

AD 1 AERODROMES - INTRODUCTION

AD 1.1 AERODROME AVAILABILITY

1 General

1.1 *General condition under which aerodromes and associated facilities are available for use*

Commercial flights are not permitted to take-off from or land at any aerodrome not listed in this AIP except in cases of real emergency or when special permission has been obtained from the Civil Aviation Department, Ministry of Transport and Communication

1.2 *Landings made elsewhere other than at an international aerodrome or a designated alternate aerodrome.*

If a landing is made other than at an international aerodrome or a designated alternate aerodrome, the pilot-in-command shall report the landing as soon as practicable to the health, customs and immigration authorities at the international aerodrome at which the landing was scheduled to take place. This notification may be made through any available communication link.

The pilot-in-command shall be responsible for ensuring that:

- a) if pratique has not been granted to the aircraft at the previous landing, contact between other persons on the one hand and passengers and crew on the other is avoided;
- b) cargo, baggage and mail are not removed from the aircraft except as provided below:
- c) any foodstuff of overseas origin or any plant material is not removed from the aircraft except where local food is unobtainable. All food refuse including peelings, cores, stones of fruit, etc. must be collected and returned to the galley refuse container, the contents of which should not be removed from the aircraft except for hygiene reasons; in that circumstance the contents must be destroyed either by burning or by deep burial.

1.3 *Traffic of persons and vehicles on aerodromes*

1.3.1 *Demarcation of zones*

The grounds of each aerodrome are divided in to two zones:

- a) public zone comprising the part of the aerodrome open to the public; and
- b) a restricted zone comprising the rest of the aerodrome.

1.3.2 *Movement of persons*

Access to the restricted zone is authorised only under the conditions prescribed by the special rules governing the aerodrome. The customs, police, and health inspection offices and the premises assigned to transit traffic are normally accessible only to passengers, to staff of the public authorities and airlines and to authorised persons in pursuit of their duty. The movement of persons having access to the restricted zone of the aerodrome is subject to the conditions prescribed by the Civil Aviation Regulations and by the special rules laid down by the aerodrome administration.

1.3.3 *Movement of vehicles*

The movement of vehicles in the restricted zone is strictly limited to vehicles driven or used by persons carrying a valid driving licence and an official card of admittance. Drivers of vehicles, of whatever type, operating within the confines of the aerodrome must respect the direction of the traffic, the traffic signs and the posted speed limits and generally comply with the provisions of the highway code and with the instructions given by the competent authorities.

1.4 **Policing**

Care and protection of aircraft, vehicles, equipment and goods used at the aerodrome are not the responsibility of the State or any concessionaire; they cannot be held responsible for loss or damage which is not incurred through action by them or their agents.

1.5 **Landing, parking and storage of aircraft on aerodromes under the control of the Maldives Airports Company Ltd**

1.6 **The conditions under which aircraft may land and be parked or otherwise dealt with at any of the aerodromes under the control of the Maldives Airports Company Ltd are as follows.**

a) The fees and charges for the landing or parking of aircraft shall be those published from time to time by the Civil Aviation Department in the AIP or AIC.

The fees or charges for any supplies or services which may be furnished to aircraft by or on behalf of the Maldives Airports Company Ltd (hereinafter referred to as "MAC Ltd") at any aerodrome under the control of the MAC Ltd shall, unless otherwise agreed before such fees or charges are incurred, be such reasonable fees and charges as may from time to time be determined by the MAC Ltd for that aerodrome. The fees and charges referred to shall accrue from day to day and shall be payable to the MAC Ltd on demand.

b) The MAC Ltd shall have a lien on the aircraft, its parts and accessories, for such fees and charges as aforesaid.

c) If payment of such fees and charges is not made to the MAC Ltd within 14 days after a letter demanding payment thereof has been sent by post addressed to the registered owner of the aircraft, the MAC Ltd shall be entitled to sell, destroy or otherwise dispose of the aircraft and any of its parts and accessories and to apply the proceeds from so doing to the payment of such fees and charges.

d) Neither the MAC Ltd nor any servant or agent of the government shall be liable for loss or damage to the aircraft, its parts or accessories or any property contained in the aircraft, howsoever such loss and damage may arise, occurring while the aircraft is on any aerodrome under the control of the MAC Ltd or is in the course of landing at or taking off from any such aerodrome.

2 **Applicable ICAO documents**

The Standards and Recommended Practices of ICAO Annex 14, Volumes I and II, are applied together with the differences mentioned in GEN 1.7

3 **Civil use of military air bases**

No military air bases are located within the territory of the Republic of Maldives, therefore this paragraph is not applicable.

4 **CAT II/III operation at aerodromes**

No aerodrome within the territory of the Republic of Maldives is available for Category II or Category III operations.

5 **Friction measuring devices used and friction level below which the runway is declared slippery when it is wet**

Nil

6 **Other information**

Nil