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CIVIL AVIATION DEPARTMENT  
MINISTRY OF TOURISM AND CIVIL AVIATION  
7th Floor, PA Complex  
Hilaalee Magu, Male'  
Republic of Maldives

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## MINUTES OF THE MALDIVES AVIATION SAFETY TEAM (MAST-17) MEETING

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#### CONCLUSION

#### APPENDIX – Membership

**Time:** 1100hrs to 1230hrs  
**Date:** 18<sup>th</sup> June 2008  
**Venue:** Maldives Airports Company Pvt Ltd/ Conference Room



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### Agenda Item 1 – Welcoming and Adoption of Provisional Agenda & finalization of MAST/16 Draft Meeting Report - Presented by the Secretary Ms Ramiza:-

The chairman Mr Mohamed Solih formally opened the Forum and the provisional agenda that had been mailed to the members prior to the MAST 17<sup>th</sup> Meeting was adopted. The meeting was steered according to this provisional agenda.

The draft report of the 16<sup>th</sup> meeting was circulated to the members via mail prior to the meeting. No comments were received on the report and the document was approved and adopted as true record of the last meeting.

### Agenda Item 2 Discussions on Working Paper 01

a) *VFR altitude issues –*

All members agreed to amend VFR Procedures 4.3 as put forward to the MAST which consists of the following:

*VFR traffic tracking to Northern Atolls other than Raa and Baa shall use the following cruising altitudes:-*

*NORTH BOUND – Shall be considered as making a Track made good of 000-179 degrees (odds).*

*SOUTH BOUND- Shall be considered as making a Track made good of 180-359 degrees (evens).*

It was agreed that an amendment has to be made to the existing AIC 03/08, and shall be promptly published and adopt any measures appropriate for the implementation of this amendment. Members further reaffirmed the need for a substantial revision of the whole circular. Upon completion of the revision a new publication would be promulgated accordingly.

b) *Re-aligning of water runway NL/SR.-*

All members agreed that the matter needs urgent attention. As plenty of safety issues with similar nature lies within the water aerodrome boundary, it was emphasized that realigning should take place within the next three months so as to finish before traffic gets too high. Capt. David Kuruvita of MAT suggested compiling a working group to address all these issues. After discussion it was decided instead of creating a new working group, all issues



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to be forwarded to the existing VFR working group, and to bring all the concerned people together. Once reaching to a conclusion forward it to MAST secretariat for action.

c) *Demarcating and marking the boundary between water aerodrome and Hulhumale' inner harbor-*

MAST Chairman, briefed all members the matter is being attended already and demarcation will be completed by 28<sup>th</sup> June 2008.

Mr.Nazim suggested that a national announcement to be made to the public regarding the anchoring of yachts/live-aboard at float-plane movement area. Mr. Nazim also advised the members that the Marine station of MACL does not have the necessary resources to maintain the movement area free of debris. Therefore suggested to invite representatives of MNDF to the upcoming VFR working group meeting and formally handover the Task to MNDF.

**Agenda Item 3 Discussions on Working Paper 02 - Proposed amendment to MAR C -14**

All members agreed to amend MAR C-14 as put forward to the MAST.

The following changes were proposed to the existing MAR C -14.

**Under Point 5 of the MAR C-14**

5. Floating Platform dimensions and safety equipment.
  - 5.4 In the interest of passenger safety the Water Aerodrome or Floating Platform certificate/license holder shall provide an Emergency Box with the following minimum safety equipment in it (See 5.5, 5.5.1 & 5.5.2 for the location of E/Box);
    - 5.4.1 Equipment that shall be provided in the E/Box are;
      - 01 Axe
      - 01 Crow Bar
      - 01 Tin Sniper
      - 01 Harness Cutting Tool
    - 5.4.2 Equipment that shall be placed on the platform are,
      - 30m Life line rope
      - 02 life buoy(s)



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- 01 flashing yellow  
light/beacon (if located outside the lagoon and in open sea)

5.4.3 The flashing yellow light/beacon when provided shall be installed on the floating platform and its height shall not be one (1) meter from the level of the platform. The beacon and its fixing strut shall be made out of frangible material. The beacon shall be ON from dusk to dawn.

5.5 Location of Emergency Boxes shall be as follows;

5.5.1 In normal circumstances where a Floating Platform is located adjacent to the island or when located inside the house reef the emergency box shall be placed on the Floating Platform itself.

5.5.2 Where a platform is located in open water and where it is difficult to maintain/police the equipment on the floating platform the provision of organizing where the emergency box should be located lies with the Water Aerodrome or Floating Platform certificate/license holder. (Such scenarios if/when implemented shall be communicated to the CAD and appended in the respective operational/emergency response plan for that location).

### **Under Point 13 of the MAR C-14**

#### **13. Response Time**

13.1 The operational objective of the rescue and fire fighting service shall be to achieve a response time not exceeding three (03) minutes to any point of each operational runway, in optimum visibility and surface conditions.

13.1 shall apply to water aerodromes certified within the house reef.

13.2 Where the platform is located outside the house reef or away in a lagoon the certificate holder shall determine a reasonable response time and establish this response time in the Emergency Response Plan for that location.

13.3 The certificate holder shall prepare an Emergency Response Plan for the particular aerodrome for which the certificate is granted and submit the Emergency Response Plan to CAD for approval.



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**Under Point 14 of the MAR C-14**

**14. Training**

14.1 All personnel involved in operations and rescue and fire fighting at the aerodrome must receive appropriate regular training. This training should also include an "emergency exercise" at least once

in two years and records of such training shall be made available. This training should be "tied" with the Tourism Disaster Emergency Plan or the National Disaster Plan that is conducted at the Resort at regular intervals.

14.2 Training records shall be made available to inspectors of this Department if/when required.

**Agenda Item 4      Discussions on Working Paper 03**  
**Proposed Amendment to RSFT – TOR**  
**Discussion on Draft minutes of RFST 3<sup>rd</sup> Meeting**

All members agreed to amend TOR as put forward to the MAST.

The following changes were proposed to the TOR of Runway Safety Task Force Meeting.

**Terms of Reference (TOR)**

- 1- Review, analyze, and educate staff on runway incursions, **FOD and Bird strike issues** on land and water aerodromes.
- 2- Assist in the development of National Standards for Water Aerodromes.
- 3- Assist in the update of MAR Series C-14 to accommodate the current International best practices and safety standards with regards to sea plane operations.
- 4- Report to MAST on deliberations and outcome of the taskforce.

All members agreed to Mr. Nazim's suggestion on dissolving the VFR Working group at year end.



## Agenda Item 5 Any other business

6.1 TMA safety officer and the rep to the MAST Mr. Fayeaz put forward some of the safety issues which existed in the water runway as follows:

### **1. Takeoff and Approach Path**

(a) Docked vessels in HULU MALE LAGOON too close to northbound left runway

### **2. Water Runway Markings**

- (a) Coral head marker buoy near N/L departure detached.
- (b) Full width runway narrowed by coral head markers (WB).
- (c) No red/white obstacle paint on airport runway seawall and N/L.
- (d) No end-of-water runway marker.
- (e) No abort take-off marker.
- (f) Furthest back-up pointed not clearly marked (WB).
- (g) Runway still not straightened.
- (h) Buoys almost submerged in all taxiways and runways.
- (i) Non-standardized marker runways and taxiways.
- (j) TMA dock area still has coral heads.
- (k) TMA dock still not dredged since Tsunami seawalls gave in.
- (l) North bound right runway eastern edge not marked
- (m) Taxi lane for south left departure.

### **3. Fuel Storage**

(a) Current temporary fuel storage at TMA is completely unsafe.

Fayeaz requested MACL to provide action plans to address these issues with respective timelines as this would help tracking the progress of the work done. MAST Chairman being the Safety Director of MACL urged members to forward all the safety related issues to him so that appropriate action would be taken in a duly manner.

6.2 Sameeha invited all operators to attend the next SARAST meeting which will be held in Bangkok in September. Formal invitation will be sent to all operators. Furthermore, she informed that she is intending to send a checklist of all Air Safety Circulators to the operators to check for compliance / applicability.

6.3 Nazim explained that MAST was formed to identify and resolve the safety issues and to discuss all the new developments. Owing to time limitations of the meeting and the absence of accountable managers, objectives of MAST cannot be achieved. Therefore, to increase the productivity, it was suggested that the time limit to be lengthened to a total working day. Additionally the presence of



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accountable managers is essential for decision making. The matter to be forwarded to the Executive Director for a final decision.

Ramiza inquired from members whether all incident reports are being forwarded to the Civil Aviation Department.

Furthermore MAST members were informed of the introduction of MCAIR Maldives Confidential Aviation Incident Reporting System.

### **CONCLUSION**

The Chairman thanked the members of the MAST for their comments and for their contributions.

The next meeting is scheduled to be held on xx August 2008.

Meeting was adjourned at 12:35 pm

### **APPENDIX -**

#### **Members Present:-**

Mr. Mohamed Solih/Safety Director	Maldives Airports Company Ltd(Chairman)
Ms. Fathimath Ramiza / AN & A Director	Civil Aviation Department (Sec)
Ms. Aminath Shiznee/ AN & A	Civil Aviation Department
Mr. Ahmed Fazeel/ <u>Director</u> AW	Civil Aviation Department
Mr. Ahmed Nazim /ATM Director	Maldives Airports Company Ltd
Ms. Sameeha Abdul Hakeem/ Flight Ops	Civil Aviation Department
Captain David Kuruvita / Flight Ops Manager	Maldivian Air Taxi
Captain V.V. Ramani / Safety Officer	Maldivian Air Taxi
Mr Ismail Fayeze/Safety Manager	Trans Maldivian Airways
Mr. Fahud/C.P	Trans Maldivian Airways
Captain Fathuhulla Jameel	Island Aviation Services
Mr. Ibrahim Thoha / SATCO	Maldives Airports Company Ltd
Mr. Abdulla Zakariyya / SATCO	Airports Company Ltd
Mr. Ahmed Hussain / Safety Officer	Regional Airports HQ
Ahmed Shivan/ Senior Operations Officer	Maldives Airports Company Ltd
Ramp Services Unit	