



**Maldives Civil Aviation Authority**  
**Republic of Maldives**

**Flight Operation Section**

# **Flight Operations Notices**

Issue 2, Amendment 1, 31 December 2025

## Log of Amendments

[illegible]

## List of Effective Pages

[illegible]

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## **Chapter 0 — GENERAL INFORMATION**

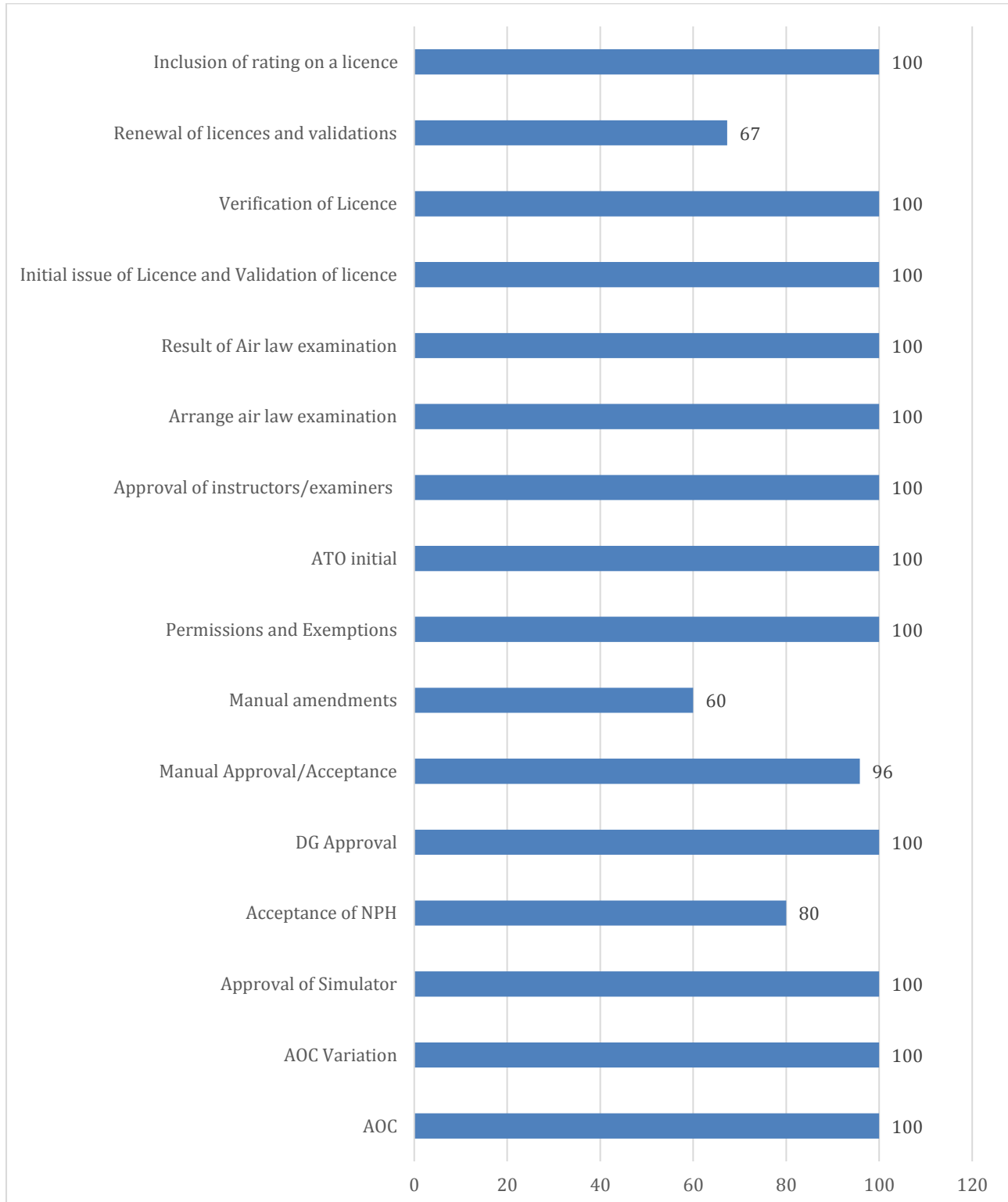
**OPS 00-01                      Flight Operations Code of Practice**

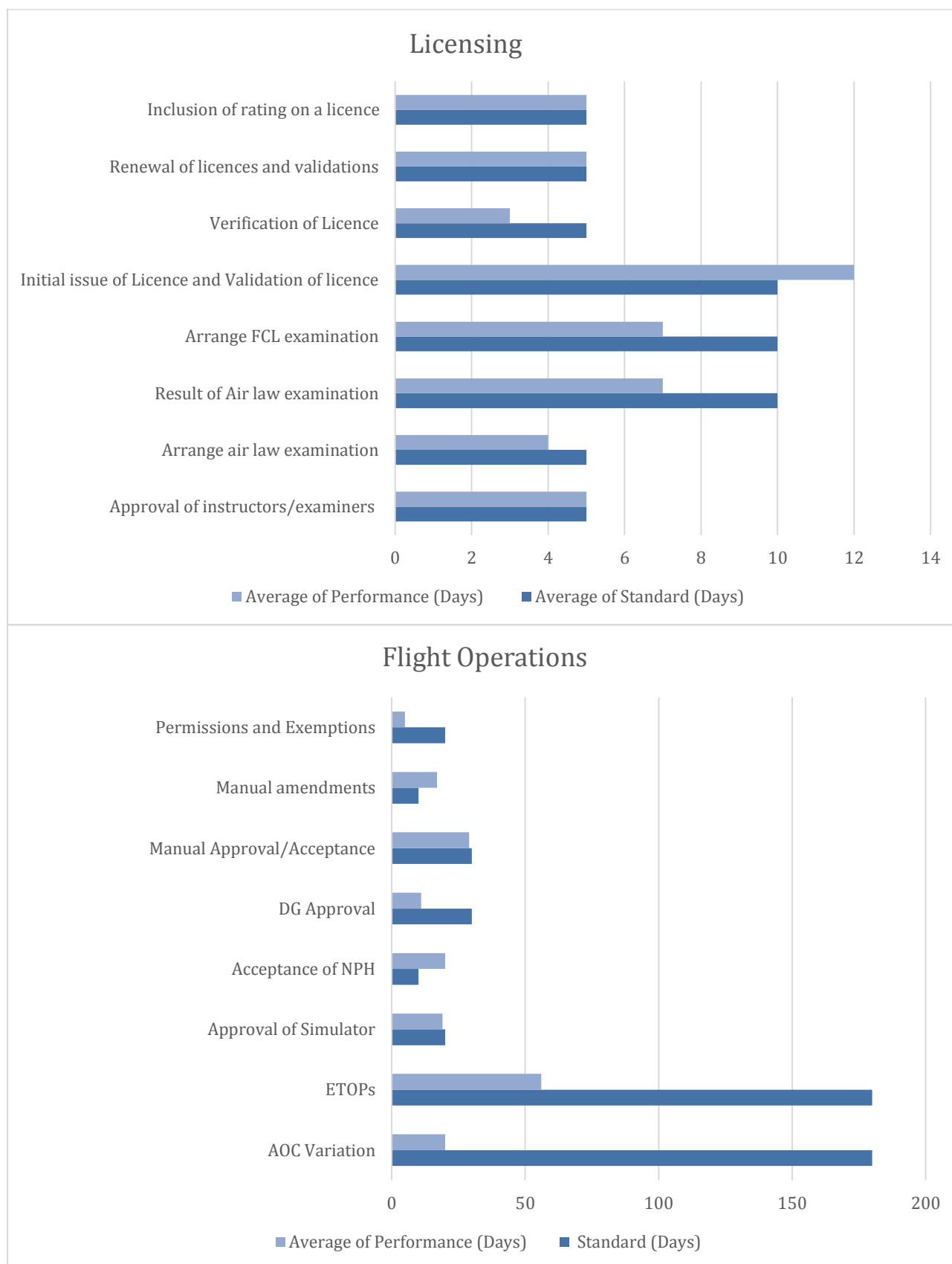
The Civil Aviation Code of Practice, outlining the standards and level of service that both the aviation industry and individuals may expect from Flight Operations Section of the Civil Aviation Authority, can be viewed from [Code of Practice - CAA](#).

OPS 00-02

## Code of Practice Performance Report

It is the aim of Flight Operations Section to achieve the specific service standards on 90% of the occasions. Performance against these for the year 2025 is outlined in this document.

**Table I: Performance Achieved (2025)**

**Table 2: Performance vs. Standard (2025)**



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

18	COCAP-SA Advisory Circular - AC (SA) 013	Single-pilot procedures during taxi operations
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#	Origin	Purpose
19	COCAP-SA Advisory Circular - AC (SA) 015	Preventing Injuries Caused by Turbulence
20	COCAP-SA Advisory Circular - AC (SA) 016	Reduced effectiveness of TAWS/EGPWS equipment
21	COCAP-SA Advisory Circular - AC (SA) 017	Operational procedures and training requirements of Airborne Collision Avoidance System (ACAS) equipment
22	COCAP-SA Advisory Circular - AC (SA) 018	Guidance on acceptable and unacceptable behaviour
Possible links: <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>		

## **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 (Regulation MCAR-ARO) 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 into 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, 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.

**Contact(s):**

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

Maldives Civil Aviation Authority

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

Maldivian Civil Aviation Regulations (MCAR-ORO).

**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: [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 (MCAR-ARO).

### 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

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

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



## OPS 01-06 Runway Overrun Awareness and Alerting System (ROAAS)

### Ref. Publication:

Air Safety Circular AIR OPS -0, 6.26 (ASC AIR OPS -01)  
(ICAO Annex 6, Part I, Chapter 6)

### Applicability:

The purpose of this Notice to Operators is to foreign registered turbine-engine aeroplanes of a maximum certified take-off mass in excess of 5,700 kg, for which the individual certificate airworthiness is first issued on or after 1 January 2026.

### Background:

As per ICAO Annex 6, Part I, Chapter 6, new standards requiring aeroplanes to be equipped with a Runway Overrun Awareness and Alerting System (ROAAS) to reduce the risk of runway overruns during approach and landing phases have been implemented.

All turbine-engine aeroplanes of a maximum certified take-off mass in excess of 5,700 kg, for which the individual certificate airworthiness is first issued on or after 1 January 2026 shall be equipped with a runway overrun awareness and alerting system (ROAAS).

### Exemption Process:

Operators unable to comply due to non-availability of certified equipment, modification constraints, or manufacturer delays shall submit a formal request for exemption along with the exemption from the operator's State of Authority where the aircraft is registered. Request to be made with CAA Form 10 ([CAA Form 10](#))

### Operators granted interim approval must:

- Notify MCAA immediately upon ROAAS certification or installation availability;
- Ensure that the exemption is carried onboard and presented upon request.

Affected aeroplanes must have a ROASS system installed no later than 1 January 2027.

### Contact(s):

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

Office: 960 3324983/ 960 332 4992

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## **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:

Office: 960 3324983/ 960 332 4992

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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 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):**

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.

**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:

Office: 960 3324983/ 960 332 4992

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

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Web: <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):

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.

Spare lithium batteries to be individually protected, to prevent short circuits when not in use.

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.

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.

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).

MCAA further recommends aircraft operators to include this item in their oversight programmes.

### Contact(s):

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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 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)**

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.

MCAA further recommends aircraft operators to include this item in their oversight programmes.

**Contact(s):**

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

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Fax: 960 3323039

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



## **Appendix I CANCELLED & RELOCATED NOTICES**

### Table AI-1 Cancelled and Relocated Notices

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## **Appendix 2      RENUMBERED NOTICES**

### Table A2-1 Renumbered Notices

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