

## **AD 1 AERODROMES/HELIPORTS-INTRODUCTION**

### **AD 1.1 Aerodrome/Heliports Availability and Conditions of use**

#### **1. General conditions under which aerodromes/heliports and associated facilities are available for use.**

1.1. This section contains information on all aerodromes which are available for use in international and domestic aircraft operations. Section AD-1 gives a description relating to the use of aerodromes and the clearance formalities involved. Section AD-2 contains information on the physical characteristic of aerodromes available for international and domestic operations and AD-3 concerns with the Helipads.

##### 1.1.1. Aerodromes Administration

The administration of the civil aerodromes is the responsibility of the Civil Aviation Authority of Nepal.

1.2. Landings made elsewhere than at an international aerodrome or a designated alternate aerodrome

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

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

- a) If permission has not been granted to the aircraft at the previous landing, contact between other persons on the one hand and the passengers and crew on the other is avoided;
- b) That cargo, baggage and mail are not removed from the aircraft except as provided below;
- c) Any food stuffs of overseas origin of 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 which case they must be destroyed by burning or deep burial.

1.3. Traffic or persons and vehicles on aerodromes

1.3.1. Demarcation of zones

1.3.1.1. The grounds of each aerodrome are divided as follows:-

- a) A public zone comprising the part of the aerodrome open to public; and
- b) A restricted zone comprising the rest of the aerodrome/heliport.

### 1.3.2. Movement of persons

1.3.2.1. Access to the security area is authorized only under conditions prescribed by the Civil Aviation Authority or the concerned office under it.

1.3.2.2. 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.

1.3.2.3. The movement of persons having access to the security area is subject to the special rules laid down by Civil Aviation Authority or the concerned office under it.

### 1.3.3. Movement of Vehicles

1.3.3.1. The movement of vehicles in the security area is strictly limited to specially approved vehicles driven by authorized persons.

1.3.3.2. Drivers of vehicles, of whatever type, driving within the confines of the aerodrome, must respect the direction of the traffic, the traffic signs and the posted speed limits and generally comply with the provisions of the Aerodrome Regulations and with instructions given by the competent authorities.

### 1.3.4. Policing

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

### 1.3.5. Use of Heliports

CAAN does not operate any heliports. In TIA, helicopter operations are authorized in designated areas. However, there are some areas to be used by helicopters throughout the country located on government as well as private property. Unless permission has been granted otherwise by the CAAN, flight operations to those locations may only be conducted in accordance with Visual Flights Rules (VFR). Pilots flying to those locations, shall ensure that a clear approach and departure can be carried out and, in case of an emergency, suitable landing sites are available along the planned track, taking into consideration the performance of the helicopter.

### 1.3.6. Regulations Concerning Airport Use

Standard conditions are applicable for the landing, parking, or storage of aircraft in aerodromes under the control of the Civil Aviation Authority of Nepal.

1.3.6.1. The conditions under which aircraft may land, parked, housed or otherwise dealt with at any of the aerodromes under the control of the Civil Aviation Authority of Nepal are as follows:

- a) The fees and charges for the landing, parking or housing of aircraft shall be those prescribed in section GEN 4.
- b) The Director-General shall have a lien on the aircraft, its parts and accessories, for such fees and charges as afore said.
- c) If payment of such fees and charges is not made to the Director-General within twenty one days after a letter demanding payment thereof has been sent by post addressed to the registered owner of the aircraft, the Director General shall be entitled to sell,

remove, destroy or otherwise dispose of the aircraft, and of its parts and accessories, and to apply the proceeds from so doing to the payment of such fees and charges.

- d) Neither the Director-General of Civil Aviation Authority nor any servant or agent of the Authority shall be liable for loss of or damage to the aircraft, its parts or accessories or any property contained in the aircraft, howsoever, such loss or damage may arise, occurring while the aircraft is on any of the aerodromes under the control of Civil Aviation Authority of Nepal or is in the course of landing or taking-off at any such aerodrome; or of being removed or dealt with elsewhere for the purpose of para 1.3.6.1 of these conditions.

## **2. Applicable ICAO Documents**

The applicable Standards and Recommended Practices of Annex 14 together with Manual of Aerodrome Standards, Nepal are applied.

## **3. Civil use of Military Air Bases**

NIL

## **4. CAT II/III Operations at Aerodromes**

NIL

## **5. Friction Measurement and Runway Surface Condition**

5.1. The Civil Aviation Authority of Nepal is responsible for maintaining the aerodromes within the Federal Democratic Republic of Nepal in a satisfactory condition for flight operations.

5.2. There are no such specific mechanical devices used for the friction measurement. However, during the rain/snow, a thorough runway inspection will be made by the airport authority and the runway surface condition may be expressed as damp, wet water patches and even flooded as appropriate and thereby, the runway may be declared slippery and unserviceable for safe landing /taking off of aircraft depending upon the conditions.

## **6. Other Information**

### **6.1. Animal Hazard**

As far as practicable, the arrangement of suitable fencing and guarding of the airfield has been made. However, on isolated occasions, stray dogs tend to enter into the airfield and at some remote aerodromes; even cattle may stray into the airfield. In such cases, the airport watchmen and the airport police will be used to eliminate the presence of such stray dogs and cattle.