



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

# **Exemptions from Regulations**

Exemptions allow relief from one or more requirements of a regulation. An exemption to a regulation can only be issued by the Maldives Civil Aviation Authority.

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## EXEMPTIONS FROM MCAR-66

### EXE/66-1: MCAR-66 Section 1 Appendix II Para 1.11

The requirement that a failed module may not be retaken for at least 90 days following the date of the failed module examination is hereby exempted for Module 10 examination.

The first failed attempt of Module 10 examination may be retaken after 30 days of the failed examination. Any subsequent retakes of the failed examinations have to be followed in accordance with the regulation in force.



**For the Civil Aviation Department**  
Mahmood Razee  
EXECUTIVE DIRECTOR

## EXEMPTIONS FROM MCAR-66 APPENDIX III

### EXE/66-2: MCAR-66.A.2 Effectivity

The CAA, pursuant CAR Part 3.8, extends applicability of the provisions of MCAR-66 Appendix III paragraphs 1(a)(iv), 1(b)(v), 5(h)2 and three year limit stated in paragraph 6 until 30<sup>th</sup> June 2017.



**For the Civil Aviation Authority**  
Hussain Jaleel  
**Chief Executive**

## **EXEMPTIONS FROM MCAR-66.A.25 and MCAR-66 Appendix III**

### **EXE/66-3: Extension of Validity Periods of Completed Theoretical Knowledge Examinations for the Issue of Licences and Type Ratings due to Covid-19 Outbreak**

The CAA, pursuant to MCAR-19.3A.6(a), exempts applicants from the provisions of:

- a. MCAR-66.A.25(b) that requires applicant to have started and completed training courses and/or examinations within 10 years prior to the application for an aircraft maintenance licence or the addition of a category or subcategory to such aircraft maintenance licence, subject to the following condition:
  - i. Basic training and/or examinations shall have been started and completed within the period 01 February 2010 to 01 June 2021.
- b. MCAR-66 Appendix III - Aircraft Type Training and Examination Standard that requires applicant for a type endorsement to their licence to have started and completed their training (both Theory & Practical) within 3 years preceding the application, subject to the following condition:
  - i. Type training (including OJT – On Job Training where applicable) shall have been started and completed within the period 01 February 2017 to 01 June 2021.

This exemption shall be in effect until 01 June 2021 unless previously revoked.



**For the Civil Aviation Authority**  
Hussain Jaleel  
**Chief Executive**

## **EXEMPTIONS FROM MCAR-AIR OPERATIONS**

For the purpose of implementation of MCAR Air Operations, with regard to the cost of installation and the benefit to the safety of the operation, the following requirements of MCAR Air Operations are exempted as detailed below.

For operators with DHC-6 aircraft these requirements were exempted from, MCAR OPS-1, since June 2010, and it has been recorded that these exemptions have had no negative impact on the safety of the operation.

### **EXE/CAT-1            CAT.IDE.A.140 Altitude alerting system**

The requirements of ‘Altitude alerting system’, as specified in CAT.IDE.A.140 are hereby exempted for all domestic day VFR operations on DHC-6, 100, 200 and 300 series aircraft.

### **EXE/CAT-2            CAT.IDE.A.150 Terrain Awareness Warning System (TAWS)**

Considering that, there are no mountainous terrain in Maldives, the requirements of CAT.IDE.A.150 are hereby exempted for all domestic day VFR floatplane operations.

### **EXE/CAT-3            CAT.IDE.A.205 Seats, seat safety belts, restraint systems and child restraint devices**

The requirement for a seat belt with upper torso restraint system on each seat for the minimum required cabin crew as per CAT.IDE.A.205 (a) (6) are hereby exempted for all aeroplanes, where the type design did not include a designated seat(s) for cabin crew.

### **EXE/CAT-4            CAT.IDE.A.275 Emergency lighting and marking**

The requirement of an independent power supply system as per CAT.IDE.A.275 (a) is hereby exempted for all domestic day VFR operations provided, that the aircraft is equipped with photo-luminescent signage and strips.

### **EXE/CAT-5            CAT.IDE.A.285 Flight over water**

The requirements of sound signal specified in CAT.IDE.A.285 (c) (2) regarding the equipment for making sound signals are hereby exempted for all domestic day VFR operations at designated landing sites.



**EXE/CAT-6                      CAT.OP.MPA.230   Securing of passenger compartment and galley(s)**

The requirement of CAT.OP.MPA.230 (a), to ensure all exits and escape paths are unobstructed before taxiing, take-off and landing are hereby exempted for rear right-hand side exit door for all domestic day VFR operations on DHC-6, provided,

- a) an emergency evacuation demonstration acceptable to CAA is shown and
- b) the blocked exit shall not be briefed as an emergency exit in the safety briefing.

**EXE/CAT-7                      AMC1 CAT.IDE.A.355 Electronic Navigation Data Management**

The requirements of AMC1 CAT.IDE.A.355 for Electronic Navigation Database supplier to have Type 2 Letter of Acceptance (LoA) are hereby exempted for all domestic day VFR operations provided the procedure for updating and the verifying the data is approved in Operations Manuals.

**EXE/CAT-8                      AMC2   CAT.IDE.A.345   Communication and navigation equipment for operations under IFR or under VFR over routes not navigated by reference to visual landmarks**

The requirements of AMC2 CAT.IDE.A.345 (a) (1) to install communication and navigation equipment for operations under IFR or VFR over routes not navigated by reference to visual land mark, are hereby exempted for all domestic VFR operations on DHC-6 100, 200 and 300 series aircraft provided the aircraft is equipped with dual independent GNSS.

The above exemptions will become effective on 1<sup>st</sup> January 2017 and is valid until 31<sup>st</sup> December 2021.



**For the Maldives Civil Aviation Authority**  
Hussain Jaleel  
CHIEF EXECUTIVE

## EXEMPTIONS FROM MCAR-AIR OPERATIONS

### EXE/ORO-1      ORO.FC.100 Composition of flight crew

The requirements of ORO.FC.100 regarding the composition of flight crew are hereby exempted to allow aerial photography flights, with photographer in the right hand seat of the cockpit, when in cruise at or above 500 ft AGL provided the following conditions are met.

#### Conditions

- a) On an aircraft categorised as single pilot/complex or single pilot aeroplane.
- b) Co-pilot shall be seated in the seat nearest to the cockpit and be available immediately if needed.
- c) Photographer shall be briefed on the safety precautions before take-off.
- d) The normal and emergency procedures for the photographer shall be addressed in the Operations Manual and this procedure shall be briefed to the photographer before the flight.
- e) The equipment used by the photographer shall be of a size that will not impede the flight controls.
- f) All relevant ATS provisions must be complied with.
- g) Records of such flights shall be kept for a period of 1 year.

This exemption will become effective on 1<sup>st</sup> January 2017 and is valid until 31<sup>st</sup> December 2021.



**For the Maldives Civil Aviation Authority**  
Hussain Jaleel  
CHIEF EXECUTIVE



## EXEMPTIONS FROM MCAR-M.201(g)

### EXE/M-1: MCAR-M.201(g)

The requirements of MCAR-M.201(g), is hereby exempted for **components** which are not considered as Major Components by CAD or released to service by the Original Equipment Manufacturer (OEM). However, these exempted components shall satisfy the requirements of MCAR-M.501.

Major Components which require maintenance by MCAR-145 organisation are given in the list below:

- Engines – Turbine & Piston
- APU
- Propellers
- Landing Gear
- Helicopter - Rotors
- Helicopter - Trans



**For the Civil Aviation Department**  
Aiminath Solih  
DIRECTOR GENERAL

## EXEMPTIONS FROM MCAR-AIRCREW

EXE/FCL-1

MCAR AIRCREW ANNEX I PART FCL.520.A

For the purpose of issuance of Maldivian ATPL for flight crew operating DHC-6 aircraft, with regard to demonstration of the requisite performance ability, the requirement to demonstrate in a multi-pilot aeroplane is hereby exempted.

For operators with DHC-6 aircraft, the applicant shall demonstrate the ability to perform, as pilot-in-command of DHC-6 aircraft with a co-pilot, the skill test in accordance with Appendix 9 of MCAR AIRCREW, Annex I Part FCL.

### Conditions

DHC-6 type rating course is combined with an MCC course in accordance with Part-FCL.735.A.

### Limitation

License skill tests and proficiency checks conducted in DHC-6 will be limited to DHC-6 Commercial Air Transport (CAT) operations only. The limitation maybe removed after demonstrating the ability to perform as PIC of a multi-pilot aeroplane under IFR in accordance with the Part-FCL.520.A.



**For the Maldives Civil Aviation Authority**  
Hussain Jaleel  
CHIEF EXECUTIVE