

KINGDOM OF BAHRAIN
Ministry of Transportation
and Telecommunications



مملكة البحرين
وزارة المواصلات والاتصالات

CIVIL AVIATION PUBLICATION

CAP 03

MAINTENANCE CERTIFICATION

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Bahrain CAA Publication Revisions Highlight Sheet

CAP: 03

TPM:

The following pages have been revised to Revision 05 dated 21 April 2022.

Item	Chapter/Paragraph number	Page(s)	Reason
1.	---	ALL	Reflects current revision status and date.
2.	1.2 (e)	1	CAP reference is updated.
3.	Sections 2 to 6	-	Deleted
4.	Sections 7 to 9	-	Amended and re-numbered.



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MAINTENANCE CERTIFICATION

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1. INTRODUCTION

1.1 General

ANTR Part V states that an aircraft shall not fly in or over Bahrain unless there is in force a certificate of airworthiness duly issued or rendered valid under the law of the country in which the aircraft is registered, and any conditions subject to which the certificate was issued or rendered valid are complied with. This process is called maintenance certification and includes the following;

- (a) Certificate of Airworthiness.
- (b) Certificate of Release to Service (Maintenance Release)
- (c) Certificate of Maintenance Review

The procedures in this CAP prescribe the actions necessary to issue and re-issue these Certificates. In addition, the requirements for airworthiness flight tests and mandatory continuing airworthiness information has been included.

1.2 References

The CAP makes references to other publications, which may be more comprehensive than that contained in this procedure. Applicable sections of the following references should be reviewed;

- (a) ANTR Part V, Chapter 5;
- (b) ANTR M, Subpart I (Airworthiness Review Recommendation);
- (c) ANTR 145 (for CRS)
- (d) ANTR 21, Subpart H (C of A) and Subpart P (Permit to Fly)
- (e) CAP 16 - C of R & C of A

2. CERTIFICATE OF MAINTENANCE REVIEW

2.1 Requirement

It is a BCAA requirement that an aircraft shall not fly unless:

- (a) the aircraft (including in particular its engines), together with its equipment and radio station, is maintained in accordance with an approved maintenance schedule in relation to that aircraft; and
- (b) There is in force a certificate of maintenance review issued in respect of the aircraft.

For this purpose, a Certificate of Maintenance Review must be carried out and certified at intervals not exceeding 4 calendar months. The certificate shall certify the date on which the maintenance review was carried out and the date thereafter when the next review is



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due.

2.2 Maintenance Schedule Endorsement

The approved maintenance schedule issued by the BCAA contains an endorsement specifying the occasions on which a review must be carried out for the purpose of issuing a certificate of maintenance review. The Certificate may be reissued at any time prior to the expiry of the last certificate. The review need not be completed co-incident with a Scheduled Maintenance Inspection.

2.3 Issuing Authority

The signatory for the Certificate of Maintenance Review shall be nominated by the approved organisation.

2.4 Issuance Criteria

The nominated Signatory shall only issue a Certificate of Maintenance Review when satisfied at the time of the review that the following aspects of maintenance have been carried out:

- (a) A completion of all inspections and other maintenance requirements of the Approved Maintenance Programme.
- (b) Accomplishment of all applicable terminating or recurring Airworthiness Directives and mandatory Service Bulletins, modifications or inspections.
- (c) No parts, components or assemblies exceed their life/service limits.
- (d) No outstanding defects or inoperative items exist, or if any, have been deferred in accordance with procedures acceptable or approved by the BCAA.
- (e) No known condition(s) exists that would adversely affect the aircraft airworthiness, safe operation, or endanger passengers or crew members.
- (f) Certificates of Release to Service (CRS) have been issued;

Notes: (1) Statements to confirm items a) to e) above must be kept on file with each Certificate of Maintenance Review.

(2) The time intervals for the Certificate of Maintenance Review will be specified on a calendar 'not exceed' basis and therefore, it is not necessarily intended to align with any check.

(3) The Certificate of Maintenance Review requires only one signature.

(4) One copy of the Certificate of Maintenance Review is to be carried in the aircraft and another copy retained with the aircraft records on ground.



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2.5 Format

The Certificate of Maintenance Review shall be in the following format:

<u>CERTIFICATE OF MAINTENANCE REVIEW</u>	
AIRCRAFT TYPE: _____	
NATIONALITY & REGISTRATION MARK: _____	
Certified that a maintenance review of this aircraft and such of its equipment as is necessary for its airworthiness has been carried out in accordance with the requirements of the Civil Aviation Law for the time being in force.	
The next maintenance review is due _____	
Signed: _____	Date: _____
Authorisation. _____	
Organisation _____	

2.6 Administration

A certificate of maintenance review shall be issued in duplicate. One copy of the most recently issued certificate shall be carried in the aircraft and the other shall be kept by the operator under the control of the Maintenance postholder.

Each certificate of maintenance review shall be preserved by the operator of the aircraft for a period of 2 years after it has been issued.

3. CERTIFICATE OF RELEASE TO SERVICE

A Certificate of Release to Service shall be issued in accordance with ANTR 145.A.50 (Certification of Maintenance), after overhauls, repairs, replacements, modifications and mandatory inspections have been carried out.

The Certificate of Release to Service shall contain particulars of work done or the inspection completed and place at which the work was carried out. Depending upon the application of the certificate, details of the aircraft type, registration, component type, part number and serial number shall be recorded as applicable. The certification should be worded in the following manner:

“(certifies that) The work recorded has been carried out in accordance with the requirement of the Kingdom of Bahrain, Civil Aviation Law for the time being in force, and in that respect the aircraft/equipment is considered fit for release to service”



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Signature:.....

Authorisation:

Date:

Note: Refer to ANTR 145.A.50 and associated AMCs for requirements and additional guidance.

4. MANDATORY CONTINUING AIRWORTHINESS INFORMATION

4.1 General

When an aircraft has been entered on the Bahraini register, the BCAA establishes communications with the State of Design/Manufacturer with regard to the receipt, adoption and implementation of the mandatory continuing airworthiness information. This includes all information, in particular Airworthiness Directives (ADs), Service Bulletins (SBs), etc., issued by the type certification authority, the manufacturer, or by the airworthiness authority of any other State in which the same type of aircraft are registered, particularly where such information pertains to the continuing airworthiness and the provision of recurring defects in aircraft and its components and equipment.

The State of Design/Manufacture will transmit any generally applicable information which it has found necessary for the continuing airworthiness of an aircraft and for the safe operation of the aircraft. This information called, mandatory airworthiness information, is intended to include mandatory requirements for modification, replacement of parts, or inspection of aircraft and amendment of operating limitations and procedures.

Among such information are the Airworthiness Directives.

BCAA adopts the mandatory continuing airworthiness information, in the form of airworthiness directives, service bulletins, service letters or in any format. The operator/organisation is responsible for implementation,

4.2 Operator Responsibility

Operators are required to establish a system for monitoring mandatory continuing airworthiness information, and ensure that all mandatory requirements are accomplished and duly recorded in the mandatory log books/records.