to flight?

   f. Are shutoff valves, accessible to the pilot, provided for each additional tank to disconnect these tanks from the main fuel system?

   g. Are the additional fuel tank filler connections designed to prevent spillage within the aircraft during servicing?

   h. Is the engine oil supply and cooling adequate for the extended weight and range?

3. LIMITATIONS.

The following types of limitations may be necessary for safe operation of the aircraft:

a. Revised operational airspeeds for use in the overweight condition.

b. Increased pilot skill requirements.

c. A prescribed sequence for using fuel from various tanks as necessary to keep the aircraft within its centre of gravity range.

d. Notification to the control tower of the overweight takeoff condition to permit use of a runway to minimize flight over congested areas.

e. Avoidance of severe turbulence. If encountered, the aircraft should be inspected for damage as soon as possible.

4. EXAMPLE OF OPERATING LIMITATIONS WHICH MAY BE PRESCRIBED AS PART OF THE PERMIT TO FLY.

Aircraft type: XXXX Model: YYYY

Limitations:

a. Maximum weight must not exceed 8,150 pounds.

b. Maximum quantity of fuel carried in auxiliary tanks must not exceed 106 gallons in fwd tank, 164 gallons in centre tank, and 45 gallons in aft tank.

c. Centre of gravity limits must not exceed (fwd) +116.8 and (aft) +124.6.

d. Aerobatics are prohibited.

e. Use of autopilot while in overweight condition is prohibited.

f. Weather conditions with moderate to severe turbulence should be avoided.

g. When an overweight landing is made or the aircraft has been flown through moderate or severe turbulence while in an overweight condition, the aircraft must be inspected for damage after landing. The inspections performed and the findings must be entered in the aircraft log. The pilot must determine, before the next takeoff, that the aircraft is airworthy.

h. When operated in the overweight condition, the cruising speed (Vc) shall not exceed 185 m.p.h. and the maximum speed (Vne) shall not exceed 205 m.p.h.

i. Operation in the overweight condition must be conducted to avoid areas having heavy air traffic, to avoid cities, towns, villages, and congested areas, or any other areas where such flights might create hazardous exposure to person or property on the ground.

GM 21.A.708(d) Control of aircraft configuration

The applicant should establish a method for the control of any change or repair made to the aircraft, for changes and repairs that do not invalidate the conditions established for the permit to fly.

All other changes should be approved in accordance with MCAR 21.A.713 and when necessary a new permit to fly should be issued in accordance with MCAR 21.A.711.

MCAR-21.A.709 Application for approval of flight conditions

(a) Pursuant to MCAR-21.A.707(c), an application for approval of the flight conditions shall be made to:

1. CAD in a form and manner established by CAD; or

2. an appropriately approved design organisation accepted by CAD, under subpart J

(b) Each application for approval of the flight conditions shall include:

1. the proposed flight conditions;

2. the documentation supporting these conditions; and

3. a declaration that the aircraft is capable of safe flight under the conditions or restrictions of paragraph MCAR-21.A.708(b).

AMC 21.A.709(b) Submission of documentation supporting the establishment of flight conditions

Together with the application, the documentation required by MCAR 21.A.709(b) must be submitted with the approval form (CAD Form 18B) defined below, completed with all relevant information. If the complete set of data is not available at the time of application, the missing elements can be provided later. In such cases, the approval form must be provided only when all data are available, to allow the applicant to make the statement required in box 8 of the form.

When the flight conditions are approved under a privilege, this form should be used by the approved organisation to document the approval.

MCAR-21.A.710 Approval of flight conditions

(a) Flight conditions shall be approved by:

1. the CAD; or

2. an appropriately approved design organisation accepted by CAD, under subpart J.

(b) Reserved

(c) Before approving the flight conditions, CAD or the approved organisation must be satisfied that the aircraft is capable of safe flight under the specified conditions and restrictions. CAD may make or require the applicant to make any necessary inspections or tests for that purpose.

MCAR-21.A.711 Issue of a permit to fly

(a) A permit to fly (CAD Form 20a, see Appendix) may be issued by CAD when it is satisfied that the applicable requirements of Subpart P are met.

(b) An appropriately approved design organisation accepted by CAD may issue a permit to fly (CAD Form 20b, see Appendix) under the privilege granted under Subpart J, when the flight conditions referred to in point MCAR-21.A.708 have been approved in accordance with point MCAR-21.A.710.

(c) Reserved

(d) An appropriately approved continuing airworthiness management organisation may issue a permit to fly (CAD Form 20b, see Appendix) under the privilege granted under point M.711 of MCAR-M, when the flight conditions referred to in point MCAR-21.A.708 have been approved in accordance with point MCAR-21.A.710.

(e) The permit to fly shall specify the purpose(s) and any conditions and restrictions approved under MCAR-21.A.710.

(f) For permits issued under point (b) or (d) a copy of the permit to fly and associated flight conditions shall be submitted to CAD at the earliest opportunity but no later than 3 days.

(g) Upon evidence that any of the conditions specified in point MCAR-21.A.723(a) are not met for a permit to fly that an organisation has issued pursuant to point (b) or (d), that organisation shall revoke that permit to fly immediately and inform CAD without delay.

GM 21.A.711(d) Additional conditions and restrictions

The conditions and restrictions prescribed by the CAD may include airspace restrictions to make the conditions approved under MCAR 21.A.710 more concrete, or conditions outside the scope of the ones mentioned in MCAR 21.A.708(b) such as a radio station license.

MCAR-21.A.713 Changes

(a) Any change that invalidates the flight conditions or associated substantiation established for the permit to fly shall be approved in accordance with MCAR-21.A.710. When relevant an application shall be made in accordance with MCAR-21.A.709.

(b) A change affecting the content of the permit to fly requires the issuance of a new permit to fly in accordance with MCAR-21.A.711.

GM 21.A.713 Changes

Changes to the conditions or associated substantiations that are approved but do not affect the text on the permit to fly do not require issuance of a new permit to fly.

In case a new application is necessary, the substantiation for approval of the flight conditions only needs to address the change.

MCAR-21.A.715 Language

The manuals, placards, listings, and instrument markings and other necessary information required by applicable certification specifications/airworthiness code shall be presented in English and where applicable in Dhivehi.

MCAR-21.A.719 Transferability

(a) A permit to fly is not transferable.

(b) Reserved

MCAR-21.A.721 Inspections

The holder of, or the applicant for, a permit to fly shall provide access to the aircraft concerned at the request of the CAD.

MCAR-21.A.723 Duration and continued validity

(a) A permit to fly shall be issued for a maximum of 12 months and shall remain valid subject to:

1. compliance with the conditions and restrictions of MCAR-21.A.711(e) associated to the permit to fly;

2. the permit to fly not being surrendered or revoked by CAD;

3. the aircraft remaining on Maldivian civil aircraft register.

(b) Notwithstanding subparagraph (a), a permit to fly issued for the purpose of MCAR-21.A.701(15) may be issued for unlimited duration.

(c) Upon surrender or revocation, the permit to fly shall be returned to the CAD.

MCAR-21.A.725 Renewal of permit to fly

Renewal of the permit to fly shall be processed as a change in accordance with MCAR-21.A.713.

MCAR-21.A.727 Obligations of the holder of a permit to fly

The holder of a permit to fly shall ensure that all the conditions and restrictions associated with the permit to fly are satisfied and maintained.

MCAR-21.A.729 Recordkeeping

(a) All documents produced to establish and justify the flight conditions shall be held by the holder of the approval of the flight conditions at the disposal of the CAD and shall be retained in order to provide the information necessary to ensure the continued airworthiness of the aircraft.

(b) (Reserved)

Subpart Q — IDENTIFICATION OF PRODUCTS, PARTS AND APPLIANCES

MCAR-21.A.801 Identification of products

(a) The identification of products shall include the following information:

1. Manufacturer's name.
2. Product designation.
3. Manufacturer's Serial number.
4. Any other information the CAD finds appropriate.

(b) An aircraft or engine shall be identified by means of a fireproof plate that has the information specified in paragraph (a) marked on it by etching, stamping, engraving, or other approved method of fireproof marking. The identification plate shall be secured in such a manner that it is accessible and legible, and will not likely be defaced or removed during normal service, or lost or destroyed in an accident.

(c) A propeller, propeller blade, or propeller hub shall be identified by means of a plate, stamping, engraving, etching or other approved method of fireproof identification that is placed on it on a non-critical surface, contains the information specified in paragraph (a), and will not likely be defaced or removed during normal service or lost or destroyed in an accident.

(d) For manned free balloons, the identification plate prescribed in paragraph (b) shall be secured to the balloon envelope and shall be located, if practicable, where it is legible to the operator when the balloon is inflated. In addition, the basket, load frame assembly and any heater assembly shall be permanently and legibly marked with the manufacturer's name, part number, or equivalent, and serial number, or equivalent.

MCAR-21.A.803 Handling of identification data

(a) No person shall remove, change, or place identification information referred to in MCAR-21.A.801(a) on any aircraft, engine, propeller, propeller blade, or propeller hub, or in MCAR-21.A.807(a) on an APU, without the approval of CAD.

(b) No person shall remove or install any identification plate referred to in MCAR-21.A.801 or in MCAR-21.A.807 for an APU, without the approval of CAD.

(c) By way of derogation from paragraphs (a) and (b), any natural or legal person performing maintenance work under the applicable Maldivian Civil Aviation Regulations, in accordance with methods, techniques and practices established by CAD:

1. Remove, change, or place the identification information referred to in MCAR-21.A.801(a) on any aircraft, engine, propeller, propeller blade, or propeller hub, or in MCAR-21.A.807(a) on an APU; or

2. Remove an identification plate referred to in MCAR-21.A.801, or MCAR-21.A.807 for an APU, when necessary during maintenance operations.

(d) No person shall install an identification plate removed in accordance with subparagraph (c) (2) on any aircraft, engine, propeller, propeller blade, or propeller hub other than the one from which it was removed.

MCAR-21.A.804 Identification of parts and appliances

(a) Each part or appliance shall be permanently and legibly marked with:

1. a name, trademark, or symbol identifying the manufacturer in a manner identified by the applicable design data; and

2. the part number, as defined in the applicable design data; and

3. the letters EPA (European Part Approval)/PMA (Parts Manufacturer Approval) or equivalent for parts or appliances produced in accordance with approved design data not belonging to the type-certificate holder of the related product, except for TSO articles.

(b) By way of derogation from paragraph (a), if the CAD agrees that a part or appliance is too small or that it is otherwise impractical to mark a part or appliance with any of the information required by paragraph (a), the authorised release document accompanying the part or appliance or its container shall include the information that could not be marked on the part.

MCAR-21.A.805 Identification of critical parts

In addition to the requirement of MCAR-21.A.804, a part to be fitted on a type-certificated product which has been identified as a critical part shall be permanently and legibly marked with a part number and a serial number.

MCAR-21.A.807 Identification of TSO articles

(a) Each TSO article shall be permanently and legibly marked with the following information:

1. The name and address of the manufacturer;

2. The name, type, part number or model designation of the article;

3. The serial number or the date of manufacture of the article or both; and

4. The applicable TSO number.

(b) By way of derogation from paragraph (a), if the CAD agrees that a part is too small or that it is otherwise impractical to mark a part with any of the information required by paragraph (a), the authorised release document accompanying the part or its container shall include the information that could not be marked on the part.

(c) An APU shall be identified by means of a fire- proof plate that has the information specified in paragraph (a) marked on it by etching, stamping, engraving, or other approved method of fireproof marking. The identification plate shall be secured in such a manner that it is accessible and legible, and will not likely be defaced or removed during normal service, or lost or destroyed in an accident.

Section B — PROCEDURE FOR CIVIL AVIATION DEPARTMENT

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APPENDICES TO THE REGULATIONS

(Appendix I Reserved)

Appendix II Airworthiness Review Certificate (CAD Form 15a)

بسم الله الرحمن الرحيم

CIVIL AVIATION DEPARTMENT
REPUBLIC OF MALDIVES

ARC Reference
MV-MI-XXXX

AIRWORTHINESS REVIEW CERTIFICATE

Pursuant to Civil Aviation Regulations for the time being in force, the Civil Aviation Department hereby certifies that the following aircraft:

Aircraft manufacturer:	
Manufacturer's designation:	
Aircraft registration:	
Aircraft Serial Number:	

is considered to be airworthy at the time of the review.

Date of Issue		Date of expiry	
Signed		Authorisation No:	

1st Extension: The aircraft has remained in a controlled environment according to MCAR-M.901 for the last year. The aircraft is considered to be airworthy of the time of the issue.

Date of Issue		Date of expiry	
Signed		Authorisation No:	
Company name:		Approval reference:	

2nd Extension: The aircraft has remained in a controlled environment according to MCAR-M.901 for the last year. The aircraft is considered to be airworthy at the time of the issue.

Date of Issue		Date of expiry	
Signed		Authorisation No:	
Company name:		Approval reference:	

CAD Form 15a Issue 3

Appendix III Permit to Fly (CAD Form 20a)

بسم الله الرحمن الرحيم

CIVIL AVIATION DEPARTMENT
REPUBLIC OF MALDIVES

Permit No
21P/YYYY/XXX

PERMIT TO FLY

This permit to fly is issued pursuant to Civil Aviation Regulations in force and certifies that the aircraft is capable of safe flight for the purpose and within the conditions listed below and is valid within Maldives

This permit is also valid for flight to and within other states provided separate approval is obtained from the Competent Authorities of such States:

1. Nationality & Registration Marks:	
2. Aircraft Manufacturer/type:	
3. Serial No:	

4. The permit covers: *[purpose in accordance with MCAR-21.701(a)]*

5. Holder: *[in case of a permit to fly issued for the purpose of MCAR-21.701(a)(15) this should state: 'the registered owner']*

6.Conditions/remarks:

7.Validity period:

8. Place and date of issue	9. Signature of CAD representative

CAD Form 20a

Appendix IV Permit to Fly Issued by Approved Organisations (CAD Form 20b)

بسم الله الرحمن الرحيم

CIVIL AVIATION DEPARTMENT
REPUBLIC OF MALDIVES

Permit No
21P/ORG/YYYY/XXX

PERMIT TO FLY

This permit to fly is issued pursuant to Civil Aviation Regulations in force and certifies that the aircraft is capable of safe flight for the purpose and within the conditions listed below and is valid within Maldives

This permit is also valid for flight to and within other states provided separate approval is obtained from the Competent Authorities of such States:

Name & Address of the Organisation Issuing the Permit to Fly	

1. Nationality & Registration Marks:	
2. Aircraft Manufacturer/type:	
3. Serial No:	

4. The permit covers: *[purpose in accordance with MCAR-21.701(a)]*

5. Holder: *[Organisation issuing the permit to fly]*

6. Conditions/remarks:

7. Validity period:

8. Place and date of issue	9. Authorised Signature: Name: Approval Reference No:

CAD Form 20b

(Appendix V – Reserved)

Appendix VI Certificate of Airworthiness (CAD Form 25)

بسم الله الرحمن الرحيم

CIVIL AVIATION DEPARTMENT
REPUBLIC OF MALDIVES

Certificate No
MV-21H-XXXX

CERTIFICATE OF AIRWORTHINESS

1. Nationality and Registration Marks	2. Manufacturer and Manufacturer's Designation of Aircraft	3. Aircraft Serial Number

4. Category

5. This certificate of Airworthiness is issued pursuant to the Convention on International Civil Aviation dated 07 December 1944 and in accordance with the Civil Aviation Regulations, in respect of the above-mentioned aircraft which is considered to be airworthy when maintained and operated in accordance with the forgoing and the pertinent operating limitations.

Date of issue:

Signature:

6. This Certificate of Airworthiness is valid unless revoked by the Civil Aviation Department. A current Airworthiness Review Certificate shall be attached to this Certificate.

CAD Form 25

Appendix VII Noise Certificate (CAD Form 45)

بسم الله الرحمن الرحيم

CIVIL AVIATION DEPARTMENT
REPUBLIC OF MALDIVES

Document No
MV-21H-XXXX

NOISE CERTIFICATE

4. Registration Marks	5. Manufacturer and Manufacturer's Designation of Aircraft	6. Aircraft Serial Number

7. Engine:	8. Propeller: (*)

9. Maximum take-off mass (kg)	10. Maximum landing mass (kg)(*)	11. Noise certification standard:

12. Additional modifications incorporated for the purpose of compliance with the applicable noise certification standards:

13.Lateral / full-power noise level: (*)	14.Approach noise level (*)	15.Flyover noise level (*)	16.Overflight noise level (*)	17. Take-off noise level (*)

Remarks

18. This Noise Certificate is issued pursuant to Annex 16, Volume I to the Convention on International Civil Aviation dated 7 December 1944 and Civil Aviation Regulations in force in respect of the above mentioned aircraft, which is considered to comply with the indicated noise standard when maintained and operated in accordance with the relevant requirements and operating limitations.

19. Date of issue:	20. Signature

CAD Form 45

(*) These boxes may be omitted depending on noise certification standard.

APPENDICES TO THE AMC

Appendix A to GM 21.A.91 Examples of Major Changes per discipline

The information below is intended to provide a few major change examples per discipline, resulting from application of MCAR-21.A.91 and paragraph 3.3 conditions. It is not intended to present a comprehensive list of all major changes. Examples are categorised per discipline and are applicable to all products (aircraft, engines and propellers). However a particular change may involve more than one discipline, e.g., a change to engine controls may be covered in engines and systems (software).

Those involved with classification should always be aware of the interaction between disciplines and the consequences this will have when assessing the effects of a change (i.e., operations and structures, systems and structures, systems and systems, etc.; see example in paragraph 2 (ii).

Specific rules may exist which override the guidance of these examples.

In the MCAR-21 a negative definition is given of minor changes only. However in the following list of examples it was preferred to give examples of major changes.
Where in this list of examples the words "has effect" or "affect(s)" are used, they have always to be understood as being the opposite of "no appreciable effect" as in the definition of minor change in MCAR-21.A.91. Strictly speaking the words "has appreciable effect" and "appreciably affect(s)" should have been used, but this has not been done to improve readability.

1. Structure

i. changes such as a cargo door cut-out, fuselage plugs, change of dihedral, addition of floats;
ii. changes to materials, processes or methods of manufacture of primary structural elements, such as spars, frames and critical parts;
iii. changes that adversely affect fatigue or damage tolerance or life limit characteristics;
iv. changes that adversely affect aeroelastic characteristics.

2. Cabin Safety

i. changes which introduce a new cabin layout of sufficient change to require a re-assessment of emergency evacuation capability or which adversely affect other aspects of passenger or crew safety. Items to consider include, but are not limited to:
   - changes to or introduction of dynamically tested seats.
   - change to the pitch between seat rows.
   - change of distance between seat and adjacent obstacle like a divider.
   - changes to cabin lay outs that affect evacuation path or access to exits.
   - installation of new galleys, toilets, wardrobes, etc.
   - installation of new type of electrically powered galley insert.
ii. changes to the pressurisation control system which adversely affect previously approved limitations.

3. Flight

i. Changes which adversely affect the approved performance, such as high altitude operation, brake changes that affect braking performance.
ii. Changes which adversely affect the flight envelope.

iii. Changes which adversely affect the handling qualities of the product including changes to the flight controls function (gains adjustments, functional modification to software) or changes to the flight protection or warning system.

4. Systems

For systems assessed under CS 25.1309 or equivalent, the classification process is based on the functional aspects of the change and its potential effects on safety.

i. Where failure effect is 'Catastrophic' or 'Hazardous', the change should be classified as major.
ii. Where failure effect is 'major', the change should be classified as major if:
   - aspects of the compliance demonstration use means that have not been previously accepted for the nature of the change to the system; or
   - the change affects the pilot/system interface (displays, controls, approved procedures); or
   - the change introduces new types of functions/systems such as GPS primary, TCAS, Predictive windshear, HUD.
iii. The assessment of the criteria for software changes to systems also needs to be performed. When software is involved, account should be taken also of the following guidelines:

Where a change is made to software produced in accordance with the guidelines of EUROCAE ED12B/RTCA DO-178B "Software Considerations in Airborne Systems and Equipment Certification" or equivalent, the change should be classified as major if either of the following apply, and the failure effect is Catastrophic, Hazardous or Major:

i. the executable code for software, determined to be Level A or Level B in accordance with the guidelines, is changed unless that change involves only a variation of a parameter value within a range already verified for the previous certification standard; or
ii. the software is upgraded to or downgraded from Level A, Level B or Level C; or
iii. the executable code, determined to be level C, is deeply changed, e.g., after a software reengineering process accompanying a change of processor.

For software developed to guidelines other than ED-12B/DO-178B or equivalent, the applicant should assess changes in accordance with the foregoing principles.

For other codes the principles noted above may be used. However, due consideration should be given to specific requirements/interpretations.

5. Propellers

Changes to:
i. diameter
ii. airfoil
iii. planform
iv. material
v. blade retention system, etc.

6. Engines

Changes:

i. that adversely affect operating speeds, temperatures, and other limitations.
ii. that affect or introduce parts identified by CS E-510 or equivalent where the failure effect has been shown to be hazardous.
iii. that affect or introduce engine critical parts (CS E-515or equivalent) or their life limits.
iv. to a structural part which requires a resubstantiation of the fatigue and static load determination used during certification.
v. to any part of the engine which adversely affects the existing containment capability of the structure.
vi. that adversely affect the fuel, oil and air systems, which alter the method of operation, or require reinvestigation against the type-certification basis.
vii. that introduce new materials or processes, particularly on critical components.

7. Rotors and drive systems

Changes that:

i. adversely affect fatigue evaluation unless the service life or inspection interval are unchanged. This includes changes to materials, processes or methods of manufacture of parts, such as
   - rotor blades
   - rotor hubs including dampers and controls
   - gears
   - drive shafts
   - couplings
ii. affect systems the failure of which may have hazardous or catastrophic effects. The design assessment will include:
   - cooling system
   - lubrication system
   - rotor controls
iii. adversely affect the results of the rotor drive system endurance test, the rotor drive system being defined in CS 27/29-917 or equivalent.
iv. adversely affect the results of the shafting critical speed analysis required by CS 27/29-931 or equivalent.

8. Environment

A change that introduces an increase in noise or emissions.

9. Power plant Installation

Changes which include:

i. control system changes which affect the engine/propeller/airframe interface;
ii. new instrumentation displaying operating limits;
iii. modifications to the fuel system and tanks (number, size and configuration);
iv. change of engine/propeller type

Appendix B Flight Conditions for a Permit to Fly – Approval Form (CAD Form 18b)

بسم الله الرحمن الرحيم

CIVIL AVIATION DEPARTMENT
REPUBLIC OF MALDIVES

CAD Form 18B

FLIGHT CONDITIONS FOR A PERMIT TO FLY – APPROVAL FORM

1. Applicant *[Name of organisation providing the flight conditions and associated substantiations]*	2. Approval Form No. Issue: *[number and issue, for traceability purpose]*
3. Aircraft manufacturer/type	4. Serial number(s)

5. Aircraft configuration
The above aircraft for which a permit to fly is requested is defined in [add reference to the document(s) identifying the configuration of the aircraft]
[For change(s) affecting the initial approval form: description of change(s). This form must be re-issued]

6. Substantiations
[References to the document(s) justifying that the aircraft (as described in 5.) can perform the intended flight(s) safely under the defined conditions or restrictions.]
[For change(s) affecting the initial approval form: reference(s) to additional substantiation(s). This form must be re-issued]

7. Conditions/Restrictions
The above aircraft must be used with the following conditions or restrictions:
[Details of these conditions/restrictions, or reference to relevant document, including specific maintenance instructions and conditions to perform these instructions)

8. Statement
The flight conditions have been established and justified in accordance with MCAR-21.A.708.
The aircraft has no features and characteristics making it unsafe for the intended operation under the identified conditions and restrictions.

[when approved under a privilege of an approved organisation]
9. Approved under [ORGANISATION APPROVAL NUMBER]"

10. Date of issue	11. Name and signature *[Authorised signatory]*

[when not approved under a privilege of an approved organisation]
12. Approval and date

CAD Form 18B, Amendment 1