

Tel:(+960)301 3362
(+960)301 3379
E-mail: aishq@macl.aero
AFTN: VRMMYNYX

REPUBLIC OF MALDIVES

AERONAUTICAL INFORMATION SERVICE

AIR TRAFFIC SERVICES

MALDIVES AIRPORTS COMPANY LIMITED

Ibrahim Nasir International Airport

Hulhule' 22000

Republic of Maldives

AIP SUPP

01/11

7 NOV 2011

VISUAL FLIGHT RULES OF MALDIVES

1. Introduction
2. Definition
3. General
4. Altitude or flight Levels
5. Flight Planning
6. Change from VFR to IFR flight
7. Suspension of VFR flights
8. Special VFR flight
9. VFR flight in Control Area (CTA)
10. VFR flight in Control Zone (CTR)
11. VFR Operating at Uncontrolled Aerodrome
12. VFR Aircraft without Mode A/C in Male TMA or Male CTR
13. Radio Communication failures
14. Traffic Information Broadcast by (VFR) Aircraft
15. Seaplane operations in Male' Control Zone (CTR)

1. INTRODUCTION

- 1.1. With effect from 30 November 2011, the procedures applicable to aircraft operating under Visual Flight Rules (VFR) within Male' FIR, CTR, TMA and Associated Airspace have been changed. These procedures are issued in amplification to the ICAO Annex 2 (Rules of the Air) and PANS-ATM Doc 4444 (Air Traffic Management).

2. DEFINITIONS

- 2.1. When the following terms are used in these procedures they have the following meanings:
- a) **AACC** : Approach and Area Control Centre.
 - b) **Ceiling** : the height above the ground or water of the base of the lowest layer of cloud below 6 000 meters (20 000 feet) covering more than half the sky .
 - c) **Control Zone** : a controlled airspace extending upwards from the surface of the earth to a specified upper limit.
 - d) **Director** : the director in charge of the Civil Aviation Department.
 - e) **Ground visibility** : the visibility at an aerodrome, as reported by an accredited observer or by automatic systems.
 - f) **Runway** : a defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.
 - g) **Special VFR flight** : a VFR flight cleared by air traffic control to operate within a control zone in meteorological conditions below VMC.
 - h) **VFR** : the symbol used to designate the visual flight rules.
 - i) **VFR flight** : a flight conducted in accordance with the visual flight rules.
 - j) **Water-runway** : a defined rectangular area on a water aerodrome prepared for the landing and take-off of aircraft.

3. General

3.1. Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in Table below:

Altitude	Airspace Class	Flight Visibility	Distance from Cloud
At and above FL 100	D,G	8 KM	1500 M horizontally 300 M (1000 FT) vertically
Below FL 100 and above 900 M (3000 FT) AMSL, or above 300 M (1000 FT) above terrain, whichever is the higher	D,G	5km	1500 M horizontally 300 M (1000 FT) vertically
At and below 900 M (3000 FT) AMSL, or above 300 M (1000 FT) above terrain, whichever is the higher	D	5km	1500 M horizontally 300 M (1000 FT) vertically
	G	5km*	Clear of cloud and with the surface in sight.

3.2. Unless by pre-arrangement and authorized by Civil Aviation Department:

- VFR flights shall NOT be authorized to takeoff or land or be airborne between evening civil twilight (civil dusk) and morning civil twilight (civil dawn);
- above FL 200;
- at transonic and supersonic speeds

- 3.3. Male' FIR is RVSM exclusive hence authorization for VFR flights to operate above FL 290 shall not be granted.
- 3.4. Except when necessary for take-off or landing, or except by permission from the Civil Aviation Department, a VFR flight shall not be flown:
- a) over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1 000ft) above the highest obstacle within a radius of 600 m from the aircraft;
 - b) else-where than as specified in 3.4 a), at a height less than 150 m (500ft) above the ground or water.
- 3.5. Notwithstanding 3.4, unless with prior permission from CAD VFR aircraft shall NOT over-fly the island of Male', Hulhumale', Funadhoo, Dhoonidhoo, Aarah, Villigili and Girifushi; and any of the designated resort islands. (See attachment 7)

4. Altitude or flight Levels

- 4.1. VFR flights in level cruising flight when operated above 3 000ft shall be conducted at an altitude or flight level appropriate to the track as specified in the Tables of cruising levels in Annex 2- Appendix 3.
- 4.2. VFR flights in level cruising flight within TMA or Control Zone below 3000 feet shall be conducted at an altitude specified in the table below:

Magnetic Track	
000°- 179°	180°- 359°
Above Sea Level (FT)	Above Sea Level (FT)
1000	1500
2000	2500

- 4.3. VFR flights may operate at 500feet in order to remain clear of cloud and surface in sight.

4.4. Special Level Assignment for VFR traffic inbound or outbound from Male' atoll

4.4.1. VFR aircraft outbound from Male' atoll:

- a) To Vaavu, Meemu, Laamu, Gaafu Alifu, Gaafu Dhaal, Fuah Mulah and Addu atoll should be considered making a track good between 180°- 359°.
- b) To Lhaviyani, Noon, Shaviyani, Haa Dhaalu and Haa Alifu atoll should be considered making a track good between 180°- 359°.

4.4.2. VFR aircraft inbound to Male' atoll:

- a) From Vaavu, Meemu, Laamu, Gaafu Alifu, Gaafu Dhaal, Fuah Mulah and Addu atoll should be considered making a track good between 000°- 179°.
- b) from Lhaviyani, Noon, Shaviyani, Haa Dhaalu and Haa Alifu atoll should be considered making a track good between 000°- 179°.

4.5 Maximum altitude for VFR aircraft in the ARI-Zone:

4.5.1 Maximum altitude for VFR aircraft in the ARI-Zone shall be 4500 feet.

4.6 Maximum altitude for VFR aircraft departing from an uncontrolled aerodrome or an unspecified landing site located beyond the lateral limits of Male TMA or any of the Control Zones.

4.6.1 VFR aircraft departing from an uncontrolled aerodrome or an unspecified landing site located beyond the lateral limits of Male TMA or any of the Control Zones may climb up to 5500 feet. ATC clearance shall be obtained for further climb.

5. Flight Planning

5.1. VFR flights conducted within Maldives are exempted from the obligation to file a regular ICAO flight plan. However, the pilot-in-command shall submit the following information over the radio to the appropriate ATS unit when operating within a control airspace :

- a) aircraft identification and *type*;
- b) departure aerodrome and *estimated off-block time*;

- c) destination and *estimated elapsed time*;
- d) level;
- e) *endurance*; and
- f) *number of persons on board*

Note:

The items written in italic may be omitted under a local agreement with the ATS Unit

6. Change from VFR to IFR flight

- 6.1. An aircraft operated in accordance with the Visual Flight Rules which wishes to change to compliance with the Instrument Flight Rules shall:
 - a) if a flight plan was submitted, inform the appropriate air traffic services unit of the necessary changes to be effected to its current flight plan, or
 - b) As specified in AIP Maldives, ENR 1.10 submit a flight plan to the appropriate air traffic services unit and obtain a clearance prior to proceeding in accordance with the Instrument Flight Rules.

7. Suspension of VFR flights

- 7.1. ATC will suspend VFR operations within a CTR when visibility falls below 5Km or the reported cloud ceiling is below 1500ft.
- 7.2. The following procedures shall be observed by the aerodrome control tower whenever VFR operations are suspended:
 - a) hold all VFR departures;
 - b) recall all local flights operating under VFR or obtain approval for special VFR operations;
 - c) notify the approach control unit or ACC as appropriate of the action taken;
 - d) notify all operators, or their designated representatives, of the reason for taking such action, if necessary or requested

7.3. In the event VFR flights are suspended, the pilot-in-command may obtain air traffic control clearance to:

- a) operate as a Special VFR flight if operating within a control zone;
- b) operate under instrument flight rules provided the pilot holds a current instrument rating and the aircraft is appropriately equipped; or

Note: If the AOC issued to the operator does not permit operating IFR flights the pilot-in-command shall not request for IFR clearance.

- c) request to divert to another suitable aerodrome or leave the Control Zone.

Note: seaplanes may divert to a suitable contingency landing spots (*Refer attachment 01*)

8. Special VFR flight

- 8.1. Special VFR flight may be authorized to enter a CTR for the purpose of landing, taking-off and departing directly from a CTR when ground visibility is not less than 1500 m, provided that the aircraft is equipped with functioning radio receiver and the pilot has agreed to guard on the appropriate ATC communication frequency.
- 8.2. A special VFR clearance shall be issued only when specifically requested by a pilot.
- 8.3. Before clearing a special VFR flight an ATC must consider the extent of the proposed of flight and the availability of air/ground communication.
- 8.4. The pilot of an aircraft on special VFR flight:
 - a) shall comply with ATC instructions
 - b) is responsible for ensuring that his flight conditions enable him to remain clear of cloud, determine his flight path with reference to the surface and keep clear of obstructions.
 - c) is still regard with the rules of flight over the congested area of cities, towns or settlements or over an open air assembly of persons at a height at least 1 000 feet above the highest obstacle within a radius of 600metres from the aircraft.

9. VFR flight in Control Area (CTA)

- 9.1 VFR flight shall establish two-way communication and obtain ATC clearance prior to entering into controlled area and switch transponder on.
- 9.2 VFR flight shall maintain two-way communications and comply with any instructions given by the ATC Unit.
- 9.3 Aircraft are subject to ATC. This does not, however, relieve the pilot-in-command from responsibility in avoiding collision.

10. VFR flight in Control Zone (CTR)

- 10.1 Radio communication shall be established with the appropriate Aerodrome Control unit:

- a) Prior to taxiing for departure; or
- b) When intending to operate in CTR.

Note: Where radio communication cannot be established unless aircraft gets airborne, pilot in command shall obtain an initial clearance from the ATC unit concerned via telephone.

- 10.2 Aircraft shall call Aerodrome Control before entering CTR and notify on the appropriate frequency:

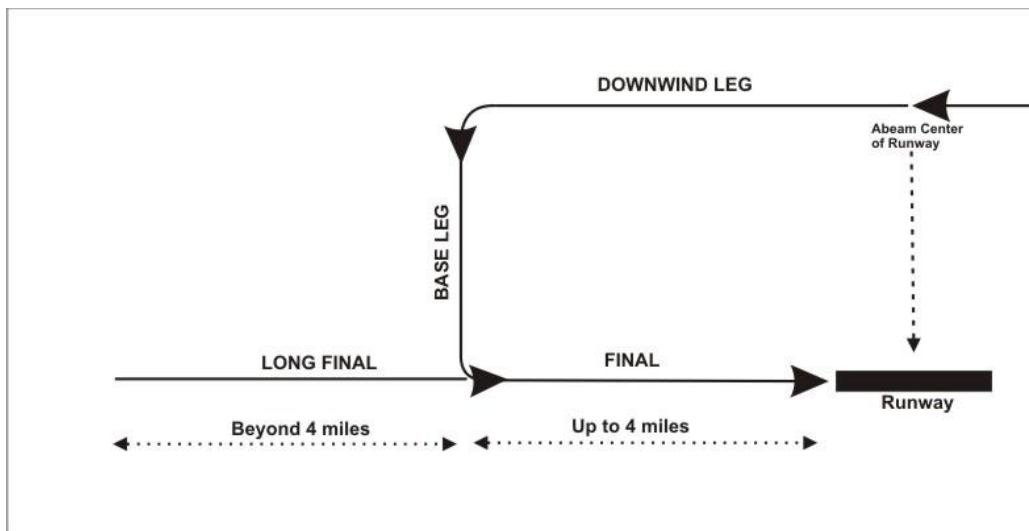
- a) position, level and track of aircraft
- b) intention and/or estimate time to join the traffic circuit

- 10.3 When operating in CTR:

- a) Maintain a continuous listening watch on the appropriate frequency;
- b) Navigate in accordance with the flight plan information and ATC clearance; and
- c) Carry out any instructions received from Aerodrome Control appropriate to safe conduct of flight.

10.4 Aerodrome traffic circuit and visual circuit reporting procedure:

- a)
 - i. Where designated reporting points are established to enter traffic circuit, aircraft should join traffic circuit via the reporting points; or
 - ii. Enter downwind leg at a 45 degrees angle, at the center of the pattern, or as directed by ATC
- b) Report position in accordance with the following diagram



11. VFR Operating at Uncontrolled Aerodrome

- 11.1 Pilot operating at uncontrolled aerodrome should use the designated frequency to self-announce their position and intentions and monitoring other traffic.

Note: uncontrolled aerodrome may also be referred to any permanent or temporary seaplane landing sites outside control zone.

- 11.2 There is no substitute for alertness while in the vicinity of an airport. It is essential for pilot to be alert and to look for other traffic when approaching or departing an uncontrolled aerodrome.

11.3 Arriving aircraft:

- a) Pilot of arriving aircraft should monitor and communicate on the designated frequency from 5 miles prior to landing unless otherwise specified by the CAD regulations.
- b) Pilot of arriving aircraft should self-announce their position and intentions approximately 5 miles from the aerodrome.
- c) Pilot of arriving aircraft should self-announce their position and intentions on downwind, base, and final approach.
- d) Pilot of arriving aircraft should self-announce their position on exiting the runway.

11.4 Departing aircraft:

- a) Pilot of departing aircraft should monitor and communicate on the designated frequency from startup to while within 10 miles from the aerodrome unless otherwise specified by the CAD regulations.
- b) Pilot of departing aircraft should self-announce their position and intentions before taxi.
- c) Pilot of departing aircraft should self-announce their position and intentions before entering the runway.
- d) Pilot of departing aircraft should self-announce their position and intentions before taking-off from the runway.
- e) Pilot of departing aircraft should self-announce their position and intentions on leaving the traffic pattern.

12. VFR Aircraft without Mode A or C in Male TMA or Male CTR

- 12.1 VFR aircraft without functioning Mode A should not operate within the Male' TMA or Male' CTR.
- 12.2 VFR aircraft without a functioning Mode C shall not operate in Male' CTR above 2500 feet.
- 12.3 If Mode C is observed faulty during flight aircraft shall be cleared to descend to 2500 feet or below.
- 12.4 If Mode A is observed faulty during flight:
 - i. Outbound aircraft shall be advised to land at Male'.

ii. Inbound aircraft shall be allowed to continue flight to Male'

12.5 If Mode A is observed faulty before departure to Male', pilot in command should call Male' Tower and obtain a clearance to enter Male' CTR.

13. Radio Communication failures

13.1 General

During two-way radio communications failure, when confronted by a situation not covered in the regulation, pilots are expected to exercise good judgment in whatever action they elect to take.

13.2 The procedures to be adopted by pilots experiencing two-way radio communication failure are:

- a. If the aircraft is suitably equipped, operate the Transponder on Mode A, Code 7600 and Mode C;

Note: The pilot should understand that the aircraft may not be in an area of radar coverage

- b. Maintain a listening watch on appropriate frequencies for control messages or further clearances;
- c. Attempt to contact any ATC unit or another aircraft, inform them of the difficulty, and request to relay the information to the concerned ATC unit. Or attempt to contact the appropriate ATS unit by means of conventional cell or satellite phone;
- d. If it is believed that the radio communication transmitter is functioning, transmit blind giving position reports and stating intentions;
- e. continue the flight under VFR to the destination aerodrome in accordance with the flight plan and the ATC clearance; and
- f. If the point of origin was an uncontrolled aerodrome, continue flight under VFR and return back to the same aerodrome or land at another suitable uncontrolled aerodrome.
- g. File a report with the appropriate ATS unit as soon as practicable after landing.

Note: uncontrolled aerodrome may also be referred to any permanent or temporary seaplane landing sites outside control zone.

- 13.3 Prior permission and ATC clearance is to be obtained from the ATC unit concerned before ferrying an aircraft experiencing radio communication failure to an aerodrome located within a CTR.

14. Traffic Information Broadcast by (VFR) Aircraft

- 14.1 Due to the high density of uncontrolled VFR flights operating between the islands of Maldives, in the interest of safety, VFR aircraft flying over the territorial water of the Maldives should monitor and transmit position information:

- a)
 - In Class G airspace; and
 - In the ARI-ZONE area
- b) On the designated frequencies:
 - Area A --128.9Mhz
 - Area B ---128.8Mhz
 - Area C --128.7Mhz

(Refer Attachment 02)

*Note: ARI-ZONE is a defined portion within the Male' TMA but ATC clearance not required
(Refer Attachment 03).*

- 14.2 Position information should be transmitted as follows:

- a) While leaving a controlled airspace
- b) At frequent intervals during the en-route phase

- 14.3 Position information by VFR aircraft should include:

- a) Type of aircraft

- b) Current Position
- c) Direction of flight
- d) Level (altitude)

15. Seaplane operations in Male' Control Zone (CTR)

15.1 Introduction

A large seaplane base is located on at the eastern side waterfront of Ibrahim Nasir International Airport. The adjoining lagoon is frequently used by seaplanes for takeoff and landing. These are supplementary procedures applicable to seaplanes landing and taking off at Ibrahim Nasir International Airport and other designated landing spots inside the CTR. Pilot in command shall adhere to all Visual Flight Rules and procedures under this chapter.

15.2 Water Aerodrome at Ibrahim Nasir International Airport

- a) Three deep channels in the lagoon represent takeoff/ landing areas.
 - i. North-LEFT/South Right (NL/SR)
 - ii. North-Right/South-Left (NR/SL)
 - iii. East/West (E/W)
- b) Access to the seaplane maneuvering area is subject to ATC clearance.

Note: seaplane maneuvering area comprises take-off/landing areas and adjoining channels designated for seaplane taxiing and holding (Refer Attachment 04)

15.3 Runway in –use

- a) Seaplane takeoff and landing direction should as far as practicable coincide with the Runway in-use.
- b) Water runway North-LEFT shall NOT be approved for arrivals.
- c) South-Right shall NOT be approve for departure

15.4 Taxi and Takeoff

- a) Prior to taxi pilot shall contact Male' Ground and give the flight plan information as mentioned in 5.1, and obtain the ATC clearance;

- b) Prior to entering the maneuvering area pilot shall contact Male' Tower;

15.5 Take-off from a location other than Male' water aerodrome

- a) From a location within 7 miles from Male', Contact Male' Tower for ATC clearance while taxiing for takeoff;
- b) From a location beyond 7 pilot may takeoff at own discretion, climb to 500 and shall contact Male' Tower.

15.6 Procedures for departing aircraft

15.6.1 ATC clearance shall include instruction:

- a) To follow a published VFR Standard Departure Route (*see attachment 05 and 6*); or
- b) After takeoff aircraft to remain clear of the Approach / Takeoff area as follows :
 - i. Traffic en-route to north, example; Lhaviyani , East of radial 020
 - ii. Traffic en-route to north-west, example; Raa and Baa atoll , West of radial 330
 - iii. Traffic en-route to south, example; Vaavu and Meemu atoll, East of radial 160
 - iv. Traffic en-route to south-west, example; Faafu and Dhaalu atoll, West of radial 200;

15.6.2 Unless instructed otherwise by ATC, Traffic going to ARI-ZONE shall make an early left/right turn after departure in order to remain clear of the Approach/Take-off areas

Note: 15.6.2 is NOT applicable when aircraft is on "ZULU Departure"

15.6.3 Clear of IFR traffic, Tower or Approach will issue instruction to fly direct to the destination.

15.7 Procedures for Arriving aircraft

- 15.7.1 Aircraft may fly direct to MLE on departure from points outside MLE CTR until Approach or Tower issues ATC clearance to respective channeling points SIERA, BAROS, CHALI, DELTA or THILA
- 15.7.2 ATC clearance should include instruction issues by Approach and/or Tower:
- a) To follow a published VFR Standard Arrival Route; or
 - b) Remain clear of the Approach / Takeoff area and track as follows:
 - i. Traffic inbound from North, track either East of radial 020 or West of radial 335
 - ii. Traffic inbound from South, track East of radial 160 or West of radial 200

16. **CANCELLATION**

This AIP SUPP will remain current until the contents have been incorporated in AIP.

ATTACHMENT 1

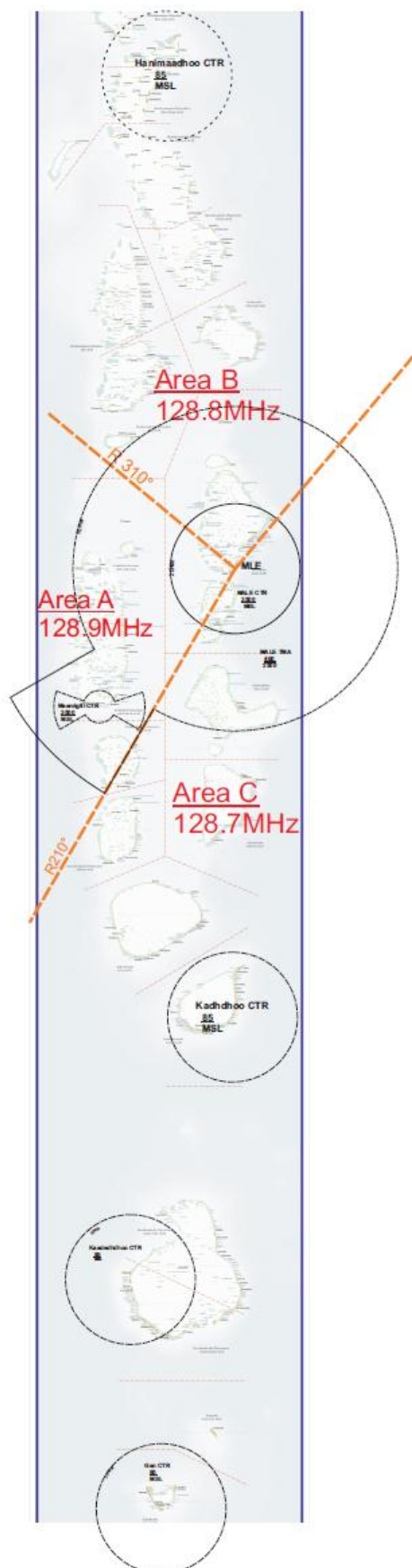


ATTACHMENT 2

Traffic Information Broadcast by (VFR) aircraft

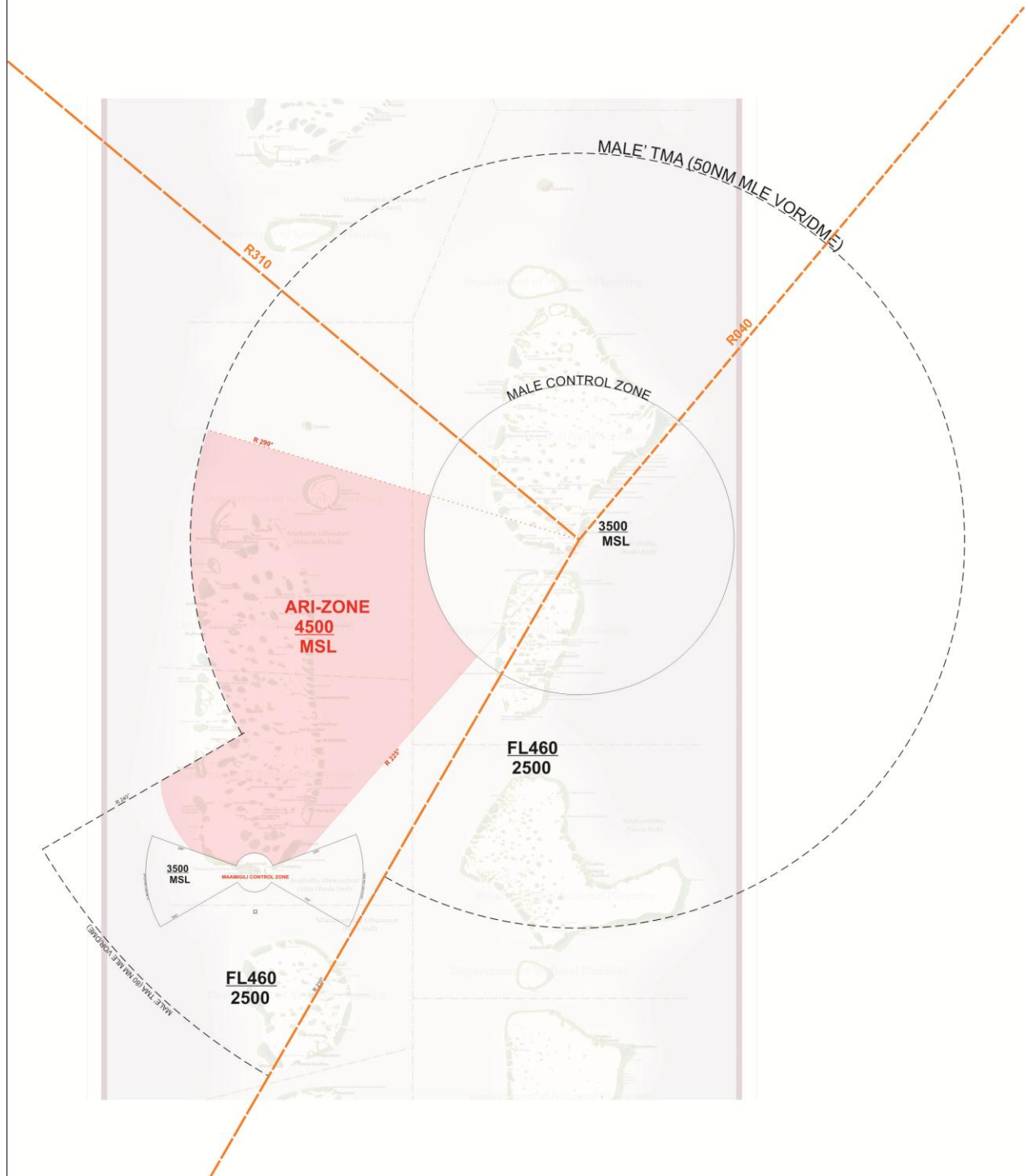
VFR aircraft flying over the territorial water of the Maldives shall monitor and transmit position information on designated frequencies:

- a) while in Class G airspace
- b) while in the ARI-ZONE (ref attachment 03)



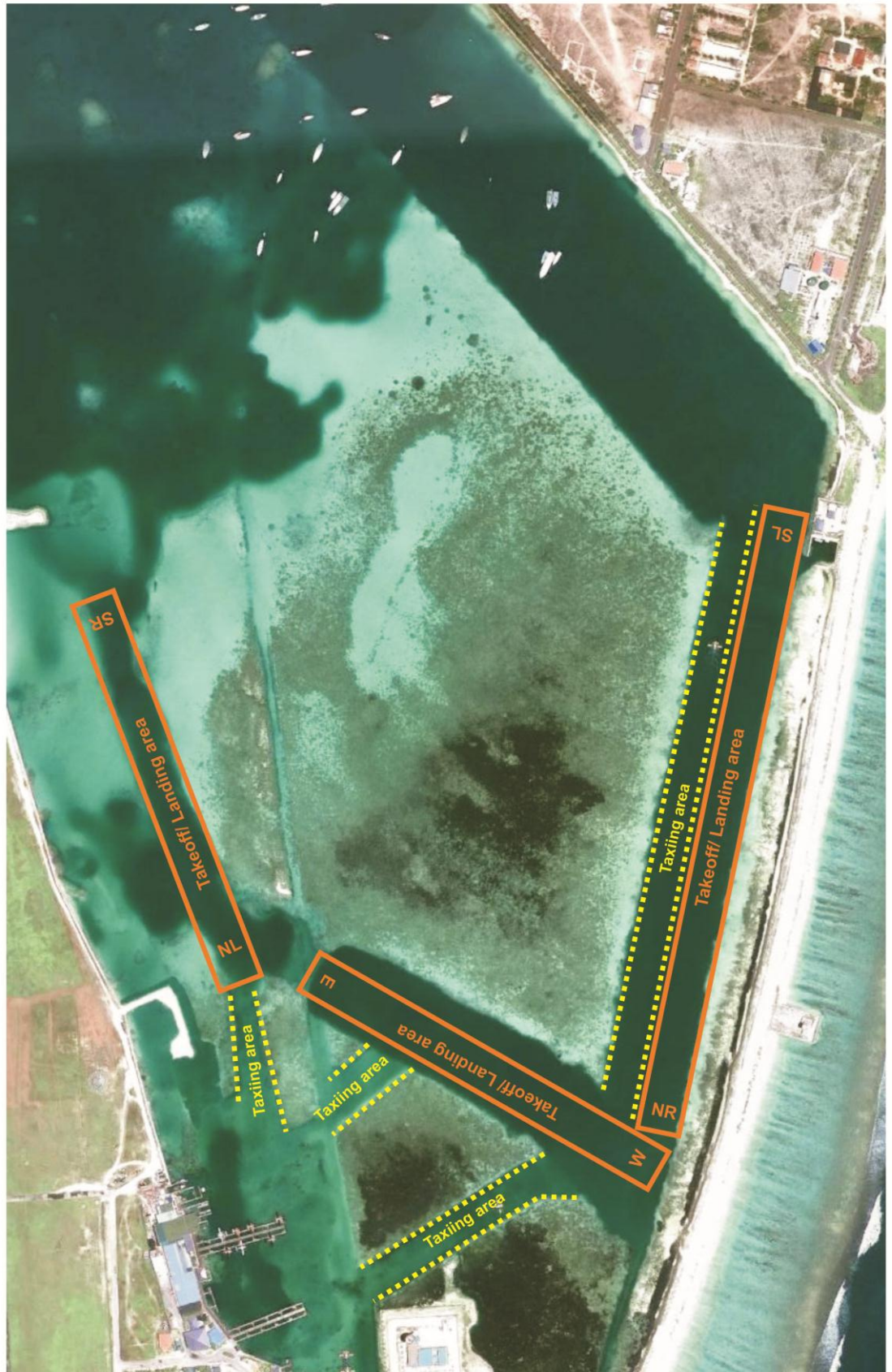
ATTACHMENT 3

ARI- ZONE VFR Traffic area



ATTACHMENT 4

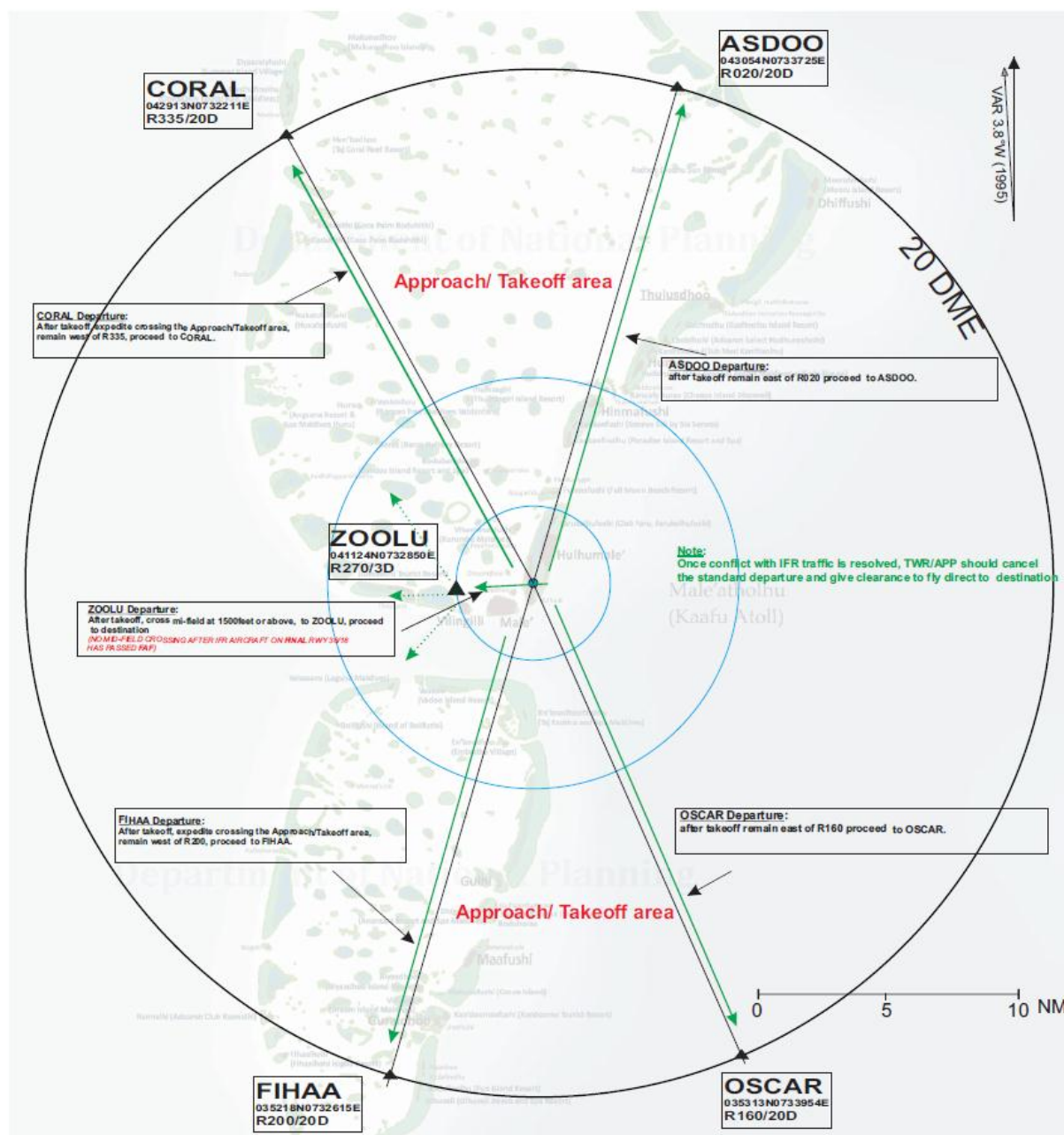
Male' Water Aerodrome



ATTACHMENT 5

(VFR) Seaplane Standard Departure Routes Male International Airport

GPS or
VOR/DME
Required

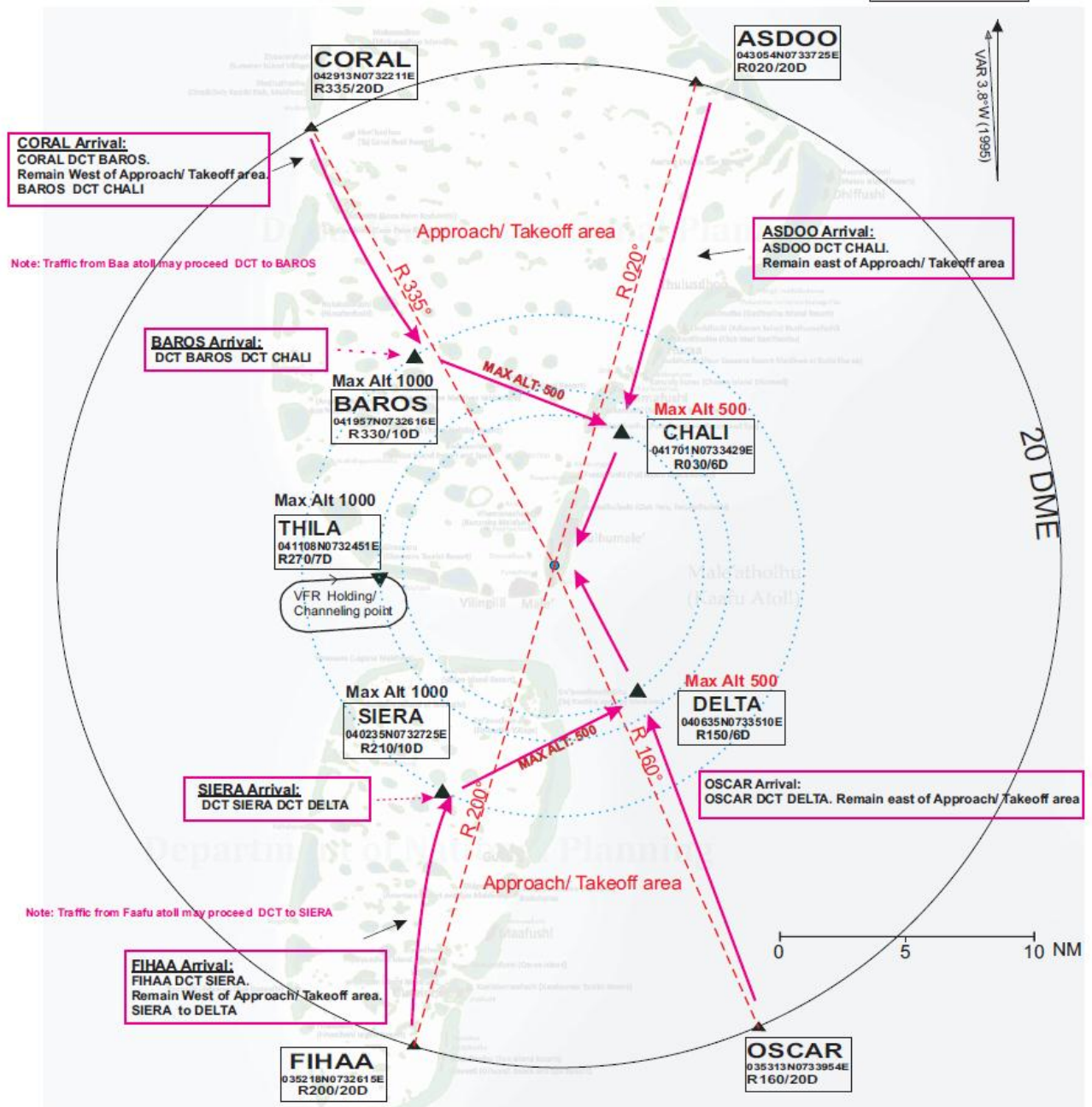


BEARINGS ARE MAGNETIC

ATTACHMENT 6

(VFR) Seaplane Standard Arrival Routes Male International Airport

GPS or
VOR/DME
Required



BEARINGS ARE MAGNETIC
ALTITUDE IN FEET

ATTACHMENT 7

Restricted area around Ibrahim Nasir International Airport

