

**CIVIL AVIATION ACT**  
(Cap. 71:01)

**CIVIL AVIATION (AERODROMES DESIGN AND OPERATIONS)  
(AMENDMENT) REGULATIONS, 2024**  
(Published on 14th June, 2024)

**ARRANGEMENT OF REGULATIONS**

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IN EXERCISE of the powers conferred on the Minister of Transport and Public Works by section 89 of the Civil Aviation Act and on the recommendation of the Civil Aviation Authority of Botswana, the following Regulations are hereby made —

1. These Regulations may be cited as the Civil Aviation (Aerodromes Design and Operations) (Amendment) Regulations, 2024. Citation
2. The Civil Aviation (Aerodromes Design and Operations) Regulations (referred to in these Regulations as “the Regulations”) are amended by —
  - (a) substituting for the definitions of “advisory circular”, “Aeronautical Information Circular” and “Aeronautical Information Publication” the following new definitions —
    - “Advisory Circular (AC)” means explanatory or advisory information concerning technical, legislative or administrative matters, as well as information on the long-term forecast of major changes in legislation, regulations, procedures or facilities liable to affect flight safety;
    - “Aeronautical Information Circular (AIC)” means a notice containing information that does not qualify for the origination of a NOTAM or for inclusion in the Aeronautical Information Publication, but which relates to flight safety, air navigation, technical, administrative or legislative matters;
    - “Aeronautical Information Publication (AIP)” means an aeronautical information publication of a lasting character essential to air navigation, issued by the Authority; and
  - (b) inserting a new definition in correct alphabetical order —
    - “Commercial Air Transport Operation” means an aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire.
3. Regulation 5 of the Regulations is amended by —
  - (a) substituting for subregulation (1), the following subregulation —
    - “(1) A person shall not construct an aerodrome without a valid aerodrome establishment certificate issued under regulation 6.”;
  - (b) substituting for regulation (2) (d), the following paragraph —
    - “(d) proof of payment for inspection fees as set out in Part 1 of Schedule 5, of the Civil Aviation (Certification and Licensing of Aerodromes) Regulations”; (Sub. Leg. 71:01)
  - (c) inserting in subregulation (2), the words —
    - (i) “or renewal thereof” immediately after the word “certificate”, and
    - (ii) Substituting for the words “shall submit to the Authority for approval an application in the prescribed form” the words “ shall submit to the Authority for approval an application in the prescribed Form O in Schedule 10”;
  - (d) substituting for paragraph (d), the following paragraph —
    - “(d) for aerodrome categories 1, 2 and H, submission of a site plan only in place of detailed design drawings, to the satisfaction of the Authority, provided there are no other facilities to be constructed other than the runway and parking apron, will suffice.”.

Citation

Amendment of regulation 2 of Cap. 71:01 (Sub. Leg.)

Amendment of regulation 5 of the Regulations

(Sub. Leg. 71:01)

Amendment of regulation 6 of the Regulations	<p><b>4.</b> Regulation 6 of the Regulations is amended by substituting for subregulation (1), the following subregulation —</p> <p>“(1) The Authority shall issue an establishment certificate in Form P as set out in Schedule 10 to an applicant where the applicant satisfies the requirements in regulation 5 and any other requirements as may be specified by any relevant authority.”.</p>
Amendment of regulation 7 of the Regulations	<p><b>5.</b> Regulation 7 of the Regulations is amended by substituting for subregulation (3), the following subregulation —</p> <p>“(3) An operator shall bear or pay any costs associated in inspection of an aerodrome, in connection with the issuing or renewal of an establishment certificate, licence or permit.”.</p>
Amendment of regulation 11 of the Regulations	<p><b>6.</b> Regulation 11 of the Regulations is amended by —</p> <p>(a) substituting for subregulation (1), the following subregulation —</p> <p>“(1) An operator shall develop and submit for approval by the Authority, a Task Resource Analysis to ensure that there is an adequate number of operational, qualified and skilled personnel to perform activities for aerodrome operation and maintenance.”;</p> <p>(b) substituting for subregulation (3), the following subregulation —</p> <p>“(3) The provisions of this regulation shall not apply to category 1, 2 and registered aerodromes.”.</p>
Amendment of regulation 13 of the Regulations	<p><b>7.</b> Regulation 13 is amended by substituting for subregulation (2), the following subregulation —</p> <p>“(2) The provisions of this regulation shall not apply to aerodromes in categories 1, 2 and registered aerodromes.”.</p>
Amendment of regulation 15 of the Regulations	<p><b>8.</b> Regulation 15 (1) is amended by substituting for paragraph (f), the following paragraph —</p> <p>“(f) Store, stack or use any material or equipment in a manner which constitutes or is likely to constitute a fire hazard.”.</p>
Amendment of regulation 19 of the Regulations	<p><b>9.</b> Regulation 19 is amended by substituting for paragraph (2) (e), the following paragraph —</p> <p>“(e) obstruct an entrance to or a passage at an aerodrome in a manner that inconveniences other users of the entrance or passage.”.</p>
Amendment of regulation 21 of the Regulations	<p><b>10.</b> Regulation 21 is amended by substituting for paragraph (2) (a), the following paragraph —</p> <p>“(a) establish and maintain an aerodrome environmental management programme for the area within the authority of the operator’s management and for the area where wildlife presents or is likely to present a hazard to aircraft operations;”.</p>
Amendment of regulation 22 of the Regulations	<p><b>11.</b> Regulation 22 of the Regulations is amended by substituting for paragraph (b), the following paragraph —</p> <p>“(b) the interruption of visual or electronic signal of navigational aids, as far as it is within the authority of the operator.”.</p>
Amendment of regulation 23 of the Regulations	<p><b>12.</b> Regulation 23 of the Regulations is amended —</p> <p>(a) in subregulation (1) by substituting for —</p> <p>(i) paragraph (a), the following paragraph —</p> <p>“(a) maintain the aerodrome in a serviceable condition, keep the aerodrome free of unauthorised person, vehicles and animals which are not under control or any other obstructions;”;</p> <p>(ii) paragraph (e), the following paragraph —</p> <p>“(e) maintain the prescribed markings in a conspicuous condition and ensure that they are readily visible to aircraft in the air or manoeuvring on the ground;”;</p>

- (b) in subregulation (3) by substituting for paragraph (c), the following paragraph —
- “(c) the operator and aeroplane operator discuss the assessment by the operator and whether operations of the aeroplane type or subtype can be accommodated and, where permitted, under what conditions.”.
13. Regulation 32 of the Regulations is amended by substituting for paragraph (b), the following paragraph —
- “(b) the monthly mean of the daily maximum temperatures for the hottest month of the year, being the month with the highest monthly mean temperature, and the temperature shall be, where possible averaged over a period of years.”.
14. Regulation 34 of the Regulations is amended in subregulation (8) —
- (a) by substituting for the words “PCNR 80” appearing in paragraph (a) the words “” PCR 80”;
- (b) by substituting for the words “PCN 40” appearing in paragraph (c) the words “PCR 40”;
- (c) by substituting for the word “PCN” appearing in paragraph (d) the word “PCR”.
15. Regulation 35 of the Regulations is amended —
- (a) by substituting for the word “altimer” appearing in subregulation (1) the word “altimeter”;
- (b) by substituting for the word “altimer” appearing in subregulation (2) the word “altimeter”;
- (c) by substituting for the word “altimer” appearing in subregulation (3) the word “altimeter”; and
- (d) by substituting for the word “altimer” appearing in subregulation (4) the word “altimeter”.
16. Regulation 37 of the Regulations is amended —
- (a) by substituting for subregulation (1) the following subregulation —
- “(1) Any information on the condition of the movement area and the operational status of related facilities shall be provided to the appropriate aeronautical information services units, and similar information of operational significance to the air traffic service units, to enable those units to provide the necessary information to arriving and departing aircraft and the information shall be kept up to date and changes in conditions reported without delay.”; and
- (b) by substituting for subregulation (3) the following subregulation —
- “(3) The movement area shall, in compliance with subregulation (2), be inspected at least once each day where the code number is 1 or 2 and at least twice each day where the code is number 3 or 4.”; and
17. Regulation 38 of the Regulations is amended by inserting the following subregulation immediately after subregulation (5) —
- “(6) The runway surface condition shall be assessed and reported through a runway condition code (RWYCC) and a description using the following terms —
- COMPACTED SNOW  
 DRY  
 DRY SNOW  
 DRY SNOW ON TOP OF COMPACTED SNOW  
 DRY SNOW ON TOP OF ICE  
 FROST

ICE  
 SLUSH  
 STANDING WATER  
 WATER ON TOP OF COMPACTED SNOW  
 WET  
 WET ICE  
 WET SNOW  
 WET SNOW ON TOP OF COMPACTED SNOW  
 WET SNOW ON TOP OF ICE  
 CHEMICALLY TREATED  
 LOOSE SAND.

- Amendment of regulation 55 of the Regulations      **18.** Regulation 55 of the Regulations is amended by substituting for subregulation (1) the following subregulation —  
 “(1) The width of a runway shall not be less than the appropriate width of dimension set out in Table S1-2 in Schedule 1.”.
- Amendment of regulation 57 of the Regulations      **19.** Regulation 57 of the Regulations is amended —  
 (a) in subregulation (1) by deleting the word “runways”;  
 (b) in subregulation (5) by substituting for the word “obstructed”, the word “unobstructed”;  
 (c) in subregulation (7) by substituting for the word “raid”, the word “rapid”; and  
 (d) in subregulation (8) (b) by substituting for the word “flatters”, the word “flatter”.
- Amendment of regulation 59 of the Regulations      **20.** Regulation 59 of the Regulations is amended by substituting for subregulation (3), the following subregulation —  
 “(3) The surface of a paved runway shall be evaluated when constructed or resurfaced to determine that surface friction characteristics achieve design objectives.”.
- Amendment of regulation 60 of the Regulations      **21.** Regulation 60 of the Regulations is amended by —  
 (a) substituting for the word “id” appearing at subregulation (2) (d) the word “is”; and  
 (b) substituting for subregulation (4) the following subregulation —  
 “(4) The portion of a runway shoulder between the runway edge and a distance of 30m from the runway centre line shall be prepared or constructed so as to be capable, in the event of an aircraft running off the runway, of supporting the aircraft without inducing structural damage to the aeroplane and of supporting ground vehicles which may operate on the shoulder.”.
- Amendment of regulation 61 of the Regulations      **22.** Regulation 61 of the Regulations is amended —  
 (a) at subregulation (5) —  
 (i) by substituting the following immediately after the word “tabulation -” -

#### Runway Turn Pad

OMGWS	Up to but not including 4.5m	4.5m up to but not including 6m	6m up to but not including 9m	9m to but not including 15m
Clearance	1.50m	2.25m	3ma or 4mb	4m

*a. If the turn pad is intended to be used by aeroplanes with a wheelbase less than 18m.*

*b. If the turn pad is intended to be used by aeroplanes with a wheelbase equal to or greater than 18m.*

- (b) substituting for the word “cockpitof” the words “cockpit of”;
- (c) substituting for subregulation (11), the following subregulation —  
“(11) The provisions of this regulation shall only apply to aerodromes in categories 3, 4, 5, 6, 7, 8, 9 and 10.”.
- 23.** Regulation 62 of the Regulations is amended —
- (a) by substituting for subregulation (7), the following subregulation —  
“(7) A fixed object shall not be permitted on any part of a runway strip of a precision approach runway delineated by the lower edges of the inner transition surfaces, other than visual aids required for air navigation or those required for aircraft safety purposes and which must be sited on the runway strip and satisfying the relevant frangibility requirement.”;
- (b) by substituting for subregulation (8), the following subregulation —  
“(8) No mobile object shall be permitted on the runway strip during the use of the runway for landing or take off.”; and
- (c) in subregulation (10) by substituting for the words “from the centre line of the runway and its extended centre line shall provide a graded area for aeroplane which the runway is intended to serve in the event of an aircraft running off the runway”, the words “ from the centre line of the runway and its extended centre line shall provide a graded area for aeroplane which the runway is intended to serve in the event of an aircraft running off the runway”.
- 24.** Regulation 64 of the Regulations is amended by substituting for subregulation (3), the following subregulation —  
“(3) A runway end safety area should, as far as practicable, extend from the end of a runway strip to a distance of at least —
- (a) 90m where the code number is 3 or 4; and the code number is 1 or 2 and the runway is an instrument one;
- (b) 240m where the code number is 3 or 4; or a reduced length when an arresting system is installed;
- (c) 120m where the code number is 1 or 2 and the runway is an instrument one; or a reduced length when an arresting system is installed; and
- (d) 30m where the code number is 1 or 2 and the runway is a non-instrument one.
- 25.** Regulation 65 of the Regulations is amended by substituting for subregulation (7) the following subregulation —  
“(7) The provisions of this regulation shall only apply to aerodromes in categories 3, 4, 5, 6, 7, 8, 9 and 10.”.
- 26.** Regulation 67 (1) (a) of the Regulations is amended by deleting the words “operating area”.
- 27.** Regulation 68 of the Regulations is amended —
- (a) by inserting at subregulation (3), immediately after the word “tabulation” the following —

**Taxiways**

<b>OMGWS</b>	Up to but not including 4.5m	4.5m up to but not including 6m	6m up to but not including 9m	9m to but not including 15m
<b>Clearance</b>	1.50m	2.25m	3ma,b or 4mc	4m

*a. On straight portions.*

*b. On curved portions if the taxiway is intended to be used by aeroplanes with a wheelbase of less than 18m.*

*c. On curved portions if the taxiway is intended to be used by aeroplanes with a wheelbase equal to or greater than 18m.*

(a) by inserting at subregulation (4), immediately after the word “tabulation” the following —

Taxiways

OMGWS	Up to but not including 4.5m	4.5m up to but not including 6m	6m up to but not including 9m	9m to but not including 15m
Taxiway Width	7.5m	10.5m	15m	23m

(c) ...in subregulation (9) by substituting for the word “permissible”, the word “permissible”.

Amendment of regulation 69 of the Regulations

28. Regulation 69 of the Regulations is amended in —

(a) subregulation (1) by substituting for the words “A rapid exit taxiway shall be designed with a radius of turn-taxiways off curve of at least”, the words “A rapid exit taxiway shall be designed with a radius of turn-off curve of at least —”; and

(b) subregulation (3) by substituting for the word “existing”, the word “exiting”.

Amendment of regulation 70 of the Regulations

29. Regulation 70 of the Regulations is amended in subregulation (3) by substituting for the word “staright”, the word “straight”.

Amendment of regulation 73 of the Regulations

30. Regulation 73 of the Regulations is amended by substituting for subregulation (1) the following subregulation —

“(1) A holding bay shall be provided where the runway traffic density is medium or heavy.”.

Amendment of regulation 74 of the Regulations

31. Regulation 74 of the Regulations is amended by substituting for subregulation (2) the following subregulation —

“(2) The total area of an apron shall be adequate to permit expeditious handling of the aerodrome traffic at its maximum anticipated density and consideration shall, on aprons, be given to the provision of service roads and to manoeuvring and storage area for ground equipment.”.

Amendment of regulation 75 of the Regulations

32. Regulation 75 of the Regulations is amended by substituting for subregulation (3) the following subregulation —

“(3) This regulation shall only apply to aerodromes in categories 3, 4, 5, 6, 7, 8, 9 and 10.”.

Amendment of regulation 93 of the Regulations

33. Regulation 93 of the Regulations is amended by substituting for subregulation (2) the following subregulation —

“(2) The Authority shall, where authorisation is sought under subregulation (1), cause an aeronautical study of the effect of the construction on operation of aircraft to be carried out.”.

Amendment of regulation 95 of the Regulations

34. Regulation 95 of the Regulations is amended by substituting for the words “This Part shall apply to aerodromes in categories 2, 3, 4, 5, 6, 7, 8, 9 and 10.” the following words —

“This Part shall apply to aerodromes in categories 3, 4, 5, 6, 7, 8, 9 and 10.”.

Amendment of regulation 103 of the Regulations

35. Regulation 103 of the Regulations is amended by substituting for subregulation (10) the following subregulation —

“(10) The application, location, and the characteristics of markers for unpaved runway markers, stop way edge markers, taxiway edge markers, taxiway centreline markers and boundary markers shall be as set out in these Regulations and Schedule 1.”.

Amendment of regulation 104 of the Regulations

36. Regulation 104 of the Regulations is amended by substituting for the words Figure S1-9 in Schedule 1, the words “Figure S1-8 in Schedule 1” wherever the words appear in the regulation.

- 37.** Regulation 106 of the Regulations is amended by substituting for subregulation (3) the following subregulation —  
“(3) A threshold marking shall be provided at the thresholds of an unpaved runway, so far as practicable.”
- Amendment of regulation 106 of the Regulations
- 38.** Regulation 112 of the Regulations is amended —
- (a) substituting for subregulation (1) the following subregulation —  
“(1) Where a runway turn pad is provided, a runway turn pad marking shall be provided for continuous guidance, to enable an aeroplane to complete a 180 degree turn and align with the runway centreline.”; and
- (b) in subregulation (2) by substituting for the word “capability”, the word “capability”.
- Amendment of regulation 112 of the Regulations
- 39.** Regulation 115 of the Regulations is amended by substituting for subregulation (1), the following subregulation —  
“(1) An operator shall ensure that when a VOR aerodrome checkpoint is established, it shall be indicated by VOR aerodrome checkpoint marking, as set out in Figure S1-14, Schedule 1.”.
- Amendment of regulation 115 of the Regulations
- 40.** Regulation 120 of the Regulations is amended —
- (a) by substituting for subregulation (11), the following subregulation —  
“(11) A location sign shall be provided in conjunction with a direction sign, except that it may be omitted where an aeronautical study indicates that it is not needed.”; and
- (b) in subregulation (15) (a) by substituting for the words “Table S1-35 of Schedule 1”, the words “Table S1-11 of Schedule 1”.
- Amendment of regulation 120 of the Regulations
- 41.** Regulation 122 of the Regulations is amended —
- (a) in subregulation (2 (b)) by substituting for the word “flights”, the word “flight”; and
- (b) in subregulation (4) by substituting for the words “categories 0, 1, 2, 3”, the words “categories 1, 2, 3”.
- Amendment of regulation 122 of the Regulations
- 42.** Regulation 132 of the Regulations is amended by substituting for subregulation (11), the following subregulation —  
“(11) The lights of a simple approach lighting system shall be fixed lights and the colour of the lights shall be such as to ensure that the system is readily distinguishable from other aeronautical ground lights, and from extraneous lighting if present.”.
- Amendment of regulation 132 of the Regulations
- 43.** Regulation 134 of the Regulations is amended —
- (a) by substituting for subregulation (12), the following subregulation —  
“(12) The centre line of a precision approach category II and III lighting system for the first 300m from the threshold shall consist of barrettes showing variable white, except where the threshold is displaced 300m or more, the centreline may consist of single light sources showing variable white.”;
- (b) by substituting for subregulation (15), the following subregulation —  
“(15) If the centre line beyond 300m from the threshold consists of barrettes, each barrette beyond 300m should be supplemented by a flashing light, except where such lighting is considered unnecessary taking into account the characteristics of the system and the nature of the meteorological conditions.”; and
- (c) by substituting for subregulation (16), the following subregulation —  
“(16) The capacitor light referred to in subregulation (15) shall be flashed twice a second in sequence, beginning with the outermost light and progressing toward the threshold to the innermost light of the system and the design of the electrical circuit shall be such that the capacitor lights can be operated independently of the other lights of the approach lighting system.”.
- Amendment of regulation 134 of the Regulations

- Amendment of regulation 137 of the Regulations
44. Regulation 137 of the Regulations is amended by substituting for paragraph (3) (a), the following paragraph —  
“(a) located as in the basic configuration set out in the Figure S1 – 24 of Schedule 1, subject to the installation tolerance given therein; and”.
- Amendment of regulation 138 of the Regulations
45. Regulation 138 of the Regulations is amended by substituting for subregulation (3), the following subregulation —  
“(3) The azimuth spread of the light beam shall be suitably restricted where an object located outside the obstacle protection surface of the PAPI or APAPI system, but within the lateral limits of its light beam, is found to extend above the plane of the obstacle protection surface and an aeronautical study indicates that the object could adversely affect the safety of operations.”.
- Amendment of regulation 139 of the Regulations
46. Regulation 139 of the Regulations is amended —  
(a) by substituting for subregulation (1), the following subregulation —  
“(1) An obstacle protection surface shall be established when it is intended to provide for a visual approach slope indicator system, the characteristics of the obstacle protection surface such as origin, divergence, length and slope, shall correspond to those specified in the relevant column as set out in Table S1 – 9 and in Figure S1-26 of Schedule 1.”; and  
(b) by substituting for subregulation (2), the following subregulation —  
“(2) A new object or extensions of existing objects shall not be permitted above an obstacle protection surface except when, in the opinion of the Authority, the new object or extension would be shielded by an existing immovable object.”.
- Amendment of regulation 140 of the Regulations
47. Regulation 140 of the Regulations is amended by substituting for subregulation (5), the following subregulation —  
“(5) The flashing lights referred to in subregulation (4) shall be white, and the steady lights either white or gaseous discharge lights.”.
- Amendment of regulation 143 of the Regulations
48. Regulation 143 (3) of the Regulations is amended by inserting immediately after paragraph (d), the following paragraph —  
“(e) runway edge lights on a precision approach runway shall be in accordance with the specifications on Figure S5 – 9 and Figure S5 – 10 in Schedule 5.”.
- Amendment of regulation 145 of the Regulations
49. Regulation 145 of the Regulations is amended —  
(a) by substituting for subregulation (3), the following subregulation —  
“(3) Runway end lights shall be fixed unidirectional lights showing red in the direction of the runway.”; and  
(b) by substituting for subregulation (4), the following subregulation —  
“(4) The intensity and beam spread of the lights shall be adequate for the conditions of visibility and ambient light for which the runway is intended.”.
- Amendment of regulation 146 of the Regulations
50. Regulation 146 (1) of the Regulations is amended by substituting for paragraph (a), the following paragraph —  
“(a) provided on a precision approach runway category II or III;”.
- Amendment of regulation 149 of the Regulations
51. Regulation 149 of the Regulations is amended —  
(a) by substituting for subregulation (1), the following subregulation —  
“(1) Rapid exit taxiway indicator lights shall be provided on a runway intended for use in runway visual range conditions less than a value of 350m or where the traffic density is heavy.”; and  
(b) by substituting for subregulation (3), the following subregulation —

- “(3) A set of rapid exit taxiway indicator lights shall be located on the runway on the same side of the runway centre line as the associated rapid exit taxiway and in each set, the light shall be located 2m apart and light nearest to the runway centre line shall be displaced 2m from the runway centre line in the configuration as shown in Figure S1 – 30 of Schedule 1.”; and
- (c) by substituting for subregulation (4), the following subregulation —  
“(4) Where more than one rapid exit taxiway exists on a runway, the set of rapid exit taxiway indicator light for each exit shall not overlap when displayed.”.
- 52.** Regulation 150 of the Regulations is amended —
- (a) by substituting for the word “light”, the word “lights”; and
- (b) by inserting the following paragraph immediately after paragraph (c) —  
“(d) fixed unidirectional lights showing red in the direction of the runway.”.
- Amendment of regulation 150 of the Regulations
- 53.** Regulation 151 of the Regulations is amended —
- (a) in subregulation (f) by substituting for paragraph (f), the following paragraph —  
“(f) on a taxiway other than an exit taxiway and on a runway forming part of a standard taxi route shall be fixed lights showing green with beam dimensions such that the light is visible only from aeroplane on or in the vicinity of the taxiway.”;
- (b) in subregulation (5) by substituting for the words “from the runway to the runway”, the words “from the runway, to the runway”; and
- (c) by substituting for subregulation (8), the following —  
“(8) Taxiway centre line lights shall be located on the taxiway centre line marking, except that they may be offset by not more than 30cm where it is not practicable to locate them on the marking.”.
- Amendment of regulation 151 of the Regulations
- 54.** Regulation 152 of the Regulations is amended —
- (a) by substituting for subregulation (1), the following subregulation —  
“(1) Taxiway centre line lights on a straight section of a taxiway shall be spaced at longitudinal intervals of not more than 30m, except that —
- (a) larger intervals not exceeding 60m may be used where, because of the prevailing meteorological conditions, adequate guidance is provided by such spacing, and
- (b) intervals less than 30m shall be provided on short straight sections and on a taxiway intended for use in RVR conditions of less than a value of 350m, the longitudinal spacing shall not exceed 15m.”; and
- (c) by substituting for subregulation (2), the following subregulation —  
“(2) Taxiway centreline lights on a taxiway curve shall continue from the straight portion of the taxiway at a constant distance from the outside edge of the taxiway curve.”.
- Amendment of regulation 152 of the Regulations
- 55.** Regulation 155 of the Regulations is amended by substituting for the word “others”, the word “other”.
- Amendment of regulation 155 of the Regulations
- 56.** Regulation 159 of the Regulations is amended —
- (a) in subregulation (3) by substituting for paragraph (d), the following paragraph —  
“(d) for adjacent lights, be alternately illuminated and alternative lights shall be illuminated in unison.”; and
- Amendment of regulation 159 of the Regulations

- (b) by substituting for subregulation (5), the following subregulation —  
“(5) Where there is a need to enhance the contrast between the on and off state of runway guard lights, Configuration A, intended for use during the day, a visor of sufficient size to prevent sunlight from entering the lens without interfering with the function of the fixture should be located above each lamp.”.
- Amendment of regulation 160 of the Regulations
- 57.** Regulation 160 of the Regulations is amended —
- (a) at subregulation (5) by substituting for the words “The average illuminance shall be at least the following aircraft stand” the words “The average illuminance at an aircraft stand shall be at least the following”; and
- (b) at subregulation (6) by substituting for the words “horizontal illuminance -50 percent” the words “horizontal illuminance 50 percent”.
- Amendment of regulation 163 of the Regulations
- 58.** Regulation 163 of the Regulations is amended by inserting immediately after subregulation (2) the following subregulation —
- “(3) When stopping guidance is indicated by colour change, green shall be used to show that the aircraft can proceed and red to show that the stop point has been reached, except that for a short distance prior to the stop point a third colour may be used to warn that the stopping point is close.”.
- Amendment of regulation 164 of the Regulations
- 59.** Regulation 164 (1) (d) (iii) of the Regulations is deleted.
- Amendment of regulation 173 of the Regulations
- 60.** Regulation 173 (1) (a) of the Regulations is deleted.
- Amendment of regulation 175 of the Regulations
- 61.** Regulation 175 (2) of the Regulations is amended by substituting for the words “Road Traffic Act”, the words “Road Traffic (Signs) Regulations”.
- Amendment of regulation 186 of the Regulations
- 62.** Regulation 186 of the Regulations is amended —
- (a) by substituting for subregulation (1) the following subregulation —  
“(1) All mobile objects to be marked shall be coloured or display flags.”;
- (b) in subregulation (4) by substituting for paragraph (c) the following paragraph —  
“(c) orange and white or alternatively red and white shall be used, except where such colours merge with the background.”; and
- (c) by substituting for subregulation (7) the following subregulation —  
“(7) A low-intensity obstacle light on objects with limited mobility such as aerobridges, shall be fixed-red, and as a minimum be in accordance with the specifications for low-intensity obstacle lights, Type A, set out in Table S1 -12 and Table S1 - 13 of Schedule 1.”.
- Amendment of regulation 187 of the Regulations
- 63.** Regulation 187 of the Regulations is amended by substituting for the words “The intensity and colour of obstacle lights shall be as set out in Schedule 7.”, the following words “The intensity and colour of obstacle lights shall be as set out in Table S1 -12 and Table S1 - 13 of Schedule 1.”
- Amendment of regulation 189 of the Regulations
- 64.** Regulation 189 of the Regulations is amended —
- (a) by substituting for subregulation (1), the following subregulation —  
“(1) In the case of an object to be lighted, one or more low-, medium- or high-intensity obstacle lights shall be located as close as practicable to the top of the object.”; and
- (a) by substituting for subregulation (8), the following subregulation —  
“(8) The installation setting angles for high intensity obstacle lights, type A, shall be in accordance with Table S1-16 in Schedule 1, except that where high intensity obstacle lights are intended for day use as well as night use, care shall be taken to ensure that the lights do not create a disconcerting dazzle.”.

65. Regulation 190 of the Regulations is amended by substituting for subregulation (5), the following subsection —  
“(5) The lighting of an object shall be as set in Table S1-12 Schedule 1.”  
Amendment of regulation 190 of the Regulations
66. Regulation 191 of the Regulations is amended by substituting for subregulation (8), the following subregulation —  
“(8) The lighting of an object shall be as set in Table S1-12 Schedule 1.”  
Amendment of regulation 191 of the Regulations
67. Regulation 192 of the Regulations is amended by substituting for subregulation (9), the following subregulation —  
“(9) The lighting of an object shall be as set in Table S1-12 Schedule 1.”  
Amendment of regulation 192 of the Regulations
68. Regulation 196 of the Regulations is amended —  
(a) by substituting for subregulation (6), the following subregulation —  
“(6) The installation setting angles for high intensity obstacle lights, type B, shall be in accordance with Table S1-16 in Schedule 9.”; and  
(b) by substituting for subregulation (7), the following subregulation —  
“(7) High-intensity obstacle lights, Type B, shall be used to indicate the presence of a tower supporting overhead wires, cables, including other obstacles, where —  
(a) an aeronautical study indicates such lights to be essential for the recognition of the presence of wires, cables, including other obstacles; or  
(b) it has not been found practicable to install markers on the wires, cables including other obstacles.”.
69. Regulation 197 of the Regulations is amended by substituting for paragraph (a), the following paragraph —  
“(a) ensure that restricted areas are marked ‘restricted use’ in a manner that is visible to aircraft operating on the ground and in the air;”.  
Amendment of regulation 197 of the Regulations
70. Regulation 201 of the Regulations is amended —  
(a) by substituting for subregulation (3), the following subregulation —  
“(3) An unserviceability marker shall consist of conspicuous upstanding devices such as flags, cones or marker boards.”; and  
(b) by substituting for subregulation (7), the following subregulation —  
“(7) An unserviceability light shall consist of a red fixed light and the light shall have an intensity sufficient to ensure conspicuity considering the intensity of the adjacent lights and the general level of illumination against which it would normally be viewed and in no case shall the intensity be less than 10 cd of red light.”.
71. Regulation 204 of the Regulations is amended  
(a) in subregulation (3) (c) by substituting for the word “unlawfully”, the word “unlawful”;  
(b) by substituting for subregulation (9) the following subregulation —  
“(9) This regulation applies to aerodromes in categories 3, 4, 5, 6, 7, 8, 9 and 10.”;  
(c) by substituting for subregulation (10), the following subregulation —  
“(10) This regulation may apply to aerodromes in categories 1, 2 and H when serving commercial air transport operations.”; and  
(d) by substituting for subregulation (11), the following subregulation —  
“(11) This regulation shall not apply to registered aerodromes.”.  
Amendment of regulation 204 of the Regulations

- Amendment of regulation 205 of the Regulations
- 72.** Regulation 205 of the Regulations is amended —
- (a) by substituting for subregulation (2), the following subregulation — “(2) This regulation applies to aerodromes in categories 3, 4, 5, 6, 7, 8, 9 and 10.”; and
  - (b) by substituting for subregulation (4), the following subregulation — “(4) This regulation shall not apply to aerodromes in category 1, 2, and registered aerodromes.”.
- Amendment of regulation 206 of the Regulations
- 73.** Regulation 206 of the regulations is amended —
- (a) in subregulation (1) by inserting immediately after paragraph (c), the following paragraph — “(d) The location of the emergency operations centre shall provide a clear view of the movement area and isolated aircraft parking position, wherever practicable.”; and
  - (b) by substituting for subregulation (4) the following subregulation — “(4) This regulation applies to aerodromes in categories 3, 4, 5, 6, 7, 8, 9 and 10.”.
- Amendment of regulation 207 of the Regulations
- 74.** Regulation 207 of the Regulations is amended by substituting for subregulation (6), the following subregulation — “(6) This regulation applies to aerodromes in categories 3, 4, 5, 6, 7, 8, 9 and 10.”.
- Amendment of regulation 209 of the Regulations
- 75.** Regulation 209 of the Regulations is amended by substituting for subregulation (1), the following subregulation — “(1) An operator shall provide Rescue and Fire Fighting equipment and services at an aerodrome when serving commercial air transport operations.”.
- Amendment of regulation 211 of the Regulations
- 76.** Regulation 211 of the Regulations is amended —
- (a) by substituting for subregulation (22), the following subregulation — “(22) This regulation applies to aerodromes in categories 3, 4, 5, 6, 7, 8, 9 and 10.”; and
  - (b) by substituting for subregulation (22), the following subregulation - “(23) This regulation may apply to aerodromes in categories 1, 2 and H when serving commercial air transport operations.”.
- Amendment of regulation 212 of the Regulations
- 77.** Regulation 212 of the Regulations is amended —
- (a) by substituting for subregulation (5), the following subregulation — “(5) This regulation may apply to aerodromes in categories 3, 4, 5, 6, 7, 8, 9 and 10 .”; and
  - (b) by substituting for subregulation (6), the following subregulation — “(6) This regulation may apply to aerodromes in categories 1, 2 and H when serving commercial air transport operations.”.
- Amendment of regulation 213 of the Regulations
- 78.** Regulation 213 of the Regulations is amended —
- (a) by substituting for subregulation (2) , the following subregulation — “(2) This regulation may apply to aerodromes in categories 3, 4, 5, 6, 7, 8, 9 and 10.”; and
  - (b) by substituting for subregulation (3) , the following subregulation — “(3) This regulation may apply to aerodromes in categories 1, 2 and H when serving commercial air transport operations.”.
- Amendment of regulation 214 of the Regulations
- 79.** Regulation 214 of the Regulations is amended —
- (a) by substituting for subregulation (6) , the following subregulation — “(6) This regulation may apply to aerodromes in categories 3, 4, 5, 6, 7, 8, 9 and 10 .”; and
  - (b) by substituting for subregulation (7), the following subregulation —

<p>“(7) This regulation may apply to aerodromes in categories 1, 2 and H when serving commercial air transport operations, and to registered aerodromes.”; and</p>	
<p>(c) by deleting subregulation (8).</p>	
<p><b>80.</b> Regulation 215 of the Regulations is amended by substituting for subregulation (7), the following subregulation —</p>	<p>Amendment of regulation 215 of the Regulations</p>
<p>“(7) This regulation applies to aerodromes in categories 3, 4, 5, 6, 7, 8, 9, and 10.”.</p>	
<p><b>81.</b> Regulation 216 of the Regulations is amended by substituting for subregulation (4), the following subregulation —</p>	<p>Amendment of regulation 216 of the Regulations</p>
<p>“(4) This regulation applies to aerodromes in categories 3, 4, 5, 6, 7, 8, 9, and 10.”.</p>	
<p><b>82.</b> Regulation 217 of the Regulations is amended —</p>	<p>Amendment of regulation 217 of the Regulations</p>
<p>(a) by substituting for subregulation (4), the following subregulation —</p>	
<p>“(4) This regulation applies to aerodromes in categories 3, 4, 5, 6, 7, 8, 9, and 10.”; and</p>	
<p>(b) by deleting subregulation (5).</p>	
<p><b>83.</b> Regulation 219 of the Regulations is amended by substituting for subregulation (8), the following subregulation —</p>	<p>Amendment of regulation 219 of the Regulations</p>
<p>“(8) This regulation shall apply to aerodromes in categories 3, 4, 5, 6, 7, 8, 9, 10.”.</p>	
<p><b>84.</b> Regulation 220 of the Regulations is amended by substituting for subregulation (4), the following subregulation —</p>	<p>Amendment of regulation 220 of the Regulations</p>
<p>“(4) This regulation shall not apply to aerodromes in categories 1 and 2 unless otherwise specified by the authority.”.</p>	
<p><b>85.</b> Regulation 221 of the Regulations by substituting for subregulation (4), the following subregulation —</p>	<p>Amendment of regulation 221 of the Regulations</p>
<p>“(4) This regulation does not apply to aerodromes in categories 1, 2, H and registered.”.</p>	
<p><b>86.</b> Regulation 222 (2) of the Regulations is amended by substituting for paragraph (a), the following paragraph —</p>	<p>Amendment of regulation 222 of the Regulations</p>
<p>“(a) the use of a sufficient number of exits for expeditious evacuation; and”.</p>	
<p><b>87.</b> Regulation 223 of the Regulations by substituting for subregulation (2), the following subregulation —</p>	<p>Amendment of regulation 223 of the Regulations</p>
<p>“(2) A vehicle operating on the movement area shall have a rotating or flashing beacon.”.</p>	
<p><b>88.</b> Regulation 225 by substituting for the words “An installation or equipment shall, unless its function requires it to be there for air navigation or for aircraft safety purposes be-” appearing at subregulation (1), the words —</p>	<p>Amendment of regulation 225 of the Regulations</p>
<p>“(1) Unless its function requires it to be there for air navigation or for aircraft safety purposes, no equipment or installation shall be -”.</p>	
<p><b>89.</b> Regulation 226 of the Regulations is amended by substituting for subregulation (2), the following subregulation —</p>	<p>Amendment of regulation 226 of the Regulations</p>
<p>“(2) Where any equipment or installation required for air navigation or for aircraft safety purposes is to be located on a portion of a runway strip or on a runway end safety area, a taxiway strip or within any distances determined by the Authority, the equipment or installation shall be frangible and mounted as low as possible in accordance with Part VI and Part VII of these Regulations.”.</p>	
<p><b>90.</b> Regulation 236 (1) of the Regulations by substituting for paragraph (c), the following paragraph —</p>	<p>Amendment of regulation 236 of the Regulations</p>

“(c) A paved runway is maintained in a condition so as to provide surface friction characteristics at or above the minimum friction level specified by the Authority.”.

Amendment of regulation 257 of the Regulations

91. Regulation 257 of the Regulations is amended —

(a) by substituting for the words “The following shall be the minimum specifications for licensed aerodromes —

(b) Runway length: the minimum runway length shall 1200m.”, the words

“(1) The following shall be the minimum specifications for licensed aerodromes —

(a) Runway length: the minimum runway length shall be designed to accommodate the design aircraft.”; and

(b) by substituting for subregulation (7) the following subregulation —

“(7) A runway marker shall include threshold markers and shall be provided as set out in these in Schedule 1.”.

Amendment of Schedules to the Regulations

92. The Schedules to the Regulations are amended —

(a) in Schedule 1, —

(i) inserting the following immediately after Figure S1-14 —

“Figure S1 - 15

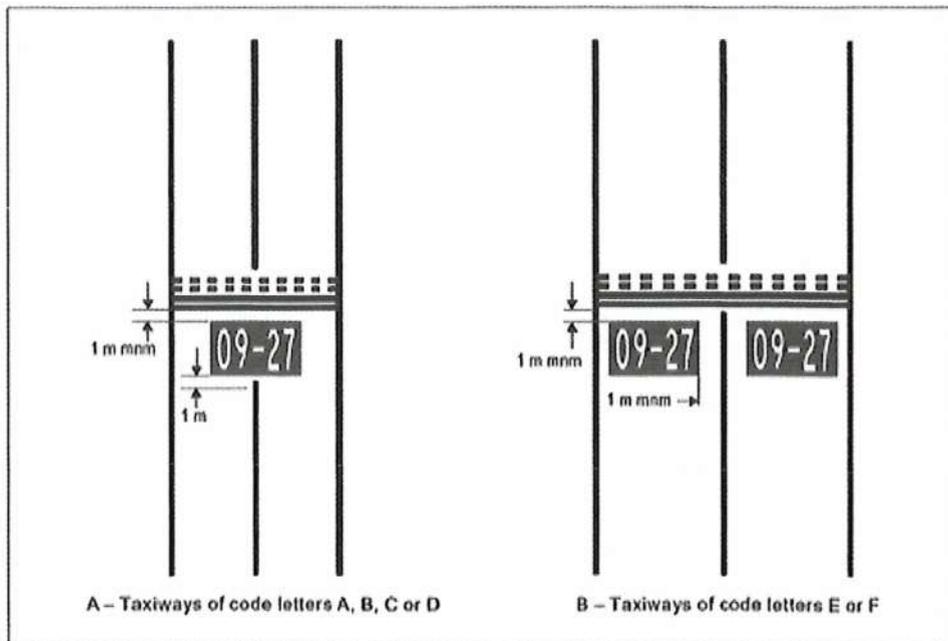


Figure S1-15. Mandatory instruction marking

- (i) inserting the words "Figure S1 - 27 - Arrangement of runway threshold and runway end lights" at the figure immediately after Figure S1-26,
- (ii) inserting the words "Figure S1 - 40 - Light spacing (X) in accordance with Schedule 8." at the figure immediately after Figure S1-39,
- (iii) inserting the words "Figure S1 - 3" immediately before the words "Table for Taxiway minimum separation distances",
- (iv) inserting the following immediately after Table S1-13;

Table S1-14 Characteristics of obstacle lights

1	2	3	4			7
			Peak intensity (cd) at given Background Luminance (b)			
			Day (Above 500 cd/m <sup>2</sup> )	Twilight (50-500 cd/m <sup>2</sup> )	Night (Below 50 cd/m <sup>2</sup> )	
Light Type	Colour	Signal type/ (flash rate)				Light Distribution Table
Low-intensity, Type A (fixed obstacle)	Red	Fixed	N/A	N/A	10	Table 6-2
Low-intensity, Type B (fixed obstacle)	Red	Fixed	N/A	N/A	32	Table 6-2
Low-intensity, Type C (mobile obstacle)	Yellow/Blue (a)	Flashing (60-90 fpm)	N/A	40	40	Table 6-2
Low-intensity, Type D (follow-me vehicle)	Yellow	Flashing (60-90 fpm)	N/A	200	200	Table 6-2
Low-intensity, Type E	Red	Flashing (c)	N/A	N/A	32	Table 6-2 (Type B)
Medium-intensity, Type A	White	Flashing (20-60 fpm)	20 000	20 000	2000	Table 6-3
Medium-intensity, Type B	Red	Flashing (20-60 fpm)	N/A	N/A	2000	Table 6-3
Medium-intensity, Type C	Red	Fixed	N/A	N/A	2000	Table 6-3
High-intensity, Type A	White	Flashing (40-60 fpm)	200 000	20 000	2000	Table 6-3
High-intensity, Type B	White	Flashing (40-60 fpm)	100 000	20 000	2000	Table 6-3

- a) See 6.2.2.6
- b) For flashing lights, effective intensity as determined in accordance with the *Aerodrome Design Manual* (Doc 9157), Part 4.
- c) For wind turbine application, to flash at the same rate as the lighting on the nacelle.

- (b) at Schedule 9 by inserting the words "Windsock directional indicator specifications" immediately after the words "Schedule 9";
- (c) at Schedule 10 by inserting the following immediately after Form N –

“SCHEDULE 10

FORM O

Aerodrome Establishment Certificate/ Renewal Application Form  
(Civil Aviation (Aerodromes Design and Operations) Regulations 2022, reg 5 (2))

An aerodrome establishment certificate applicant shall complete both Section 1 and 2 of the application, below, in full.

**Section 1. PARTICULARS REGARDING THE APPLICANT**

Full name of Applicant : .....

Organisation: .....

Nationality of Certificate Holder: .....

Address: .....  
.....  
..... Postal Code: .....

Position: .....

Phone: ..... Fax: ..... E-mail: .....

Legal status of applicant/holder (individual/close corporation/company/trust/other – specify):  
.....

Registration number in the case of a close corporation/company/trust:  
.....

Full particulars in respect of the individual/each responsible director/shareholder/partner/member/office bearer:				
Name	Position	Identity number	Nationality	Country of permanent residence

Are you the owner of the aerodrome site? .....

- (a) If yes, please enclose documents of ownership; and
- (b) If not, please enclose any documented rights you hold over the site.

**Section 2: DETAILS OF THE AERODROME**

Proposed Aerodrome Name: .....

Geographical Position South: ..... East: .....

Aerodrome Category: .....

The Aerodrome Design Plans shall clearly show, as prescribed by the Authority:

- (a) Aerodrome Physical Characteristics
- (b) Obstacle Limitation Surfaces
- (c) Integrated security measures in accordance with the Civil Aviation (Security) Regulations
- (d) Visual aids for navigation
- (e) Obstacles and Restricted Areas
- (f) Appropriate equipment and installations
- (g) Airspace classification, where appropriate
- (h) Topographical map, indicating contours at one (1) metre interval

Before submitting an application for an aerodrome establishment certificate, the applicant shall consult all relevant land authorities and enclose consent letters from the following:

- (a) Ministry of Lands, Water and Sanitation where the aerodrome site is on State Land
- (b) Local Land Board and Tribal Authority where the aerodrome site is on tribal land.
- (c) Director of the Department of Environmental Affairs
- (d) Director of Wildlife and National Parks
- (e) The District Commissioner

Signature of Applicant: .....

Date: .....

FORM P

Aerodrome Establishment Certificate  
(Civil Aviation (Aerodromes Design and Operations) Regulations 2022, reg 6)

Pursuant to Part II of Civil Aviation (Aerodromes Design and Operations) Regulations, 2022, the Civil Aviation Authority of Botswana (CAAB) is pleased to grant (name) ..... , permission for construction of an aerodrome at (location) .....

Validity of the certificate is two years from date of issuance.

The approval is granted on the following conditions:

- (a) The design and construction of the aerodrome is undertaken by a person registered by the relevant professional body.
- (b) The Authority shall inspect the site of the aerodrome during construction to ascertain compliance with standards prescribed in the Civil Aviation (Aerodromes Design and Operations) Regulations 2022; and
- (c) ..... (the Aerodrome Operator) shall apply for a license to operate the aerodrome once construction is complete.
- (d) The construction shall comply with requirements from Department of Environmental Affairs.

I, ..... hereby certify that the holder of this certificate has been duly approved to construct an aerodrome in accordance with part two of Civil Aviation (Aerodromes Design and Operations) Regulations, 2022.

Signature: .....

Date: .....

CAAB Stamp".

MADE this 14th day of June, 2024.

ERIC M. MOLALE,  
Minister of Transport and Public Works.