



Airports Authority of India

Department of Aerodrome Safeguarding

Rajiv Gandhi Bhavan, New Delhi-110003.

[File No. AAI/ATM/DoAS/72/2019]

Dated: 05th February 2020

AERODROME SAFEGUARDING CIRCULAR (ADSAC) 2 OF 2020

Sub: Grant of heights through Aeronautical Study and Shielding Criteria
Non-compliance of Risk Mitigation Measures
by the Owner/Builder/Developer – reg.

1. Introduction

- 1.1. Through the Appeal Process as per the provision of GSR-751(E) and with the approval of the Appellate Committee, on the basis of Aeronautical Study & Shielding Study, higher heights above the Obstacle Limitation Surfaces are granted which results in creation of obstacles around the airport. To ensure continued safe aircraft operations, these obstacles need to be published, duly lighted and marked as per the guidelines specified in chapter 6 and appendix 6 of Civil Aviation Requirement Series B Part I Section 4, available on DGCA India website: www.dgca.nic.in. Copy attached for ready reference.
- 1.2. The mitigation measures as mentioned under sub Para (a), (b) & (c) shall be adopted to fulfil the requirements of,
- i. A pilot's need to be made aware of potentially hazardous condition; and
 - ii. The responsibility of the state to publish deviations from standards that would otherwise be assumed under licensing status.
- a) The Airport Operator should publish the obstacle, to fulfil the above requirement, before its penetration of the Obstacle Limitation Surface. It is the responsibility of the applicant/owner to notify the Airport Operator/Airport Director accordingly.
 - b) The day marking and night lighting shall be provided by the applicant/owner as per the guidelines specified in DGCA Civil Aviation Requirement Series B Part-1 Section 4, in Co-ordination with and to the satisfaction of the Airport Operator/Airport Director.



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- c) Any Temporary structure such as crane, being used for the purpose of construction, should not exceed the permissible top elevation without the written permission of the Airport Operator/Airport Director. Refer ADSAC 3 of 2019.

2. Purpose

2.1. The purpose of this Aerodrome Safeguarding Circular (ADSAC) is to promulgate the detailed procedures to be followed by the Airport Director/ CEO of an airport & the Designated Officer of the concerned DoAS Unit and by the other officers of licensed civil airports for strict compliance of mitigation measures to be adopted by owner/Developers/Builders for effective aerodrome safeguarding, as envisaged in the NOC letter, for safe aircraft operations.

2.2. The issue of non-compliance of the mitigation measures by the owner/Developers/Builders was considered by the Appellate Committee in its meeting dated 23rd April 2019 and approved the procedure to deal with the situation. The same is published through this ADSAC.

2.3. This ADSAC explains the process of compliance of mitigation measures, viz :

2.3.1. Furnishing a Copy of the Authorization letter, NOC issued and a Quarterly Consolidated list of such Proposed Buildings / Structures, to the Airport Concerned.

2.3.2. Conducting of site verification by the Airport In-Charge/APD/CEO before issuance of NOC and before issuance of Occupancy Certificate by the Local Bodies.

2.3.3. Issuance of Notice of non-compliance by the concerned Airport In-charge/APD/CEO, as the case may be.

2.3.4. In case of continued non-compliance by the Owner/Developer/Builder, cancellation of NOC by the concerned Designated Officer on the request of Airport In-charge/APD/CEO.

2.4. By implementing these procedures, the Airport Operator will be able to establish an effective Obstacle Control and Monitoring Process for the safe aircraft operations at the airport, viz-a-viz, marking and lighting of man-made Obstacles in the Airport vicinity.

3. Scope / Applicability

3.1. This ADSAC applies to all airports under operational and management control of AAI and the other public and private use licenced civil airports for which AAI is responsible for issuance of NOC for height clearance under GSR751(E) or any other notification issued by GOI for the purpose under the Aircraft Act 1934 Section 9A.



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4. Cancellation

4.1. Nil

5. Effective date

5.1. This ADSAC will be effective from the date of its issue.

6. Procedure for compliance of NOC's terms & conditions by the developers particularly mitigation measures such as lighting and marking of obstacles for which higher height has been granted by AAI.

6.1. DoAS, AAI, CHQ will provide a copy of the Authorisation Letter, whereby Higher Height is granted, based on Aeronautical Study or Shielding Criteria, to the Airport Operator concerned.

6.2. The Designated Officer of the DoAS centre concerned will provide a copy of the NOC issued, on the basis of the Authorisation letter issued by DoAS, AAI, CHQ, to the Airport Operator Concerned

6.3. DoAS, AAI, CHQ will provide, on a Quarterly basis, consolidated list of Buildings / Structures where higher heights have been granted by Appellate Committee on the basis of Aeronautical Study or Shielding Criteria, to the concerned Airport Operator.

6.4. Airport Operator will carry out the site verification of such buildings/structures to ensure that the terms and conditions of NOC, including the Permitted Top Elevation (PTE) and the Stated Mitigation Measures, were complied with by the owner/builder/developer before Occupancy Certificate is issued by the concerned Local Body.

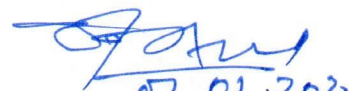
6.5. If it is found that the owner/builder/developer has not complied with any of the Stated Mitigation Measures to the satisfaction of the Airport Operator, a notice to the owner/builder/developer, for compliance of the terms and conditions of the NOC within 30 days, will be served by the Officer-In-charge/APD/CEO of the concerned airport with a copy to Local Body.

6.6. In case of continued default by the owner/builder/developer after the lapse of 30 days as above, the Airport Operator will notify the concerned Designated Officer of AAI. The Designated Officer of AAI will issue a show cause notice to the concerned builder/developer to respond within 15 days, in view of non-compliance, as to why the NOC may not be cancelled, under intimation to the Local Municipal Corporation.



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- 6.7. In case of continued default by the builder/developer, the concerned Designated Officer will cancel the NOC. A copy of the NOC cancellation letter should also be endorsed to the Local Municipal Corporation for necessary action, including denial/cancellation of Occupancy Certificate, if so deemed fit, by the concerned authority.
- 6.8. Permissible Top Elevation (PTE) violations shall be dealt as per the provisions of The Aircraft (Demolition of Obstructions caused by Buildings and Trees etc.) Rules, 1994.
7. **Validity:** This ADSAC will remain valid till it is amended or withdrawn or incorporated in the Aerodrome Safeguarding manual.
8. **Document Control and feedback:** This ADSAC has been issued by the office of ED (ATM-DoAS), AAI. Any feedback, suggestion or the error in this document may be brought into the notice of GM (Aerodrome Safeguarding) at AAI CHQ at gmnoc@aai.aero.


07.02.2020
(J.P. Alex)

Executive Director (ATM-DoAS)

Dated: 05th February 2020.

Distribution:

1. All REDs/All APDs of AAI.
2. Chief Executive Officers of all Joint Venture Airports.
3. In-Charge of all licensed Private and State Govt. Airports including RCS Airports.