

**FLIGHT CLEARANCE FOR OPERATION
OF INDIAN REGISTERED NON-SCHEDULED CIVIL AIRCRAFT
FROM INDIAN AIR FORCE AIRFIELDS FLIGHT CLEARANCE FOR OPERATION
OF INDIAN REGISTERED NON-SCHEDULED CIVIL AIRCRAFT
FROM INDIAN AIR FORCE AIRFIELDS**

1. The 'Open Sky' Policy of the Government necessitates the use of Indian Air Force (IAF) airfields by civil operators. However, operation of civil aircraft from IAF airfields needs to be controlled, due to security and operational reasons.

2. **The 'Air Operations Routine (AOR) Number' is the authority for non-scheduled civil/ foreign military operators to operate from IAF airfields.** This number is issued by Air Headquarter Operation Room.

Classification of IAF Airfields

3. For the purpose of operation of civil aircraft, IAF airfields are classified into three categories:-

- (a) **Joint User airfields.**
- (b) **Restricted airfields.**
- (c) **Un-manned airfields.**

4. **Joint User Airfields.** All IAF airfields designated as joint user have scheduled civil flights operating on regular basis. Many of these airfields have separate civil enclaves / aprons and requisite manpower to cater for civil aircraft operations. A list of Joint User airfields and their watch hours is given at **Appendix A.**

5. **Restricted Airfields.** Restricted airfields are those airfields, which do not have scheduled civil flights operating. Watch hours at restricted airfields are generally from sunrise to sunset. Civil operators are to coordinate with destination airfield and obtain prevalent watch hours for the day.

6. **Unmanned Airfields.** These are airfields where no IAF establishment exists and ATS/ safety services are not provided. Operations to unmanned airfields would be at operator's own risk.

Non-scheduled Civil Aircraft Operations from IAF Airfields

7. The **format of the application**, addressed to Ministry of Defence, is placed as **Appendix B. Indian registered aircraft with Indian crew/ passengers on board are EXEMPT from obtaining AOR No. while operating to/ from JOINT USER IAF airfields.** Civil operators (including Para-military, Central Government, State Government and PSU aircraft) who are required to **mandatorily** obtain AOR No. prior to operating from IAF airfields are as follows:-

Joint User Airfields

- (a) Indian registered aircraft with foreign crew/ foreign passenger on board.
- (b) Parking of civil aircraft at IAF apron despite existence of civil apron.
- (c) Operation of unmanned aerial vehicle.

8. **Restricted/ Unmanned Airfields.** All civil aircraft are to obtain AOR No. prior to operating from restricted/ unmanned IAF airfield.

Parking

9. **All civil** aircraft will be **parked at the civil apron at all IAF airfields**, where civil apron is available. However, under the following circumstances, depending upon the merits of the case, they may be cleared for parking at IAF apron (despite availability of civil apron):-

- (a) Flights in support of the Armed Forces or Central Government agencies specifically asked for by the concerned Ministry and approved by MoD.
- (b) Flights for a humanitarian cause, eg Casevac, disaster-relief etc.
- (c) Aircraft carrying VVIP / VIP on board.
- (d) At joint user airfields where there is no civil apron available with requisite local security arrangement.

10. Parking slot on an IAF apron will be allocated by the Station authorities depending upon the prevailing operational and security requirements of the airfield.

Night Halt

11. Night halt at joint user IAF airfields having separate civil enclave is the responsibility of AAI. Operators should coordinate planned night halts with AAI.

12. As a general rule **no** civil flights will be permitted to **night halt in IAF technical area (apron)**, unless prior permission for the same has been obtained.

13. Night halts in technical area of IAF airfield shall be at operator's own risk.

Destination Clearance

14. Issuance of AOR No. for a non-scheduled operator should not be construed as destination clearance. It is also not an instruction to the destination bases to meet the commitment at the cost of operations. Consequently, all non-scheduled flights to IAF bases need to seek destination clearance before undertaking a flight.

15. The responsibility of obtaining destination clearance and annotating it in the flight plan is the responsibility of the operator.

Security Checks

16. All civil aircraft operating to IAF airfields are liable to be checked by IAF authorities. Any violations, vis-a-vis the authorisation issued vide the AOR No., will render the operator to be blacklisted.

Guidelines for Civil Operators

17. All civil operators are to follow the guidelines placed at **Appendix C**.

Appendix A
(Refers to para 4)

LIST OF JOINT USER IAF AIRFIELDS

<u>SI No</u>	<u>Name of Base</u>	<u>Watch Hours</u>
1	Agra	24 Hours
2	Allahbad	Sunrise to Sunset (except Sunday)
3	Bagdogra	Sunrise to Sunset
4	Bhuj	Sunrise to Sunset
5	Car Nicobar	Sunrise to Sunset
6	Chandigarh	Sunrise to 2000h
7	Gwalior	Sunrise to Sunset
8	Gorakhpur	Sunrise to Sunset
9	Jammu	Sunrise to Sunset
10	Jamnagar	Sunrise to Sunset
11	Jodhpur	Sunrise to Sunset
12	Jorhat	Sunrise to Sunset
13	Kanpur (Chakeri)	Sunrise to Sunset (except Sunday)
14	Kumbhigram	Sunrise to Sunset
15	Leh	Sunrise to Sunset
16	Pune	24 Hours
17	Srinagar	Sunrise to Sunset
18	Tezpur	Sunrise to Sunset
19	Pathankot	Sunrise to Sunset
20	Jaisalmer	Sunrise to Sunset

Appendix B
(Refers to para 7)

FLIGHT CLEARANCE APPLICATION FORM
FOR OPERATIONS AT IAF AIRFIELDS BY INDIAN
REGISTERED CIVIL NON-SCHEDULED FLIGHTS

1. Name of the operator:
2. Type of aircraft:
3. Call sign:
4. Registration number:
5. Flight details:

Date	From	To	ETD	ETA	ATS Route	Entry/Exit pt/Time of Indian FIR

6. Whether def a/f is destn or div/alt a/f:
7. Name of the crew with details (Copy of FATA of foreign crew to be attached):

Name	Desig	Nationality	Passport No	Validity

8. Passenger details:

Name	Age	Sex	Occupation	Nationality	Passport No	Validity

9. Purpose of the flight
(brief reason for visiting the air force base)
10. Whether the aircraft is capable of airdrop:
11. Any photographic equipment on board:
12. Any arms and ammunition on board:
13. General description of goods carried if any:
14. Local /direct contact number of operator:

office stamp

Name and designation of signing authority
Copy to the Air Force Base ATC

Appendix C
(Refers to para 18)

**GUIDELINES FOR OPERATIONS OF CIVIL
FLIGHTS FROM IAF AIRFIELDS**

1. The flight is undertaken at operator's own risk. **The application for flight clearance is to be received three working days prior to the date of operation.**
2. Operational military flying will take priority over the civil flights and may entail delays in accommodating arrival / departure.
3. The facilities / infrastructure at IAF aerodromes may not conform to ICAO standards. In this regard, the IAF accepts no responsibility, whatsoever, for the shortcomings / variations, if any.
4. Various structures and buildings, such as the Arrestor nets at runway ends, runway controller huts, etc are essential for the military aircraft operations. All these structures may or may not have day and night obstruction markings. It will be the responsibility of the operator to brief the aircrew on the airfield layout, so that necessary precautions are exercised. In this regard, IAF accepts no responsibility, whatsoever.
5. In the event of runway blockage due to an accident / incident, it will be the operator's responsibility to ensure that the runway is expeditiously cleared to avoid adverse effect on recovery of military aircraft. Hence, the operator shall prepare suitable plans for clearance of disabled aircraft and forward the same to ATC of concerned Station and have it approved.
6. PCN values of the runways and taxiways are as they are. These may not correspond to the CAN of certain types of aircraft. It will be the responsibility of the operators to decide on the feasibility of operations. The concerned Service will be well within its rights to suspend further operations if the runway and taxiways are found to show any signs of pavement distress.
7. Wherever AAI civil enclaves are available, the aircraft will be parked at AAI dispersal and availability of parking slots would be coordinated with AAI.
8. Landing and Housing charges will be paid by the operator as per the applicable rates of tariff from time to time. No credit facilities will be allowed.
9. **No aerial / ground photography from the aircraft will be permitted and passengers in handbags will carry no sensory equipment. The operator must brief the crew and passenger on the above aspect prior to operation of the aircraft from/to IAF airfield.**
10. At places where there is no separate civil apron, the company personnel and passengers are to abide by the security arrangements applicable at the aerodrome. Except in an emergency requiring immediate evacuation from aircraft, no passenger or article will be allowed to disembark / embark on the aircraft unless suitable arrangements are made by the operator in consultation with local IAF authorities.

11. The IAF reserves the right to suspend / cancel civil flights in case of any breach of conditions mentioned herein, or in case of operational exigencies, without any prior notice.
12. Flight restrictions over areas of sensitive IAF installations ie Central Ordnance Depots, Ordnance Depots, Ammunition Depots, Field Ammunition Depots and Ordnance factories are to be adhered. The same could be obtained from the ATC of the concerned airfield.
13. **The IAF reserves the right to inspect all aircraft /crew / passengers utilising the IAF airfields.**