

S1.1

Background

Why was it necessary to change the OLS?

The balance that OLS protects

Aviation needs to grow

- The airport is the engine of the city
- Employment, investment, tourism, connection
- New aircraft and operations arrive

The city puts pressure on the airspace

- Taller and taller buildings
- Antennas, towers, solar parks
- Urban planning does not always dialogue

OLS are the tool that maintains that balance (Annex 14, Vol. 1, Chapter 4).

Why Current OLS Fell Short

1

They are from the 50s

Designed for an aviation that is no longer what it is today.

2

Restrictive and insufficient at the same time

They limit too much in some cases and protect less in others.

3

They don't talk to modern aviation

They do not reflect the actual performance of current aircraft.

4

Difficult to justify

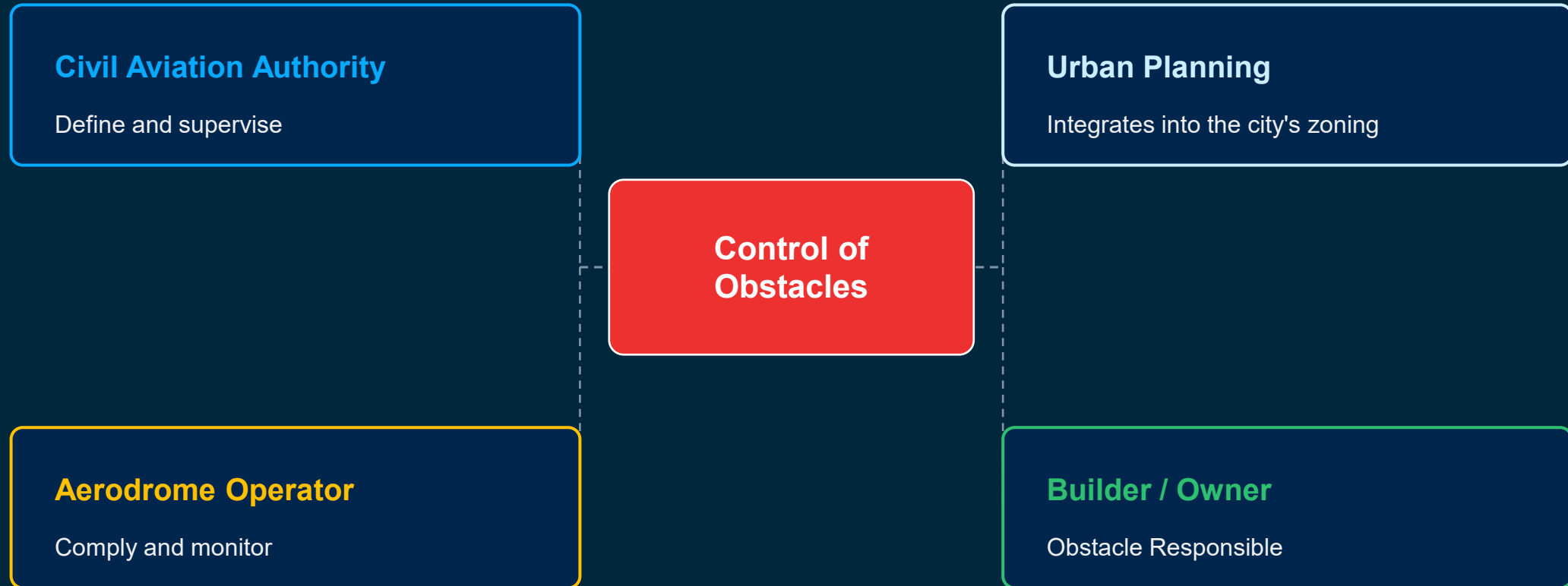
It is difficult to defend them in urban planning.

5

No guidance to evaluate case by case

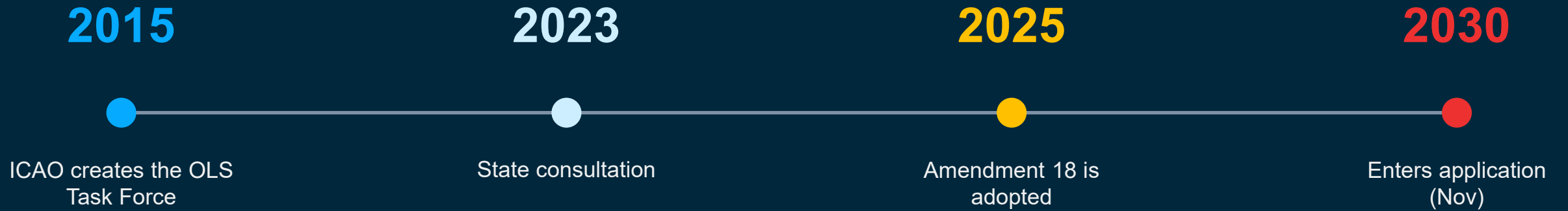
A clear method is missing when an obstacle appears.

It's not just technical: it's coordination



When one of the four does not coordinate, the problem appears.

How we got here



Almost ten years of ICAO technical work support what we are about to see.

In one sentence: what changes?

	Current OLS	New OLS (Am. 18)
Approach	A unique set of surfaces	Two families: OFS and OES
Criteria	Fixed rules for everyone	Adjusts to aircraft type (ADG)
Obstacles	They are limited	They are evaluated according to real impact
Studies	No clear method	Structured aeronautical study

You don't have to memorize any of this now. We look forward to it calmly in the coming sessions.

TO DISCUSS

**In your country, is it already an obstacle
complicated an operation?**

And who ended up deciding what to do: aviation, the city, or no one?