



**INTERNATIONAL
CIVIL AVIATION
ORGANIZATION**



Introduction to the new procedures and guidance:
PANS Aerodromes 5th amendment
Doc 9137 - Airport Services Manual
Part 6 – Control of Obstacles (advanced unedited)

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Amendment 5 to PANS Aerodromes

Document 9981

Applicable as of 21
November 2030



Amendment 5 to PANS Aerodromes

Obstacle Limitation Surfaces applicable on Nov. 2030

Purpose

- Ensure that a holistic safeguarding of the airspace against obstacles is provided through a set or sets of surfaces with clear purposes and characteristics that are performance based and are adaptable to the type of operations conducted at the aerodrome to provide the necessary information and guidance to States for its implementation.

Safety Impact

- The surfaces provide a holistic safeguarding of the airspace against obstacles. Through obstacle free surfaces (OFS) and obstacle evaluation surfaces (OES), the entire airspace is protected to ensure no obstacles will be left unnoticed or unaccounted for. The OFS will be steeper and for some, it will be narrower and shorter. However, there will be additional surfaces, the OES, which extends below and beyond the OFS. The entire airspace of concern to operations will be covered by one surface or the other.

New chapter 10

This chapter contains provisions pertaining to obstacle limitation surfaces and aeronautical study.

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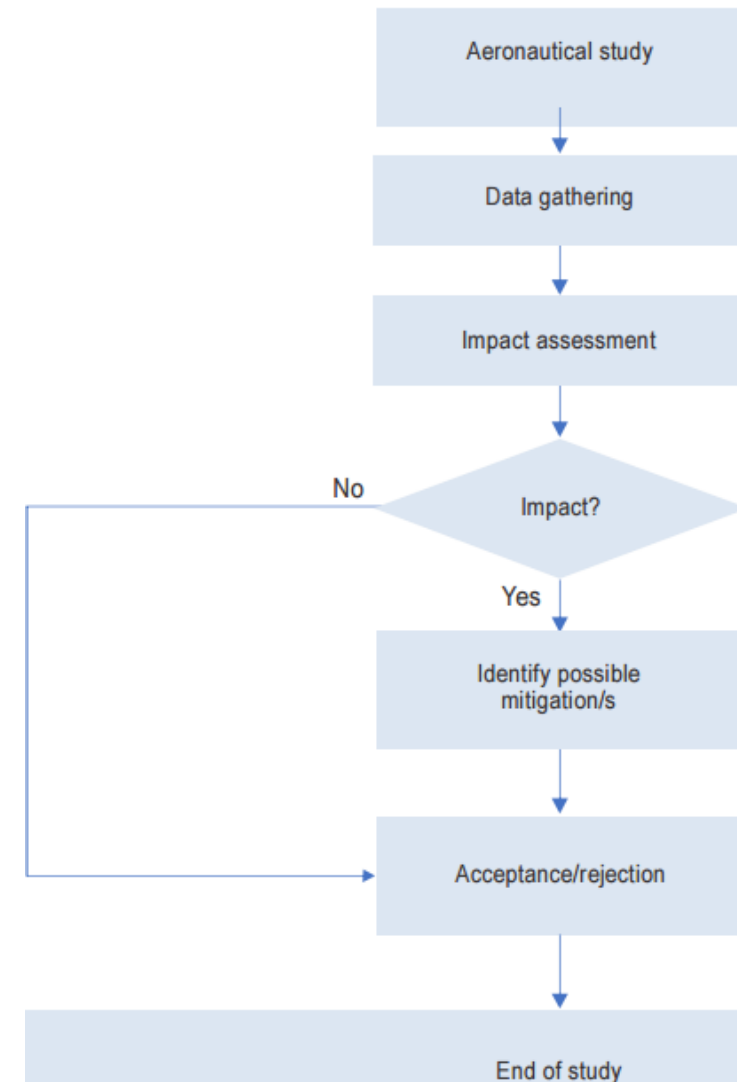
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Important aspects to consider

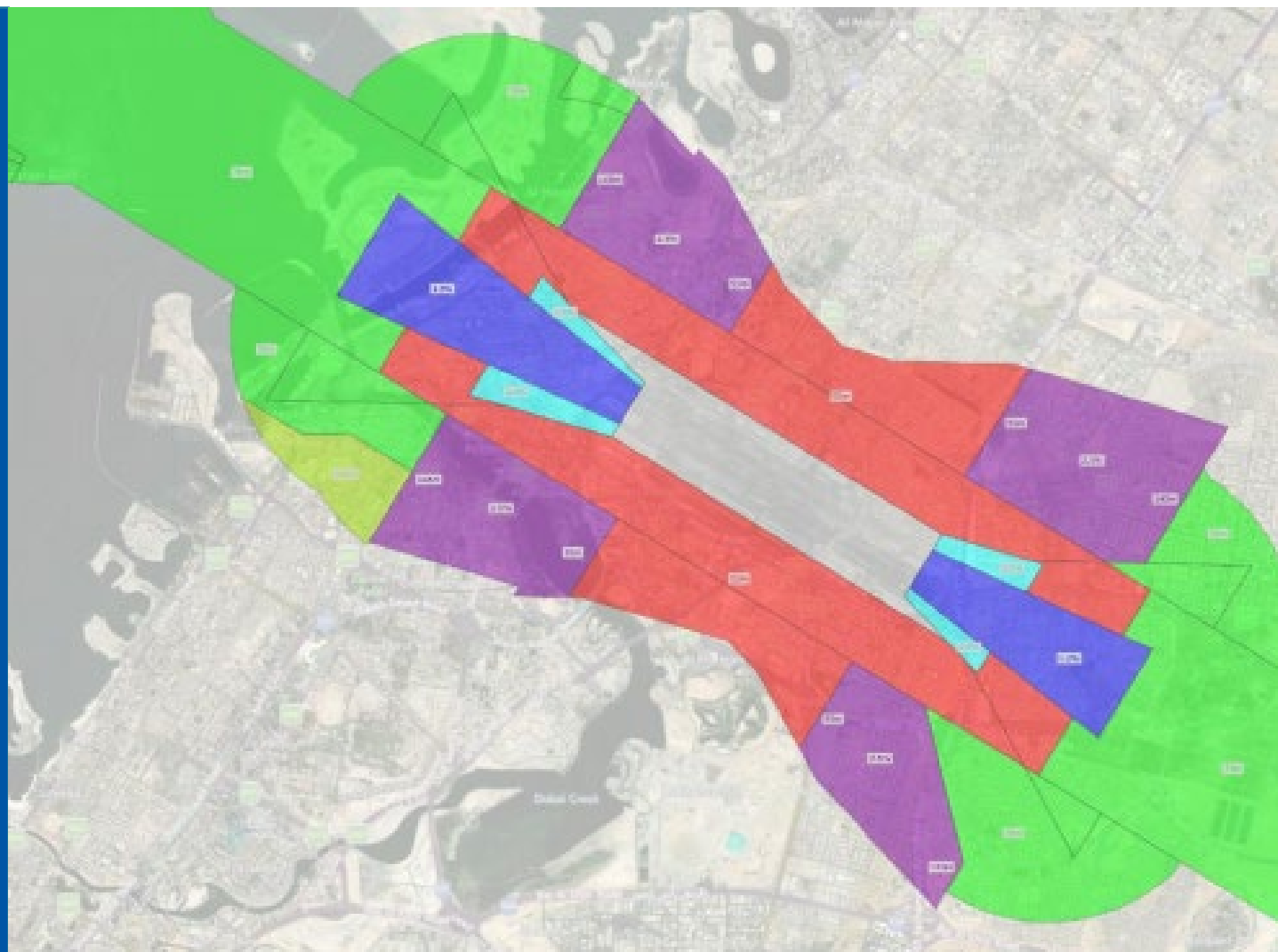
On Chapter 10 of PANS ADR

- ❑ The impact to safety and regularity of aircraft operations of objects penetrating OFS and OES must be examined through the conduct of an **aeronautical study**. (see 10.1.11 to 14)
- ❑ States shall:
 - define the roles and responsibilities of stakeholder(s) (10.2.1, 10.2.6, 10.2.7)
 - establish a process for conducting aeronautical study (10.2.5), including details (10.2.7) on when it is required, stakeholders, data needed, mitigations, acceptance criteria, documentation.
 - establishing a process for the selection of OLS (10.3.1.2) and enhancing its protection (10.3.1.7)



Doc 9137 - Airport Services Manual

Part 6 – Control of
Obstacles (advanced
unedited)



Doc 9137 Part 6 – Advance Unedited version

What is unedited version?

As of August 17, 2026, ICAO has only published an unedited version of the new Document 9137 Airport Services Manual, Part 6 – Control of Obstacles.

This Third Edition is an “Advanced unedited” version, pending

Notice to users

This document is an unedited version of an ICAO publication and has not yet been approved in final form. As its content may still be supplemented, removed, or otherwise modified during the editing process, ICAO shall not be responsible whatsoever for any costs or liabilities incurred as a result of its use.

New Doc. 9137 Part 6 - Control of Obstacles

Contents

This part of the Airport Services Manual includes guidance on the control of obstacles at and in the vicinity of aerodromes.

Much of the material included herein is closely associated with, and elaborates on, the provisions specified in Annex 14 – Aerodromes, Volume 1— Aerodrome Design and Operations, Chapter 4 and PANS-Aerodromes (Doc 9981) Chapter 11.

Purpose

- Encourage the uniform application of the obstacle limitation surfaces (OLS) provisions, and;
- to provide the necessary information and guidance to States for its implementation.

Six Chapters

1

Introduction to obstacle limitation surfaces

Information on obstacle limitation surfaces, PANS-OPS surfaces and their relationship

2

Control of obstacles

Guidance and best practices on selection of surfaces, best practices on safeguarding and zoning laws, guidance on obstacles surveys

3

Varying the surfaces

Guidance on how to vary obstacle free surfaces (OFS) and OES

4

Aeronautical study

Guidance on aeronautical study and information of States best practices

5

Temporary obstacles and activities near the runway

Construction works; maintenance, wildlife control activities, and disabled aircraft can create temporary hazards. Temporary obstacles require the same discipline as permanent ones.

6

Non-physical hazards

Information on non-physical hazards and guidance on its assessment

Much more detail

New document amplifies and gives more details on how to implement the SARPs and procedures specified on AN14 VI and PANS Aerodromes

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Takeaways

1

Changes are big

Moves obstacle control from a geometric compliance exercise to a comprehensive risk-based safeguarding framework.

There is a need to do a complete analysis on how this amendment impacts current system.

2

Need involvement of various stakeholders

While Annex 14 Vol. I surfaces were usually just handled by aerodrome-related specialists, now this new surfaces required a much more involvement of aerodrome operator, local authority, ANSPs, PANS OPS designers, land use agency, developers, among others.

3

Moving forward

As a Region, we should work together to analyse the changes and recommend actions.

The introduction of the new OLS under ICAO Amendment 18 marks a significant opportunity to modernise the State's aerodrome safeguarding system.

With planned industry engagement, appropriate guidance, and clear ADG-based assessment pathways, the transition can be achieved effectively and sustainably

Thank You

