



Maldives Civil Aviation Authority  
Republic of Maldives

## **Flight Operations Notices**

Issue 1, Amendment 2, 08 April 2018







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## **Chapter 0 — GENERAL INFORMATION**

## **OPS 00-01            Flight Operations Code of Practice**

### **Purpose**

This is our Code of Practice which sets out the standards and levels of service which both the aviation industry and individuals may expect from the Flight Operations section of Civil Aviation Department.

### **Values**

- Performance: The regulation and advice we provide must meet the highest standards of professionalism and integrity.
- People: We believe in maintaining and developing excellence in our people as they are the source of our reputation and success.
- Value for Money: We must deliver value for money and continually review our activities to ensure that we operate in a cost effective way.

### **Information and Openness**

We publish:

- Clear guidance on how to apply for, or renew, Certificates, Licences and Approvals and we define clearly the terms or privileges of Certificates, Licences and Approvals;
- The charges applicable to the grant and renewal of Certificates, Licences and Approvals;
- Safety performance statistics
- Our service standards and, annually, a report on our performance in delivering against these standards
- Additionally, to assist in clear understanding, we will provide written or oral advice about any of the foregoing and in respect of our interpretation of requirements.

### **Consistency**

We will carry out our duties in a fair, equitable and consistent manner. While staff are expected to exercise judgement in individual cases we will have arrangements in place to promote consistency including effective liaison with other authorities and enforcement bodies as required.

### **Consultation**

When considering changes to the requirements or regulatory framework, we believe it is important for us to invite the views of the individuals and industry we regulate and to take account of such views before implementing views. As far as practically possible, we will maintain relationships with individuals and industry that are appropriate to continuing, positive discussion in respect of matters of mutual concern. We will analyse, and publish a summary of the feedback we receive. We will implement actions that may help to maintain and improve services.

### **Standards**

#### **General Service Standards**

- Our staff will be courteous and helpful
- Visitors who have a pre-arranged appointment will be met on time
- Written communications will be replied within three working days. Of course, some communications and requests for information require comprehensive responses which might take longer to prepare. In these cases we will acknowledge your correspondence within ten working days.

## Approval, Certification and Licensing Service Standards

Our service standards, set in this section are based on the assumption that the following necessary inputs have been provided by you, the applicant:

- A correct and complete application
- The application is submitted on behalf of an appropriately approved organisation or suitable authorised individual
- The required and requested information in a satisfactorily and timely manner
- The appropriate fees
- Timely access to your facilities, personnel or aircraft, as we require.

Service	Standard
<b>1. Rule Making</b>	
Preparation of regulation of new aviation activities	30 working days
Amendment of SOP due to change in procedures	20 working days
Preparation of NPRM (after the amendment of regulation)	20 working days
Review NPRM comments/ Finalize regulation	30 working days
<b>2. AOC and ATO</b>	
Air Operator Certification	90 working days
Air Operator Certification Variation	90 working days
Approval of ATO	90 working days
Approval of ATO Variation	90 working days
Approval of ATO (foreign)	90 working days
Training Facility Approval	30 working days
Dangerous Goods Handling Approval	30 working days
Approval of Flight Simulator	20 working days
Acceptance of Form 4	05 working days
<b>3. Operations Manuals</b>	
Initial review of Manuals	30 working days
Review of Manual amendment	15 working days
Review of Temporary Revisions (TRs)	05 working days
<b>4. Inspections/Audits</b>	
Preparation and conduction of Inspection/Audit	05 working days
Report on the result of Inspections/Audit	10 working days



Review CAP and follow-up Inspection/Audit	15 working days
SAFA Ramp inspection	05 working days
<b>5. Instructor and/or Examiner approval</b>	
Acceptance of instructor / examiner for approval	05 working days
Approval of instructors/examiners (after the monitor ride/check)	05 working days
<b>6. Licensing</b>	
Arrange Air Law examination	05 working days
Result of Air Law Examination	05 working days
Arrange FCL exam	05 working days
Initial issue of Licence and Validation of Licence	10 working days
Verification of Licence	05 working days
Renewal of Licences and validations	05 working days
Inclusion of rating on a Licence	05 working days
Removal of restriction on a Licence	05 working days
<b>7. AeMC, AME and AMA</b>	
Approval of Aero Medical Centre	30 working days
Approval of Aviation Medical Examiners	10 working days
Approval of Aviation Medical Assessors	10 working days
<b>8. General Correspondence</b>	
Approvals, Authorisation and Exemptions	10 working days
Notice to Operators	05 working days
Reply to letter or mail	04 working days
<b>9. Miscellaneous</b>	
Annual Report	10 working days
Annual Schedule	10 working days
Annual Review of Appendix A to AOC	05 working days
Flight Ops Budget	05 working days
Minutes of the meeting	05 working days
CAA board paper	10 working days

**OPS 00-02            Code of Practice Performance Report**

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**OPS 00-03          Adopted Material**

This notice lists guidance issued by various National Aviation Authorities that have been adopted by MCAA, Flight Operations.

These adopted material shall only be used in manners which do not conflict the MCARs.

#	Origin	Purpose
01	EASA Acceptable Means of Compliance and Guidance Material - Aircrew	As Acceptable Means of Compliance and Guidance Material for MCAR - Aircrew
02	EASA Acceptable Means of Compliance and Guidance Material – Air Operations	As Acceptable Means of Compliance and Guidance Material for MCAR – Air Operations
03	EASA Certification Specification - CS-FSTD(A)	As guidance to implement MCARs – Aircrew and Air Operations
04	EASA Certification Specification - CS-FSTD(H)	As guidance to implement MCARs – Aircrew and Air Operations
05	EASA Certification Specification - CS-FTL	As guidance to implement MCAR – Air Operations, Part FTL
06	COCAP-SA Advisory Circular - AC (SA) 001	Guidance for operators on training programmes for the use of terrain awareness and warning system (TAWS)
07	COCAP-SA Advisory Circular - AC (SA) 002	Standard Operating Procedures (SOP)
08	COCAP-SA Advisory Circular - AC (SA) 003	Crew Resource Management (CRM) training
09	COCAP-SA Advisory Circular - AC (SA) 005	Line-Operational Simulations (LOS); Line-Oriented Flight Training (LOFT); Special Purpose Operational Training (SPOT).
10	COCAP-SA Advisory Circular - AC (SA) 006	Dispatcher / Flight operations officer resource management training
11	COCAP-SA Advisory Circular - AC (SA) 007	Development of Safety Department
12	COCAP-SA Advisory Circular - AC (SA) 008	Guidance on the establishment of a flight data analysis (FDA) programme
13	COCAP-SA Advisory Circular - AC (SA) 009	Guidance for air operators in establishing a Flight Safety Documents System
14	COCAP-SA Advisory Circular - AC (SA) 010	Information to operators on RNAV (GNSS) Non Precision Approach Procedures based on GPS.
15	COCAP-SA Advisory Circular - AC (SA) 011	Guidance for operators for conducting Constant Descent Final Approach (CDFA) for Non-Precision Approaches
16	COCAP-SA Advisory Circular - AC (SA) 012	Flight crew procedures during taxi operations
17	COCAP-SA Advisory Circular - AC (SA) 013	Single-pilot procedures during taxi operations

#	Origin	Purpose
18	COCAP-SA Advisory Circular - AC (SA) 015	Preventing Injuries Caused by Turbulence
19	COCAP-SA Advisory Circular - AC (SA) 016	Reduced effectiveness of TAWS/EGPWS equipment
20	COCAP-SA Advisory Circular - AC (SA) 017	Operational procedures and training requirements of Airborne Collision Avoidance System (ACAS) equipment
21	COCAP-SA Advisory Circular - AC (SA) 018	Guidance on acceptable and unacceptable behaviour
<i>Possible links:</i> <a href="https://www.easa.europa.eu/regulations">https://www.easa.europa.eu/regulations</a> <a href="http://coscapsa.org/acbulletins.php">http://coscapsa.org/acbulletins.php</a>		

**OPS 00 04            Exemption Procedure**

This is to inform all operators that CAD has developed written procedures for the consistent processing of exemption requests and a rationale in the development of criteria to either grant or deny exemptions from regulatory requirement. The procedure defines the parameters on how CAD's opinion is formed, and against what criteria, in granting exemptions from regulatory requirements and to ensure the exemption process is equitable to all those who come forward with a request, while simultaneously ensuring the best interests of the public are protected.

The following are some of the operator responsibilities when requesting for exemptions:

1. Submit the exemption using the Exemption Request Form. (see attachment)
2. Ensure that the form has been fully completed and it clearly indicates to whom with licence numbers or to what entity the exemption applies, specific regulation numbers, registration numbers, aircraft identification by manufacturer, type, model serial number, registration AOC number, etc
3. Include compelling argument to support why the proposed exemption should be granted.
4. Include information and documentation to support their argument that the exemption is:
  - in the public interest; and
  - not likely to affect aviation safety.
5. Propose conditions that would mitigate any risk that could be created by virtue of the exemption to ensure that aviation safety will not be affected.
6. Enclose fee payment in the amount specified in MCAR 187 where applicable.

This process becomes effective from 1<sup>st</sup> November 2008 and henceforth all requests for exemptions must be submitted using the Exemption Request Form. The form will be made available on our website before this date.

## **Chapter 01 — AIR OPERATIONS**

## **OPS 01-01 Ramp Inspection of Foreign Registered Aircraft**

### **Introduction**

This notice is to inform Operators the inception of CAA's ramp inspection programme aimed at foreign registered aircraft and briefly explain the ramp inspection process.

### **Legal basis**

Part-ARO.GEN and Part-ARO.RAMP (Annex II to MCAR Air Operations) have entered into force from 1 January 2015. ARO.GEN covers the ramp inspections of Maldivian registered aircraft and ARO.RAMP covers ramp inspections of foreign registered operating in to the Maldives.

### **Standards**

The purpose of a ramp inspection is to check the compliance with international standards (i.e. Chicago convention, its Annexes and ICAO regional standards) which are the minimum standards to be observed by any aircraft engaged in international navigation. In addition, when inspecting, the technical condition of an aircraft, will be checked against the aircraft certification specifications and manufacturer's standards.

### **Which aircraft and operators are checked and how often?**

The CAA carries out random inspections or target aircraft or airlines that it suspects may not comply with ICAO standards. In either case only a very small proportion of foreign registered aircraft operating into the Maldives are inspected.

The number of inspections may vary depending on the volume of foreign registered aircrafts and the availability of inspectors.

### **What is checked?**

A checklist of 54 inspection items is used during a Ramp Inspection. It is our policy not to delay an aircraft except for safety reasons. Therefore, as the time between arrival and departure (the turn-around time) may not be sufficient to go through the full checklist, not all 54 items may be inspected. Checks may include:

- licences of the pilots;
- procedures and manuals that should be carried in the cockpit;
- compliance with these procedures by flight and cabin crew;
- safety equipment in cockpit and cabin;
- cargo carried in the aircraft (including the transport of dangerous goods); and
- the technical condition of the aircraft.

### **Findings and follow-up actions**

A non-compliance found during an inspection is called a finding. Such findings are categorised according to the magnitude of the deviation of the requirements and to the influence on safety of the non-compliance.

Minor deviations (Category 1) are reported to the Pilot in Command. If an inspection identifies one or more significant deviations from the safety standards (Category 2 findings), these will also be reported to the operator and its competent authority. Where non-compliances have a major impact on safety (Category 3), the flight crew is in addition expected to correct such non-compliances before the aircraft departs by either correcting the deficiency or by imposing restrictions on the aircraft operations (by e.g. blocking a defective seat for its use by passengers).

### **Follow-up process**

The Stakeholders involved in the Ramp process are the CAA, the Operator, the State of Operator and the State of Registry (if different from the State of Operator). These organisations play a key role in the follow-up process after an inspection is conducted. A brief overview of the process is given below:

1. The Ramp Inspector debriefs the Pilot in command and hands over the Proof of Inspection.
2. The Inspector requests the pilot in command to sign a copy of the Proof of Inspection form.
3. In case of category 2 and/or 3 findings, a written communication will be send to the Operator and to the National Authority overseeing the Operator.
4. The operator is requested to reply to the written communication with an action plan that addresses the deficiencies.
5. The competent authority ensuring the oversight of the Operator and/or the airworthiness of the Aircraft may be asked to confirm their agreement on the corrective actions taken.
6. Findings are considered closed when the deficiencies have been satisfactorily addressed.
7. Subsequent inspections by any MCAA may occur to verify rectification of the deficiencies.

### **Coordinators**

Operators having any questions resulting from an inspection, should contact the CAA.

#### **Maldives Civil Aviation Authority**

Telephone: (+960) 3324983

Fax: (+960) 3323039

Email: [safety@caa.gov.mv](mailto:safety@caa.gov.mv)

Website: [www.caa.gov.mv](http://www.caa.gov.mv)



**OPS 01-02 Authorised persons in the flight crew compartment****Ref. Publication**

Maldivian Civil Aviation Regulations (MCAIR-AIR OPERATIONS).

**Applicability**

All Commercial Air Transport (CAT) Operators of aeroplanes subject to ORO.SEC.100.A (b) and operated with more than one cabin crew.

**Description**

Based on the information currently available following the accident of flight 4U9525, and pending the outcome of the technical investigation, and until a specific recommendation is received from ICAO on the issue, Maldives Civil Aviation Authority (MCAA) makes the following temporary recommendation. This will be reviewed in the light of any new information concerning the accident investigation.

**Recommendation**

The MCAA recommends operators to re-assess the safety and security risks associated with flight crew members leaving the flight crew compartment due to operational or physiological needs during non-critical phases of flight.

Based on this assessment, operators are recommended to implement procedures requiring at least two persons authorised in accordance with CAT.GEN.MPA.135 to be in the flight crew compartment at all times, or other equivalent mitigating measures to address risks identified by the operator's revised assessment.

Any additional risks stemming from the introduction of such procedures or measures should be assessed and mitigated.

Operators shall ensure that all crew members are aware of this recommendation and the need to assess the risks involved. Operators are encouraged to recommend measures that could be taken so as to minimise the risks involved.

**Contact(s)**

For further information contact the Flight Operations Section, or as under:

Office: 960 3324983/ 960 332 4992

Fax: 960 3323039

Email: [safety@caa.gov.mv](mailto:safety@caa.gov.mv)

[ops@caa.gov.mv](mailto:ops@caa.gov.mv).

Web: <http://www.caa.gov.mv>

**OPS 01-03 Disruptive Schedule****Ref. Publication**

Maldivian Civil Aviation Regulations (MCAIR-AIR OPERATIONS).

**Applicability**

All Commercial Air Transport (CAT) Operators

**Description**

In implementing the requirements of ARO.OPS.230 (Determination of disruptive schedules) all CAT operators under a Maldivian AOC will be required to comply with the 'early type' as defined in ORO.FTL.105.

**Contact(s)**

For further information contact the Flight Operations Section, or as under:

Office: 960 3324983/ 960 332 4992

Fax: 960 3323039

Email: [safety@caa.gov.mv](mailto:safety@caa.gov.mv)

[ops@caa.gov.mv](mailto:ops@caa.gov.mv).

Web: <http://www.caa.gov.mv>

**OPS 01-04 Discontinuation of Recorders****Ref. Publication**

Maldivian Civil Aviation Regulations (MCAR-AIR OPERATIONS)

**Applicability**

All Commercial Air Transport Operations (Part-CAT), Non-Commercial air operations with Complex motor-powered aircraft (Part-NCO) and Non-Commercial air operations with Other-than-complex motor-powered aircraft (Part-NCO).

**Description**

It is our obligation as a contracting state to be in compliance with International Civil Aviation Organisation 'Standards and Recommended Practices'. Therefore we urge all operators to effect the discontinuation of the following.

- 1 The use of engraving metal foil FDRs shall be discontinued.
- 2 The use of analogue FDRs using frequency modulation (FM) shall be discontinued.
- 3 The use of photographic film FDRs shall be discontinued.
- 4 The use of magnetic tape FDRs shall be discontinued.
- 5 The use of magnetic tape and wire CVRs shall be discontinued.

If an operator has not implemented any of the above discontinuations, they are required to be in compliance no later than 31 December 2018.

**Contact(s)**

For further information contact the Flight Operations Section, or as under:

Office: 960 3324983/ 960 332 4992  
Fax: 960 3323039  
Email: [safety@caa.gov.mv](mailto:safety@caa.gov.mv)  
[ops@caa.gov.mv](mailto:ops@caa.gov.mv).  
Web: <http://www.caa.gov.mv>

**OPS 01-05 Determination of distance or local area****Ref. Publication**

Maldivian Civil Aviation Regulations (MCAR-AIR OPERATIONS)

**Applicability**

The purpose of this Notice to Operators is to advise pilots and operators of aircraft required to fly in accordance with the MCAR Air Operations regulations under Annex VII (Part-NCO) and Annex VIII (Part - SPO), of the designated area within which certain documents may be retained at the aerodrome or operating site

**Description**

CAA, as the competent of Authority of Maldives, and in accordance with NCO.GEN.135 (b) (2), SPO.GEN.140 (b) (2) and ARO.OPS.210 has determined that the Maldives Flight Information Regions (FIR) is the designated area for the purpose of these regulations.

In either type of operation the pilot or operator shall make available, within a reasonable time of being requested to do so by the CAA the documentation required to be carried on board.

**Contact(s)**

For further information contact the Flight Operations Section, or as under:

Office: 960 3324983/ 960 332 4992

Fax: 960 3323039

Email: [safety@caa.gov.mv](mailto:safety@caa.gov.mv)

[ops@caa.gov.mv](mailto:ops@caa.gov.mv).

Web: <http://www.caa.gov.mv>

## **Chapter 02 — AIRCREW**

**OPS 02-01            Validity, revalidation and renewal of medical certificates****Ref. Publication**

MCAR - AIRCREW

**Applicability**

Crew members and AME's

**Introduction**

This notice is to provide information to all crew members and medical examiners on the validity, revalidation and renewal of medical certificates issued on the basis of MCAR-AIRCREW, PART-MED.

**MED.A.045 Validity, revalidation and renewal of medical certificates****(a) Validity**

- (1) Class 1 medical certificates shall be valid for a period of 12 months.
- (2) The period of validity of Class 1 medical certificates shall be reduced to 6 months for licence holders who:
  - (i) are engaged in single-pilot commercial air transport operations carrying passengers and have reached the age of 40;
  - (ii) have reached the age of 60.
- (3) Class 2 medical certificates shall be valid for a period of:
  - (i) 60 months until the licence holder reaches the age of 40. A medical certificate issued prior to reaching the age of 40 shall cease to be valid after the licence holder reaches the age of 42;
  - (ii) 24 months between the age of 40 and 50. A medical certificate issued prior to reaching the age of 50 shall cease to be valid after the licence holder reaches the age of 51; and
  - (iii) 12 months after the age of 50.
- (4) LAPL medical certificates shall be valid for a period of:
  - (i) 60 months until the licence holder reaches the age of 40. A medical certificate issued prior to reaching the age of 40 shall cease to be valid after the licence holder reaches the age of 42;
  - (ii) 24 months after the age of 40.
- (5) The validity period of a medical certificate, including any associated examination or special investigation, shall be:
  - (i) determined by the age of the applicant at the date when the medical examination takes place; and
  - (ii) calculated from the date of the medical examination in the case of initial issue and renewal, and from the expiry date of the previous medical certificate in the case of revalidation.

**(b) Revalidation**

Examinations and/or assessments for the revalidation of a medical certificate may be undertaken up to 45 days prior to the expiry date of the medical certificate.

**(c) Renewal**

- (1) If the holder of a medical certificate does not comply with (b), a renewal examination and/or assessment shall be required.
- (2) In the case of Class 1 and Class 2 medical certificates:
  - (i) if the medical certificate has expired for more than 2 years, the AeMC or AME shall only conduct the renewal examination after assessment of the aero-medical records of the applicant;
  - (ii) if the medical certificate has expired for more than 5 years, the examination requirements for initial issue shall apply and the assessment shall be based on the revalidation requirements.
- (3) In the case of LAPL medical certificates, the AeMC, AME or GMP shall assess the medical history of the applicant and perform the aero-medical examination and/or assessment in accordance with MED.B.095.

**Contact(s):** For further information contact the Flight Operations Section, or as under:

Maldives Civil Aviation Authority  
Office: 960 3324983/ 960 3324992  
Fax: 960 3323039  
Email: [safety@caa.gov.mv](mailto:safety@caa.gov.mv)  
[ops@caa.gov.mv](mailto:ops@caa.gov.mv)  
Web: [www.caa.gov.mv](http://www.caa.gov.mv)

## **Chapter 03 — DANGEROUS GOODS**



**OPS 03-01            Fires caused by lithium type batteries in PEDs**

- 1. Fighting fires caused by lithium type batteries in Portable Electronic Devices (PED fire)**
- 2. Risk of Electronic Cigarettes in Checked Baggage**

**Applicability**

All aircraft operators

**Introduction**

This notice is to provide information to all the aircraft operators on EASA Safety information bulletin (SIB no.: 2009-22R1, dated 7<sup>th</sup> April 2015 and 2015-06, dated 7<sup>th</sup> April 2015) on the subject. The SIB's are attached with this notice for further reference.

**Recommendation(s)****1. Fighting fires caused by lithium type batteries in portable electronic devices fire**

MCAA recommends that aircraft operators refer to ICAO Doc. 9481-AN/928 'Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods' to establish comprehensive procedures, tailored to their type(s) of operation, to mitigate the risks associated with fires to batteries contained in PEDs transported in cabins by passengers and crew.

**2. Risk of electronic cigarettes in checked baggage**

MCAA recommends aircraft operators to require passengers to carry e-cigarettes in the cabin baggage, where an incident can be immediately mitigated, and not in their checked baggage. Aircraft operators are encouraged to communicate their e-cigarette policy to passengers through any means already used to inform passengers about dangerous goods and related company policies.

**Contact(s)**

For further information contact the Flight Operations Section, or as under:

Maldives Civil Aviation Authority  
Office:            960 3324983/ 960 3324992  
Fax:            960 3323039  
Email: [safety@caa.gov.mv](mailto:safety@caa.gov.mv)  
                  [ops@caa.gov.mv](mailto:ops@caa.gov.mv)  
Web:            [www.caa.gov.mv](http://www.caa.gov.mv)

**OPS 03-02            Portable Electronic Devices belonging to the Operator****Applicability:**

All aircraft operators

**Introduction:**

This notice is to provide information to all the aircraft operators on EASA Safety information bulletin (SIB no.: 2016-08, dated 15<sup>th</sup> July 2016. on the subject. The SIB is attached with this notice for further reference.

**Recommendation(s)**

1. With reference to provisions of I; 2.2.1 d) and I; 2.2.4 of the TI, aircraft operators may carry lithium battery powered devices and their spare lithium batteries **for use on the aircraft during the flight or series of flights** without having to fulfil the provisions of the TIs only **as long as the Watt hours (Wh) of its battery do not exceed 100, or the lithium content does not exceed 2 grams.**
2. Spare lithium batteries to be individually protected, to prevent short circuits when not in use.
3. Conditions for the carriage and use of these electronic devices and for the carriage of spare batteries to be provided in the operations manual to enable flight crew, cabin crew and other employees to carry out their responsibilities, for normal operation and for potential failures (including thermal runaway) of the PEDs.
4. Those items which battery exceeds 100 Wh or 2 grams of lithium content must be transported in accordance with provisions of the TI and MCAR 18.
5. All PEDs carried by the operator, whether benefiting or not from the exception in I; 2.2.1 d), must comply with the applicable provisions of the MCAR Air Operations. Specifically, CAT.GEN.MPA.140, its Acceptable Means of Compliance (AMC) and Guidance Material (GM).
6. MCAA further recommends aircraft operators to include this item in their oversight programmes.

**Contact(s)**

For further information contact the Flight Operations Section, as under:

Maldives Civil Aviation Authority  
Office:            960 3324983/ 960 3324992  
Fax:            960 3323039  
Email: safety@caa.gov.mv  
                 ops@caa.gov.mv  
Web: www.caa.gov.mv

**OPS 03-03            Dangerous Goods Carried by Passengers and Crew (PEDs)****Applicability**

All aircraft operators

**Introduction**

This notice is to provide information to all the aircraft operators on ICAO electronic bulletin (EB no.: 2016-57, dated 16 September 2016) on the subject. The EB is attached with this notice for further reference.

**Recommendation(s)**

1. The Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO TI, Doc 9284) and MCAR 18 currently allow passengers and crew to carry personal electronic devices containing lithium batteries in checked baggage, carry-on baggage or on the person provided all applicable criteria listed in part 8 of Doc 9284 are met. However, due to recent media reports of incidents involving specific types of personal electronic devices catching fire, MCAA recommends aircraft operators to issue safety bulletins to require passengers to carry these devices in the cabin, where an incident can be immediately mitigated and NOT in checked baggage. Operators are also recommended to inform passenger against using or charging these devices in the cabin.
2. MCAA further recommends aircraft operators to include this item in their oversight programmes.

**Contact(s):** For further information contact the Flight Operations Section, as under:

Maldives Civil Aviation Authority  
Office:            960 3324983/ 960 3324992  
Fax:            960 3323039  
Email:    safety@caa.gov.mv  
                 ops@caa.gov.mv  
Web:            www.caa.gov.mv

**Appendix I CANCELLED & RELOCATED NOTICES**



## **Appendix 2 RENUMBERED NOTICES**

