

## Next Steps Toward Implementation

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## Why are SARPs Necessary?

Modern aviation is one of the most complex systems of interaction between human and machines ever created. The system is made possible by the existence of international Standards and Recommended Practices, or SARPs.

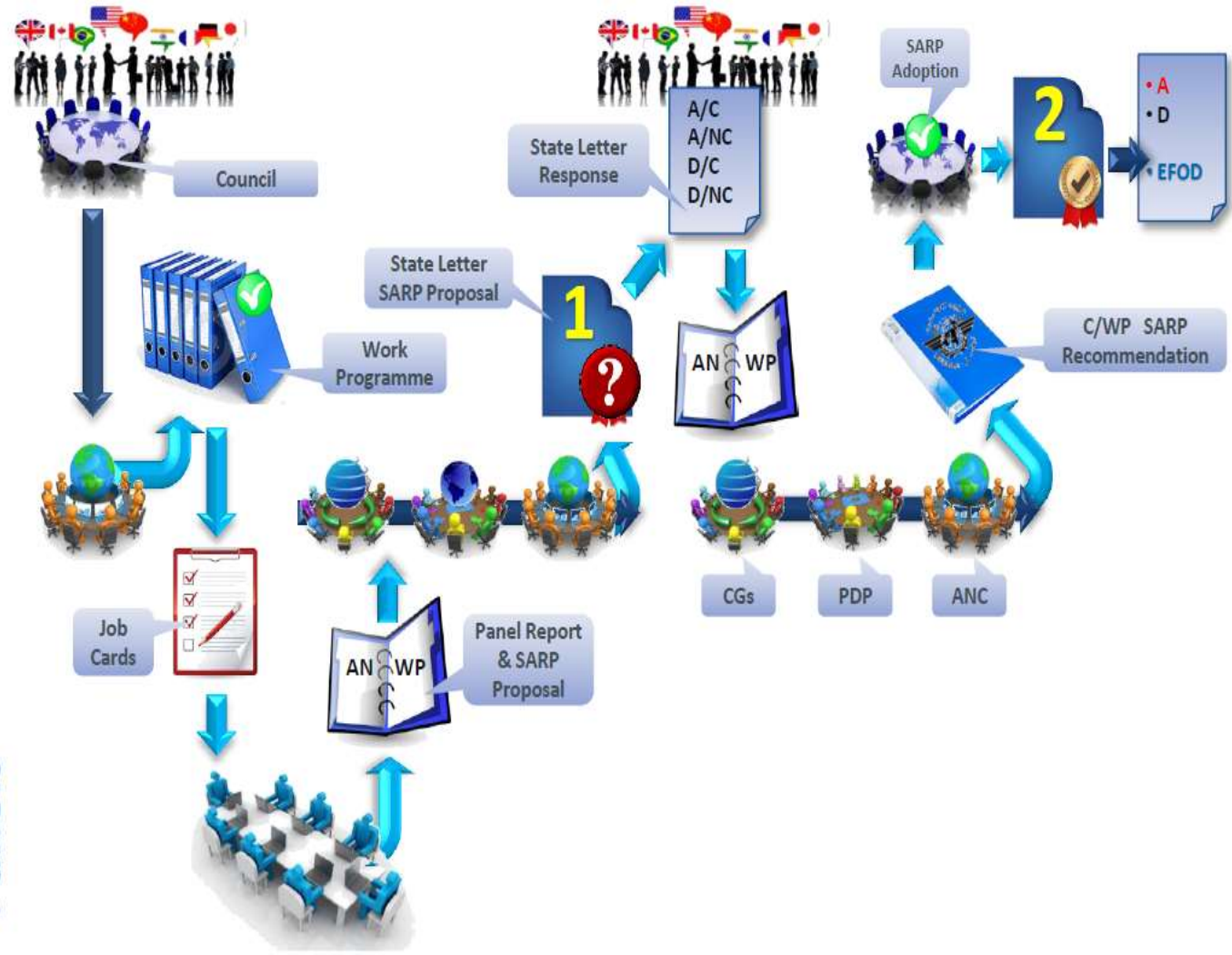
The establishment and maintenance of international Standards and Recommended Practices (SARPs), as well as Procedures for Air Navigation (PANS), are fundamental tenets of the Convention on International Civil Aviation (Chicago Convention) and a core aspect of ICAO's mission and role.

- Today, ICAO manages over 12,000 SARPs across the 19 Annexes and five PANS to the Convention, many of which are constantly evolving in concert with latest developments and innovations.
- Typically, it takes approximately two years for an initial proposal for a new or improved Standard, Recommended Practice or procedure to be formally adopted or approved for inclusion in an Annex or a PANS. Occasionally, this timescale can be expanded or compressed depending on the nature and priority of the proposal under consideration.

States

ANC

Panels



- Council reviews ANC proposal. Adopts if 2/3 support.
- Within 2 weeks of adoption, interim edition sent to States
- 3 months to indicate disapproval of adopted amendments
- Effective Date approximately 4 months after adoption by Council
- 4 months between Effective Date and Applicability Date
- Provided a majority of States have not registered disapproval, the amendment becomes Effective
- One month prior to the Applicability Date, States must notify the Secretariat of any differences.
- Differences published in supplements to Annexes.

- The ICAO Twelfth Air Navigation Conference and the 38th Session of the ICAO Assembly called for a comprehensive review of the obstacle limitation surfaces in Annex 14 — Aerodromes, Volume I — Aerodrome Design and Operations.
- These surfaces define airspace around aerodromes to be maintain free from obstacles. Additionally, ICAO also investigate and develop guidance on aeronautical studies.
- A new concept has been developed by Obstacle Limitation Task Force (OLSTF), which consists of international experts and has conducted almost 30 meetings so far, under the jurisdiction of ICAO Aerodrome Design and Operations Panel of the Air Navigation Commission.



- OLS related SARPs and PANS are likely to be ready by February 2022.
- Preliminary Review by Air Navigation Commission by September / October 2022.
- ICAO State Letter on proposed amendment circulation by late November 2022.
- Final review based on inputs from States by ANC in late Fall 2023.
- ICAO Council adoption of the OLS proposed amendments by Q1 2024.
- Effective date by 2024
- Applicability date by 2026



**Finalization  
of  
OLS  
Materials**

**Preliminary  
Review**

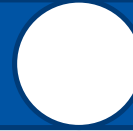
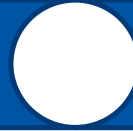
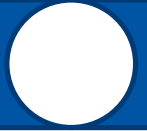
**ICAO  
State Letter  
Circulation**

**State Letter  
Final  
Review**

**ICAO  
Council  
Adoption**

**Effective  
Date**

**Applicable  
Date**



**Feb  
2022**

**Sept/Oct  
2022**

**Nov  
2023**

**Late Fall  
2023**

**Q1  
2024**

**2024**

**2026**



- ICAO ADOP OLSTF's main goal is to finalize all materials by ADOP/4 meeting in February 2022.
- Work on impact assessment and implementation plan completion is targeted by February 2022.
- Possible scenario: If OLSTF can not submit deliverable materials by February 2022, ICAO could organize next ADOP Panel meeting in 2023 to review the material.





- ICAO aims to enhance awareness in the industry and promote cooperation between counterparts in terms of OLS related issues.
- In the future OLS related workshops and seminars can be organized.
- Specific audience targeted training and courses could be developed as necessary.



# THANK YOU

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