



International Civil Aviation Organization

The Second Meeting of ICAO Asia/Pacific Air Traffic Flow Management Steering Group (ATFM/SG/2)

Hong Kong, China, 1 – 4 October 2013

Agenda Item 4: Review of Current Operations/Problem Areas

ATC DELAYS AT MALE' INTERNATIONAL AIRPORT (INIA)

(Presented by Maldives Airports Corporation Limited)

SUMMARY

The purpose of this paper is to brief member States on the ATC delays faced at Male 'International Airport (INIA) and request member states to share their experiences in resolving similar issues.

This paper relates to –

Strategic Objectives:

- A: *Safety – Enhance global civil aviation safety*
- C: *Environmental Protection and Sustainable Development of Air Transport – Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment*

Global Plan Initiatives:

GPI-6 Air traffic flow management

1. INTRODUCTION

1.1 At Male' International Airport (INIA), the volume of air traffic demand at certain periods of the day have exceeded what the airport could accommodate and ATC and Ground Services are facing day to day problems and several complaints from airline operators.

2. DISCUSSION

2.1 The existing single runway operations without rapid exit taxiways and the fact that majority of aircraft are towed out of the apron on to the runway for departures have stretched the system.

2.2 At INIA, each landing aircraft must touch down, slow, back track and exit the runway before the next arrival crosses the beginning of the runway or the next departure can enter the runway. This process requires at least three to five minutes for each aircraft depending on the size of the aircraft.

2.3 In case of departures, (due to limited room for aircraft self- maneuvers and due to close proximity of Terminal building, property and persons) most aircraft are towed out of the apron on to the runway for departure. This process requires at least seven to fifteen minutes for each aircraft.

2.4 When two or three aircraft requires towing for departure, number three in sequence could take up to 30 minutes to depart from the time of door closure

2.5 ATC applies a spacing of 20nm or 10 minutes between arrivals. Between two code E departures the spacing is between 10 to 15 minutes.

2.6 All arriving aircraft 10 minutes away from the airport normally have priority over departing aircraft.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
 - b) share their experiences and assist us in resolving the issues discussed.
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