



MALDIVES CIVIL AVIATION AUTHORITY MALDIVES

NOTICE OF PROPOSED RULE MAKING NPRM NO: 2025-03

Airworthiness Regulations

27 February 2025

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Draft copies of MCAR-66, MCAR-147, MCAR-A and MCAR-T	

1 Purpose of this NPRM

The purpose of this NPRM is to consult with the industry before promulgating MCAR-A Airworthiness Issue 2.00, MCAR-66 Certifying staff Issue 4.00, MCAR-147 – Training Organisation Requirements Issue 4.00 and MCAR- T Continuing Airworthiness for Foreign Aircraft Issue 2.00.

2 Background to the Proposal

The following are some key changes to the regulations:

MCAR-A, MCAR-66 and MCAR-147

1. Updated the content of the modules of Appendix I and optimise the knowledge levels of the licence categories.

While major elements of the syllabus (title of paragraphs, subparagraphs, and knowledge levels) are retained at the level of the regulations, the **descriptive content** of the basic knowledge modules is moved to AMC level.

2. Removed essay questions for modules 9 (human factors) and 10 (Aviation Legislation). Essay questions remain in module 7.
3. The incorrect term '**failed module**' is replaced by '**failed examination**'.
4. Table added to MCAR-66 showing the examinations required to be completed when extending a license by adding an additional category or subcategory.
5. Improve the OJT standard in Appendix III, by clarifying the scope of the OJT, the final assessment and the roles and qualifications of the persons involved in the process by **giving the CAA the possibility to participate in the final assessment of the applicant** and by specifying the documentation required including the records.

The related AMC revises Appendix II to the AMC for a more flexible and effective selection of the maintenance tasks and give more importance to the responsibilities of the certifying staff.

6. Requiring MCAR-145 organisation to include a procedure in MOE when making a recommendation for issuing a MCAR-66 license. This aligns with the changes made to latest issue of MCAR-145 regulation.
7. The current regulation (MCAR-66 Issue 3.00) allows giving full or partial credits against MCAR-66 knowledge requirements, provided such a request is made by the Training Provider (e.g. University). This requires a very thorough process to be carried by the CAA and full cooperation by the Training Provider. Since this will involve considerable cost and time, and that no Technical Training Provider or University has applied to CAA for this, it is now decided to remove the provision in the regulation.
8. Clarified conditions for Category C for CMPA and other than CMPA (with or without an academic path)
9. Term '**type examination**' substituted by '**type evaluation**' to avoid confusion with the type (training) examination
10. Enhanced the efficiency of the maintenance personnel training system with new training methods and new teaching technologies

Source documents used for the above changes are the European Union rules and related EASA ED Decisions (Acceptable Means of Compliance and Guidance Material). Reviewed up to EU Regulation (EU) 2023/989, EASA ED Decision 2023/019/R, Corrigendum to ED Decision 2023/019/R and **adapted**:

European Commission Implementing Regulation (EU) 2023/989 of 22 May 2023, Annex III to ED Decision 2022/011/R of 10 May 2022 and annexes Annex II and III to ED Decision 2023/019/R of 02 November 2023.

MCAR-A

11. The numbering format for MCAR-A changed. There are now three subparts:
Subpart IA – Initial Airworthiness,
Subpart CA – Continuing Airworthiness and
Subpart AR – Alleviated requirements.
12. Included alleviated requirements on how maintenance done on an unregistered aircraft will be accepted by the CAA.
13. Included alleviated requirements on how the Maldives CAA will accept EASA Part-147 basic courses and aircraft type courses for the purpose of granting or changing an MCAR-66 license

MCAR-T

14. Includes requirements to provide the State of Registry with a copy of the CAME when a Maldivian Air Operator operates a foreign registered aircraft. Furthermore, included requirements to include in the CAME any material deemed mandatory by the State of Registry. This provision is added due to an ICAO requirement.

3 Key Stakeholders

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

Island Aviation Services Ltd
Trans Maldivian Airways Pvt Ltd
Manta Aviation Pvt Ltd
Villa Air Pvt Ltd
Beond-Simdi Operations Pvt Ltd
Aircraft Maintenance Personnel
Sri Lankan Technical Training

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: 02nd 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 26 March 2025.

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
02nd Floor, Velaanaage
Ameer Ahmed Magu, Male', 20096,
Republic of Maldives

4.5 Further Information

For further information contact the Regulation Project Coordinator:

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5 Proposed Rule Amendments

The amendments are highlighted in the documents as follows.

- CAA changes in **Yellow** and EASA changes in **Green**

The following regulations will be repealed:

- MCAR-A Airworthiness, Issue 1.00
- MCAR-66 Certifying staff, Issue 3.00
- MCAR- 147 – Training Organisation Requirements, Issue 3.00
- MCAR- T Continuing Airworthiness for Foreign Aircraft, Issue 1.00



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