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Agenda Item 4: Provision of AOP in the Asia/Pacific Region

– Certification and Operations of Aerodromes

**COLLABORATIVE APPROACH AND BEST PRACTICES ADOPTED BY RAJIV GANDHI
INTERNATIONAL AIRPORT HYDERABAD INDIA FOR AERODROME SAFEGUARDING
AND OBSTACLE CONTROL**

(Presented by India)

SUMMARY

This paper presents collaborative approach and best practices adopted by GMR Rajiv Gandhi International airport Hyderabad India for aerodrome safeguarding and obstacle control to protect the airspace around aerodrome so as to permit the intended airplane operations at the aerodromes conducted safely and to prevent the aerodrome from becoming unusable by the growth of obstacles around the aerodromes.

1. INTRODUCTION

1.1 The advancement of aviation has brought about several advantages such as faster mobility and greater connectivity to air travellers. In 2018 there would be nearly 4 billion air travellers, and this statistic is predicted to almost double to 7.8 billion by 2036 (IATA, 2017). This means that air traffic will increase incessantly in the coming years. It is also expected that new forms of traffic such as drones and Personal Air Vehicles (PAVs) will begin to integrate into our skies in the near future (SESAR, 2018). Our skies are not only becoming more crowded, but also regions of airspace never fully exploited in the past, such as at Very Low Level (VLL) i.e., height not greater than 500 ft above ground level are being ‘colonised’ by these new applications (Sunil et al., 2015) and (Metropolis, 2015). Therefore, the need for safe air navigation becomes increasingly urgent, also considering that flying closer to the ground means also closer to man-made and natural obstacles. One element required to enable safer air navigation is collaborative approach and implementation of best practices for aerodrome safeguarding and obstacle control to protect. The airspace around aerodromes to be maintained obstacle free so as to permit the intended airplane operations at the aerodromes safe and efficient manner and to prevent the aerodromes from becoming unusable by the growth of obstacles around the aerodromes.

1.1.1 Therefore, this paper will outline challenges and the related requirements for Aerodromes. Promote the aerodrome safeguarding specialism through participation in development of standards, legislation, regulations, material guides, training, and positive community interaction.

2. DISCUSSION

COLLABORATIVE APPROACH AND BEST PRACTICES ADOPTED BY RAJIV GANDHI INTERNATIONAL AIRPORT HYDERABAD INDIA FOR AERODROME SAFEGUARDING AND OBSTACLE CONTROL

2.1 Aerodrome Safeguarding (AS) is a complex discipline that is increasingly important to understand and implement effectively, particularly as development is proposed closer to aerodromes and necessary environmental and societal considerations are changing planning law. At the same time, new, more robust regulations and guidance in aviation are being introduced.

2.2 AS is the procedure by which aerodromes protect the safety of flight and is mandated by the International Civil Aviation Organization (ICAO), European Union Aviation Safety Agency (EASA) and the Planning Circular 1/2003 Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas: the Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002. Potential issues arise in a number of ways, including physical intrusion of protected surfaces or navigaids; frequency interference of CNS; introducing additional risk of a bird strike by changing the habitat with more bird-attractive features; a glint/glare hazard; or new lighting that might confuse or distract pilots.

Best Practices adopted by GHIAL Rajiv Gandhi International Airport Hyderabad for Aerodrome Safeguarding

2.3 The Aerodrome safeguarding team works closely with Local Administration of Hyderabad Municipal corporation and State Government to incorporate Instrument Flight Procedure (IFP) information into a safeguarding map, and was chosen by the Regional Safeguarding Committed to demonstrate the process at the Aerodrome safeguarding workshop, arranged by the Department of Aerodrome Safeguarding Airports Authority of India to introduce the new safeguarding requirements to all aerodrome operators and approved procedure design organizations.

Engaging with the industry and government to form new policy and laws

2.4 There was a safety imperative to revise the Aerodrome Safeguarding circulars (ADSC) & Telangana state Government Order (GO) to incorporate Building and Standing Advisory Committee on Frequency Allocation (SACFA) height Approval, however, as this included a new notification process, the new rules once implemented. It became clear that it would be beneficial for all stakeholders if the Wireless Planning Coordination (WPC) wing & State government engage with AS practitioners earlier in the formation of new policy and laws. The Aerodrome Safeguarding Team and local planning authorities will be able to advice on the potential impact of any changes in practice and will ensure compliance.

2.5 AS, perhaps even more so than other aviation disciplines, needs an operating framework shaped through well-crafted policies, regulations and standards that are easily implemented and understood by the communities outside of the airport boundary fence. There is sometimes a negative reaction when AS gives regulation as a reason to object to proposed development and, unfortunately, AS measures can be viewed as a blight to development or a barrier to meeting environmental targets. The fact is that regulation is necessary to protect the safety of flight, but we need to create trust in the process and provide certainty that AS is not overly officious or unnecessarily stringent. This can only be done by demonstrating that legislation and policy have been brought into practical implementation after thorough consideration of the widest implications by those who will be ultimately responsible. It is imperative that we can show that AS is serving the public interest, is evidence-based and responds to a specific need. It is worth noting that we do not object to proposed development lightly, and we will always strive to work with developers, Local Planning Authorities (LPAs) and third parties to find solutions that do not compromise flight safety.

Creating an Aerodrome Safeguarding Committee

2.6 GHIAL encourages its staff to collaborate widely on all safety matters, so, GHIAL Airside planning & Safeguarding Team Hyderabad Airport approached Regional InCharge of Aerodrome Safeguarding AAI and Local government bodies like Greater Hyderabad Municipal Corporation & Hyderabad Metropolitan Development Authority, with idea to create a new forum for all stakeholders in AS. The Joint forum consisting of Agency Issuing No Objection Certificate, Local Government having regulatory powers and Aerodrome operator monitoring obstacle to improve aerodrome safeguarding can act as positive force bring in discipline for controlling obstacle. The AS Committee facilitates multi-stakeholder cooperation in a way that has not been done before. Previously, the links between different stakeholders such as airports, local planning authorities, Department of Aerodrome Safeguarding (DoAS) AAI, government departments, industry consultants, NGOs etc. has been on a case-by-case basis. AS Committee brought everyone together to connect the constituent parts of maintaining flight safety. Now we have stakeholders who are willing to work together to discuss and negotiate what seem like diverging and competing interests between aviation, development and environmental targets. The world is dynamic, and AS must keep pace with change to not only maintain safety, but also reflect that aviation plays a part in meeting sustainability and climate change measures.

2.7 The AS Committee plays following key roles :

- Promote the aerodrome safeguarding specialism through participation in development of standards, legislation, regulations, material guides, training, and positive community interaction.
- Act as the communication focal point between DoAS-AAI, DGCA, Wireless Planning Coordination (WPC) wing - Standing Advisory Committee on Frequency allocation, Telecom operators, aviation industry stakeholders and State Government /Municipal Administration, WPC and SACFA Authorities and Cell Phone operators on issues relating to aerodrome safeguarding.
- Educate and promote public awareness of aerodrome safeguarding and to promote the necessity to abide by measures to maintain flight safety.
- Provide best practice and guidance materials to assist in the implementation of AS, including development of training materials delivered by established industry experts and accredited by a recognized education institution.
- Represent RGIA airport in consideration of any new issues that affect the implementation of AS.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss any relevant matters as appropriate.

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