



EXEMPTIONS ON AERODROME CERTIFICATION & RELATED ACTIVITIES

AIR NAVIGATION ORDER

VERSION : 2.0
DATE OF IMPLEMENTATION : 30-01-2015
OFFICE OF PRIME INTEREST : Aerodrome Standards
(Directorate of Airspace & Aerodrome Regulations)

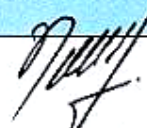
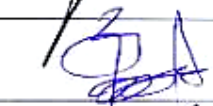

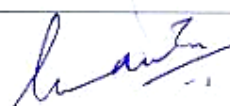

	NAME	DESIGNATION	SIGNATURE
PREPARED BY	MUHAMMAD NADEEM IQBAL KHAN	Sr. Joint Director Aerodrome Standards & Certification	
REVIEWED BY	LIAQUAT ALI SHAHZAD	Sr. Add. Director Aerodrome Standards	
	MUHAMMAD SALEEM ATHAR	Director Airspace & Aerodrome Regulations	
VERIFIED BY	MANZAR JAMAL	Principal Director (Regulatory)	
APPROVED BY	Air Marshal (Retd.) MUHAMMAD YOUSAF	Director General, Civil Aviation Authority	
TYPE OF DOCUMENT	AIR NAVIGATION ORDER (ANO).		
STATUS OF DOCUMENT	CONTROLLED		

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A. AUTHORITY:

A1. This ANO has been issued by DGCAA in pursuance of Rules 4(3),5,59,60,60-A,62,67,68, 91,110,200,261,341,357,360 and all other enabling provisions of Civil Aviation Rules 1994 (CARs,94).

B. PURPOSE:

B1. The purpose of this ANO is to harmonize the procedure for certification of aerodromes, which do not conform to some of the specifications contained in the ASMP on Aerodrome Design and Operations Standard and are required to be complied for certification of aerodrome.

B2. The ultimate goal is to make / correct the non-compliances and to deal with the situations where it is not possible, either due to physical constraints like terrain etc.

B3. This ANO specifies the procedures for application and grant of exemptions for non-compliances on temporary & permanent basis. Any exemption granted by the Director General shall be included in the relevant part of Aerodrome Manual and AIP. Difference shall be submitted / filed to International Civil Aviation Organization (ICAO) for an exemption that is granted on permanent basis.

C. SCOPE:

C1. The Authority has the right to exempt all or any aerodrome from any issue pertaining to safety and aerodrome certification subject to the conditions that operator has satisfied and given a timeline to remove the deficiencies for which exemption has been sought.

C2. The responsibility for the technical matters within this ANO lies with the Air Navigation Services and Airport Services of Pakistan Civil Aviation Authority (PCAA).

C3. An Aerodrome Certificate Holder is expected to comply with the requirements laid down in the Aerodrome Standards Manual of Pakistan (ASMP)

C4. This ANO describes the procedures for accepting cases for non-compliance in respect of an aerodrome being issued with a certificate in the following situations:

C4.1. There may be some circumstances where compliance of requirement has not been followed at an existing aerodrome:

C4.1.1 Because of physical constraints; and

C4.1.2 Where the facility had been provided earlier as per old standards and continued to be in operation.

C5. Where compliance is not possible also for a new aerodrome due to physical or any other constraints.

C6. This ANO is applicable to all aerodrome operators, air traffic service providers, airlines, aircraft operators or any other stake holder, which may have direct bearing on runway operations.

D. DESCRIPTION:

D1. DEFINITIONS:

D1.1 The following terms when used in this ANO, shall have the meanings assigned to them, respectively. Any term used in this ANO but not defined herein, shall have the same meaning as given in the Civil Aviation Ordinances 1960, 1982, CARs, 1994 and ICAO Annex-14.

D1.1.1 **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 that extend above a defined surface intended to protect aircraft in flight.

D1.1.2 **RUNWAY** Means a defined rectangular area on an aerodrome prepared for the landing and take-off of aircraft.

D1.1.3 **RUNWAY END SAFETY AREA (RESA)** An area symmetrical about the extended runway centre line and adjacent to the end of the strip primarily intended to reduce the risk of damage to an aeroplane undershooting or overrunning the runway.

D1.1.4 **RUNWAY STRIP** A defined area including the runway and stopway, if provided, intended:

D1.1.4.1 to reduce the risk of damage to aircraft running off a runway, and

D1.1.4.2 to protect aircraft flying over it during take-off or landing operations.

D1.1.5 **SHOULDER** An area adjacent to the edge of a pavement so prepared as to provide a transition between the pavement and the adjacent surface.

D1.1.6 **STOP WAY** A defined rectangular area on the ground at the end of take-off run available prepared as a suitable area in which an aircraft can be stopped in the case of an abandoned take off.

D2. EXEMPTION:

D2.1 There may be some circumstances where compliance of requirements have not been followed at an existing aerodrome because of physical constraints and where the facility had been provided earlier as per old regulations/conditions and continued to be in operation. Similarly, there may be situations where compliance is not possible also for a new aerodrome due to physical constraints. These situations, where compliance with requirement under CARs, 94 is not possible, the Director General may exempt, in writing an Aerodrome Operator from complying with all or any provisions / requirements of the specifications contained in the Aerodrome Standards Manual of Pakistan (ASMP) on Aerodrome Design and Operations Standard. Such exemptions / waivers shall be granted after carrying out safety assessments or *aeronautical studies* by the Aerodrome Operator on case-to-case basis, subject to such conditions relating to safety / other related issues as may be specified.

D2.2 TEMPORARY EXEMPTIONS:

D2.2.1 A situation in which non-compliance is expected to be removed and interoperability is the predominant aspect of the requirement, for example mandatory signs, availability of runway strip etc.

D2.3 PERMANENT EXEMPTIONS:

D2.3.1 A situation in which non-compliance cannot reasonably be removed and interoperability is not the predominant aspect of the requirement, for example the infringement of high ground into an obstacle limitation surface etc.

D2.4 EXAMPLES OF NON-COMPLIANCES AT AERODROMES:

D2.4.1 Non-compliances are primarily related to the following aspects at the aerodrome for which some examples are given below:

D2.4.1.1 FACILITIES AND EQUIPMENT:

D2.4.1.1.1 Visual and non-visual aids.

D2.4.1.1.2 Obstacles on the strip and the obstacle limitation surfaces i.e. approach, departure and transitional surfaces.

D2.4.1.1.3 Strip areas – dimensions and quality, inadequate runway strip.

D2.4.1.1.4 Inadequate taxiway width and lack of fillets.

D2.4.1.1.5 Runway end safety areas

D2.4.1.1.6 Inadequate runway – taxiway separation distances.

D2.4.1.1.7 Rescue and fire-fighting vehicles and equipment.

D2.4.1.1.8 Meteorological equipment.

D2.4.1.2 SERVICES AND OPERATIONAL PROCEDURES:

- D2.4.1.2.1 Rescue and fire-fighting services
- D2.4.1.2.2 Meteorological services
- D2.4.1.2.3 Low visibility procedures

D3 PROCEDURE FOR SEEKING EXEMPTIONS:

D3.1 The aerodrome certificate holder shall submit application for each non-compliance in the prescribed Performa for seeking exemption (See Appendix – A).

D3.2 The application for exemption shall be supported with:

- D3.2.1 The reasons for non-compliance;
- D3.2.2 Safety assessment or aeronautical study or reports by the aerodrome operator on case-to-case basis;
- D3.2.3 Means of mitigation; and
- D3.2.4 Indication as to when compliance can be expected.
- D3.2.5 An application for a standard exemption includes:
 - D3.2.5.1 The applicant's name and address. Name of aerodrome where exemption is being sought (Aerodrome certificate number to be quoted if already issued).
 - D3.2.5.2 The relevant provisions of ANO for which the exemption is sought.
 - D3.2.5.3 The category under which exemption sought (temporary/permanent) and justifiable reasons why the applicant needs the exemption. The reasons provided should be detailed and self-explanatory.
 - D3.2.5.4 The period for which the exemption is required (In case of temporary exemption).
 - D3.2.5.5 Whether the exemption will affect a particular kind of operation, the details thereof.
 - D3.2.5.6 The action plan for rectification and review of non-compliance for temporary exemption, including the mitigation measures adopted for ensuring the safety during the exemption period.
 - D3.2.5.7 If permanent exemption is sought, the applicant has to indicate the mitigation measures adopted to reduce the risk arising due to non-compliance after carrying out safety assessments or Aeronautical Study by the aerodrome operator on case-to-case basis.
- D3.2.6 Undertaking by the certificate holder that he shall annually review the conditions or mitigation measures and any other resultant non-compliance in particular when any significant changes in the activity or aerodrome development are proposed.
- D3.2.7 The applicant should provide adequate information in the prescribed Performa for consideration for granting exemptions with supporting documents. Failure to provide adequate information may delay processing / refusal of the application.
- D3.2.8 The Director General after examining the applications for exemptions may exempt, in writing (See Appendix - B), an aerodrome operator from complying with specific provisions of the ASMP and may impose conditions for such exemptions to ensure the safety and regularity of aircraft operation.
- D3.2.9 On approval of the exemption, it shall be included in the Aerodrome Manual and in AIP.
- D3.2.10 On removal of the exemption, the certificate holder shall notify the same, after obtaining approval from the DGCAA. The same shall also be deleted from Aerodrome Manual and AIP.
- D3.2.11 The exemption granted shall be reviewed during renewal of the certificate.

E EVIDENCES (ACRONYMS / RECORDS / REFERENCES):

E1 ACRONYMS:

AIP	:	AERONAUTICAL INFORMATION PUBLICATION
ANO	:	AIR NAVIGATION ORDER
ASMP	:	AERODROME STANDARDS MANUAL OF PAKISTAN
CARS, 94	:	CIVIL AVIATION RULES, 1994
DGCAA	:	DIRECTOR GENERAL CIVIL AVIATION AUTHORITY
ICAO	:	INTERNATIONAL CIVIL AVIATION ORGANIZATION

E2. RECORDS:


E2.1 Nil

E3. REFERENCES:

- E3.1 CARs, 94
E3.2 ANO-001-DRAS-2.0
E3.3 Aerodrome Standards Manual of Pakistan (ASMP) (MNL-003-DRAS-2.0)
E3.4 Convention to Doc7300 International Civil Aviation Organization
E3.5 Manual on Certification of Aerodrome (Doc 9774)

IMPLEMENTATION:

This Air Navigation Order (ANO) supersedes the previous ANO dated 14th June 2011 and shall be implemented with effect from **30th January 2015**.



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

Dated: - 31 January 2015



(MUHAMMAD SALEEM ATHAR)
Director Airspace & Aerodrome Regulations

Dated- 31, January 2015
File No. HQCAA/1116/751/ARAS



(SPECIMEN)

APPLICATION FOR SEEKING EXEMPTION

(In duplicate)

1. DETAILS OF APPLICANT

- 1.1 Name of Aerodrome:
- 1.2 Aerodrome Certificate Number:
- 1.3 Full name of applicant (in capital letters):

2. DETAILS OF EXEMPTION SOUGHT

- 2.1 Relevant provisions of standard & its reference number for which exemption is sought:
- 2.2 The category under which exemption sought (TEMPORARY/ PERMANENT):
- 2.3 Reasons why the exemption is needed (The reasons provided should be detailed and self explanatory):
- 2.4 If the exemption will affect a particular kind of operation, the details thereof:
- 2.5 Period for which exemption is required (in case of Temporary Exemption):
- 2.6 For temporary exemption, the action plan for rectification and review of non-compliance, including the mitigation measures adopted for ensuring the safety during the exemption period:
- 2.7 For permanent exemption, the mitigation measures adopted to ensure safety of aircraft operation. Complete safety assessment report shall be enclosed:

I hereby certify that the forgoing information is correct in every respect and no relevant information has been withheld. I also undertake the responsibility for annually reviewing the conditions or mitigation measures and any other resultant non-compliance in particular when any significant changes in the aerodrome activity and development are proposed.

DATE.....

SIGNATURE OF APPLICANT
NAME.....
(in capital letters)
POSITION HELD...
(With official seal)

Note:

- i) It is an offense to make any false representation with the intent to deceive, for procuring exemption.
- ii) Application not completed in all respect and not accompanied with relevant enclosures is likely to be rejected.



SAMPLE LETTER FOR ISSUANCE OF EXEMPTION

From : DGCAA
Terminal-I JIAP, Karachi

To : APM
XYZ Domestic/International Airport

Dated : nth January, 20XX
Ref : HQCAA/----/ /XX

EXEMPTIONS NO: 000

1. The Aerodrome certificate holder for XYZ Domestic/International Airport bearing No.____ is granted temporary/permanent exemption against the provision no. X (Description of provision no. X) of ASMP till day/month/year.
2. This exemption is valid provided:
 - The safety concerns are properly addressed & a person is specially detailed to ensure safety management system.
 - A phase wise implementation plan has to be provided to DGCAA by day/month/year.
 - The Aerodrome certificate holder ensures the safety management system is operational by day/month/year.
3. A copy of this exemption shall be incorporated in the aerodrome manual of XYZ Domestic/International Airport and in AIP.

Signature
(NAME OF SIGNATORY IN CAPITAL)
Director General
Pakistan Civil Aviation Authority
Telephone#(021)9907XXXX

- Copy To:
- Dy. DGCAA.
 - All P. Ds.
 - D. APS
 - Sr. Addl. Director Aerodrome Standards
 - Sr. Addl. Director ATS

Note:- The format of letter shall be used as per CAAO on Internal and External Communication (CAAO-002-XXMS-2.0).