



International Civil Aviation Organization

MIDANPIRG/21 & RASG-MID/11 Meetings

(Abu Dhabi, UAE, 4 – 8 March 2024)

Agenda Item 4.2: Outcomes of the ASPIG

**OBSTACLE CONTROL AND OVERSIGHT
REGULATORY FRAMEWORK WITHIN THE UAE**

(Presented by United Arab Emirates/General Civil Aviation Authority)

SUMMARY

This paper presents the regulatory framework developed and implemented in the UAE with regards to the Obstacle Control and Oversight process, both inside and outside the aerodrome OLS. The new regulatory framework consists on provisions regarding the obstacle Control within the entire territory of the country, including the areas beyond the Obstacle Limitation Surfaces, in order to enhance the air navigation safety for both IFR and VFR operations within the UAE.

Action by the meeting is in paragraph 3

REFERENCE

- UAE CAR ADR
- ICAO ANNEX 14
- ICAO Doc 9157

1. INTRODUCTION

1.1 The GCAA has developed regulations that provides clear provisions and guidance on the obstacle control and oversight process for managing obstacles and planned developments in areas within the aerodromes obstacle limitation surfaces (OLS). In addition, the GCAA has now established regulations for managing obstacles outside of the aerodrome OLS that include protection of the ICAO Annex 15 Electronic Terrain and Obstacle surfaces.

2. DISCUSSION

2.1 The newly developed GCAA regulation mandates amongst others duties and responsibilities, areas of responsibility and safeguarding activities that shall be adopted by the organizations assigned with obstacle control and oversight within the UAE, such as the Aerodrome Operators, Air Navigation Service Providers, the Appropriate Authorities and the Local Planning Authorities.

2.2 The regulation comprises provisions regarding the formal arrangements that have to be established between the organizations assigned with obstacle control responsibilities and the Local Planning Authorities, including the notification, assessment methodology and assessment outcome. It refers to existing obstacle, and also to the new planned structures, during all phases: prior commencing the structures erection, during the construction phase and after completion.

2.3 The provisions regarding the law enforcement roles of the Authority against any violation of the regulation are defined.

2.4 This regulation sets forth provisions relating to the protection of surfaces and areas against existing and planned structures. The objectives of this regulation are:

2.4.1 To establish the processes required for safeguarding airspace within the aerodromes OLS, ensuring the safety of intended aircraft operations and preventing the obstruction of aerodromes, heliports, vertiports, and associated airspace due to the proliferation of obstacles.

2.4.2 It aims to enhance the safety of VFR/SVFR and night VFR operations conducted by State aircraft and general aviation operators, particularly beyond the aerodrome obstacle limitation surfaces (OLS).

2.5 While comprehensive standards and guidance are readily available for the protection of areas within the OLS, such as those provisions found in ICAO Annex 14 and GCAA CAR PART ADR, limited provisions exist beyond the OLS limits. This was identified as a significant hazard with a potential of risk to air navigation safety.

2.6 Thus, the CAR ASP (Airspace), Part OCO (Obstacle Control and Oversight) was developed in order to provide clear, consistent and comprehensive provisions for obstacle control and oversight within and outside the aerodrome OLS.

2.7 Obstacle control areas of responsibility within the UAE are established as follows:

2.7.1 Within the Obstacle Limitation Surfaces

2.7.2 Beyond the Obstacle Limitation Surfaces.

2.8 For areas within the limits of the OLS, the responsibility for obstacle control falls upon the Aerodrome Operators as stipulated in CAR ADR. In cases where this responsibility is delegated to another organization through a formal arrangement, the ultimate accountability remains with the Aerodrome Operator.

2.9 For areas beyond the limits of the aerodrome OLS, the Appropriate Authority of the respective area assumes responsibility for ensuring obstacle control up to the defined area of responsibility of the those Authorities. Arrangements shall be established to allow for consultation with the Appropriate Authority regarding proposed construction beyond the aerodrome OLS that exceed heights defined by that authority.

2.10 Aeronautical surveys shall be conducted periodically, in accordance with the relevant regulatory provisions, by GCAA certified surveyors. Additionally, systematic surveillance activities shall be carried out to identify unauthorized obstacles and initiate legal action when necessary.

2.11 Assessments of both existing and planned structures are integral to this provision. These structures must be evaluated against all relevant protection areas and surfaces and not only the

OLS. PANS OPS Surfaces, as well as the protection areas for NAV AIDs and MET equipment shall be considered during the assessment phase.

2.12 Formal arrangements with entities responsible for obstacle control are fundamental to ensuring an effective obstacle control process. It is imperative that all processes shall be thoroughly documented, and related records, including Aeronautical Survey Reports, Inspection Checklists, applications for new structures, and relevant approvals shall be maintained.

2.13 The promulgation of the required aeronautical information is equally vital in this process. To ensure that these processes are executed in accordance with established standards, the GCAA conducts audits of all entities with responsibilities in the obstacle control process within the UAE.

2.14 These provisions collectively aim to enhance the obstacle control process within the UAE and, in doing so, elevate air navigation safety.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) consider a Regional approach for consistent implementation of obstacle control by establishing an WG to review and adopt the provisions; and
- c) agree that MID States share regulatory development and implementation experiences for the benefit of all members.

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