

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1 ANNEX 1 - PERSONNEL LICENSING (10th edition)

Chapter 1

- 1.1 The performance of tasks required to ensure the continuing airworthiness of a aircraft, including any one or combination of overhaul, repair, inspection, replacement, modification or detect rectification or defect rectification of an aircraft or component, with the exception of preflight inspection.

Chapter 4

4.2.1.3

- a) An applicant for an aircraft maintenance licence should have acquired;

1. for category A and subcategories B1.2 and B1.4;

- i) three years on practical maintenance experience on operating aircraft if the applicant has no previous relevant technical training ; or

- ii) two years of practical maintenance experience on operating aircraft and completion of training considered relevant by CAD as a skill worker in a technical trade ; or

- iii) one year of practical maintenance experience on operating aircraft and completion of a MCAR - 147 approved basic training course .

2. for category B2 and subcategories B1.1 and B1.3;

- i) five years of practical maintenance experience on operating aircraft if the applicant has no previous relevant technical training ; or

- ii) three years of practical maintenance experience on operating aircraft and completion of training considered relevant by CAD as skilled worker, in a technical trade; or

- iii) two years of technical maintenance experience on operating aircraft and completion of a MCAR-147 approved basis training course.

3. for category C with respect to large aircraft

- i) three years of experience exercising category B1.1, B1.3 or B1.2 privileges on large aircraft or as MCAR -145 B1.1,B1.3 or B2 support staff, or a combination of both;or

- ii) five years of experience exercising category B1.2 or B1.4 privileges on large or as MCAR - 145 B1.2 or B1.4 support staff, or a combination of both; or

4. for category C with respect to non large aircraft; three years of experience exercising category B1 or B2 privileges on non large aircraft or as MCAR -145 B1 or B2 support staff, or a combination of both ; or

5. for category C obtained through the academic route ; an applicant holding an academic degree in a technical degree in a technical discipline, from a university or other higher educational institution recognised by CAD, three years of experience working in a civil aircraft

maintenance environment on a representative selection of tasks directly associated with aircraft maintenance including six months of observation of base maintenance tasks.

- b) An applicant for an extension to an aircraft maintenance licence shall have a minimum civil aircraft maintenance experience requirement appropriate to the additional category or subcategory of licence applied for as defined in Appendix IV to this MCAR.
- c) For category A, B1 and B2 the experience must be practical which means being involved with a representative cross section of maintenance tasks on aircraft.

4.2.1.4

MCAR -66 does not require the completion of a course of training for basic licence issue or for certain aircraft types) i.e non-complex, non-large aircraft) prior to type endorsement

4.5.2.2.2

CAAP MOS 65-6.1.3.11 for renewal of an endorsement annotated under a rating in an Air Traffic Controller Licence, pass a performance assessment at not more than twelve -monthly intervals, which verifies attainment or maintenance of relevant competencies described in Chapter 5 (ATC Competencies) for each endorsement sought or held.

2 ANNEX 2 - RULES OF THE AIR (10th edition)

No differences

3 ANNEX 3 - METEOROLOGY (16th edition)

No differences

4 ANNEX 4 - AERONAUTICAL CHARTS (11th edition)

No differences

5 ANNEX 5 - UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS (4th edition)

Chapter 3

Table 3-4

Ref No.	Quantity / Alternative Unit (Symbol)
1.9	Length / ft/in
2.8	Gross mass or payload / pounds
3.7	Hydraulic pressure / psi
4.15	Vertical speed / ft/min
5.3	piston engines / pounds/hr
5.4	Fuel flow / pounds/hr
5.10	Gas turbine / quarts/hr

9.9 Static pressure / Psi

6 ANNEX 6 - OPERATION OF AIRCRAFT (8th edition)

Chapter 4

4.4.8.1

MCAR -OPS 1.230 Instrument departure and approach procedures;

(a) An operator shall ensure that instrument departure and approach procedures established by the state in which the aerodrome is located are used .

(b) Notwithstanding subparagraph (a) above, a commander may accept an ATC clearance to deviate from a published departure or arrival route, provided obstacle clearance criteria are observed and full account is taken of the operating conditions. The final approach must be flown visually or in accordance with the established instrument approach procedures.

(c) Different Procedures to those required to be used in accordance with subparagraph (a) above may only be implemented by an operator provided they have been approved by the state in which the aerodrome is located, if required and accepted by CAD.

Chapter 8

8.7.3.2

Refer ASC 00-2

7 ANNEX 7 - AIRCRAFT NATIONALITY AND REGISTRATION MARKS (5th edition)

No differences

8 ANNEX 8 - AIRWORTHINESS OF AIRCRAFT (10th edition)

No differences.

9 ANNEX 9 - FACILITATION (12th edition)

No differences.

10 ANNEX 10 - AERONAUTICAL TELECOMMUNICATIONS (6th edition)

No differences.

11 ANNEX 11 - AIR TRAFFIC SERVICES (13th edition)

No differences.

12 ANNEX 12 - SEARCH AND RESCUE (8th edition)

No differences.

13 ANNEX 13 - AIRCRAFT ACCIDENT INVESTIGATION (9th edition)

No differences

14 ANNEX 14 - AERODROMES (5th edition)

Maldives has not promulgated regulations or requirements on electronic terrain and obstacle data (ETOP). ETOP is currently not provided in Maldives.

15 ANNEX 15 - AERONAUTICAL INFORMATION SERVICES (12th edition)

No differences

16 ANNEX 16 - ENVIRONMENTAL PROTECTION (5th edition)

No differences.

17 ANNEX 17 - SECURITY - SAFEGUARDING INTERNATIONAL CIVIL AVIATION AGAINST ACTS OF UNLAWFUL INTERFERENCE (8th edition)

No differences.

18 ANNEX 18 - THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR (3rd edition)

No differences.