

#	Para	Comment Provider	Comment/Justification	Response	Resulting Text
1	Compliance	IASL	More clarification required regarding applicability of the NPRM	Noted: Refer Paragraph I	N/A
2	6.3	IASL	Number of leases to increase more than 25% of aircraft registered under the operators name.	Not Accepted: CAA feels the 25% strikes a good balance between operational flexibility and operational control	No Changes
3	5.4	IASL	Operational leasing out Maldivian registered aircraft should not be restructured as this will block a potential business opportunity.	Accepted:	5.4 amended as follows: (Lease of Maldivian registered aircraft is not permitted to a foreign operator). Regulatory requirements related to Maldivian registered aircraft will apply. In the case of a dry lease, the lessee will be responsible for the operational control of the aircraft under its AOC for the duration of the lease. In the case of a wet lease, the Maldivian AOC holder will be responsible for the operational control of the aircraft for the duration of the lease. In the case of a damp lease, the qualification and operational control of crew provided by the lessee should be addressed and aligned with the lessor's operations policies.
4	5.4	Mega Maldives	Operational leasing out Maldivian registered aircraft should not be restructured as this will block a potential business opportunity.	Accepted:	Refer comment # 3
5	5.4	TMA	Operational leasing out Maldivian registered aircraft should not be restructured as this will block a potential business opportunity.	Accepted:	Refer comment # 3
6	Compliance	TMA	Compliance says Financial, Capital and Dry leases are not addressed in the Circular. Therefore how does TMA know what type of leases are applicable as 5.3 talks about dry lease arrangements too.	Noted: The Circular does not address 'dry' leases with the change of aircraft registration. Paragraph 5.3 is about dry leases where the registration remains in one State and the operational control is in another State.	No Changes