



**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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| EXE/21-1 | Withdrawn on 06 January 2011 |
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| EXE/MAR C09-1 | Withdrawn on 06 January 2011 |
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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-OPS 1

### **EXE/OPS1-1: MCAR-OPS 1.255 – Fuel policy**

The requirements of MCAR-OPS 1.255 are hereby exempted for all domestic VFR floatplane operations provided as a minimum an operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes:

- (a) taxi fuel;
- (b) trip fuel;
- (c) reserve fuel of 30 minutes at two engines operative maximum cruise speed; and
- (d) extra fuel if required by the commander.

### **EXE/OPS1-2: MCAR-OPS 1.660 – Altitude alerting system**

The requirements of MCAR-OPS 1.660 are hereby exempted for all domestic VFR operations.

### **EXE/OPS1-3: MCAR-OPS 1.665 – Ground proximity warning system and terrain awareness warning system**

The requirements of MCAR-OPS1 Part 1.665 are hereby exempted for all domestic VFR operations.

### **EXE/OPS1-4: MCAR-OPS 1.730 – Seats, seat safety belts, harnesses and child restraint devices**

The requirements of MCAR-OPS 1.730, safety harness for each cabin crew seat are hereby exempted for all aeroplanes, the type design of which does not include a designated seat(s) for cabin crew.

### **EXE/OPS1-5: MCAR-OPS1 1.865(c) – Communication and navigation equipment for operation under IFR, or under VFR over routes not navigated by reference to visual landmarks**

The requirements of MCAR-OPS 1.865(c) navigation equipment, are hereby exempted for all domestic VFR operations provided a TSO certified GPS is installed.



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

## 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-M.A.501(a)

### EXE/M-2: M.A.501(a)

- a. The CAA, pursuant CAR Part 3.8, exempts any Maldivian registered aircraft from the provisions of point 5 to AMC M.A.501(a), that would prevent the fitment of aircraft components supplied without a CAA Form 1 or equivalent, until 1 May 2016 subject to the following conditions:
1. Components must be supplied with a CAA Form 1 or equivalent specified in the approved MOE.
  2. Prior to installation, compliance with the requirements of M.A.501 shall be established, other than the requirement for the component to be supplied with a CAA Form 1 or equivalent.
- b. Notwithstanding point (a), components purchased prior to the effectivity date of MCAR-M Issue 2 (22 Oct 2015) and supplied with a CAA Form 1 or equivalent as specified in MCAR-M Issue 1 Amendment 4 and the then approved MOE, may continue to be fitted on Maldivian registered aircraft.
- c. This exemption is valid until 31 December 2017.



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

## 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