



**REQUIREMENT FOR ISSUANCE AND/OR RENEWAL
OF PRIVATE AERODROME (AIRSTRIP) LICENCE**

AIR NAVIGATION ORDER

VERSION : 2.0
DATE OF IMPLEMENTATION : 31-12-2014
OFFICE OF PRIME INTEREST : Aerodrome Standards Branch


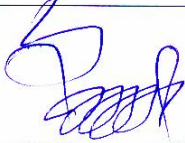

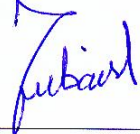

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TYPE OF DOCUMENT	AIR NAVIGATION ORDER (ANO).		
STATUS OF DOCUMENT	CONTROLLED		

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A. AUTHORITY:

A1. This Air Navigation Order (ANO) is issued by the Director General, Civil Aviation Authority (DGCAA), in pursuance of powers vested in him under Rules 4 , 60, 60-a, 63, 67, 360 and all other enabling provisions of Civil Aviation Rules, 1994 (CARs, 94).

B. PURPOSE:

B1. This ANO provides general guidance on requirements, application process and responsibilities of the applicant/licence-holder concerning Private Aerodromes (Airstrip) License issued under Rule 60 of Civil Aviation Rules, 1994.

C. SCOPE:

C1. The provisions under this ANO shall apply to Private Aerodromes (Airstrip) Licence-holders, where private Air Transport operations are carried out by an individual for their own purpose or by an organization / company for any operational purpose other than aerodromes provided and operated by CAA.

D. DESCRIPTION:

D1. DEFINITIONS:

The following terms shall have the meanings assigned to them hereunder. Any other term not defined herein shall have the same meaning as given in Civil Aviation Ordinance; 1960, Pakistan Civil Aviation Authority Ordinance, 1982 and Civil Aviation Rules, 1994 (CARs, 94).

D1.1 AERODROME:

Any area of land or water designed, equipped, set apart or commonly used or intended to be used, either wholly or in part, for affording facilities for the and departure, of aircraft, and includes all buildings, sheds, vessels, piers, and other structures thereon or appertaining thereto.

D1.2 AERODROME CERTIFICATE:

A certificate issued by the appropriate authority under Rule-60A and applicable ANO for the operation of an aerodrome.

D1.3 AERODROME ELEVATION:

The elevation of the highest point of the landing area.

D1.4 AERODROME IDENTIFICATION SIGN:

A sign placed on an aerodrome to aid in identifying the aerodrome from the air.

D1.5 AERODROME REFERENCE POINT:

The designated geographical location of an aerodrome.

D1.6 AIR NAVIGATION ORDER (ANO):

An order issued by the Director General Civil Aviation Authority under CARs, 94.

D1.7 AIRSTRIp:

D1.7.1 An aircraft landing field, usually with only one runway and basic facilities.

D1.7.2 An airfield without normal airport facilities.

D1.7.3 A small landing field having only one runway.

D1.7.4 A temporary or auxiliary aircraft runway.

D1.7.5 An unimproved surface which has been adopted for take off or landing of aircraft usually having minimum facilities.

D1.8 AERODROME LICENSE:

A licence issued by the Director General under **Rule 60** of CARs, 1994, in accordance with terms & conditions prescribed in this ANO.

D1.9 AERODROME FACILITIES AND EQUIPMENT:

The facilities and equipment inside or outside the boundaries of a private aerodrome (Airstrip) that are constructed or installed and maintained for the arrival, departure and surface movement of the aircraft.

D1.10 AERODROME OPERATOR:

In relation to Licensing of Private Aerodrome (Airstrip), the Private Aerodrome (Airstrip) Licence holder.

D1.11 AUTHORITY:

Pakistan Civil Aviation Authority.

D1.12 CERTIFIED AERODROME:

An aerodrome whose operator has been granted an aerodrome certificate.

D1.13 CONTROLLED AERODROME:

An aerodrome at which air traffic control service is provided to aerodrome traffic.

Note:- The term "controlled aerodrome" indicates that air traffic control service is provided to aerodrome traffic but does not necessarily imply that a control zone exists.

D1.14 DIRECTOR GENERAL:

Director General of the Authority.

D1.15 LANDING AREA:

That part of a movement area intended for the landing or take-off of aircraft.

D1.16 LICENSED PRIVATE AERODROME (AIRSTRIp):

A Private Aerodrome (airstrip), which has been granted Private Aerodrome (airstrip) licence.

D1.17 MARKER:

An object displayed above the ground level in order to indicate an obstacle or delineate a boundary.

D1.18 MARKING:

A symbol or group of symbols displayed on the surface of the movement area in order to convey aeronautical information.

D1.19 OBSTACLE:

All fixed (whether temporary or permanent) and mobile objects, or parts thereof, that are located on an area intended for the surface movement of aircraft or extend above a defined surface intended to protect aircraft in flight.

D1.20 PRIVATE AERODROME OPERATIONS:

The flight operations, other than aerial work, charter, or regular public transport, in which no remuneration, hire, or reward is given to the pilot, the owner, or the operator of the aircraft in respect of that flight or the purpose of that flight;

D1.21 RUNWAY:

A defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.



D1.22 RUNWAY STRIP

A defined area including the runway and stop way, if provided or intended to:

D1.22.1 reduce the risk of damage to aircraft running off a runway; and

D1.22.2 protect aircraft flying over it during take-off or landing operations

D1.23 THRESHOLD:

The beginning of that portion of the runway usable for landing.

D1.24 UNSERVICEABLE AREA:

A part of the movement area that is unfit and unavailable for use by aircraft.

D1.25 UNCONTROLLED AERODROME:

An aerodrome at which air traffic control service is not provided to aerodrome traffic.

D1.26 WORK AREA:

A part of an aerodrome in which maintenance or construction works are in progress.

D2. PRIVATE AERODROME (AIRSTRIP) CATEGORIES:

D 2.1 All private aerodromes (airstrips) are categorized in the following four groups:-

- | | | |
|--------|--------------|-------------|
| D2.1.1 | Category I | Personal |
| D2.1.2 | Category II | Corporate |
| D2.1.3 | Category III | Micro light |
| D2.1.4 | Category IV | Helicopter |

D3. PRIVATE AERODROME (AIRSTRIP) OPERATION REQUIREMENTS:

D3.1 Operator of an Private Aerodrome (Airstrip) whether an individual or an organization intending to use the Private Aerodrome (Airstrip) for Personal use or for operational purpose of an organization shall be in possession of a Private Aerodrome (Airstrip) Licence issued by the Director General.

D3.2 An operator of a Private Aerodrome (Airstrip) shall apply to the Director General for issuance of a Private Aerodrome (Airstrip) Licence in accordance with procedure contained in this ANO.

D3.3 The Director General may grant or refuse to grant a Private Aerodrome (Airstrip) Licence without giving reasons for the refusal.

D3.4 The Director General may specify or impose conditions, if needed, in the interest of public or flight safety at the time of issuance of Private Aerodrome (Airstrip) Licence or thereafter.

D3.5 A Private Aerodrome (Airstrip) Licence issued under Para D3.3 of this ANO shall be valid for a period of 01 year from the date of issue or renewal, unless suspended or cancelled earlier by the Director General.

D3.6 A Private Aerodrome (Airstrip) Licence issued under this ANO shall require renewal after every 01 year from the date of issue.

D3.7 A Private Aerodrome (Airstrip) Operator shall apply for renewal of Licence within 01 month prior to expiry of the license.

D3.8 The Director General may amend / vary conditions of the Private Aerodrome (Airstrip) Licence as and when deemed appropriate, which shall be communicated to the Private Aerodrome (Air Strip) Operator.

D3.9 A Private Aerodrome (Airstrip) operator shall fully comply with the provisions of this ANO, failing which Licence may be suspended or cancelled by the Director General under the provision of CARs 94 and this ANO.

D3.10 Private Aerodrome (Airstrip) Licence is non-transferable.

D3.11 On the request of a Private Aerodrome (Airstrip) Operator, the Director General may cancel the Private Aerodrome (Airstrip) Licence. Such request for cancellation must be made at least 30 days prior to the cancellation date, giving necessary justifications/reasons.

D4. PROCEDURE FOR LICENSING OF PRIVATE AERODROME (AIRSTRIps):

D4.1 Application for licence under this section should be made to the Director General Civil Aviation Authority;

D4.2 The application for licence should be submitted on a form, which shall be signed by the individual person/ person (s) duly authorized by any corporate body applying for the licence.

D4.3 The application should contain the following particulars:

D4.3.1 name and address of the applicant;

D4.3.2 nature of the licence applied for;

D4.3.3 the place at which it is desired that aircraft may land for traffic or other purpose;

D4.3.4 the routes to be flown and the frequency of a proposed air charter service;

D4.3.5 the routes to be flown and the frequency of a proposed regular public transport service;

D4.3.6 the nature of the aerial work to be carried out if applicable, with location of such work; and

D4.3.7 the type or types of aircraft to be used.

D4.4 A licence issued shall not be transferable, except in the event of the death, incapacity, bankruptcy, sequestration or liquidation of the holder of the licence, or manager or trustee in relation to the business of the holder, the person for the time being carrying on that business shall be entitled to continue to operate under the terms of the licence, provided that an application for a new licence is made within fourteen days of the above named event. The entitlement to continue to operate shall extend until the application for a new licence is disposed-off.

D4.5 In the interest of securing more effective development of air transport, or in the general interest of the public, the Director-General may amend the terms of a licence, provided that the holder of that licence shall be given not less than twenty-one days to show cause against such an amendment.

D4.6 On the application of the holder of a licence for an amendment to be made to that licence, the Director-General may make that amendment if he finds it unobjectionable.

D4.7 The Director-General may suspend a licence granted under this part for such a period as he deems fit or may, with the approval of the Federal Government, cancel such licence, if :

D4.7.1 the holder of the licence or an aircraft operator has contravened or failed to comply with the provision of the Ordinances or these rules or the terms of the licence; or

D4.7.2 the Director-General is satisfied that it is necessary, in the interest of safety of flight operations, to suspend or cancel the licence, as the case may be:

D4.7.2.1 Provided that the aforesaid action shall be taken after providing reasonable opportunity to show cause against the proposed action.

D5. PRIVATE AERODROME (AIRSTRIp) LICENSING REQUIREMENTS:

D5.1 Following documents are required to accompany the application for permission to construct a private aerodrome (airstrip);

D5.1.1 Form - Preliminary Information on A Proposed Private Aerodrome (Airstrip);

D5.1.2 A map with the proposed Private Aerodrome (Airstrip) location with eight digits WGS-84; coordinates certified by "Survey of Pakistan" ;

D5.1.3 CNIC of individual; and

D5.1.4 Copies of land title documents

D5.2 The said information shall be required while applying for security clearance of the proposed Private Aerodrome (airstrip) location.

D5.3 The permission for the construction of the proposed Private Aerodrome (airstrip) shall be granted after due consultations and reports from concerned security agencies and approval from Aviation Division, Cabinet Secretariat, Islamabad. After the permission has been granted, the applicant shall proceed with the construction of the Private Aerodrome (airstrip). The CAA shall inspect and certify the private aerodrome (airstrip) as and when the applicant reports the completion of the construction phase.

D5.4 Following points require special attention in connection with operation and licensing of the Private Aerodrome (Airstrip):

D5.4.1 The applicant shall bear all cost incurred on the travel, accommodation and daily allowance of the CAA inspectors. The whole affair shall be at no cost to the CAA.

D5.4.2 The construction of the airstrip shall strictly adhere to the standards given in ASMP.

D5.4.3 The operation at private aerodrome (airstrips) shall be based on flight information service (if applicable) as for un-controlled Private Aerodrome (Airstrip) (No ATC).

D5.4.4 Flight operations at the private aerodrome (airstrip) shall be at Owner's / operators own risk.

D5.4.5 The Private Aerodrome (Airstrip) owner shall have adequate facilities for the filing of flight plans and coordination of movements with the nearest Air Traffic Control Unit or with the concerned Area Control Center.

D5.4.6 The pavement strength (ACN/PCN), declared distances and length & width of runway strip of the private Aerodrome (Airstrip) shall depend upon the biggest aircraft that the Private Aerodrome (airstrip) owner plans to operate.

D5.4.7 The Private Aerodrome (Airstrip) owner should be required to provide Rescue and Fire Fighting Facilities as required for the concerned aircraft. vehicles, extinguishing agents their classes and discharge rates shall at least be strictly as per ASMP.

D5.4.8 The Private Aerodrome (Airstrip) should be used for VFR operations during day.

D5.4.9 Navigational aids installed should be required to be calibrated by CAA before commencement of any IFR operations to and from the concerned airstrip.

D5.4.10 All instrument approach procedures if required to be employed, shall be approved by the CAA.

D5.4.11 In case the Private Aerodrome (Airstrip) is required to be certified for night operations; all night landing facilities, navigational aids and instrument approach procedures shall be calibrated by the CAA.

D5.4.12 The Private Aerodrome (Airstrip) licensed for the owner's private use only, shall not be used for the purpose of hire or reward or for any kind of commercial aviation activities. The owner may transport his/her relatives, employees and cargo to and from the Private Aerodrome (Airstrip).

D5.4.13 The private Aerodrome (Airstrip) owner shall ensure that no amendment to the private Aerodrome (Airstrip) design is employed without the permission of CAA.

D5.4.14 Protection of aircraft during its parking at isolated/unprotected airfield be ensured through arrangements with the local police or the consignee's private guards for whom the air service/charter is being run.

D5.4.15.No exemptions shall be given with regards to obstruction (Approach & Take off) around the Private Aerodrome (Airstrip) that do not meet the ASMP criterions.

D5.4.16The inspections by CAA may or may not restrict to requirements as given in ASMP. The CAA Inspectors shall use their experience, expertise and good judgment to put any additional requirements to ensure safety of flight operations.

D6. PRIVATE AERODROME (AIRSTRIP) LICENSING FEE:

D6.1 Private Aerodrome (Airstrip) Operator shall, before grant of the licence, pay Private Aerodrome (Air Strip) Licensing fee for:-

D6.2 Rs.30,000/- for Private Aerodrome (Airstrip) with runway length upto 5000 feet and Rs.5000/- for every additional 1000 feet of Runway beyond 5000 feet and Rs.15,000/- for Private Aerodrome (Airstrip) Micro light and heliport.

D6.3 The fee chargeable for renewal of Private Aerodrome (Airstrip) licence shall be the same as in para D6.2

D7. OBLIGATIONS OF THE PRIVATE AERODROME (AIR STRIP) OPERATOR:

D7.1 The Private Aerodrome (Airstrip) operator shall comply with the standards specified in Civil Aviation Rules 1994 & this ANO, directives issued from time to time by the Director General and with such terms & conditions as endorsed in the Private Aerodrome (Airstrip) Licence.

D7.2 A Private Aerodrome (Airstrip) operator shall remove any obstruction from the surface of the Private Aerodrome (Airstrip) that is likely to be hazardous for the operation of the aircraft.

D7.3 When low flying aircraft, at or near a Private Aerodrome (Airstrip), or taxing aircraft are likely to be hazardous to people or vehicular traffic, the Operator shall:

D7.3.1 Display hazard warning notices on any public way that is adjacent to the maneuvering area; or

D7.3.2 If the Private Aerodrome (Airstrip) operator does not control such a public way, inform the authority responsible for displaying / posting the notices on the public way that there is a hazard.

D8. ACCESS TO PRIVATE AERODROME (AIRSTRIP) MOVEMENT AREAS:

D8.1 Personnel authorized by the Authority or Director General may, at any time, carry out inspection of the Private Aerodrome (Airstrip) facilities, services and equipments, inspect operator's documents and records, and verify whether operator is safely managing the system before the Licence is granted or renewed and subsequently at any other time, for the purpose of ensuring safety at the Private Aerodrome (Airstrip).

D8.2 A Private Aerodrome (Airstrip) operator shall on demand of personnel referred in regulation D8.1 above, allow access to any part of the Private Aerodrome (Airstrip) or any facility including equipment, documents, records and operators personnel, for the purpose set out in regulation D9.1.

D9. INSPECTION OF THE PRIVATE AERODROME (AIRSTRIp):

D9.1 The Authority or Director General may inspect a Private Aerodrome (Airstrip) at any time, as required, to ensure aviation safety in the following events.

D9.1.1 As soon as practicable, after an aircraft accident or incident, within the meaning of the terms defined in ICAO Annex-13, CARs, 1994 and the States Notification Procedures for notifying incidents and accidents.

D9.1.2 During any period of construction or repair of the Private Aerodrome (Airstrip) facilities or equipment that is critical to the safety of aircraft operations; and

D9.1.3 At any other time when there are conditions at the Private Aerodrome (Airstrip) that could affect aviation safety.

D9.2 Private Aerodrome (Airstrip) operator shall carry out special inspections periodically, as may be required by the licence or as directed by the Authority or Director General and shall submit reports accordingly.

D9.3 Private Aerodrome (Airstrip) operator shall bear the cost of inspection including traveling and accommodation etc.

D10. EXEMPTIONS:

D10.1 The Authority or Director General may exempt, in writing a Private Aerodrome (Airstrip) Operator from complying with all or any provision of this ANO for the reasons recorded separately.

D10.2 An exemption will be subject to the Private Aerodrome (Airstrip) operator's complying with the conditions and procedures specified by the Authority or Director General and as deemed necessary in the interest of flight safety.

D10.3 Where a Private Aerodrome (Airstrip) does not meet the standards specified & defined by this ANO or by the Authority in writing, **the Authority or Director General may determine after carrying out aeronautical studies,** the conditions and procedures that are necessary to ensure a level of safety equivalent to the established standards.

D10.4 Any exemption granted by the Authority or Director General shall be included in the relevant part of Private Aerodrome (Airstrip) Manual.

D11. DELEGATION OF POWERS:

D11.1 The Authority or Director General may, in **pursuance of Rule 5 of CARs, 94,** delegate the powers exercisable under CARs,94 and this ANO to any sub-ordinate officer of the Authority subject to all applicable limitations.

EVIDENCES (ACRONYMS / RECORDS / REFERENCES):

E1. ACRONYMS:

ACN	:	AERODROME CLASIFICATION NUMBER
ASMP	:	AERODROME STANDARD MANUAL PAKISTAN
ANO	:	AIR NAVIGATION ORDER
CARs	:	CIVIL AVIATION RULES 1994
DGCAA	:	DIRECTOR GENERAL CIVIL AVIATION AUTHORITY
IFR	:	INSTRUMENT FLIGHT RULES
ICAO	:	INTERNATIONAL CIVIL AVIATION ORGANIZATION
PCN	:	PAVEMENT CLASIFICATION NUMBER
VFR	:	VISUAL FLIGHT RULES

E2. RECORDS:

- E2.1 Application form for a Private Aerodrome (Airstrip) license (**CAAF-001-DRAS-2.0**)
E2.2 Private Aerodrome (Airstrip) license (**CAAF-002-DRAS-2.0**)
E2.3 Inspection Report On Private Aerodrome (Airstrip) (**CAAF-003-DRAS-2.0**)

E3. REFERENCES:

- E3.1 Rule 4, CARs, 1994
E3.2 Rule 5, CARs, 1994
E3.3 Rule 60, CARs, 1994
E3.4 Rule 63, CARs, 1994
E3.5 Rule 67, CARs, 1994
E3.6 Aerodrome Standard Manual Pakistan

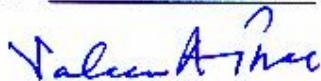
IMPLEMENTATION:

This Air Navigation Order shall be implemented with effect from 31st December, 2014.




(MUHAMMAD YOUSAF)
Air Marshal (Retd.)
Director General
Pakistan Civil Aviation Authority

Dated 18 December 2014



(MUHAMMAD SALEEM ATHAR)
Director Airspace and
Aerodrome Regulations

Dated: 18 December 2014
File No. HQCAA/1116/582/ARAS

		CIVIL AVIATION AUTHORITY APPLICATION FORM FOR A PRIVATE AERODROME (AIRSTRIP) LICENCE	<u>CAAF-001-DRAS-2.0</u>
		AERODROME STANDARDS - DAAR	
1.	Name of the owner of the Private Aerodrome (airstrip)		
2.	Address of the owner		
3.	Telephone, Fax and e-mail of the owner		
4.	Nationality of the owner		
5.	Geographical coordinates	North- East-	
6.	District and Province		
7.	Location with respect to a prominent landmark/town.		
8.	Proposed runway length	Feet	
9.	Proposed runway width	Feet	
10.	Proposed runway direction		
11.	Proposed runway surface		
12.	Elevation of the proposed runway site	Feet	
13.	What types of aircraft shall be used?		
14.	Proposed installation of radio-navigation aids		
15.	Purpose for which the Private Aerodrome (airstrip) is desired		

Note 1: This information is to be supplemented by a map provided by "Survey of Pakistan" duly certifying the location of this airstrip.

Note 2: This information is required by CAA and the security agencies conducting investigations for the purpose of security clearance. The permission to construct a Private Aerodrome (Airstrip) shall depend upon clearance by the Security agencies.

Note 3: CAA shall survey the proposed private aerodrome (airstrip) site for advice on technical matters. This inspection shall be before the permission for construction is granted.

Date: _____

**SIGNATURE OF PRIVATE
AERODROME (AIRSTRIP)
OWNER OR AUTHORIZED
REPRESENTATIVE**



CIVIL AVIATION AUTHORITY
PRIVATE AERODROME (AIRSTRIP) LICENCE

CAAF-002-DRAS-2.0

AERODROME STANDARDS - DAAR


NAME OF AIRSTRIP	
PRIVATE AERODROME (AIRSTRIP) CATEGORY	<input type="checkbox"/> Private Aerodrome (Airstrip) – Personal
	<input type="checkbox"/> Private Aerodrome (Airstrip) – Corporate
	<input type="checkbox"/> Private Aerodrome (Airstrip) – Microlight
	<input type="checkbox"/> Private Heliport - Helicopter
PRIVATE AERODROME (AIRSTRIP) OWNER'S ADDRESS	
PRIVATE AERODROME (AIRSTRIP) OWNER'S CONTACT DETAILS	Tel: Fax: Email:
PRIVATE AERODROME (AIRSTRIP) SPECIFICATIONS	Runway length: Runway width: Runway surface:
GEOGRAPHICAL LOCATION	North: East:
NIGHT OPERATIONS	<input type="checkbox"/> Yes <input type="checkbox"/> No
SPECIAL CONDITIONS	
LIMITATIONS	
LICENCE VALIDITY	
Certification by General Manager Aerodrome Standards	
Date:	Signature and Stamp

CAAF-002-DRAS-1.0

PRIVATE AERODROME (AIRSTRIp) LICENCE CONDITIONS AND LIMITATIONS

- 1) The Private Aerodrome (Airstrip) described on page-1 is licenced for private use under Civil Aviation Rules 1994.
- 2) Safe airstrip operations at airstrip shall be the responsibility of the Private Aerodrome (Airstrip) owner.
- 3) Safe flight operations at, to and from Private Aerodrome (Airstrip) shall be the responsibility of the aircraft operator.
- 4) The Private Aerodrome (Airstrip) owner shall ensure compliance with all CAA Rules and Regulations.
- 5) The Private Aerodrome (Airstrip) owner shall ensure proper maintenance of the airstrip at all times.
- 6) The Private Aerodrome (Airstrip) owner shall not amend the dimensions of the airstrip at any time unless the CAA has approved such amendment.
- 7) The Private Aerodrome (Airstrip) owner shall ensure that the airstrip is inspected on a daily basis or before the commencement of flight operations.
- 8) The Private Aerodrome (Airstrip) owner shall be responsible for control of obstructions around the airstrip.
- 9) The Private Aerodrome (Airstrip) owner shall conduct a major inspection of the airstrip every three months and maintain the inspection reports.
- 10) The Private Aerodrome (Airstrip) licence shall be renewed after the airstrip has been inspected by CAA inspectors on yearly basis.
- 11) CAA may ask for a surprise inspection anytime.
- 12) The Private Aerodrome (Airstrip) owner shall arrange for the inspection as and when CAA desires.
- 13) The Private Aerodrome (Airstrip) is licenced for type of operation specified.
- 14) An instrument approach procedure, if approved by the CAA shall form part of this licence as Appendix – A.
- 15) The pilot-in-command of an aircraft shall not commence a flight unless he has ascertained by every reasonable means at his disposal that the ground areas and facilities available and directly required for such flight and for the safe operation of the aircraft are adequate.
- 16) Prior to operation a flight plan is required to be submitted to the appropriate ATC authority and notified to concerned Air Defence units.
- 17) Flying over prohibited / restricted / danger areas is to be avoided.
- 18) No flying is undertaken during PAF exercises.
- 19) No photographic equipment to be carried on aircraft.
- 20) No foreigner should board the aircraft without prior security clearance.
- 21) Owner of the airstrip to ensure that no tower or construction is planned around the airstrip area without the permission of Civil Aviation Authority.
- 22) In the event of any failure on the part of the licensee to carry out the conditions of this licence or other regulations for the time being applicable to the aerodrome hereby licenced or any breach of the provisions of the said Rules or the said aerodrome becoming otherwise unsafe or any unauthorized alteration being made to the landing area, building or surrounding obstructions, this licence is liable to be suspended or cancelled by the Civil Aviation Authority Pakistan.
- 23) Protection of aircraft during its parking at isolated/unprotected airfield be ensured through arrangements with the local police or the consignee's private guards for whom the air service/charter is being run.
- 24) A certificate to the following effect must be furnished with every application for renewal:-

"I certify that since the date of the grant or last renewal of this licence (i) no alteration which has not been approved under Civil Aviation Rules 1994 has been made to the landing area or structures on the aerodrome or the surrounding obstructions within 1,000 yards of its boundaries, and (ii) no deterioration which has not been notified to the Director General of Civil Aviation Authority Pakistan and might be likely to affect the safety of aircraft has taken place to the landing area or its approaches".

		CIVIL AVIATION AUTHORITY INSPECTION REPORT ON PRIVATE AERODROME (AIRSTRIP)		CAAF-003-DRAS-2.0	
AERODROME STANDARDS - DAAR					
NAME OF PRIVATE AERODROME/AIRSTRIP					
GEOGRAPHICAL COORDINATES		N			
		E			
PURPOSE OF APPLICATION		ISSUE <input type="checkbox"/>	RENEWAL <input type="checkbox"/>	SPECIAL <input type="checkbox"/>	OTHERS <input type="checkbox"/>
DATE OF INSPECTION		AERODROME LICENSING INSPECTOR			
Only for Initial Issue of Aerodrome Licence					
Cleared by Security Agencies				<input type="checkbox"/> YES	<input type="checkbox"/> NO
Copy of map showing location of aerodrome certified by Survey of Pakistan				<input type="checkbox"/> YES	<input type="checkbox"/> NO

PHYSICAL CHARACTERISTICS

<input type="checkbox"/> Non Instrument Runway		<input type="checkbox"/> Non Precision Approach Runway		<input type="checkbox"/> Precision Approach Runway	
RUNWAY LENGTH			Ft		
RUNWAY WIDTH			Ft		
RUNWAY SURFACE - TYPE					
STOPWAYS – LENGTH			Ft		
STOPWAYS – WIDTH			Ft		
STOPWAYS SURFACE - TYPE					
SHOULDERS WIDTH			Ft		
SHOULDERS SURFACE - TYPE					
SLOPES		<input type="checkbox"/> Admissible		<input type="checkbox"/> Not Admissible	
FENCING					
ELEVATION (Above Mean Sea Level)			Ft		

OBSTRUCTIONS

	Remarks
Take off path	
Approach path	
Surroundings	

GENERAL INSPECTION

Was the aerodrome fit for use at the time of inspection? State reasons for unserviceability.	
Is the aerodrome liable to be unserviceable after rain? If yes, state reasons and advice.	
What type of aircraft can operate on this aerodrome? Recommendations to be based on AUW and ASDA or STOL certified aircraft.	
State any special recommendations with respect to operation of aircraft. (Final decisions rest with the pilot in command of the aircraft who is responsible for the safe conduct of the flight)	All aircraft to approach over the aerodrome at a safe height and make a pattern to land on the appropriate runway. Depending upon wind conditions or any other factors; the following runways are recommended for : Take off: RWY Landing: RWY
Runway - Surface Condition	
Taxiway – Surface Condition	
Stopways – Surface Condition	
Shoulders – Surface Condition	
Fencing – Condition	
Wind direction Indicator (Availability / Condition)	
Distance Marker Boards (Availability / Condition)	

SAFETY SERVICES

Aerodrome Fire Category		
Fire Tender	<input type="checkbox"/> Required	<input type="checkbox"/> Not Required
State water quantity:		
State foam quantity:		
Fire extinguishers on board the fire tender:	<input type="checkbox"/> Available	<input type="checkbox"/> Not Available
Carbon Dioxide:	Number:	Quantity:
DCP:	Number:	Quantity:
BCF:	Number:	Quantity:
Availability of trolley mounted fire extinguishers (if fire tender not required or not available)	<input type="checkbox"/> Available	<input type="checkbox"/> Not Available

Carbon Dioxide:	Number:	Quantity:
DCP:	Number:	Quantity:
BCF:	Number:	Quantity:
Ambulance with first aid equipment	<input type="checkbox"/> Available	<input type="checkbox"/> Not Available
State availability of Hospital or Clinic for first aid.	<input type="checkbox"/> Available	<input type="checkbox"/> Not Available
Distance of hospital from aerodrome site		
Number of beds		
Availability of Doctors	<input type="checkbox"/> Available	<input type="checkbox"/> Not Available
Availability of Doctors during aircraft operation	<input type="checkbox"/> Available	<input type="checkbox"/> Not Available
Comments:		

MARKINGS

Runway Side Stripe Marking	(Mandatory)	<input type="checkbox"/> Adequate	<input type="checkbox"/> Not Adequate
Runway Centre line Marking	(Mandatory)	<input type="checkbox"/> Adequate	<input type="checkbox"/> Not Adequate
Threshold Marking	(Mandatory)	<input type="checkbox"/> Adequate	<input type="checkbox"/> Not Adequate
Runway Designation Marking	(Mandatory)	<input type="checkbox"/> Adequate	<input type="checkbox"/> Not Adequate
Runway Holding Position Marking	(if required)	<input type="checkbox"/> Adequate	<input type="checkbox"/> Not Adequate
Taxiway markings	(if required)	<input type="checkbox"/> Adequate	<input type="checkbox"/> Not Adequate

NIGHT CERTIFICATION (for medical / emergency evacuation only)

Cleared by Security Agencies? (only for initial issue cases)		<input type="checkbox"/> YES	<input type="checkbox"/> NO
Runway Edge Lights	(Mandatory)	<input type="checkbox"/> Available	<input type="checkbox"/> Not Available
<input type="checkbox"/> Portable		<input type="checkbox"/> Re-chargeable	<input type="checkbox"/> Electric
<input type="checkbox"/> Fixed (Permanent)			
Threshold Lights- Green	(Mandatory)		
Runway End Ident Lights- Red	(Mandatory)		
<input type="checkbox"/> PAPI	<input type="checkbox"/> VASI (Optional)	<input type="checkbox"/> Available	<input type="checkbox"/> Not Available

Non Directional Beacon	(Mandatory)	<input type="checkbox"/> Available	<input type="checkbox"/> Not Available
Allocated Frequency:			
Make:			
Notamized?		<input type="checkbox"/> Yes	<input type="checkbox"/> No
Instrument Approach Procedure		Comments	
Navigation Aid			
Type of procedure			
Constructed by			
Any pertinent points and remarks			

The _____ Private Aerodrome (airstrip) was inspected by the undersigned. Given below are the recommendations:

- Fit for initial issue of Private Aerodrome(airstrip) licence

- Fit for initial issue of Private Aerodrome(airstrip) licence after meeting following conditions

- Not fit for issue of Private Aerodrome(airstrip) licence due to reasons given below

- Fit for renewal of the Private Aerodrome(airstrip) licence

- Not Fit for renewal of the Private Aerodrome(airstrip) licence due to reasons given below

- Fit for night operations

- Not fit for night operations due following reasons
- Remarks

Stamp Date	 Name and signature aerodrome inspector
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