



GOVERNMENT OF INDIA
OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION
TECHNICAL CENTRE, OPP. SAFDARJUNG AIRPORT, NEW DELHI-110 003

CIVIL AVIATION REQUIREMENTS
SECTION 4 – AERODROME STANDARDS
AND LICENSING
SERIES 'F', PART VI
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EFFECTIVE: XXXX

F.No. DGCA-11011/8/2024-DoAS

Subject: Requirements for grant of an 'Operational Authorisation' for Small Aerodromes with Aerodrome Reference Code '2B' or lower.

1. INTRODUCTION

- 1.1 There are several aerodromes across India with runway lengths of 1,200 meters or less that are either being developed or upgraded to support scheduled air transport operations or a series of flights by aircraft with a seating capacity of up to 19 passengers. Considering their limited infrastructure, basic facilities, restricted operational scope, and current level of development, these aerodromes cannot be treated at par with fully compliant, licensed aerodromes. Instead, they require a proportionate regulatory and operational framework aligned with their intended scale and type of operations.
- 1.2 Operations at these aerodromes require a higher degree of coordination, procedural discipline, and effective communication between the aerodrome operator and the aircraft operator. Given the simplified infrastructure and operational setup, strict adherence to prescribed requirements and standard operating procedures is essential to ensure that flight operations remain safe, compliant, and efficient, even without a formal aerodrome licensing framework.
- 1.3 Draft sub rule 3 of Rule 124 of the Bharatiya Vayuyan Niyam, 2025 requires that an aerodrome intended for operations with aircraft having a seating capacity not exceeding 19 passengers shall not be used as a regular place of landing and departure by a scheduled air transport service or for a series of landings and departures by any aircraft carrying passengers for hire or reward unless such aerodrome is authorized by the Director General.
- 1.4 This Civil Aviation Requirement (CAR) lays down the requirements for the issue of Operational Authorisation for such aerodromes, taking into account factors such as aerodrome infrastructure, manpower and procedures, aircraft operations, air navigation services, and meteorological arrangements to enable the safe

conduct of aircraft operations, which typically take place in the absence of an Air Traffic Control (ATC) tower. This CAR is issued under Draft Rule 202 of the Bharatiya Vayuyan Niyam, 2025 and in pursuance of Draft sub rule (3) of Rule 124 of the Bharatiya Vayuyan Niyam, 2025.

2. APPLICABILITY

- 2.1 This CAR is applicable to small aerodromes having an Aerodrome Reference Code '2B' or lower, where scheduled air transport services, or a series of landings and departures by any aircraft carrying passengers for hire or reward, are conducted by aircraft with a seating capacity not exceeding 19 passengers, during **daytime** operations under **Visual Flight Rules (VFR)**.
- 2.2 This CAR permits a maximum of **six (06)** commercial aircraft movements including both arrivals and departures in a day at such aerodromes. Additionally, only **one (01)** aircraft movement, either a landing or a departure, shall be permitted at a time.
- 2.3 This CAR shall also apply to the Airports Authority of India (AAI) in its capacity as ANSP, the India Meteorological Department (IMD) as the MET Authority, and to Scheduled Commuter and Non-Scheduled Operators (NSOPs) operating at such aerodromes.
- 2.4 Existing licensed aerodromes with an Aerodrome Reference Code '2B' or lower may, if they so desire, apply for authorization under the provisions of this CAR before the expiry of the validity of their current aerodrome licence, in order to avail the benefits available under this CAR.

3. DEFINITIONS

Aerodrome Flight Information Service: The term used to describe the provision of information useful for the safe and efficient conduct of aerodrome traffic at those uncontrolled aerodromes where the appropriate air traffic services (ATS authority) determines that the provision of aerodrome control service is not justified or is not justified on a 24-hour basis, AFIS is not intended to be used at aerodromes designated as regular or alternate aerodromes for international commercial air transport operations.

Aerodrome Flight Information Service Unit (AFIS Unit): A unit established to provide aerodrome flight information service to aerodrome traffic.

Appropriate ATS authority: The relevant authority designated by the State responsible for providing air traffic services in the airspace concerned.

Note: Airports Authority of India (AAI) is the statutory organization designated for providing Air Navigation Services in Indian airspace. AAI is also appropriate ATS authority.

Appropriate Meteorological (MET) authority. The authority providing or arranging for the provision of meteorological service for international air navigation on behalf of a Contracting State.

Note: India Meteorological Department (IMD) is the designated MET authority for provision of Meteorological Services for air navigation over the Indian Territory.

Common traffic Advisory Frequency (CTAF): A designated VHF radio frequency used for the purpose of broadcasting information of an advisory nature by pilots for the information of pilots of other aircraft in the vicinity.

Mandatory Broadcast Zone (MBZ): The designated airspace around an aerodrome in which broadcast procedures on Common Traffic Advisory Frequency (CTAF) is required to be followed.

Non-towered aerodrome: An aerodrome without an operating Air Traffic Control Tower, where air traffic control services are not provided. All non-towered aerodromes are also uncontrolled aerodromes.

Uncontrolled aerodrome: An aerodrome where air traffic control services are not provided.

Note: The terms and expressions used in this CAR shall have the same meanings as assigned to them in CAR Section 4 Series B Part I (Aerodrome Design & Operations), CAR Section 9 Series E Part I (Air Traffic Services), and other applicable Civil Aviation Requirements issued from time to time.

4. GENERAL REQUIREMENTS

- 4.1 The 'Site clearance' and 'In Principle' approval for new such aerodrome under Public Use category shall be as per guidelines issued by Ministry of Civil Aviation (MoCA) for setting up of a Greenfield Airport.
- 4.2 The Site clearance and 'In Principle' approval under Private Use category for new such aerodrome shall be granted by DGCA as per laid down procedure in CAR Section 4 Series F Part I based on the technical assessment of the site and usage of airport indicated by the applicant. The 'In Principle' approval granted by DGCA shall indicate that the proposed aerodrome is essentially meant for non-commercial operations by the licensee and by individuals specifically authorized by the licensee only.
- 4.3 Architectural and infrastructure-related provisions necessary for the optimal implementation of applicable security requirements shall be incorporated into the aerodrome design, in accordance with the guidelines issued by the Bureau of Civil Aviation Security (BCAS), as amended or updated from time to time.
- 4.4 The prospective aircraft operator, shall ensure compliance with the applicable provisions of CAR Section 3, Series 'C', Part II, Part III, Part IV, or Part XII, as relevant to the proposed category of operations. Additionally, they shall adhere to other applicable regulations for obtaining the requisite Air Operator Certificate (AOC) or Air Operator Permit (AOP).
- 4.5 The aircraft operator shall define and submit their own operational requirements for the intended aircraft operations, taking into account the nature and

geographical area of such operations. These proposed requirements shall not be less stringent than the minimum requirements stipulated in this Civil Aviation Requirement (CAR).

- 4.6 The operational requirements, as proposed by the aircraft operator, shall be documented in the Operations Manual, which shall be developed in accordance with the general provisions of CAR Section 8, Series 'O', Part VII, and shall conform to the format and structure outlined.

5. GRANT OF OPERATIONAL AUTHORISATION TO AERODROME OPERATOR

- 5.1 The aerodrome operator shall apply for Operational Authorisation by submitting the application as per **Appendix-1** and a fee of **Rs. One Lakh**, including applicable clearances along with Compliance Checklist for Annexure-1 & 2 of this CAR. The Operational Authorisation shall remain valid for five (05) years.
- 5.2 The aerodrome infrastructure intended for aircraft operations shall conform to the specifications provided in **Annexure-1** to this Civil Aviation Requirement (CAR) and, where applicable, to the relevant provisions of CAR Section 4, Series B, Part I (Aerodrome Design and Operations).
- 5.3 The aerodrome operator shall employ an adequate number of competent personnel to carry out all critical functions related to aerodrome operations and maintenance. Additionally, the aerodrome operator shall designate an "Accountable Manager", who shall bear overall responsibility for the day-to-day operations of the aerodrome.
- 5.4 The aerodrome operator shall nominate a 'Safety Manager' who meets the eligibility criteria specified in SSP Division Circular No. 2 of 2023. The Safety Manager shall be responsible for the development, implementation, maintenance, and day-to-day management of the Safety Management System (SMS) components at the airport. The Safety Manager shall report directly to the Accountable Manager on all safety-related matters.
- 5.5 The aerodrome operator shall prepare an Aerodrome Manual in accordance with the guidelines specified in AD AC 01 of 2006. The manual shall include all relevant information, operational procedures, and necessary instructions required for operational personnel to effectively perform their duties. It shall be designed to ensure regulatory compliance and to promote a safe and efficient environment for the intended aircraft operations.
- 5.6 The Safety Management System (SMS) Manual shall be developed in accordance with the guidance provided in SSP Circular No. 02 of 2018. It shall clearly define the safety policy, organizational responsibilities, procedures, and documentation necessary to ensure effective safety performance, proactive hazard management, and continuous improvement in safety outcomes.
- 5.7 The application shall be submitted well in advance to allow adequate time for detailed evaluation and inspection of the aerodrome prior to the grant of Operational Authorisation. Normally, a minimum period of about **two months** is required for processing from the date a complete application, along with all

requisite documents, is received by the DGCA. This period may be extended if the applicant fails to satisfactorily address the observations or issues raised during the evaluation process.

- 5.8 The Operational Authorisation may be granted under an appropriate category, if the DGCA is satisfied that applicant has complied with all relevant requirements. In case of the non-compliance of the requirements by the applicant, the Operational Authorisation may either be refused or granted with limitations/restrictions/conditions as deemed appropriate by the DGCA, if it is considered that the overall safety is not compromised.
- 5.9 The aerodrome operator shall ensure that all relevant aerodrome data is published in the Aeronautical Information Publication (AIP) within four (4) months from the date of issuance of the Operational Authorisation, applicable only to aerodromes under the Public Use category.
- 5.10 The aerodrome operator shall implement a Safety Management System (SMS) appropriate to the size, scope, and complexity of its operations, in line with the provisions of CAR Section 1, Series C, Part I to ensure that all aircraft operations are conducted safely and in a controlled manner.
- 5.11 The aerodrome operator shall ensure the continued competency of aerodrome operations and maintenance personnel by conducting specialized and recurrent/refresher training programs. These efforts shall be in accordance with the requirements specified in AD AC 1 of 2011 & ICAO manuals etc., and the training records of such personnel shall be properly maintained.
- 5.12 The aerodrome operator shall establish and implement operating procedures as applicable to ensure the safety of aircraft operations, in accordance with the guidance and requirements specified by DGCA through Aerodrome Advisory Circulars, as issued and updated from time to time.
- 5.13 The aerodrome operator shall safeguard the aerodrome and its vicinity by establishing and implementing the process in accordance with GSR 751 (E) or any other Govt. notification, as issued and published from time to time.
- 5.14 Any alteration to existing aerodrome infrastructure or construction of new infrastructure shall be undertaken by the aerodrome operator only after completion of internal change management procedures and other applicable safety management processes, ensuring that the agreed safety criteria are not compromised. Furthermore, the aerodrome operator shall notify all relevant aerodrome stakeholders prior to the commencement of any work that may impact the safety of aircraft operations.
- 5.15 The aerodrome operator shall review and update the Aerodrome Manual and Safety Management System (SMS) Manual as and when required to ensure that the information contained therein remains accurate, current, and consistent with the prevailing operational and regulatory requirements.
- 5.16 During the validity of the Operational Authorisation, the aerodrome operator shall be responsible for ensuring the safety, regularity, and efficiency of aircraft

operations at the aerodrome. The operator shall also ensure that the aerodrome infrastructure is maintained in accordance with the specifications and requirements prescribed in this CAR.

- 5.17 The aerodrome operator shall submit the application for the renewal of Operational Authorization by submitting the required information as per Appendix–1 and a fee of Rs. **Fifty Thousand**, along with Compliance Checklist of Annexure-1 & 2, last calibration report of Landing aids, latest runway friction assessment report and details of changes to aerodrome infrastructure (if applicable) at least **45** days before the date of expiry of Authorisation.
- 5.18 In the event of a change in the Operational Authorisation Holder, the new owner/operator shall submit a fresh application for the issuance of an Operational Authorisation in accordance with paragraph 5.1 above.

6. REQUIREMENTS FOR AIR NAVIGATION SERVICES (Applicable for Public Use Aerodromes)

- 6.1 The appropriate ATS authority and appropriate MET authority shall comply with the requirements with respect to Air Navigation Services as specified in **Annexure-2** to this Civil Aviation Requirement (CAR).
- 6.2 Necessary formal arrangements shall be made between aerodrome operator, appropriate ATS authority and MET authority for provision of services.

7. REQUIREMENTS FOR AIRCRAFT OPERATOR

- 7.1 The aircraft operator shall comply with the requirements specified in **Annexure–3** to this Civil Aviation Requirement (CAR) to ensure the safety, regularity, and efficiency of aircraft operations at the aerodrome.
- 7.2 The aircraft operator shall evaluate the suitability of the aerodrome for the safe operation of the intended aircraft type, with particular emphasis on runway length and strength, one engine inoperative performance (approach, take-off, and climb), firefighting and rescue adequacy, En-route obstacle clearance in case of engine failure, and other applicable safety considerations.

8. GENERAL SAFETY CONDITIONS

- 8.1 The aircraft operator shall obtain prior approval from the aerodrome operator before commencing any aircraft operations from the aerodrome. This is to ensure proper coordination, safety preparedness, and compliance with the aerodrome's operational procedures and limitations.
- 8.2 The aerodrome operator, appropriate ATS authority and aircraft operator shall jointly conduct a Safety Risk Assessment for operations categorized under public use. This assessment shall be carried out in accordance with applicable safety management system principles, ensuring that all hazards are identified, risks are evaluated, and appropriate mitigation measures are implemented to ensure the safety of aircraft operations.

- 8.3 The aerodrome operator shall develop a reporting system to pilots that includes:
- Availability and usability of the aerodrome,
 - Procedures for approach, landing, and take-off, and
 - Known hazards such as terrain, obstructions, wildlife, or weather patterns etc.
- 8.4 Prior to operating from such aerodromes, the aircraft operator shall ensure that:
- A flight plan is duly filed with the appropriate ATS authority, and
 - Weather conditions are assessed to confirm compliance with Visual Flight Rules (VFR).
- 8.5 Pilots must be thoroughly briefed on the characteristics and limitations of the aerodrome, including obstacle data, traffic pattern procedures, terrain awareness, and operational restrictions etc. In the absence of ATC services, situational awareness and self-coordination are crucial.
- 8.6 Basic first aid facilities must be available at the aerodrome. Additionally, the aerodrome operator shall coordinate with nearby hospitals or emergency services to ensure medical support is accessible in the event of an emergency. For aerodromes exposed to harsh weather, arrangements for securing aircraft (mooring or picketing) must be provided to safeguard parked aircraft from wind damage or storm activity.
- 8.7 When the aerodrome is used for VIP operations, all relevant instructions issued by the Ministry of Home Affairs, DGCA, or other competent authorities must be complied with. This includes enhanced security, coordination with local police, and ensuring the readiness of emergency response units.
- 8.8 Both aerodrome and aircraft operators shall maintain records of prior permissions, safety briefings, and operational assessments to support accountability and traceability in the event of an incident or regulatory review.
- 8.9 The aerodrome operator must engage with local authorities and community stakeholders to ensure smooth and safe conduct of operations.
- 8.10 The aerodrome operator shall ensure that adequate passenger handling infrastructure is available at the aerodrome, proportionate to the scale and type of operations.
- 8.11 The aerodrome operator and aircraft operator at aerodrome shall ensure compliance with security requirements as per the norms laid down by the Bureau of Civil Aviation Security (BCAS).
- 8.12 The aircraft operator shall ensure that all aircraft operations are conducted in conformity with the operational, safety, and procedural requirements as laid down by DGCA.
- 8.13 **Emergency Response Planning**
- 8.13.1 At such aerodrome, the responsibility for ensuring preparedness and response to emergencies lies jointly with the aerodrome operator and the

aircraft operator. Given the absence of direct ATC control, a well-defined and coordinated emergency response framework is critical to ensuring the safety of aircraft operations, passengers, and personnel.

8.13.2 The emergency plan shall be established, commensurate with the aircraft operations and other activities conducted at the aerodrome by aerodrome operator fulfilling the all requirements as specified in para 9.1 of CAR Section 4 Series B Part I (Aerodrome Design & Operations).

8.13.3 The aircraft operators shall coordinate with the aerodrome operator to integrate their operational needs and emergency procedures within the AEP.

8.13.4 The aircraft operator shall ensure that flight crew and ground personnel are trained and familiarized with the emergency response procedures specific to non-towered aerodromes.

9. INCIDENT/ACCIDENT REPORTING

9.1 All ground incidents and accidents occurring at the aerodrome shall be systematically recorded by the aerodrome operator. This record-keeping is essential to support root cause analysis and to enable the development and implementation of effective preventive and corrective actions aimed at enhancing safety.

9.2 The aerodrome operator shall ensure that all ground occurrences — including, but not limited to, incidents and accidents involving aircraft, personnel, ground support equipment, or aerodrome infrastructure — are reported promptly to the Directorate of Air Safety, DGCA, and where applicable, to the Aircraft Accident Investigation Bureau (AAIB). Such reports shall be submitted at the earliest opportunity, and in any case, no later than 24 hours after the occurrence, in accordance with the provisions of CAR Section 5, Series C, Part I.

9.3 A comprehensive record of all safety findings, including details of investigations, identified hazards, root cause analyses, and preventive/corrective measures undertaken, shall be maintained by the aerodrome operator.

10. ANNUAL REPORTING REQUIREMENTS FOR AERODROME OPERATOR

10.1 The aerodrome operator shall submit a report detailing the following information to DGCA on an annual basis, or as directed from time to time:

- a) Status of adherence to the requirements specified in Annexure-1 indicating the level of compliance with each applicable requirement.
- b) Any changes in the organizational structure, including appointments, reassignments, or departures of key personnel. This shall also include updates on trained personnel involved in aerodrome operations, maintenance, and safety management functions.
- c) Comprehensive information on any modification, addition, or alteration to aerodrome infrastructure, particularly those that may affect the safety, efficiency, or scope of aircraft operations.

- d) Compliance with all applicable training requirements, including initial, recurrent, and refresher training programs for operational and safety personnel as mandated under relevant DGCA CARs and Circulars.
- e) Action taken to address safety findings related to incidents, accidents, audits, or inspections.

11. SAFETY OVERSIGHT MECHANISM

- 11.1 Inspections of such aerodromes shall be conducted by the Directorate General of Civil Aviation (DGCA) during operational periods, at intervals not exceeding two (02) years, or as required.
- 11.2 The aerodrome and aircraft operators shall provide full cooperation and access to enable DGCA official(s) to carry out the inspections effectively.

12. COMPLIANCE AND ENFORCEMENT

- 12.1 The aerodrome operator, the appropriate ATS/MET authority, and the aircraft operator shall ensure full compliance with the provisions of this CAR.
- 12.2 In the event of non-compliance, whether by failure to adhere to the specified conditions or by not maintaining the prescribed operational and safety standards, the DGCA may initiate appropriate action in accordance with the applicable provisions of the Draft Bharatiya Vayuyan Niyam, 2025.

(Faiz Ahmed Kidwai)
Director General of Civil Aviation

Annexure-1

Infrastructure Specifications for Aerodrome Design & Operations

Introductory Note: The specifications laid down in this section are particularly pertaining to Aerodrome Reference Code–2B or less to be operated in VFR conditions in day. The reference documents used for this section is CAR Section 4 Series B Part I. The requirements made in this section are specific, for any clarification, CAR Section 4 Series B Part I may be referred.

1.1 Aerodrome Reference Code: The code is composed of two elements which are related to the aeroplane performance characteristics and dimensions. Element 1 is a number based on the aeroplane reference field length and element 2 is a letter based on the aeroplane wingspan. The code letter or number within an element selected for design purposes is related to the critical aeroplane characteristics for which the facility is provided.

Aerodrome Reference Code Table

Code Element 1		Code Element 2	
Code Number	Aeroplane reference field length	Code Letter	Wing Span
1	Less than 800m	A	Up to but not including 15m
2	800m up to but not including 1200m	B	15m up to but not including 24m

1.2 Strength of Pavements – Shall be declared and published in ACR PCR method if used by aircraft of All of Weight 5700kg or more.

1.2.1 Aerodrome Reference point, Pre-Flight Altimeter check location shall be established.

1.2.2 Runway elevation, Aerodrome Reference Temperature shall be measured and published.

1.2.3 The Declared Distances of the aerodrome shall be calculated, condition of movement area and related facilities shall be disseminated to aircraft operator.

1.3 Runway

1.3.1 Runway: Runway shall be capable of withstanding the requirement for aeroplanes is intended to serve. The physical condition of the runway surface should be free of irregularity, pot holes so that not to cause damage to the aircraft.

1.3.2 The slopes of the runway shall also be suitable for operations and drainage characteristics.

1.3.3 In case of operations of aircraft having AUW more than 5700 kgs, the runway strength shall be available in terms of PCR.

1.3.4 The runway length shall be adequate to meet the operational requirements of the operating aeroplane and shall be not less than the length determined by applying the corrections for local conditions to the operations and performance characteristics of the operating aeroplane.

1.3.5 The surface of a runway shall meet the surface friction characteristics at or above the minimum friction level set by the DGCA. (Ref AD AC 02 of 2019)

1.3.6 The width of a runway shall be not less than the appropriate dimension specified in the following tabulation:

Outer Main Gear Wheel Span (OMGWS)			
Code Number	Up to but not including 4.5 m	Up to 4.5 m but not including 6 m	6 m up to but not including 9 m
1	18m	18m	23m
2	23m	23m	30m

1.3.7 The marking on runway should be visible from the air to identify the runway, designation, centerline and limits of the landing area. The runway marking specifications may be referred to CAR Section 4 Series B Part I.

1.4 Runway Strip

1.4.1 A strip shall extend before the threshold and beyond the end of the runway or stopway for a distance of at least — 60 m.

1.4.2 A strip shall extend laterally, (each side of the centre line of the runway and its extended centre line throughout the length of the strip) to a distance of at least 40 m.

1.4.3 The Strip shall be levelled, graded, free from vegetation growth and flushed with the runway edge.

1.4.4 No Objects, other than visual aids satisfying the relevant frangibility requirement, required for air navigation or those required for aircraft safety purposes shall be permitted within RWY strip. No mobile object shall be permitted on this part of the runway strip during the use of the runway for landing or take-off.

1.4.5 The portion of a strip to at least 30 m before the start of a runway shall be prepared against blast erosion. Further the areas where 30m before the start of a runway have paved surfaces, it should be able to withstand the occasional passage of the critical aeroplane for runway pavement design.

1.4.6 The longitudinal & transverse slope of the Runway strip shall also be maintained not exceed 2 per cent & 3 Per cent respectively.

1.4.7 The strip shall be so prepared or constructed as to minimize hazards arising from differences in load bearing capacity to aero-planes which the runway is intended to serve in the event of an aeroplane running off the runway.

1.5 Runway End Safety Areas (RESA)

1.5.1 A runway end safety area shall be provided at each end of a runway strip and shall extend 30 m after the runway strip with the width of at least twice of the width of the associated runway.

1.5.2 A runway end safety area shall be leveled and graded with standards slope criteria.

1.5.3 A runway end safety area shall be so prepared or constructed as to reduce the risk of damage to an aeroplane undershooting or overrunning the runway, enhance aeroplane deceleration and facilitate the movement of rescue and fire fighting vehicles.

1.6 Taxiways

1.6.1 Taxiways shall be provided to permit the safe and expeditious surface movement of aircraft. Sufficient entrance and exit taxiways for a runway should be provided to expedite the movement of aeroplanes to and from the runway and provision of rapid exit taxiways considered when traffic volumes are high.

1.6.2 Design and other requirements:

1.6.2.1 The design of a taxiway shall be such that, when the cockpit of the aeroplane for which the taxiway is intended remains over the taxiway centre line markings, the clearance distance between the outer main wheel of the aeroplane and the edge of the taxiway shall be not less than that given by the following tabulation.

Outer main Gear Wheel Span (OMGWS)		
	Upto but not including 4.5m	4.5m upto but not including 6m.
Clearance	1.5m	2.25m

1.6.2.2 A straight portion of a taxi-way shall have a width of not less than that given by the following tabulation:

Outer main Gear Wheel Span (OMGWS)		
	Upto but not including 4.5m	4.5m upto but not including 6m.
Taxiway width	7.5m	10.5m

1.6.3 The curve and Fillets requirements wherever required should be as per standards criteria.

1.6.4 Minimum Separation Distances:

Cod e Lett	Distance between taxiway centre line and runway centre line (metres)	Taxiway centre	Taxiway other than	Aircraft stand taxiway	Aircraft stand
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er	Instrume nt runways Code number		Non- instrument runways Code number		line to taxiwa y centre line (metre s)	aircraft stand taxilane , centre line to object (metres)	centre line to aircr aft stand taxilane centre line (metre)	taxilan e centre line to object (metre s)
	1	2	1	2				
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
A	77.5	77 .5	37.5	47. 5	23	15.5	19.5	12
B	82	82	42	52	32	20	28.5	16.5

1.6.5 The longitudinal slope of a taxiway shall not exceed 3 percent and the transverse slopes of a taxiway shall not exceed 2 per cent.

1.6.6 The strength of a taxiway shall be at least equal to that of the runway it serves and capable of bearing stresses of slow moving and stationary aeroplane.

1.6.7 The surface of a taxiway shall not have irregularities that cause damage to aeroplane structures and so constructed or resurfaced as to provide suitable surface friction characteristics.

1.6.8 Taxiway Strip(s)

1.6.8.1 Shall be provided symmetrically on each side of the taxiway centre line based on minimum separation distance table.

Code Letter	Distance in m
A	15.5
B	20

1.6.8.2 The taxiway strip shall provide an area clear of objects and a graded area to a distance from the centre line of the taxiway of not less than that given by :

- 10.25 m where the OMGWS is up to but not including 4.5 m
- 11 m where the OMGWS is 4.5 m up to but not including 6 m

1.6.8.3 The surface of the strip shall be flush at the edge of the taxiway and the graded portion shall not have an upward transverse slope exceeding 3 per cent. The transverse slopes beyond that to be graded shall not exceed an upward or downward slope of 5 per cent in the direction away from the taxiway.

1.6.9 An intermediate holding position shall be established on a taxiway at any point other than a runway-holding position where it is desirable to define a specific holding limit.

1.6.10 A road-holding position shall be established at an intersection of a road with a runway.

1.6.11 The distance between a holding bay, runway-holding position established at a taxiway/runway intersection or road-holding position and the centre line of a runway shall be in accordance with Table for minimum separation distances given below

Type of runway	Code number	
	1	2
Non-instrument	30 m	40 m
Take-off runway	30 m	40 m

1.7 Apron

1.7.1 Each part of an apron shall be capable of withstanding the stress due to the traffic of the aircraft it is intended to serve,

1.7.2 Slopes on an apron, including those on an aircraft stand taxilane, shall not exceed 1 percent.

1.7.3 An aircraft stand shall provide the minimum 3 m clearances between an aircraft entering or exiting the stand and any adjacent building, aircraft on another stand and other

2. Obstacle Restriction and Removal :

The following obstacle limitation surfaces shall be established for a non-instrument runway:

- Conical surface;
- Inner horizontal surface;
- Approach surface; and
- Transitional surfaces

2.1 Dimensions and Slopes of obstacle limitation surfaces – Approach Runways

Surface and Dimensions	Runway Classification	
	Non-Instrument Code Number	
	1	2
(1)	(2)	(3)
CONICAL		
Slope	5%	5%
Height	35 m	55 m
INNER HORIZONTAL		

Height	45 m	45 m
Radius	2000 m	2500 m
APPROACH		
Length of inner edge	60 m	80 m
Distance from threshold	30 m	60 m
Divergence (Each Side)	10%	10%
First Section		
Length	1600 m	2500 m
Slope	5%	4%
TRANSITIONAL		
Slope	20%	30%

2.2 Dimensions and slopes of obstacle limitation surfaces – Runways meant for take-off

	Code Number	
Surface and dimensions*	1	2
(1)	(2)	(3)
TAKE-OFF CLIMB		
Length of Inner Edge	60 m	80 m
Distance from runway end**	30 m	60 m
Final Width	380 m	580 m
Length	1600 m	2500 m
Slope	5%	4%
*All dimensions are measured horizontally unless specified otherwise.		
**The take-off climb surface starts at the end of the clearway.		

3. Visual Aids for Navigation

The aerodrome shall be equipped with:

- At least one wind direction indicator.
- Landing Direction Indicator
- Signalling Lamp
- Signal area
- Aerodrome Beacon

4. Markings

At least the following marking shall be provided as per standard specified in CAR

Section 4 Series B Part 1 and maintained in a condition which does not impair the safety, regularity or efficiency of air navigation.

- a) Runway designation marking
- b) Runway centre line marking
- c) Threshold marking
- d) Aiming Point marking
- e) Touchdown zone marking
- f) Runway Side Stripe marking
- g) Taxiway Centre Line Marking
- h) Taxiway side strip marking
- i) Runway Holding Position Marking–
- j) Intermediate Holding Position Marking
- k) Aircraft stand markings
- l) Apron Safety Lines
- m) Road Holding position marking
- n) Mandatory Instruction Marking
- o) Information Marking

4.2 Visual Approach Slope Indicator Systems shall be installed as per the requirement specified in CAR Section 4 Series B Part I and the Obstacle Protection Surface for VASI needs to be established as per table 5-3 of the specified CAR.

4.3 Signs: The following signs as applicable shall be installed at the aerodrome as per the requirement specified in CAR Section 4 Series B Part 1 para 5.4:

- a) Mandatory Instruction Signs
- b) Information Signs
- c) Aerodrome Identification sign
- d) Aircraft stand identification signs
- e) Road-holding position sign

5. Visual Aids for Denoting Obstacles in and around airport and restricted use areas at the aerodrome shall be denoted in accordance with aviation standards.

6. Electrical Systems for VASI, Signalling Lamp, and Aerodrome Beacon shall be as per the provision of CAR Section 4 Series B Part I.

7. Aerodrome shall be suitably fenced to eliminate chances of in advertent entry of wild life and trespassers.

8. Disabled aircraft removal Plan, Wildlife Hazard Management plan, Ground Handling Servicing of aircraft, Aerodrome vehicle operations and control procedure, Aerodrome emergency planning , Aerodrome Maintenance shall be developed and implemented at the aerodrome as per prescribed standards by DGCA from time to time.

9. Rescue and Fire Fighting Services shall be provided as per the ARFF category

declared for aerodrome. For the specification/requirements related to Task Resource Analysis, competency & training of ARFF crew, response time, Primary & complementary extinguishing agent shall be referred to CAR Section 4 Series B Part I (Para 9.2 & Para 17 of Attachment A). At least one rescue and fire fighting vehicle meeting the specified standard with required no. of trained ARFF crew and ambulance shall be available during aircraft operations in accordance to the provision contained in CAR Section 4 Series B Part I.

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Annexure-2

Air Navigation Services

Introductory Note: The specifications laid down in this section are particularly pertaining to Aerodrome Reference Code–2B or less to be operated in VFR conditions in day. The reference documents used for this section is CAR Section 9 Series E Part I. The requirements made in this section are specific, for any clarification, CAR Section 9 Series E Part I and other CARs applicable to ANSP may be referred.

1. Establishment of Aerodrome Flight Information Service (AFIS)

1.1 The appropriate ATS authority shall carry out a safety risk assessment with respect to such uncontrolled aerodromes considering all ATS planning factors such as ATS route-networks, impact on En-route traffic flow, existing and forecast traffic demand and density, operator fleet composition, airspace user requirements, Nav-aid infrastructure, any significant local or regional weather phenomena and other factors as appropriate.

Note: Further guidance for safety assessment from ATS point of view is available in ICAO Doc 4444 and ICAO Doc 9426.

1.2 If the safety assessment outcome determines that the provision of aerodrome control service is not justified or is not justified on a 24-hour basis, the provision of Aerodrome Flight Information Service (AFIS) shall be established for the safe and efficient conduct of aerodrome traffic at those uncontrolled aerodromes

1.3 The scope of AFIS shall include the provision of information as per Para 4 Flight Information Service of CAR Sec 9 Series E Part 1, as applicable to the aerodrome.

1.4 The alerting service shall also be provided by AFIS unit, in so far as practicable, to all aircraft having filed a flight plan or otherwise known to the AFIS unit, which will include notifying the Rescue and Fire Fighting services, Flight Information Center (FIC), and Rescue coordination Center (RCC) of the flight information region and other agencies, as appropriate. The local procedures of alerting as per Aerodrome Emergency Plan (AEP) shall also be followed.

1.4 The appropriate ATS authority will ensure coordination between an AFIS unit and designated Flight Information Center (FIC) of the Flight Information Region (FIR) in which that aerodrome lies.

1.5 The suitably qualified and appropriately trained personnel shall be authorized by appropriate ATS authority for the provision of AFIS at such aerodrome.

1.6 The information about AFIS along with hours of the operation shall be published.

2. Airspace Classification

2.1 The airspace around such aerodrome shall be designated as Class G airspace, where VFR traffic will receive flight information services if requested, or when otherwise known to AFIS unit. Other requirements shall be as per Appendix 4 of CAR Sec 9 Series E Part 1.

2.1 The airspace around such aerodrome shall be designated as Mandatory Broadcast Zone (MBZ) and its lateral and vertical limits along with hours during which same shall be active shall be published in coordination with aerodrome operator.

2.2 During such hours when MBZ is active, no aircraft without a radio communication equipment would operate within the MBZ.

2.3 During hours of activation of MBZ, all aircraft will follow mandatory broadcast procedures on Common Traffic Advisory Frequency (CTAF) while entering, operating or leaving the MBZ as per established requirements.

3. Common Traffic Advisory Frequency (CTAF)

3.1 The appropriate ATS authority shall designate a VHF radiotelephone (RTF) frequency for each Mandatory Broadcast Zone associated with aerodrome, intended to permit reports and relevant information of an advisory nature to be transmitted by pilots for the information of pilots of other aircraft in the vicinity.

3.2 All aircraft shall follow the SOP for broadcasting on CTAF including procedures for using the frequency, listening watch, time of broadcasts, phraseology and related operational procedures.

4. VFR Charts

4.1 The aerodrome operator shall coordinate with appropriate ATS authority for publication of Aeronautical Chart –ICAO 1: 500 000 as per ICAO Annex 4 Chapter 17, which provides information to satisfy the requirements of visual air navigation for low speed, short- or medium-range operations at low and intermediate altitudes.

5. Aeronautical Information Publication (AIP)

5.1 The aerodrome operator shall establish a formal arrangement in form of Service Level Agreement (SLA) with Aeronautical Information Service Provider Airports Authority of India (AAI) for publication of aerodrome data, airspace details, operational details and maps and charts as applicable in Aeronautical Information Publication (AIP) India in accordance with provisions of CAR Sec 9 Series I Part 1.

5.2 Necessary arrangements shall also be made to keep AFIS unit informed of operationally important information related to aerodrome and aircraft operations.

5.3 The aeronautical data and aeronautical information shall be kept up to date.

6. Aeronautical MET services

6.1 The aerodrome operator shall arrange for Aeronautical MET services in coordination with the appropriate MET authority.

6.2 The dissemination of MET information required for operations may be considered through means of automated weather broadcasts.

Annexure-3

VFR Operations at Non-Towered Aerodromes

1. Pilot Qualification and Training Requirements

1.1 License & Recency:

- (a) Must hold a valid CPL or higher.
- (b) Must have completed a flight review or recency requirements per national regulations (e.g., 90-day currency).

1.2. Training Focus:

Specific instruction in:

- (a) Traffic pattern entry and exit procedures
- (b) Holding patterns with vertical separation of not less than 2000 feet which can be a defined Nav-aid or a specific sector.
- (c) Radio communication at non-towered fields
- (d) Collision avoidance (see-and-avoid & situational awareness)
- (e) Collision avoidance maneuver.
- (f) Use of CTAF(Common Traffic Advisory Frequency) /TIBA (Traffic Information Broadcasts by Aircraft) and ADS-B (if applicable)

1.3 Recommended Proficiency:

1.3.1 Conduct regular circuits at uncontrolled aerodromes

1.3.2 Review Aeronautical Information Publications

2. Standard Operating Procedures (SOPs)

2.1 Circuit Flying Procedures

- (a) Standard pattern altitude: 1000 ft AGL (unless published otherwise)
- (b) Entry: 45° to the downwind leg, abeam midfield
- (c) Departure: Climb straight out until clear of the circuit
- (d) Turns: All left-hand unless a right-hand pattern is published
- (e) Standard traffic pattern (Left hand Traffic Patterns or as specified in AIP)

2.2 Communication & Broadcast Protocols

2.2.1 Use **Common Traffic Advisory Frequency (CTAF)** or equivalent

2.2.2 Make **mandatory broadcasts** at:

- (a) NM inbound
- (b) Joining the circuit
- (c) Downwind
- (d) Base
- (e) Final
- (f) Vacating runway
- (g) Entering Runway (in case of departing or crossing the Runway)
- (h) Type and Approach Category of Aircraft

- 2.3 Use **standard phraseology**:
“[Location] traffic, Cessna XYZ, 10 NM to the south, 2500 feet, inbound for landing, [Location]”

- 2.4 **Avoid**: Non-standard calls like "Any traffic in the area, please advise"

3. Straight-In and Opposite-Direction Approaches

3.1 Straight-In Approaches

Allowed subject to the following conditions:

- (a) No conflicting traffic
- (b) Full situational awareness is maintained
- (c) CTAF is monitored and traffic calls made

3.2 Opposite-Direction Operations

Allowed only subject to below mentioned conditions:

- (a) Safety risk assessment and mitigation carried out by PIC
- (b) No other traffic is operating or anticipated
- (c) Runway use is justified (e.g., terrain, wind, emergency)
- (d) Complete broadcast and awareness of intentions is ensured

3.3. Minimum Weather Conditions / VFR Minima

Altitude	Visibility	Cloud Clearance
Circuit Altitude (CAR 9/C/I Para 4)	5 km (day)	Clear of cloud

- (a) **Day VFR only** (as mentioned in CAR 9/C/I Para 4)
- (b) Use of **wind indicators** and **runway visual cues** is essential in absence of weather services.
- (c) Night Operations **Not Permitted** (definition of night as mentioned in Schedule II section A)

4. Responsibility of the Aircraft Operator

Operators must:

- (a) Ensure **pilot proficiency** for non-towered ops (by a Module or by the Instructor)
- (b) Provide **SOPs and briefing documents** for crew
- (c) Confirm the aerodrome is suitable for intended operation (runway length, surface, obstacle clearance), Refer relevant AIP
- (d) Maintain **aircraft equipment compliance** (radio, transponder, lights)
- (e) Comply with applicable **local aerodrome use agreements** (e.g., Prior Permission Required)

5. Other Relevant Requirements

- (a) **"See-and-Avoid"** remains the primary defense against mid-air collisions.
- (b) **ADS-B IN** (if available) enhances awareness but is **not a substitute** for visual scanning.

- (c) **Radio Failure procedures:**
 - ❖ Squawk appropriate code
 - ❖ Use lights for visibility
 - ❖ Join circuit from crosswind/downwind and broadcast if able
- (d) Runway selection: Use into-wind runway unless safety dictates otherwise
- (e) If an airfield is situated in Area of High Terrain and or challenging Terrain, A special briefing is to be given to the pilot and the first 03 flights are to be conducted with Instructor on board.
- (f) The responsibility of the identifying and maintaining the correct traffic pattern lies with the PIC of the aircraft.

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APPLICATION FOR ISSUE/RENEWAL OF OPERATIONAL AUTHORISATION FOR AERODROME

1. Applicant Details

Full Name of Applicant:
Address:
Telephone Number(s):
Fax Number:
Email:
Nationality:

2. Aerodrome Details

Name of Aerodrome:
Owner Name and Address:
Telephone / Fax / Email:
Situation of Aerodrome (nearest airport/town):
State / District:
Aerodrome Reference Point (Lat/Long in WGS-84):
Elevation (AMSL):
Runway(s) Orientation and Length (ft/m):
Attach survey map (1:10,000 scale) showing boundaries:

3. Aerodrome Activities

Category of Authorization Required: ☐ Public Use ☐ Private Use

Largest/heaviest aircraft type, weight, length, and width:

4. Control of the Aerodrome

Are you the owner of the site? ☐ Yes ☐ No
If No, provide details of rights held over the land:
Period of rights (From – To):

5. Permissions and Approvals

Attach copies of approvals:
Ministry of Defence – Date/Reference:
Ministry of Home Affairs – Date/Reference:
Ministry of Environment, Forest & Climate Change- Date/Reference:
Owner of Land – Name/Address:
Local Authority / Land Development Authority – Approval Reference:

6. Aerodrome Management Personnel

Accountable Manager Details (Attach CV)
a) Name:

- b) Position/Title:
c) Contact Email:
d) Contact Phone Number:
Person in charge of day-to-day operations: (Attach CV)
Arrangement of MET services:
Person overseeing RFF (Rescue & Fire Fighting) (Attach CV):

7. Arrangement for Air Navigation/Communication

Provide details of arrangement for Air Navigation Service
Provide details of Communication Systems:

8. Fees

Reference No.:
Amount:
Date of Payment:

9. Physical Characteristics

Provide details or attach certified layout drawings showing:
Runway (Designation, Length, Width, Surface Type):
Taxiways (Designation, Strength, Width):
Aprons (Size, Strength, Number of Bays):
RESA / Clearways / Stopways (Dimensions and Grading)-If provided:
Visual Aids -Signages and Markings (Runway, Taxiway, Apron):
Wind Direction Indicators and Signal Squares:
Obstacle Limitation Surfaces (Attach Type A Chart):

10. Rescue & Fire Fighting (RFF)

Aerodrome Category:
Number of Trained Personnel:
RFF Equipment (Required/Available):
Water Supply/Hydrant Availability:

11. Documents Attached

- ☐ Aerodrome Manual
- ☐ SMS Manual
- ☐ Aerodrome Emergency Plan
- ☐ Disabled Aircraft Removal Plan
- ☐ Other Applicable SOPs

12. Declaration

I hereby certify that the foregoing information is correct in every respect and that no relevant information has been withheld.

Signature of Applicant: _____
Name (in Capital Letters): _____
Position Held (with official seal): _____
Date: _____