

MALE (MLE/VRMM)

Elevation 6ft

CATEGORY A

No AV brief required.

GENERAL

- MLE is located in a long group of coral islands approximately 400 nm southwest of Colombo

Threat Based Briefing Topics

CFIT

- The runway almost totally dominates a narrow island 1 nm to the northwest of the island of Male. Terrain is not a consideration however there are obstacles up to 200ft in the immediate vicinity located on a nearby island.

Runway Excursion

- Backtrack on the runway end turn pads to exit from the runway to the apron. Use the standard FCOM turning pad technique for the 180° turn. Do not follow the yellow turning pan markings as the radius of the circle is smaller than the minimum nosewheel turning radius of a 777/747.

Special Considerations

- There is a water aerodrome to the east side of the main runway and seaplanes may operate across the main runway paths. ATC will ensure that seaplanes do not conflict with aircraft on the main runway.

ARRIVAL

Diversion Airports

BANGALORE	BLR/VOBL	596 nm/025°T	CAT A
CHENNAI	MAA/VOMM	660 nm/037°T	CAT A
HYDERABAD	HYD/VOHS	837 nm/020°T	CAT A
THIRUVANANTHAPURAM	TRV/VOTV	329 nm/038°T	CAT A
COCHIN	COK/VOCI	398 nm/026°T	CAT A
COLOMBO (Katunayake)	CMB/VCBI	421 nm/065°T	CAT A

Approach

- Delays may be encountered on arrival due to the long runway occupancy time of aircraft both arriving and departing.
- Radar vectoring and speed control may be used by ATC to delay arrival time. This may also lead to short notice changes between a Rwy 18 VORDME and a Rwy 36 ILS approach.
- Vectoring to final approaches is generally good.

GROUND

- There is no taxiway or markings on the apron so exit from runway will be given by tower directly to a marshalled parking position.
- The standard procedure in MLE is that all SIMFEST aircraft will have a main marshaller located on the apron area with two wing walkers to ensure clearance. SIMFEST aircraft are normally parked nose in, with a left or right angle, but please note other aircraft on the apron may be parked at different angles.
- Space on the ground – let alone the apron – is likely to be at a premium during WorldFlight. Expect Taxiway G for departure and consider parking in a position that will not require pushback.
- It has been reported that the GPU can be unreliable.

DEPARTURE

- Expect delays due to apron and taxiway congestion. In real life aircraft are pushed back from the apron on to the runway for start-up, but during WF this is highly unlikely.
- Departure routing may not be received until very late on. Reports from crew of receiving routing at the runway threshold point.

WEATHER

- Typical tropical island weather
- Thunderstorms and showers are a frequent occurrence, but generally pass quickly
- A crosswind is often experienced due to runway orientation

OPERATIONAL INFORMATION

Handling Agent	MACL (Ramp) MLEK (Pax)
Handling Agent VHF	119.7
Potable Water	Uplift permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use APU