

GEN 3.4 COMMUNICATION SERVICES

1 Responsible service

The responsible authority for the provision of telecommunication and navigation facility in the Republic of Maldives is the Maldives Airports Company Ltd

General Manager
Air Traffic Services Section
Maldives Airports Company Ltd
Male' International Airport
Republic of Maldives
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The service is provided in accordance with the provisions contained in the following ICAO documents:

Annex 10	- <i>Aeronautical Telecommunications</i>
Doc 8400	- <i>Procedures for Air Navigation Services - ICAO Abbreviations and Codes (PANS-ABC)</i>
Doc 8585	- <i>Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services</i>
Doc 7030	- <i>Regional Supplementary Procedures</i>
Doc 7910	- <i>Location Indicators</i>

2 Area of responsibility

Communication services are provided for the entire Male' FIR. Arrangements for such services on a continuing basis should be made with the Air Traffic Services Section. Responsibility for the day to day operation of these services is vested in Station Communication Officers located at Male' International Airport. Inquiries, suggestions or complaints regarding any telecommunication service should be referred to the relevant Station Communication Officer or to the Air Traffic Services Section, as appropriate.

3 Types of service

3.1 Radio Navigation Services

The following types of radio aids to navigation are available:

- a) VHF omnidirectional radio range (VOR)
- b) Distance measuring equipment (DME)
- c) LF/MF non-directional radio beacon (NDB)
- d) Instrument landing system (ILS)
- e) Monopulse secondary Surveillance Radar (MSSR)

Selected radio broadcasting stations are included as additional navigational facilities. The information is limited to stations with a power of 10kw or more. It should be noted that unserviceability of these stations will not be reported.

3.2 **Mobile/Fixed Service**

3.2.1 **Mobile Service**

The aeronautical stations maintain a continuous watch on their stated frequencies during the published hours of service unless otherwise notified.

An aircraft should normally communicate with the air-ground control radio station that exercises control in the area in which the aircraft is flying. Aircraft should maintain a continuous watch on the appropriate frequency of the control station and should not abandon watch, except in an emergency, without informing the control radio station.

3.2.2 **Fixed Service**

The messages to be transmitted over the Aeronautical Fixed Service (AFS) are accepted only if:

- a) they satisfy the requirements of ICAO Annex 10 Vol II, Chapter 3,3.3
- b) they are prepared in the form specified in Annex 10.
- c) the text of any individual message does not exceed 200 groups.

General aircraft operating agency messages are only accepted for transmission to countries which have agreed to accept Class "B" traffic.

3.3 **Broadcasting Service**

ATIS operation on 125.5MHZ.

Hours of Operation : H24

3.4 **Language Used**

English.

3.5 **Where detailed information can be obtained**

Details of the various facilities available for the en-route traffic can be found in Part 2, ENR 4.

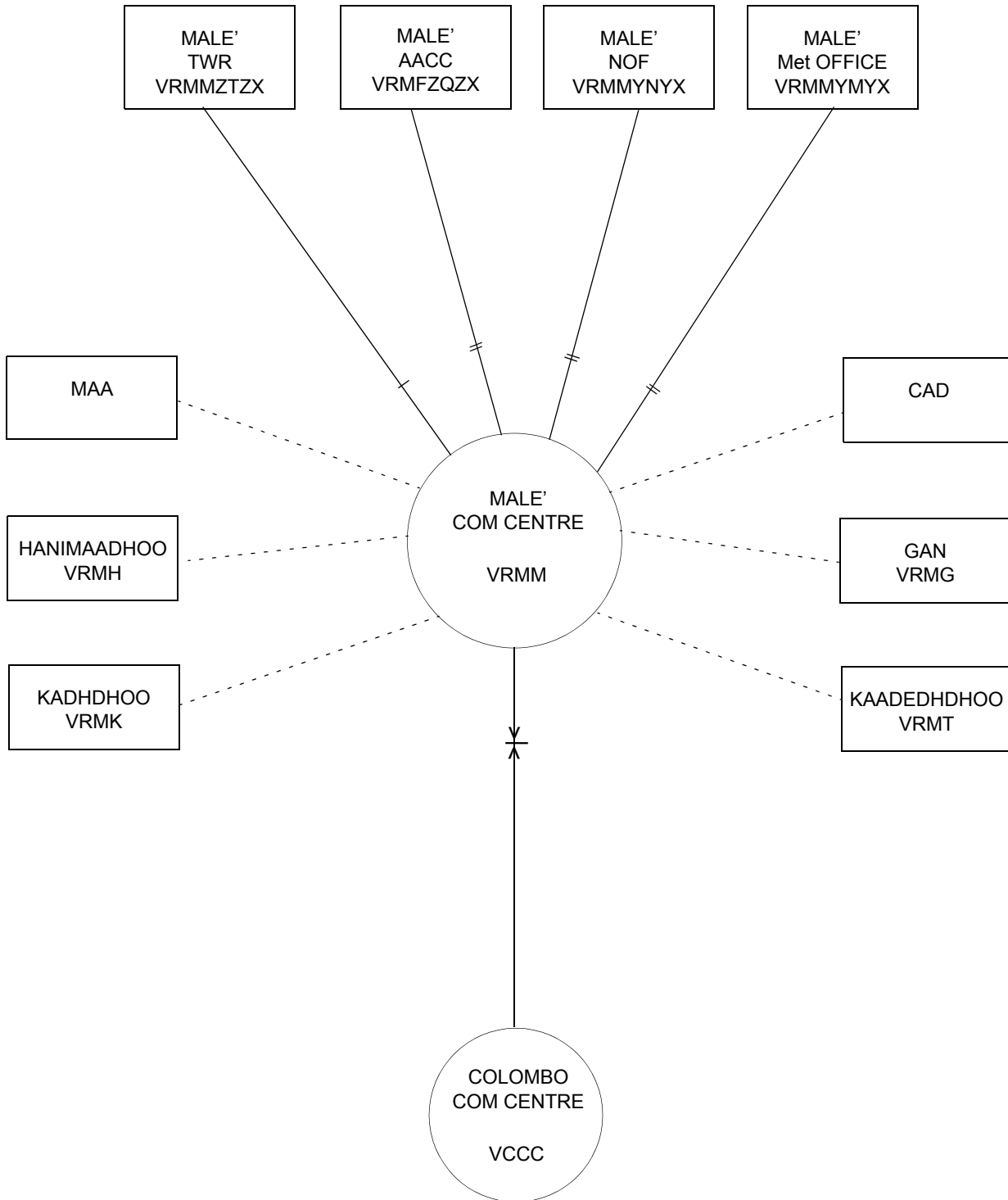
Details of the facilities available at the individual aerodromes can be found in the relevant sections of Part 3 (AD). In cases where a facility is serving both the en-route traffic and the aerodromes, details are given in the relevant sections of Part 2 (ENR) and Part 3 (AD).

4 **Requirements and conditions**

- 4.1 The requirements of the Directorate of Communications Services and the general conditions under which the communications services are available for international use as well as the requirements for the carriage of radio equipment, are contained in the Civil Aviation Regulations of the Republic of Maldives. The main provisions are briefly summarized below.

Radio equipment to be carried	Flight circumstances
VHF RT with appropriate frequencies listed in ENR 2.1, 3.1, 3.3, 4.1 and vmm AD 2-18, 2-19	VFR including special VFR and IFR flights in controlled air space.
ADF and/or VOR	IFR flights in controlled air space
DME	IFR flights in controlled air space
ILS and DME	When landing at Male' International airport, if prevailing meteorological conditions would require the execution of an instrument approach procedure using ILS and DME

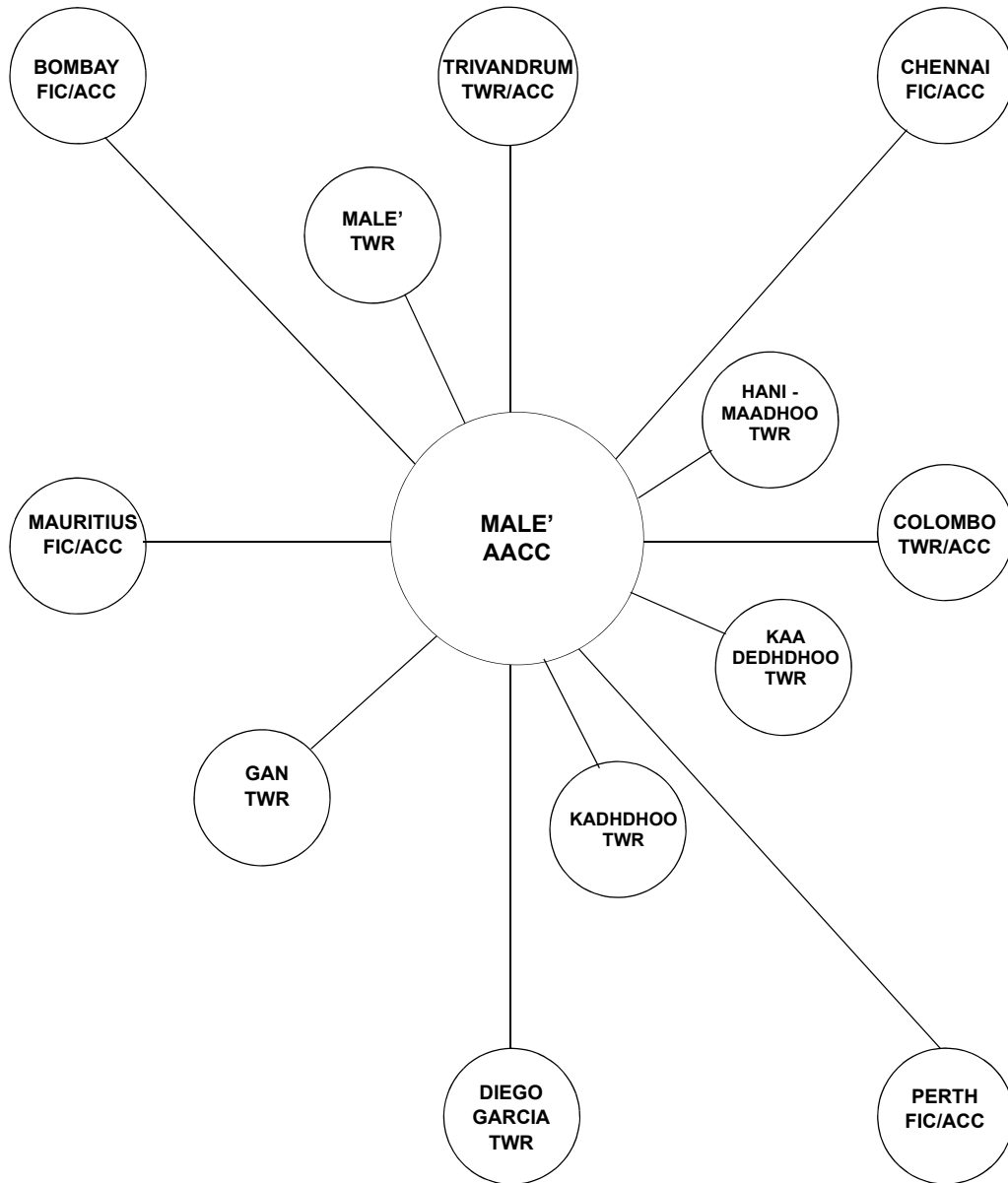
AERONAUTICAL FIXED SERVICES TELEGRAPH



LEGEND

Landline teleprinter circuit (LTT)	————
Facsimile (FAX)	-----
Simplex circuit	
Duplex circuit	
International circuit	><

AERONAUTICAL FIXED SERVICES TELEPHONE



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