

CAR – M

CONTINUING AIRWORTHINESS REQUIREMENTS

CAR M R1 is proposed to be amended to include CAR 66 requirements and to harmonise with latest EASA amendments to Part M.

The proposed amendments were placed on public website for comments. Subsequently, following paragraphs of CAR M are proposed to be amended.

The text of the amendment is arranged to show new or amended text as shown below:

The new or amended text is highlighted in grey;

Subpart B ACCOUNTABILITY		
M.A.201	Responsibilities	
	GM M.A.201(b) Note-2 Responsibilities	
Subpart C CONTINUING AIRWORTHINESS		
M.A.303	Airworthiness Directives	
	AMC 303 (2) Airworthiness Directives	

SUBPART B ACCOUNTABILITY

M.A.201 Responsibilities

- (b) When the aircraft is leased, the responsibilities of the owner are transferred to the lessee if:
1. the lessee is stipulated on the registration document, or;
 2. detailed in the leasing contract.

Note 1 :-When reference is made in this CAR to the 'owner', the term owners/operators covers the owner or the lessee, as applicable.

Note 2:- M.A.201 (b) would include foreign registered aircraft operated by Indian Scheduled Commuter Operators.

-
- (e) In the case of aircraft used by air operator certified in accordance with Schedule XI of Aircraft rule 1937, the operator is responsible for the continuing airworthiness of the aircraft it operates and shall:
- (1) ensure that no flight takes place unless the conditions defined in point (a) are met;
 - (2) be approved, as part of its air operator certificate, as a continuing airworthiness management organisation pursuant to M.A. Subpart G (CAMO) for the aircraft it operates;

By derogation to the above Scheduled Commuter Operators of non-complex aircraft and helicopter may contract the Continuing Airworthiness Management Function to an appropriately approved Organisation while retaining the responsibility with itself.

- (3) be approved in accordance with CAR-145 or establish a contract in accordance with M.A.708(c) with such organisation.

GM M.A.201(b) Note 2

In addition to complying with the the requirements of Aviation Authority of the State of Registry, the Indian Operator shall demonstrate to the DGCA and provide for inspection of the activities, wherever they may be performed through an appropriately approved CAMO that the provisions of applicable Aircraft Rules, 1937 and this CAR is being complied either directly or through an approved alternate means for which DGCA is not the 'Authority' in respect of the aircraft

AMC M.A.201(e)(2) Responsibilities

1. An air operator certified in accordance with Schedule XI of Aircraft Rules, 1937, only needs to hold a CAMO approval as part of its air operator certificate (AOC) for the management of the continuing airworthiness of the aircraft listed on its AOC with the exception of contracting the function to an appropriately approved CAMO by operators of non-complex aircraft for scheduled commuter operations. However, if the scheduled commuter operation is conducted combined with complex motor aircraft or helicopter, the operator is required to have his own CAMO approval to manage the Continuing Airworthiness of the Aircraft. The approval to carry out airworthiness review is optional.

SUBPART C

CONTINUING AIRWORTHINESS

AMC M.A.303 (2) Airworthiness Directives

Where DGCA had reissued the 'Airworthiness Directive' mandated by a state of design as 'Mandatory Modification' a compliance matrix may be provided in place of duplicating the detailed compliance record separately for Airworthiness Directives and DGCA Mandatory modifications

SUBPART E COMPONENTS

M.A.501 Installation

AMC M.A.501 (a) Installation

5. For the purpose of CAR - M, a document equivalent to a CA Form 1 may be:
 - a release document issued by an organisation under the terms of a bilateral agreement signed by DGCA
 - EASA Form ONE
 - FAA Form 8130-3
 - Airworthiness release documents issued by the manufacturer of aircraft for new components shall be acceptable for the installation on type of aircraft for which Type Certificate is accepted by DGCA.
 - Any other form acceptable to DGCA.

DRAFT