

MEMORANDUM OF UNDERSTANDING
BETWEEN
THE MALDIVES CIVIL AVIATION AUTHORITY
AND
THE CIVIL AVIATION AUTHORITY OF THE UNITED KINGDOM OF
GREAT BRITAIN AND NORTHERN IRELAND
ON
ACCEPTANCE OF AVIATION TRAINING CERTIFICATES AND
MAINTENANCE RELEASE TO SERVICE CERTIFICATES ISSUED BY UK
CAA APPROVED ORGANISATIONS

The Maldives Civil Aviation Authority (“Maldives CAA”) and the Civil Aviation Authority of the United Kingdom of Great Britain and Northern Ireland (“UK CAA”) (hereinafter referred to as the “Participants” or an individual “Participant”),

Recognising that Maldives is the State of Registry for a significant number of aircraft,

Considering the common goal of Maldives CAA and the UK CAA in preserving high standards of aviation safety,

Considering the responsibilities of the Maldives CAA and the UK CAA as prescribed for their respective States by the International Convention on Civil Aviation (the “Chicago Convention”) and its Annexes; and

Considering the high safety standards that the Maldives CAA and the UK CAA uphold in the domain of aviation safety.

HAVE REACHED THE FOLLOWING UNDERSTANDING:

1. PURPOSE AND SCOPE

1.1. This Memorandum of Understanding (MoU) is intended to assist the Maldives CAA in effectively and efficiently carrying out its safety oversight obligations for Aviation Training Organisations and Aircraft Maintenance Organisations.

1.2. This MoU sets a framework for collaboration between the Participants on the acceptance and recognition of:

1.2.1. certificates issued by UK CAA Approved Training Organisations for Personnel Licencing Training (Maintenance and Pilot); and

1.2.2. Certificates of Release to Service (Form 1s) issued by UK CAA Approved Maintenance Organisations (AMO) for Parts and components except for complete engines, propellers, Auxilliary Power Unit and landing gear.

1.3. The components should comprise new and used (maintained) components as defined in regulations MCAR-1 and MCAR-M of the Maldives.

1.4. The Participants have expressed the desire to deepen technical cooperation between them and to enhance cooperation and increase efficiency by reducing regulatory duplication, in matters relating to the

civil aviation on the basis of equality, reciprocity and mutual benefit. The Participants will consider the development of a more comprehensive working arrangement in the future, following the conclusion of this MoU.

2. ICAO PROVISIONS

2.1 The Chicago Convention and other ICAO document provisions listed in Annex 2 should be considered as the basis for this Memorandum.

3. REVIEW OF UK CAA COMPLIANCE TO INTERNATIONAL STANDARDS AND PROCESS OF ACCEPTANCE

3.1 The UK addresses compliance with ICAO Standards and Recommended Practices (SARPs) through the UK Reg (EU) 2018/1139 (the UK Basic Regulation) and its implementing rules, the Civil Aviation Act 1982 and the Air Navigation Order 2016.

3.2 Maldives CAA has evaluated the current UK CAA organisation, systems, processes and procedures relevant to the scope of this MoU, and has assured itself of the safety of the outputs of the UK CAA system of oversight.

4. PROCESS OF ACCEPTANCE

4.1 All applicants possessing training certificates from UK CAA Approved Training Organisations (ATO), as referred to in paragraph 1.2, will be accepted upon presentation to the Maldives CAA for the issuance of a basic licence or a type rating, subject to the ATO still holding UK CAA issued approval. Should a need arise the Maldives CAA will request verification of the validity of the relevant ATO approval or training certificate.

4.2 All components maintained by UK CAA approved AMO, as referred to in paragraph 1.2., will be accepted by the Maldives CAA. Should a need arise the Maldives CAA will request verification of the validity of the relevant maintenance organisation's certificate.

5. COMMUNICATION RESPONSIBILITIES

5.1 The Participants will engage in regular bilateral exchanges of information on the subject of this MoU and to further forge technical cooperation between them.

5.2 UK CAA will notify Maldives CAA of relevant changes to UK legislation, to its policies and procedures, and of any significant organisational changes.

5.3 The Participants will nominate a contact person or office relating to matters encompassed in this MoU.

5.4 All communication between the Participants will be in English.

5.5 Maldives CAA will share any concerns related to the UK CAA approved organisations within the borders of Maldives.

6. COMING INTO EFFECT

6.1 This MoU will come into effect on the date of the last signature of the Participants' duly authorised representatives.

7. DISPUTE RESOLUTION

7.1 Any issues raised by either Participant related to this MoU will be amicably resolved by the two Participants. This MoU may be reviewed at any time upon the request of either Participant. Any, modification, or amendment to this MoU will be mutually agreed and made in writing and formally executed upon the approval of both Participants.

8. DURATION AND TERMINATION

8.1 This MoU will remain in effect for up to 60 months after it is signed. Subsequent review may lead to this MoU being renewed or superseded by an enduring and more broadly scoped arrangement between the Participants. Should either Participant decide to terminate this MoU, the terminating Participant will provide a 90 days' written notice to the other Participant to allow for necessary alternative arrangements to be concluded.

For Maldives CAA



Mr Hussain Jaleel
Chief Executive
Maldives Civil Aviation Authority

Date: 1 July 2026

For UK CAA



Mr Giancarlo Buono
Director, Safety and Airspace Regulation Group
UK Civil Aviation Authority

Date: 1 July 2026

Annex 1

Contact Information

For Maldives CAA	For UK CAA
Legal Affairs Division Maldives Civil Aviation Authority 2 nd Floor Velaanaage Ameer Ahmed Magu Male', 20096 Republic of Maldives legal@caa.gov.mv	Bilateral Safety Arrangements Team Aviation House Beehive Ringroad Crawley RH6 0YR United Kingdom bilateralsafetyarrangements@caa.co.uk

Annex 2

Key Chicago Convention and other ICAO documents with respect to the MoU:

CHICAGO CONVENTION

ARTICLE 1

SOVEREIGNTY

The contracting States recognize that every State has complete and exclusive sovereignty over the airspace above its territory.

ARTICLE 33

RECOGNITION OF CERTIFICATES AND LICENCES

Certificates of airworthiness and certificates of competency and licences issued or rendered valid by the contracting State in which the aircraft is registered, shall be recognized as valid by the other contracting States, provided that the requirements under which such certificates or licences were issued or rendered valid are equal to or above the minimum standards which may be established from time to time pursuant to this Convention.

ICAO ANNEX 8

ICAO Annex 8 (Thirteenth Edition, July 2022, applicable as of 3 November 2022), Part II, Chapter 4. Continuing Airworthiness, in Standard 4.2.4 defines the State of Registry Responsibilities in relation to continuing airworthiness. In particular paragraph 4.2.4.2 in combination with Chapter 6, paragraph 6.2.6. are of relevance for the purpose of this memorandum.

PART II, CHAPTER 4

4.2.4. STATE OF REGISTRY

[...]

4.2.4.2 When approving a maintenance organization or accepting the approval of a maintenance organization issued by another Contracting State, the State of Registry shall ensure compliance with the Standards of Chapter 6 of this part.

Note.— Chapter 6 provides requirements for accepting the approval of a maintenance organization issued by another Contracting State.

PART II, CHAPTER 6

6.2.6. Where a Contracting State accepts, in whole or in part, a maintenance organization approval issued by another Contracting State, it shall establish a process for the recognition of such approval and successive changes. In such a case, the recognizing Contracting State shall build an adequate liaison with the Contracting State that initially issued the maintenance organization approval.

PERSONNEL LICENSING

MANUAL OF PROCEDURES FOR ESTABLISHMENT AND MANAGEMENT OF A STATE'S PERSONNEL LICENSING SYSTEM

The extract below as included in the *ICAO Manual of Procedures for Establishment and Management of a State's Personnel Licensing System (ICAO Doc 9379, Second Edition, 2012)* further emphasises the burden experienced by States in approving entities (or prospective approval holders outside their jurisdiction).

7.4.2 Approval of foreign ATOs and their training programmes

7.4.2.1 There may be a need for a Licensing Authority to approve ATOs that are located outside the national territory. This may be driven by cost considerations or simply because the national market does not support certain types of specialized aviation training locally. However, there is no difference between the approval of training organizations based in the State and those based in another Contracting State. The principles and procedures that are described in both Annex 1 and Doc 9841 fully apply to foreign-based ATOs.

7.4.2.2 In practice, there are difficulties linked to the fact that States may not have the necessary means to ensure proper oversight of ATOs located abroad. To overcome these difficulties, many States have found it convenient to rely on the approval and oversight system of the host State to issue the approval using a process that is similar to the validation of pilot licences. This approach is efficient but requires the States that accept the approval given by another State to fully understand the conditions and the regulatory basis of the original approval. This may lead to the establishment of supplementary conditions. Guidance for this approach is contained in Doc 9841.