

**MALDIVES CIVIL AVIATION AUTHORITY
MALDIVES**

**NOTICE OF PROPOSED RULE MAKING
NPRM NO: 2025-10**

MCAR-Air Operations Issue 6

MCAR-ORO (Organisation Requirements for Air Operations)

MCAR-CAT (Commercial Air Transport Operation)

MCAR-SPA (Specific Approvals for Air Operations)

MCAR-NCC (Non-Commercial Air Operations with Complex Motor-powered Aircraft)

MCAR-NCO (Non-Commercial Air Operations with Other-than-complex Motor-powered aircraft)

MCAR-SPO (Specialised Operations)

MCAR-ARO (Authority Requirements for Air Operations)

9 April 2025

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Appendix 1: NPRM Submission Form **Draft copy of.**

MCAR-Air Operations Issue 6
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1 Purpose of this NPRM

The purpose of this NPRM is to consult with the industry before promulgating MCAR-Air Operations Issue 6 and its associated regulations.

2 Background to the Proposal

- 1) MCAR-Air Operations Issue 6 has the following regulations where Organisation and personnel involved in the operation of certain aircraft shall comply with the relevant essential requirements set out in MCAR-Air Operations Issue 6 and the following regulations applicable:
 - a) MCAR-ORO (Organisation Requirements for Air Operations)
 - b) MCAR-CAT (Commercial Air Transport Operation)
 - c) MCAR-SPA (Specific Approvals for Air Operations)
 - d) MCAR-NCC (Non-Commercial Air Operations with Complex Motor-powered Aircraft)
 - e) MCAR-NCO (Non-Commercial Air Operations with Other-than-complex Motor-powered aircraft)
 - f) MCAR-SPO (Specialised Operations)
 - g) MCAR-ARO (Authority requirements for Air Operations)
- 2) Primary objectives:
 - a) To integrate AMC's and GM's into MCAR-Air Operations regulation for improved accessibility and reference.
 - b) To divide the existing MCAR Air Operations regulations into sub-regulations, enhancing ease of reference and facilitating easier maintenance due to their large volume.
- 3) The main changes brought to the regulations are.
 - a) The introduction of requirements for alcohol testing, peer support programmes, and psychological assessments of pilots as outlined in MCAR-Air Operation (Issue 5) cannot be applied by the CAA within the timeframe laid down in that Regulation due to various confinement measures. The date of application of those requirements should therefore be postponed allowing the CAA to offset the negative impact of the delay in putting those measures into practice.
 - b) Amending and correcting the requirements for fuel/energy planning and management. Incorporation of ICAO Annex 6 amendments to improve safety and enable air operators to take advantage of the latest technologies and operating practices in the industry. In addition, they offer a performance-based approach resulting in cost savings and environmental benefits.
 - c) Amending the aviation regulatory framework applicable to all-weather operations (AWOs) and flight crew training to ensure the highest level of safety while enabling efficiency gains based on the latest technological advancements.
 - d) Amending the requirements as regards the applicability of the requirements for locating an aircraft in distress.
 - e) Addressing inconsistencies in requirements introduced by new rules.
- 4) Incorporated of exemptions issued under MCAR-Air Operations to the rule.

- 5) The main source documents used for drafting the rule are the European Union rules. The Following EU rules were adapted:
- a) Commission implementing regulation (EU) 2020/745 of 4 June 2020.
 - b) Commission implementing regulation (EU) 2020/1176 of 10 August 2020.
 - c) Commission implementing regulation (EU) 2020/2036 of 11 December 2020.
 - d) Commission implementing regulation (EU) 2021/1296 of 5 August 2021.
 - e) Commission implementing regulation (EU) 2021/2237 of 17 December 2021.
 - f) Commission implementing regulation (EU) 2022/2203 of 14 November 2022.
 - g) Commission implementing regulation (EU) 2023/1020 of 25 May 2023.

3 Key Stakeholders

The following are identified by the CAA as key stakeholder(s) in the proposed amendments to regulations contained in this NPRM:

- Air Operators (Airlines) in Maldives
- Approved Training Organizations
- Foreign Air carriers operating to Maldives

4 Submissions on the NPRM

4.1 Submissions are invited

Interested persons are invited to participate in the making of the proposed rules by submitting written data, views, or comments. All submissions will be considered before final action on the proposed rulemaking is taken.

4.2 How to make a submission

Comments on this proposal may be forwarded (preferably by e-mail), using the NPRM Submission Form given in Appendix 1. The NPRM Submission Form is also available on the CAA website www.caa.gov.mv.

Submissions may be sent by the following methods:

By mail: 2nd Floor, Velaanaage
Ameer Ahmed Magu, Male', 20096,
Republic of Maldives
Fax: + 960 3323039
E-mail: ops@caa.gov.mv

4.3 Final date for submissions

Comments must be received before 26 April 2025.

4.4 Availability of the NPRM

Any person may obtain a copy of this NPRM from:

CAA website: <https://www.caa.gov.mv/rules-and-regulations/notice-of-proposed-rule-making>

or from:

Maldives Civil Aviation Authority
2nd Floor, Velaanaage
Ameer Ahmed Magu, Male', 20096,
Republic of Maldives

4.5 Further Information

For further information contact the Regulation Project Coordinator:

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5 Proposed Rule Amendments

- Repealed CAAP MCAR-Air Operations
- Amend ASC Air Operations 01



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