



Advisory Circular

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Guidance Materials for Obstacle Restriction, Marking, Lighting and Removal

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CIVIL AVIATION AUTHORITY OF NEPAL

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FOREWORD

Nepal as a Contracting State to the Convention on International Civil Aviation has an obligation to the international community to ensure that civil aviation activities under its jurisdiction are carried out in strict compliance with the Standards and Recommended Practices contained in the nineteen Annexes to the Convention on International Civil Aviation in order to maintain the required aviation standards.

As per Airport Certificate Regulation - 2004 (First Amendment - 2016), the Aerodrome Manual requires to have an Obstacle Restriction (Control) and Monitoring Management System in place for any certified airport.

An aerodrome operator is required to monitor the airspace around the aerodrome for infringement of the obstacle limitation surfaces by any object, building or structure. The aerodrome operator must take all reasonable measures to ensure that obstacles at or within the vicinity of the aerodrome are detected as quickly as possible. The aerodrome operator is required to inform the CAAN Head office immediately he becomes aware of the presence of an obstacle, giving details of its height and location and amended declared distances and gradients where applicable. In addition, where the aerodrome operator becomes aware of any development or proposed construction near the aerodrome that is likely to create an obstacle, he must inform the CAAN Head office as soon as practicable, giving all details of the likely obstacle.

Users of this Advisory Circular are requested that the provisions of the *Civil Aviation Authority Act - 1996 (2053 B.S.)*, *CAAN Airport Certificate Regulations - 2004 (First Amendment - 2016)* and *Civil Aviation Regulation 2002, (Third Amendment 2017)* rather than this Advisory Circular, determine the requirements of, and the obligations imposed by or under, the civil aviation legislation. Users should refer to the applicable provisions when any doubt arises.

This Authority may, without any prior notice, change the content of this Advisory Circular as appropriate.



Director General

Civil Aviation Authority of Nepal

Babarmahal, Kathmandu, Nepal

February 2022

Chapter 1. Introduction

1.1 Purpose

The aim of this advisory circular is to provide guidance to aerodrome operators with the requirements for control of obstacles at and in the vicinity of the aerodrome to minimize the hazard to aircraft operations created by the presence of natural or man-made obstacles.

1.2 Requirements

1.2.1 An aerodrome operator is required to monitor the airspace around the aerodrome for infringement of the obstacle limitation surfaces by any object, building or structure. The aerodrome operator must take all reasonable measures to ensure that obstacles at or within the vicinity of the aerodrome are detected as quickly as possible. The aerodrome operator is required to inform ASSD, CAAN immediately after he becomes aware of the presence of an obstacle, giving details of its height and location and amended declared distances and gradients where applicable. In addition, where the aerodrome operator becomes aware of any development or proposed construction near the aerodrome that is likely to create an obstacle, he must inform ASSD, CAAN as soon as practicable, giving all details of the likely obstacle.

1.2.2 The method of assessing the significance of any existing or proposed object within the aerodrome boundary or in the vicinity of the aerodrome is to establish defined obstacle limitation surfaces particular to the runway and its intended use. Obstacles which penetrate the obstacle limitation surfaces may in certain circumstances cause an increase in the obstacle clearance altitude or obstacle clearance height for an instrument approach procedure or any associated visual circling procedure. In ideal circumstances, all the surfaces will be free from obstacles, but when a surface is infringed, any safety measures required by the CAAN will give consideration to the following:

- a) The nature of the obstacle and its location relative to the surface origin, to the extended centreline of the runway or normal approach and departure paths and to existing obstructions;
- b) The amount by which the surface is infringed;
- c) The gradient presented by the obstacle to the surface origin;
- d) The type of air traffic at the aerodrome; and
- e) The instrument approach procedures published for the aerodrome.

1.2.3 Safety measures could be as follows:

- a) Promulgation in the AIP of appropriate information;
- b) Marking and/or lighting of the obstacle;
- c) Variation of the runway distances declared as available;

- d) Limitation of the use of the runway to visual approaches only; and
- e) Restrictions on the type of aircraft traffic.

1.2.4 Particular attention should also be given to the security of the movement area and access denied to unauthorized persons and/or vehicles.

1.3 Legislation, Standards and Technical References

1.3.1 Clause 7 (1) (d) of the Civil Aviation Authority Act - 1996 empowers CAAN to prohibit, restrict or remove any structures and/or objects (mobile or immobile) that may cause obstruction or hazard to aircraft operations.

1.3.2 Definitions and standards for the establishment of the OLS are contained in the Civil Aviation Requirements for Aerodromes (CAR-14, Part 1): Aerodrome Design and Operations. The separate functions of the OLS and Manual of Standards Aeronautical Information Service (MOS – AIS) surfaces are explained in the ICAO Airport Services Manual Part 6 "Control of Obstacles".

1.3.3 Details of the surfaces used to account for obstacles in instrument procedure designs are contained in the ICAO document "Procedure Manual for Acceptance and/or Approval of Instrument Flight Procedure Design Documents".

1.4 Responsibility

Ultimate responsibility for restriction and control of obstacles, must in practice, rest with the aerodrome operator. This includes the responsibility for controlling obstacles on aerodrome property and for arranging the removal or lowering of existing obstacles outside the aerodrome boundaries.

Chapter 2. Obstacle Restriction/Control

- 2.1** Aerodrome operator should designate a member of his staff to be responsible for the continuing process of ensuring that aerodrome approach, departure and maneuvering areas remain clear of obstacles that may jeopardize safety. The aerodrome operator must maintain constant vigilance to prevent erection of obstacles around his aerodrome. The aerodrome operator should establish a programme of regular and frequent visual inspections of all areas around the aerodrome in order to be sure that construction activity or natural growth likely to infringe any of the obstacle limitation surfaces is discovered before it becomes a problem. This inspection programme should also include a daily observation of all obstacle lights, both on and off the aerodrome, and corrective action taken in event of light failure.
- 2.2** When considering obstacle control the following should not be overlooked:
- a) Objects which penetrate the approach surface are critical since they represent an erosion of the clearance between the final approach path, usually 3 degrees, and fixed or Mobile obstacles on the ground. On an approach where the approach surface is significantly obstructed, the safe operation of aircraft is ensured by raising the aerodrome approach meteorological minima. If the object penetrates into the approach surface, the landing threshold is displaced, effectively reducing the available landing distance. This can have an adverse effect on the regularity of aircraft operations and could impose payload penalties on landing aircraft;
 - b) The transitional surfaces are adjacent to the runway strip and approach surface. Penetration of them by an obstacle result in the reduction in the clearance available whilst carrying out an approach to land or during a missed approach procedure. Such obstacles may have an adverse effect on the aerodrome meteorological minima and may need marking and lighting;
 - c) Aircraft performance requirements, applicable to take-off and climb, require all aircraft to clear all obstacles by a minimum specified margin. For a multi-engine aircraft, that requirement includes the climb following failure of the critical engine. Objects which penetrate approach and take-off climb surfaces do not represent a degradation of safety standards but they may impose significant payload penalties on aircraft taking off;
 - d) The inner horizontal surface is more significant for VFR operations. It also provides protection for circuiting aircraft following an instrument approach. It does not usually represent a critically limiting surface around a large aerodrome handling IFR traffic, except in so far that it extends beneath the approach surface;
 - e) The conical surface represents the obstacle limiting surface some distance from the aerodrome. It is often not practical to control obstacles which penetrate this surface, although it does usually provide a limit to new construction;
 - f) Obstacle control, to maintain or improve the Aerodrome Obstacle Chart - Type “A” obstacle profile, should be based on the clear understanding of the performance requirements of the aircraft regularly using the aerodrome or those proposed to be brought into regular use;

- g) Any obstacles which are allowed to penetrate the established PANS-OPS surfaces could raise the minimum safe altitudes of the aerodrome instrument flight procedures. This could have an adverse effect on the regularity of aircraft operations.

Chapter 3. Identification of obstacles

- 3.1** Identification of obstacles requires a complete engineering survey of all areas beneath the aerodrome obstacle limitation surfaces.
- 3.2** The initial survey should produce a chart presenting a plan view of the entire aerodrome and its environs. The scope of the chart should be to the outer limit of the conical, approach, and take-off climb surfaces. It will need to include profile views of all obstacle limitation surfaces. Each obstacle should be identified in both plan and profile with its description and height above the datum, which should be specified on the chart. Engineering field surveys can be supplemented by aerial photographs and photogrammetry to identify possible obstacles not readily visible from the aerodrome.
- 3.3** Constant vigilance is required to ensure the control of obstacles. Periodic surveys should be conducted to ensure the validity of the information in the initial survey. The aerodrome operator should make frequent visual observations of surrounding areas to determine the presence of new obstacles. Follow-up surveys should be conducted whenever significant changes occur. A detailed survey of a specific area may be necessary when the initial survey indicates the presence of obstacles for which a control programme is contemplated. Following completion of an obstacle control programme, the area should be resurveyed to provide corrected data on the presence or absence of obstacles. Similarly, revision surveys should be conducted if changes are made, or planned, to the aerodrome characteristics such as runway length, elevation or orientation. Changes in obstacle data arising from surveys are to be notified to the Aeronautical Information Service (AIS) as soon as practicable for promulgation to aircraft operators.

Chapter 4. Methods of Control

The viability and safety of aerodrome use by aircraft operators can be assured by establishing effective obstacle control to maintain the obstacle limitation surfaces. Control can be achieved in a number of ways by:

- a) Enactment of height zoning protection by the local government authority;
- b) Establishing an effective obstacle removal programme; or
- c) Purchasing of easement or property rights or all of these.

4.1 Height Zoning

- 4.1.1 The objective of height zoning is to protect the aerodrome obstacle limitation surfaces from intrusion by manmade objects and natural growth such as trees.
- 4.1.2 This is done by the enactment of ordinances identifying height limits underneath the aerodrome obstacle limitation surfaces. The responsibility for the enactment of such an ordinance is a matter between the aerodrome operator and the local government authority.
- 4.1.3 To implement height zoning, a zoning map should be prepared for the guidance of local government authority. The map should indicate all zoning criteria and should cover the aerodrome design obstacle limitation surfaces and where applicable, the take-off flight path for the aerodrome obstacle chart Type “A” and any PANS-OPS surfaces.

4.2 Obstacle Removal

- 4.2.1 When obstacles have been identified, the aerodrome operator should make every effort to have them removed, or reduced in height so that they are no longer an obstacle. If the obstacle is a single object, it may be possible to reach agreement with the owner of the property to reduce the height to acceptable limits without adverse effect. Examples of such objects are a tree, a chimney, or a cell phone tower.
- 4.2.2 In the case of trees, which are trimmed, agreement should be reached in writing with the property owner to ensure that future growth will not create new obstacles. Property owners can give such assurance by agreeing to trim the trees when necessary, or by permitting access to the premises to have the trimming done by the aerodrome operator’s representative. It is important to assess the growth rate of trees and trim them low enough so that the ensuing growth will be below the obstacle surface until the surface is next due for survey.
- 4.2.3 Some aids to navigation both electronic, such as ILS components, and visual, such as approach and runway lights, constitute obstacles which cannot be removed. Such objects should be designed and constructed to be frangible, and mounted on frangible couplings so that they will fail on impact without significant damage to an aircraft.

4.3 Easements or Property Rights

- 4.3.1 In those areas where zoning is inadequate, the aerodrome operator may take steps to protect the obstacle limitation surfaces by other means. Examples of zoning inadequacies might be locations close to runway ends or where obstacles exist. Examples of other means might be such as gaining easements or property rights. They should include removal or reduction in height of existing obstacles and measures to ensure that no new obstacles are allowed to be erected in the future.
- 4.3.2 Where agreement can be reached for the reduction in height of an obstacle, the agreement should include a written aviation easement limiting heights over the property to specific levels unless effective height zoning has been established.

4.4 Marking and Lighting of Obstacles

- 4.4.1 Where it is impractical to eliminate an obstacle, it should be appropriately marked or lighted, or both, to be clearly visible to pilots in all weather and visibility conditions.
- 4.4.2 The marking and lighting of obstacles is intended to reduce hazards to aircraft by indicating the presence of obstacles. It does not necessarily reduce operating limitations which may be caused by the obstacle. Obstacles should be marked and, if the aerodrome is used at night, lighted, except that:
- a) Lighting and marking may be omitted when the obstacle is shielded by another obstacle; and
 - b) The marking may be omitted when the obstacle is lighted by high intensity obstacle lights by day.
- 4.4.3 Vehicles and other mobile objects, excluding aircraft, on movement areas of aerodromes should be marked and lighted, unless they are used on apron areas only.
- 4.4.4 The aerodrome operator should make a daily visual inspection of all obstacle lights on and around the aerodrome, and take steps to have inoperative lights repaired.

4.5 Obstacle Shielding

The principle of obstacle shielding is employed to permit a more logical approach to restricting new construction and to the requirements for marking and lighting of obstacles. Shielding principles are employed when some object, an existing building or natural terrain, already penetrates above one of the aerodrome design obstacle surfaces. If the obstacle is permanent, then additional objects within a specified area around it can penetrate the surface without being obstacles. The original obstacle dominates or shields the surrounding area.

Chapter 5. Obstacle Monitoring

- 5.1** Details of the procedures for inspection of the aerodrome movement area and obstacle limitation surface, and for obstacle control at an aerodrome are required to be presented in the aerodrome manual.
- 5.2** Particulars in the aerodrome manual of the procedures for the inspection of the aerodrome movement area and obstacle limitation surface must include details of the following:
- a) Arrangements for carrying out inspections, including runway friction and water depth measurement on runways and taxiways during and outside normal hours of aerodrome operations;
 - b) Arrangements and means of communicating with ATC during an inspection;
 - c) Arrangements for keeping an inspection logbook and the location of the logbook;
 - d) Details of inspection intervals and times;
 - e) Inspection checklist;
 - f) Arrangements for reporting the results of inspections and for taking prompt follow-up actions to ensure correction of unsafe conditions; and
 - g) The names and roles of persons responsible for carrying out inspections and their contact numbers during and after working hours.
- 5.3** Particulars in the aerodrome manual for obstacle control must contain details setting out the procedures for:
- a) Monitoring the obstacle limitation surfaces and Type A chart for obstacle in the take-off surface;
 - b) Controlling obstacles within the authority of the aerodrome operator;
 - c) Monitoring the height of buildings or structures within the boundaries of the obstacle limitation surfaces;
 - d) Controlling new developments in the vicinity of the aerodrome;
 - e) Notifying CAAN Head Office of the nature and location of obstacles and any subsequent addition or removal of obstacles for action as necessary, including amendment of AIS publications.