

#	Para	Comment Provider	Comment / Justification	Response	Resulting Text
1	CAT.GEN.MPA.170 Psychoactive substances	TMA	<ol style="list-style-type: none"> 1. Unclear of the extent of measures expected, and its frequency. But the EU reg refers to Manual on Prevention of Problematic Use of Substances in the Aviation Workplace (Doc 9654) for guidance. 2. "The operator shall develop and implement a policy on the prevention and detection of misuse of psychoactive substances by flight and cabin crew members and by other safety-sensitive personnel under its direct control, in order to ensure that the safety of the aircraft or its occupants is not endangered." – Does compliance with ASC GEN 05 would suffice this requirement? 3. We would like to clarify the statement in this requirement stating the following: "In case of a confirmed positive test result, the operator shall inform its competent authority and the authority responsible for the personnel concerned, such as a medical assessor of the licensing authority." Is it mandatory to inform medical assessor? 	<p>Noted.</p> <ol style="list-style-type: none"> 1. Operators are required to comply both ASC GEN 05 and MCARs and applicable AMC's. A reasonable transitional period will be ensured for operators. 2. Operators are required to comply both ASC and MCARs and applicable AMC's. 3. Informing CAA will be adequate as all Medical Assessors are associated with CAA. 	Refer to the revised document.

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2	CAT.GEN.MPA.175 Endangering safety	TMA	<ol style="list-style-type: none"> 1. Considering the nature of TMA operations, will CAA accept internal/external psychometric test assessment conducted by independent third party? 2. will this apply for our operations? If yes, when this regulation comes into effect, would it apply only for pilots commencing commercial operations at TMA post implementation, or would it apply for existing pilots currently qualified to fly on the line? 	<p>Partially accepted.</p> <ol style="list-style-type: none"> 1. The internal assessment for non-complex operators should as far as possible apply the same principles as the psychological assessment for complex operators. <p>An operator may replace the psychological assessment with an internal assessment of the psychological attributes and suitability of the flight crew, if the operator is considered to be a non-complex operator,</p> <p>i.e. For non-complex AOC holders (workforce of 20 or fewer full time equivalents):</p> <p>Complex operators requires to conduct a psychological assessment as per AMC1 CAT.GEN.MPA.175 (b).</p> <p>A reasonable transitional period will be ensured for operators.</p> <ol style="list-style-type: none"> 2. Existing pilots already undertaking commercial flying duties do not require a further assessment post implantation. However, this is at the discretion of each organisation, and they may choose to re-assess existing pilots if they are moving between roles or being promoted. An existing pilot moving to a different 	Refer to the revised document.

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				organisation should expect to undergo an assessment after the implementation of the rule. Further guidance are issued by EASA to clarify how an assessment made by an operator can be subsequently accepted by another operator.	
3	CAT.GEN.MPA.141 Use of electronic flight bags (EFBs)	TMA	<ol style="list-style-type: none"> 1. TMA already have in EFB Manual, does it need to approved again as per these requirements though the current procedure in EFB Manual meets the requirements for SPA.EFB.100. 2. No Type B (any app of which any malfunction would impact safety) unless prior approval is obtained by CAA as per Subpart M of Annex V (Part-SPA). Our C of G App is currently preapproved, but this was prior to SPA.EFB.100. Need to clarify if we need to apply for a new operational approval. It currently satisfies all requirements of SPA.EFB.100. 	<p>Noted.</p> <ol style="list-style-type: none"> 1. All operators are required to conduct a gap analysis to identify the differences and implement the changes as required. CAA will evaluate all cases and a formal application and recertification maybe required depending on the differences. 2. Refer to the comment above. 	No changes
4	SPO.SPEC.MCF.100	TMA	Please elaborate on requirements for level B maintenance check flights.	<p>Noted.</p> <p>As stated in the regulation a “Level B” maintenance check flight for any maintenance check flights other than a “Level A” maintenance check flight. For further details please refer to the definition of MCF in Annex 1 to the regulation.</p>	No changes
5	CAT.OP.MPA 300 Approach and landing conditions – aeroplanes	IASL	Imposes additional restrictions to operate to aerodromes with short	<p>Not Accepted.</p> <p>The introduction of a requirement for an in-flight check of the landing distance at the time of arrival is</p>	Refer to the revised document for deferred

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	Point (b)		<p>runways. Additionally, performing in-flight landing distance assessment prior to landing will increase the workload of the flight crew while operating to short sectors.</p> <p>As an example, in the case of our operation to FVM: As the runway is more restrictive, we will have some weight limitations. For normal operating load to FVM in wet conditions, we are taking 38,000 lbs, which requires ~2,000ft runway for landing, but accounting for wet runway and Vref+10kt, we need ~3,200ft for landing. As per CAT.OP.MPA.303, the LDA should be 115% of LDTA. As $3,200 \times 1.15 = 3,680\text{ft}$ which is greater than LDA for FVM which is 3,609ft.</p> <p>Hence, we request an exemption to this requirement for our domestic operations.</p>	<p>part of a global effort at ICAO level consequent to the new standard for assessing and reporting runway surface condition. For this reason it needs to be implemented at National level.</p> <p>The computation of the landing distance at time of arrival has to be carried out using data and methodologies that have to be provided in the OM in a manner that is easy to use and observes human factor principles. It is then not require to perform a second calculation for the most unfavorable runway condition but rather to consider which deterioration may be acceptable. As a matter of fact, a pilot report from the preceding aircraft may be obtained just prior to landing and therefore the flight crew should be prepared to deal with it at that moment. These elements should be anyway addressed by proper training.</p> <p>If the planned duration of the flight does not allow to carry out the assessment in non-critical phases of flight, the assessment should be carried out before departure.</p> <p>A reasonable transitional period will be ensured for operators.</p>	implementation date.
6	Annex I – Part DEF 94. 'maintenance check flight ('MCF')	Villa	Point a. missing from draft regulations	Accepted. The definitions are added.	Refer to the revised document.
7	Annex I – Part DEF	Villa	Not under correct alphabetical order	Noted. Intentional.	No changes

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	xxiii. 'simple personnel carrying device system (simple 'PCDS')				
8	ORO.GEN.205 Contracted activities point (a)	Villa	<p>Acceptable provided for contracted organizations having a Safety Management System approved by MCAA, the word "consideration" does not mean transfer of those hazards onto the operator's register.</p> <p>As CAA must be aware Ground Handling Contracted parties consider themselves approved by MCAA as ground handling service is provided by aerodrome operator.</p> <p>Hence, they work independently and operators cannot make them comply with the requirement to "work under the approval of operator". This is evident, from the agreements that have been signed which includes clauses that does not allow operator to fully exercise its management system obligations stated under MCAR air operations.</p>	<p>Not Accepted.</p> <p>Please refer to GM2 ORO.GEN.205 RESPONSIBILITY WHEN CONTRACTING ACTIVITIES</p> <p>(a) Regardless of the approval status of the contracted organisation, the contracting operator is responsible for ensuring that all contracted activities are subject to hazard identification and risk management, as required by ORO.GEN.200(a)(3), and to compliance monitoring, as required by ORO.GEN.200(a)(6).</p> <p>This does not exempt the operator from its responsibility under the applicable requirements.</p>	No changes
9	ORO.GEN.310 Use of aircraft listed on an AOC for non-commercial operations and specialised operations Point (a)	Villa	<p>Acceptable provided the regulation means that an organization using an aircraft listed under an AOC can do so periodically, each period not exceeding 30 days.</p> <p>If not this could prevent the base trainings and type trainings being conducted using such aircraft</p>	<p>Noted.</p> <p>"Continuous period" has the same meaning as an uninterrupted period or consecutive days.</p>	No changes

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10	CAT.GEN.MPA.170 Psychoactive substances (a)	Villa	Acceptable provided this is the same programme as that described in ASC GEN 05 and compliance with the ASC means this requirement is being fulfilled.	Noted. Operators are required to comply both ASC and MCARs and applicable AMC's. All operators are required to conduct a gap analysis to identify the differences and implement the changes as required.	No change.
11	CAT.GEN.MPA.175 Endangering safety (b)	Villa	Acceptable, provided: 1. CAA informs approved assessors to do this assessment. 2. This is applicable to initial new hires, effective, regulation implementation date and crew presently flying for the company do not have to undergo this requirement. 3. This will only be done before initial commencement of line flying with the operator (So that this does not include commencing line flying following further conversion trainings etc)	Noted. 1. CAA is in coordination with medical assessors to make the necessary arrangements. A reasonable transitional period will be ensured for operators. 2. & 3. Pilots already flying do not require a further assessment. However, this is at the discretion of each organisation, and they may choose to re-assess existing pilots if they are moving between roles or being promoted. An existing pilot moving to a different organisation should expect to undergo an assessment after the implementation of the rule.	Refer to the revised document for the deferred implementation date.
12	CAT.GEN.MPA.215 Support programme (a)	Villa	Acceptable provided sufficient details on how to implement the programme is provided and no less than 2 years is given for implementation. It is also important for CAA and Operators to have a common understanding of what the programme intends to achieve hence CAA should inform where to get acceptable training or facilitate trainings.	Noted. A reasonable transitional period will be ensured for operators.	Refer to the revised document for the deferred implementation date.
13	CAT.OP.MPA.303 In-flight check of the landing distance at time of	Villa	Agency may be changed to MCAA as the term "Agency" is not defined in our regulations. Few other places also mentions Agency.	Accepted.	Refer to the revised document.

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	arrival — aeroplanes (e)				
14	CAT.OP.MPA.311 Reporting on runway braking action	Villa	AIREP may not be possible for all operators as this mainly involves use of Data link communication (ACARs equipment). May be acceptable if other modes / types of reporting is allowed.	Not accepted. This may be notified to the air traffic services (ATS) by voice communication. Further details please refer to the recent AMC's and GM's published on the subject. Please refer to ICAO Doc 4444 — 'PANS ATM' for AIREP format and terminology. A reasonable transitional period will be ensured for operators.	Refer to the revised document for the deferred implementation date.
15	NCO.GEN.104 Use of aircraft included in an AOC by an NCO operator	Villa	This a repeat of ORO.GEN 310. Propose to refer out to ORO.GEN. 310 as done under GEN.NCC.101	Not accepted. CAA do not intend to change as to keep in line with the source regulation.	No change
16	Annex I – Part DEF 122. 'portable EFB'	Manta Air	Looks like an error here. This doesn't seem to fit here, and this is also duplicated in definition no 120. 'simple personnel carrying device system'	Partially accepted. Definition 122 is revised. 120 is Intentional.	Refer to the revised document.
17	Annex I – Part DEF 137. 'safety-sensitive personnel'	Manta Air	Flight Dispatcher is defined in no. 60, but not mentioned here. Understand that the highlighted statement may cover Flight Dispatchers but gives more leverage in considering Flight Dispatchers as 'safety-sensitive personnel' if mentioned explicitly here.	Noted. CAA do not intent to bring any changes to the definitions.	No change
18	ERO.OPS.100 Air Operations	Manta Air	Repeated in ERO.GEN.005	Accepted	Refer to the revised document

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19	ERO.OPS.120 Essential Requirements 8.a.3	Manta Air	Typo, should be "the MMEL"	Accepted	Refer to the revised document
20	ERO.OPS.120 Essential Requirements 8.c	Manta Air	Typo, should be "to minimise"	Accepted	Refer to the revised document
21	ORO.GEN.160 Occurrence reporting (a)	Manta Air	Incorrect regulatory reference, should be "MCAR-13B"	Accepted	Refer to the revised document.
22	Annex II Part ERO.GEN.109 Flight Crew requirement for Maintenance checkflights	Manta Air	Need more clarification on how the credit can be given for previous check flight pilots. Also a time line to implement this requirement needs to be established.	Noted. A reasonable transitional period will be ensured for operators. Refer to the response to comment No 4.	Refer to the revised document.
23	Annex VIII Part SPO Section 5	Manta Air	What would be the timeline to implement this requirement? Issue 5 of this regulation is effective from 15 April 2021 but we believe we will need more time to implement this requirement	Noted. A reasonable transitional period will be ensured for operators. Refer to the response to comment No 4.	Refer to the revised document
24	CAT.GEN.MPA.175 Endangering safety	Manta Air	What would be the timeline to implement this requirement? Issue 5 of this regulation is effective from 15 April 2021 but we believe we will need more time to implement this requirement. Suggest an implementation period till end of 2022 in order to develop a proper crew psychological assessment programme.	Noted. Refer to the response to comment no. 11.	Refer to the revised document
25	CAT.GEN.MPA.215 Support programme	Manta Air	Need more elaboration on this.	Noted. Refer to the response to comment no. 12.	Refer to the revised document

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			Suggest an implementation period till end of 2022 in order to understand and develop the support programme.		
26	CAT.OP.MPA.300 Approach and landing conditions - aeroplanes	Manta Air	Need more clarification on this requirement and CAA's expectation. Suggest an implementation period till end of 2021 as the manufacturer performance data is still not available.	Noted. S Refer to the response to comment no. 5	Refer to the revised document
27	CAT.OP.MPA.300 Approach and landing conditions - aeroplanes	Manta Air	Need more clarification on this requirement and CAA's expectation. Suggest an implementation period till end of 2021 as the manufacturer performance data is still not available.	Noted. Refer to the response to comment no. 5	Refer to the revised document
28	CAT.OP.MPA.303 In-flight check of the landing distance at time of arrival — aeroplanes	Manta Air	What would be the timeline to implement this requirement? Issue 5 of this regulation is effective from 15 April 2021 but we believe we will need more time to implement this requirement. Suggest an implementation period till end of 2021.	Noted. Refer to the response to comment no. 5	Refer to the revised document
29	SPO.SPEC.MCF.115 Flight crew requirements for a "Level A" maintenance check flight	Manta Air	Suggest an implementation period till end of 2022 to develop Maintenance Flight Check Training Programme	Noted. Refer to the response to comment No 4 above.	Refer to the revised document

Terminology

Accepted	The CAA agrees with the comment and any proposed amendment is wholly transferred to the revised text
Partially accepted	The CAA either agrees partially with the comment, or agrees with it but the proposed amendment is only partially transferred to the revised text.
Noted	The CAA acknowledges the comment but no change to the existing text is considered necessary.
Not Accepted	The comment or proposed amendment is not shared by the CAA.