



MALDIVES CIVIL AVIATION AUTHORITY  
Republic of Maldives

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# AIR SAFETY CIRCULAR

## ASC AIR OPS - 01

### Additional Requirements for Air Operations

Issue 1-1, 01 April 2018

[ICAO Annex 6 - I - 40A; 6 - 2 - 34A & 6 - 3 - 20A]

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## **AIR SAFETY CIRCULAR**

### **ASC AIR OPS - 01**

#### **Additional Requirements for Air Operations**

#### **1 Regulatory Compliance**

- 1.1 Compliance with this Circular is mandatory for all relevant Maldivian Air Operators.

#### **2 Related Regulations**

- 2.1 Related regulations include MCAR Aircrew, and 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 Air Operators.

#### **4 Commercial Air Transport — Aeroplanes**

##### CHAPTER 1. Definitions

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##### CHAPTER 2. Applicability

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##### CHAPTER 3. General

#### **3.1 COMPLIANCE WITH LAWS, REGULATIONS AND PROCEDURES**

- 3.1.4 Responsibility for operational control shall be delegated only to the pilot-in-command and to a flight operations officer/flight dispatcher if the operator's approved method of control and supervision of flight operations requires the use of flight operations officer/flight dispatcher personnel.

- 3.1.5 If an emergency situation which endangers the safety of the aeroplane or persons becomes known first to the flight operations officer/flight dispatcher, action by that person shall include, where necessary, notification to the appropriate authorities of the nature of the situation without delay, and requests for assistance if required.

#### **3.2 COMPLIANCE BY A FOREIGN OPERATOR WITH LAWS, REGULATIONS AND PROCEDURES OF A STATE**

- 3.2.1 When a case of non-compliance or suspected non-compliance by a foreign operator with laws, regulations and procedures applicable within Maldives, or a similar serious safety issue with that operator, CAA shall immediately notify the operator and, if the issue warrants it, the State of the Operator. Where the State of the Operator and the State of Registry are different, such notification shall also be made to the State of Registry, if the issue falls within the responsibilities of that State and warrants a notification.

- 3.2.2 In the case of notification to States as specified in 3.2.1, if the issue and its resolution warrant it, CAA shall engage in consultations with the State of the Operator and the State of Registry, as applicable, concerning the safety standards maintained by the operator.

- 3.5 AIRCRAFT TRACKING  
(Applicable on and after 8 November 2018)
- 3.5.1 The operator shall establish an aircraft tracking capability to track aeroplanes throughout its area of operations.
- 3.5.2 The operator should track the position of an aeroplane through automated reporting at least every 15-minutes for the portion(s) of the in-flight operation(s) under the following conditions:
- a) the aeroplane has a maximum certificated take-off mass of over 27 000 kg and a seating capacity greater than 19; and
  - b) where an ATS unit obtains aeroplane position information at greater than 15-minute intervals.
- 3.5.3 The operator shall track the position of an aeroplane through automated reporting at least every 15 minutes for the portion(s) of the in-flight operation(s) that is planned in an oceanic area(s) under the following conditions:
- a) the aeroplane has a maximum certificated take-off mass of over 45 500 kg and a seating capacity greater than 19; and
  - b) where an ATS unit obtains aeroplane position information at greater than 15-minute intervals.
- 3.5.4 The operator shall establish procedures, approved by MCAA, for the retention of aircraft tracking data to assist SAR in determining the last known position of the aircraft.

#### CHAPTER 4. Flight operations

##### 4.2.11 Crew

- 4.2.11.2 For each flight of an aeroplane above 15 000 m (49 000 ft), the operator shall maintain records so that the total cosmic radiation dose received by each crew member over a period of 12 consecutive months can be determined.

##### 4.3.10 Time capability of cargo compartment fire suppression system

- 4.3.10.1 All flights should be planned so that the diversion time to an aerodrome where a safe landing could be made does not exceed the cargo compartment fire suppression time capability of the aeroplane, when one is identified in the relevant aeroplane documentation, reduced by an operational safety margin that may be specified by MCAA.

##### 4.4 In-flight procedures

- 4.4.2.1 The pilot-in-command shall report the runway braking action special air-report (AIREP) when the runway braking action encountered is not as good as reported.

##### 4.4.8 Instrument flight procedures

- 4.4.8.1 One or more instrument approach procedures designed to support instrument approach operations shall be approved and promulgated by Maldives if the aerodrome is to serve each instrument runway or aerodrome utilized for instrument flight operations.

##### 4.4.11 Aeroplane operating procedures for landing performance

An approach to land shall not be continued below 300 m (1 000 ft) above aerodrome elevation unless the pilot-in-command is satisfied that, with the runway surface condition information available, the aeroplane performance information indicates that a safe landing can be made.

##### 4.6 DUTIES OF FLIGHT OPERATIONS OFFICER/FLIGHT DISPATCHER

- 4.6.1 A flight operations officer/flight dispatcher in conjunction with a method of control and supervision of flight operations shall:
- a) assist the pilot-in-command in flight preparation and provide the relevant information;
  - b) assist the pilot-in-command in preparing the operational and ATS flight plans, sign when applicable and file the ATS flight plan with the appropriate ATS unit;

- c) furnish the pilot-in-command while in flight, by appropriate means, with information which may be necessary for the safe conduct of the flight; and
  - d) notify the appropriate ATS unit when the position of the aeroplane cannot be determined by an aircraft tracking capability and attempts to establish communication are unsuccessful.
- 4.6.2 In the event of an emergency, a flight operations officer/flight dispatcher shall:
- a) initiate such procedures as outlined in the operations manual while avoiding taking any action that would conflict with ATC procedures; and
  - b) convey safety-related information to the pilot-in-command that may be necessary for the safe conduct of the flight, including information related to any amendments to the flight plan that become necessary in the course of the flight.

## CHAPTER 5. Aeroplane performance operating limitations

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## CHAPTER 6. Aeroplane instruments, equipment and flight documents

### 6.3.2 Cockpit voice recorders and cockpit audio recording systems

6.3.2.1.2 *All turbine-engined aeroplanes of a maximum certificated take-off mass of 5 700 kg or less for which the individual certificate of airworthiness is first issued on or after 1 January 2016 and required to be operated by more than one pilot should be equipped with either a CVR or a CARS.*

### 6.3.4 Flight recorders — general

#### 6.3.4.1 *Construction and installation*

Flight recorders shall be constructed, located and installed so as to provide maximum practical protection for the recordings in order that the recorded information may be preserved, recovered and transcribed. Flight recorders shall meet the prescribed crashworthiness and fire protection specifications.

#### 6.3.4.2 *Operation*

6.3.4.2.1 Flight recorders shall not be switched off during flight time.

6.3.4.2.2 To preserve flight recorder records, flight recorders shall be deactivated upon completion of flight time following an accident or incident. The flight recorders shall not be reactivated before their disposition as determined in accordance with MCAR 12.

#### 6.3.4.4 *Flight recorder electronic documentation*

*The documentation requirement concerning FDR and ADRS parameters provided by operators to accident investigation authorities should be in electronic format and take account of industry specifications.*

#### 6.3.4.5 *Combination recorders*

6.3.4.5.1 *All aeroplanes of a maximum certificated take-off mass of over 5 700 kg for which the application for type certification is submitted on or after 1 January 2016, and which are required to be equipped with both a CVR and an FDR, should be equipped with two combination recorders (FDR/CVR).*

6.3.4.5.2 All aeroplanes of a maximum certificated take-off mass of over 15 000 kg for which the application for type certification is submitted on or after 1 January 2016, and which are required to be equipped with both a CVR and an FDR, shall be equipped with two combination recorders (FDR/CVR). One recorder shall be located as close to the cockpit as practicable and the other recorder located as far aft as practicable.

6.3.4.5.3 *All aeroplanes of a maximum certificated take-off mass over 5 700 kg, required to be equipped with an FDR and a CVR, may alternatively be equipped with two combination recorders (FDR/CVR).*

6.3.4.5.4 *All multi-engined turbine-powered aeroplanes of a maximum certificated take-off mass of 5 700 kg or less, required to be equipped with an FDR and/or a CVR, may alternatively be equipped with one combination recorder (FDR/CVR).*

#### 6.12 ALL AEROPLANES OPERATED ABOVE 15 000 M (49 000 FT) — RADIATION INDICATOR

All aeroplanes intended to be operated above 15 000 m (49 000 ft) shall carry equipment to measure and indicate continuously the dose rate of total cosmic radiation being received (i.e. the total of ionizing and neutron radiation of galactic and solar origin) and the cumulative dose on each flight. The display unit of the equipment shall be readily visible to a flight crew member.

#### 6.18 LOCATION OF AN AEROPLANE IN DISTRESS

6.18.1 *All aeroplanes of a maximum certificated take-off mass of over 27 000 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2021, shall autonomously transmit information from which a position can be determined by the operator at least once every minute, when in distress.*

6.18.2 *All aeroplanes of a maximum certificated take-off mass of over 5 700 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2021, should autonomously transmit information from which a position can be determined at least once every minute, when in distress.*

6.18.3 The operator shall make position information of a flight in distress available to the appropriate organizations.

#### 6.22 TURBO-JET AEROPLANES — FORWARD-LOOKING WIND SHEAR WARNING SYSTEM

6.22.1 *All turbo-jet aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than nine passengers should be equipped with a forward-looking wind shear warning system.*

6.22.2 *A forward-looking wind shear warning system should be capable of providing the pilot with a timely aural and visual warning of wind shear ahead of the aircraft, and the information required to permit the pilot to safely commence and continue a missed approach or go-around or to execute an escape manoeuvre if necessary. The system should also provide an indication to the pilot when the limits specified for the certification of automatic landing equipment are being approached, when such equipment is in use.*

#### 6.25 ELECTRONIC FLIGHT BAGS (EFBS)

##### 6.25.1 EFB equipment

Where portable EFBs are used on board an aeroplane, the operator shall ensure that they do not affect the performance of the aeroplane systems, equipment or the ability to operate the aeroplane.

##### 6.25.2 EFB functions

6.25.2.1 Where EFBs are used on board an aeroplane the operator shall:

- a) assess the safety risk(s) associated with each EFB function;
- b) establish and document the procedures for the use of, and training requirements for, the device and each EFB function; and
- c) ensure that, in the event of an EFB failure, sufficient information is readily available to the flight crew for the flight to be conducted safely.

6.25.2.2 MCAA shall approve the operational use of EFB functions to be used for the safe operation of aeroplanes.

##### 6.25.3 EFB operational approval

In approving the use of EFBs, MCAA shall ensure that:

- a) the EFB equipment and its associated installation hardware, including interaction with aeroplane systems if applicable, meet the appropriate airworthiness certification requirements;

- b) the operator has assessed the safety risks associated with the operations supported by the EFB function(s);
- c) the operator has established requirements for redundancy of the information (if appropriate) contained in and displayed by the EFB function(s);
- d) the operator has established and documented procedures for the management of the EFB function(s) including any database it may use; and
- e) the operator has established and documented the procedures for the use of, and training requirements for, the EFB and the EFB function(s).

#### CHAPTER 7. Aeroplane communication, navigation and surveillance equipment

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#### CHAPTER 8. Aeroplane maintenance

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#### CHAPTER 9. Aeroplane flight crew

#### CHAPTER 10. Flight operations officer/flight dispatcher

- 10.1 When the State of the Operator requires that a flight operations officer/flight dispatcher, employed in conjunction with an approved method of control and supervision of flight operations, be licensed, that flight operations officer/flight dispatcher shall be licensed in accordance with the provisions of ASC AIRCREW - 01.
- 10.2 In accepting proof of qualifications other than the option of holding of a flight operations officer/flight dispatcher licence, in accordance with the approved method of control and supervision of flight operations, shall require that, as a minimum, such persons meet the requirements specified in ASC AIRCREW - 01 for the flight operations officer/flight dispatcher licence.
- 10.3 A flight operations officer/flight dispatcher shall not be assigned to duty unless that person has:
- a) satisfactorily completed the operator-specific training course that addresses all the specific components of its approved method of control and supervision of flight operations specified in 4.2.1.3;
  - b) made, within the preceding 12 months, at least a one-way qualification flight in the flight crew compartment of an aeroplane over any area for which that individual is authorized to exercise flight supervision. The flight should include landings at as many aerodromes as practicable;
  - c) demonstrated to the operator a knowledge of:
    - 1) the contents of the operations manual;
    - 2) the radio equipment in the aeroplanes used; and
    - 3) the navigation equipment in the aeroplanes used;
  - d) demonstrated to the operator a knowledge of the following details concerning operations for which the officer is responsible and areas in which that individual is authorized to exercise flight supervision:
    - 1) the seasonal meteorological conditions and the sources of meteorological information;
    - 2) the effects of meteorological conditions on radio reception in the aeroplanes used;
    - 3) the peculiarities and limitations of each navigation system which is used by the operation; and
    - 4) the aeroplane loading instructions;
  - e) demonstrated to the operator knowledge and skills related to human performance relevant to dispatch duties; and
  - f) demonstrated to the operator the ability to perform the duties specified for the flight operations officer/flight dispatcher.
- 10.4 *A flight operations officer/flight dispatcher assigned to duty should maintain complete familiarization with all features of the operation which are pertinent to such duties, including knowledge and skills related to human performance.*



- 10.5 *A flight operations officer/flight dispatcher should not be assigned to duty after 12 consecutive months of absence from such duty, unless the provisions of 10.3 are met.*

CHAPTER 11. Manuals, logs and records

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CHAPTER 12. Cabin crew

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CHAPTER 13. Security

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CHAPTER 14. Dangerous goods

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**5 General Aviation – Aeroplanes**

CHAPTER 1.1 Definitions

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CHAPTER 1.2 Applicability

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SECTION 2. GENERAL AVIATION OPERATIONS

CHAPTER 2.1 General

2.2.4.7 In-flight fuel management

2.2.4.7.1 The pilot-in-command shall monitor the amount of usable fuel remaining on board to ensure it is not less than the fuel required to proceed to an aerodrome where a safe landing can be made with the planned final reserve fuel remaining.

2.2.4.7.2 The pilot-in-command shall advise ATC of a minimum fuel state by declaring MINIMUM FUEL when, having committed to land at a specific aerodrome, the pilot calculates that any change to the existing clearance to that aerodrome, or other air traffic delays, may result in landing with less than the planned final reserve fuel.

2.2.4.7.3 The pilot-in-command shall declare a situation of fuel emergency by broadcasting MAYDAY MAYDAY MAYDAY FUEL, when the calculated usable fuel estimated to be available upon landing at the nearest aerodrome where a safe landing can be made is less than the planned final reserve fuel.

2.2.4.8 Instrument approach procedures

2.2.4.8.1 One or more instrument approach procedures designed to support instrument approach operations shall be approved and promulgated by Maldives if the aerodrome is to serve each instrument runway or aerodrome utilized for instrument flight operations.

2.2.4.8.2 Aeroplanes operated in accordance with the instrument flight rules shall comply with the instrument approach procedures approved.

CHAPTER 2.3 Aeroplane performance operating limitations

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CHAPTER 2.4 Aeroplane instruments, equipment and flight documents

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CHAPTER 2.5 Aeroplane communication, navigation and surveillance equipment

2.5.3 Surveillance equipment

2.5.3.1 An aeroplane shall be provided with surveillance equipment which will enable it to operate in accordance with the requirements of air traffic services.

2.5.3.2 For operations where surveillance equipment is required to meet an RSP specification for performance-based surveillance (PBS), an aeroplane shall, in addition to the requirements specified in 2.5.3.1:

- a) be provided with surveillance equipment which will enable it to operate in accordance with the prescribed RSP specification(s);
- b) have information relevant to the aeroplane RSP specification capabilities listed in the flight manual or other aeroplane documentation approved by the State of Design or State of Registry; and
- c) where the aeroplane is operated in accordance with a MEL, have information relevant to the aeroplane RSP specification capabilities included in the MEL.

2.5.3.3 MCAA shall establish criteria for operations where an RSP specification for PBS has been prescribed.

2.5.3.4 In establishing criteria for operations where an RSP specification for PBS has been prescribed, the State of Registry shall require that the operator/owner establish:

- a) normal and abnormal procedures, including contingency procedures;
- b) flight crew qualification and proficiency requirements, in accordance with appropriate RSP specifications;
- c) a training programme for relevant personnel consistent with the intended operations; and
- d) appropriate maintenance procedures to ensure continued airworthiness, in accordance with appropriate RSP specifications.

2.5.3.5 MCAA shall ensure that, in respect of those aeroplanes mentioned in 2.5.3.2, adequate provisions exist for:

- a) receiving the reports of observed surveillance performance issued by monitoring programmes established in accordance with ICAO Annex 11, Chapter 3, 3.3.5.2; and
- b) taking immediate corrective action for individual aircraft, aircraft types or operators, identified in such reports as not complying with the RSP specification.

CHAPTER 2.6 Aeroplane maintenance

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CHAPTER 2.7 Aeroplane flight crew

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CHAPTER 2.8 Manuals, logs and records

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CHAPTER 2.9 Security

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## SECTION 3. LARGE AND TURBOJET AEROPLANES

### CHAPTER 3.1 Applicability

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### CHAPTER 3.2 Corporate aviation operations

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### CHAPTER 3.3 General

#### 3.3.2 Safety management

3.3.2.1 Recordings or transcripts of CVR, CARS, Class A AIR and Class A AIRS shall not be used for purposes other than the investigation of an accident or incident as per MCAR 12 except where the recordings or transcripts:

- a) are related to a safety-related event identified in the context of a safety management system; are restricted to the relevant portions of a de-identified transcript of the recording; and are subject to the protections accorded by ICAO Annex 19;
- b) are sought for use in criminal proceedings not related to an event involving an accident or incident investigation and are subject to the protections accorded by ICAO Annex 19; or
- c) are used for inspections of flight recorder systems.

3.3.2.2 Recordings or transcripts of FDR, ADRS as well as Class B and Class C AIR and AIRS shall not be used for purposes other than the investigation of an accident or incident as per MCAR 12, except where the recordings or transcripts are subject to the protections accorded by ICAO Annex 19 and:

- a) are used by the operator for airworthiness or maintenance purposes;
- b) are sought for use in proceedings not related to an event involving an accident or incident investigation;
- c) are de-identified; or
- d) are disclosed under secure procedures.

### CHAPTER 3.4 Flight operations

3.4.3.6.3 The pilot-in-command shall request delay information from ATC when unanticipated circumstances may result in landing at the destination aerodrome with less than the final reserve fuel plus any fuel required to proceed to an alternate aerodrome or the fuel required to operate to an isolated aerodrome.

3.4.3.6.4 The pilot-in-command shall advise ATC of a minimum fuel state by declaring MINIMUM FUEL when, having committed to land at a specific aerodrome, the pilot calculates that any change to the existing clearance to that aerodrome may result in landing with less than the planned final reserve fuel.

3.4.3.6.5 The pilot-in-command shall declare a situation of fuel emergency by broadcasting MAYDAY MAYDAY MAYDAY FUEL when the calculated usable fuel estimated to be available upon landing at the nearest aerodrome where a safe landing can be made is less than the planned final reserve fuel.

#### 3.4.4.5 Aeroplane operating procedures for landing performance

An approach to land shall not be continued below 300 m (1 000 ft) above aerodrome elevation unless the pilot-in-command is satisfied that, with the runway surface condition information available, the aeroplane performance information indicates that a safe landing can be made.

### CHAPTER 3.5 Aeroplane performance operating limitations

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## CHAPTER 3.6 Aeroplane instruments, equipment and flight documents

### 3.6.3.2.2 Duration of CVR

3.6.3.2.2.1 *All aeroplanes of a maximum certificated take-off mass of over 27 000 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2021 shall be equipped with a CVR capable of retaining the information recorded during at least the last twenty-five hours of its operation.*

## CHAPTER 3.7 Aeroplane communication, navigation and surveillance equipment

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## CHAPTER 3.8 Aeroplane maintenance

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## CHAPTER 3.9 Aeroplane flight crew

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## CHAPTER 3.10 Flight operations officer/flight dispatcher

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## CHAPTER 3.11 Manuals, logs and records

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## CHAPTER 3.12 Cabin crew

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## CHAPTER 3.13 Security

### 3.13.1 Security programme

*Each entity conducting general aviation operations, including corporate operator aviation operations, using aircraft with a maximum take-off mass greater than 5 700 kg, establishes, implements and maintains a written operator security programme that meets the requirements of the national civil aviation security programme of Maldives.*

## **6 Operations - Helicopters**

### CHAPTER 1. Definitions

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### CHAPTER 2. Applicability

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## SECTION II. INTERNATIONAL COMMERCIAL AIR TRANSPORT

### CHAPTER 1. General

#### 1.3 SAFETY MANAGEMENT

1.3.1 *The operator of a helicopter of a certified take-off mass in excess of 7 000 kg or having a passenger seating configuration of more than 9 and fitted with a flight data recorder should establish and maintain a flight data analysis programme as part of its safety management system.*

- 1.3.2 A flight data analysis programme shall be non-punitive and contain adequate safeguards to protect the source(s) of the data.
- 1.3.3 The operator shall establish a flight safety documents system, for the use and guidance of operational personnel, as part of its safety management system.

## CHAPTER 2. Flight operations

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## CHAPTER 3. Helicopter performance operating limitations

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## CHAPTER 4. Helicopter instruments, equipment and flight documents

### 4.8 ALL HELICOPTERS ON HIGH ALTITUDE FLIGHTS

- 4.8.3 A helicopter intended to be operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which, if operated at flight altitudes at which the atmospheric pressure is more than 376 hPa which cannot descend safely within four minutes to a flight altitude at which the atmospheric pressure is equal to 620 hPa, and for which the individual certificate of airworthiness was issued on or after 9 November 1998, shall be provided with automatically deployable oxygen equipment to satisfy the requirements of 2.3.8.2. The total number of oxygen dispensing units shall exceed the number of passenger and cabin crew seats by at least 10 per cent.

### 4.15 VIBRATION HEALTH MONITORING SYSTEM

*A helicopter which has a maximum certificated take-off mass in excess of 3 175 kg or a maximum passenger seating configuration of more than 9 should be equipped with a vibration health monitoring system.*

## CHAPTER 5. Helicopter communication, navigation and surveillance equipment

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## CHAPTER 6. Helicopter maintenance

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## CHAPTER 7. Helicopter flight crew

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## CHAPTER 8. Flight operations officer/flight dispatcher

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## CHAPTER 9. Manuals, logs and records

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## CHAPTER 10. Cabin crew

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## CHAPTER 11. Security

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### SECTION III. INTERNATIONAL GENERAL AVIATION

#### CHAPTER 1. General

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#### CHAPTER 2. Flight operations

##### 2.9 IN-FLIGHT FUEL MANAGEMENT

- 2.9.1 The pilot-in-command shall monitor the amount of usable fuel remaining on board to ensure it is not less than the fuel required to proceed to a landing site where a safe landing can be made with the planned final reserve fuel remaining.
- 2.9.2 The pilot-in-command shall advise ATC of a minimum fuel state by declaring MINIMUM FUEL when, having committed to land at a specific landing site, the pilot calculates that any change to the existing clearance to that landing site, or other air traffic delays, may result in landing with less than the planned final reserve fuel.
- 2.9.3 The pilot-in-command shall declare a situation of fuel emergency by broadcasting MAYDAY MAYDAY MAYDAY FUEL, when the usable fuel estimated to be available upon landing at the nearest landing site where a safe landing can be made is less than the required final reserve fuel in compliance with 2.8.

##### 2.17 INSTRUMENT FLIGHT PROCEDURES

- 2.17.1 One or more instrument approach procedures designed to support instrument approach operations shall be approved and promulgated by Maldives if the heliport is located, or by the State which is responsible for the heliport when located outside the territory of Maldives, to serve each final approach and take-off area or heliport utilized for instrument flight operations.
- 2.17.2 All helicopters operated in accordance with IFR shall comply with the instrument approach procedures approved by Maldives in all heliports within Maldives, or by the State which is responsible for the heliport when located outside the territory of Maldives.

#### CHAPTER 3. Helicopter performance operating limitations

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#### CHAPTER 4. Helicopter instruments, equipment and flight documents

##### 4.12 ELECTRONIC FLIGHT BAGS (EFBS)

###### 4.12.1 EFB equipment

Where portable EFBs are used on board a helicopter, the operator shall ensure that they do not affect the performance of the helicopter systems, equipment or the ability to operate the helicopter.

###### 4.12.2 EFB functions

4.12.2.1 Where EFBs are used on board a helicopter the operator shall:

- a) assess the safety risk(s) associated with each EFB function;
- b) establish and document the procedures for the use of, and training requirements for, the device and each EFB function; and
- c) ensure that, in the event of an EFB failure, sufficient information is readily available to the flight crew for the flight to be conducted safely.

4.12.2.2 MCAA shall approve the operational use of EFB functions to be used for the safe operation of helicopters.

#### 4.12.3 EFB operational approval

In approving the operational use of EFBs, the Operator shall ensure that:

- a) the EFB equipment and its associated installation hardware, including interaction with helicopter systems if applicable, meet the appropriate airworthiness certification requirements;
- b) the operator has assessed the safety risks associated with the operations supported by the EFB function(s);
- c) the operator has established requirements for redundancy of the information (if appropriate) contained and displayed by the EFB function(s);
- d) the operator has established and documented procedures for the management of the EFB function(s) including any databases it may use; and
- e) the operator has established and documented the procedures for the use of, and training requirements for the EFB function(s).

### CHAPTER 5. Helicopter communication, navigation and surveillance equipment

#### 5.5 ELECTRONIC NAVIGATION DATA MANAGEMENT

5.5.1 The operator shall not employ electronic navigation data products that have been processed for application in the air and on the ground, unless MCAA has approved the operator's procedures for ensuring that the process applied and the products delivered have met acceptable standards of integrity and that the products are compatible with the intended function of the existing equipment. MCAA shall ensure that the operator continues to monitor both the process and products.

5.5.2 The operator shall implement procedures that ensure the timely distribution and insertion of current and unaltered electronic navigation data to all necessary aircraft.

### CHAPTER 6. Helicopter maintenance

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### CHAPTER 7. Helicopter flight crew

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## **7 Effectivity**

This circular will come into force on 01 January 2018.

For the Civil Aviation Authority  
Hussain Jaleel  
Chief Executive