



INTERNATIONAL CIVIL AVIATION ORGANIZATION

Eighth Meeting of the APIRG Airspace and Aerodrome Operation Subgroup (AAO-SG/8)

(Dakar, Senegal 14-18 July 2025)

Agenda Item 3: Achievement of project teams and States/Organizations

Implementation of Amendment 18 to Annex 14 Volume I and PANS-Aerodromes related to Obstacle Restriction and Removal

(Presented by Zambia)

SUMMARY	
<p>This working paper highlights the need for a regional approach to provide technical assistance to support States in the effective implementation of Amendment 18 to Annex 14, Volume I and related provisions in the Procedures for Air Navigation Services – Aerodromes (PANS-Aerodromes), specifically in relation to obstacle restriction and removal.</p> <p>The Amendment will become applicable on 21 November 2030.</p> <p>The action by the Meeting is in paragraph 4</p>	
REFERENCES	
<ul style="list-style-type: none"> • ICAO Annex 14, Volume I – Aerodrome Design and Operations, Amendment 18 (to become applicable 21 November 2030) • ICAO Doc 9981 – PANS-Aerodromes, including amendments related to obstacle management • ICAO Doc 9774 – Manual on Certification of Aerodromes • ICAO Doc 9137 – Airport Services Manual, Part 6: Control of Obstacles 	
Strategic Objectives	<i>A – Safety, B – Air Navigation Capacity and Efficiency</i>

1 INTRODUCTION

- 1.1 Amendment 18 to ICAO Annex 14, Volume I – Aerodrome Design and Operations, introduces enhanced provisions aimed at strengthening safety by addressing obstacle restriction and removal more systematically. The changes are harmonized with updates in PANS-Aerodromes and are driven by operational experience and safety recommendations.

- 1.2 The applicability date of 21 November 2030 provides a transition window for States and aerodrome operators to align their national regulations, aerodrome manuals, and operational procedures with the new requirements.
- 1.3 Given the complexity and infrastructural implications of the new provisions, many States in the AFI Region may require technical guidance, training, and tailored assistance to ensure full and effective implementation.

2 DISCUSSIONS

- 2.1 The principal changes under Amendment 18 pertain to the identification, restriction, and removal of obstacles that infringe Obstacle Limitation Surfaces (OLS), affect Public Safety Zones, and hinder Runway End Safety Area (RESA) integrity. These provisions reinforce the need for States to develop and maintain robust Obstacle Limitation Programmes (OLP).
- 2.2 Effective implementation of these requirements demands:
 - Detailed understanding of revised OLS design requirements.
 - Implementation of periodic and systematic obstacle assessments.
 - Establishment of legal and institutional frameworks for obstacle control.
 - Stakeholder engagement (including municipal authorities and developers).
 - Access to appropriate geospatial tools and trained personnel.
- 2.3 The new provisions also call for closer integration of aerodrome safeguarding into national urban planning frameworks. States must collaborate with local planning authorities to enforce obstacle clearance zones and prevent incompatible developments. This calls for legal instruments that define roles, responsibilities, and enforcement mechanisms
- 2.4 The evolution of vertical and lateral OLS parameters introduces the need for advanced surveying and Geographic Information System (GIS) tools. Many States in the AFI Region currently lack such technologies or the capacity to interpret and utilize geospatial data effectively.
- 2.5 The AASPG Framework under the secretariat of the Regional Offices through their Aerodrome Safety and Planning programmes, are well positioned to lead capacity-building initiatives, including:
 - Regional and sub-regional workshops on the new provisions.
 - Development of guidance materials and model regulations.
 - On-site technical assistance and gap analyses.
 - Facilitation of peer learning and sharing of best practices.

- 2.6 Without targeted support, there is a risk of uneven implementation, regulatory non-conformance, and ultimately, adverse effects on aircraft operational safety.

3 ACTION BY THE MEETING

3.1. The meeting is invited to:

- a) Take note of the information provided in this work paper.
- b) Urge States, International Organizations, RSOOs with any other relevant partners to conduct awareness workshops and or training to ensure States preparedness before the applicability date of November 2030
- c) Encourage States to identify implementation gaps and request ICAO support through the NCLB framework.
- d) Recommend the establishment of a regional implementation monitoring mechanism through AASPG structures.

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