

GEN 3.3 AIR TRAFFIC SERVICES

GEN 3.3.1 Responsible service

The Air Traffic Services of the Maldives National Air Traffic Service Pvt Ltd is the responsible authority for the provision of air traffic services within the area indicated under 3.3.2. below.

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The services are provided in accordance with the provisions contained in the following documents:

Annex 2 - Rules of the Air

Annex 11 - Air Traffic Services

Doc 4444 - Procedures for Air Navigation Services - Air Traffic Management (PANS- ATM)

Doc 8168 - Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS)

Doc 7030 - Regional Supplementary Procedures

Differences to these provisions, if any, are detailed in sub-section GEN 1.7.

GEN 3.3.2 Area of responsibility

Air Traffic Services are provided for the entire territory of the Republic of Maldives, including its territorial waters as well as the air space over the high seas within Male' FIR.

GEN 3.3.3 Types of services

The following types of services are provided:

- a) Flight Information Service (FIS) and Alerting Service (ALRS);
- b) Area Control Procedural and Radar/ADS-B Surveillance (ACC)
- c) Approach Control Procedural and Radar/ADS-B Surveillance (APP)

The following types of services are provided at aerodromes:

- a) Aerodrome Control tower (TWR);
- b) Aerodrome Flight Information Service (AFIS); and
- c) Automatic terminal information service (ATIS), at Velana International Airport.

Description of the services provided

3.3.3.1 Aerodrome Flight information service

Aerodrome Flight Information Service is provided at all aerodromes designated as AFIS aerodromes, as well as at other aerodromes during contingency scenarios when Air Traffic Service is downgraded to AFIS only.

Procedures for the provision of flight information service at domestic aerodromes

1. General

Aerodrome Flight Information Service (AFIS) is the term used to describe the provision of information useful for the safe and efficient conduct of aerodrome traffic at those aerodromes approved by MCAA where the Air Traffic Service Provider determines that the provision of aerodrome control service is not justified. NOTAM will be issued to inform operators when AFIS is being provided at these aerodromes.

AFIS units at these aerodromes are located at the control tower and will provide flight information service and alerting service to aerodrome traffic.

It is therefore the responsibility of pilots using the service provided by this unit to maintain proper separation in conformity with the rules of the air.

2. AFIS Airspace

AFIS units at these aerodromes will be provided to all air traffic on the manoeuvring area and to all aircraft flying within the radius of 15NM from each aerodrome.

3. Hours of operation

Details of AFIS operational hours at domestic aerodromes will be notified by NOTAM.

4. Call Sign for AFIS Aerodromes

- 4.1 The call sign of each domestic aerodrome will be the aerodrome name plus the phrase "Aerodrome Information". Eg. "Dharavandhoo Aerodrome Information" for Dharavandhoo Airport.
- 4.2 After initial contact has been established the call sign may be shortened to aerodrome name plus the phrase "Information". Eg. "Dharavandhoo Information" for Dharavandhoo Airport.
- 4.3 If at any time, it is apparent that the pilot is not aware that aerodrome control service is not provided, the pilot would be immediately informed of this fact using the following phraseology: AERODROME CONTROL SERVICE NOT REPEAT NOT PROVIDED.

5. Air Ground Communications

All AFIS aerodromes are equipped with VHF equipment to provide AFIS to aircraft operating in the manoeuvring area and in the vicinity of the airport. The frequency is the published Tower frequency for that aerodrome.

6. Flight Planning

IFR Flight Plan should be filed for aircraft landing and taking off from the domestic aerodromes.

7. Air Traffic Services procedures

7.1 Arrivals

7.1.1 Aircraft inbound to land at these aerodromes should contact the designated Tower on the designated frequency at least 15NM prior to landing or as directed by Male' Control/Approach.

7.1.2 As soon as the aircraft has established communication with the Tower the following elements of information will be transmitted to the aircraft:

- a) Runway-in-use;
- b) Surface wind direction and speed, including significant variations;
- c) Visibility;
- d) Present weather;
- e) QNH*; and
- f) Any available information on significant meteorological phenomena in the approach area.

*Note: *If QNH is not available, Tower will not issue altimeter setting information.*

7.2 Descend to land

7.2.1 During day-light hours:

- a) Subject to clearance from Male' ATC, descend to 7000 feet.
- b) Descent below 7000 feet shall be in VMC on pilot's discretion.
Note: cancel IFR and change to VFR before leaving 7000 feet.
- c) Pilots shall monitor and transmit position information on appropriate advisory frequency (128.4, 128.7, 128.6 or 128.9 MHz) from 7000 feet, as specified in Maldives AIP ENR 1.2, 12, Traffic Information Broadcast by (VFR) aircraft while operating VFR.
- d) In addition to monitoring and transmitting on advisory frequency, pilots should contact the designated Tower as mentioned in 7.1.1.
- e) Standard left-hand pattern should be followed and the minimum altitude to join the traffic circuit shall be 1500 feet or may follow published instrument approach procedure.

7.2.2 During Night hours

- a) Subject to clearance from Male' ATC, descend to 1500 feet.
- b) Once the aerodrome is in sight, standard left-hand pattern should be followed and execute visual approach to land.

7.3 Departures

7.3.1 Pilots shall contact the designated aerodrome Tower on the designated frequency for ATC route clearance.

(The officer at Tower will coordinate with Male' for ATC route clearance)

7.3.2 As soon as the aircraft has established communication with the Tower, the following elements of information will be transmitted to the aircraft:

- a) Runway-in-use;
- b) Surface wind direction and speed, including significant variations;
- c) QNH*;
- d) Temperature and dew point; and
- e) Any available information on significant meteorological phenomena in the take-off area

*Note: *If QNH is not available, Tower will not issue altimeter setting information.*

7.3.3 During day-light hours, pilots shall monitor and transmit position information on appropriate advisory frequency (128.4, 128.7, 128.6 or 128.9 MHz) upon getting airborne until passing 6000 feet, as specified in Maldives AIP ENR 1.2, 12, Traffic Information Broadcast by (VFR) aircraft while operating VFR.

8. Co-ordination between AFIS Aerodromes and Maldives Air Traffic Control Centre

All domestic aerodromes providing AFIS are equipped with a telephone line to ensure that MATCC is informed regarding departures/arrivals to and from these aerodromes.

9. Information provided to aircraft by AFIS Aerodromes

- a) Meteorological information for aircraft about to take-off or to land, including SIGMET information. E.g. the current surface winds, direction and speed, QNH, air temperature, visibility.
- b) The most suitable runway for use.
- c) Information that is essential to the safe operation. E.g. Construction or maintenance work.
- d) Rough or broken surfaces on a runway or a taxiway, whether marked or not;
- e) Water on a runway;
- f) Other temporary hazards, including parked aircraft and birds on the ground or in the air;
- g) Failure or irregular operation of part or all of the aerodrome lighting system;
- h) Information that is related with aerodrome equipment.
- i) Any other information or messages contributing to safety.

10. Alerting Service

Alerting service provided by these aerodromes are in accordance with the provisions of MCAR 11, Chapter 5.

11. Responsibilities of, and procedures for pilots operating to and from an aerodrome providing AFIS

- a) When operating on or in the vicinity of an AFIS aerodrome, pilots must, on the basis of the information received from the AFIS unit combined with their own knowledge and observations, decide on the course of action to be taken to ensure separation from other aircraft, ground vehicles and obstacles.
- b) It is essential that pilots establish and maintain two-way radio communication with the AFIS unit and that they report their positions, levels and all significant manoeuvres and intentions to the AFIS aerodrome, since the efficiency of the AFIS is dependent on the information received.

12. Contingency procedures for domestic/regional airports

12.1 General

The following procedures are applicable at the domestic/regional airports, where a single Air Traffic Control Officer (ATCO) or Aerodrome Flight Information Service Officer (AFISO) is on operational duty to provide Air Traffic Services.

12.2 Air Traffic Services temporarily not available at the destination aerodrome.

- 12.2.1 If the officer on duty at the destination aerodrome becomes unfit to perform the duty and a standby officer is not immediately available, the Duty Air Traffic Control Officer (DATCO) at Maldives Air Traffic Control Centre (MATCC) will inform the operator/flight crew as early as possible.
- 12.2.2 If the pilot in-command decides to continue flight to the destination aerodrome, MATCC will provide ATC to a point from where the aircraft is able to execute a published Instrument Approach procedure or Visual Approach procedure or cancel IFR and proceed on VFR.

The DATCO at MATCC shall:

- a) Inform airport manager at the destination aerodrome.
- b) Obtain information on current aerodrome condition and relay it to the flight crew.

The airport manager shall:

- a) Ensure that the runway inspection is completed and free of any vehicle, equipment or personnel.
- b) Ensure the relevant airfield lights are switched on before the flight.

Note: Where available, it is recommended to keep the runway edge lights switched on even during the day time as a signal to the flight crew that the runway is clear and safe for landing.

12.2.3 Descend and land

12.2.3.1 During day-light hours:

- a) Subject to ATC, aircraft may descend to 7000 feet.
- b) Commence descent from 7000 feet to the circuit altitude shall be in VMC and on pilot's discretion:

(Note: cancel IFR and change to VFR before leaving 7000 feet)

- i. Below 7000 feet, pilot shall monitor and transmit position information on the relevant Tower frequency or, if outside the Control Zone, on the advisory frequency, as specified in Maldives AIP ENR 1.2, paragraph 12, Traffic Information Broadcast by (VFR) Aircraft.
- ii. Reaching the Circuit Altitude, aircraft may fly standard left-hand pattern to join the traffic circuit and proceed to land.
- iii. If IMC prevails, on pilot's discretion, aircraft may descend to the Initial Approach Altitude and fly the published Instrument Approach Procedure and proceed to land.

12.2.3.2 During Night hours:

- a) Subject to ATC, aircraft may descend to the Circuit Altitude. Once aerodrome is in sight, on pilot's discretion, aircraft may execute Visual Approach Procedure and proceed to land.
- b) If the pilot chooses to fly the published Instrument Approach procedure, ATC may issue clearance to descend to the Initial Approach Altitude and, on pilot's discretion, aircraft may execute the Instrument Approach Procedure and proceed to land.

12.3 **Air Traffic Services temporarily not available at the departure aerodrome**

12.3.1 Pilots intending to depart while ATS is temporarily not available should contact MATCC on telephone for ATC clearance prior to departure.

12.3.2 During the hours of day light, aircraft may initially take off on VFR and climb to 5500 feet before contacting MATCC on the relevant radio frequency for IFR clearance.

12.3.3 Pilots are to adhere to the procedures specified in Maldives AIP ENR 1.2, paragraph 9.4, VFR Operating at uncontrolled Aerodrome.

12.3.4 The airport manager is responsible:

- a) To ensure that the runway inspection is completed and free of any vehicle, equipment or personnel.
- b) To ensure relevant airfield lights are switched on before aircraft enters the runway for departure.

3.3.3.2 Aerodrome Control Service

Aerodrome control service is provided to aerodrome traffic at all aerodromes with a defined control zone.

3.3.3.3 Approach Control Service

Approach Control Service is provided to flights approaching an aerodrome with a control zone until the flight becomes aerodrome traffic. This service is also provided for aircrafts departing from such aerodromes from the time they cease to be aerodrome traffic.

3.3.3.4 Area Control service

Area Control Service is provided to flights in control area when not provided with aerodrome or approach control service.

GEN 3.3.4 Coordination between the operators and ATS

Co-ordination between the operator and the air traffic service is affected in accordance with 2.15 of ICAO Annex 11, and 2.1.1.4 and 2.1.1.5 of Chapter 10 of the Procedures for Air Navigation Services - Air Traffic Management (Doc 4444, PANS-ATM).

GEN 3.3.5 Minimum flight altitude

The minimum flight altitudes on the ATS routes as presented in section ENR3, have been determined so as to ensure a minimum vertical clearance above the controlling obstacle in the area concerned.

GEN 3.3.6 ATS units address list

<i>Unit name</i>	<i>Postal address</i>	<i>Telephone NR</i>	<i>Telefax NR</i>	<i>E-mail</i>	<i>AFS address</i>	<i>Website address</i>
1	2	3	4	5		6
Maldives ATCC	Maldives Air Traffic Control Centre, Maldives	(+960) 332 2071	-	matcc@mnats.aero	VRMFZQZX	www.mnats.aero
	National Air Traffic Service Pvt Ltd, Velana International Airport Republic of Maldives	(+960) 331 7202				
Male' FIS						
Male' Radio						

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