



Maldives CAA
Republic of the Maldives

Sea-Plane Operations in the Maldives

Presented by: Maldives Civil Aviation Authority

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Up to date there are over

- 70 seaplanes in operation with over 100 over landing strips
- 400 movements daily
- 3 Seaplane Operators, Trans Maldivian Airways, Manta Air, Maldivian
- The main operator being Trans Maldivian airways with 60 seaplanes



Developments.

- VIA's Water aerodrome Infrastructure has been redesigned and constructed to accommodate the airport expansion.
- New seaplane docks have been constructed to facilitate the increase in the aircraft fleet, there are more than 60 seaplane docks newly constructed to accommodate the passenger increase the recent developments .
- The new seaplane terminal building was constructed to facilitate 700 pax daily.



There are over 27 lounges to facilitate the high end tourists arriving to the Maldives.





Vilunu Seaplane Terminal lounges





Water Aerodrome Movement Area

CAA Requirements Flight Operations

- The Civil Aviation Authority has made flight Operations regulations more stringent than ICAO requirements for float plane operations.
- Although the twin otters can be operated by one pilot, MCAA requires that these flights to be operated by 2 pilots.
- As per company requirements the commander is required to have an ATPL qualifications with a minimum of 3000 hrs experience, including 500 hours, which must be on the type equipped with floats. Cabin crews are also required for operations if oprrating with more than nine passengers.



Air Space Design and Air Traffic Control Requirements

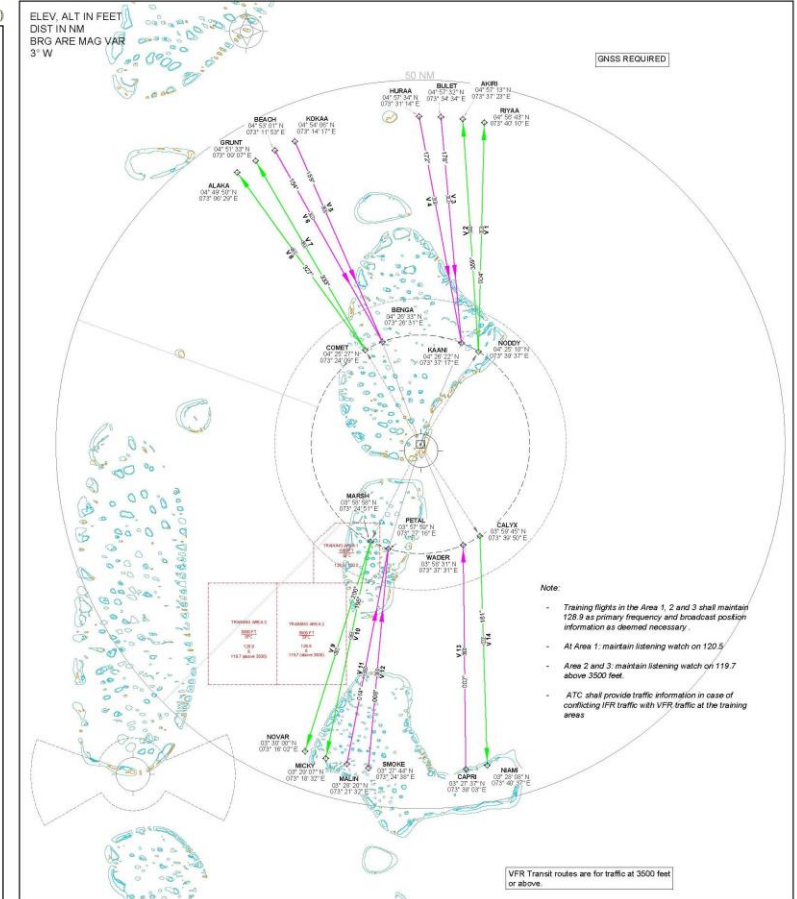
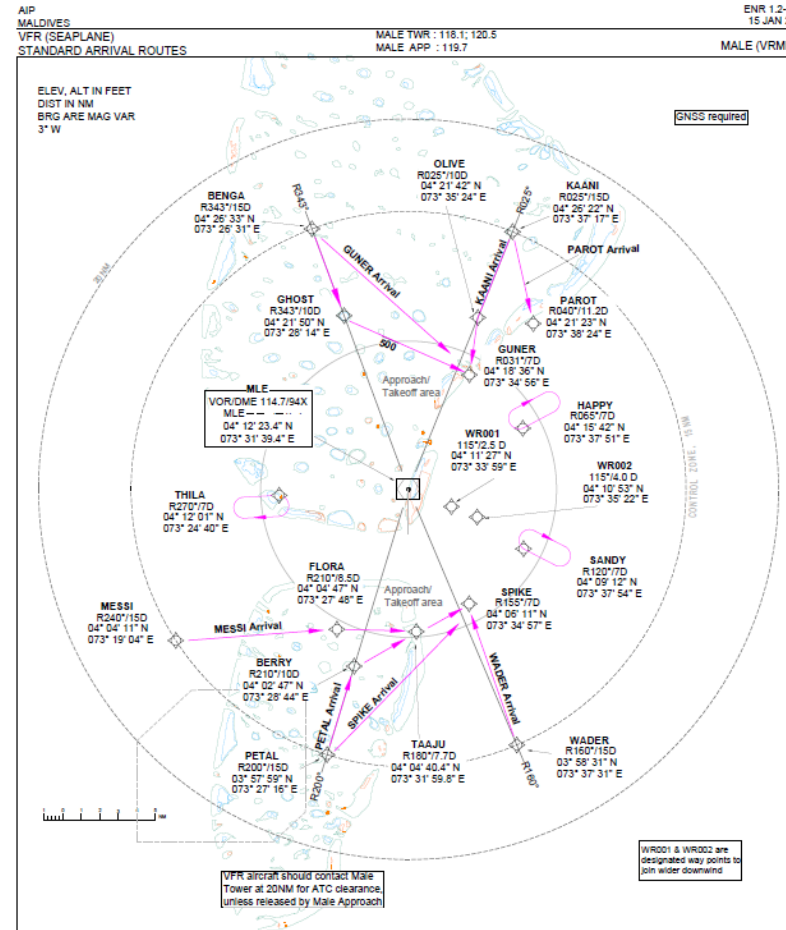
- Male' control zone is classified as class D airspace where all flights are provided with air traffic control service. VFR traffic receive traffic information in respect of all flights.
- Sea-planes are operated as VFR and restricted to day operations only as night VFR is prohibited in Male' airspace. All aircraft IFR and VFR entering/exiting Male' airspace are required to be equipped with surveillance equipment ADS –B and a mode C transponder.
- Standard VFR arrival and Standard VFR departure routes are designed to segregate IFR and VFR flights to address the increasing traffic movement in Male' control zone.



Air Navigation Services Developments

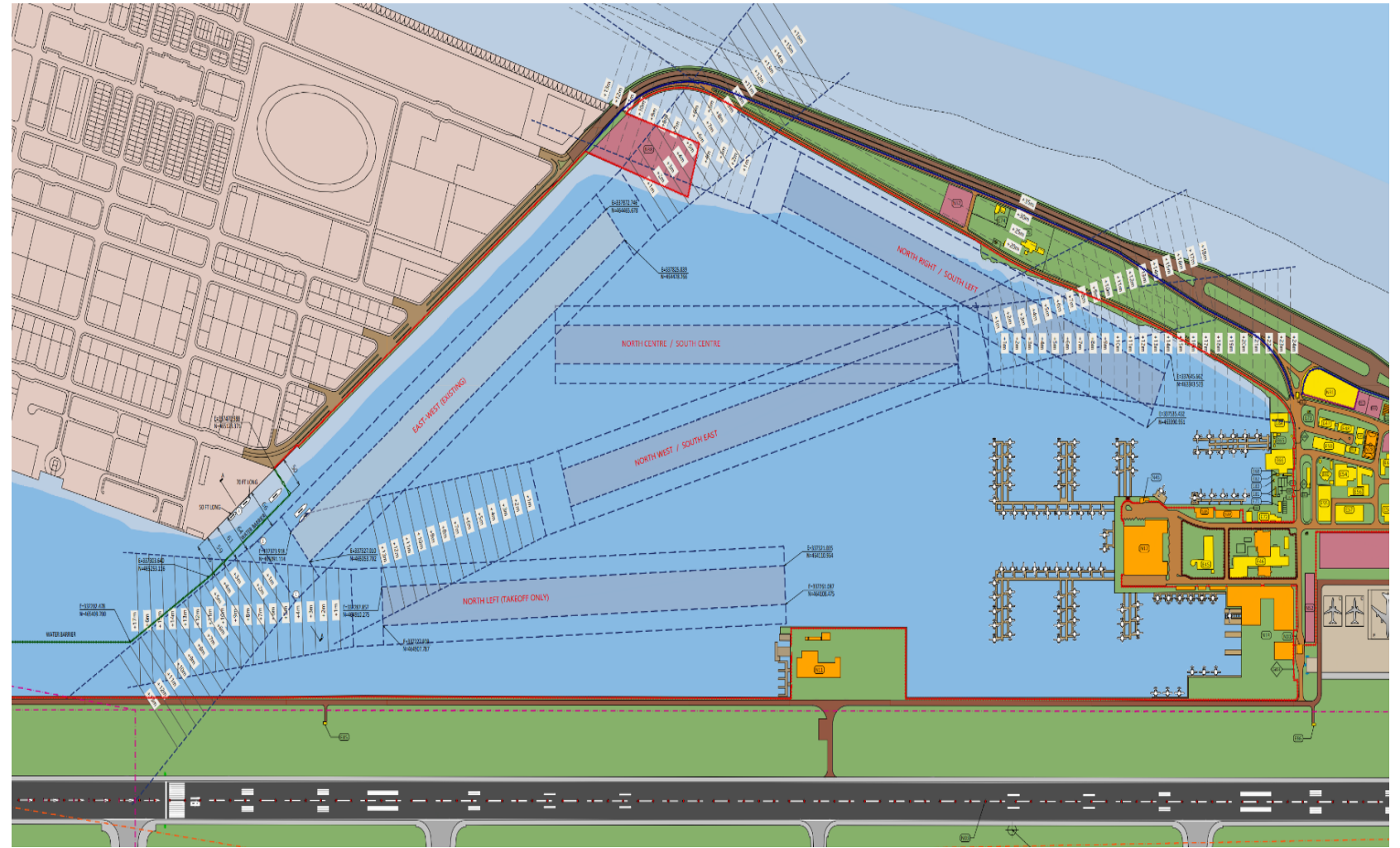
Airspace is sectorized with different frequencies to address frequency congestion issues

Airspace has been restructured, with a new control position established in the control tower to facilitate the increasing sea-plane operations



Water Aerodrome layout

- VIA Water runway consists 3 water runways and one emergency runway to cater for westerly monsoon when the crosswind component gets high .
- One runway is dependent to the land runway hence operations are not allowed simultaneously with the land runway.
- Marker buoys are used to indicate the threshold and ends of runways. Taxiways are also marked using different colour buoys.



Seaplane landing Sites.

There are 2 different types of sea-plane landing sites in the Maldives.

- Landing sites co-located with land aerodromes
- landing sites located in the lagoon.

CAA regulations for certification

MCAR 138-A, requires seaplane landing areas to be certified when:-

- a) The water aerodrome is co-located with a land aerodrome with an established Control Zone.
- b) The water aerodrome exceeds 100,000 movements annually.
- c) The CAA finds it necessary to certify the water aerodrome.



- All other remote landing sites in the lagoon served by floating platforms are required to be licenced.
- Procedures and Requirements for Floating Platform Licenses are specified in MCAR – 138

Floating platform requirements

- It should be attached to a resort jetty or anchored to the bottom of the sea.
- Location of the floating platforms are determined based on a number of factors including
- depth of the seabed
 - distance of the water aerodrome from the servicing resorts and islands, maritime movements in the location and navigable airspace
 - The effect on the surrounding community and the environmental impact of the platform is also considered before approval is granted.

3/15/2023



- Floating platforms must provide adequate support and buoyancy for the loads imposed by embarking and disembarking passengers and their luggage.
- They also must include safety equipments as required by MCAA regulations.

Emergency Plan

- Each water aerodrome operator either certified or licenced is required to have an emergency response plan.



MCAA Regulations

MCAA regulations governing the sea-plane operation are as follows.

1. **MCAR 138-A** Water Aerodromes Rules
2. **MCAR 138-B** Water Aerodromes Standards
3. **MCAR138-C** Procedures and Requirements for Floating Platform License



Oversight requirement.

- All certified / licensed landing sites are required to be inspected/audited as per the MCAR138 (Aerodrome rules)
- As of now, there are a total of 3 landing sites that are qualified as water aerodromes.
- Over 90 landing sites that falls under licensing category and are licenced as per the CAA requirements.
- Water aerodromes audits and inspections are conducted annually
- Remote landing sites are required to be inspected by the operator under their Safety Management system and inspection/audit reports should be submitted to CAA.
- CAA inspectors will visit on-site inspections once in every 3 years.





Thank You 

Any Questions?