



# Airports Authority of India

DEPARTMENT OF AERODROME SAFEGUARDING

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## AERODROME SAFEGUARDING CIRCULAR (ADSAC) 1 OF 2019

**Subject: Framework for Issuance of Aerodrome Safeguarding Circulars (ADSACs)**

### 1. Introduction

- 1.1 The airspace around an airport is considered an integral part of the airport. The natural terrain or the manmade structures at the airport or in its vicinity may impact the safety and regularity of the aircraft operations. Structures or trees, infringing the Obstacle Limitation Surfaces (OLS) emanating from the Aerodrome Ground Aids or hindering the optimum flight paths of the arriving and departing aircraft and/or creating obstruction in the propagation of radio signals from the Communication, Navigation and Surveillance (CNS) facilities, needs to be regulated.
- 1.2 The effective utilization of an aerodrome may be considerably influenced by the unregulated or unauthorized structures and may result in:
  - 1.2.1 Limitations on the distances available for take-off and landing operations;
  - 1.2.2 The range of meteorological conditions in which take-off and landing operations can be undertaken;
  - 1.2.3 A reduction in the payload of some aircraft types; or
  - 1.2.4 Any of the combinations above.
- 1.3 Govt. of India, under the provision of section 9A of the Aircraft Act 1934, issue notification detailing the rules and procedure for regulating the height of the structures at the airport and its vicinity. Current notification is GSR751E issued on 30<sup>th</sup> September 2015. The responsibility to issue No Objection Certificate (NOC) to buildings and other structures in respect of the licensed civil aerodromes is vested in the Airports Authority of India. However, effective **Aerodrome Safeguarding** is a multidisciplinary function. Control and Monitoring of the obstacles is the responsibility of the concerned airport through its Airport Director or the CEO. Concerned Local Bodies, who are responsible for the planning and development in their respective area plays an important role in safeguarding an airport.



## **2. Purpose & Objective**

- 2.1 This being the first of the Aerodrome Safeguarding Circular (ADSAC) to be issued, the purpose is to define the Framework for this set of Circulars, to be issued time to time.
- 2.2 The Objective of ADSAC is to clearly lay down various Policies and Procedures related to Aerodrome Safeguarding, as guidance to all personnel involved. Since effective **Aerodrome Safeguarding** is a multidisciplinary function, role of each functionary/ Directorate/airport/agency needs to be defined clearly.

## **3. Scope / Applicability**

- 3.1 The Scope of All Aerodrome Safeguarding Circulars (ADSACs) extends to all AAI personnel posted at AAI CHQ, AAI Regional Offices, Airports and AAI remote CNS locations. Since AAI is responsible for issue of height clearance for the Joint Venture (JV) Airports, State Government and the privately owned Airports licensed (for Private or Public Use) by DGCA, the scope of these circular also extend to them as required by the extant regulations. Other provisions may be advisory to them. A list of all the Aerodromes for which AAI is mandated to provide Aerodrome Safeguarding services is placed in Annexure 1.
- 3.2 Certain provision of these circulars may be required to be followed by the developers and builders who plan real estate in airport vicinity and use CCZM or apply for NOC for height clearance. Local Bodies who are important stakeholder in airport functioning and responsible for implementation of the building bye laws.
- 3.3 The series of ADSACs will be issued by ED (ATM) responsible for Aerodrome Safeguarding after due deliberations with the concerned Directorates in AAI CHQ.

## **4. Aerodrome Safeguarding**

- 4.1 Aerodrome Safeguarding is a process undertaken by airports to ensure that any development or activity taking place within the vicinity of the aerodrome does not adversely affect the safe and efficient movement of aircraft.
- 4.2 The following functions shall be carried out in a coordinated manner for the effective implementation Aerodrome Safeguarding process at an airport:
  - 4.2.1 Issuance of NOC for height clearance by the Designated Officers of DoAS units of AAI
  - 4.2.2 Control and Monitoring of the Obstacles by the aerodrome safeguarding teams,
  - 4.2.3 Conducting of obstacle surveys,
  - 4.2.4 Marking and lighting of obstacles,