



**MALDIVES CIVIL AVIATION AUTHORITY
MALDIVES**

**NOTICE OF PROPOSED RULE MAKING
NPRM NO: 2024-04**

Unmanned Aircraft Systems Regulations

15 August 2024

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Draft copy of MCAR-UAS A issue 1.00	
Draft copy of MCAR-UAS B issue 1.00	

1 Purpose of this NPRM

The purpose of this NPRM is to consult with the industry before promulgating MCAR-Unmanned Aircraft Systems A (MCAR-UAS A), issue 1.00 and MCAR-Unmanned Aircraft Systems B (MCAR-UAS B), issue 1.00.

2 Background to the Proposal

- 1) Unmanned Aircraft System (UAS) rule package has the following three:
 - a) MCAR-UAS A – Technical requirements, remote identification add-ons and foreign country operators
 - b) MCAR-UAS B – UAS Operator registration, risk assessment, operator authorisation and remote pilot competency
 - c) MCAR-U Space;
 - i) 'U-space airspace' means a UAS geographical zone designated by Maldives CAA, where UAS operations are only allowed to take place with the support of U-space services;
 - ii) 'U-space service' means a service relying on digital services and automation of functions designed to support safe, secure and efficient access to U-space airspace for a large number of UAS;

This regulation is not part of this NPRM and will be issued in a separate NPRM.
- 2) Two main goals:
 - a) Integrate Drones into the existing aviation system in a safe and proportionate manner
 - b) Foster, through integration, an innovative and competitive drone industry, creating jobs and growth, in particular for SMEs.
- 3) MCAR-UAS A will refer to MCAR-UAS B and vice versa. MCAR-UAS A and B aims to regulate the operation of all civil unmanned aircraft systems (UAS), regardless of their maximum take-off masses (MTOMs). These Regulations do not apply to UAS intended to be exclusively operated indoors. Although there are some leniencies in the regulations for toy drones, it is not completely excluded from the regulations. UAS class identification label C0 applies to toys.
- 4) MCAR – UAS A lays down the technical requirements of UAS intended to be operated under the rules and conditions defined in MCAR-UAS B and of remote identification add-ons. This Regulation also lays down rules for foreign-country UAS operators when they conduct a UAS operation pursuant to MCAR-UAS B within the Maldivian airspace.
- 5) MCAR – UAS B lays down detailed provisions for the operation of unmanned aircraft systems, which includes UAS Operator registration, risk assessment, operator authorisation and remote pilot competency. Privately built UAS is also covered in the regulation. MCAR-UAS B regulation divides UAS operations into "open", "specific" and "certified" operations.
- 6) The main source documents used for drafting the rule (MCAR-UAS A) are the European Union rules. The Following EU rules were adapted:
 - a) Commission delegated regulation (EU) 2019/945 of 12 March 2019 on unmanned aircraft systems and on third-country operators of unmanned aircraft systems.
 - b) Commission delegated regulation (EU) 2020/1058 of 27 April 2020 amending Delegated Regulation (EU) 2019/945 as regards the introduction of two new unmanned aircraft systems classes

Changes were also made to the draft based on CAP 1789B UK Consolidation - Regulation (EU) 2019/945 (as retained in UK law)

- 7) The main source documents used for drafting the rule (MCAR-UAS B) are the European Union rules and guidance. The Following were adapted:
- a) European Commission delegated regulation (EU) 2019/947 of 24 May 2019 on rules and procedures for the operation of unmanned aircraft.
 - b) European Union Aviation Safety Agency (EASA) Executive Director Decision 2023/012/R of 19 October 2023 and related Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Regulation (EU) 2019/947— Issue 1, Amendment 3

3 Key Stakeholders

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

- MCAR-145 Approved Maintenance Organisations in Maldives
- Continuing Airworthiness Management Organisations (CAMO)
- Aerodrome operators in Maldives
- Air navigation service provider(s) in Maldives
- Air Operators (Airlines) in Maldives
- Maldives National Defence Force
- Directorate of Aviation Security Command
- Maldives Police Service
- Ministry of Homeland Security and Technology
- Communications Authority of Maldives
- Ministry of Health
- State Trading Organisation
- Maldives National University
- Maldives Institute of Technology
- Ministry of Economic Development and Trade
- Maldives Customs Service
- Ministry of Tourism
- Ministry of Transport and Civil Aviation

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: airworthiness@caa.gov.mv

4.3 Final date for submissions

Comments must be received before 15 November 2024.

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:

Ahmed Mush-hid Rasheed, Senior Legal Officer
Maldives Civil Aviation Authority
2nd Floor, Velaanaage, Ameeru Ahmed Magu,
Male', 20096, Republic of Maldives
Tel: + 960 3324988
Mobile: + 960 9663399
E-mail: legal@caa.gov.mv

5 Proposed Rule Amendments

The following paragraphs of MCAR-19 may be affected:

- 19.1.2
- 19.1.3
- 19.2.10 (a) (3)
- 19.15B.7 and 19.15B.8.



Hussain Jaleel
Chief Executive

