

**Background on
Mohamed Fadzil Bin Mohamed Jakaria**

At the Civil Aviation Authority of Singapore (CAAS), Fadzil and his team are responsible for keeping Singapore's domestic airspace safe for aircraft operations. They do so by regulating potential obstacles and hazards that could obstruct air navigation within and around Singapore airports, such as buildings, construction machinery, telecommunication masts; and aerial activities like kites, balloons, or sky lantern, or activities like fireworks or pyrotechnics. Contractors that want to erect cranes for building development or event companies that intend to conduct aerial activities would need to put up an application to Fadzil and his team for assessment and approval before they can proceed.

Fadzil started his career with CAAS in 1993 as an operations officer. He carried out operational work and honed his technical expertise in the Air Traffic Services Division for 25 years and then expanded his scope into air navigation services policy where he regulated the use of domestic airspace. Currently, he is the Head of the Obstacle Limitation Surfaces / Aerial Activities team in the Air Navigation Services Policy Division. Fadzil is also an ICAO-certified subject matter expert on Aerodrome matters.

Fadzil's Contributions to ICAO OLS Review Task Force

Since 2015, Fadzil has been contributing his technical expertise as Singapore's representative in the international Task Force established by ICAO to carry out the Obstacle Limitation Surfaces (OLS) review. The objective of the OLS review was to ensure that the OLS Standards and Recommended Practices (SARPs) are effective in protecting airspace around an airport against obstacles (e.g. buildings) that could potentially affect aviation safety.

In 2017, Fadzil was appointed Chair of the Task Force. Led by Fadzil, the ICAO Task Force comprising participation from 13 other States, developed a robust and durable set of revised international requirements and refined them in close coordination with various international organisations (e.g. European Union Aviation Safety Agency, International Air Transport Association). Their work enabled the adoption of the revised OLS SARPs by the ICAO Council on 28 March 2025.

As the changes to the SARPs require a paradigm shift in how States understand and apply the OLS, ICAO is also progressively developing resources to help States with the transition. To support ICAO's work, Fadzil has developed, and will be delivering, the ICAO OLS course to assist ICAO Member States' transition to the revised OLS SARPs.