



**MALDIVES CIVIL AVIATION AUTHORITY**  
**Republic of Maldives**

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**AIR SAFETY CIRCULAR**  
**ASC AIRCREW - 01**

**Additional Requirements for Licensing**

Issue 1-1, 01 April 2018

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**AIR SAFETY CIRCULAR**  
**ASC AIRCREW - 01**  
**Additional Requirements for Licensing**

**1. Regulatory Compliance**

Compliance with this Circular is mandatory for all relevant Maldivian licence holders.

**2. Related Regulations**

Related regulations include MCAR Aircrew, MCAR Air Operations.

**3. Purpose**

- 3.1 The purpose of this Circular is to establish additional minimum requirements that shall be met and satisfied by all Maldivian licence holders.

**4. General Rules Concerning Licences**  
(Re: ICAO Annex I, 1.2.1)

4.1 Medical fitness  
(Re: ICAO Annex I, 1.2.4)

- 4.1.1 An applicant for a licence shall, when applicable, hold a Medical Assessment issued in accordance with the provisions of MCAR AIRCREW Part MED.

- 4.1.2 MCAA would apply, as part of the State Safety Programme, basic safety management principles to the medical assessment process of licence holders that as a minimum would include:

- a) routine analysis of in-flight incapacitation events and medical findings during medical assessments to identify areas of increased medical risk; and
- b) continuous re-evaluation of the medical assessment process to concentrate on identified areas of increased medical risk.

- 4.1.3 MCAA will implement appropriate aviation-related health promotion for licence holders subject to a Medical Assessment to reduce future medical risks to flight safety.

4.2 Validity of licences  
(Re: ICAO Annex I, 1.2.5)

- 4.2.1 Operators should establish maintenance of competency and recent experience requirements for pilot licences and ratings based on a systematic approach to accident prevention and would include a risk assessment process and analysis of current operations, including accident and incident data

4.2.2 *Circumstances in which a medical examination may be deferred.*

The prescribed re-examination of a licence holder operating in an area distant from designated medical examination facilities may be deferred at the discretion of the Chief Executive, provided that such deferment shall only be made as an exception and shall not exceed:

- a) a single period of six months in the case of a flight crew member of an aircraft engaged in non-commercial operations;

- b) two consecutive periods each of three months in the case of a flight crew member of an aircraft engaged in commercial operations provided that in each case a favourable medical report is obtained after examination by a designated medical examiner of the area concerned, or, in cases where such a designated medical examiner is not available, by a physician legally qualified to practise medicine in that area. A report of the medical examination shall be sent to MCAA;
- c) in the case of a private pilot, a single period not exceeding 24 months where the medical examination is carried out by an examiner designated by the State in which the applicant is temporarily located. A report of the medical examination shall be sent to MCAA.

#### 4.3 Use of psychoactive substances (Re: ICAO Annex I, 1.2.7)

- 4.3.1 Holders of MCAA issued licences shall not exercise the privileges of their licences and related ratings while under the influence of any psychoactive substance which might render them unable to safely and properly exercise these privileges.
- 4.3.2 Holders of licences provided for in the Maldives Civil Aviation Regulations shall not engage in any problematic use of substances.
- 4.3.3 Operators should ensure, as far as practicable, that all licence holders who engage in any kind of problematic use of substances are identified and removed from their safety critical functions. Return to the safety-critical functions may be considered after successful treatment or, in cases where no treatment is necessary, after cessation of the problematic use of substances and upon determination that the person's continued performance of the function is unlikely to jeopardize safety.

### 5. Licences and Ratings for Pilots (Re: ICAO Annex I, 2.4.5)

#### 5.1 Airline transport pilot licence

#### 5.2 Specific requirements for the issue of the powered-lift category rating (Re: ICAO Annex I, 2.6.5)

##### 5.2.1 Experience

5.2.2 The applicant should have completed not less than 1 500 hours of flight time as a pilot of powered-lifts. MCAA would determine whether experience as a pilot under instruction in a flight simulation training device is acceptable as part of the total flight time of 1 500 hours.

5.2.3 The applicant should have completed in powered-lifts not less than:

- a) 250 hours, either as pilot-in-command, or made up of not less than 70 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;
- b) 100 hours of cross-country flight time, of which not less than 50 hours should be as pilot-in-command or as pilot-in-command under supervision;
- c) 75 hours of instrument time, of which not more than 30 hours may be instrument ground time; and

d) 25 hours of night flight as pilot-in-command or as co-pilot.

5.2.4 When the applicant has flight time as a pilot of aircraft in other categories, MCAA would determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of 2.6.5.1.1 could be reduced accordingly.

5.2.5 *Flight instruction*

The applicant should have received the dual flight instruction for the issue of the commercial pilot licence and for the issue of the instrument rating.

## **6. Licences and Ratings for Personnel other than flight crew members**

(Re: ICAO Annex I, 4)

6.1 General rules concerning licences and ratings for personnel other than flight crew members

(Re: ICAO Annex I, 4.1)

6.1.1 An applicant shall, before being issued with any licence or rating for personnel other than flight crew members, meet such requirements in respect of age, knowledge, experience and where appropriate, medical fitness and skill, as are specified for that licence or rating.

6.1.2 An applicant, for any licence or rating for personnel other than flight crew members, shall demonstrate, in a manner determined by MCAA, such requirements in respect of knowledge and skill as are specified for that licence or rating.

6.2 Flight operations officer/flight dispatcher licence

(Re: ICAO Annex I, 4.6)

6.2.1 Requirements for the issue of the licence

6.2.2 *Age*

The applicant shall be not less than 21 years of age.

6.2.3 *Knowledge*

The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight operations officer licence, in at least the following subjects:

*Air law*

a) rules and regulations relevant to the holder of a flight operations officer licence; appropriate air traffic services practices and procedures;

*Aircraft general knowledge*

b) principles of operation of aeroplane engines, systems and instruments;

c) operating limitations of aeroplanes and engines;

d) minimum equipment list;

*Flight performance calculation, planning procedures and loading*

e) effects of loading and mass distribution on aircraft performance and flight characteristics;

mass and balance calculations;

- f) operational flight planning;  
fuel consumption and endurance calculations;  
alternate aerodrome selection procedures;  
en-route cruise control;  
extended range operation;
- g) preparation and filing of air traffic services flight plans;
- h) basic principles of computer-assisted planning systems;

*Human performance*

- i) human performance relevant to dispatch duties, including principles of threat and error management;

**Note.** — *Guidance material to design training programmes on human performance, including threat and error management, can be found in the Human Factors Training Manual (ICAO Doc 9683).*

*Meteorology*

- j) aeronautical meteorology;  
the movement of pressure systems;  
the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;
- k) interpretation and application of aeronautical meteorological reports, charts and forecasts;  
codes and abbreviations;  
use of, and procedures for obtaining, meteorological information;

*Navigation*

- l) principles of air navigation with particular reference to instrument flight;

*Operational procedures*

- m) use of aeronautical documentation;
- n) operational procedures for the carriage of freight and dangerous goods;
- o) procedures relating to aircraft accidents and incidents;  
emergency flight procedures;
- p) procedures relating to unlawful interference and sabotage of aircraft;

*Principles of flight*

- q) principles of flight relating to the appropriate category of aircraft; and

*Radio communication*

- r) procedures for communicating with aircraft and relevant ground stations.

#### 6.2.4 Experience

6.2.5 The applicant shall have gained the following experience:

- a) a total of two years of service in any one or in any combination of the capacities specified in (1) to (3) inclusive, provided that in any combination of experience the period serviced in any capacity shall be at least one year:
  - (1) a flight crew member in air transportation; or
  - (2) a meteorologist in an organization dispatching aircraft in air transportation;or

- (3) an air traffic controller; or a technical supervisor of flight operations officers or air transportation flight operations systems; or
- b) at least one year as an assistant in the dispatching of air transport; or
- c) have satisfactorily completed a course of approved training.

6.2.6 The applicant shall have served under the supervision of a flight operations officer for at least 90 working days within the six months immediately preceding the application.

#### 6.2.7 Skill

The applicant shall have demonstrated the ability to:

- a) make an accurate and operationally acceptable weather analysis from a series of daily weather maps and weather reports; provide an operationally valid briefing on weather conditions prevailing in the general neighbourhood of a specific air route; forecast weather trends pertinent to air transportation with particular reference to destination and alternates;
- b) determine the optimum flight path for a given segment, and create accurate manual and/or computer generated flight plans;
- c) provide operating supervision and all other assistance to a flight in actual or simulated adverse weather conditions, as appropriate to the duties of the holder of a flight operations officer licence; and
- d) recognize and manage threats and errors.

**Note.** — *Guidance material on the application of threat and error management is found in the Procedures for Air Navigation Services — Training (ICAO Doc 9868, PANS-TRG), Chapter 3, Attachment C, and in Part II, Chapter 2, of the Human Factors Training Manual (ICAO Doc 9683).*

6.2.8 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges subject to compliance with the requirements specified for recent experience, the privileges of the holder of a flight operations officer licence shall be to serve in that capacity with responsibility for each area for which the applicant meets the requirements specified in the duties of flight operations officer/flight dispatcher.

### 6.3 Validity of licences

6.3.1 Operators shall ensure that the privileges granted by that licence, or by related ratings, are not exercised unless the holder maintains competency and meets the requirements for recent experience.

## 7. Effectivity

This circular will come in to force on 01 January 2017.

For the Civil Aviation Authority  
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Chief Executive