AD 1 Aerodromes Introduction

AD 1.1 Aerodrome Availability

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

Worthiness certificates of Aerodromes, included in this AIP, are issued by CAC of the Republic of Armenia, which guarantees maintaining of specified minimal standards.
It is not permitted for civil aircraft to make a landing and take-off at any aerodrome not included in this AIP, except emergency cases or upon receiving special permission.
In addition to aerodromes specified for the public use in this AIP, in the territory of the Republic of Armenia are located a number of other aerodromes and landing areas, which are under local territorial authorization and can not be used for international flights due to technical non-compliance with specified minimal standards.

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

If a landing is made other than at an international aerodrome or a designated alternate aerodrome, the pilot-in-command shall report the landing as soon as practicable to the health, customs and immigration authorities at the international aerodrome 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 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.

Traffic of persons and vehicles on aerodromes

Demarcation of zones

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.

Movement of persons

Access to the restricted zone is authorized only under the conditions prescribed by the special rules governing the aerodrome. 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 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 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 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

NIL.

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Landing, parking and storage of aircraft on aerodromes

See detailed information AD 2

2 Applicable ICAO documents

The Standards and Recommended Practices of *ICAO Annex 14*, Volumes I , are applied.

The differences see GEN 1.7

3 Civil use of military air bases

NIL.

4 CAT II/III operations at aerodromes

UDYZ CAT II RWY 08 avalable,

UDSG CAT I RWY 02 avalable.

5 Friction measuring device used and friction level below which the runway is declared slippery when it is wet

Aerodrome operator is responsible for assessment of operated runway and provision of Runway Surface Report (RCR) when the runway is wholly or partly contaminated by standing water, snow, slush, ice, frost, or is wet.
Runway surface condition assessment methods include but are not limited to use of the Runway Condition Assessment Matrix.
From runway surface assessment Runway Condition Code (RWYCC) and description of the runway surface are reported, which is based on the assessment of type, depth and coverage of contaminants.
When pilot reports runway braking action LESS THAN POOR aerodrome operator should reassess runway surface and may consider suspension of operation. Suspension of operation on runway also may be considered from runway surface periodic assessments. Information about runway surface condition is distributed by AIS and ATS.
For the friction measuring devices are used in:
UDYZ, UDSG -SKIDDOMETER BV11
If the friction coefficient is below 0.25, the RWY is declared slipper

6 Other information

NIL.

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