Civil Aviation Directive (CAD)

Civil Aviation Directive – 1412

Approval of Obstacle Control Limitation

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OCL
Civil Aviation Authority of Malaysia

Issue 01
Revision 00 – 14th December 2026

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Introduction

In exercise of the powers conferred by section 24O of the Civil Aviation Act 1969 [*Act 3*], the Chief Executive Officer makes this Civil Aviation Directive (CAD) 1412 – Approval of Obstacle Control Limitations ("CAD 1412 – Approval of OCL"), in relation to Regulations 27, 28, 29, 30, 64 and 65 of the Civil Aviation (Aerodrome Operations) Regulations 2016 (CAR (AO) 2016) and in Items 116 and 124 of the Schedule of Regulation 3, S of the Civil Aviation (Fees and Charges) Regulations 2016 (CAR (Fees and Charges) 2016).

This CAD contains the standards, requirements, procedures and processes pertaining to the approval to erect any new object or extend existing objects around an aerodrome and its compliance with CAR (AO) 2016 and CAR 2016.

This Civil Aviation Directive 1412 – Approval of Obstacle Control Limitations ("CAD 1412 – Approval of OCL") is published by the Chief Executive Officer under Section 24O of the Civil Aviation Act 1969 [*Act 3*] and come into operation on 14 December 2026.

Non-compliance with this CAD

Any person who contravenes any provision in this CAD commits an offence and shall on conviction be liable to the punishments under section 24O (2) of the Civil Aviation Act 1969 [*Act 3*] and/or under the Civil Aviation (Aerodrome Operations) Regulation 2016.

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(Dato' Captain Norazman Bin Mahmud)
Chief Executive Officer
Civil Aviation Authority of Malaysia

Civil Aviation Directive components and Editorial Practices

This Civil Aviation Directive is made up of the following components and are defined as follows:

Standards: Usually preceded by words such as *"shall"* or *"must"*, are any specification for physical characteristics, configuration, performance, personnel or procedure, where uniform application is necessary for the safety or regularity of air navigation and to which Operators must conform. In the event of impossibility of compliance, notification to CAAM is compulsory.

Recommended Practices: Usually preceded by the words such as "*should"* or "*may*", are any specification for physical characteristics, configuration, performance, personnel or procedure, where the uniform application is desirable in the interest of safety, regularity or efficiency of air navigation, and to which Operators will endeavour to conform.

Appendices: Material grouped separately for convenience but forms part of the Standards and Recommended Practices stipulated by CAAM.

Definitions: Terms used in the Standards and Recommended Practices which are not self-explanatory in that they do not have accepted dictionary meanings. A definition does not have an independent status but is an essential part of each Standard and Recommended Practice in which the term is used, since a change in the meaning of the term would affect the specification.

Tables and Figures: These add to or illustrate a Standard or Recommended Practice and which are referred to therein, form part of the associated Standard or Recommended Practice and have the same status.

Notes: Included in the text, where appropriate, Notes give factual information or references bearing on the Standards or Recommended Practices in question but not constituting part of the Standards or Recommended Practices;

Attachments: Material supplementary to the Standards and Recommended Practices or included as a guide to their application.

It is to be noted that some Standards in this Civil Aviation Directive incorporates, by reference, other specifications having the status of Recommended Practices. In such cases, the text of the Recommended Practice becomes part of the Standard.

The units of measurement used in this document are in accordance with the International System of Units (SI) as specified in CAD 5. Where CAD 5 permits the use of non-SI alternative units, these are shown in parentheses following the basic units. Where two sets of units are quoted it must not be assumed that the pairs of values are equal and interchangeable. It may, however, be inferred that an equivalent level of safety is achieved when either set of units is used exclusively.

Any reference to a portion of this document, which is identified by a number and/or title, includes all subdivisions of that portion.

Throughout this Civil Aviation Directive, the use of the male gender should be understood to include male and female persons.

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Record of Revisions

Revisions to this CAD shall be made by authorised personnel only. After inserting the revision, enter the required data in the revision sheet below.

ISS/REV No.	Revision Date	Revision Details

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Summary of Changes

ISS/REV no.	Item No.	Revision Details

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1 General

1.1 Citation

1.1.1 This Directive is the Civil Aviation Directive 1412 – Approval of Obstacle Control Limitations (CAD 1412 – Approval of OCL), Issue 01/Revision 00, and comes into operation on 14th December 2026.

1.1.2 This CAD 1412 – Approval of OCL, Issue 01/Revision 00 will remain current until withdrawn or superseded.

1.2 Applicability

1.2.1 This CAD shall apply for the approval to erect any new objects or extend existing objects (except aerodromes designated as helidecks and shipboard heliports), and the surveillance activity of any approved obstacles, in accordance with:

a) CAD 14 Vol I – Aerodrome Design and Operations;

b) CAD 14 Vol II – Heliports;

c) CAD 1407 – Water Aerodromes; and

d) CAD 1408 – STOLport.

1.3 Revocation

1.3.1 *RESERVED*

1.4 Definitions

1.4.1 For the definitions of this CAD, refer to CAD 14 Vol I – Aerodrome Design and Operations and CAD 14 Vol II – Heliports. Those definitions are not reproduced in this CAD, with the exception of the following:

Approval of Obstacle Control Limitations means approval issued by CAAM which authorises and permits the erection of any new objects, or extension of existing objects within the vicinity of the aerodrome. Abbreviation

1.5 Abbreviations

AIP	=	Aeronautical Information Publication
ANSA	=	Air Navigation Services and Aerodrome Division
CAAM	=	Civil Aviation Authority of Malaysia
CAD	=	Civil Aviation Directive
CAGM	=	Civil Aviation Guidance Material
CEO	=	Chief Executive Officer
OCL	=	Obstacle Control Limitations

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LOS	=	Line of Sight
VSS	=	Visual Segment Surface
VAC	=	Visual Approach Chart

2 Introduction

2.1 Purpose

2.1.1 Directive of Approval of Obstacle Control Limitations

2.1.1.1 This CAD issued by the CEO of CAAM, sets out the requirements for an applicant to obtain an approval for the erection of any new objects or extension existing objects, in compliance with the Civil Aviation (Aerodrome Operations) Regulations 2016. These standards, requirements and procedures are based on CAD 14 Vol I – Aerodrome Design and Operations, CAD 14 Vol II – Heliports, CAD 1407 – Water Aerodrome and CAD 1408 – STOLport, accordingly.

2.1.1.2 In this regard, this CAD provides the relevant information on controlling of obstacles as follows:

a) Regulations on authorisation to erect any new objects or extend existing objects;

b) Process and requirements for erection of any new objects or extension existing objects; and

c) The surveillance process of erected obstacles.

2.1.1.3 CAAM shall be satisfied that the applicant has fulfilled the requirements in this CAD before authorisation may be granted to the applicant to erect new objects or extend existing objects within the aerodrome vicinity.

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3 Regulation on Approval of Obstacle Control Limitations

3.1 Introduction

3.1.1 All relevant aspects for Approval of Obstacle Control Limitations are based on Part VII of CAR (AO)2016.

3.2 Requirements to Hold the Approval of Obstacle Control Limitations

3.2.1 The requirement for applicants to hold the Approval of Obstacle Control Limitations is stipulated in Regulations 27 and 28 (1) of Civil Aviation (Aerodrome Operations) Regulation 2016.

3.3 Applicant for the Approval of Obstacle Control Limitations

3.3.1 Regulations 28 (2) and (3) of CAR (OA) stipulates that an application for Approval of Obstacle Control Limitations shall be made to the CEO in the form and manner as may be determined by the CEO.

3.4 Issuance of the Approval of Obstacle Control Limitations

3.4.1 Regulations 28 (3) and (4) of CAR (AO) 2016 stipulates that CAAM may authorise the applicant to erect any new objects or extend existing objects if CAAM is satisfied that the applicant has fulfilled provision 3.3 of this CAD.

3.5 Suspension, variation and revocation of the Approval of Obstacle Control Limitations

3.5.1 As stipulated in Regulation 64(1) of CAR (AO) 2016, CAAM as the case may be, suspend, vary or revoke the Approval of Obstacle Control Limitations in the following conditions:

a) if the person/holder of approval contravenes any terms and conditions of the approval;

b) if the person/holder of approval contravenes any provisions of Act 3, CAR (AO) 2016 or this CAD;

c) the approval was obtained by fraud or misrepresentation; or

d) in the event of the death, incapacity, bankruptcy of the person/holder of approval.

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3.6 Transfer of the Approval of Obstacle Control Limitations

3.6.1 The Approval of Obstacle Control Limitations shall not be transferred or assigned to any other person as stipulated in Regulation 10 of CAR (AO) 2016.

3.7 Surrender of the Approval of Obstacle Control Limitations

3.7.1 Regulation 11(1) of CAR(AO)2016 stipulates that the person who holds the authorisation may surrender the Approval of Obstacle Control Limitations by giving a written notice to the CEO not less than ninety (90) days before the proposed date of surrender.

3.7.2 If CAAM allows the surrender of the authorisation, the surrender shall take effect six (6) months upon receipt of the written notice or on such date determined by CAAM.

3.7.3 The surrender of the authorisation under provision 3.7.1 of this CAD shall be irrevocable unless CAAM allows the surrender to be withdrawn.

3.8 Compliance and Enforcement

3.8.1 A holder of the Approval of Obstacle Control Limitations shall comply with the Civil Aviation Act 1969, CAR (AO)2016 and the Civil Aviation Directives published by CAAM or otherwise may result in the suspension of approval, in whole or in part, or revocation of the approval.

3.8.2 CAAM as the case may be, for the purpose of enforcement to these Directives, suspend, vary or revoke the Approval of Obstacle Control Limitations issued if the person/holder of approval contravenes any term and conditions of the approval as stated in provision 3.5.1 of this CAD.

3.9 Changes to Regulation and their Effects on Existing Approval

3.9.1 In the event of a change in the CAR (AO) 2016and/or relevant Civil Aviation Directives, in the interim, and unless otherwise directed by the Minister or CAAM, existing authorisation that does not meet the new requirements specified in the Regulations must continue to comply with the standards that were applicable to it under the conditions of the issuance of its approval. In this case, a gap analysis and timescales for compliance or an aeronautical study / safety risk assessment must be submitted to the CEO of CAAM.

Note. – The Safety Risk Assessment and Aeronautical Study should be prepared by trained personnel.

3.10 Conflict with other regulations, directives and guidance materials

3.10.1 Compliance with the requirements specified in the regulation, directives and guidance materials relevant to aerodromes does not absolve a holder of the Approval of Obstacle Control Limitations from obligations with respect to requirements prescribed by other government or statutory authorities.

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4 Process and Requirement of the Approval of Obstacle Control Limitations

4.1 Introduction

4.1.1 This chapter illustrates the processes and requirements for the Approval of Obstacle Control Limitations.

4.1.2 The approval process is designed to ensure that an applicant understands the requirements and is capable of complying with the applicable requirements.

4.1.3 Under no circumstances the approval to erect any new objects or extend existing objects shall be issued until CAAM is assured that the applicant is capable of fulfilling responsibilities and complying with the regulations, directives and

guidance materials in an appropriate and continuous manner. The approval process only addresses the aviation safety aspect of the project. It is the responsibility of the applicant to ensure that the use of the site follows the other local statutory requirements such as but not limited to land-use regulations. The authorisation does not absolve the applicant from observing and complying to such requirements.

4.2 Scope of the Approval of Obstacle Control Limitations

4.2.1 The scope of the Approval of Obstacle Control Limitations covers all relevant specifications established through the regulatory framework applicable to the development of the object, which includes, but not limited to, the following subjects:

a) Location and physical characteristics on related infrastructure, equipment and facilities;

b) Impact to aerodrome or landing sites including, when relevant military aerodromes, controlled airspace and any airspace restrictions; and

c) Land use, and other related approvals that may need to be obtained from other Authorities.

Note. - Further guidance on obstacle controlling may be referred to in Chapter 4 of the CAD 14 Vol I – Aerodrome Design and Operations and CAGM 1412 – Guidelines for Obstacle Management.

Note. - For any consultations with CAAM personnel in regards to OCL may be referred to Appendix 3 of this document.

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4.3 The Approval of Obstacle Control Limitations process

4.3.1 The approval process provides for interactions between the applicant and CAAM, from initial inquiry to final approval or denial. This process consists of:

a) Pre-application Phase;

b) Formal Application Phase;

c) Document Evaluation Phase;

d) Issuance of Approval.

4.3.1.1 The Approval of Obstacle Control Limitations process must be used with good judgment. Some phases may be combined depending on the complexity of the application.

4.3.2 Phase One (1) – Pre-application

4.3.2.1 This pre-application phase commences when an applicant makes initial inquiries to apply for the Approval of Obstacle Control Limitations.

4.3.2.2 The pre-application phase may be omitted, or shortened if the applicant is familiar with the requirements of the Aerodrome Regulations and Directives.

4.3.2.3 The applicant and his personnel must be made aware their responsibilities during the Approval of Obstacle Control Limitations. It is to their benefit to submit required items as soon as they become available and to notify the CAAM immediately of any issues or changes in the proposed operation.

4.3.3 Phase Two (2) – Formal-application

4.3.3.1 For the application of the Approval of Obstacle Control Limitations, the applicant shall submit but not limited to the following:

a) Official applicant letter to the CEO of CAAM;

b) Completed application form CAAM/BPUA/OLS/01; and

c) Key plan, Location Plan and Building plan.

4.3.3.2 For the application of the Approval of Obstacle Control Limitations of which, erection of the new object or extension of the existing object, infringes the Obstacle Limitations Surfaces or is regarded as an obstacle, the applicant shall submit but not limited to the following:

a) Official application letter to the CEO of the CAAM;

b) Completed application form CAAM/BPUA/OLS/01;

c) Previous related Approval of Obstacle Control Limitations (if applicable)

d) Key plan, Location Plan and building plan;

e) Aeronautical study and/or Shielding study; and

Note. – Further guidance on producing a shielding study may be referred to in Chapter 6 of the CAGM 1412 – Guidelines for Obstacle Management.

4.3.3.3 Application for the Approval of Obstacle Control Limitations, where objects are to be erected or extended, within the perimeter of an aerodrome or a piece of land that is under the holding of an aerodrome operator organisation. Applicants shall engage with the aerodrome operator to ensure the object does not jeopardise the current or future operations of said aerodrome in any way, prior to submitting their applications.

4.3.3.4 Therefore, in tandem with 4.3.3.3 applicant of the Approval of Obstacle Control Limitations shall submit documents, in addition to 4.3.3.1 or 4.3.3.2, but not limited to the following:

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a) Future development plans of the aerodrome;

b) Line of Sight (LOS) study for relevant Air Traffic Control Tower (if applicable); and

c) Radio, radar or any air navigations aids instrument interference study (if applicable).

4.3.3.5 Additionally, any application of the Approval of Obstacle Control Limitations of which, erection of the new temporary object or extension of the existing temporary object, within the perimeter of an aerodrome or a piece of land that is under the holding of an aerodrome operator organisation, that infringes the Transitional Surface, Approach Surface and Take off Surface of the Obstacle Limitation Surface, the applicant shall provide a Safety Risk Assessment involving all relevant stakeholders.

Note 1. – The relevant stakeholders may include aerodrome operators, local air traffic controllers etc.

4.3.3.6 The Aeronautical Study submitted for the Approval of Obstacle Control Limitations shall be produced by a Flight Procedure Designer that is either:

a) Approved by CAAM in accordance with CAD 6401 - Flight Procedure Design; or

b) Acknowledged by their respective civil aviation authority.

Note 1. - The content of an Aeronautical study may be referred to Appendix 1 of this document.

Note 2. – Information on the list of Approved Flight Procedure Designers may be obtained from the CAAM website.

Note 3. – For aeronautical study produced by (b). Document submission may be referred to Chapter 7 of the CAGM 1412 – Guidelines for Obstacle Management.

4.3.3.7 CAAM may require other documentation to facilitate the assessment of the application such as, deed or any indication on permission of land-use for the proposed development.

4.3.3.8 The application for the Approval of Obstacle Control Limitations shall be accompanied by the prescribed fee specified in the Civil Aviation (Fees and Charges) Regulation 2016.

4.3.3.9 The time interval between submission of the application and conferment of approval may vary based on factors within or outside the applicant's control. Assurance will not be given that CAAM will be able to reach a decision within a specific time period.

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4.3.4 Phase Three (3) – Document Evaluation

4.3.4.1 The purpose of the Document Evaluation Phase is to assess all required documents to ensure full compliance with CAR (AO) 2016and Directives.

4.3.5 Phase Four (4) – Issuance of Approval

4.3.5.1 Prior to granting the approval, CAAM must be satisfied that:

a) The physical characteristics of the object and related infrastructure, equipment and facilities are able to comply with the requirements set forth by CAAM;

b) There is an acceptable impact to the level of safety of operations on aerodromes or landing sites, including military aerodromes, controlled airspace and any airspace restrictions; and

c) Land use, and other related approvals that may need to be obtained from other Authorities are met.

4.3.5.2 The holder of the Approval of Obstacle Control Limitations shall comply with any terms and conditions that are set forth within the approval issued by CAAM.

4.3.6 Validity of the Approval of Obstacle Control Limitations

4.3.6.1 The Approval of Obstacle Control Limitations shall be valid for a period of maximum of two (2) years. The date of issuance and an expiry date are to be entered on the Approval of Obstacle Control Limitations.

Note 1. – Renewal of the Approval of Obstacle Control Limitations is subject to whether the object has begun the process of erection or growth. i. e only applicants that have not started the erection or growth of their objects within the validity period will have to apply for a new approval.

4.3.6.2 The Approval of Obstacle Control Limitations shall remain in force for a period as stated in the authorisation, unless it is earlier suspended, or revoked.

4.4 Variation to the Approval of Obstacle Control Limitations

4.4.1 The applicant shall apply for a new Approval of Obstacle Limitations to the CEO of CAAM when:

a) There is a change on the proposed physical characteristics on the object and related infrastructure and facilities; and

b) There is a change in details to an approval already issued.

Note. Example of the changes to the approval are the object's details, address, coordinates, heights etc.

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4.5 Extension of the Approval of Obstacle Control Limitations

4.5.1 An applicant shall submit a new applicant of Approval of Obstacle Control Limitations for the purpose of extending the validity of the said approval.

4.6 Transfer of the Approval of Obstacle Control Limitations

4.6.1 The Approval of Obstacle Control Limitations shall not be transferable to any other person.

4.7 Surrender of the Approval of Obstacle Control Limitations

4.7.1 If the proposed developments will not proceed, the applicant shall notify the CAAM immediately.

4.8 Suspension/Revocation of the Approval of Obstacle Control Limitations

4.8.1 CAAM may suspend or revoke the approval granted at any time where the approval holder fails to comply with the provisions set forth in the Civil Aviation Act, Civil Aviation (Aerodromes Operations) Regulations 2016 or Civil Aviation Directives.

Note. – Any new approval given for change in details, title, and such, in tandem with clause 4.4.1 of this document, the previous approval is automatically revoked/invalid and terms and conditions are replaced by the new approval.

4.8.2 A suspension or revocation of an aerodrome certificate shall take effect from the date specified in the notice of suspension or revocation.

4.8.3 **Suspension or temporary suspension –** it is temporary enforcement action and it can be reinstated.

4.8.4 **Revocation –** This enforcement action is a potentially permanent removal of privileges to begin or continue the erection of any new objects or extension of any existing objects.

4.9 Cancellation of the Application for Approval of Obstacle Control Limitations

4.9.1 CAAM may cancel any application for Approval of Obstacle Control Limitations when applicants fail to provide any feedback in regards to their application.

Note 1. – This is to provide completion of the application process for any applicants who are no longer interested in pursuing their Approval of Obstacle Control Limitations.

Note 2. – Information in regards to the cancellation process may be referred to in the Appendix 2 of this document.

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4.9.2 Applicants shall provide feedback to CAAM within sixty (60) days upon receiving any notification from CAAM, and within seven (7) working days upon receipt of notification for cancellation of application for the approval of Obstacle Control Limitations.

5 Surveillance of Obstacles

Introductory Note. – Upon granting the approval of OCL to objects that are defined as obstacles, CAAM will continue to conduct safety oversight to ensure compliance with the terms and conditions stated in the approval of OCL.

5.1 Surveillance Inspection

5.1.1 Once an applicant has been issued an approval of OCL, a surveillance inspection will be conducted to ensure that the approval holder meet their obligations under the terms and conditions of the approval as set out, in 4.3.5.2.

5.1.2 The OCL surveillance the inspection shall comprise but not limited to:

a) Announced Scheduled the inspection; and

b) Announced Non-scheduled the inspection;

5.1.3 The OCL approval holder shall allow CAAM inspectors to access and inspect any of the obstacle or any obstacle relevant aviation related facilities, including equipment, records and documents, during the surveillance inspection.

5.1.4 The OCL approval holder shall cooperate and facilitate with CAAM inspector in surveillance inspection, and relevant applicant's personnel shall be made available to facilitate the inspection.

5.1.5 The OCL approval holder shall inform CAAM when the obstacle erected is ready for surveillance inspection, whereby CAAM will conduct an Announced Scheduled Inspection.

Note. – For buildings that are obstacles, a surveillance inspection should be conducted prior to receipt of the building Certificate of Completion and Compliance (CCC).

5.1.6 Surveillance inspection process

5.1.6.1 The Obstacle surveillance inspection process shall consist of:

a) Document Evaluation Phase;

b) Demonstration Inspection Phase;

c) Verification Phase.

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Note. – Refer to CAGM 1412 for detailed process on OCL inspection activities.

5.2 Findings of non-compliance

5.2.1 An inspection finding is a non-compliance with a particular regulation and/or standard. It is generated in an off-site or on-site verification activity as a result of a lack of compliance with applicable in CAR (AO) 20162016 and/or a lack of application of CAAM directives/guidance material or good aviation safety practices. The lack of compliance is expressed in terms of one or more deficiencies.

5.2.2 For all finding of non-compliance identified by the CAAM inspector, details regarding the non-compliance such as corrective or preventative actions, shall be recorded and communicated via official channels, i.e. official emails and/or letter.

Note. – Refer to CAGM 1412 for the Non-compliance form.

5.2.3 The OCL approval holder shall submit a Corrective Action Plans (CAPs) addressing all other audit findings together with the planned implementation date to CAAM for approval within thirty (30) days from the date of receipt of the inspection results. Normally, this deadline will not be extended without full justification and CAAM approval.

5.3 Corrective Action Plan (CAP)

5.3.1 The Corrective Action Plan (CAP) is a written confirmation by the OCL approval holder detailing the measures they intend to take, to address all of the findings of non-compliance. The plan must incorporate actions that will mitigate or remove the deficiency in the short-term and prevent a future re-occurrence.

5.3.2 Where the OCL approval holder fails to submit an acceptable corrective action plan, or to perform the corrective action(s) within the time period accepted or extended by CAAM, the enforcement action, including possible sanctions against an OCL approval holder may be applied, or any approval obligations with respect to requirements prescribed by other government or statutory authorities.

5.3.3 Corrective action(s) can be classified into three categories, based on a period of time for completion of the corrective action(s), as follows:

a) Level 1 finding – Immediate action required, not exceeding seven (7) days

1) For Level (1) finding, immediate corrective actions are required. Depending on the nature of finding and risk involved, the CAAM inspector may restrict some or all of the activities/task before the expiration of the seven (7) days period. In some cases, work will be completely stopped in order to correct the non-conformity.

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b) Level 2 finding

1) For Level (2) finding, the default closure timeline is sixty (60) days from the date the finding is raised. The CAAM Inspector based on his judgment, may reduce the target timeline to thirty (30) days for the closure of the finding. Alternatively, he may extend it beyond the default sixty (60) days based on his judgement as appropriate.

c) Observations

1) For Observation, which require an action, the default closure timeline is 90 days from the date the recommendation is raised.

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6 Appendices

6.1 Appendix 1 – Additional Requirements of an Aeronautical Study

An aeronautical study may be conducted to assess the impact of deviations from standards pertaining to obstacle limitation surfaces and to present alternatives means of ensuring safety to aircraft operations, to estimate the effectiveness of the alternatives and to recommend procedures to compensate for the deviation.

1 The aeronautical study shall provide justification for the deviation on grounds that an equivalent level of safety can be attained by other means.

2 An aeronautical study should evaluate the impact of an obstacle's erection on the instrument and visual flight procedures.

a) Instrument Flight Procedures: In this type of study at least instrument approach procedures, standard instrument departures and standards arrivals should be evaluated. This evaluation shall cover:

1) Instrument procedures currently published in AIP;

2) Those planned for Air Navigation or within the aerodrome master plan; and

3) Visual Segment Surface (VSS) of each approach procedure.

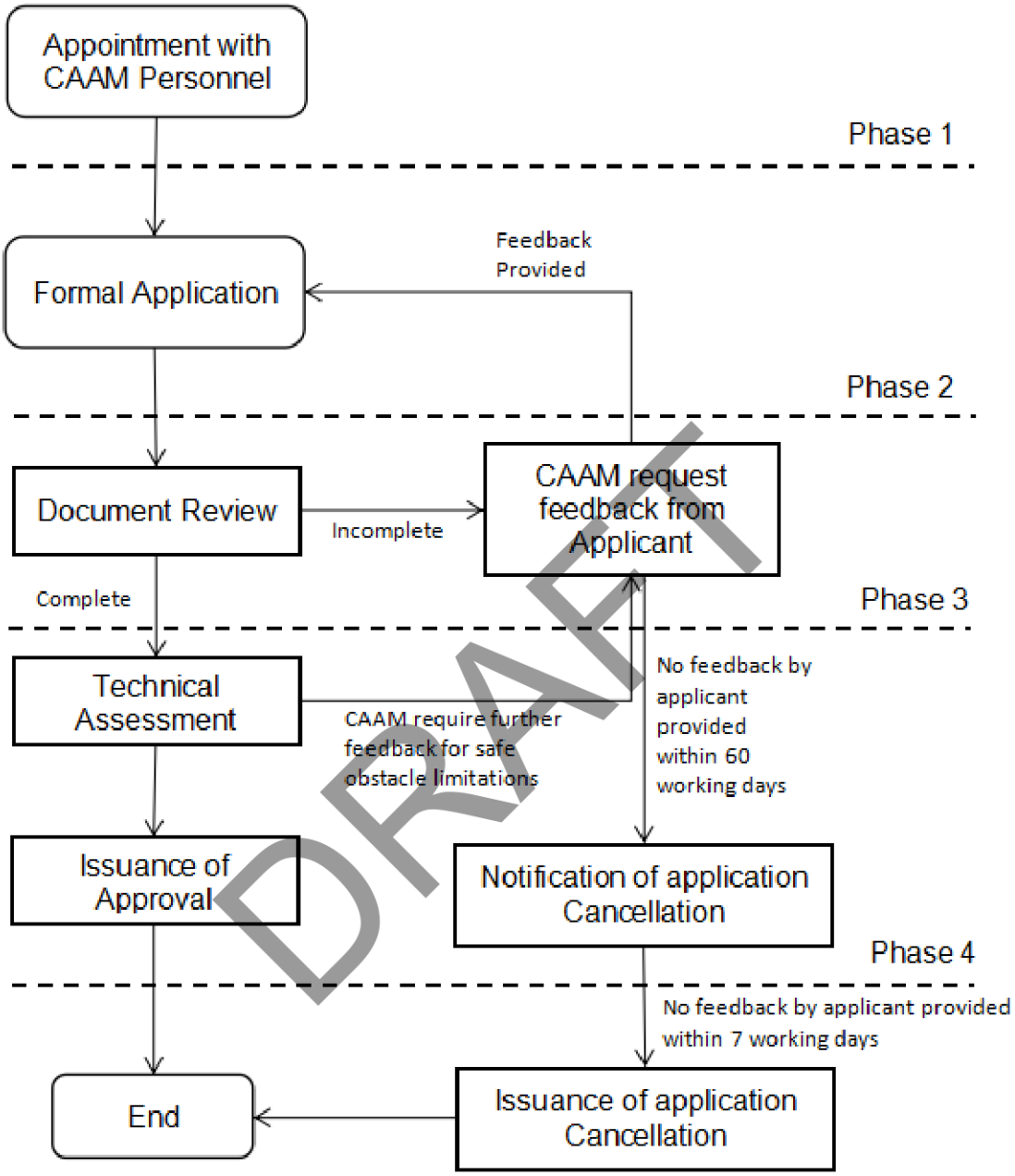
b) Visual Flight Procedures: Visual flight procedures currently published in AIP gathered within The Visual Approach Chart (VAC), should be checked. The study should check if an aircraft in visual conditions, on an aerodrome traffic circuit or through the visual tracks with destination/departure to/from the aerodrome, at the notification points determined within the VAC, could be affected by the obstacle/object.

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6.2 Appendix 2 – Application Process Flow Chart



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6.3 Appendix 3 – Appointment for Consultations on OCL Matters

1 Prior to meeting with ANSA personnel on the matter of OCL, a person should book an appointment on CAAM's online appointment booking system, e-Temujanji. The link is available at www.caam.gov.my or alternatively, through the following link: https://etemujanji.caam.gov.my/

2 The consultation packages may be selected from the tables below:

Title: Obstacle Clearance Limit

Note. – Items in the table below are not subjected to the consultation fees.

No.	Non-Chargeable Consultation Content	Content	Estimated Time (minutes)
1	Advise on actions that may be taken as per the process for application of Obstacle Control Limitations.	• Briefing on the process as per Civil Aviation (Aerodrome Operation) Regulation 2016. • Step-by-step explanation on the flow of application from submission to approval issuance with regards to relevant requirements and approval.	15 Per project
2	Content of application submission package.	• Explanations on required documents, specified to each submission.	15 Per project

Consultation Fee: RM300/per person/per hour

Note. – The minimum chargeable consultation session is 1 hour, and any additional hours will be charged RM300 per person. For those charges, "per person" is referred to the number of ANSA personnel providing consultation.

No.	Chargeable Consultation Content	Content	Estimated Time (minutes)
1	Technical assessment of relevant Obstacle Height Limitations.	• Provide the technical calculations of height limit for the OLS in the applicant's area, in accordance with Civil Aviation Directive 14 Volume I.	20 Per coordinate/ object

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2	Update on the pending action/current status of application submitted.	• Provide advice on the current status of the applicant's submission, if required any additional documentations or feedback from relevant stakeholders.	20 Per application
3	Current requirement for Obstacle Control Limitations.	• Briefing on the requirements as per Civil Aviation (Aerodrome Operations) Regulations 2016 for acquiring an approval of Obstacle Control Limitations, this includes any provisions that may affect the applicant's building, structure or development.	20
4	Questions and answers.	• With regards to any of the content above.	10

3 Only upon finalising the selected chargeable packages(s), a person is required to complete a Google form, before any consultation. The Google form can be accessed via the link and QR code below:

https://docs.google.com/forms/d/e/1FAIpQLSd1eIpDbObGsuk6quiJa738alHMNe05Xy8maCxUgso1msm82Q/viewform?usp=sf_link

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