



AIRPORTS AUTHORITY OF INDIA

Department of Aerodrome Safeguarding

Rajiv Gandhi Bhawan, New Delhi-110003

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

AERODROME SAFEGUARDING CIRCULAR (ADSAC) 09 OF 2020

Subject: Processing of NOC Applications for height clearance for Airport Equipment and Essential Navigation Aids

1. Introduction

1.1. At airport various visual and non-visual aids (e.g. approach lighting towers, meteorological equipment, radio navigational aids) are located near runways, taxiways and aprons, where they may present a hazard to aircraft in the event of accidental impact during landing, take-off or ground manoeuvring. All such equipment and their supports should be frangible and mounted as low as possible to ensure that impact does not result in loss of control of the aircraft.

1.2. The frangibility is achieved by use of lightweight materials and/or the introduction of break-away or failure mechanisms that enable the object to break, distort or yield under impact.

1.3. Obstacles to be made frangible

1.3.1 Obstacles are defined as all fixed objects, or parts thereof, that are located on an area intended for the surface movement of aircraft or that extend above a surface intended to protect an aircraft in flight. The first objective should be to site objects so that they are not obstacles. Nevertheless, certain airport equipment and installations, because of their function, must be located in an operational area. All such equipment and installations as well as their supports should be of minimum



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mass and frangible in order to ensure that impact does not result in loss of control of the aircraft.

- 1.4. Any equipment or installation required for air navigation purpose installed near runways, taxiways and apron may not be evaluated through NOC Application System (NOCAS) as whole runway strip is incorporated as No Construction Zone. Also, Obstacle Free Zone (OFZ) system (Inner Approach, Inner Transition and Bailed Landing) are not incorporated in NOCAS.
- 1.5. For a precision approach runway, the OFZ shall be kept free from fixed objects other than light weight frangible mounted aids to air navigation, which must be near the runway to perform their function.

2. Purpose

- 2.1. To define the list of airport equipment or air navigations aids installed in operational area which need to meet the frangibility requirements and processing of such installations by the concerned airport and AAI DoAS office for timely issuance of necessary approvals, including No Objection Certificate if so required.

3. Scope / Applicability

- 3.1. This ADSAC applies to all Airports for which AAI is responsible for Aerodrome Safeguarding, vide the provisos of GSR 751(E), as amended from time to time.

4. Cancellation

- 4.1. AAI CHQ Letter AAI/ATM/NOC/32/2017 dated 23rd March 2017 on waiver of NOC for AWOS is withdrawn.

5. Effective date

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



6. Obstacle Free Zone

6.1. The Inner Approach, Inner Transitional and Balked Landing Surfaces (collectively referred as Obstacle Free Zone or OFZ)

6.2. Obstacles Free Zone shall be established for a runway equipped with precision approach (ILS) category I, II and III operations. The zone shall be kept free from fixed objects other air navigation aids, which must be near the runway, to perform their function, mounted on light weight frangible fixtures.

6.3. The dimensions and slopes of the Obstacles free zone (Code 3 and 4) are given below.

6.3.1. The inner approach surface

6.3.1.1.	Width	120 meters
6.3.1.2.	Distance from Threshold	60 meters
6.3.1.3.	Length	900 meters
6.3.1.4.	Slope	2%

6.3.2. The inner transitional surface

6.3.2.1.	Slope	33.3%
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6.3.3. Balked Landing Surface

6.3.3.1.	Length of the Inner edge	120 meters
6.3.3.2.	Distance from Threshold	1800 meters
6.3.3.3.	Divergence	10%
6.3.3.4.	Slope	3.33 %

7. Siting of Equipment in Operation Area and their Frangibility Requirement

(As per GSR 751 (E) and DGCA CAR Section 4 Series 'B' Part I, Aerodrome Design and Operations)