



UNITED ARAB EMIRATES
MINISTRY OF DEFENCE

MILITARY AIRWORTHINESS AUTHORITY

UNITED ARAB EMIRATES MILITARY AIRWORTHINESS REGULATIONS

UAEMAR M

CONTINUING AIRWORTHINESS REQUIREMENTS

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NOTE

1. All changes are indicated by the use of a 'sidebar' in the margin. This can be readily cross-referenced using the table at the end of the document which details each change.
2. This UAEMAR relies on definitions laid down in UAE Military Airworthiness Document – Acronyms and Definitions (UAEMAD-A&D)

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SECTION A – TECHNICAL REQUIREMENTS

SUBPART A – GENERAL

M.A.101 Scope

This Section establishes the measures to be taken to ensure that airworthiness is maintained. It also specifies the conditions to be met by organisations involved in such continuing airworthiness management.

SUBPART B – ACCOUNTABILITY

M.A.201 Responsibilities

- (a) The Operating Organisation is accountable for the continuing airworthiness of an aircraft and shall ensure that no flight takes place unless: ▶ [GM1](#) ▶ [GM2](#) ▶ [GM3](#)
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 Military Certificate of Airworthiness and the Military Airworthiness Review Certificate (MARC) remain valid; and
 4. the maintenance of the aircraft is performed in accordance with the Aircraft Maintenance Programme (AMP) as specified in UAEMAR [M.A.302](#).

Note: For individual aircraft or types for which a Military Certificate of Airworthiness or Military Restricted Certificate of Airworthiness is not appropriate, a Military Permit to Fly may be issued in accordance with UAEMARs.

- (b) NOT APPLICABLE.
- (c) Any organisation performing maintenance shall be responsible for the tasks performed.
- (d) The Operating Organisation shall be responsible for the satisfactory accomplishment of the pre-flight inspection. This inspection must be carried out by a qualified person but need not be carried out by an UAEMAR 145 Approved Maintenance Organisation (AMO).
▶ [AMC](#)
- (e) NOT APPLICABLE. ▶ [AMC](#)
- (f) NOT APPLICABLE.
- (g) Maintenance of military aircraft, and components thereof shall be carried out by an UAEMAR 145 AMO.
- (h) The Operating Organisation is responsible for the continuing airworthiness of the aircraft it operates and shall ▶ [AMC](#):
1. be appropriately approved, in accordance with UAEMAR M Subpart G, for the management of the continuing airworthiness of the aircraft it operates; ▶ [AMC](#) and
 2. be approved in accordance with UAEMAR145 or contract/task directly (or through a Continuing Airworthiness Management Organisation (CAMO) such organisations;
▶ [GM](#) and
 3. ensure that paragraph (a) is satisfied.
- (i) NOT APPLICABLE
- (j) The Operating Organisation is responsible for granting the MAA access to the organisation/aircraft to determine continued compliance with this UAEMAR.
- (k) By derogation to paragraph [\(h\)1](#), an Operating Organisation may contract/task an organisation approved in accordance with UAEMAR M.A. Subpart G, for the management of the continuing airworthiness of the aircraft it operates. In this case, a written contract/arrangement shall be made and the CAMO assumes responsibility for the proper accomplishment of these tasks. ▶ [AMC](#)

M.A.202 Occurrence reporting

- (a) Any Operating Organisation accountable in accordance with UAEMAR [M.A.201](#) shall report to the MAA, and all further addressees as required by national regulations, any identified condition of an aircraft or component which endangers flight safety. ▶ [AMC](#)
- (b) The Operating Organisation shall establish an occurrence reporting system to enable the collection and evaluation of such reports, including the assessment and extraction of those occurrences to be reported under paragraph (a). This procedure shall identify adverse trends, corrective actions taken or to be taken by the Operating Organisation to address deficiencies and include evaluation of all known relevant information relating to such occurrences and a method to circulate the information as necessary. ▶ [AMC](#)
- (c) Reports shall be made in a form and manner established by the MAA and contain all pertinent information about the condition known to the Operating Organisation. ▶ [AMC](#)
▶ [GM](#)
- (d) NOT APPLICABLE.
- (e) Reports shall be made as soon as practicable, but in any case, within 72 hours of the organisation identifying the condition to which the report relates.

SUBPART C – CONTINUING AIRWORTHINESS

M.A.301 Continuing airworthiness tasks

- (a) The continuing airworthiness of the aircraft shall be ensured by:
1. the accomplishment of pre-flight inspections; ▶ [AMC](#)
 2. the rectification in accordance with the data specified in UAEMAR [M.A.304](#) of any defect and damage affecting safe operation, taking into account the Minimum Equipment List (MEL) and Configuration Deviation List (CDL) as applicable to the aircraft type; ▶ [AMC](#)
 3. the accomplishment of all maintenance, in accordance with the UAEMAR [M.A.302](#) approved AMP; ▶ [AMC](#)
 4. the analysis of the effectiveness of the UAEMAR [M.A.302](#) AMP; ▶ [AMC](#)
 5. the accomplishment of any applicable: ▶ [AMC](#)
 - i. Airworthiness Directive;
 - ii. operational directive with a continuing airworthiness impact;
 - iii. continued or continuing airworthiness requirements mandated by the MAA;
 - iv. measures mandated by the MAA in immediate reaction to a safety problem.
 6. the accomplishment of modifications and repairs in accordance with UAEMAR [M.A.304](#);
 7. for non-mandatory modifications and/or inspections, the establishment of an embodiment policy; ▶ [AMC](#)
 8. maintenance check flights when necessary.
- (b) An aircraft shall not fly if:
1. the continuing airworthiness of the aircraft or any component fitted to the aircraft does not meet the requirements of UAEMAR M; or
 2. the aircraft does not remain in conformity with the type design approved by the MAA; or
 3. the aircraft has been operated beyond the limitations of the flight manual or the Military Certificate of Airworthiness, 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 is not in compliance with UAEMAR [M.A.304](#).

M.A.302 Aircraft Maintenance Programme (AMP)

▶ [AMC](#)

- (a) Maintenance of each aircraft shall be organised in accordance with an AMP. ▶ [AMC](#) ▶ [GM](#)
- (b) An organisation responsible for producing and amending an AMP in accordance with UAEMAR [M.A.302](#) shall also be responsible for sending the AMP to the MAA. The AMP and any subsequent amendments shall be approved by the MAA.
- (c) NOT APPLICABLE.
- (d) The AMP shall establish compliance with: ▶ [AMC](#)
 - 1. instructions issued by the MAA;
 - 2. instructions for continuing airworthiness issued by any organisation recognized by the MAA;
 - 3. additional or alternative instructions, once approved in accordance with paragraph (b), proposed by the CAMO, except for intervals of safety related tasks referred in paragraph (e), which may be extended, subject to sufficient reviews carried out in accordance with paragraph (g) and only when subject to direct approval in accordance with paragraph (b).
- (e) The AMP shall contain details, including frequency, of all maintenance to be carried out, including any specific tasks linked to the type and the specificity of operations.
- (f) The AMP shall include a reliability programme, unless otherwise specified by the MAA. ▶ [GM](#)
- (g) The AMP shall be subject to periodic reviews and amended accordingly when necessary. These reviews shall ensure that the AMP continues to be valid in light of the operating experience and instructions from the MAA, whilst taking into account new and/or modified maintenance instructions promulgated by the (Military) Type Certificate (MTC) and (Military) Supplementary Type Certificate (MSTC) holders and any other organisation that publishes such data in accordance with UAEMAR 21.

M.A.303 Airworthiness Directives

Any applicable Airworthiness Directive must be carried out within the requirements of that Airworthiness Directive, unless otherwise specified by the MAA.

M.A.304 Data for modifications and repairs

▶ [AMC](#)

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

- (a) data approved by the MAA; or
- (b) data approved by an UAEMAR 21 Design Organisation; or
- (c) NOT APPLICABLE;
- (d) data produced by an organisation accepted by the MAA. ▶ [GM](#)

M.A.305 Aircraft continuing airworthiness record system

- (a) At the completion of any maintenance, the Certificate of Release to Service required by UAEMAR 145.A.50 shall be entered in the aircraft continuing airworthiness record system. Each entry shall be made as soon as practicable but in no case more than 30 days after the day of the maintenance action.
- (b) The aircraft continuing airworthiness record system shall cover the aircraft, engine(s), propeller(s), any service life limited component(s) as appropriate, and shall include an aircraft technical log.
- (c) The aircraft type and registration mark, the date, together with total flight time and/or flight cycles and/or landings and any other airworthiness data as required by the MAA as appropriate, shall be entered in the aircraft continuing airworthiness record system.
- (d) The aircraft continuing airworthiness record system shall also contain as a minimum the current: [▶ AMC](#)
 - 1. status of Airworthiness Directives and measures mandated by the MAA in immediate reaction to a safety problem;
 - 2. status of modifications and repairs;
 - 3. status of compliance with the AMP;
 - 4. status of service life limited components; [▶ AMC](#)
 - 5. weight and balance report;
 - 6. list of deferred maintenance;
 - 7. symmetry check report (if required).
- (e) In addition to the authorised release certificate, UAEMAR Form 1 or equivalent, the following information relevant to any component installed (engine, propeller, engine module or service life-limited component) shall be entered into the aircraft continuing airworthiness record system:
 - 1. 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 landings and/or calendar time, and/or any other approved service life consumption units as appropriate; and
 - 4. the current paragraph (d) information applicable to the component.
- (f) The CAMO responsible for the management of continuing airworthiness tasks in accordance with UAEMAR [M.A.Subpart B](#), shall control the records as detailed in this paragraph and present the records to the MAA upon request.
- (g) All entries made in the aircraft continuing airworthiness record system shall be clear and accurate. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry. [▶ AMC](#) [▶ GM](#)

- (h) An Operating Organisation shall ensure that a system has been established to keep the following records for the periods specified: ▶ [AMC](#)
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 not less than 36 months after the aircraft or component has been released to service; and
 2. the total time in service (hours, calendar time, cycles, landings or any other approved service life consumption units) of the aircraft and all service life-limited components, at least 12 months after the aircraft or component has been permanently withdrawn from service; and
 3. the time in service (hours, calendar time, cycles, landings or any other approved service life consumption units) as appropriate, since 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 all maintenance programme tasks such that compliance with the Aircraft Maintenance Programme can be established, at least until the aircraft or component scheduled maintenance task has been repeated; and
 5. the current status of Airworthiness Directives applicable to the aircraft and components, at least 12 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 12 months after they have been permanently withdrawn from service. ▶ [AMC](#)

M.A.306 Aircraft technical log

- (a) In addition to the requirements of UAEMAR [M.A.305](#), an Operating Organisation shall use an aircraft technical log containing the following information for each aircraft: ▶ [AMC](#) ▶ [GM](#)
1. information about each flight, necessary to ensure continued flight safety; and
 2. the current aircraft Certificate of Release to Service; and
 3. the current maintenance statement giving the aircraft maintenance status of what scheduled and out of phase maintenance is next due except that the MAA may agree to the maintenance statement being kept elsewhere; and
 4. all outstanding deferred defects rectifications that affect the operation of the aircraft; and
 5. any necessary guidance instructions on maintenance support arrangements.
- (b) The aircraft technical log and any subsequent amendments shall be approved by the MAA. ▶ [AMC](#)
- (c) An Operating Organisation shall ensure that the aircraft technical log is retained for at least 36 months after the date of the last entry.

M.A.307 Transfer of aircraft continuing airworthiness records

- (a) The Operating Organisation shall ensure when an aircraft is permanently transferred to another Operating Organisation, that the records within the UAEMAR [M.A.305](#) continuing airworthiness records system are also transferred. The time periods prescribed for the retention of records shall continue to apply to the new Operating Organisation. ▶ [AMC](#)
- (b) The Operating Organisation shall ensure that when the continuing airworthiness management tasks are contracted/tasked to an external CAMO, that the records within the UAEMAR [M.A.305](#) continuing airworthiness records system are transferred to that CAMO.
- (c) Moved to paragraph (a).

SUBPART D – MAINTENANCE STANDARDS

NOT APPLICABLE – See UAEMAR 145

SUBPART E – COMPONENTS

NOT APPLICABLE – See UAEMAR 145.

SUBPART F – MAINTENANCE ORGANISATION

NOT APPLICABLE

SUBPART G – CONTINUING AIRWORTHINESS MANAGEMENT ORGANISATION (CAMO)

M.A.701 Scope

This Subpart establishes the requirements to be met by an organisation to qualify for the issue or continuation of an approval for the management of aircraft continuing airworthiness.

M.A.702 Application

- (a) An application for issue or change of a CAMO approval shall be made on a form and in a manner established by the MAA. ▶ [AMC](#)
- (b) It shall include the following documents: ▶ [AMC](#)
 - 1. the Continuing Airworthiness Management Exposition (CAME); and
 - 2. the Operating Organisation's Aircraft Maintenance Programmes; and
 - 3. the aircraft technical log(s); and
 - 4. where appropriate, the technical specification(s) of the UAEMAR [M.A.708\(c\)](#) maintenance contracts/taskings with the UAEMAR 145 AMO(s); and
 - 5. any additional documentation required by the MAA. ▶ [AMC](#)

M.A.703 Extent of approval

- (a) The approval is indicated on an UAEMAR Form 14 issued by the MAA.
- (b) NOT APPLICABLE.
- (c) The scope of work deemed to constitute the approval shall be specified in the CAME in accordance with UAEMAR [M.A.704](#).

M.A.704 Continuing Airworthiness Management Exposition (CAME)

▶ [AMC](#)

- (a) The CAMO shall provide a CAME containing the following information:
 - 1. a statement signed by the Accountable Manager to confirm that the organisation will work in accordance with UAEMAR M and the Exposition at all times; and
 - 2. the organisation's scope of work; and
 - 3. the title(s) and name(s) of person(s) referred to in UAEMAR [M.A.706\(a\)](#), [M.A.706\(c\)](#), [M.A.706\(d\)](#) and [M.A.706\(i\)](#); and
 - 4. an organisation chart showing associated chains of responsibility between all the person(s) referred to in UAEMAR [M.A.706\(a\)](#), [M.A.706\(c\)](#), [M.A.706\(d\)](#) and [M.A.706\(i\)](#); and
 - 5. a list of the airworthiness review staff referred to in UAEMAR [M.A.707](#); and
 - 6. a general description and location of the facilities; and
 - 7. procedures specifying how the CAMO ensures compliance with this UAEMAR; and
 - 8. the CAME amendment procedures; and

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9. the list of approved AMPs (see UAEMAR [M.A.302](#)); and
 10. a list of all contractors/tasked organisations (where applicable); and
 11. the names of all Operating Organisations to which CAMO support activities are provided (if applicable).
- (b) The CAME and its amendments shall be approved by the MAA.
- (c) Notwithstanding paragraph (b), minor amendments to the CAME may be approved indirectly through an indirect approval procedure. The indirect approval procedure shall define the minor amendment eligible, be established by the CAMO as part of the CAME and be approved by the MAA.

M.A.705 Facilities

▶ [AMC](#)

The CAMO shall ensure suitable office accommodation is provided at appropriate locations for the personnel specified in UAEMAR [M.A.706](#).

M.A.706 Personnel requirements

▶ [AMC](#)

- (a) The CAMO shall appoint an Accountable Manager, who has corporate authority for ensuring that all continuing airworthiness management activities can be resourced and carried out in accordance with this UAEMAR. Where the CAMO is part of an Operating Organisation, the Accountable Manager shall be the same person who has the corporate authority for ensuring that all operations of the Operating Organisation can be resourced and carried out to the standard detailed in UAEMAR [M.A.201\(h\)](#). ▶ [AMC](#)
- (b) NOT APPLICABLE.
- (c) A person or group of persons shall be nominated with the responsibility of ensuring that the CAMO is always in compliance with this Subpart. Such person(s) shall be ultimately responsible to the Accountable Manager.
- (d) The Accountable Manager shall designate a Continuing Airworthiness Manager. This person shall be responsible for the management and supervision of continuing airworthiness activities, pursuant to paragraph (c).
- (e) The Continuing Airworthiness Manager referred to in paragraph (d) shall not be employed by an UAEMAR 145 AMO under contract to the Operating Organisation, unless specifically agreed by the MAA. ▶ [AMC](#)
- (f) The CAMO shall have sufficient appropriately qualified staff for the expected work. ▶ [AMC](#)
- (g) All paragraph (c) and (d) persons shall be able to demonstrate relevant knowledge, background and appropriate experience related to aircraft continuing airworthiness.
- (h) The qualifications of all personnel involved in continuing airworthiness management shall be recorded.
- (i) For CAMOs extending Military Airworthiness Review Certificates (MARC) in accordance with UAEMAR [M.A.711\(a\)4](#) and [M.A.901\(c\)2](#), the CAMO shall nominate persons authorised to do so, subject to approval by the MAA. ▶ [AMC](#)
- (j) The CAMO shall define and keep updated in the CAME, the title(s) and name(s) of person(s) referred to in UAEMAR [M.A.706\(a\)](#), [M.A.706\(c\)](#), [M.A.706\(d\)](#) and [M.A.706\(i\)](#).

- (k) The CAMO shall establish and control the competence of personnel involved in the continuing airworthiness management, airworthiness review and/or quality audits, in accordance with a procedure and to a standard agreed by the MAA. ▶ [AMC](#)

M.A.707 Airworthiness review staff

- (a) To be approved to carry out airworthiness reviews, a CAMO shall have appropriate airworthiness review staff to issue Military Airworthiness Review Certificates (MARC) or recommendations referred to in UAEMAR [M.A.Subpart I](#): ▶ [AMC](#)
1. These staff shall have acquired: ▶ [AMC](#)
 - i. at least five years' experience in continuing airworthiness; and
 - ii. an appropriate Military Aircraft Maintenance Licence (MAML) in compliance with UAEMAR 66 or an aeronautical degree or a national equivalent; and
 - iii. formal aeronautical maintenance training; and
 - iv. a position within the CAMO with appropriate responsibilities.
 - v. Notwithstanding paragraph (a) to (d), the requirement laid down in UAEMAR [M.A.707\(a\)1\(b\)](#) may be replaced by five years of experience in continuing airworthiness additional to those already required by UAEMAR [M.A.707\(a\)1\(i\)](#).
 2. NOT APPLICABLE. ▶ [AMC](#)
- (b) Airworthiness review staff nominated by the CAMO can only be issued with an authorisation by the CAMO when formally accepted by the MAA after satisfactory completion of an airworthiness review under supervision. ▶ [AMC](#)
- (c) The CAMO shall ensure that aircraft airworthiness review staff can demonstrate appropriate recent continuing airworthiness management experience. ▶ [AMC](#)
- (d) Airworthiness review staff shall be identified by listing each person in the CAME together with their airworthiness review authorisation reference.
- (e) The CAMO shall maintain a record of all airworthiness review staff, which shall include details of any appropriate qualification held together with a summary of relevant continuing airworthiness management experience and training and a copy of the authorisation. This record shall be retained until two years after the airworthiness review staff have left the CAMO. ▶ [AMC](#)

M.A.708 Continuing airworthiness management

- (a) All continuing airworthiness management shall be carried out according to the prescriptions of UAEMAR [M.A. Subpart C](#).
- (b) For every aircraft managed, the CAMO shall:
1. have access to and use the applicable current AMP(s) for the aircraft managed;
 2. MAA requires the CAMO to: ▶ [GM](#)
 - i. develop and control the AMP for the aircraft managed including any applicable reliability programme; and
 - ii. present the AMP and its amendments to the MAA for approval, unless covered by an indirect approval procedure. In that case, the indirect approval procedure shall be established by the CAMO, as part of the CAME, and shall be approved by the MAA.

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3. manage the accomplishment of modifications and repairs; ▶ [AMC](#)
 4. ensure that all maintenance is carried out in accordance with the AMP and released in accordance with UAEMAR 145;
 5. ensure that all applicable Airworthiness Directives and operational directives with a continuing airworthiness impact are applied;
 6. ensure that all defects discovered or reported, are managed appropriately until corrected by an UAEMAR 145 AMO;
 7. ensure that maintenance is only carried out by an UAEMAR 145 AMO;
 8. coordinate scheduled maintenance, the application of Airworthiness Directives, the replacement of service life limited parts and component inspection and ensure the work is carried out properly;
 9. manage and archive all continuing airworthiness records;
 10. ensure that the weight and balance statement reflects the current status of the aircraft;
 11. ensure the symmetry check statement reflects the current status of the aircraft (if applicable);
 12. initiate and coordinate any necessary actions and follow-up activity highlighted by an occurrence report.
- (c) Where there is a maintenance contract/tasking with an UAEMAR 145 AMO, it shall detail the functions specified under UAEMAR [M.A.301\(a\)2](#), [M.A.301\(a\)3](#), [M.A.301\(a\)5](#), [M.A.301\(a\)6](#) and [M.A.301\(a\)8](#), and define the support of the quality functions of UAEMAR [M.A.712\(b\)](#). ▶ [AMC](#)

M.A.709 Documentation

- (a) The CAMO shall have access to and use applicable current maintenance data in accordance with UAEMAR 145.A.45 for the performance of continuing airworthiness tasks referred to in UAEMAR [M.A.708](#). This data will be provided by the Operating Organisation/(M)TCH/any other organisation as defined in UAEMAR 21 as appropriate, subject to an appropriate contract/tasking being established. In such a case, the CAMO only needs access to such data for the duration of the contract, except when required by UAEMAR [M.A.714](#). ▶ [AMC](#)
- (b) NOT APPLICABLE.

M.A.710 Airworthiness review

- (a) To satisfy the requirement for the airworthiness review of an aircraft referred to in UAEMAR [M.A.901](#), a review of the aircraft records shall be carried out by the CAMO in order to be satisfied that: ▶ [AMC](#)
1. airframe, engine and propeller flying hours and associated flight cycles and/or landings and any other airworthiness data as required by the MAA, have been properly recorded; and
 2. the aircraft flight manual and/or any other manuals required by the MAA are applicable to the aircraft configuration and reflect the latest revision status; and
 3. all the maintenance due on the aircraft according to the AMP has been carried out; and

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4. all known defects have been corrected or, when applicable, carried forward in a controlled manner; and
5. all applicable Airworthiness Directives have been applied and properly registered; and
6. all modifications and repairs applied to the aircraft have been registered and are in compliance with UAEMAR [M.A.304](#); 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 UAEMAR 145; and
9. the current weight and balance statement reflects the configuration of the aircraft and is valid; and
10. the aircraft complies with the latest revision of its type design approved by the MAA/(M)TCH; and
11. NOT APPLICABLE.
12. if required, the current symmetry report reflects the configuration of the aircraft and is valid.

This review shall be fully documented.

- (b) The airworthiness review staff of the CAMO shall carry out a physical survey of the aircraft. For this survey, airworthiness review staff not appropriately qualified to UAEMAR 66 and authorised in accordance with UAEMAR 145.A.35 shall be assisted by such qualified/authorised personnel. ▶ [AMC](#)
- (c) Through the physical survey of the aircraft, the airworthiness review staff shall ensure that:
▶ [AMC](#)
 1. all required markings and placards are properly installed; and
 2. the aircraft complies with its aircraft flight manual and/or any other manuals required by the MAA; and
 3. the aircraft configuration complies with the approved data; and
 4. no evident defect can be found that could not have been reasonably expected to be addressed; and
 5. no inconsistencies can be found between the aircraft and the paragraph (a) review of records.
- (d) By derogation to UAEMAR [M.A.901\(a\)](#), the airworthiness review can be anticipated by a maximum period of 90 days without loss of continuity of the airworthiness review pattern, to allow the physical survey to take place during a maintenance check. ▶ [AMC](#)

UAEMAR M – CONTINUING AIRWORTHINESS REQUIREMENTS

- (e) The Military Airworthiness Review Certificate (MARC - UAEMAR Form 15b) or the recommendation for the issue of the MARC (UAEMAR Form 15a) can only be issued:
 - ▶ [AMC](#)
 - 1. by airworthiness review staff appropriately authorised in accordance with UAEMAR [M.A.707](#) on behalf of the CAMO; and
 - 2. when the airworthiness review has been completely carried out and that there is no non-compliance which is known to endanger flight safety.
- (f) A copy of any MARC issued or extended for an aircraft shall be sent to the MAA within 10 days.
- (g) All MARC tasks must be completed/supervised/managed by authorised airworthiness review staff. ▶ [AMC](#)
- (h) NOT APPLICABLE.

M.A.711 Privileges of the organisation

- (a) In accordance with its CAME, for any aircraft listed on its approval certificate a CAMO approved in accordance with Section A, Subpart G:
 - 1. shall manage the continuing airworthiness of specific aircraft;
 - 2. NOT APPLICABLE;
 - 3. may arrange for any of the continuing airworthiness management tasks to be carried out by another organisation that is:
 - i. working under the quality system of the CAMO; or
 - ii. working under their own UAEMAR M.A. Subpart G approval.In either case, the CAMO retains responsibility for all CAMO functions irrespective of who is undertaking them. All such organisations shall be listed on the approval certificate;
 - 4. may extend, under the conditions of UAEMAR [M.A.901\(f\)](#), a MARC.
- (b) A CAMO may, additionally, carry out airworthiness reviews referred to in UAEMAR [M.A.710](#) for any aircraft listed on the approval certificate and: ▶ [AMC](#)
 - 1. issue the related MARC and extend it in due time under the conditions of UAEMAR [M.A.901\(c\)2](#); and
 - 2. issue a recommendation for the airworthiness review to the MAA.
- (c) NOT APPLICABLE. ▶ [AMC](#)
- (d) A CAMO shall, according to UAEMAR [M.A.708\(b\)2](#), develop and control the UAEMAR [M.A.302](#) AMP(s) including any applicable reliability programme for any aircraft listed on the approval certificate.

M.A.712 Quality system

- (a) To ensure that the CAMO continues to meet the requirements of this Subpart, it shall establish a quality system and designate a Quality Manager to monitor compliance with, and the adequacy of, procedures required to ensure airworthy aircraft. Compliance monitoring shall include a feedback system to the Accountable Manager to ensure corrective action as necessary. ▶ [AMC](#)
- (b) The quality system shall monitor UAEMAR M.A. Subpart G activities. It shall at least include the following functions: ▶ [AMC](#)
 - 1. monitoring that all UAEMAR M.A. Subpart G activities are being performed in accordance with the approved procedures; and
 - 2. monitoring that all contracted/tasked maintenance is carried out in accordance with the contract/tasking; and
 - 3. monitoring the continued compliance with the requirements of this UAEMAR.
- (c) The records of these activities shall be stored for at least two years.
- (d) Where an organisation has several UAEMAR approvals, the quality systems may be combined.
- (e) The CAMO's quality system shall be an integrated part of the Operating Organisation's quality system, unless the MAA approves otherwise.
- (f) NOT APPLICABLE. ▶ [AMC](#)

M.A.713 Changes to the CAMO

▶ [AMC](#)

- (a) In order to enable the MAA to determine continued compliance with this UAEMAR, the CAMO shall notify the MAA of any proposal to change any of the following, before such changes take place:
 - 1. the name of the CAMO;
 - 2. the location of the CAMO;
 - 3. additional locations of the CAMO;
 - 4. the Accountable Manager;
 - 5. any of the persons specified in UAEMAR [M.A.706\(c\)](#);
 - 6. the facilities, procedures, work scope and staff that could affect the approval;
 - 7. any change that affects the approval certificate.
- (b) In the case of proposed changes in personnel not known to the management beforehand, these changes shall be notified at the earliest opportunity.

M.A.714 Record-keeping

▶ [AMC](#)

- (a) The CAMO shall record all details of continuing airworthiness management activity carried out. The aircraft records required by UAEMAR [M.A.305](#) and, if applicable, UAEMAR [M.A.306](#) shall be retained.
- (b) If the CAMO has the privilege referred to in UAEMAR [M.A.711\(b\)](#), it shall retain a copy of each MARC and recommendation issued or, as applicable, extended, together with all supporting documents. In addition, the CAMO shall retain a copy of any MARC that it has extended under the privilege referred to in UAEMAR [M.A.711\(a\)4](#).
- (c) Permits to Fly, and all documents relating to their issue as detailed in UAEMAR 21 Subpart P, shall be retained.
- (d) The CAMO shall retain a copy of all records referred to in paragraphs (b) and (c) for at least two years after the aircraft has been permanently withdrawn from service.
- (e) The records shall be stored in a manner that ensures protection from damage, alteration and theft. The records shall remain readable and accessible for the duration of the storage period.
- (f) All computer hardware used to ensure backup shall be stored in a different location from that containing the working data, in an environment that ensures they remain in good condition.
- (g) Where continuing airworthiness management of an aircraft is transferred to another CAMO, all retained records shall be transferred to the new CAMO. The time periods prescribed for the retention of records shall continue to apply to the new CAMO.
- (h) Where a CAMO terminates its operation, all retained records shall be transferred to the Operating Organisation (if applicable), unless determined otherwise by the MAA.

M.A.715 Continued validity of approval

- (a) An approval shall be issued for an unlimited duration. It shall remain valid subject to:
 - 1. the CAMO remaining in compliance with this UAEMAR, in accordance with the provisions related to the handling of findings as specified under UAEMAR [M.B.705](#) and;
 - 2. the MAA being granted access to the CAMO to determine continued compliance with this UAEMAR; and
 - 3. the approval not being surrendered or revoked.
- (b) Upon surrender or revocation, the approval certificate shall be returned to the MAA.

M.A.716 CAMO findings by the MAA

▶ [GM](#)

- (a) After receipt of notification of findings according to UAEMAR [M.B.705](#), the CAMO shall:
1. identify the root cause of the non-compliance; and
 2. define a corrective action plan; ▶ [AMC](#) and
 3. demonstrate corrective action implementation to the satisfaction of the MAA within a period required by the MAA.
- (b) A level 1 finding is any significant non-compliance with UAEMAR M requirements which lowers the safety standard and hazards seriously the flight safety. Depending upon the extent of the level 1 finding, it leads to an immediate full or partial revocation, limitation or suspension of the approval by the MAA until successful corrective action has been taken by the CAMO.
- (c) A level 2 finding is any non-compliance with the UAEMAR M requirements which could lower the safety standard and possibly hazards the flight safety.
- (d) A CAMO's non-compliance with the actions identified in UAEMAR [M.A.716\(a\)](#) leads to a full or partial suspension of the approval by the MAA.

**SUBPART H – CERTIFICATE OF RELEASE TO SERVICE
(CRS)**

NOT APPLICABLE

SUBPART I – MILITARY AIRWORTHINESS REVIEW CERTIFICATE (MARC)

M.A.901 Aircraft airworthiness review

▶ [AMC](#)

To ensure the validity of the Military Certificate of Airworthiness an airworthiness review of the aircraft and its continuing airworthiness records shall be carried out periodically.

- (a) A MARC is issued in accordance with UAEMAR Form 15a or 15b on completion of a satisfactory airworthiness review. The MARC is valid one year. ▶ [AMC](#)
- (b) NOT APPLICABLE. ▶ [AMC](#)
- (c) The CAMO may, if appropriately approved, and subject to compliance with paragraph (k):
 - 1. issue a MARC in accordance with UAEMAR [M.A.710](#); and
 - 2. for MARCs it has issued, extend twice the validity of a MARC for a period of one year each time. ▶ [AMC](#)
- (d) For all aircraft that have their continuing airworthiness managed by a CAMO that does not hold the privilege to carry out airworthiness reviews, the MARC shall be issued by the MAA upon satisfactory assessment based on a recommendation made by a CAMO appropriately approved in accordance with UAEMAR [M.A.711\(b\)\(2\)](#), sent together with the application from the Operating Organisation. This recommendation shall be based on an airworthiness review carried out in accordance with UAEMAR [M.A.710](#). ▶ [AMC](#)
- (e) NOT APPLICABLE.
- (f) Subject to compliance with paragraph (k), a CAMO may extend twice for a period of one year each time the validity of a MARC that has been issued by the MAA or by another CAMO approved in accordance with Section A, Subpart G.
- (g) NOT APPLICABLE. ▶ [AMC](#)
- (h) Notwithstanding paragraphs (a), (c) and (d) above, the MAA may carry out a MARC at any time it considers it appropriate to do so.
- (i) NOT APPLICABLE.
- (j) When the MAA carries out the airworthiness review and/or issues the MARC itself, the Operating Organisation shall provide the MAA with: ▶ [AMC](#)
 - 1. the documentation required by the MAA; and
 - 2. suitable accommodation at the appropriate location for its personnel; and
 - 3. when necessary, the support of personnel appropriately authorised in accordance with UAEMAR 145.A.35;
- (k) A MARC cannot be issued nor extended if there is evidence or reason to believe that the aircraft is not airworthy.

M.A.902 Validity of the MARC

- (a) A MARC becomes invalid if:
1. surrendered, suspended or revoked; or
 2. the Military Certificate of Airworthiness is suspended or revoked; or
 3. the aircraft is removed from the military aircraft register of the MAA; or
 4. the (Military) Type Certificate under which the Military Certificate of Airworthiness was issued is suspended or revoked.
- (b) Moved to UAEMAR [M.A.301\(b\)](#).
- (c) Upon surrender or revocation, the MARC shall be returned to the MAA.

M.A.903 TO BE ADDED LATER IF REQUIRED

▶ [AMC](#)

M.A.904 TO BE ADDED LATER IF REQUIRED

▶ [AMC](#)

M.A.905 Findings from an aircraft airworthiness review carried out by the MAA

- (a) After receipt of notification of findings according to UAEMAR [M.B.903](#), the Operating Organisation of the aircraft concerned shall: ▶ [GM](#)
1. ensure the aircraft subject to the finding does not fly until such time that the specific non-compliance with UAEMAR M, or other condition as defined in UAEMAR [M.A.301\(b\)](#), has been corrected; ▶ [AMC](#) and
 2. identify the root cause of the non-compliance; and
 3. define a corrective action plan; ▶ [AMC](#) and
 4. demonstrate corrective action implementation to the satisfaction of the MAA within a period required by the MAA.
- (b) A level 1 finding is any significant non-compliance with UAEMAR M requirements which lowers the safety standard and hazards seriously the flight safety. ▶ [AMC](#)
- (c) A level 2 finding is any non-compliance with the UAEMAR M requirements which could lower the safety standard and possibly hazards the flight safety.
- (d) The Operating Organisation shall consider the potential for non-compliance in other aircraft under its responsibility and take appropriate action in accordance with UAEMAR [M.A.905\(a\)1](#).

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SECTION B – PROCEDURES FOR NATIONAL MILITARY AIRWORTHINESS AUTHORITIES

SUBPART A – GENERAL

M.B.101 Scope

This Section establishes the administrative requirements to be followed by the MAA in charge of the application and the enforcement of Section A of UAEMAR M.

M.B.102 National Military Airworthiness Authority (NMAA)

(a) *General*

▶ [AMC](#)

The UAE MAA is the designated NMAA with allocated responsibilities for the issuance, continuation, change, suspension or revocation of certificates and for the oversight of continuing airworthiness.

This NMAA shall establish documented procedures and an organisational structure.

(b) *Resources*

The number of staff shall be appropriate to carry out the requirements as detailed in this Section B.

(c) *Qualification and training*

▶ [AMC](#)

All staff involved in UAEMAR M activities shall be appropriately qualified and have appropriate knowledge, experience, initial training and continuation training to perform their allocated tasks.

(d) *Procedures*

▶ [AMC](#)

The MAA shall establish procedures detailing how compliance with this UAEMAR is accomplished.

The procedures shall be reviewed and amended to ensure continued compliance.

M.B.104 Record-keeping

▶ [GM](#)

- (a) The MAA shall establish a system of record-keeping with minimum retention criteria, that allows adequate traceability of the process to issue, continue, change, suspend or revoke each certificate. ▶ [AMC](#)

UAEMAR M – CONTINUING AIRWORTHINESS REQUIREMENTS

- (b) The records for the oversight of UAEMAR M approved organisations shall include as a minimum:
1. the application for an organisation approval;
 2. the organisation approval certificate including any changes;
 3. a copy of the audit program listing the dates when audits are due and when audits were carried out;
 4. the MAA continued oversight records including all audit records;
 5. copies of all relevant correspondence;
 6. details of any exemption and enforcement actions;
 7. any report from other authorities relating to the oversight of the organisation;
 8. Organisation Exposition and amendments;
 9. copy of any other document directly approved by the MAA.
- (c) The retention period for the paragraph (b) records shall be at least four years.
- (d) The minimum records for the oversight of each aircraft shall include, at least, a copy of:
1. Military Certificate of Airworthiness;
 2. Military Airworthiness Review Certificates;
 3. Section A Subpart G organisation recommendations;
 4. reports from the airworthiness reviews carried out directly by the MAA;
 5. all relevant correspondence relating to the aircraft;
 6. details of any exemption and enforcement action(s);
 7. any document approved by the MAA pursuant to UAEMAR M.
- (e) The records specified in paragraph (d) shall be retained until two years after the aircraft has been permanently withdrawn from service.
- (f) NOT APPLICABLE. ▶ [AMC](#)
- (g) The records shall be stored in a manner that ensures protection from damage, alteration and theft. The records shall remain readable and accessible for the duration of the storage period.

M.B.105 Mutual exchange of information

Mutual exchange of information shall follow the provisions of EMAD-R.

- (a) NOT APPLICABLE. ▶ [AMC](#)
- (b) NOT APPLICABLE.

SUBPART B – ACCOUNTABILITY

M.B.201 Responsibilities

The MAA is responsible for conducting inspections and investigations in order to verify that the requirements of UAEMAR M are complied with.

SUBPART C – CONTINUING AIRWORTHINESS

M.B.301 Aircraft Maintenance Programme (AMP)

- (a) The MAA shall verify that the AMP is in compliance with UAEMAR [M.A.302](#). ▶ [AMC](#)
- (b) Except where stated otherwise in UAEMAR [M.A.708\(b\)2\(ii\)](#), the AMP and its amendments shall be approved by the MAA. ▶ [AMC](#)
- (c) In the case of indirect approval by the CAMO, the AMP procedure shall be approved by the MAA through the CAME. ▶ [AMC](#)
- (d) In order to approve an AMP according to UAEMAR [M.A.708\(b\)2](#), the MAA shall have access to all the data required in UAEMAR [M.A.302\(d\)](#) and to fulfill UAEMAR [M.A.302\(e\)](#) and [\(f\)](#). ▶ [AMC](#)
- (e) Where the AMP is not developed and controlled by the CAMO, the MAA shall develop alternative procedures to approve the AMP. ▶ [AMC](#)

M.B.302 Exemptions

All exemptions granted shall be recorded and retained by the MAA.

M.B.303 Aircraft Continuing Airworthiness Monitoring (ACAM)

▶ [AMC](#)

- (a) The MAA shall develop a survey programme to monitor the airworthiness status of the fleet of aircraft on its register.
- (b) The survey programme shall include sample product surveys of aircraft.
▶ [AMC1](#) ▶ [AMC2](#) ▶ [AMC3](#) ▶ [GM](#)
- (c) The programme shall be developed taking into account the number of aircraft on the register, local knowledge and past surveillance activities. ▶ [AMC](#)
- (d) The product survey shall focus on a number of key risk airworthiness elements and identify any findings. Furthermore, the MAA shall analyse each finding to determine its root cause.
- (e) All findings shall be confirmed in writing to the Operating Organisation accountable according to UAEMAR [M.A.201](#).
- (f) The MAA shall record all findings, closure actions and recommendations.
- (g) If during aircraft surveys evidence is found showing non-compliance to an UAEMAR M requirement, the MAA shall take actions in accordance with UAEMAR [M.B.903](#).
- (h) If the root cause of the finding identifies a non-compliance with any UAEMAR M Subpart or with another UAEMAR, the non-compliance shall be dealt with as prescribed by the relevant UAEMAR.
- (i) NOT APPLICABLE.

M.B.304 Revocation and suspension of a MARC

The MAA shall:

- (a) suspend a MARC on reasonable grounds in the case of a potential safety threat; or
- (b) suspend or revoke a MARC pursuant to UAEMAR [M.B.903\(a\)1](#).

SUBPART D – MAINTENANCE STANDARDS

NOT APPLICABLE

SUBPART E – COMPONENTS

NOT APPLICABLE

SUBPART F – MAINTENANCE ORGANISATION

NOT APPLICABLE

SUBPART G – CONTINUING AIRWORTHINESS MANAGEMENT ORGANISATION (CAMO)

M.B.701 Application

- (a) The MAA shall receive for approval the documents listed in UAEMAR [M.A.702\(b\)](#) for each aircraft type to be operated. ▶ [AMC](#)
- (b) NOT APPLICABLE.

M.B.702 Initial approval

- (a) Provided the requirements of UAEMAR [M.A.706\(a\)](#), [\(c\)](#), [\(d\)](#) and UAEMAR [M.A.707](#) are complied with, the MAA shall formally indicate its acceptance of the UAEMAR [M.A.706\(a\)](#), [\(c\)](#), [\(d\)](#) and UAEMAR [M.A.707](#) personnel to the applicant in writing. ▶ [AMC](#)
- (b) The MAA shall establish that the procedures specified in the CAME comply with UAEMAR M.A. Subpart G and ensure the Accountable Manager signs the commitment statement. ▶ [AMC](#)
- (c) The MAA shall verify the organisation's compliance with UAEMAR M.A. Subpart G requirements. ▶ [AMC](#)
- (d) A meeting with the Accountable Manager shall be convened at least once during the investigation for approval, to ensure that he/she fully understands the significance of the approval and the reason for signing the CAME commitment of the organisation to compliance with the procedures specified in the CAME.
- (e) All findings shall be confirmed in writing to the applicant organisation. ▶ [AMC](#)
- (f) The MAA shall record all findings, closure actions (actions required to close a finding) and recommendations. ▶ [AMC](#)
- (g) For initial approval, all findings shall be corrected by the organisation and accepted by the MAA before the approval can be issued. ▶ [AMC](#)

M.B.703 Issue of approval

▶ [AMC](#)

- (a) The MAA shall issue to the applicant an UAEMAR Form 14 approval certificate, which includes the extent of approval, when the CAMO is in compliance with UAEMAR M.A. Subpart G. ▶ [AMC](#)
- (b) The MAA shall indicate the validity of the approval on the UAEMAR Form 14 approval certificate.
- (c) The reference number shall be included on the UAEMAR Form 14 approval certificate in a manner specified by the MAA. ▶ [AMC](#)
- (d) NOT APPLICABLE.

M.B.704 Continuing oversight

- (a) The MAA shall keep and update a programme listing for each UAEMAR M.A. Subpart G CAMO under its supervision, the dates when audit visits are due and when such visits were carried out.
- (b) Each organisation shall be reviewed for compliance with UAEMAR M.A. Subpart G at periods not exceeding 24-months. ▶ [AMC](#)
- (c) A relevant sample of the aircraft managed by the UAEMAR M.A. Subpart G CAMO shall be surveyed in every 24-month period to verify the performance of CAMO activities. The size of the sample will be decided by the MAA based on the result of prior audits and earlier product surveys.
- (d) All findings shall be confirmed officially to the CAMO.
- (e) The MAA shall record all findings, closure actions (actions required to close a finding) and recommendations.
- (f) A meeting with the Accountable Manager shall be convened at least once every 24 months, to ensure he/she remains informed of significant issues arising during audits.

M.B.705 CAMO Findings

- (a) When during audits or by other means, evidence is found showing non-compliance to the UAEMAR M requirements, the MAA shall take the following actions:
 - 1. for level 1 findings, immediate action shall be taken by the MAA to revoke, limit or suspend in whole or in part, depending upon the extent of the level 1 finding, the CAMO approval, until successful corrective action has been taken by the CAMO; ▶ [AMC](#)
 - 2. for level 2 findings, the MAA shall grant a corrective action period appropriate to the nature of the finding that shall not be more than three months. In certain circumstances, at the end of this first period, and subject to the nature of the finding the MAA can extend the three-month period subject to a satisfactory corrective action plan.
- (b) Action shall be taken by the MAA to suspend, in whole or in part, the approval in case of failure to comply within the timescale granted by the MAA.
- (c) The MAA shall have a system to analyse findings for their safety significance.

M.B.706 Changes

▶ [AMC](#)

- (a) The MAA shall comply with the applicable elements of the initial approval process for any change to the CAMO notified in accordance with UAEMAR [M.A.713](#).
- (b) The MAA may prescribe the conditions under which the CAMO may operate during such changes, unless it determines that the approval should be suspended due to the nature or the extent of the changes.
- (c) For any amendment to the CAME:
 - 1. in the case of direct approval of amendments in accordance with UAEMAR [M.A.704\(b\)](#), the MAA shall verify that the procedures specified in the CAME are in compliance with UAEMAR M before formally notifying the CAMO of the approval.
 - 2. in the case where an indirect approval procedure is used for the approval of the amendments in accordance with UAEMAR [M.A.704\(c\)](#), the MAA shall ensure:
 - i. that the amendments remain minor; and
 - ii. that it has an adequate control over the approval of the amendments to ensure they remain in compliance with the requirements of UAEMAR M.

M.B.707 Revocation, suspension and limitation of an approval

The MAA shall:

- (a) suspend an approval on reasonable grounds in the case of a potential safety threat; or
- (b) suspend, revoke or limit an approval pursuant to UAEMAR [M.B.705](#).

**SUBPART H – CERTIFICATE OF RELEASE TO SERVICE
(CRS)**

NOT APPLICABLE

SUBPART I – MILITARY AIRWORTHINESS REVIEW CERTIFICATE (MARC)

M.B.901 Assessment of recommendations

Upon receipt of an application and associated MARC recommendation in accordance with UAEMAR [M.A.901](#): ▶ [AMC](#)

- (a) appropriate qualified personnel from the MAA shall verify that the compliance statement contained in the recommendation demonstrates that a complete UAEMAR [M.A.710](#) airworthiness review has been carried out.
- (b) the MAA shall investigate and may request further information to support the assessment of the recommendation.

M.B.902 Airworthiness review by the MAA

- (a) When the MAA carries out the airworthiness review and issues the MARC (UAEMAR Form 15a), it shall do so in accordance with UAEMAR [M.A.710](#).
- (b) The MAA shall have appropriate airworthiness review staff to carry out the airworthiness reviews.

▶ [AMC](#)

- 1. These staff shall have acquired: ▶ [AMC](#)
 - i. at least five years experience in continuing airworthiness; and
 - ii. an appropriate MAML in compliance with UAEMAR 66 or an aeronautical degree or a national equivalent; and
 - iii. formal aeronautical maintenance training; and
 - iv. a position with appropriate responsibilities.

Notwithstanding paragraphs '(i)' to '(iv)' above, the requirement laid down in UAEMAR [M.B.902\(b\)1\(ii\)](#) may be replaced by five years of experience in continuing airworthiness additional to those already required by UAEMAR [M.B.902\(b\)1\(a\)](#).

2. NOT APPLICABLE. ▶ [AMC](#)

- (c) The MAA shall maintain a record of all airworthiness review staff, which shall include details of any appropriate qualification held together with a summary of relevant continuing airworthiness management experience and training. ▶ [AMC](#)
- (d) The MAA shall have access to the applicable data as specified in UAEMAR [M.A.305](#) and UAEMAR [M.A.306](#), and applicable maintenance data in the performance of the airworthiness review.
- (e) The staff that carries out the airworthiness review shall issue an UAEMAR Form 15a after satisfactory completion of the airworthiness review.

M.B.903 Aircraft findings

- (a) If during MAA aircraft surveys, or by other means, evidence is found showing non-compliance to an UAEMAR M requirement, the MAA shall take the following actions:
 - 1. for level 1 findings, the MAA shall require appropriate corrective action to be taken before further flight and immediate action shall be taken by the MAA to revoke or suspend the MARC;
 - 2. for level 2 findings, the corrective action required by the MAA shall be appropriate to the nature of the finding.
- (b) The MAA shall have a system to analyse findings for their safety significance.

APPENDIX I – CONTINUING AIRWORTHINESS ARRANGEMENT

Moved to AMC for UAEMAR [M.A.201\(k\)](#).

**APPENDIX II – AUTHORISED RELEASE CERTIFICATE
UAEMAR FORM 1**

NOT APPLICABLE

APPENDIX III – MILITARY AIRWORTHINESS REVIEW CERTIFICATE – UAEMAR FORM 15

UAEMAR FORMS 15a and 15b are contained in the UAEMAR Forms document.

**APPENDIX IV – CLASS AND RATINGS SYSTEM TO BE
USED FOR THE APPROVAL OF MAINTENANCE
ORGANISATIONS**

NOT APPLICABLE - See UAEMAR 145 Appendix II.

**APPENDIX V – MAINTENANCE ORGANISATION
APPROVAL REFERRED TO IN SUBPART F**

NOT APPLICABLE

**APPENDIX VI – CONTINUING AIRWORTHINESS
MANAGEMENT ORGANISATION APPROVAL REFERRED
TO IN SUBPART G**

UAEMAR Form 14 is contained in the UAEMAR Forms document.

APPENDIX VII – COMPLEX MAINTENANCE TASKS

NOT APPLICABLE

APPENDIX VIII – LIMITED PILOT-OWNER MAINTENANCE

NOT APPLICABLE

TABLE OF CHANGES

All amended paragraphs are indicated by the use of a 'sidebar' in the margin. This can be readily cross-referenced using this table which details each change.

Nomenclature Used:

Additions to the text are tabulated below in **green**. Deletions of text are indicated by the use of ►◄. In both cases, the reason for the difference is clarified in the 'notes' column'.

If a paragraph is not included on the table, then no amendments have been made.

Paragraph	Sub-para	UAEMAR M Edition 1.0 wording	UAEMAR M Edition 1.1 wording	Notes