



بِسْمِ اللَّهِ الرَّحْمَنِ الرَّحِيمِ

DEPARTMENT OF CIVIL AVIATION

Male'

Republic of Maldives

AIR SAFETY CIRCULAR

No. OPS 06

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PROVISIONING OF MINIMUM SPARES AND EQUIPMENT

AT MALE' INTERNATIONAL AIRPORT BY AIRLINES

1. INTRODUCTION

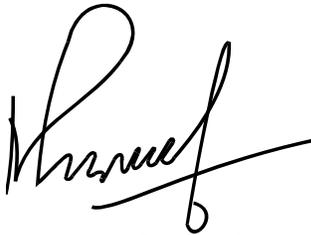
- 1.1 Recently an incident occurred at Male' International Airport when an Airbus A320 aircraft experienced tyre burst of two front tyres of the port main landing gear during landing roll and the aircraft came to a halt nearly at the end of runway with the front wheel hubs of the port bogie resting on the ground.
- 1.2 For bringing the aircraft to a towable status, the burst tyres needed replacement with serviceable wheel assemblies which were not available with the airline nor was the minimum equipment required for change of a wheel assembly available at Male'. Finally the aircraft was towed out of the runway by use of improvised technique and available equipment with other airlines and the airport remained closed for operations for more than 6 hours.

2. PURPOSE

- 2.1 As every one is aware that Male International Airport is the only airport in the Maldives used for International operations, closure of the airport due to unforeseen circumstances for unduly long periods will result in cancellation and disruption of the scheduled flights. The purpose of issuing the circular is to advise the airlines to take suitable measures and precautions so that runway does not remain blocked on account of such incidents if any, in future.

3. REQUIREMENT

- 3.1 In order to ensure operational availability of the airport at all times, all airlines operating to Male' International Airport are advised to ensure that they have the minimum spares with them at the airport including wheel assemblies and the related equipment so that such eventualities may be dealt with more effectively in future. The airlines may like to form a consortium and pool their resources for having minimum common equipment required at a Transit Station. However the details of the spares and equipment held by each airline and arrangement made by them for use of common equipment should be intimated to this Department as early as possible, but not later than 31 March 1993.

A handwritten signature in black ink, appearing to read 'Mohamed Shareef', with a large loop at the top and a long horizontal stroke at the bottom.

Mohamed Shareef

DIRECTOR OF CIVIL AVIATION