

# 8<sup>TH</sup> EASA INTERNATIONAL COOPERATION FORUM

JOINING FORCES FOR  
SAFER AND GREENER  
AVIATION WORLDWIDE



COLOMBO, SRI LANKA  
19-21 MARCH 2024

# **Implementing EASA Rules**

# **Lessons & Challenges**

**Abdulla Mohamed, Maldives CAA**  
**21 March 2024**

## Background

# The Maldives (1/2)

- ❑ 1192 beautiful islands in the middle of the Indian Ocean
- ❑ But with serious geographical challenges (e.g. 127% of SL, 0.5% land, 2% population)
- ❑ Aviation connects us with each other and you
- ❑ Economy – travel and tourism 54% of GDP
- ❑ All tourists arrive by air
- ❑ Aviation critical to any country - more so for us
- ❑ Tourism Masterplan - double the growth in half the time







## Background

# The Maldives (2/2)

- ❑ Safe air travel is a necessity for Maldives
- ❑ Maldives is also an ICAO contracting state. We are legally obliged to follow ICAO rules
- ❑ The lessons here are as a small island nation using EASA rules to meet social, economic and legal requirements

2026

85%

2030

95%

# **Part 1**

# **Lessons**

## Lesson 1

# Have a really good reason

- ❑ Implementation is easy when both the CAA and industry agree on the safety and economic benefits
- ❑ The Maldives has a really good reason at a big picture level
- ❑ These also matter at smaller levels.  
Examples:
  - ❑ Air Operations and Aircrew took approximately 3 years. 2000+ pages
  - ❑ FDR/CFR on less than 5700kg aircraft. Now more than 3 years, 3 lines





## Lesson 2

# Lean towards “Just Do It.”

- ❑ “A beginning is the time for taking the most delicate care that the balances are correct. This every sister of the Bene Gesserit knows.” - Dune
- ❑ It is very useful to take that delicate care
- ❑ We took that delicate care when we chose the framework – i.e. EASA
- ❑ The EASA rules have been flexible, proportionate and adaptable.
- ❑ Now we lean towards “Just Do It.”
  - ❑ EASA package provide the rules, AMCs, GMs, User Guides, FAQs, ICAO CCs etc.
- ❑ Be prepared for mistakes
  - ❑ The fatal mistake would be not to change



### Lesson 3

# Cooperate!

- ❑ The cost of rulemaking is much cheaper with international cooperation
  - ❑ E.g. Air Ops, Aircrew
- ❑ Cooperation with EASA and the region has helped us to apply the core concepts in varying conditions.
- ❑ Competent inspectors who can consistently participate in the WGs key





Rafiki - "Ahh,  
change is good!"



## Lesson 4

# Communicate! Communicate!

- ☐ Regulation changes are not easy or short.
- ☐ Pre-NPA meetings
- ☐ One-on-one sessions with Operators
- ☐ CRD meetings
- ☐ Joint training sessions
- ☐ Benefits
  - ☐ CAA-CAA-Industry-Industry relationships

Lesson 5

## Don't approve 'ICU patients'

- ❑ EASA rules designed for oversight through certified organisations
- ❑ To approve 'weak' organisations is a fatal mistake
- ❑ A way to undo all the benefits of the rule – Constant CAA attention!



## **Part 2**

# **Challenges**





## Challenge 1

# Complexity of the System

- ❑ Aviation is becoming ever more complex
- ❑ UAS – our current rulemaking project
- ❑ So many moving parts, so many entities to 'regulate'
- ❑ Even with EASA rules (i.e. the big job done) it is challenging.

# Underlying Systems

- ❑ The set of underlying mechanisms which exist in the EU not present to the same level
- ❑ E.g. Enforcement mechanisms, standards bodies, accreditation boards, market authorities etc.
- ❑ The CAA has to play some of these roles





### Challenge 3

## Interpretation

- ☐ Biggest complaint from industry is consistent interpretation
- ☐ Train Inspectors on consistent interpretation?
- ☐ EASA rules also departing from simple English





#### Challenge 4

## Formal cooperation

- ❑ EASA rules have brought significant cost savings for our Operators
- ❑ It also has created good market for EU service providers
- ❑ There is room for improvement – e.g. reduce CAA approvals through formal cooperation when there is limited safety improvements







**Thank You!**