

AD 1. AERODROMES/HELIPORTS - INTRODUCTION

AD 1.1 AERODROME/HELIPORT AVAILABILITY

1. GENERAL

General conditions under which aerodromes/heliports and associated facilities are available for use

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. In addition to aerodromes/heliports available for public use listed in this AIP, a number of other aerodromes/airfields are located throughout the country. These aerodromes/airfields are available only for private flights about these aerodromes/airfields can be obtained from their owners.

Landings made other than at an international aerodrome/heliport or a designated alternate aerodrome/heliport

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.

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

- a) if pratique has not been granted to the aircraft as 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.

Traffic of persons and vehicles on aerodromes

Demarcation of zones

The grounds of each aerodrome are divided into two zones:

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

Movement of persons

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.

Movement of vehicles

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.

Policing

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.

Use of the heliports

Unless other permission has been granted by the Libyan Civil Aviation Authority, the heliports may be used only for flights in accordance with Visual Flight Rules (VFR).

Landing, parking and storage of aircraft on aerodromes/heliports under the control of the Libyan C.A.A.

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 Civil Aviation Administration 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 the Civil Aviation Authority (hereinafter referred to as "CAA") in the AIP or AIC.
The fees or charges for any supplies or services which may be furnished to aircraft by or on behalf of the CAA at any aerodrome/heliport under the control of the CAA 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 CAA for that aerodrome/heliport. The fees and charges referred to shall accrue from day to day and shall be payable to the CAA on demand.
- b) The CAA 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 CAA within 14 days after a letter demanding payment thereof has been sent by post addressed to the registered owner of the aircraft, the CAA 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 CAA 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 CAA or is in the course of landing at or taking off from any such aerodrome/heliport.

2. APPLICABLE ICAO DOCUMENTS

The Standards and Recommended practices of Annex 14. Volumes I and II are applied without differences.

3. CIVIL USE OF MILITARY AIR BASES

Use of military air bases in Libya by other than State-registered aircraft may be made solely when prior permission has been obtained. The use of military air bases as alternate aerodromes may likewise be made solely when prior permission thereto has been obtained. Permission may at any time be withdrawn with immediate effect, should circumstances so require.

4. CAT II/III OPERATIONS AT AERODROMES

Although all Instrument Landing System (ILS) facilities installed at instrument runways in Libya-GSPAJ are of CAT (II) category, those installed facilities are only certified to CAT (I) category standards Aerodrome Operating Minimum (AOM).