

ICAO
UN specialised agency

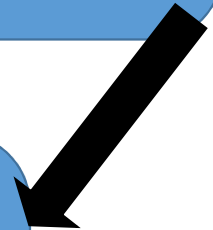
- Annex 4 & 6 (Aeronautical Charts) to the Convention on International Civil Aviation.
- Standards and recommended practice for obstacle declaration, publication and management



EASA
Commission Regulation (EU) No 139/2014
Legal requirements for airport to hold certification under EU law

- Safeguarding of aerodromes and requirement to manage obstacles impacting on safeguarded surfaces

Legal Framework for Obstacle Management at UK Airports



Civil Aviation Act 1982
Primary legislation regulating aviation

- Section 46 power to exercise control over land in interests of civil aviation.
- Section 60 states responsibility of CAA for being satisfied that a licensed aerodrome is safe for use by aircraft, having regard in particular to the physical characteristics of the aerodrome and its surroundings



CAA
UK Statutory body

- Translates EASA/ICAO legislation and provides airports with guidance on how to implement CAP 232 and 168

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“The heights of obstacles around airports are of critical importance to aircraft operations. Information about these are given in detail on the Aerodrome Obstacle Charts — ICAO, Types A, B, and C. These charts are intended to assist aircraft operators in making the complex take-off mass, distance and performance calculations required, including those covering emergency situations such as engine failure during takeoff. Aerodrome obstacle charts show the runways in plan and profile, take-off flight path areas and the distances available for take-off run and accelerate-stop, taking obstacles into account; this data is provided for each runway which has significant obstacles in the take-off area.”

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Reference to Southampton Airport

The data produced in the Type A charts is used by airline performance engineers to run a safety assessment for single engine failure situations when departing both runways at Southampton. This assessment then determines the regularity of operations of aeroplanes that can safely use either runway. This assessment is unique to the aircraft type being used by the individual airline, so any one airline may have different assessments against the same obstacle environment. In order to comply with this international standard the airport needs to publish these charts and must then follow up with a management plan in order to satisfy EASA Certification Specifications.

EASA

Commission Regulation (EU) No 139/2014

Legal requirements for airport to hold
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- Safeguarding of aerodromes and
requirement to manage obstacles impacting
on safeguarded surfaces

2) ADR.OPS.B.075 Safeguarding of aerodromes

(a) The aerodrome operator shall monitor on the aerodrome
and its surroundings:

- (1) obstacle limitation and protection surfaces as
established in accordance with the certification basis,
and other surfaces and areas associated with the
aerodrome, in order to take, within its competence,
appropriate action to mitigate the risks associated with
the penetration of those surfaces and areas;

(b) The aerodrome operator shall have procedures in place for
mitigating the risks associated with obstacles, developments
and other activities within the monitored areas that could
impact safe operations of aircraft operating at, to or from the
aerodrome.



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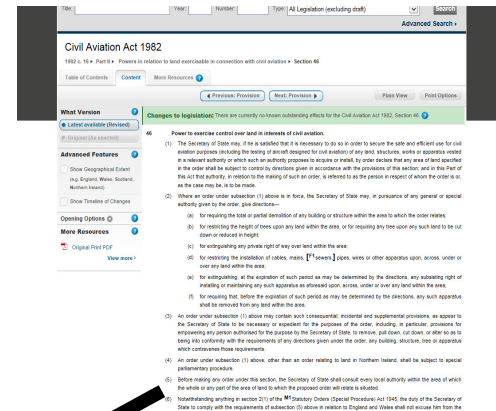
Reference to Southampton Airport

We have a statutory obligation to take appropriate action to mitigate the risks associated with the penetration of the obstacle limitation surfaces, so as to ensure no impact on the safe operations of aircraft now or in the future.

Civil Aviation Act 1982

Primary legislation regulating aviation

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46 Power to exercise control over land in interests of civil aviation.

- (1) The Secretary of State may, if he is satisfied that it is necessary to do so in order to secure the safe and efficient use for civil aviation purposes (including the testing of aircraft designed for civil aviation) of any land, structures, works or apparatus vested in a relevant authority or which such an authority proposes to acquire or install, by order declare that any area of land specified in the order shall be subject to control by directions given in accordance with the provisions of this section; and in this Part of this Act that authority, in relation to the making of such an order, is referred to as the person in respect of whom the order is or, as the case may be, is to be made.
- (2) Where an order under subsection (1) above is in force, the Secretary of State may, in pursuance of any general or special authority given by the order, give directions—
 - (a) for restricting the height of trees upon any land within the area, or for requiring any tree upon any such land to be cut down or reduced in height;

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This means that in order to comply with the Act, any landowner with specified trees under the Direction may be required by the SoS to restrict, reduce or remove trees in order to “secure the safe and efficient use for civil aviation purposes”