



NOTICE OF PROPOSED AMENDMENT 2017-07

Issue 01

Date of issue: 20th July 2017

SUBJECT:

CONTINUING AIRWORTHINESS FOR LIGHT WEIGHT AIRCRAFT

REFERENCE PUBLICATIONS:

N/A

REASON:

The General Civil Aviation Authority (GCAA) has concluded that there is a need to create a new regulation for Continuing Airworthiness for Light Weight Aircraft

RECOMMENDATIONS:

This notice is published to announce to the public this regulation and to entitle all concerned parties to:

1. Review the attached proposed regulation; and
2. Agree on the date of applicability for those changes set to 20th September 2017; and
3. Submit their comments on the changes and date of applicability online through the GCAA website by 20th August 2017.

Comments must be submitted through the GCAA Website – E-Publication – Notice of Proposed Amendment, using the Action of “Submit NPA Feedback Request.”

Comments and Responses may be viewed in the Comments Response Document CRD pertaining to this NPA on the GCAA website.



CAR PART II - CHAPTER 12

CONTINUING AIRWORTHINESS FOR LIGHT WEIGHT AIRCRAFT



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SECTION A: TECHNICAL REQUIREMENTS

SUBPART A – GENERAL

ML.A.101 Scope

This Section establishes the measures to be taken to ensure that the airworthiness of the aircraft is maintained, including its maintenance. It also specifies the conditions to be met by the persons or organisations involved in such activities.

ML.A.102 Applicability

- (a) This CAR-ML applies to the following aircraft when they are used for non-commercial and private operations and not classified as complex motor-powered aircraft:
- (1) Aeroplanes Of 2 730 Kg Maximum Take-Off Mass (MTOM) Or Less; And
 - (2) Rotorcraft of 1 200 kg MTOM or less certified for a maximum of up to 4 occupants.
- (b) For the purpose of this CAR-ML, the competent authority is the GCAA.
- (c) For the purpose of this CAR-ML, the following definitions and acronyms shall apply:
- (1) Airworthiness Directive;
 - (2) Commercial operation: any operation of an aircraft, in return for remuneration or other valuable consideration, which is available to the public or, when not made available to the public, which is performed under a contract between an operator and a customer, where the latter has no control over the operator;
 - (3) Complex motor-powered aircraft:
 - (i) an aeroplane:
 - a. with a maximum certificated take-off mass exceeding 5 700 kg, or
 - b. certificated for a maximum passenger seating configuration of more than nineteen, or
 - c. certificated for operation with a minimum crew of at least two pilots, or
 - d. equipped with (a) turbojet engine(s) or more than one turboprop engine, or
 - (ii) a helicopter certificated:
 - a. for a maximum take-off mass exceeding 3 175 kg, or
 - b. for a maximum passenger seating configuration of more than nine, or
 - c. for operation with a minimum crew of at least two pilots, or
 - (iii) a tilt rotor aircraft;
 - (4) Continuing airworthiness: all of the processes ensuring that, at any time in its operating life, the aircraft complies with the airworthiness requirements in force and is in a condition for safe operation;
 - (5) Design Approval Holder;



- (6) Independent certifying staff: certifying staff not working on behalf of an approved maintenance organisation.
- (7) Maintenance: any one or combination of the following activities: overhaul, repair, inspection, replacement, modification or defect rectification of an aircraft or component, with the exception of pre-flight inspection;
- (8) Maintenance organisation: an organisation with maintenance privileges approved in accordance with either:
 - (i) Subpart F of CAR-M; or
 - (ii) CAR-145.
- (9) Master Minimum Equipment List;
- (10) Owner: the person responsible for the continuing airworthiness of the aircraft, including:
 - (i) the registered owner of the aircraft.; or
 - (ii) the lessee in the case of a leasing contract; or the operator.



SUBPART B - ACCOUNTABILITY

ML.A.201 Responsibilities

- (a) The owner is responsible for the continuing airworthiness of the aircraft and shall ensure that no flight takes place unless:
 - (1) the aircraft is maintained in an airworthy condition; and
 - (2) any operational and emergency equipment fitted is correctly installed and serviceable or clearly identified as unserviceable; and
 - (3) the airworthiness certificate remains valid; and
 - (4) the maintenance of the aircraft is performed in accordance with the aircraft scheduled maintenance specified in ML.A.301(a)(3).
- (b) When the aircraft is leased, the responsibilities of the owner are transferred to the lessee if the lessee is included:
 - (1) in the registration document; or
 - (2) in the leasing contract.
- (c) Any person or organisation performing maintenance shall be responsible for the tasks performed.
- (d) The pilot in command shall be responsible for the satisfactory accomplishment of the preflight inspection. This inspection must be carried out by the pilot or another qualified person but need not be carried out by an approved maintenance organisation or by certifying staff.
- (e) In order to satisfy the requirements of (a) above, the owner of an aircraft shall:
 - (1) ensure that it has established a system to ensure compliance with this CAR; or
 - (2) contract the tasks associated with continuing-airworthiness management to an appropriately approved CAR-M, Subpart G organisation. In this case, the contracted organisation assumes responsibility for the proper accomplishment of these tasks, and a written contract shall be concluded in accordance with Appendix I.
- (f) The owner is responsible for providing the competent authority access to the aircraft and the aircraft records in order for it to determine continued compliance of the aircraft with this CAR.



ML.A.202 Occurrence reporting

- (a) Any person or organisation responsible in accordance with ML.A.201 shall notify and report to the competent authority, to the organisation responsible for the design of the aircraft or change to the aircraft and, any identified condition of an aircraft or component which endangers flight safety.
- (b) Notification and reports shall be produced in a manner established by the competent authority and contain all pertinent information about the condition known to the person or organisation.
- (c) Where the person or organisation maintaining the aircraft is contracted by an owner to carry out maintenance, the person or the organisation maintaining the aircraft shall also report to the owner or to the CAR-M, Subpart G organisation responsible for the continuing airworthiness management any such condition affecting the aircraft or component.
- (d) Reports shall be produced as soon as practicable unless exceptional circumstances prevent this.

GM ML.A.202 Occurrence reporting

Definitions, non-exhaustive examples of reportable occurrences, and established notification and reporting timeframes are provided in CAAP-22.



SUBPART C - CONTINUING AIRWORTHINESS

ML.A.301 Continuing airworthiness system

The aircraft continuing airworthiness and the serviceability of both operational and emergency equipment shall be ensured by:

- (a) the accomplishment of preflight inspections;
- (b) the rectification in accordance with the data specified by the DAH, as applicable, of any defect and damage affecting safe operation, taking into account the DAH's operation data such as MMEL and configuration deviation list, when applicable;
- (c) the accomplishment of all scheduled maintenance tasks required by ML.A.302;
- (d) the accomplishment of any applicable:
 - (1) AD issued by the State, the competent authority has accepted the aircraft design;
 - (2) operational directive with a continuing-airworthiness impact; and
 - (3) any measure mandated by the competent authority in immediate reaction to a safety concern;
- (e) the accomplishment of modifications and repairs in accordance with DAH's data; and
- (f) maintenance check flights, when necessary.

ML.A.302 Scheduled aircraft maintenance

- (a) The maintenance of each aircraft shall be organised in accordance with the scheduled maintenance prescribed by the DAH and established by
 - (1) the owner in those cases where the continuing airworthiness of the aircraft is not managed by a CAMO; or
 - (2) the CAMO responsible for managing the continuing airworthiness of the aircraft.
- (b) The scheduled maintenance:
 - (1) shall be applicable to the aircraft to which it refers, including any installed engine and propeller, as applicable;
 - (2) shall include the tasks/inspections based on the instructions for continuing airworthiness issued and recommended by the DAH without deviations;
 - (3) may include additional or alternate instructions proposed by the owner, CAMO, or maintenance organisation, but shall not be less restrictive than the DAH's data;
 - (4) shall include all the mandatory continuing-airworthiness information, such as repetitive ADs, the airworthiness limitation section (ALS) of the instructions for continued airworthiness (ICA), and specific maintenance requirements contained in the DAH without deviations;
 - (5) in addition, shall identify any additional maintenance tasks to be performed because of the specific aircraft design, aircraft configuration and type and specificity of operation — the following elements shall be taken into consideration without deviation as a minimum:



- (i) specific installed equipment and modifications of the aircraft;
 - (ii) repairs carried out in the aircraft;
 - (iii) life-limited components and flight-safety-critical components;
 - (iv) maintenance recommendations, such as time between overhaul (TBO) intervals, issued through service bulletins, service letters, and other non-mandatory service information;
 - (v) applicable operational directives/requirements related to the periodic inspection of certain equipment;
 - (vi) special operational approvals; and
 - (vii) use of the aircraft and operational environment; and
- (6) shall be fully under the responsibility of the owner or CAMO as applicable for its content and, in particular, for any deviations from the DAH's recommendations ;
- (7) shall be maintained up to date with DAH's data and reviewed at least annually for consistency check with DAH's data:
- (i) in conjunction with the airworthiness review of the aircraft by the person who performs such an airworthiness review; or
 - (ii) by the CAMO managing the continuing airworthiness of the aircraft in those cases where the review is not performed in conjunction with an airworthiness review;
- if the review shows deficiencies, the person performing the review shall inform the competent authority.

GM ML.A.302(a) Scheduled aircraft maintenance

A separate document is not required to be produced as long as the owner follows the DAH's data including recommendation without deviations.

ML.A.303 Reserved

ML.A.304 Reserved

ML.A.305 Aircraft continuing-airworthiness record system

- (a) At the completion of any maintenance, the CRS required by ML.A.801 shall be entered in the aircraft continuing-airworthiness records.
- (b) The aircraft type and registration mark, the date, together with the total flight time and/or flight cycles, as appropriate, shall be entered in the aircraft logbooks.
- (c) The aircraft continuing-airworthiness records shall contain the current:
 - (1) status of ADs and measures mandated by the competent authority in immediate reaction to a safety problem;



- (2) status of modifications, repairs and other DAH maintenance recommendations;
 - (3) status of compliance with the scheduled aircraft maintenance;
 - (4) status of service-life-limited components;
 - (5) mass and balance report; and
 - (6) list of deferred maintenance.
- (d) In addition to the authorised release document, AW Form 1 or equivalent, the following information relevant to any component installed (engine, propeller, engine module or service- life-limited component) shall be entered in the appropriate engine or propeller logbook, engine module or service-life-limited component log card:
- (1) the identification of the component; and
 - (2) the type, serial number and registration, as appropriate, of the aircraft, engine, propeller, engine module or service-life-limited component to which the particular component has been fitted, along with the reference to the installation and removal of the component; and
 - (3) the date together with the component's accumulated total flight time and/or flight cycles and/or calendar time, as appropriate; and
 - (4) the current information of (c) above, applicable to the component.
- (e) The person or organisation responsible for the management of continuing-airworthiness, tasks pursuant to ML.A.201, shall control the records as detailed in ML.A.305 and present the records to the competent authority upon request.
- (f) An owner shall ensure that a system has been established to keep the following records for the periods specified:
- (1) all detailed maintenance records in respect of the aircraft and any service-life-limited component fitted thereto, until such time as the information contained therein is superseded by new information equivalent in scope and detail but no less than 36 months after the aircraft or component has been released to service; and
 - (2) the total time in service (hours, calendar time, and cycles) of the aircraft and all service-life-limited components, for at least 36 months after the aircraft or component has been permanently withdrawn from service; and
 - (3) the time in service (hours, calendar time, and cycles), as appropriate, since the last scheduled maintenance of the component subjected to a service life limit, at least until the component scheduled maintenance has been superseded by another scheduled maintenance of equivalent work scope and detail; and
 - (4) the current status of compliance with the aircraft scheduled maintenance at least until the scheduled maintenance of the aircraft or component has been superseded by another scheduled maintenance of equivalent work scope and detail; and



- (5) the current status of ADs applicable to the aircraft and components, at least 36 months after the aircraft or component has been permanently withdrawn from service; and
- (6) details of current modifications and repairs to the aircraft, engine(s), propeller(s) and any other component vital to flight safety, at least 36 months after they have been permanently withdrawn from service.

AMC ML.A.305(a) Aircraft continuing-airworthiness record system

- (a) The aircraft continuing airworthiness records consist of an aircraft logbook, engine logbook(s), propeller logbook(s), or equivalent for components as appropriate.
- (b) Each entry should be made as soon as practicable but in no case more than 30 days after the day of the completion of the maintenance task.
- (c) All entries made in the aircraft continuing-airworthiness records should be clear and accurate. When it is necessary to correct an entry, the correction should be made in a manner that clearly shows the original entry.

ML.A.306 Reserved

ML.A.307 Transfer of aircraft continuing-airworthiness records

- (a) The owner shall ensure that when an aircraft is permanently transferred from one owner to another or contracted CAMO, the ML.A.305 continuing-airworthiness records are also transferred.
- (b) The time periods prescribed for the retention of records shall continue to apply to the new owner or CAMO.



SUBPART D - MAINTENANCE STANDARDS

ML.A.401 Reserved

ML.A.402 Performance of maintenance

Maintenance shall be performed by:

- (a) maintenance organisations approved in accordance with CAR-M, Subpart F, or CAR-145; or
- (b) a pilot-certifying staff or independent certifying staff who must:
 - (1) be qualified for the tasks performed, as required by this CAR;
 - (2) ensure that the area in which maintenance is carried out is well organised and clean (no dirt/contamination);
 - (3) use the methods, techniques, standards and instructions specified in the applicable maintenance data;
 - (4) use the tools, equipment and material specified in the applicable maintenance data — if necessary, tools and equipment shall be controlled and calibrated to a recognised standard;
 - (5) ensure that maintenance is performed within any environmental limitations specified in the applicable maintenance data;
 - (6) ensure that proper facilities are used in case of inclement weather, lengthy, or complex maintenance;
 - (7) ensure that the risk of multiple errors during maintenance and the risk of errors being repeated in identical maintenance tasks are minimised;
 - (8) ensure that an error-capturing method is implemented after the performance of any critical maintenance task;
 - (9) perform a general verification after completion of maintenance to ensure that the aircraft or component is clear of all tools, equipment and any extraneous parts and material, and that all access panels removed have been refitted; and
 - (10) ensure that all maintenance performed is properly released, recorded and documented.

GM ML.A.401 Performance of maintenance

- (a) For the purposes of this CAR, applicable maintenance data is:
 - (1) any applicable requirement, procedure, standard or information issued by the competent authority;
 - (2) any applicable AD;



- (3) applicable instructions for continuing airworthiness issued by the DAH; and
- (4) any applicable data issued in accordance with 145.45(d).

ML.A.402 Aircraft defects

- (a) Any aircraft defect that hazards seriously the flight safety shall be rectified before further flight.
- (b) The following persons may decide that a defect does not seriously hazard flight safety, and may defer it accordingly:
 - (1) the pilot may defer defects affecting non-required aircraft equipment;
 - (2) the pilot, when using the minimum equipment list, may defer defects affecting required aircraft equipment — otherwise, these defects may only be deferred by authorised certifying staff; and
 - (3) the pilot may defer defects other than those described in (b)(1) and (b)(2) above if all the following conditions are met:
 - (i) the aircraft is operated for non-commercial operations; and
 - (ii) the pilot defers the defect with the agreement of contracted CAR-M, Subpart G organisation;otherwise, these defects may only be deferred by appropriately qualified certifying staff.
- (c) Any aircraft defect that does not seriously hazard flight safety shall be rectified as soon as practicable after the date the aircraft defect was first identified and within the limits specified in the DAH's data.
- (d) Any defect not rectified before flight shall be recorded in the aircraft maintenance record system and a record shall be available to the pilot.



SUBPART E - COMPONENTS

ML.A.501 Installation

- (a) No component may be fitted unless it is in a satisfactory condition, has been appropriately released to service using an AW Form 1 or equivalent as recognized by the DAH, and has been appropriately marked.
- (b) Prior to installation of a component on an aircraft, the person or approved maintenance organisation shall ensure that the particular component is eligible to be fitted when different modifications and/or AD configurations may be applicable.
- (c) Standard parts shall only be fitted to an aircraft or component when the maintenance data specifies those particular standard parts. Standard parts shall only be fitted when accompanied by evidence of conformity traceable to the applicable standard.
- (d) Raw or consumable material shall only be used on an aircraft or component when the aircraft or component manufacturer states so in relevant maintenance data or as specified in CAR-M, Subpart F, or CAR-145. Such material shall only be used when it meets the required material specification and has appropriate traceability. All material must be accompanied by documentation clearly relating to the particular material and containing a conformity-to-specification statement plus both the manufacturing and supplier source.

ML.A.502 Component maintenance

Components shall be released in accordance with aircraft and component maintenance data.

ML.A.503 Service-life-limited components

Installed service-life-limited components shall not exceed the approved service life limit as specified in the DAH and State of Design's data.

ML.A.504 Control of unserviceable components

- (a) A component shall be considered unserviceable in any one of the following circumstances:
 - (1) expiry of the component's service life limit as defined in the DAH's data;
 - (2) non-compliance with the applicable ADs and other continued-airworthiness requirement mandated by the competent authority;
 - (3) absence of the necessary information to determine the airworthiness status of the component or its eligibility for installation;
 - (4) evidence of component defects or malfunctions; and
 - (5) component involvement in an incident or accident likely to affect its serviceability.
- (b) Unserviceable components:
 - (1) shall be identified as unserviceable and stored in a secure location under the control of an approved maintenance organisation or independent certifying staff until a decision is made on



the future status of such components; or

- (2) shall be identified as unserviceable by the person or organisation that declared the component unserviceable, and its custody shall be transferred to the aircraft owner after documenting such transfer in the ML.A.305 aircraft maintenance record system.
- (c) Components which have reached their certified life limit or contain a non-repairable defect or malfunction shall be classified as unsalvageable and shall not be permitted to re-enter the component supply system unless certified life limits have been extended or a repair solution has been approved according to ML.A.304.
- (d) Any person or organisation accountable under this CAR shall in the case of an unsalvageable component as described in (c) above:
 - (1) retain such component in a location as described in (b) above; or
 - (2) arrange for the component to be mutilated in a manner that ensures that it is beyond economic salvage or repair before relinquishing responsibility for such a component.
- (e) Notwithstanding (d) above, a person or organisation accountable under this Part may transfer responsibility of components classified as unsalvageable without mutilation to an organisation for training or research.

SUBPART F – RESERVED

SUBPART G – RESERVED

SUBPART H – CERTIFICATE OF RELEASE TO SERVICE

ML.A.801 Aircraft certificate of release to service

- (a) A CRS shall be issued at the completion of any maintenance carried out on an aircraft.
- (b) The CRS shall only be issued when satisfied that all maintenance required has been properly carried out by:
 - (1) appropriate certifying staff on behalf of the approved maintenance organisation; or
 - (2) an independent certifying staff; or
 - (3) a pilot-certifying staff authorised in compliance with ML.A.803.
- (c) By derogation from (b) above, in the case of unforeseen circumstances, when an aircraft is grounded at a location where no appropriately-approved maintenance organisation and no appropriate certifying staff are available, the owner may authorise any person, with no less than 3 years of appropriate maintenance experience and holding the proper qualifications, to maintain according to the standards set out in Subpart D of this CAR and release the aircraft. The owner shall in that case:
 - (1) obtain and keep in the aircraft records, details of all the work carried out and of the qualifications held by the person issuing the certification; and
 - (2) ensure that any such maintenance is rechecked and released in accordance with ML.A.801(b) at



- the earliest opportunity and within a period not exceeding 30 days; and
- (3) notify the contracted CAMO, or the competent authority in the absence of such a contract, within 7 days of the issuance of such a certification authorisation.
- (d) In the case of a release to service in accordance with ML.A.801(b)(1) or (b)(2), the certifying staff may be assisted in the execution of the maintenance tasks by one or more persons subject to their direct and continuous control;
- (e) A CRS shall contain as a minimum:
- (1) basic details of the maintenance carried out including the reference as per DAH data; and
 - (2) the date such maintenance was completed; and
 - (3) the identity of the organisation and/or person issuing the release to service, including:
 - (i) the approval reference of the maintenance organisation and certifying staff issuing such a certificate; or
 - (ii) the identity and, if applicable, licence number of the independent certifying staff issuing such a certificate; and
 - (4) the limitations to airworthiness or operations, if any.
- (f) By derogation from (b) above and notwithstanding the requirements of (g) below, when the maintenance prescribed cannot be completed, a CRS may be issued within the approved aircraft limitations. Such a fact, together with any applicable limitations of airworthiness or operations, shall be entered in the aircraft CRS before its issuance as part of the information required in (e)(4) above.
- (g) A CRS shall not be issued in the case of any known non-compliance which endangers flight safety.

ML.A.802 Component certificate of release to service

- (a) A CRS shall be issued at the completion of any maintenance carried out on an aircraft component in accordance with ML.A.502.
- (b) The authorised release certificate identified as AW Form 1 and referred to in CAR-M, Appendix II, constitutes the component CRS except when such maintenance is released at aircraft level, as indicated in ML.A.502(b). The Competent authority may accept equivalent to AW Form 1 when demonstrate that the national civil aviation is equivalent to those required by this CAR.

ML.A.803 Pilot-certifying staff authorisation

- (a) To qualify as a pilot as Pilot-certifying staff, the person must:
- (1) hold a valid pilot licence (or equivalent) issued or validated by the competent authority for the corresponding aircraft or equivalent; and
 - (2) hold or has held a CAR-66 or equivalent licence or being assessed has having competence to perform the requires maintenance task by the associated CAR-145, if acceptable to the



competent authority; and

- (3) own the aircraft, either as sole or joint owner; that owner must be:
- (i) one of the natural persons on the registration form; or
 - (ii) a member of a legal entity, where the legal entity is specified on the registration document as owner or operator; that member must be directly involved in the decision-making process of the legal entity and designated by that legal entity to carry out specific maintenance; or
 - (iii) designated and authorised by the owner of the aircraft to conduct such maintenance.
- (b) The CRS shall be entered in the logbooks and contain basic details of the maintenance carried out, the maintenance data used, the date on which that maintenance was completed, as well as the identity, the signature and the pilot licence (or equivalent) number of the pilot issuing such a certificate.

GM ML.A.803(a)(3)(iii) Pilot-certifying staff authorisation

The owner is recommended to ensure that the designated and authorised pilot is aware about it is responsible when he/she conducts maintenance and releases it.



SUBPART I - AIRWORTHINESS CERTIFICATE

ML.A.901 Aircraft airworthiness review

To ensure the validity of the airworthiness certificate, an airworthiness review of the aircraft and a review of its continuing-airworthiness records shall be carried out periodically.

- (a) An airworthiness certificate is valid for 1 year and is issued upon completion of a satisfactory airworthiness review.
- (b) The airworthiness review and the issuance of the airworthiness certificate shall be performed in accordance with ML.A.903 by:
 - (1) the competent authority; or
 - (2) an appropriately approved CAR-M Subpart G organisation; or
 - (3) the approved maintenance organisation performing the any inspection or maintenance required by the DAH.
- (c) In unforeseen circumstances, only when none of the options allowed by point (b) is possible, the competent authority may authorised an independent certifying staff holding a CAR-66 licence rated for the corresponding aircraft.

ML.A.902 Validity of the airworthiness certificate

- (a) An airworthiness certificate becomes invalid if:
 - (1) suspended or revoked; or
 - (2) the aircraft is not on the aircraft register of the UAE; or
 - (3) the aircraft design accepted by the competent authority and under which the airworthiness certificate was issued is suspended or revoked; or
 - (4) the airworthiness certificate does not bear the signature and stamp of the competent authority.
- (b) An aircraft must not fly if the airworthiness certificate is invalid or if:
 - (1) the continuing airworthiness of the aircraft or any component fitted to the aircraft does not meet the requirements of this CAR and in particular the conditions prescribed by ML.201(a) are not met; or
 - (2) the aircraft does not remain in conformity with the aircraft design accepted by the competent authority; or
 - (3) the aircraft has been operated beyond the limitations of the approved flight manual or other operational manual or airworthiness certificate, without appropriate action being taken; or
 - (4) the aircraft has been involved in an accident or incident that affects the airworthiness of the aircraft, without subsequent appropriate action to restore airworthiness; or



(5) a modification or repair to the aircraft or any component fitted to the aircraft is not in compliance with DAH's approved data.

(c) Upon surrender or revocation, the airworthiness certificate shall be returned to the competent authority.

GM ML.A.902(b)(1) Validity of the airworthiness certificate

Examples of conditions that could invalidated the airworthiness certificate: applicable AD that is not embodied or maintenance not completed, aircraft defects not deferred or rectified etc.

ML.A.903 Airworthiness certificate

(a) To satisfy the requirement for the airworthiness review of an aircraft referred to in ML.A.901, the appropriate person shall perform a documented review of the aircraft records in order to be satisfied that:

- (1) airframe, engine and propeller flying hours and associated flight cycles have been properly recorded; and
- (2) the flight manual or other operational manual is applicable to the aircraft configuration and reflects the latest revision status; and
- (3) all the maintenance due on the aircraft according to the DAH has been carried out; and
- (4) all known defects have been corrected or carried forward in a controlled manner; and
- (5) all applicable ADs have been applied and properly registered; and
- (6) all modifications and repairs made to the aircraft have been registered and are in compliance with DAH's data; and
- (7) all service-life-limited components installed on the aircraft are properly identified, registered and have not exceeded their approved service life limit; and
- (8) all maintenance has been released in accordance with this Part; and
- (9) if required, the current mass-and-balance statement reflects the configuration of the aircraft and is valid; and
- (10) the aircraft complies with the latest revision of its aircraft design accepted by the competent authority; and
- (11) if required, the aircraft holds a noise certificate corresponding to the current configuration of the aircraft.

(b) The person referred to in (a) above shall carry out a physical survey of the aircraft. For this survey, a person not appropriately qualified to perform maintenance task shall be assisted by such qualified personnel.

(c) Through the physical survey of the aircraft, the person shall ensure that:



- (1) all required markings and placards are properly installed; and
 - (2) the aircraft complies with its flight manual and other operational manual; and
 - (3) the aircraft configuration complies with the approved documentation; and
 - (4) no evident defect can be found that has not been addressed according to ML.A.402; and
 - (5) no inconsistencies can be found between the aircraft and the documented review of records as described in (a) above.
- (d) The airworthiness certificate can only be issued:
- (1) by appropriately authorised airworthiness review staff or the competent authority; and
 - (2) when satisfied that the airworthiness review has been completely carried out, all findings have been closed, and there is no non-compliance which is known to endanger flight safety.
- (e) Upon issuance of an airworthiness certificate for an aircraft, it shall be sent to the Competent Authority.
- (f) Airworthiness review tasks shall not be subcontracted.

GM ML.A.903(d) Airworthiness certificate

The application should be submitted 30 days prior to the delivery or expiry of the current airworthiness certificate.

ML.A.904 Qualification of airworthiness review staff

- (a) Airworthiness review staff acting on behalf of a CAR-M, Subpart G organisation shall be qualified in accordance with CAR-M, Subpart G, respectively.
- (b) Other Airworthiness review staff acting on their own behalf or a maintenance organisation shall:
 - (1) hold a CAR-66 licence rated for the corresponding aircraft; and
 - (2) hold an authorisation issued by the competent authority.
- (c) The authorisation required under (b)(2) above shall be issued by the competent authority when:
 - (1) the competent authority has assessed that the person has the knowledge of the parts of this Part relevant to continuing-airworthiness management, performance of airworthiness reviews and issuance of airworthiness certificate; and
 - (2) the person has satisfactorily performed an airworthiness review under the supervision of the competent authority.

This authorisation shall remain valid for a duration of 5 years as long as the holder has performed at least 1 airworthiness review in every 12-month period. If this is not the case, a new airworthiness review shall be satisfactorily performed under the supervision of the competent authority.

Upon expiration of its validity, the authorisation shall be renewed for another 5 years subject to a new compliance with (c)(1) and (c)(2) above. There is no limit to the number of renewals to be reissued.

The holder of the authorisation shall keep records of all the airworthiness reviews performed and shall



make them available, upon request, to any competent authority and to any aircraft owner for whom they are performing an airworthiness review.

This authorisation may be revoked by the competent authority at any time if not satisfied with the competence of the holder or with the use of such an authorisation.

ML.A.905 Transfer of aircraft registration within the UAE

The former airworthiness certificate shall become invalid when the aircraft is transferred.

ML.A.906 Airworthiness review of aircraft imported into the UAE

- (a) When importing an aircraft from a foreign country, the applicant shall:
- (1) apply for the issuance of an UAE Certificate of Registration in accordance with CAR-REG and an UAE airworthiness certificate in accordance with this CAR; and
 - (2) for aircraft other than new, have an airworthiness review carried out satisfactorily in accordance with ML.A.901;
 - (3) be able to demonstrate the competent authority that it has established system to ensure compliance with scheduled aircraft maintenance required by ML.A.302; and
 - (4) have all maintenance carried out to comply with the scheduled maintenance.
- (b) When satisfied that the aircraft is in compliance with the relevant requirements, the competent authority, the CAMO, the maintenance organisation or the independent certifying staff performing the airworthiness review, as described in ML.A.901(b), shall issue an airworthiness certificate and shall submit a copy to the competent authority.
- (c) The owner shall allow access to the aircraft for inspection by the competent authority.

GM ML.A.906(a) Airworthiness review of aircraft imported into the UAE

The application should be submitted 30 days prior to the delivery.

ML.A.907 Findings

- (a) A Level 1 finding is any significant non-compliance with CAR-ML requirements which lowers the safety standard and seriously hazards flight safety.
- (b) A Level 2 finding is any non-compliance with CAR -ML requirements which could lower the safety standard and possibly hazard flight safety.
- (c) After receipt of notification of findings according to ML.B.903, the person or organisation, accountable as per ML.A.201, shall define a corrective action plan and demonstrate corrective action to the satisfaction of the competent authority within a period agreed with this authority, including appropriate corrective action to prevent reoccurrence of the finding and its root cause.



SECTION B: COMPETENT AUTHORITY REQUIREMENTS

Reserved.



APPENDIX I: CONTINUING-AIRWORTHINESS MANAGEMENT CONTRACT

- (a) When an owner contracts a CAMO in accordance with ML.A.201 to carry out continuing-airworthiness management tasks, a copy of the contract shall be sent by the owner to the competent authority once the contract has been signed by both parties.
- (b) The contract shall be developed taking into account the requirements of CAR-ML, and shall define the obligations of the signatories in relation to the continuing airworthiness of the aircraft.
- (c) It shall contain, as a minimum:
- (1) the aircraft registration, type and serial number;
 - (2) the aircraft owner's or registered lessee's name or company details including the address;
 - (3) details of the contracted CAMO, including the address; and
 - (4) the type of operation.

- (d) It shall state the following:

'The owner entrusts to the approved organisation the management of the continuing airworthiness of the aircraft, the development and approval of a maintenance programme, and the organisation of the maintenance of the aircraft according to said maintenance programme.

According to the present contract, both signatories undertake to follow the respective obligations of this contract.

The owner declares, to the best of their belief, that all the information given to the approved organisation concerning the continuing airworthiness of the aircraft is and will be accurate, and that the aircraft will not be altered without prior approval of the approved organisation.

In case of any non-conformity with this contract, by either of the signatories, the contract is nullified. In such a case, the owner will retain full responsibility for every task linked with the continuing airworthiness of the aircraft, and the owner will undertake to inform the competent authority within 2 full weeks.'

- (e) When an owner contracts a CAMO in accordance with ML.A.201, the obligations of each party shall be shared as follows:

(1) Obligations of the approved organisation (CAMO). They shall:

- (i) have the aircraft type in the scope of their approval;
- (ii) respect the conditions listed below in order to maintain the continuing airworthiness of the aircraft:
 - (A) develop and apply the scheduled maintenance tasks for the aircraft;
 - (B) provide the owner with a copy of the planned scheduled maintenance tasks, as well as a copy of the justifications for any deviations from the DAH's recommendations;
 - (C) organise that all maintenance is carried out by an approved maintenance



- organisation or, if permitted, by independent certifying staff;
- (D) organise that all applicable ADs are applied;
 - (E) organise that all defects discovered during maintenance, airworthiness reviews or reported by the owner are corrected by an approved maintenance organisation or, if permitted, by independent certifying staff;
 - (F) coordinate scheduled maintenance, the application of ADs, the replacement of service-life-limited parts, and component inspection requirements;
 - (G) inform the owner each time the aircraft must be brought to an approved maintenance organisation or, if permitted, to independent certifying staff; and
 - (H) manage and archive all technical records;
- (iii) organise the approval of any modification to the aircraft in accordance with DAH's data before this modification is embodied;
 - (iv) organise the approval of any repair to the aircraft in accordance with DAH's data before this repair is carried out;
 - (v) inform the competent authority whenever the aircraft is not presented by the owner for maintenance as requested by the contracted CAMO;
 - (vi) inform the competent authority whenever the present contract has not been respected;
 - (vii) ensure that the airworthiness review of the aircraft is carried out, when necessary, and ensure that the Airworthiness Certificate is issued;
 - (viii) send within 10 days a copy of any Airworthiness Certificate issued to the competent authority;
 - (ix) carry out all occurrence reporting mandated by applicable regulations; and
 - (x) inform the competent authority whenever the present contract is denounced by either party.

(2) Obligations of the owner. They shall:

- (i) have a general understanding of the scheduled maintenance task;
- (ii) have a general understanding of CAR-ML;
- (iii) present the aircraft for maintenance as directed by the contracted CAMO;
- (iv) not modify the aircraft without first consulting the contracted CAMO;
- (v) inform the contracted CAMO of all maintenance exceptionally carried out without the knowledge and control of the contracted CAMO;
- (vi) report to the contracted CAMO through the logbook all defects found during operations;
- (vii) inform the competent authority whenever the present contract is denounced by either party;



- (viii) inform the competent authority and the contracted CAMO whenever the aircraft is sold;
- (ix) carry out all occurrence reporting mandated by applicable regulations;
- (x) inform on a regular basis the contracted CAMO about the aircraft flying-hours and any other utilisation data, as agreed with the contracted CAMO;
- (xi) enter the CRS in the logbooks, as mentioned in ML.A.803(c), when performing pilot-certifying staff maintenance; and
- (xii) inform the contracted CAMO no later than 30 days after completion of any pilot-certifying staff maintenance task.



APPENDIX II: PILOT-CERTIFYING STAFF MAINTENANCE

In addition to the requirements laid down in this CAR-ML, the following basic principles shall be complied with before any maintenance task is carried out by the pilot-certifying staff:

(a) Competence and responsibility

- (1) The pilot-certifying staff is always responsible for any maintenance that they perform.
- (2) Before carrying out any Pilot-certifying staff maintenance tasks, the pilot-certifying staff must satisfy themselves that they are competent to perform the task. It is the responsibility of pilot- owners to familiarise themselves with the standard maintenance practices for their aircraft and with the maintenance schedule. If the Pilot-certifying staff is not competent for the maintenance task to be carried out, the maintenance cannot be released by the Pilot-certifying staff.

(b) Tasks

The Pilot-certifying staff may carry out simple visual inspections or operations in order to check the airframe, engines, systems and components for general condition, obvious damage and normal operation.

Unless authorised by the competent authority, maintenance tasks shall not be released by the pilot-certifying staff when the maintenance task:

- (1) is a critical maintenance task; and/or
- (2) requires the removal of major components or a major assembly; and/or
- (3) is carried out in compliance with an AD or an airworthiness limitation item (ALI) unless specifically allowed in the AD or the ALI; and/or
- (4) requires the use of special tools and/or calibrated tools (except for torque wrench and crimping tool); and/or
- (5) requires the use of test equipment or special testing (e.g. non-destructive testing (NDT), system tests or operational checks for avionics equipment); and/or
- (6) is composed of any unscheduled special inspections (e.g. heavy-landing check); and/or
- (7) affects systems essential for the instrumental flight rules (IFR) operations; and/or
- (8) is a complex maintenance task in accordance with Appendix III to this Part, or is a component maintenance task and/or
- (9) is part of the annual check.

The above-mentioned criteria (1) to (9) cannot be overridden by less restrictive instructions issued in accordance with the ML.A.302.



Any task described in the aircraft flight manual (or other operational manuals), as for example preparing the aircraft for flight (assembling the sailplane wings, or performing a preflight check, etc.), is not considered a maintenance task and, therefore, does not require a CRS. Nevertheless, the person assembling those parts is responsible for ensuring that they are eligible for installation and in a serviceable condition.

(c) Performance and records of the pilot-certifying staff maintenance tasks

The maintenance data, as specified in Subpart D, must always be available during the conduct of Pilot-certifying staff maintenance and must be complied with. Details of the data referred to in the conduct of Pilot-certifying staff maintenance must be included in the CRS in accordance with ML.A.803(d).

The pilot-certifying staff must inform the contracted CAMO (if such contract exists) no later than 30 days after completion of the Pilot-certifying staff maintenance tasks in accordance with ML.A.305(a).



APPENDIX III: COMPLEX MAINTENANCE TASKS NOT TO BE RELEASED BY THE PILOT-CERTIFYING STAFF

The following constitutes the complex maintenance tasks which, according to Appendix II to this CAR, cannot be performed by the pilot-certifying staff. These tasks shall be released either by approved maintenance organisations or by independent certifying staff:

- (a) the modification, repair or replacement by riveting, bonding, laminating, or welding of any of the following airframe parts:
- (1) a box beam;
 - (2) a wing stringer or chord member;
 - (3) a spar;
 - (4) a spar flange;
 - (5) a member of a truss type beam;
 - (6) the web of a beam;
 - (7) a keel or chine member of a flying boat hull or a float;
 - (8) a corrugated sheet compression member in a wing or tail surface;
 - (9) a wing main rib;
 - (10) a wing or tail surface brace strut;
 - (11) an engine mount;
 - (12) a fuselage longeron or frame;
 - (13) a member of a side truss, horizontal truss or bulkhead;
 - (14) a seat support brace or bracket;
 - (15) a seat rail replacement;
 - (16) a landing-gear strut or brace strut;
 - (17) an axle;
 - (18) a wheel; and
 - (19) a ski or ski pedestal, excluding the replacement of a low-friction coating;
- (b) the modification or repair of any of the following parts:
- (1) aircraft skin or the skin of an aircraft float if the work requires the use of a support, jig or fixture;
 - (2) aircraft skin that is subject to pressurisation loads if the damage to the skin measures more than 15 cm (6 in.) in any direction;



- (3) a load-bearing part of a control system, including a control column, pedal, shaft, quadrant, bell crank, torque tube, control horn and forged or cast bracket, but excluding:
 - (i) the swaging of a repair splice or cable fitting; and
 - (ii) the replacement of a push-pull tube end fitting that is attached by riveting; and
 - (4) any other structure not listed in (a) above that a manufacturer has identified as primary structure in their maintenance manual, structural repair manual or instructions for continuing airworthiness;
- (c) the performance of the following maintenance on a piston engine:
- (1) dismantling and subsequent reassembling of a piston engine other than:
 - (i) to obtain access to the piston/cylinder assemblies; or
 - (ii) to remove the rear accessory cover to inspect and/or replace oil pump assemblies, where such work does not involve the removal and refitment of internal gears;
 - (2) dismantling and subsequent reassembling of reduction gears;
 - (3) welding and brazing of joints, other-than-minor weld repairs to exhaust units carried out by a suitably approved or authorised welder but excluding component replacement; and
 - (4) the disturbing of individual parts of units which are supplied as bench-tested units except for the replacement or adjustment of items normally replaceable or adjustable in service;
- (d) the balancing of a propeller, except:
- (1) for the certification of static balancing where required by the maintenance manual; and
 - (2) dynamic balancing on installed propellers using electronic balancing equipment where permitted by the maintenance manual or other approved airworthiness data; and
- (e) any additional task that requires:
- (1) specialised tooling, equipment or facilities; or
 - (2) significant coordination procedures because of the extensive duration of the tasks and the involvement of several persons.



APPENDIX IV: AIRWORTHINESS CERTIFICATE

RESERVED