



# ICAO / ACI

## OLS SYMPOSIUM 2021

Embracing change - role of the OLS Task Force







Aviation is a system involving different users

It is constantly evolving

Advancement in technologies & systems



background.

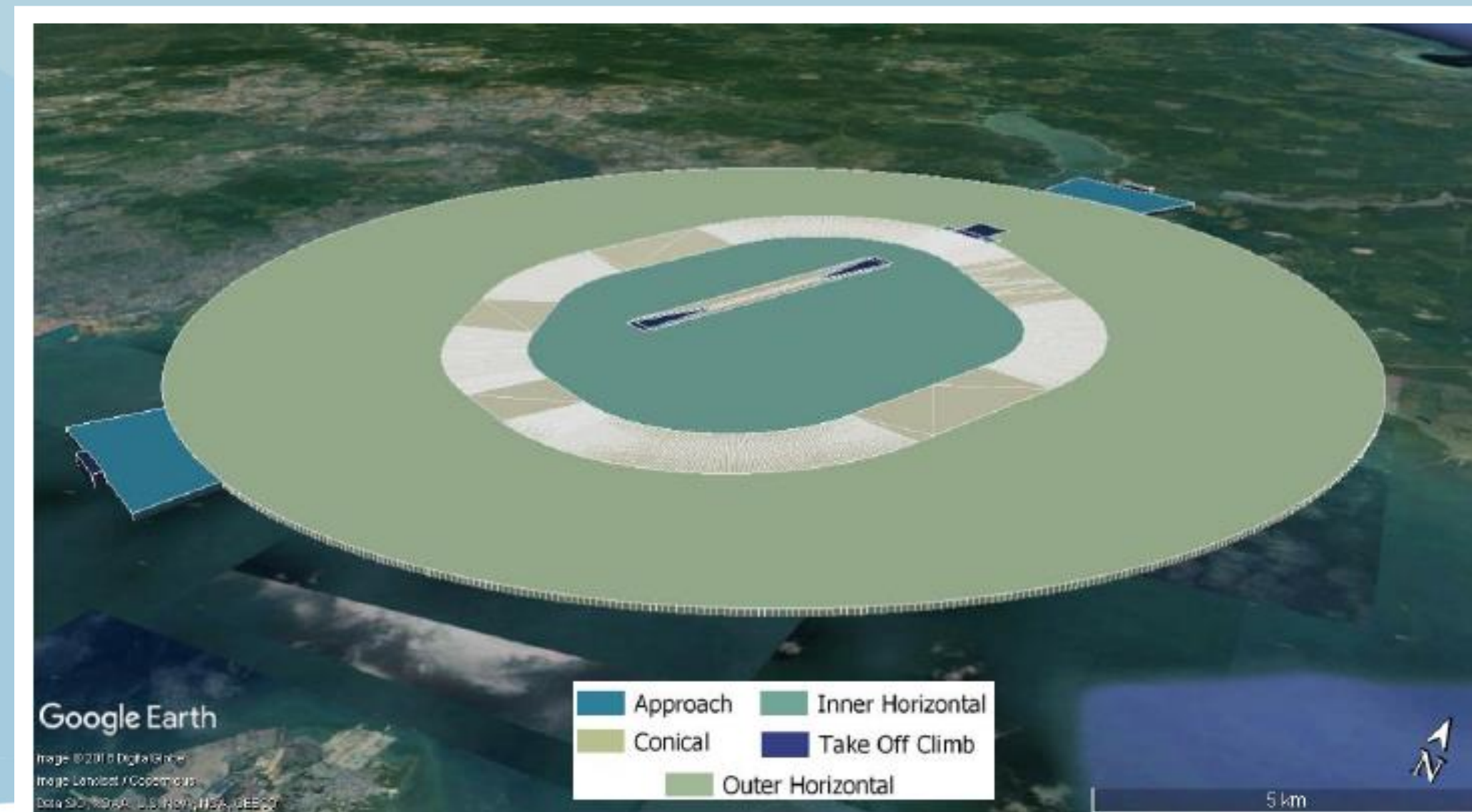


Airspace is a key asset in an aviation system

Arrivals, departures, overflights operate in airspaces that  
Are kept safe with the establishment of OLS



airspace  
safeguarding.





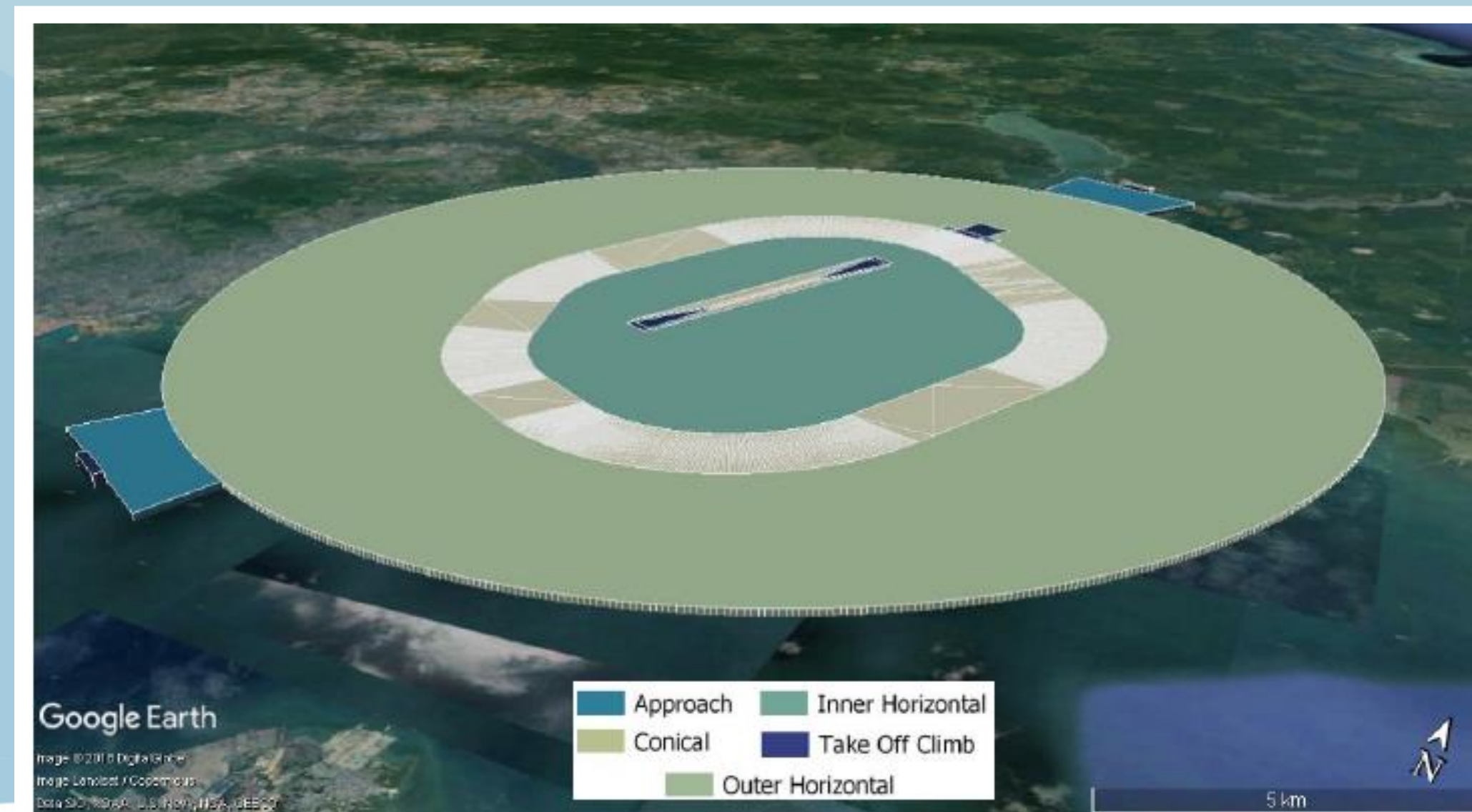
OLS is not only relevant in Annex 14 but adopted in other ICAO documents

The primary role is to protect airspace against obstacles that could have an adverse impact on safety and regularity

OLS are safeguarded through national regulation and zoning laws



airspace  
safeguarding.





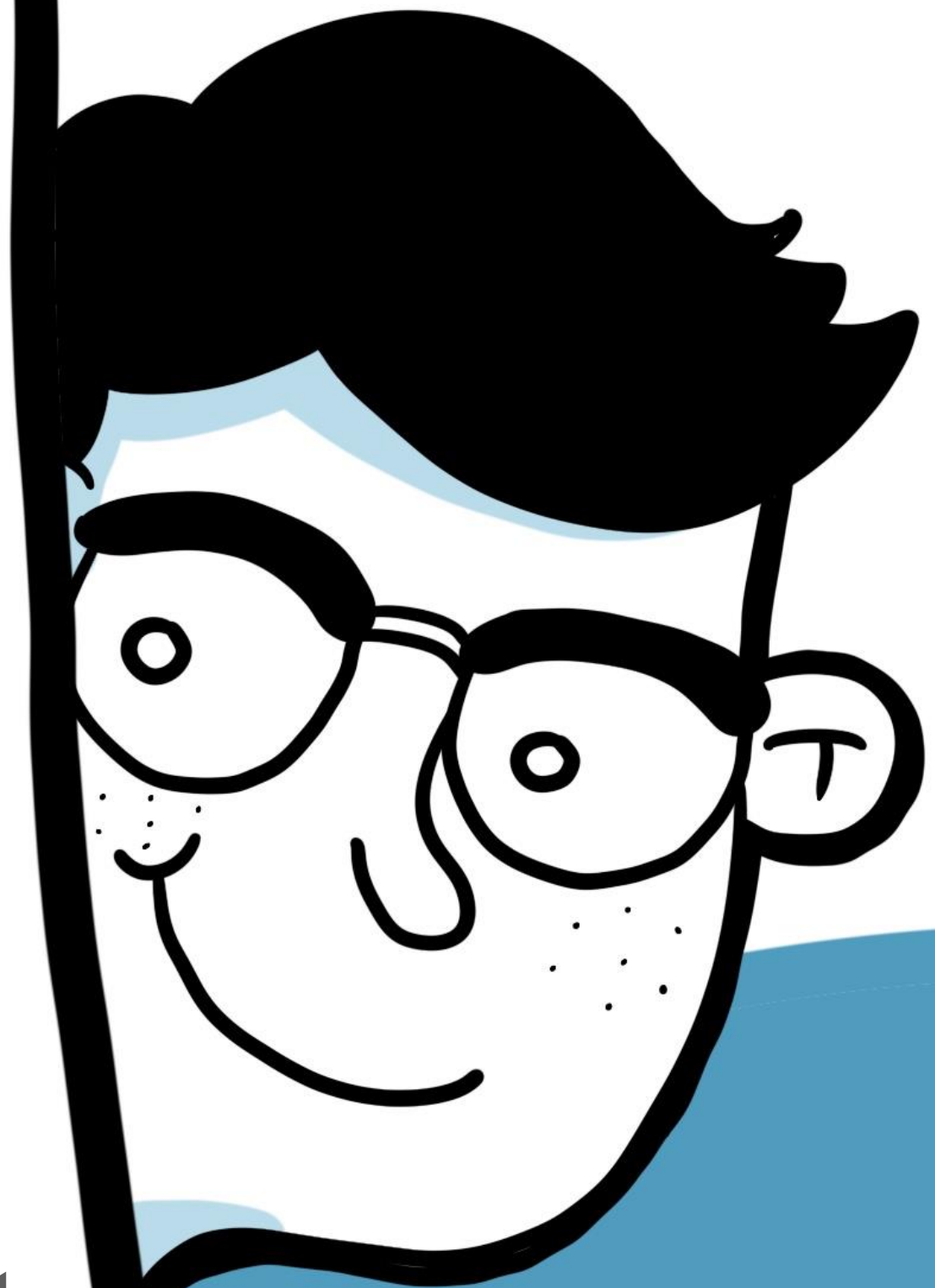
# JOB CARD 003

The Job Card 003 was issued with the following tasks:

- Review existing Annex 14 SARPs on OLS and propose changes
- Review materials in Airport Services Manual Part 6
- Develop guidance on aeronautical study

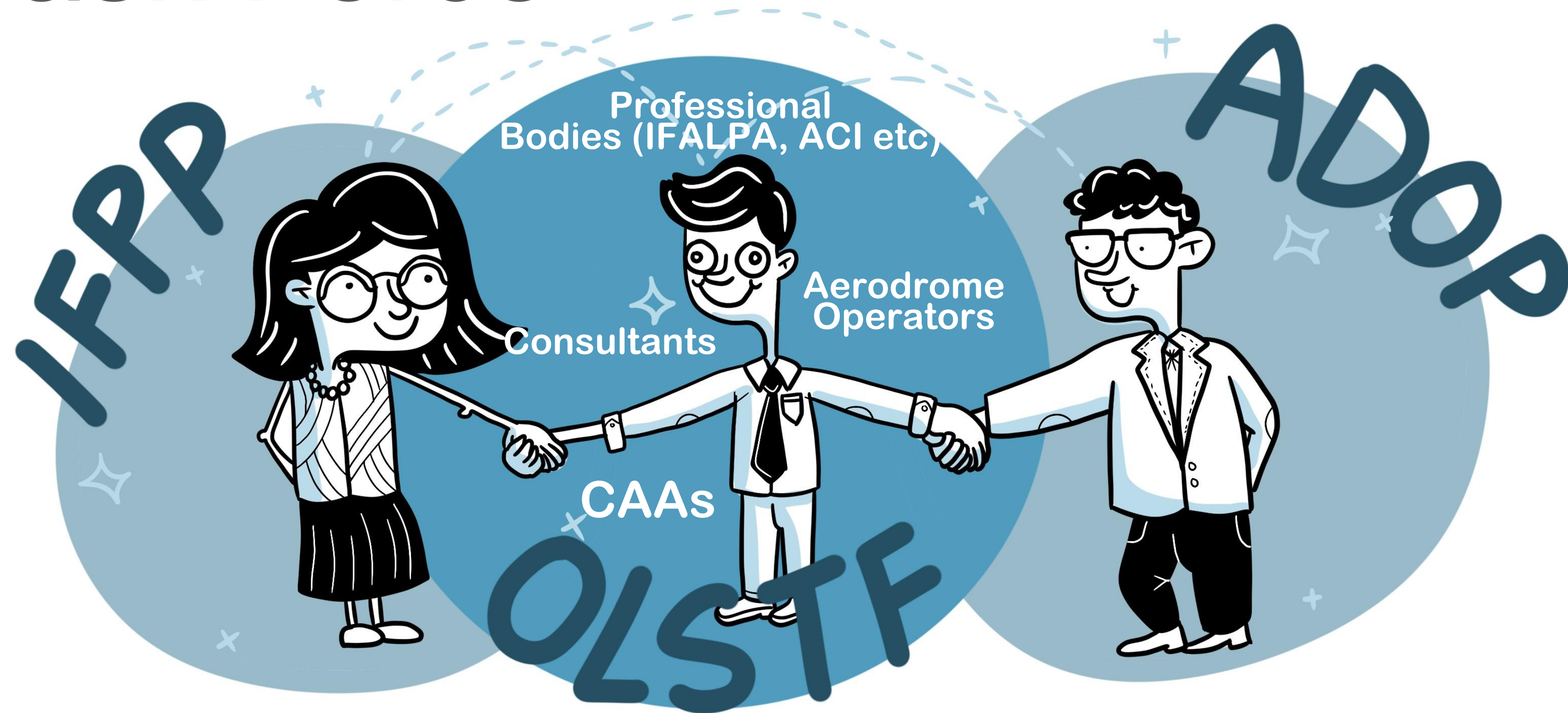
The task force aims to meet the following milestones:

- Effective Date of 2024
- Applicability Date of 2026





# OLS Task Force.



The 12th Air Navigation Conference and the 38th ICAO Assembly called for a review of the Annex 14 OLS

The OLS Task Force was set up in 2015





OLS  
Task Force





# airspace safeguarding.

The OLS concept was introduced in the 1950s

Apart from some changes in the 70s and 80s,  
most of the surfaces were not reviewed

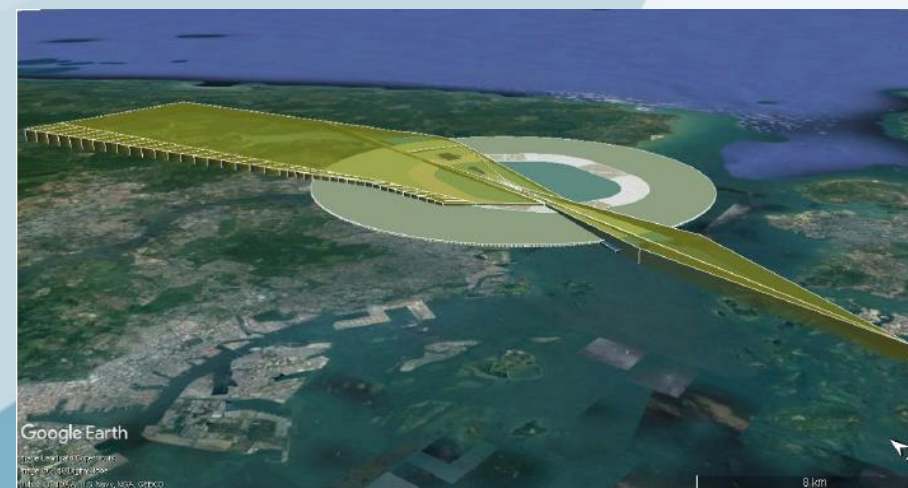




Are obstacles and terrain in the area of operations assessed and accounted for?

How Might We Statement:

- Harmonize the different controlling and assessment surfaces found in ICAO Annex, PANS & Docs
- Consolidate these surfaces in one document



user centric  
assessment 1/3





Are OLS still relevant  
based on today's and  
future aircraft operations?

How Might We Statement:

- Design surfaces that are applicable today and adaptable to future operations
- Assess the sufficiency of OLS in safeguarding operations

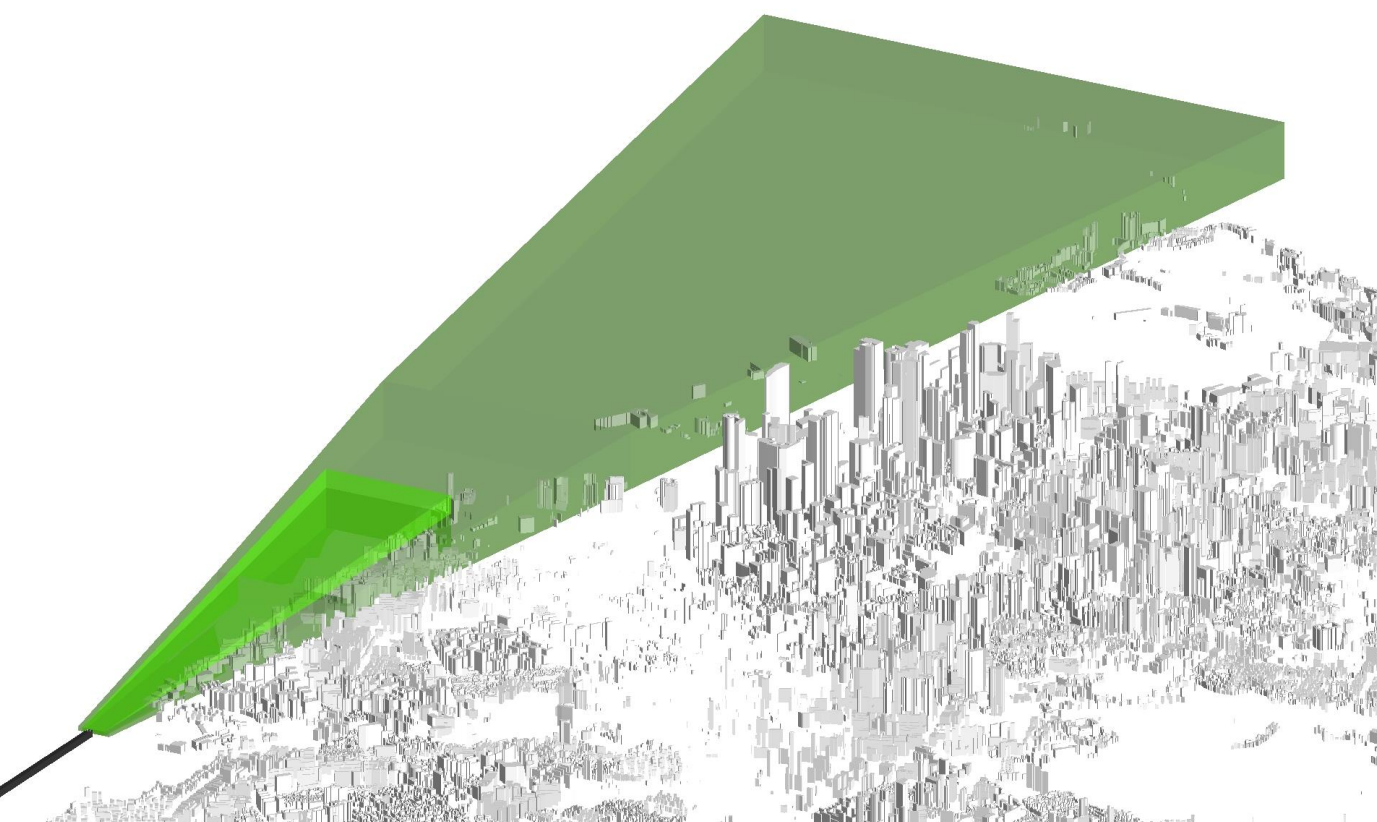
user centric  
assessment 2/3



How can we strike a balance between aviation and land-use needs?

How Might We Statement:

- Develop a set or sets of surfaces with clear purposes and characteristics so that only surfaces required are adopted
- Develop a set or sets of surfaces that are performance based and adaptable to the type of operations conducted at the aerodrome



user centric  
assessment 3/3



The task force adopted a risk based approach in reviewing the surfaces and its applicability

Tracked data used are representative of aerodromes with different type of operations, climate and altitude

The analysis produced surfaces that are based on today's operations and are adaptable to future needs



risk based  
analysis.



