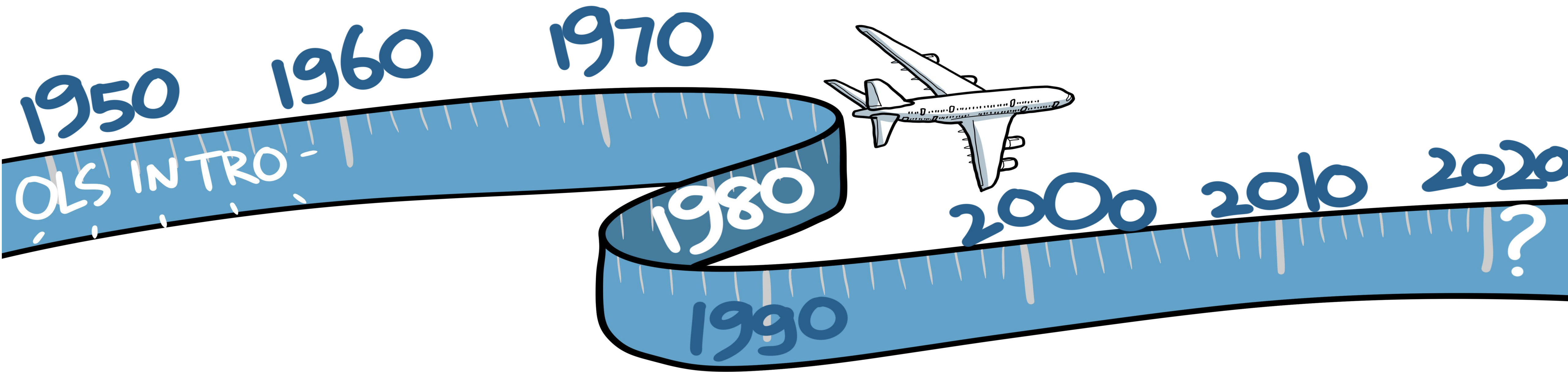




OLS / ACI

OLS SYMPOSIUM 2021

Transition and Benefits



OLS has been around since the 1950s with only slight amendments

The new surfaces reflect the actual operational needs. These surfaces can stand to scrutiny

It is in tandem with the advancement in aircraft performances, navigational capabilities and design of new flight procedures

Benefits and transition.

Benefits and transition.

Different stakeholders working together

Avoid duplicate efforts

Clear relationship between different controlling surfaces.
OFS VS OPS VS OES



Benefits - Coordination & collaboration amongst stakeholders.

- Implementing OFS & OES encouraged cooperation & coordination between states, aerodrome operators & ANSP (such as flight procedure designers)
- The aeronautical study process encourages the coordination amongst the different aviation stakeholders.
- Obstacle data collection & sharing will be enhanced. This ensures database remains updated.

Benefits - No obstacle left uncounted.

- All surfaces relevant to the aerodrome are published in Annex 14
- The limit of the operational areas significant to the aerodrome's operations is defined by the surfaces not be a prescribed distance
 - Comprehensive zoning plan can be developed ensuring accessibility to the runway and usability of the flight procedures
 - Provides states or aerodrome operators the possibility to safeguard areas detrimental for its flight operations through legislation



Benefits - Meets current and adaptable to future operations.

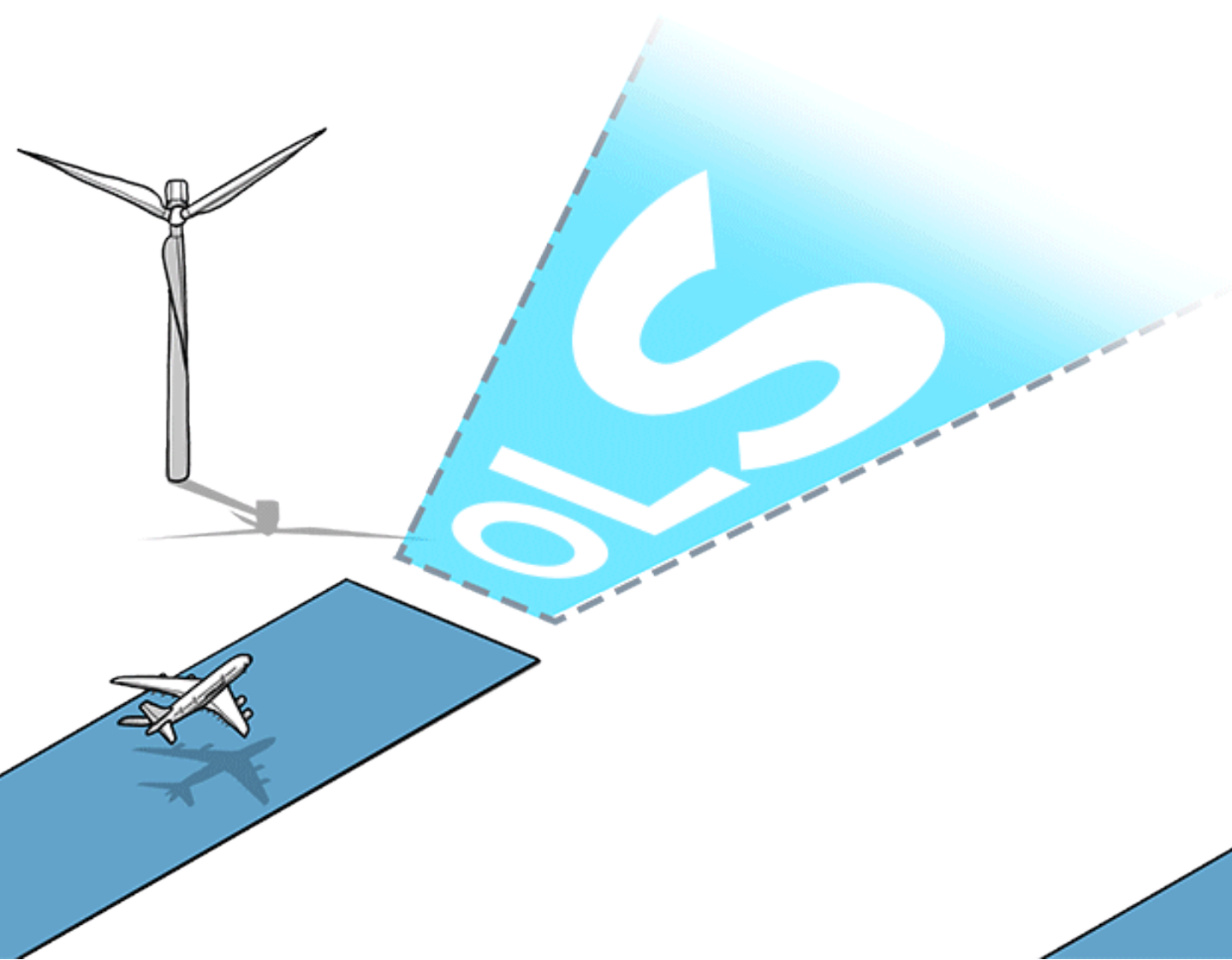
- The surfaces are designed based on current flight tracks
- Provisions are made to allow competent authority to adapt the surfaces to future operations
- With adaptability comes continuous safety as obstacles are assessed & the impacts mitigated



Benefits - Adopt what you need.

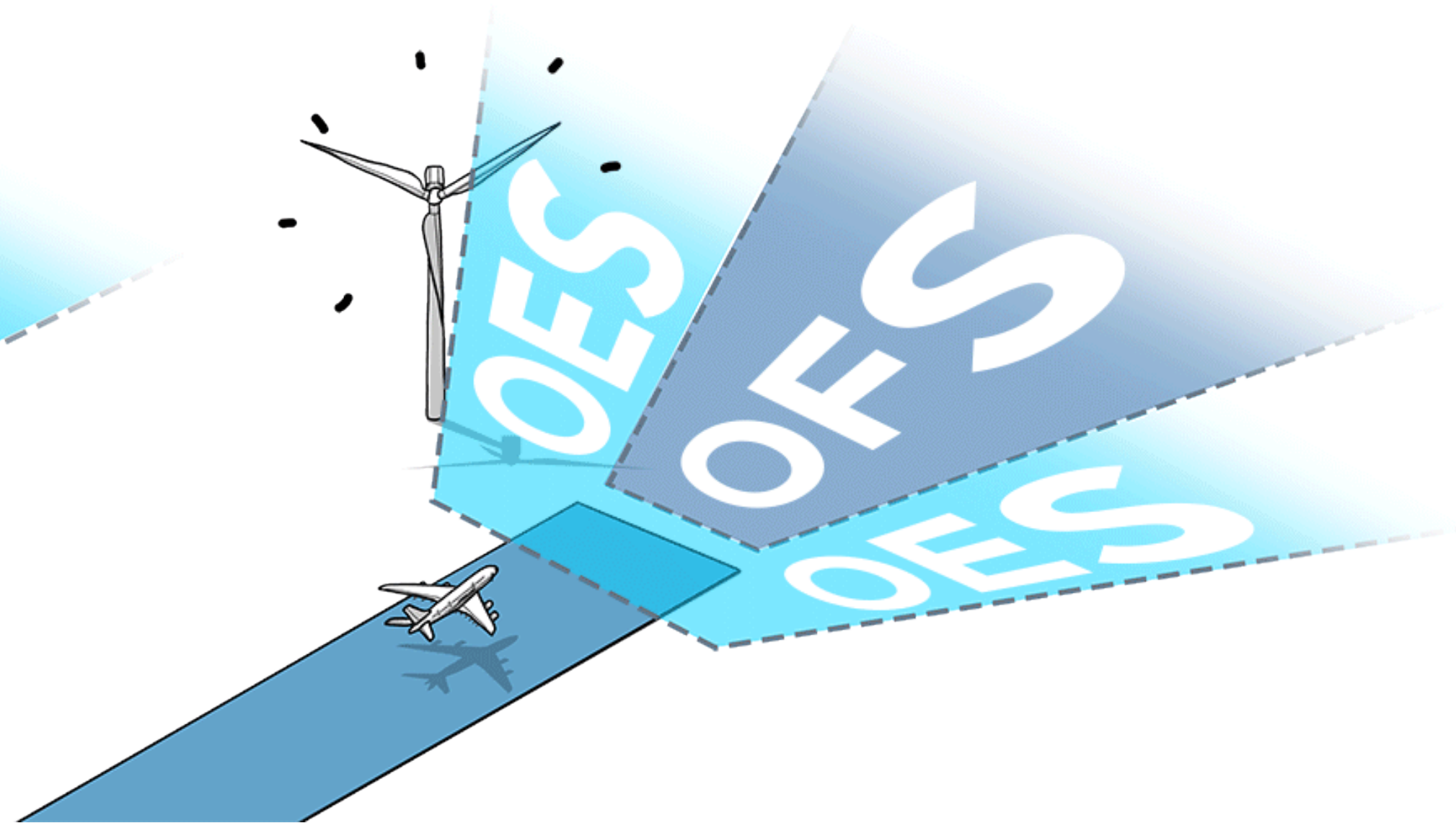
SAFE?

With just the OLS, areas beyond and under the surface may not be safeguarded resulting in potential obstacles impacting the safety of operations



SAFE?

As the wind turbine falls within the OES, it would have been assessed and approved



- With each surfaces having a distinct function, the competent authority need only choose what is needed to protect operations at the runway.

- A more balanced and efficient segregation of air and land spaces can be expected. Airspace not required can be released for higher intensity development. Similarly, air space needed for future operations can be safeguarded against any potential development.

Milestones.

- The symposium is a platform for OLS Task Force to share what can be expected in the new concept and to solicit feedback
 - These changes will be going through the ICAO processes before being approved

- Key milestones

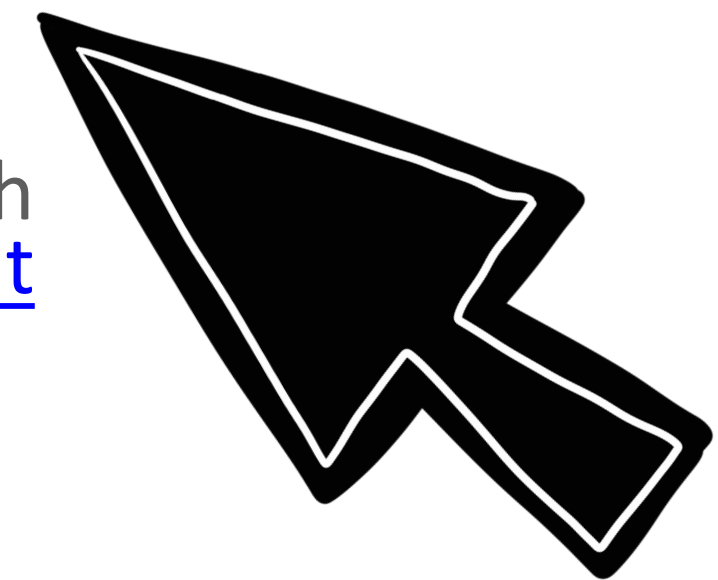


Effective date



Applicability date

- Participants may still interact with the task force via OLS@icao.int



- The task force will work with ICAO Secretariat to provide guidance and assistance to States and other stakeholders.