

## **PART 15**

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**DIVISION 1 - OPERATOR'S CERTIFICATE****15.1 AIR OPERATOR'S CERTIFICATE**

A Maldivian aircraft shall not fly on any flight for the purpose of public transport except under and in accordance with the terms and conditions of an Air Operator's Certificate granted to the operator of the aircraft under regulation 15.2, certifying that the holder of the certificate is competent to secure that aircraft operated by him on such flights as that in question are operated safely.

**15.2 GRANT OF AIR OPERATOR'S CERTIFICATE**

- (a) The Director may grant to any person applying thereof an Air Operator's Certificate if he is satisfied that the person is competent, having regard in particular to his previous conduct and experience, equipment, organization, staffing, maintenance and other arrangements, to secure the safe operation of aircraft of the type specified in the certificate on flights of the description and for the purposes so specified.
- (b) An applicant will be able make a formal AOC application after the applicant is granted with a No Objection Letter (NOL) in accordance with these regulations.
- (c) Financial and other commercially sensitive information provided by any applicant shall be treated as confidential information by the Director.
- (d) A certificate under paragraph 15.2 (a) may be granted to successful applicants in accordance with the following procedure.

**15.3 SUBMISSION OF THE PROPOSAL**

- (a) For the grant of an Air Operator's Certificate, the applicant shall first make a written proposal to the Director with applicant's plans of the proposed services, areas of operation, type of aircraft to be acquired, financial soundness of the applicant, the applicant's organizational structure, project viability, proposed main base of operations and other secondary stations as may be required. This shall include
  - (i) the manner in which the aircraft is obtained/ owned, dry leased or wet leased;
  - (ii) If the aircraft is under foreign register, the understanding with the foreign Civil Aviation Authority;
  - (iii) The training facilities that will be used;
  - (iv) The manner in which the operator plans to;
    - (aa) get all technical documents prepared;
    - (bb) train all technical personnel;
    - (cc) to contract-out any work, if any;

In addition, the following information shall be furnished in the proposal.

- (b) In case of an individual;
  - (i) Name
  - (ii) Nationality
  - (iii) Full Postal address with Telephone, Fax and email address
- (c) In case of a company or a corporate body;
  - (i) Name of the company/corporate body with details of registration
  - (ii) Full Postal address with Telephone, Fax and email address of the registered office
  - (iii) Full details of any other businesses the company is engaged in
  - (iv) Names and Nationalities of the Board of Directors
  - (v) Details of the share holding of the company
  - (vi) Percentage share of foreign nationals of the company, if any.
  - (vii) A copy each of the Certificate of Incorporation and Memorandum and Articles of Association
  - (viii) Objectives of the organization particularly with regard to proposed air transport operations
  - (ix) Details of experience in civil aviation activities
- (d) Type of Air Transport Services proposed,
  - (i) Scheduled Air Transport Services
  - (ii) Non- Scheduled Air Transport Services
- (e) Potential need for the proposed services,
- (f) Details of the routes proposed to be operated with the type of aircraft, proposed flight scheduled, and frequency,
- (g) Availability of seat kilometers proposed to be deployed in each category of the routes/region.

**15.4 DETAILS OF FINANCIAL INFORMATION TO BE PROVIDED IN THE PROPOSAL**

- (a) A three-year cash flow forecast which discloses,
  - (i) A breakdown of receipt and payment items with estimates for each item as prescribed in Form CAD/OPS-9
  - (ii) Any relevant explanatory notes including details of projected annual flying hours
- (b) In case of a company or a corporate body;
  - (i) Authorized and Subscribed Equity capital,
  - (ii) A copy of the latest financial statements (preferably audited) including profit and loss statement and balance sheet together with any accompanying notes or qualifications,
  - (iii) If the corporate entity is part of a larger corporate group, a copy of the latest consolidated financial statements (preferably audited) for the group of companies including profit and loss statement and balance sheet together with any accompanying notes and qualification
- (c) In case of an individual details of any competing demands that will be placed upon the applicant's funds in the applicant's aviation business
- (d) Applicant should indicate the basis upon which key forecast assumptions have been made, in particular whether any market research has been carried out, or other investigations made, into market demand, revenue and expenditure aspects of the proposed AOC operation, and if so the findings.

**15.5 APPROVAL OF THE PROPOSAL AND GRANT OF NO-OBJECTION LETTER**

- (a) If the director approves the proposal, a NOL shall be granted within 14 days of submission of the proposal.
- (b) If the director is of the opinion that the applicant is unfit for the grant of an NOL, the Director shall inform the applicant within 14 days of submission of the proposal. The Director shall stipulate his reasons for the decision.
- (e) Upon issuance of the NOL and within 12 months of its issue, the applicant shall submit the completed AOC application form; Form No: CAD/OPS-01, the completed form together with all required documentation.
- (f) If the applicant fails to submit completed AOC application form with all the required documents within the 12 months as stipulated in 15.5 (e) above, the NOL will become invalid after 12 months.

**15.6 DURATION OF CERTIFICATES**

A certificate granted under this Division shall remain in force for the period specified in the certificate.

**15.7 RESERVED**

**15.8 RESERVED**

**15.9 RESERVED**

**DIVISION 2 - COMPOSITION OF AIRCRAFT CREW**

**15.10 COMPOSITION OF FLIGHT CREW**

- (a) An aircraft shall not fly unless it carries a flight crew of the number and description required by the law of the country in which it is registered.
- (b) A Maldivian aircraft shall carry a flight crew adequate in number and description to ensure the safety of the aircraft and of at least the number and description specified in the certificate of airworthiness issued or rendered valid under these Regulations or, if no certificate of airworthiness is required under these Regulations to be in force, the certificate of airworthiness, if any, last in force under these Regulations in respect of that aircraft.

**15.11 MINIMUM PILOT COMPLEMENT - PUBLIC TRANSPORT**

- (a) A power driven heavier than air Maldivian aircraft flying for the purpose of public transport having a maximum total weight authorised exceeding 5700 kg shall carry not less than two pilots as members of the flight crew thereof.
- (b) A Maldivian aeroplane flying for the purpose of public and having a maximum total weight authorised of 5700 kg or less and powered by:
  - (1) one or more turbine jets;
  - (2) one or more turbine propeller engines and provided with a means of pressurising the personnel compartments;
  - (3) two or more turbine propeller engines and certificated to carry more than nine passengers;
  - (4) two or more turbine propeller engines and certificated to carry fewer than ten passengers, not provided with a means of pressurising the personnel compartment unless it is equipped with an autopilot which has been approved by the Director for the purposes of this Regulation and which is serviceable on take off; or
  - (5) two or more piston engines, unless it is equipped with an autopilot which has been approved by the Director for the purposes of this Regulation and which is serviceable on take off;

shall carry not less than two pilots as members of the flight crew thereof:

provided that an aeroplane described in sub-paragraphs (4) or (5) which is equipped with an approved autopilot shall not be required to carry two pilots notwithstanding that before take-off the approved autopilot is found to be unserviceable, if the aeroplane flies in accordance with arrangements approved by the Director.

**15.12 FLIGHT NAVIGATOR REQUIREMENTS**

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A Maldivian aircraft engaged on a flight for the purpose of public transport shall carry navigational equipment approved by the Director and used in accordance with any conditions subject to which that approval may have been given.

#### 15.13 RESERVED

#### 15.14 RESERVED

#### 15.15 CABIN ATTENDANTS

Any public transport flight by a Maldivian aircraft which in accordance with its Certificate of Registration, carrying one or more passengers shall comply with the requirements specified for cabin attendants in Air Safety Circular; OPS 11.

### DIVISION 3 - FATIGUE OF CREW

#### 15.16 APPLICATION AND INTERPRETATION

(a) The provisions of this Division apply in relation to any Maldivian aircraft which is either:-

- (1) engaged on a flight for the purpose of public transport; or
- (2) operated by an airtransport undertaking;

Provided that these provisions do not apply to a flight made only for the purpose of instruction or on behalf of a flying club or flying school, or a person who is not an airtransport undertaking.

(b) In this Division:-

- (1) "Flight time" in relation to any person, means all time spent by that person in an aircraft (other than an aircraft of which the maximum total weight does not exceed 1600 kg and which is not flying for the purpose of public transport or aerial work) while it is in flight and he is carried therein as a member of the crew thereof and cognate expressions shall be construed accordingly.
- (2) "Duty Time" means any time in which a pilot is expected to perform duties in connection with his or her employment. In the case of flying duties, it includes the period commencing one hour before the first scheduled take off of the day and ending thirty minutes after the last scheduled landing, whichever is the later.
- (3) "Rest period" means a period of time during which a flight crew member is relieved by the operator of all duties associated with his employment;
- (4) "Day" means a continuous period of twenty four hours beginning at midnight Coordinated Universal Time plus 5 hours.

(c) For the purpose of this Division, a helicopter shall be deemed to be in-flight from the moment the helicopter first moves under its own power for the purpose of taking off until the rotors are next stopped.

- (b) The operator of an aircraft shall not cause or permit any person to fly therein as a flight crew member unless the operator has in his possession an accurate and up to-date record in respect of that person and in respect of the 28 days immediately preceding the flight showing:-
- (1) all his flight times; and
  - (2) brief particulars of the nature of the functions performed by him in the course of his flight times.
- (c) The operator of an aircraft shall not cause or permit a person to act as a member of the crew of the aircraft in respect of a flight if the flight time limitations, the duty time limitation of the rest periods specified in or calculated in accordance with Regulations 15.19, 15.20, 15.21 will thereby be infringed.
- (d) The operator of an aircraft shall not require a flight crew member who is required by the provisions of this Division to take a rest period to perform any duties associated with his employment during the rest period.

#### 15.18 RESPONSIBILITIES OF CREW

- (a) A person shall not act as a flight crew member if he knows or suspects that he is suffering from, or having regard to the circumstances of the flight to undertaken, is likely to suffer from, such fatigue as may endanger the safety of the aircraft or of its occupants.
- (b) A person shall not act as a flight crew member of an aircraft unless he has ensured that the operator of the aircraft is aware of his flight times during the period of 28 days preceding the flight.
- (c) A person shall not act as a flight crew member in respect of a flight if the maximum duty times or maximum flight time limitations prescribed in regulations 15.19, 15.20 or 15.21 (as the case maybe) will thereby be infringed.
- (d) A flight crew member shall not fly unless he has taken the minimum rest period calculated in accordance with Regulation 15.20.

#### 15.19 FLIGHT AND DUTY TIME LIMITATIONS OF FLIGHT CREW

##### 1. FLIGHT CREW NOT ENGAGED IN FLOATPLANE OPERATIONS BY DAY VFR

- (a) The flight time of flight crew not engaged in floatplane operations by day VFR on a Maldivian registered aircraft shall not exceed;
- (i) 8 hours in any consecutive 24 hours
  - (ii) 35 hours in any consecutive 7 days
  - (iii) 120 hours in any consecutive 28 days
  - (iv) 300 hours in any consecutive 90 days
  - (v) 1000 hours in any consecutive 365 days
- (b) The duty time of the aforesaid crew member shall;
- (i) not exceed 12 hours in any consecutive 24 hours
- (c) Notwithstanding the provisions of paragraph (b)
- (i) A pilot may be scheduled for flight duty up to a maximum of 16 hours during any consecutive 24 hours provided;

- (aa) A third pilot who is qualified to act as Pilot in Command is carried on the aircraft for the purpose of that flight, and
  - (bb) Suitable facilities for sleeping are available on the aircraft for the use of at least one pilot at all times throughout the flight, and
  - (cc) During the duty period in the course of that flight each of the pilots is afforded the opportunity of resting for a reasonable time.
- (ii) A flight engineer may be scheduled for a duty time up to 16 hours provided:
- (aa) An additional flight engineer who is qualified and type rated is carried on the flight as a crew member, and
  - (bb) Suitable facilities for sleeping are available on the aircraft for one of the flight engineers at all times throughout the flight, and;
  - (cc) During the duty period in the course of that flight each of the flight engineers is afforded the opportunity of resting for a reasonable time.
- (d) Where due to circumstances outside the control of the operator of the aircraft, such as adverse weather, air traffic control delays, diversions, or any similar events, the flight time limitations of a flight crew member is exceeded there shall not be a contravention of these regulations. Under such circumstances a report shall be submitted to the Director within 48 hours.
- (e) The period for which a flight crew member is in the aircraft pursuant to paragraph (c) or any period by which the flight time limitations are exceeded in pursuance of paragraph (c), shall be counted as flight time for the purpose of this Division.

## 2. FLIGHT CREW ENGAGED IN FLOATPLANE OPERATIONS BY DAY VFR

- (a) A person may not act as a flight crew member engaged in floatplane operations by day VFR on a Maldivian registered aircraft if the person's total flight time is likely to exceed;
- (i) 9 hours in any consecutive 24 hours;
  - (ii) 35 hours in any consecutive 7 days;
  - (iii) 120 hours in any consecutive 30 days;
  - (iv) 300 hours in any consecutive 90 days;
  - (v) 1000 hours in any consecutive 365 days;
- (b) The duty of the aforesaid crew member shall;
- (i) not exceed 14 hours in any consecutive 24 hours;
  - (ii) in any consecutive period of seven days be not more than 60 hours, except that if a rest period of not less than 58 hours has been scheduled and provided within the previous seven days, this total may be increased to 65 hours.
- (c) Where due to circumstances outside the control of the operator of the aircraft, such as adverse weather, air traffic control delays, diversions or any similar events, the flight time limitation of a flight crew member is exceeded there shall not be a contravention of these regulations. Under such circumstances a report should be submitted to the Director within 48 hours.

### 15.17 RESPONSIBILITIES OF THE OPERATOR

- (a) The operator of an aircraft shall not cause or permit any person to fly therein as a member of

### 15.20 MINIMUM REST PERIOD OF FLIGHT CREW MEMBERS

#### 1. Minimum rest period of flight crew member not engaged in floatplane operations by day VFR

- (a) A flight crew member shall not act in that capacity unless immediately prior to commencing duty with the operator of the aircraft he has had a rest period calculated in accordance the provisions of paragraph (b).
- (b) (i) The minimum rest period for a flight crew member shall not be less than twice the number of hours flown since immediately preceding rest period and in any event shall not be less than 8 hours.

#### 2. Minimum rest period of flight crew member engaged in floatplane operations by day VFR

- (a) The minimum allowable rest period between duty periods is 10 hours.
- (b) One rest period of not less than 34 hours must be provided in any consecutive seven day.
- (c) A pilot newly arrived in the Maldives, who has been travelling in excess of 12 hours, must have a rest period of not less that 24 hours prior to commencing the first duty period.
- (d) Standby time may not be included in any rest period.

### 15.21 FLIGHT AND DUTY TIME LIMITATIONS OF OTHER CREW MEMBERS

The maximum flight times for member of the crew (not being flight crew) of aircraft are as follows:-

- (1) 125 hours during any 1 calendar month;
- (2) 350 hours during any 3 consecutive calendar months;
- (3) 1200 hours during any 12 consecutive calendar months;

Provided that during any period of 24 consecutive hours duty time shall not exceed 16 hours and flight time shall not exceed 12 hours.

## DIVISION 4 - MANUALS

### SUB-DIVISION 1 - OPERATIONS MANUAL

#### 15.22 APPLICATION

The provisions of the Sub-division apply only to Maldivian public transport aircraft except aircraft used for the time being solely for flights not intended to exceed 60 minutes in duration, which are either:-

- (1) flights solely for training persons to perform duties in an aircraft; or

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(2) flights intended to begin and end at the same aerodrome.

### 15.23 OPERATIONS MANUAL

(a) An operator shall provide an operations manual for the use and guidance of operations personnel concerned. The operations manual shall be amended or revised as necessary to ensure that the contents are kept up to date in accordance with the CAR. The details of the particular information and instructions relating to the following matters will be found in the relevant Air Safety Circular on the subject; Operations Manual.

(b) The operations manual which may be issued in separate parts corresponding to specific aspects of operations shall contain at least the following;

#### 1. Operations administration and supervision

- (a) An organization chart and instructions outlining the responsibilities of operations personnel pertaining to flight operations.
- (b) A check list of emergency and safety equipment and instructions for its use.
- (c) The approved minimum equipment list for each aircraft type operated and specific operations authorized including navigation equipment and the requirements relating to operations in RNP airspace.
- (d) Safety precautions when refueling with passenger on board.

#### 2. Accident prevention and flight safety program

- (a) Details of the accident prevention and flight safety program provided in accordance with the Air Safety Circular OPS 20 including a statement of safety policy and the responsibilities of personnel.

#### 3. Fatigue and flight time limitations

- (a) Rules relating to the flight and duty time limitations appropriate to the operations as specified in the CAR.

#### 4. Flight operations

- (a) The flight crew required for each type of operation and instructions relating to the succession of command.
- (b) The in flight and emergency duty assigned to each crew member.
- (c) Specific instructions for the computation of fuel and oil to be carried having regard to all circumstances of the operation including the possibility of the failure of one or more power plants en route and instructions for the use of fuel and oil records.
- (d) The quantities of oxygen to be carried and the circumstances in which it is to be used.
- (e) Instructions for mass and balance control.
- (f) Instructions for the conduct of ground de-icing/ anti-icing operations.
- (g) The specifications for the operational flight plan.
- (h) The normal, abnormal and emergency procedures to be used by the flight crew for

each aircraft type. This shall include the relevant details of the aircraft systems and the check lists to be used. This information shall be provided using human factor principles.

- (i) Altimeter setting procedures.
- (j) Standard Operating Procedures for each stage of flight.
- (k) Instructions for the use of normal check lists and the timing of their use.
- (l) Emergency evacuation procedures.
- (m) Departure contingency procedures.
- (n) Instructions for the maintenance of altitude awareness and the use of automated or flight crew altitude callout.
- (o) Instructions for the use of autopilots and auto-throttles in IMC.
- (p) Instructions on the clarification and acceptance of ATC clearances, particularly where terrain clearance is involved.
- (q) Departure and approach briefings.
- (r) Route and destination familiarization.
- (s) Stabilized approach procedure.
- (t) Limitation on high rates of descent near the surface.
- (u) Conditions required to commence or to continue an instrument approach.
- (v) Instructions for the conduct of precision and non-precision instrument approach procedures.
- (w) Allocation of flight crew duties and procedures for the management of crew workload during night and IMC instrument approach and landing operations.
- (x) Instructions and training requirements for the avoidance of controlled flight into terrain and policy for the use of Ground Proximity Warning Systems (GPWS).
- (y) Information and instructions relating to the interception of civil aircraft including;
  - (i) procedures as prescribed in Annex 2 for pilots in command of intercepted aircraft.
  - (ii) visual signals for use by intercepted and intercepting aircraft as contained in Annex 2.
- (z) For aircraft operating in excess of 49,000 feet;
  - (i) information which will enable the pilot to determine the best course of action to take in the event of an exposure to solar cosmic radiation; and
  - (ii) procedures in the event that a decision to descend is taken , covering;
    - 1. the necessity of giving appropriate ATC unit prior to warning

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of the situation and obtaining a provisional descent clearance;  
and

2. the action to be taken in the event that communication with ATC unit cannot be established or is interrupted.

**5. Aeroplane performance**

- (a) Climb performance data with all engines operating to give the pilot in command ready access to climb gradient data during the early stages of flight.

**6. Route guides and charts**

- (a) A route shall ensure that the flight crew will have for each flight information relating to communication facilities, navigation aids, aerodromes, and such other information as the operator may deem necessary for the proper conduct of flight operations.

**7. Minimum flight altitudes**

- (a) The method of determining minimum flight altitudes taking into account terrain, and laws and regulations of the Maldives.
- (b) The minimum flight altitudes for each route to be flown.

**8. Aerodrome operating minima**

- (a) The method of determining aerodrome operating minima taking into account company requirements, laws and regulations of the Maldives, and those of other countries in which landing may be made.
- (b) Aerodrome operating minima for each of the aerodromes that are likely to be used as destination or alternates.
- (c) The increase of aerodrome operating minima in the case of degradation of approach or aerodrome facilities.

**9. Search and rescue**

- (a) The procedures to be followed by operating staff when an aircraft is involved in search and rescue operations.
- (b) The ground to air visual signal code for use by survivors as contained in Annex 12.
- (c) Procedures as prescribed in Annex 12 for pilots in command observing an accident.

**10. Dangerous goods**

- (a) Information and instructions on the carriage of dangerous goods including the action to be taken in an emergency.

**11. Navigation**

- (a) A list on the navigational equipment to be carried including any requirements relating to operations in RNP airspace.
- (b) Long range navigation procedures, where appropriate.
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**12. Communication**

- (a) The circumstances in which a radio watch is to be maintained.

**13. Security**

- (a) Security instructions and guidance.
- (b) A search procedure check-list of the procedures to be followed in searching for a bomb in case of suspected sabotage. The check list shall be supported by guidance on the course of actions to be taken in the event a bomb or other suspicious object is found.
- (c) Information on the least risk bomb location specific to the aircraft.

**14. Reporting of occurrences**

- (a) Instructions relating to the reporting of defects, incidents and other occurrences that might affect flight safety.

**15.24 APPROVAL OF OPERATIONS MANUAL**

- (a) An aircraft shall not fly unless, not less than 90 days prior to such flight, the operator of the aircraft has furnished to the Director a copy of the whole of the operations manual for the time being in effect in respect of the aircraft;
- (b) Any amendments or additions to the operations manual shall be furnished to the Director by the operator before or immediately after they come into effect;

provided that where an amendment or addition relates to the operation of an aircraft to which the operations manual did not previously relate, that aircraft shall not fly for the purpose of public transport until the amendment or addition has been furnished to the Director and duly approved by him.

- (c) Without prejudice to the foregoing paragraphs the operator shall make such amendments or additions to the operations manual as the Director may require for the purpose of ensuring the safety of the aircraft or of persons or property carried therein or the safety, efficiency or regularity of air navigation.

**15.25 RESERVED**

**15.26 RESERVED**

**15.27 RESERVED**

**15.28 RESERVED**

**15.29 RESERVED**

**DIVISION 5 - OPERATOR'S RESPONSIBILITIES - PUBLIC TRANSPORT  
SUB-DIVISION 1 - GENERAL RESPONSIBILITIES**

**15.30 DESIGNATION OF PILOT IN COMMAND, ADEQUACY OF AERODROMES AND NAVIGATION AIDS**

The operator of a Maldivian aircraft shall not permit the aircraft to fly for the purpose of public transport without first:-

- (1) designating from among the flight crew a pilot to be pilot in command of the aircraft for the flight;
- (2) satisfying himself by every reasonable means that the aeronautical radio stations and navigational aids serving the intended route or planned diversion therefrom are adequate for the safe navigations of the aircraft; and
- (3) satisfying himself by every reasonable means that the aerodromes at which it is intended to take off or land and any alternate aerodrome at which a landing may be made are suitable for the purpose and in particular are adequately manned and equipped (including such manning and equipment as may be required by the Director) to ensure the safety of the aircraft and its passengers;

provided that the operator of the aircraft shall not be required to satisfy himself as to the adequacy of fire-fighting, search, rescue or other services which are required only after the occurrence of an accident.

### 15.31 TRAINING OF CREW

The operator of a Maldivian aircraft shall not permit any person to be member of the crew thereof during any flight for the purpose of public transport (except a flight for the sole purpose of training persons to perform duties in aircraft) unless such person has had the training, experience, practice and periodical tests required by the Director in respect of the duties which he is to perform and unless the operator has satisfied himself that such person is competent to perform his duties, and in particular to use the equipment provided in the aircraft for that purpose. The operator shall maintain, preserve, produce and furnish such information in respect of records relating to the foregoing matter as the Director may require.

### 15.32 SIMULATED EMERGENCY MANOEUVRES PROHIBITED

The operator of a Maldivian aircraft shall not permit any member of the flight crew thereof, during any flight for the purpose of the public transport of passengers, to simulate emergency maneuvers and procedures which the operator has reason to believe will adversely affect the flight characteristics of the aircraft.

## SUB-DIVISION 2 - LOADING - PUBLIC TRANSPORT AIRCRAFT

### 15.33 MANNER OF AND STANDARDS OF LOADING

The operator of a Maldivian aircraft shall not cause or permit it to be loaded for a flight for the purpose of public transport, or any load to be suspended therefrom, except under the supervision of a person whom he has caused to be furnished with written instructions as to the distribution and securing of the load so as to ensure that:-

- (1) the load may safely be carried on the flight; and
- (2) any conditions subject to which the certificate of airworthiness in force in respect of the aircraft was issued or rendered valid, being conditions relating to the loading of the aircraft, are complied with.

### 15.34 CONTENT OF INSTRUCTIONS FOR LOADING

The instructions shall indicate the weight of the aircraft prepared for service, that is to say the aggregate of the weight of the aircraft (shown in the weight schedule referred to in Regulation 6.20) and the weight of such additional items in or on the aircraft as the operator thinks fit to include; and the instructions shall indicate the additional items included in the weight of the aircraft prepared for service, and show the position

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of the centre of gravity of the aircraft at that weight: provided that this paragraph shall not apply in relation to a flight if:-

- (1) the aircraft's maximum total weight authorised does not exceed 1150 kg; or
- (2) the aircraft's maximum total weight does not exceed 2730 kg and the flight is intended not to exceed 60 minutes in duration and is either:-
  - (aa) a flight solely for training persons to perform duties in an aircraft; or
  - (bb) a flight intended to begin and end at the same aerodrome; or
- (3) the aircraft is a helicopter the maximum total weight authorised of which does not exceed 3000 kg, and the total seating capacity of which does not exceed five persons.

### **15.35 COMPLIANCE WITH INSTRUCTIONS FOR LOADING**

The operator of an aircraft shall not cause or permit it to be loaded in contravention of the instructions referred to in Regulation 15.33.

### **15.36 RESERVED**

### **15.37 BAGGAGE WEIGHTS**

Director may approve a schedule of standard passenger and baggage weights.

### **15.38 CARRIAGE BY AIRCRAFT OF LOAD SHEET AND PRESERVATION**

One copy of the load sheet shall be carried in the aircraft when Regulation 10.2 so requires until the flights to which it relates have been completed and one copy of that load sheet and of the instructions shall be preserved by the operator until the expiration of a period of 6 months thereafter and shall not be carried in the aircraft:

Provided that in the case of an aeroplane of which the maximum total weight authorised does not exceed 2730 kg, or a helicopter, if it is not reasonably practicable for the copy of the load sheet to be kept on the ground it may be carried in the aeroplane or helicopter, as the case may be, in a box approved by the Director for that purpose.

### **15.39 BAGGAGE IN PASSENGER COMPARTMENT TO BE SECURED**

The operator of a Maldivian aircraft flying for the purpose of the public transport of passengers shall not cause or permit baggage to be carried in the passenger compartment of the aircraft unless such baggage can be properly secured and, in the case of an aircraft capable of seating more than 30 passengers, such baggage shall not exceed the capacity of the spaces in the passenger compartment approved by the Director for the purpose of stowing baggage.

## **DIVISION 6 - OPERATING CONDITIONS - WEATHER MINIMA**

### **15.40 OPERATING CONDITIONS - PUBLIC TRANSPORT**

- (a) A Maldivian aircraft shall not fly for the purpose of public transport (except for sole purpose of training persons to perform duties in aircraft) unless such requirements as the Director may specify under paragraph (b) in respect of its weight and related performance and flight in specified meteorological conditions or at night are complied with.

- (b) The Director may specify requirements in relation to an aircraft of the kinds referred to in paragraph (a) by reference to:-
- (1) any material standards or recommended practices made under the Chicago Convention; or
  - (2) The provision of the law of any country, and make such adoptions and modifications to the aforesaid standards and recommended practices or provisions of a law as he considers appropriate.
- (c) The assessment of the ability of an aircraft to comply with paragraph (a) shall be based on the information as to its performance contained in the certificate of airworthiness relating to the aircraft. In the event of the information given therein being insufficient for that purpose such assessment shall be based on the best information available to the commander of the aircraft.

#### **15.41 PUBLIC TRANSPORT - FLIGHT OVER WATER EXTENDED RANGE TWIN ENGINED OPERATIONS (ETOPS)**

- (a) A one engine only power driven heavier than air Maldivian aircraft when flying over water for the purpose of public transport shall fly (except as may be necessary for the purpose of take-off or landings) at such an altitude as would enable the aircraft in the event of failure of the engine to reach a place at which it can safely land at a height sufficient to enable it to do so.
- (b)
- (1) Subject to subsection (b)(2) no air operator shall operate a twin engine aeroplane on a route containing a point that is farther from an adequate aerodrome than the distance that can be flown in 60 minutes at the one engine inoperative cruise speed.
  - (2) An air operator may operate an aeroplane on a route referred to in subsection (b)(1) where
    - (i) the aeroplane is turbine-powered;
    - (ii) the air operator is authorised to do so in its air operator certificate;
    - (iii) the air operator complies with the safety criteria for Approval of ETOPS manual.

#### **15.42 AERODROME MINIMA - MALDIVIAN PUBLIC TRANSPORT AIRCRAFT**

- (a) The operator of a Maldivian public transport aircraft to which Division 4 of this Regulation applies shall establish and include in the operations manual relating to the aircraft aerodrome operating minima for every aerodrome which he plans his aircraft shall use. In the case of other aerodromes (the use of which is not reasonably foreseeable) to be used, the operator shall provide the means for the pilot in command of the aircraft to calculate such minima for such aerodromes. Such minima shall not be less favourable than any declared in respect of any one of the aforesaid aerodromes by the competent authority unless it permits otherwise and in establishing such minima the operator shall take into account such matters as the Director requires.
- (b) The operator shall include in the operations manual particulars of the aerodrome operating minima established under paragraph (a) or as the case may be the means for calculating such minima, but if it is impracticable to do this in respect of a flight he shall furnish in writing (a copy of which he shall keep outside the aircraft for a period of 3 months) to the pilot in command of the aircraft particulars of such minima for the aerodromes planned to be used.

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- (c) An aircraft to which this Regulation applies shall not commence a flight at a time when:-
- (1) the cloud ceiling or the runway visual range at the aerodrome of departure is less than the relevant minimum specified for take-off; or
  - (2) according to the information available to the pilot in command it would not be able without contravening paragraph (d), to land at the aerodrome of intended destination at the estimated time of arrival there and at any alternate aerodrome at any time at which according to a reasonable estimate the aircraft would arrive there.
- (d) An aircraft to which this Regulation applies when making a descent to an aerodrome shall not:-
- (1) descend below 1000 ft above the height of the aerodrome if the relevant runway visual range at the aerodrome is at the time less than the specified minimum for landing; or;
    - (i) continue an approach to landing at any aerodrome by flying below the relevant specified decision height, or;
    - (ii) descend below the relevant specified minimum descent height
 unless from that height the specified visual reference for landing is established and is maintained.
- (e) If, according to the information available, an aircraft would as regards any flight be required to be flown in accordance with the Instrument Flight Rules at the aerodrome of intended landing, the pilot in command shall select prior to take-off an alternate aerodrome unless no aerodrome suitable for that purpose is available.
- (f) In this Regulation:-
- (1) "Specified" in relation to aerodrome operating minima means such particulars of aerodrome operating minima as have been specified by the operator in, or are ascertainable by reference to the operations manual or furnished in writing to the pilot in command by the operator pursuant to paragraph (b).
  - (2) References to aerodrome include references to alternate aerodromes.

#### 15.43 AERODROME MINIMA - FOREIGN PUBLIC TRANSPORT AIRCRAFT

- (a) The Director may require the operator of a foreign public transport aircraft to furnish to him the aerodrome operating minima specified by the operator in relation to aerodromes which it uses or plans to use in the Republic for approval. The Director may amend such minima and, in any event such minima shall not be less favourable than such minima as the Director has declared in respect of such aerodromes.
- (b) An aircraft shall not take off or land at an aerodrome in the Republic in contravention of any aerodrome operating minima that may have been approved, amended or declared as the case may be, under paragraph (a) unless the Director otherwise permits.

### DIVISION 7 - THE AUTHORITY AND RESPONSIBILITIES OF THE PILOT IN COMMAND AND OF OTHER FLIGHT CREW

#### 15.44 AUTHORITY OF THE PILOT IN COMMAND

- (a) The pilot in command of a Maldivian aircraft shall, while he is in command, have final authority

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as to the disposition of the aircraft.

- (b) Every person in a Maldivian aircraft shall obey all lawful commands which the pilot in command of that aircraft may give for the purpose of securing the safety of the aircraft and persons and property carried therein, or the safety, efficiency and regularity of air navigation or to secure compliance with these Regulations.
- (c) The pilot in command of an aircraft, with such assistance as he requires may:-
  - (1) take such action (including removal of a person from the aircraft or placing under restraint or in custody by force) as he considers necessary to maintain order in the aircraft or to ensure compliance with these Regulations relating to the aircraft; and
  - (2) detain the passengers, crew and cargo for such period as he considers necessary to ensure compliance with these Regulations relating to the aircraft.
- (d) A person who, on an aircraft in flight, whether within or outside of the Republic, is found committing or is suspected of having committed, or having attempted to commit, or about to commit, an offence against these Regulations, may be taken into custody by a member of the crew of the aircraft.

#### 15.45 PRE-FLIGHT ACTION BY PILOT IN COMMAND

The pilot in command of a Maldivian aircraft shall reasonably satisfy himself before the aircraft takes off:-

- (1) that the flight can safely be made, taking into account the latest information available as to the route and aerodrome to be used, the weather reports and forecasts available, and any alternative course of action which can be adopted in case the flight cannot be completed as planned;
- (2)
  - (aa) that the equipment (including radio apparatus) required by the Regulations to be carried in the circumstances of the intended flight is carried and is in a fit condition for use, or
  - (bb) that the flight may commence under and in accordance with the terms of a permission granted to the operator pursuant to Regulation 7.10;
- (3) that the aircraft is in every way fit for the intended flight, and that where a certificate of maintenance review is required by these Regulations to be in force, it is in force and will not cease to be in force during the intended flight;
- (4) that the load carried by the aircraft is of such weight, and is so distributed and secured, that it may safely be carried on the intended flight;
- (5) in the case of a flying machine or airship, that sufficient fuel, oil and engine coolant (if required) is carried for the intended flight, and that a safe margin has been allowed for contingencies, and, in the case of a flight for the purpose of public transport, that the instructions in the operations manual relating to fuel, oil and engine coolant have been complied with;
- (6) in the case of an airship or balloon, that sufficient ballast is carried for the intended flight;
- (7) in the case of a flying machine, that, having regard to its performance in the conditions to be expected on the intended flight, and to any obstructions at the places of departure and intended destination and on the intended route, it is capable of safely taking off, reaching and maintaining a safe height thereafter, and making a safe landing at the place of intended destination;
- (8) that any pre-flight check system established by the operator and set forth in the operations

manual or elsewhere has been complied with by each member of the crew of the aircraft.

#### 15.46 PASSENGER BRIEFING BY PILOT IN COMMAND

The pilot in command of a Maldivian aircraft shall take all reasonable steps to ensure:-

- (1) before the aircraft takes off on any flight, that all passengers are made familiar with the position and method of use of emergency exits, safety belts (with diagonal shoulder strap where required to be carried), safety harnesses and (where required to be carried) oxygen equipment, life jackets, floor path lighting system and all other devices required by these Regulations and intended for use by passengers individually in the case of an emergency occurring to the aircraft;
- (2) in an emergency, that all passengers are instructed in the emergency action which they should take.

#### 15.47 PILOT TO REMAIN AT CONTROLS

- (a) The pilot in command of a Maldivian aircraft being a flying machine or glider shall cause one pilot to remain at the controls at all times while the aircraft is in flight. If the aircraft is required by these Regulations to carry two pilots, the pilot in command shall cause both pilots to remain at the controls during take-off and landing. If the aircraft carries two or more pilots (whether or not it is required to do so) and is engaged on a flight for the purpose of the public transport of passengers the pilot in command shall remain at the controls during take-off and landing.
- (b) Each pilot at the controls shall be secured in his seat by either a safety belt with or without a diagonal shoulder strap, or a safety harness except that during take-off and landing a safety harness shall be worn if it is required by these Regulations to be provided.

#### 15.48 PUBLIC TRANSPORT OF PASSENGER - ADDITIONAL DUTIES OF PILOT IN COMMAND

- (a) This Division applies solely to flights for the purpose of public transport of passengers by Maldivian aircraft.
- (b) The pilot in command of a Maldivian aircraft shall:-
  - (1) (i) if the aircraft is not a seaplane but is intended in the course of the flight to reach a point more than 30 minutes flying time (while flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flight over water) from the nearest land, take all reasonable steps to ensure that before take-off, all passengers are given a demonstration of the method of use of the lifejackets required by these Regulations for the use of passengers;
  - (ii) if the aircraft is not a seaplane but is required by these Regulations to carry cabin attendants, take all reasonable steps to ensure that, before the aircraft takes off on a flight;
    - (aa) which is intended to proceed beyond gliding distance from land, or
    - (bb) on which in the event of any emergency occurring during the take-off or during the landing at the intended destination or any likely alternate destination it is reasonably possible that the aircraft would be forced to land onto water;

all passengers are given a demonstration of the method of use of the lifejackets require by these Regulations for the use of passengers:

provided that where the only requirement to give such a demonstration arises because it is reasonably possible that the aircraft would be forced to land onto water at one or more of the likely alternate destinations the demonstration need not be given until after the decision has been taken to divert to such a destination.

- (2) if the aircraft is a seaplane, take all reasonable steps to ensure that before the aircraft takes off all passengers are given a demonstration of the method of use of the equipment referred to in the preceding sub-paragraph;
- (3) before the aircraft takes off, and before it lands, take all reasonable steps to ensure that the crew of the aircraft are properly secured in their seats and that any persons carried in compliance with these Regulations are properly secured in seats which shall be in a passenger compartment and which shall be so situated that those persons can readily assist passengers;
- (4) before the aircraft takes off, and before it lands, and whenever by reason of turbulent air or any emergency occurring during the flight he considers the precaution necessary:-
  - (i) take all reasonable steps to ensure that all passengers of 2 years of age or more are properly secured in their seats by safety belts (with diagonal shoulder strap, where required to be carried) or safety harnesses and that all passengers under the age of 2 years are properly secured by means of a child restraint device; and
  - (ii) take all reasonable steps to ensure that those items of baggage in the passenger compartment which he reasonably considers by virtue of their size, weight or nature ought to be properly secured are properly secured and, in the case of an aircraft capable of seating more than 30 passengers, that such baggage is stowed in the passenger compartment stowage spaces approved by the Director for the purpose;
- (5) where an aircraft is operated at cabin-pressure-altitudes above 10,000 feet ASL but not exceeding 13,000 feet ASL, each crew member shall wear an oxygen mask and use supplemental oxygen for any part of the flight at those altitudes that is more than 30 minutes in duration.
- (6) where an aircraft is operated at cabin-pressure-altitudes above 13,000 feet ASL, each person on board the aircraft shall wear an oxygen mask and use supplemental oxygen for the duration of the flight at those altitudes.
- (7) the pilot at the flight controls of an aircraft shall use an oxygen mask if
  - (a) the aircraft is not equipped with quick-donning masks and is operated at or above flight level 250 feet; or
  - (b) the aircraft is equipped with quick-donning oxygen masks and is operated above flight level 410 feet.

## **DIVISION 8 - RADIO APPARATUS, NAVIGATION EQUIPMENT AND FLIGHT RECORDING SYSTEMS**

### **15.49 OPERATION OF RADIO IN AIRCRAFT**

- (a) The radio station in an aircraft shall not be operated, whether or not the aircraft is in flight except in accordance with the conditions of the licence issued in respect of that station under the law of the country in which the aircraft is registered, and by a person duly licensed or otherwise permitted to operate the radio station under that law.

- b) Whenever an aircraft is in flight in such circumstances that it is required to be equipped with radio communications apparatus a continuous radio watch shall be maintained by a member of the flight crew listening to the signals transmitted upon the frequency notified, or designated by a message received from an appropriate aeronautical radio station, for use by that aircraft:

Provided that:-

- (1) the radio watch may be discontinued or continued on another frequency to the extent that a message as aforesaid so permits; and
- (2) the watch may be kept by a device installed in the aircraft if:-
  - (i) the appropriate aeronautical radio station has been informed to that effect and has raised no objection; and
  - (ii) that station is notified, or in the case of a station situated in a country other than the Maldives, otherwise designated as transmitting a signal suitable for that purpose.

Provided that:-

- (1) the radio watch may be discontinued or continued on another frequency to the extent that a message as aforesaid so permits; and
- (2) the watch may be kept by a device installed in the aircraft if:-
  - (i) the appropriate aeronautical radio station has been informed to that effect and has raised no objection; and
  - (ii) that station is notified, or in the case of a station situated in a country other than the Maldives, otherwise designated as transmitting a signal suitable for that purpose.

- (c) Whenever an aircraft is in flight in such circumstances that it is required to be equipped with radio or radio navigation equipment a member of the flight crew shall operate that equipment in such a manner as he may be instructed by the appropriate air traffic control unit or as may be notified in relation to any notified airspace in which the aircraft is flying.

- (d) The radio station in an aircraft shall not be operated so as to cause interference which impairs the efficiency of aeronautical telecommunications or navigational services, and in particular emissions shall not be made except as follows:

- (1) emissions of the class and frequency for the time being in use, in accordance with general international aeronautical practice, in the airspace in which the aircraft is flying;
- (2) distress, urgency and safety messages and signals in accordance with general international aeronautical practice;
- (3) messages and signals relating to the flight of the aircraft, in accordance with general international aeronautical practice; and
- (4) such public correspondence messages as may be permitted by or under the aircraft radio station licence referred to in paragraph (a).

- (e) In any Maldivian aircraft being a flying machine which is engaged on a flight for the purpose of public transport the pilot and the flight engineer (if any) shall not make use of a hand-held microphone (whether for the purpose of radio communication or of intercommunication within the aircraft) whilst the aircraft is flying in controlled airspace below flight level 150 feet or is taking off or landing.

**15.50 MINIMUM NAVIGATION PERFORMANCE**

A Maldivian aircraft shall not fly in airspace prescribed by the Director for the purposes of this regulation unless:-

- (1) it is equipped with navigation systems which enable the aircraft to maintain the prescribed navigation performance capability; and
- (2) the navigation systems required by sub-paragraph (1) hereof are approved by the Director and installed and maintained in a manner approved by the Director; and
- (3) the operating procedures for the navigation systems required by paragraph (1) hereof are approved by the Director and
- (4) the equipment is operated in accordance with the approved procedures while the aircraft is flying in the said airspace.

**15.51 USE OF FLIGHT RECORDING SYSTEMS AND PRESERVATION OF RECORDS**

- (a) On any flight on which a flight data recorder or a cockpit voice recorder is required by the Regulations to be carried in an aeroplane, it shall always be in use from the beginning of the take-off run to the end of the landing run.
- (b) The operator of the aeroplane shall at all times preserve:-
  - (1) the last 25 hour of recording made by any flight data recorder required by these Regulations to be carried in an aeroplane; and
  - (2) a record of not less than one representative flight, that is to say, a recording of a flight made within the last twelve months which includes a take-off, climb, descent, approach to landing and landing, together with a means of identifying the record with the flight to which it relates;

and shall preserve such records for such period as the Director may in a particular case direct.

- (c) On any flight on which a cockpit voice recorder is required by these Regulations to be carried in a helicopter, it shall always be in use from the time the rotors first turn for the purpose of taking off until the rotors are next stopped.
- (d) The operator of the helicopter shall at all times, subject to this regulation, preserve;
  - (1) the last 10 hours recording made by any flight data recorder specified by the Director and required by or under this Regulation to be carried in the helicopter;
  - (2) in the case of a combined cockpit voice recorder/flight data recorder specified by the Director and required by or under this regulation to be carried in a helicopter either:
    - (i) the last 8 hours of recording; or
    - (ii) the last 5 hours of recording or the duration of the last flight, whichever is the greater, together with an additional period of recording for either:
      - (aa) the period immediately preceding last five hours of recording or the duration of the last flight, whichever is greater, or
      - (bb) such period or periods as the Director may permit in any particular case or class of cases or generally.

- (e) The additional recording retained pursuant to sub-paragraph (ii)(aa) and (bb) above shall, together with the recording required to be retained pursuant to sub-paragraph (2)(ii) above, total a period of 8 hours and shall be retained in accordance with arrangements approved by the Director.
- (f) An approval granted by the Director for the purpose of this article shall be in writing and may be subject to such conditions as the Director thinks fit.

## **DIVISION 9 - MISCELLANEOUS**

### **15.52 TOWING OF GLIDERS**

An aircraft in flight shall not tow a glider except with the permission in writing granted by the Director and in accordance with the conditions subject to which the permission is granted.

### **15.53 TOWING, PICKING UP AND RAISING OF PERSONS AND ARTICLES**

- (a) Subject to the provisions of this Regulation an aircraft in flight shall not, by means external to the aircraft, tow any article, other than a glider, or pick up or raise any person, animal or article, unless the certificate of airworthiness issued or rendered valid in respect of that aircraft under the law of the country in which the aircraft is registered includes an express provision that it may be used for that purpose.

### **15.54 DROPPING OF ARTICLES AND ANIMALS**

- (a) Articles and animals (whether or not attached to a parachute) shall not be dropped, or permitted to drop, from an aircraft in flight so as to endanger persons or property.
- (b) Except under and in accordance with the terms of an Air Operator's Certificate granted under Regulation 15.2 and animals (whether or not attached to a parachute) shall not be dropped, or permitted to drop, to the surface from an aircraft flying over the Republic.

Provided that this paragraph shall not apply to the dropping of articles by, or with the authority of, the pilot in command of the aircraft in any of the following circumstances:

- (1) the dropping of articles for the purpose of saving life;
- (2) the jettisoning, in case of emergency, of fuel or other articles in the aircraft;
- (3) the dropping of ballast in the form of fine sand or water
- (4) the dropping of articles solely for the purpose of navigating the aircraft in accordance with ordinary practice or with the provisions of the regulations;
- (5) the dropping of an aerodrome of tow ropes, banners, or similar articles towed by aircraft;
- (6) the dropping of articles for the purpose of public health or a measure against weather conditions or oil pollution or for training for the dropping of articles for any such purposes, if the articles are dropped with the permission of the Director in accordance with any conditions subject to which that permission may have been given, or;
- (7) the dropping of wind drift indicators for the purpose of enabling parachute descents to be made if the wind drift indicators are dropped with the permission of the Director and in accordance with any conditions subject to which that permission may have been given.

- (c) For the purposes of this Regulation dropping includes projecting and lowering.
- (d) Nothing in this Regulation shall prohibit the lowering of any article or animal from a helicopter to the surface, if the certificate of airworthiness issued or rendered valid in respect of the helicopter under the law of the country in which it is registered includes an express provision that it may be used for that purpose.

#### 15.55 DROPPING OF PERSONS

- (a) A person shall not drop, be dropped or permitted to drop to the surface or jump from an aircraft flying in the Republic except under and in accordance with the terms of a written permission granted by the Director.
- (b) For the purpose of this article dropping includes projecting and lowering.
- (c) Notwithstanding the grant of a permission under paragraph (a), a person shall not drop, be dropped or be permitted to drop from an aircraft in flight so as to endanger persons or property.
- (d) An aircraft shall not be used for the purpose of dropping persons unless the certificate of airworthiness issued or rendered valid in respect of that aircraft under the law of the country in which the aircraft is registered includes an express provision that it may be used for that purpose and the aircraft is operated in accordance with the written permission granted by the Director under this regulation.
- (e) Every applicant for and every holder of a permission shall make available to the Director if requested to do so a parachuting manual and shall make such amendments or additions to such manual as the Director may require. The holder of a permission shall make available to every employee or person who is or may engage in parachuting activities conducted by him the manual which shall contain all such information and instructions as may be necessary to enable such employees or persons to perform their duties.
- (f) Nothing in this Regulation:-
  - (1) shall apply to the descent of persons in an emergency;
  - (2) shall prohibit lowering of any person in an emergency or for the purpose of saving life.
  - (3) shall prohibit the lowering of any person from a helicopter to the surface, if the certificate of airworthiness issued or rendered valid in respect of the helicopters under the law of the country in which it is registered includes an express provision that it may be used for that purpose.

#### 15.56 METHOD OF CARRYING PASSENGERS

A person shall not be in or on any part of an aircraft in flight which is not a part designed for the accommodation of persons and in particular a person shall not be on the wings or undercarriage of an aircraft. A person shall not be in or on any object, other than a glider or flying machine, towed by or attached to an aircraft in flight:

Provided that a person may have temporary access to:

- (1) any part of an aircraft for the purpose of taking action necessary for the safety of the aircraft or of any person, animal or goods therein; and
- (2) any part of an aircraft in which cargo or stores are carried, being a part which is designed to enable a person to have access thereto while the aircraft is in flight

**15.57 EXITS AND BREAK-IN MARKINGS**

- (a) This regulation applies only to Maldivian public transport aircraft.
- (b) Whenever an aircraft to which this regulation applies is carrying passengers, every exit therefrom and every internal door in the aircraft shall be in working order, and during take-off and;
- (1) an exit may be obstructed by cargo if it is an exit which, in accordance with arrangements approved by the Director, is not required for use by passengers;
  - (2) a door between the flight crew compartment and any adjacent compartment to which passengers have access may be locked or bolted if the pilot in command of the aircraft so determines, for the purpose of preventing access by passengers to the flight crew compartment; and
  - (3) nothing in this paragraph shall apply to any internal door which is so placed that it cannot prevent, hinder or delay the exit of passengers from the aircraft in an emergency if it is not in working order.
- (c) Every exit from the aircraft shall be marked with the words 'Exit' or 'Emergency Exit' in capital letters and their equivalent in Dhivehi.
- (d)
- (1) Every exit from the aircraft shall be marked with instruction in English and Dhivehi and with diagrams, to indicate the correct method of opening the exit.
  - (2) The markings shall be placed on or near the inside surface of the door or other closure of the exit and, if it is openable from the outside of the aircraft, on or near the exterior surface.
- (e)
- (1) Every aircraft to which this article applies, being an aircraft of which the maximum total weight authorised exceeds 3600 kg, shall be marked upon the exterior surface of its fuselage with markings to show the areas (in this paragraph referred to as 'break-in areas') which can for purposes of rescue in an emergency, be most readily and effectively broken into by persons outside the aircraft.
  - (2) The break-in areas shall be rectangular in shape and shall be marked by right-angled corner markings, each arm of which shall be 10 centimetres in length along its outer edge and 2.5 centimetres in width.
  - (3) The words 'Cut Here in Emergency' shall be marked across the centre of each break-in area in capital letters and their equivalent in Dhivehi.
- (f) On every flight by an aircraft to which this regulation applies, being an aircraft of which the maximum total weight authorised exceeds 5700 kg every exit from such an aircraft intended to be used by passengers in an emergency shall be marked upon the exterior of the aircraft by a band not less than 5 centimeters in width outlining the exit.
- (g) The markings required by this Regulation shall:-
- (1) be painted, or affixed by other equally permanent means;
  - (2) except in the case of the markings required by paragraph (f) be red in colour and in any case in which the colour of the adjacent background is such as to render red markings not readily visible, be outlined in white or some other contrasting colour in such a manner as to render them readily visible;

- 3) in the case of the markings required by paragraph (f) of this regulation, be of a colour clearly contrasting with the back ground on which it appears;
  - (4) be kept at all times clean and un-obscured.
- (h) If one, but not more than one, exit from an aircraft becomes inoperative at a place where it is not reasonably practicable for it to be repaired or replaced, nothing in this Regulation shall prevent the aircraft from carrying passengers until it next lands at a place where the exit can be repaired or replaced:

Provided that:-

- (1) the number of passengers carried and the position of the seats which they occupy is in accordance with arrangements approved by the Director either in relation to the particular aircraft or to a class of aircraft; and
- (2) in accordance with arrangements so approved, the exit is fastened by locking or otherwise, the words 'Exit' or 'Emergency Exit' are covered, and the exit is marked by a red disc at least 23 centimeters in diameter with a horizontal white bar across it bearing the words 'No exit' in red letters.

#### 15.58 SMOKING IN AIRCRAFT

- (a) Smoking shall not be permitted on any flights undertaken in the Republic for public transport purposes and on any international passenger flights undertaken by any Maldivian AOC holder.
- (b) The nonsmoking sign shall remain illuminated at all times during the flight.
- (c) The crew of the aircraft shall make an announcement, both in Dhivehi and English at the commencement of every flight, informing all passengers that smoking is prohibited.

#### 15.59 STOWAWAYS

A person shall not secrete himself for the purpose of being carried on an aircraft without the consent of either the operator or the pilot in command thereof or any other person entitled to give consent to his being carried in the aircraft.

#### 15.60 EXHIBITIONS OF FLYING

- (a) No person shall act as the organizer of an exhibition of flying at an organized event except with a permission granted by the Director and in compliance with any conditions specified therein.
- (b) The pilot in command of an aircraft and any other pilot thereof flying in an exhibition of flying for which a permission has been granted shall comply with any conditions of the permission relating to the flight of the aircraft.
- (c) An aircraft shall not fly in any exhibition of flying unless there is in force a permission granted under paragraph (a).
- (d) This Regulation shall not apply to an aircraft race or contest or to an aircraft taking part in such a race or contest or to the pilot thereof whether or not such race or contest is held in association with an exhibition of flying.

**15.61 LIGHTER THAN AIR AIRCRAFT, GLIDERS AND KITES**

A lighter than air aircraft, a glider or a kite shall not be flown in the Republic except with a permission granted by the Director and in accordance with any conditions subject to which the permission is granted.

**15.62 TETHERED BALLOONS, KITES AND AIR SHIPS**

(a) Within the Republic:-

- (1) a captive balloon or kite shall not be flown at a height of more than 60 metres above the ground level or within 60 meters of any vessel, vehicle or structure;
- (2) a captive balloon shall not be flown within 5 km of an aerodrome;
- (3) a balloon exceeding 2 metres in any linear dimension at any stage of its flight, including any basket or other equipment attached to the balloon, shall not be flown in controlled airspace;
- (4) a kite shall not be flown within 5 km of an aerodrome;
- (5) an airship shall not be moored;
- (6) a glider or parascending parachute shall not be launched by winch and cable or by ground tow to a height of more than 60 meters above ground level;

without the permission in writing of the Director and in accordance with any condition subject to which that permission may be granted.

- (b) A captive balloon when in flight shall be securely moored, and shall not be left unattended unless it is fitted with a device which ensures its automatic deflation if it breaks free of its moorings.

**15.63 UNRULY PASSENGERS**

- (a) No person may permit the boarding or serving of any person who appear to be intoxicated or who demonstrates by manner or physical indications that the person is under the influence of drugs, except a medical patient under proper care.
- (b) Any crew member who encounters difficulty in controlling intoxicated, violent or unruly passenger may take all necessary actions to restrain such passenger.
- (c) Any passenger who causes a disturbance or indecent acts, causes damage of property, interferes with equipment, smokes on board, refuses to follow inflight safety instructions consumes own alcohol on board commits a violation under this Regulation.

**DIVISION 10 - TRANSITIONAL PROVISIONS****15.64 GRANT OF AIR OPERATOR'S CERTIFICATE**

With effective from 20 March 2008, organisation ( excluding operators holding Air Operators Certificates issued prior to 20 March 2008) involved in the operation of any civil aeroplanes as prescribed in MCAR - OPS 1.001, shall be approved in accordance with the provisions of MCAR -OPS 1

**15.65 HOLDERS OF AIR OPERATOR'S CERTIFICATE**

Operators holding Air Operator's Certificates issued prior to 20 March 2008 shall comply with

- (a) the provisions of MCAR - OPS 1.035, Quality System , before 31 December 2008
- (b) the entire provisions of MCAR - OPS 1 before 31 December 2009