



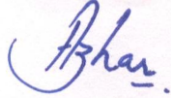
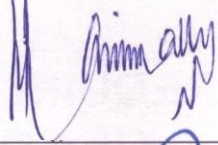
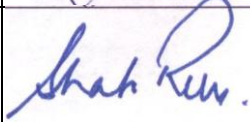


**REQUIREMENT FOR ISSUANCE AND/OR RENEWAL  
OF PRIVATE AERODROMES/HELIPORTS AND  
AIRSTRIPS/ HELIPADS/HELIDECKS LICENCE**

---

**AIR NAVIGATION ORDER**

**VERSION : 3.0**  
**DATE OF IMPLEMENTATION : 20-02-2019**  
**OFFICE OF PRIME INTEREST : Aerodrome Standards**

	NAME	DESIGNATION	SIGNATURE
PREPARED BY	ABDULLAH KHAN	Senior Joint Director Airstrip/Heliport Licensing	
	SYED SHAHID SHUMS	Additional Director Aerodrome Standards	
REVIEWED BY	MUHAMMAD AZHAR SALEEM	Director Air Navigation & Aerodrome Regulations	
VERIFIED BY	SYED NASIR ALI SHAH	Additional Director Legal	
APPROVED BY	Sqn. Ldr. (Retd) SHAHRUKH NUSRAT	Director General Civil Aviation Authority	
TYPE OF DOCUMENT	AIR NAVIGATION ORDER (ANO).		
STATUS OF DOCUMENT	CONTROLLED		

## TABLE OF CONTENTS

A	AUTHORITY	1
B	PURPOSE	1
C	SCOPE	1
D	DESCRIPTION	1
D1	DEFINITIONS	1
D1.1	AERODROME	1
D1.2	AERODROME CERTIFICATE	1
D1.3	AERODROME ELEVATION	1
D1.4	AERODROME IDENTIFICATION SIGN	1
D1.5	AERODROME REFERENCE POINT	1
D1.6	AIR NAVIGATION ORDER (ANO)	1
D1.7	AIRSTRIP	1
D1.8	AERODROME LICENSE	2
D1.9	AERODROME FACILITIES AND EQUIPMENT	2
D1.10	AERODROME OPERATOR	2
D1.11	AUTHORITY	2
D1.12	CERTIFIED AERODROME	2
D1.13	CONTROLLED AERODROME	2
D1.14	DIRECTOR GENERAL	2
D1.15	LANDING AREA	2
D1.16	LICENSED PRIVATE AERODROME	2
D1.17	MARKER	2
D1.18	MARKING	2
D1.19	OBSTACLE	2
D1.20	PRIVATE AERODROME OPERATIONS	2
D1.21	RUNWAY	2
D1.22	RUNWAY STRIP	2
D1.23	THRESHOLD	3
D1.24	UNSERVICEABLE AREA	3
D1.25	UNCONTROLLED AERODROME	3
D1.26	WORK AREA	3
D2	PRIVATE AERODROMES (AIRSTRIP) CATEGORIES	3
D3	PRIVATE AERODROME (AIRSTRIP) OPERATION REQUIREMENTS	3
D4	PROCEDURE FOR LICENCING OF PRIVATE AERODROME (AIRSTRIPS)	4
D5	PRIVATE AERODROME (AIRSTRIP) LICENCING REQUIREMENTS	5
D6	PRIVATE AERODROME (AIRSTRIP) LICENCING FEE	6
D7	OBLIGATIONS OF THE PRIVATE AERODROME (AIRSTRIP) OPERATOR	6
D8	ACCESS TO PRIVATE AERODROME (AIRSTRIP) MOVEMENT AREAS	6
D9	INSPECTION OF THE PRIVATE AERODROME (AIRSTRIP)	7
D10	EXEMPTIONS	7
D11	DELEGATION OF POWERS	7
E1	ACRONYMS	8
E2	RECORDS	8
E3	REFERENCES	8
	IMPLEMENTATION	8

**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/license-holder concerning Private Aerodromes/Heliports and Airstrip/Helipads/Helidecks License issue/renew under Rule 60 of Civil Aviation Rules, 1994.

**C. SCOPE:**

The provisions under this ANO shall apply to;

C1. Private Aerodromes/Heliports applicant/License-holders, where public Air Transport operations are intended/carried out other than aerodromes provided and operated by CAA.

C2. Private Airstrips/Helipads/Helidecks applicant/License-holders, where Air Transport operations are intended/carried out by an individual for their own purpose or by an organization/company for any operational purpose other than Airstrips/Helipads 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 landing 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 (Public use Aerodrome/Airstrip/Helipad), the Private Aerodrome (Public use Aerodrome/Airstrip/Helipad) 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:**

A Private Aerodrome , which has been granted Private Aerodrome license.

**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 AERODROMES/HELIPORTS AND AIRSTRIps/HELIPADS/HELIDECKS CATEGORIES:**

D2.1 All private Aerodromes/Heliports and Airstrips/Helipads/Helidecks shall be categorized in the following groups:-

- |        |              |  |
|--------|--------------|--|
| D2.1.1 | Category I   | For Aircrafts upto Aerodrome Reference Code – 1 /Helicopters upto but not including 3175 kg mass*    |
| D2.1.2 | Category II  | For Aircrafts upto Aerodrome Reference Code – 2 /Helicopters upto but not Including 5760 kg mass*    |
| D2.1.3 | Category III | For Aircrafts upto Aerodrome Reference Code – 3 /Helicopters upto but not Including 100 000 kg mass* |
| D2.1.4 | Category IV  | For Aircrafts upto Aerodrome Reference Code – 4 /Helicopters 100 000 kg mass and over*               |

\* **NOTE;** PI see Document reference at Attachment A

**D3. PRIVATE AERODROMES/HELIPORTS AND AIRSTRIps/HELIPADS/HELIDECKS OPERATION REQUIREMENTS:**

D3.1 Operator whether an individual or an organization intending to use Aerodromes/Heliports and Airstrips/Helipads/Helidecks for Personal use or for operational purpose of an organization shall possess license issued by PCAA.

D3.2 The operator shall apply to the Director General for issuance/renewal of License in accordance with procedure contained in this ANO.

D3.3 The Director General may grant or refuse to grant a License 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 License or any time thereafter.

D3.5 A License 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 The Director General may amend / vary conditions of the License as and when deemed appropriate. Such conditions shall be communicated to the Operator/Licensee.

D3.7 The Operator/Licensee 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.

D3.8 The License shall be non-transferable.

D3.9 On the request of an Operator/Licensee, the Director General may cancel the License. Such request for cancellation shall be made at least 30 days prior to the intended date, giving necessary justifications/reasons for purpose of record.

#### **D4. PROCEDURE FOR ACQUIRING LICENSE:**

D4.1 Application for license under this section shall be made to the Director General Civil Aviation Authority, HQCAA, Terminal 1, JIAP Karachi.

D4.2 The application for license shall be submitted on a prescribed form **CAAF-001-DRAS-3.0**, which shall be signed by the individual or person/person(s) duly authorized by any corporate body applying for the license.

D4.3 The application shall contain the following particulars:

D4.3.1 Name and address of the applicant and correspondence address, if different;

D4.3.2 Nature of the license applied for;

- a. The location where it is desired to construct the Aerodrome/Heliport or Airstrip/Helipad/Helideck.
- b. The desired routes to be flown and the frequency of operations;
- c. The nature of the aerial work to be carried out if applicable, with location of such work.
- d. The type or types of aircraft to be used.

D4.4 A license issued shall not be transferable. However in the event of the death, incapacity, bankruptcy, sequestration or liquidation of the holder of the license, or manager or trustee in relation to the business of the holder, the person for the time being carrying out business shall be entitled to continue operation under the terms of the license, provided that an application for a new license is made within fourteen (14) days of such event. The entitlement to continue to operate shall extend until the application for a new license is disposed-off.

D4.5 In the interest of developing regulations on air transport, or in the general interest of the public, the Director-General may amend the terms of a license, provided that the holder of that license shall be given not less than twenty-one (21) days notice to such an amendment.

D4.6 On the request of the licensee for an amendment to be made to that license, the Director-General may make that amendment if it is within permissible standards.

D4.7 The Director-General may suspend a license for such a period as deemed fit or may even cancel such license, 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, CARs1994, this ANO or the terms/conditions of the license.

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 allowing reasonable opportunity to show cause against the proposed action.

## D5. RENEWAL OF LICENSE

D5.1 Application for renewal of license under this section shall be made to the Directorate of Airspace and Aerodrome Regulations (DAAR), Inspectorate Building, Karachi Airport.

D5.2 The application along with associated fee and “No Alteration Certificate” shall reach DAAR office at least thirty (30) days prior to expiry of license.

D5.3 The CAA shall inspect and verify the site in accordance with respective standards before renewal of license.

D5.4 The applicant shall bear all cost incurred on the travel and accommodation of the two CAA inspectors.

D5.5 In case application is not received in time, the license shall stand expired which entails suspension of operation with effect from date of expiry.

**NOTE:** “No Alteration Certificate” means; that no change /alteration has been made in the original design as approved by CAA.

## D6. LICENSING REQUIREMENTS:

D6.1 Following documents are required along with the application (indicating justification/purpose) for permission to construct a private Aerodrome/Heliport or Airstrip/Helipad/Helideck;

D6.1.1 Form No **CAAF-001-DRAS-3.0** Duly filled in;

D6.1.2 An area map on scale 1:500,000 of the proposed location/site from Survey of Pakistan.

D6.1.3 Eight digits WGS-84 coordinates (all corners) of the construction site from Survey of Pakistan.

D6.1.4 Attested copy of CNIC of the owner/applicant.

D6.1.5 Attested copies of land ownership documents. In case of Helidecks for the sea areas, permission letter from competent/concerned forum of Pakistan.

D6.2 The permission for the construction shall be granted after seeking due clearances from concerned security agencies and approval from Aviation Division, Cabinet Secretariat, Islamabad.

D6.3 The CAA shall inspect and verify the site in accordance with respective standards before issue of license.

D6.4 Following points require special attention in connection with operation and licensing:

D6.4.1 The applicant shall bear all cost incurred on the travel and accommodation of the two CAA inspectors.

D6.4.2 The construction shall strictly adhere to the standards given in ASMP or ANO-005-ARAS-4.0 as applicable. These documents are available on web at [www.caapakistan.com.pk](http://www.caapakistan.com.pk) under the functions of Directorate of Airspace and Aerodrome Regulations.

D6.4.3 The owner/operator shall have adequate facilities for the filing of Flight Plan(s) and coordination of movements with the nearest Air Traffic Control Unit or with the concerned Area Control Center.

D6.4.4 The owner shall provide Rescue and Fire Fighting Facilities as required for the concerned aircraft in accordance with ASMP or ANO-005-ARAS-4.0, as applicable.

D6.4.5 Navigational/Visual aids, if installed, shall be certified by CAA Calibration unit before operations.

D6.4.6 All instrument approach procedures, if required to be employed, shall be approved by CAA.

D6.4.7 The owner shall ensure that no amendment to the design is employed without the permission of CAA.



D6.4.8 Protection of aircraft during its parking at isolated/unprotected airfield shall be ensured by the owner/licensee.

D6.4.9 The inspections by CAA may or may not restrict to requirements given in the ASMP or ANO-005-ARAS-4.0, as applicable. The CAA Inspectors may use experience, expertise and good judgment to put any additional requirements to ensure safety of flight operations.

**D7. LICENSE FEE:**

**Category I:** Rupees Thirty thousand (Rs.30,000/=) for issuance and every renewal of license.

**Category II:** Rupees sixty thousand (Rs.60,000/=) for issuance and every renewal of license.

**Category III:** Rupees ninety thousand (Rs.90,000/=) for issuance and every renewal of license.

**Category IV:** Rupees One hundred and Twenty thousand (Rs.120,000/=) for issuance and every renewal of license.

**Note;** The expenses on travel/accommodations of two CAA inspectors shall be borne by the licensee (Refer Para D6.4.1).

**D8. OBLIGATIONS OF THE LICENSEE:**

D8.1 The Licensee 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 Licence.

D8.2 The operation to/from a Private Aerodrome/Heliport or Airstrip/Helipad/Helideck shall be based on ATC Clearance and Flight Information Service (FIS) from concerned ATC Unit.

D8.3 Such Flight operations shall be at Owner's/operator's own responsibility.

D8.4 The operations shall be restricted to the permissions granted in the license for maximum type of aircraft.

D8.5 The facility shall be used for VFR operations during day only, if night facilities are not provided.

D8.6 The facility licensed for the 'owner's private use only' shall not be used for Regular Public Transport (RPT) operations.

D8.7 The Licensee/operator shall remove any obstruction from the surface of the Private Aerodrome/Heliport or Airstrip/Helipad/Helideck, that is likely to be hazardous for the operation of aircraft.

D8.8 When low flying aircraft, at or near an Aerodrome/Heliport or Airstrip/Helipad/Helideck, or taxing/hovering aircraft are likely to be hazardous to people or vehicular traffic, the Operator shall:

D8.8.1 Display hazard warning notices on any public way that is adjacent to the maneuvering area; or

D8.8.2 If the Licensee/operator does not control such a public way, the authority(s) responsible for displaying / posting the notices on the public way shall be informed about the hazard.

**D9. INSPECTION/ACCESS TO AERODROME/HELIPORT OR AIRSTRIIP/HELIPAD/HELIDECK BY CAA INSPECTORS:**

D9.1 Personnel authorized by the Authority or Director General may, at any time, carry out inspection of the facilities, services, equipments, 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 standards and safety.

D9.2 The Authority, that is, the Director General or his authorized representative, may inspect a Private Aerodrome (Airstrip) at any time, as required, to ensure aviation safety in the following events.

D9.2.1 As soon as practicable, after an aircraft accident or incident, within the meaning of the terms defined in ICAO Annex-13, CARs, 94 and the States Notification Procedures for notifying incidents and accidents.

D9.2.2 During any period of construction or repair of the facilities or equipment that is critical to the safety of aircraft operations; and

D9.2.3 At any other time when there are conditions that could affect aviation safety.

D8.2 The Licensee/operator shall also carry out inspections periodically, as may be required by the license or as directed by the CAA and shall submit reports accordingly.

#### **D10. EXEMPTIONS:**

D10.1 The Director General CAA may exempt in writing a Licensee/Operator from complying with any provision(s) of this ANO for the reasons recorded separately.

D10.2 Exemption(s) shall be subject to the Licensee/Operator's complying with the conditions and procedures specified by the Director General CAA as deemed necessary in the interest of flight safety.

D10.3 Where a Licensee/Operator does not meet the standards specified & defined by this ANO or by the CAA in writing, **the CAA may determine after evaluating safety assessment/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 Director General shall be included in the relevant Documents related to the facility.

#### **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.

### **E. EVIDENCES (ACRONYMS / RECORDS / REFERENCES):**

#### **E1. ACRONYMS:**

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

#### **E2. RECORDS:**

E2.1 Application form for a Private Aerodrome (Airstrip) license **(CAAF-001-DRAS-3.0)** – attached

E2.2 Private Aerodrome (Airstrip) license **(CAAF-002-DRAS-3.0)** – attached

E2.3 Inspection Report on Private Aerodrome (Airstrip) **(CAAF-003-DRAS-3.0)** – attached

E2.4 Copy of sample License

**E3. REFERENCES:**

- E3.1 Rule 4, CARs, 94
- E3.2 Rule 5, CARs, 94
- E3.3 Rule 60, CARs, 94
- E3.4 Rule 63, CARs, 94
- E3.5 Rule 67, CARs, 94
- E3.6 Aerodrome Standard Manual Pakistan

**IMPLEMENTATION:**

This Air Navigation Order (ANO-003-DRAS) version 3.0 supersedes; Requirement for Issuance And / Or Renewal of Private Aerodrome (Airstrip) Licence (ANO-003-DRAS-2.0) Dated 31<sup>st</sup> December 2014 and shall be implemented with effect from 20<sup>th</sup> February 2019.



**Sqn. Ldr. (Retd)**

**SHAHRUKH NUSRAT**

Director General


Pakistan Civil Aviation Authority

Dated: -  **Mar 2019**



**(ENGR. MUHAMMAD AZHAR SALEEM)**

Director Air Navigation &  
Aerodrome Regulations HQ CAA

Dated: -  **Mar 2019**  
File No. HQCAA/1116/582/ARAS/I

**Table 1-1. Aerodrome reference code**


**(Ref; MNL-003-DRAS-4.0)**

<b>Code element 1</b>	
<b>Code number</b>	<b>Aeroplane reference field length</b>
1	Less than 800 m
2	800 m up to but not including 1200 m
3	1200 m up to but not including 1800 m
4	1800 m and above

**Table 3-1. FATO Minimum Separation Distance**

**( Ref; ANO-005-DRAS-4.0)**

If aero plane mass and/or helicopter mass are	Distance between FATO edge and runway edge or taxiway edge
up to but not including 3 175 kg	60 m
3 175 kg up to but not including 5 760 kg	120 m
5 760 kg up to but not including 100 000 kg	180 m
100 000 kg and over	250 m

		<b>CIVIL AVIATION AUTHORITY</b> <b>APPLICATION FORM FOR A PRIVATE</b> <b>AERODROME/HELIPORTS OR</b> <b>AIRSTRIP/HELIPADS/HELIDECKS LICENCE</b>	<u>CAAF-001-DRAS-3.0</u>
<b>AERODROME STANDARDS - DAAR</b>			
1.	Name of the owner of the Private Aerodromes/Heliports or Airstrip/Helipads/Helidecks		
2.	Address of the owner		
3.	Name & address of authorized person, if applicable.		
4.	Telephone, Fax and e-mail of the owner and authorized person.		
5.	Nationality of the owner		
6.	Geographical coordinates of the proposed Runway/FATO authenticated by Survey of Pakistan.		North-East-
7.	Elevation of the proposed runway/Helipad site authenticated by Survey of Pakistan.		Feet
8.	District and Province		
9.	Location with respect to a prominent landmark/town.		
10.	Aerial distance from the nearest aerodrome/airstrip.		
11.	<b><u>FOR AERODROMES/AIRSTRIP:</u></b>		
	a) Type of largest aircraft intended to be operated		
	b) Proposed runway length		Feet
	c) Proposed runway width		Feet
	d) Proposed runway direction		
12.	<b><u>FOR HELIPORT/HELIPAD/HELIDECKS:</u></b>		
	a) Proposed Heliport/Helipad/Helideck direction		
	b) Proposed Heliport/Helipad/Helideck surface		
	c) The greatest overall dimension of Helicopter planned to be operated.		Feet
13.	Proposed installation of radio-navigation aids		
14.	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 conducted before the permission for construction is granted.

Date: \_\_\_\_\_

\_\_\_\_\_  
**SIGNATURE OF OWNER /**  
**AUTHORIZED**  
**REPRESENTATIVE**

License Number : 0



Date of Issue : .....

## **AERODROME/AIRSTRIP LICENSE**

The (name of owner/company org)

is authorized to operate

Aerodrome/Airstrip

For Aerodrome reference code

or below

*"This license is issued under the provisions of Rule 4, 60, 60-A, 63, 67, 360 and all other enabling provisions of Civil Aviation Rules, 1994 (CARs, 94). The operation and use of the ----- is subject to the provisions of Pakistan Civil Aviation Authority Ordinance, 1982 (Ordinance XXX of 1982), the Civil Aviation Rules 1994, and any relevant Air Navigation Order(s) and directive(s), including condition(s) endorsed from time to time by the Pakistan Civil Aviation Authority. This license will remain valid till \_\_\_\_\_ unless suspended or cancelled".*

Verified by;

Additional Director AS

Director Airspace & Aerodrome Regulations

License Number : 0



Date of Issue : .....

## HELIPORT/HELIPAD/HELIDECK LICENSE

The (name of owner/company org)

is authorized to operate

heliport/Helipad/Helideck

**For Helicopter  
or smaller**

*"This license is issued under the provisions of Rule 4 , 60, 60-A, 63, 67, 360 and all other enabling provisions of Civil Aviation Rules, 1994 (CARs, 94). The operation and use of the ----- is subject to the provisions of Pakistan Civil Aviation Authority Ordinance, 1982 (Ordinance XXX of 1982), the Civil Aviation Rules 1994, and any relevant Air Navigation Order(s) and directive(s), including condition(s) endorsed from time to time by the Pakistan Civil Aviation Authority. This license will remain valid till \_\_\_\_\_ unless suspended or cancelled".*

Verified by;

Additional Director AS


Director Airspace & Aerodrome Regulations

**PRIVATE AERODROME/HELIPORT AND AIRSTRIP/HELIPAD/HELIDECK**  
**LICENCE**  
**CONDITIONS AND LIMITATIONS**

- 1) Safety on site shall be the responsibility of the licensee.
- 2) Safe flight operations shall be the responsibility of the aircraft operator.
- 3) The Owner/Licensee shall ensure compliance with all applicable CAA Rules and Regulations.
- 4) The Owner/Licensee shall ensure proper maintenance of the site at all times.
- 5) The Owner/Licensee shall not amend the dimensions of the Aerodrome/Heliport/airstrip/helipad/helideck at any time without prior approval of CAA.
- 6) The Owner/Licensee shall ensure that the facility is inspected on a daily basis or before the commencement of flight operations.
- 7) The Owner/Licensee shall be responsible for control of obstructions around the facility.
- 8) The Owner/Licensee shall conduct a major inspection of the facility every three months and maintain the inspection reports.
- 9) The license shall be renewed after the facility has been inspected by CAA inspectors on yearly basis.
- 10) CAA may ask for a surprise inspection anytime.
- 11) The Owner/Licensee shall arrange for the inspection as and when CAA desires.
- 12) The facility is licensed for type of operation as specified.
- 13) An instrument approach procedure, if approved by the CAA shall form part of this licence as Appendix – A.
- 14) 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.
- 15) Prior to operation a flight plan is required to be submitted to the appropriate ATC authority and notified to concerned Air Defence units.
- 16) Flying over prohibited / restricted / danger areas is to be avoided.
- 17) No flying is undertaken during PAF exercises.
- 18) No photographic equipment to be carried on aircraft.
- 19) No foreigner should board the aircraft without prior security clearance.
- 20) Owner of the facility to ensure that no tower or construction is planned around the facility without the permission of Civil Aviation Authority.
- 21) 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 licensed or any breach of the provisions of the said Rules or the said facility 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.
- 22) Protection of aircraft during its parking at isolated/unprotected airfield be ensured.
- 23) 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 approach



 پاکستان سول ایوی ایشن اتھارٹی		<b>CIVIL AVIATION AUTHORITY</b> <b>INSPECTION REPORT ON PRIVATE AERODROME</b> <b>(AIRSTRIP)</b>			<b>CAAF-003-DRAS-</b> <b>3.0</b>	
<b>AERODROME STANDARDS - DAAR</b>						
<b>NAME OF PRIVATE AERODROME/AIRSTRIP</b>						
<b>GEOGRAPHICAL COORDINATES</b>		N				
		E				
<b>PURPOSE OF APPLICATION</b>		<b>ISSUE</b> <input type="checkbox"/>	<b>RENEWAL</b> <input type="checkbox"/>	<b>SPECIAL</b> <input type="checkbox"/>	<b>OTHERS</b> <input type="checkbox"/>	
<b>DATE OF INSPECTION</b>		<b>AERODROME LICENSING INSPECTOR</b>				
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	
<b>PHYSICAL CHARACTERISTICS</b>						
<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
<b>OBSTRUCTIONS</b>						
		Remarks				
Take off path						
Approach path						
Surroundings						
<b>GENERAL INSPECTION</b>						
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 )		
<b>SAFETY SERVICES</b>		
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:		
<b>MARKINGS</b>		
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
<b>NIGHT CERTIFICATION</b> (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
<b>Instrument Approach Procedure</b>		<b>Comments</b>	
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	          <b>NAME AND SIGNATURE (AERODROME INSPECTOR)</b>
---	---