AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 1.1 AERODROME/HELIPORT AVAILABILITY AND CONDITIONS OF USE

1 GENERAL CONDITIONS

Commercial flights are not permitted to take off from or land at any aerodrome/heliport not listed in this AIP except in cases of real emergency or when special permission has been obtained from the Civil Aviation Authority of the State of Qatar.

1.1 LANDINGS MADE OTHER THAN AT AN INTERNATIONAL AERODROME/HELIPORT OR A DESIGNATED ALTERNATE AERODROME/HELIPORT

1.1.1 If a landing is made other than at an international aerodrome/heliport or a designated alternate aerodrome/heliport, the pilot-in-command shall report the landing as soon as practicable to the health, customs and immigration authorities at the international aerodrome/heliport at which the landing was scheduled to take place. This notification may be made through any available communication link.

1.1.2 The pilot-in-command shall be responsible for ensuring that:

a) if pratique has not been granted to the aircraft at the previous landing, contact between other persons on the one hand and passengers and crew on the other is avoided;

b) cargo, baggage and mail are not removed from the aircraft except as provided below;

c) any foodstuff of overseas origin or any plant material is not removed from the aircraft except where local food is unobtainable. All food refuse including peelings, cores, stones of fruit, etc. must be collected and returned to the galley refuse container, the contents of which should not be removed from the aircraft except for hygiene reasons; in that circumstance the contents must be destroyed either by burning or by deep burial.

1.2 TRAFFIC OF PERSONS AND VEHICLES ON AERODROMES

1.2.1 Demarcation of zones

1.2.1.1 The grounds of each aerodrome are divided into two zones:

a) public zone comprising the part of the aerodrome open to the public; and

b) restricted zone comprising the rest of the aerodrome/heliport.

1.2.2 Movement of persons

1.2.2.1 Access to the restricted zone is authorized only under the conditions prescribed by the special rules governing the aerodrome/heliport. The customs, police, and health inspection offices and the premises assigned to transit traffic are normally accessible only to passengers, to staff of the public authorities and airlines and to authorized persons in pursuit of their duty. The movement of persons having access to the restricted zone of the aerodrome/heliport is subject to the conditions prescribed by the air navigation regulations and by the special rules laid down by the aerodrome administration.

1.2.3 Movement of vehicles

1.2.3.1 The movement of vehicles in the restricted zone is strictly limited to vehicles driven or used by persons carrying a traffic permit or an official card of admittance. Drivers of vehicles, of whatever type, operating within the confines of the aerodrome/heliport must respect the direction of the traffic, the traffic signs and the posted speed limits and generally comply with the provisions of the highway code and with the instructions given by the competent authorities.

1.3 POLICING

1.3.1 Care and protection of aircraft, vehicles, equipment and goods used at the aerodrome/heliport are not the responsibility of the State or any concessionaire; they cannot be held responsible for loss or damage which is not incurred through action by them or their agents.

1.4 LANDING, PARKING AND STORAGE OF AIRCRAFT ON AERODROMES/HELIPORTS UNDER THE CONTROL OF THE QCAA

1.4.1 The conditions under which aircraft may land and be parked, housed or otherwise dealt with at any of the aerodromes/heliports under the control of the Qatar Civil Aviation Authority are as follows:

a) The fees and charges for the landing, parking or housing of aircraft shall be those published from time to time by Qatar Civil Aviation Authority (hereinafter referred to as “QCAA”) through aeronautical information products.

The fees or charges for any supplies or services which may be furnished to aircraft by or on behalf of the QCAA at any aerodrome/heliport under the control of the QCAA shall, unless otherwise agreed before such fees or charges are incurred, be such reasonable fees and charges as may from time to time be determined by the QCAA for that aerodrome/ heliport. The fees and charges referred to shall accrue from day to day and shall be payable to the QCAA on demand.

b) The QCAA shall have a lien on the aircraft, its parts and accessories, for such fees and charges as aforesaid.

c) If payment of such fees and charges is not made to the QCAA within 14 days after a letter demanding payment thereof has been sent by post addressed to the registered owner of the aircraft, the QCAA shall be entitled to sell, destroy or otherwise dispose of the aircraft and any of its parts and accessories and to apply the proceeds from so doing to the payment of such fees and charges.

d) Neither the QCAA nor any servant or agent of the government shall be liable for loss or damage to the aircraft, its parts or accessories or any property contained in the aircraft, howsoever such loss and damage may arise, occurring while the aircraft is on any aerodrome/heliport under the control of the QCAA or is in the course of landing at or taking off from any such aerodrome/heliport.

1.5 APPLICABLE ICAO DOCUMENTS

1.5.1 The Standards and Recommended Practices of Annex 14, Volumes I and II, are applied without differences.

2 USE OF MILITARY AIR BASES

NIL

3 LOW VISIBILITY PROCEDURES (LVP) - CAT II/III OPERATIONS AT AERODROMES

3.1 GENERAL

3.1.1 Low Visibility Procedures (LVP) are established to ensure the safe conduct of aircraft operations during periods of reduced visibility and/or low cloud base and to protect ILS operations.

3.2 APPLICATION

3.2.1 LVP may be implemented whenever meteorological conditions require the protection of ILS sensitive and critical areas or when operational conditions warrant the application of enhanced surface movement control.

3.2.2 The commencement and termination of LVP will be announced by ATIS.

3.3 OPERATIONAL EFFECTS

3.3.1 When LVP are in force:

- ILS CAT II/III protection areas are safeguarded.
- Aircraft and vehicle movements are subject to additional control measures.
- ATC may apply increased approach spacing and revised departure sequencing.
- Conditional clearances will not be issued.
- Pilots shall comply with all ATC instructions without delay.

3.4 INFORMATION TO FLIGHT CREWS

3.4.1 ATIS will include:

- LVP status.
- Runways in use.
- Applicable ILS facility performance/category.
- Relevant RVR information.
- Any operational restrictions affecting arrivals or departures.

3.5 PRACTICE APPROACHES

3.5.1 Practice CAT II/III approaches may be approved when traffic permits. Protection of ILS sensitive areas cannot be guaranteed unless LVP are in force.

4 AERODROME OPERATING MINIMA

Refer to applicable QCAR.

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5 OTHER INFORMATION

5.1 FRICTION MEASURING DEVICE USED AND FRICTION LEVEL BELOW WHICH THE RUNWAY IS DECLARED SLIPPERY WHEN IT IS WET

5.1.1 DOHA INTERNATIONAL Airport and HAMAD INTERNATIONAL Airport are using Airport Surface Friction Tester (ASFT) and tests carried out on a monthly basis.

Friction Classification Survey Table - DOHA INTERNATIONAL and HAMAD INTERNATIONAL airports		
Equipment	**Minimum Friction Level**	**Test Speed (Km/h)**
Airport Surface Friction Tester (ASFT)	0.50	65
	0.34	95

5.1.2 Whenever water is present on operational runway, a runway condition code and a description of the runway surface conditions shall be made available using the following terms:

a) DRY;
b) SLIPPERY WET;
c) STANDING WATER;
d) WET

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