

COMPLIANCE CHECKLIST OF CHAPTER-4

SUBJECT: OBSTACLE RESTRICTION AND REMOVAL		RESPONSE BY OPERATOR				
QUESTIONS	REF TO ANO-14-I	YES		NO	N.A.	REMARKS (Include reference to documentation or reason for non-compliance / non-applicability)
		S	NS			
Survey of Obstacle limitation surfaces						
1. What are the procedures for establishment obstacle limitation surface (OLS)?	4.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2. Physical dimensions of the approach, transitional, inner horizontal, conical, outer horizontal OLS surfaces those specified in Table 4-1 of the ANO-14-I?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3. Physical dimensions of the take-off climb OLS surfaces for take-off runways those specified in Table 4-1 of the ANO-14-I?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4. Are the following obstacle limitation surfaces established for a non-instrument runway: — conical surface; — inner horizontal surface; — approach surface; and — transitional surfaces?	4.2.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5. Are the heights and slopes of the surfaces greater than and their other dimensions less than, those specified in Table 4-1 of the ANO-14-I?	4.2.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
6. Are new objects or extensions of existing objects permitted above an approach or transitional surface except when the new object or extension would be shielded by an existing immovable object?	4.2.3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
7. Are new objects or extensions of existing objects permitted above the conical surface or inner horizontal surface except when the object would be shielded by an existing immovable object, or after aeronautical study it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of aeroplanes?	4.2.4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
8. Are existing objects above any of the surfaces required by paragraph 4.2.1 of the ANO-14-I removed as far as practicable, except when, in the opinion of the ASD Chairman, the object is shielded by an existing immovable object, or after aeronautical study it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of aeroplanes?	4.2.5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
9. In considering proposed construction, does the operator take into account possible future development of an instrument runway and consequent requirement for more stringent obstacle limitation surfaces?	4.2.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Non-precision approach runway						
10. Are the following obstacle limitation surfaces established for a non-precision approach runway: — conical surface; — inner horizontal surface; — approach surface; and — transitional surfaces?	4.2.7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
11. Are the heights and slopes of the surfaces greater than, and their other dimensions less than, those specified in Table 4-1 of the ANO-14-I, except in the case of the horizontal section of the approach surface (See paragraph 4.2.9 of the ANO-14-I)?	4.2.8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
12. Is the approach surface horizontal beyond the point at which the 2.5 per cent slope intersects: a) a horizontal plane 150m above the threshold elevation; or b) the horizontal plane passing through the top of any object that governs the obstacle clearance altitude/height (OCA/H); whichever is the higher?	4.2.9	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
13. Are new objects or extensions of existing objects permitted above an approach surface within 3,000 m of the inner edge or above a transitional surface except when, in the opinion of the Chairman the new object or extension would be shielded by an existing immovable object?	4.2.10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
14. Are new objects or extensions of existing objects permitted above the approach surface beyond 3 000 m from the inner edge, the conical surface or inner horizontal surface except when, in the opinion of the Chairman the object would be shielded by an existing immovable object, or after aeronautical study it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of aeroplanes?	4.2.11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
15. Are existing objects above any of the surfaces required by paragraph 8.2.2.7 of the ANO-14-I removed as far as practicable except when, in the opinion of the ASD Chairman, the object is shielded by an existing immovable object, or after aeronautical study it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of aeroplanes?	4.2.12	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
PRECISION APPROACH RUNWAYS						

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16. Are the following obstacle limitation surfaces established for a precision approach runway category I-II and III: <ul style="list-style-type: none"> - conical surface; - inner horizontal surface; - approach surface and inner approach surface; - transitional surfaces - Inner transitional surfaces; and - balked landing surface? 	4.2.13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
17. Are the heights and slopes of the surfaces greater than, and their other dimensions less than, those specified in Table 4-1 of the ANO-14-I, except in the case of the horizontal section of the approach surface (See paragraph 4.2.17 of the ANO-14-I)?	4.2.16	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
18. Is the approach surface horizontal beyond the point at which the 2.5 per cent slope intersects: <ul style="list-style-type: none"> a) a horizontal plane 150m above the threshold elevation; or b) the horizontal plane passing through the top of any object that governs the obstacle clearance limit; whichever is the higher? 	4.2.17	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
19. Are fixed objects permitted above the inner approach surface, the inner approach surface, the inner transitional surface or the balked landing surface, except for frangible objects which because of their function must be located on the strip?	4.2.18	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
20. Are mobile objects permitted above these surfaces during the use of the runway for landing?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
21. Are new objects or extensions of existing objects permitted above an approach surface or a transitional surface except when, in the opinion of the Chairman, the new object or extension would be shielded by an existing immovable object?	4.2.19	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
22. Are new objects or extensions of existing objects permitted above the conical surface and the inner horizontal surface except when, in the opinion of the Chairman an object would be shielded by an existing immovable object, or after aeronautical study it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of aeroplanes?	4.2.20	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
23. Are existing objects above an approach surface, a transitional surface, the conical surface and inner	4.2.21	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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horizontal surface as far as practicable removed except when, in the opinion of the Chairman an object is shielded by an existing immovable object, or after aeronautical study it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of aeroplanes?						
RUNWAYS MEANT FOR TAKE-OFF						
24. Is the following obstacle limitation surface established for a runway meant for take-off: – take-off climb surface?	4.2.22	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
25. Is the dimension of the surface less than the dimensions specified in Table 4-2 of the ANO-14-I, except that a lesser length may be adopted or the take-off climb surface where such lesser length would be consistent with procedural measures adopted to govern the outward flight of aeroplanes?	4.2.23	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
26. Have the operational characteristics of aeroplanes for which the runway is intended been examined to see if it is desirable to reduce the slope specified in Table 4-2 of the ANO-14-I when critical operating conditions are to be catered to?	4.2.24	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
A. If the specified slope is reduced, are corresponding adjustments in the length of take-off climb surface made so as to provide protection to a height of 300m?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
27. Are new objects or extensions of existing objects permitted above a take-off climb surface except when, in the opinion of the Aerodrome Standard division, the new object or extension would be shielded by an existing immovable object?	4.2.25	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
28. If no object reaches the 2 per cent (1:50) take-off climb surface, are new objects limited to preserve the existing obstacle free surface or a surface down to a slope of 1.6 per cent (1:62.5)?	4.2.26	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
29. Are existing objects that extend above a take-off climb surface as far as practicable removed except when, in the opinion of the Chairman, an object is shielded by an existing immovable object, or after aeronautical study it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of aeroplanes?	4.2.27	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
OBJECTS OUTSIDE THE OBSTACLE LIMITATION SURFACES						

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30. Are arrangements made to enable CAAB, ASD Chairman to be consulted concerning proposed construction beyond the limits of the obstacle limitation surfaces that extend above a height established-by CAAB' ASD specified in Art. 4.3.2, in order to carry out an aeronautical study of the effect of such construction on the operation of aeroplanes?	4.3.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
31. In areas beyond the limits of the obstacle limitation surfaces, are objects which extend to a height of 150 m or more above ground elevation regarded as obstacles, unless a special aeronautical study indicates that they do not constitute a hazard to aeroplanes?	4.3.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
OTHER OBJECTS						
32. Are objects which do not project through the approach surface but which would nevertheless adversely affect the optimum siting or performance of visual or non-visual aids, as far as practicable, be removed?	4.4.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
33. Is anything which may, in the opinion of the Aerodrome Standard Division after aeronautical study, endanger aeroplanes on the movement area or in the air within the limits of the inner horizontal and conical surfaces be regarded as an obstacle and removed in so far as practicable?	4.4.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Comments of Inspector (s):

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Conclusions:

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 Signature of Aerodrome Safety Inspector (AGA), Member

 Signature of Aerodrome Safety Inspector (AGA), Member

 Signature of Aerodrome Safety Inspector (AGA), Member

 Signature of Aerodrome Safety Inspector (AGA), Team Leader