

CAR M MA 303 and MA 304 is proposed to be amended as follows:-
The text of the amendment is arranged to show deleted text, new or amended text as shown below:

- (a) deleted text is marked with strikethrough;
- (b) new or amended text is highlighted in grey;
- (c) an ellipsis (...) indicates that the remaining text is unchanged in front of or following the reflected amendment.

M.A.303 Airworthiness Directives

1. ~~Any~~ All applicable airworthiness directives must be carried out with in the requirements, complied within the interval specified, unless otherwise specified by DGCA.

2. DGCA may also issue Airworthiness Directive in respect of any Indian civil registered aircraft, engine, propeller and appliance fitted to such aircraft to make good of any feature or condition affecting safety of the aircraft.

3. Airworthiness Directives issued by the state of design of an aircraft, engine, propeller and appliance or a supplementary type certification state are deemed to have been adopted and mandated by DGCA unless notified otherwise. Notwithstanding the above, the owners/operators shall comply with the modifications / inspections intimated through Cablegram / Alert Service Bulletin / email by the type certificate holder.

4. Every aircraft operator shall download the Airworthiness Directives published by the state of design, FAA and EASA and subject

for assessment to determine their applicability. Records of download and results of assessment shall be maintained in respect of each aircraft, engine, propeller and appliance fitted to such aircraft.

5. Details of downloaded Airworthiness Directives and the results of assessment including a 'Nil' report shall be communicated to the respective regional / sub-regional offices at least once in a fortnight.

M.A.304 Data for Modifications and Repairs

Damage shall be assessed and modifications and repairs carried out using:

- (a) data approved by DGCA; or
- (b) by an appropriately approved design organisation of the state of design or approved in accordance with CAR 21 or EASA Part 21 or FAR Part 21 design organisation as appropriate

AMC M.A.304 Data for Modifications and Repairs

A person or organisation repairing an aircraft or component should assess the damage against published approved repair data and the action to be taken if the damage is beyond the limits or outside the scope of such data. This could involve any one or more of the following options; repair by replacement of damaged parts, requesting technical support from the type certificate holder or from an ~~organisation~~ appropriately approved design organisation of the state of design or in accordance with CAR 21/ EASA Part 21/FAA Part

21 and finally DGCA approval of the particular repair data. Procedures for modification and repair has been described in Airworthiness Advisory circular AAA No. 2/2013.

Modifications issued by the manufacturer of an aircraft, aircraft component or item of equipment of that aircraft which have been issued a Type Certificate by the Director-General or elsewhere may be deemed as approved modifications, unless otherwise specified by the Director-General.

Repair schemes issued by the manufacturer of an aircraft, aircraft component or item of equipment of that aircraft issued with a Type Certificate by the Director-General or elsewhere and other repairs carried out in accordance with standard aeronautical engineering practice may be deemed as approved unless otherwise specified by the Director-General.