



## **Obstacle Limitation Surfaces Overlay**

Zone Development Control and Design Regulations – Obstacle Limitation Surfaces Overlay

### **Purpose**

The Obstacle Limitation Surfaces (OLS) Overlay restricts development and obstacles within the airspace around the old Doha International Airport and new Hamad International Airport, as well as any future airports. This is to ensure safe aircraft operations at both of these aerodromes and to prevent the aerodromes from becoming unusable from the establishment of buildings and other obstacles around the aerodromes. This is achieved by establishing a series of obstacle limitation surfaces that define the limits to which objects may project into the airspace.

Objects which penetrate the obstacle limitation surfaces may in certain circumstances cause an increase in the obstacle clearance altitude/height for an instrument approach procedure by aircraft, any associated visual circling procedure, or have other operational impacts on flight procedure design.

In most cases the maximum heights permitted by the obstacle limitation surfaces are greater than the maximum heights permitted by the zone regulations, and therefore adherence to regulations maximum heights should ensure there will be no penetration of the surfaces. However, in certain instances the maximum heights permitted by the surfaces will be less than the maxima permitted by the regulations, or applications may seek a height that extends beyond the maximum height permitted by the regulations to puncture the surfaces.

Where a height is proposed that would potentially penetrate the surfaces, the application will be referred to the Civil Aviation Authority (CAA) for recommendation. In forming a decision on the application, the deciding authority **MUST** endorse the recommendation of the CAA

### **Objectives**

#### *Safe Operation of DIA and NDIA*

1. To ensure the continued safe and efficient operation of the old Doha International and New Hamad International Airports.
2. To ensure that any development application which contains an element that would intrude into the Obstacle Limitation Surfaces is referred to the CAA, and the Authority's recommendation is reflected in the development decision.
3. Future developments and land use on land adjoining airports do not:
  - create hazards to aviation operations
  - create potential adverse impacts on air navigation and other operational elements of the airports
  - increase the risk to public safety or people living and working in the vicinity of airports

**LAND USE ACTIVITY TABLE FOR THE OLS OVERLAY**

To determine whether a proposal is potentially affected by the OLS, determine whether the proposal site is covered by the **OLS Overlay**. If the site is covered by the Overlay, then refer to the **Detailed OLS Plan** to determine maximum permissible height.

PERMITTED	CONDITIONAL	PROHIBITED
Any proposal for any permanent or temporary building or structure that does not penetrate the Obstacle Limitation Surfaces, ie. does not exceed the height limitations, as shown on the detailed Obstacle Limitation plan. Set out below.	Any proposal for any permanent or temporary building or structure that would potentially penetrate the Obstacle Limitation Surfaces, ie. exceed the height limitations, as shown on the detailed Obstacle Limitation Plan- set out below	N/A

**ANY PROPOSAL FOR ANY BUILDING OR STRUCTURE THAT WOULD POTENTIALLY PENETRATE THE OBSTACLE LIMITATION SURFACES WILL BE REFERRED TO THE CIVIL AVIATION AUTHORITY FOR REVIEW AND RECOMMENDATION. THEIR RECOMMENDATION IS BINDING UPON THE DECIDING AUTHORITY.**



Zone Development Control and Design Regulations – Obstacle Limitation Surfaces Overlay

