



# **New ICAO Obstacle Limitation Surfaces Workshop 2026**

## **Delegate Workbook**



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**What We'll Cover Today**

**Afternoon Session:**

<b>13:15–13:45</b>	<b>DfT Circular Update</b> <ul style="list-style-type: none"><li>- Overview of the updated DfT safeguarding circular</li><li>- Alignment with the new ICAO OLS</li><li>- Key changes for aerodromes, LPAs, and developers</li><li>- Transition expectations and timelines</li></ul>
<b>13:45–14:30</b>	<b>The New ICAO OLS: Technical Overview</b> <ul style="list-style-type: none"><li>- The New OLS Framework</li><li>- Aeroplane Design Group</li><li>- Obstacle Free Surfaces</li><li>- Obstacle Evaluation Surfaces</li><li>- Examples of typical scenarios</li></ul>
<b>14:30–15:00</b>	<b>Aeronautical Studies: Methodology &amp; Expectations</b> <ul style="list-style-type: none"><li>- What an aeronautical study must now include</li><li>- Risk-based assessment principles</li><li>- Evidence requirements</li></ul>

  
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Enabling Aerospace**

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Slide 5



**What We'll Cover Today**

Afternoon Session:

15:00–15:15	Break
15:15–15:45	<b>Map Filtering, Data Layers &amp; Future Workflows</b> - Interactive Poll - How map filtering supports proportional safeguarding
15:45–16:30	<b>Q&amp;A, Discussion &amp; Next Steps</b> - Summary of key takeaways - Next steps for stakeholders - Where to find guidance, templates, and support - Interactive poll – let's reflect - Q&A Session

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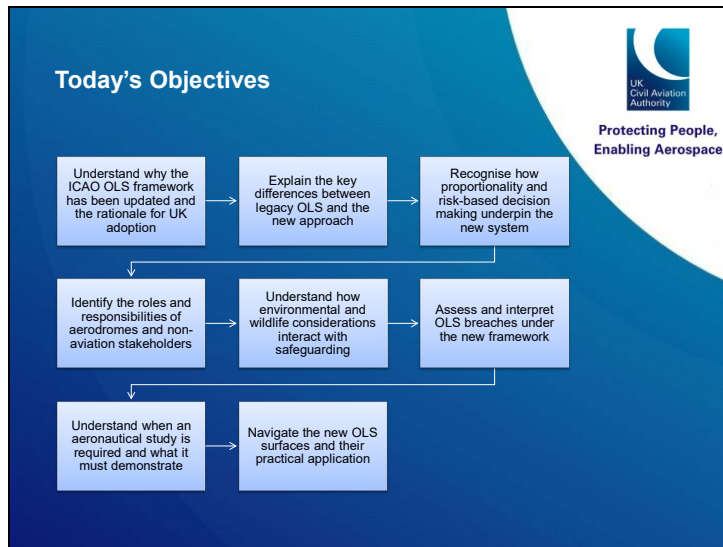








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Slide 11

**Why ICAO Updated the OLS**



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- **1950s-Based Design** - Developed for older aircraft, early navigation aids and historic airspace concepts.
- **Rigid, Fixed Geometry** - One-size-fits-all surfaces with set slopes and dimensions, regardless of aerodrome operations.
- **Not Designed for Modern Procedures** - Assumed straight-in approaches; no consideration of PBN or mature instrument flight procedures.
- **Misalignment with Today's Systems** - Poor integration with modern IFP and CNS safeguarding, as aviation capabilities evolved.
- **Often Over-Conservative** - Can create unnecessary constraints on development and added safeguarding burden without proportional safety benefit

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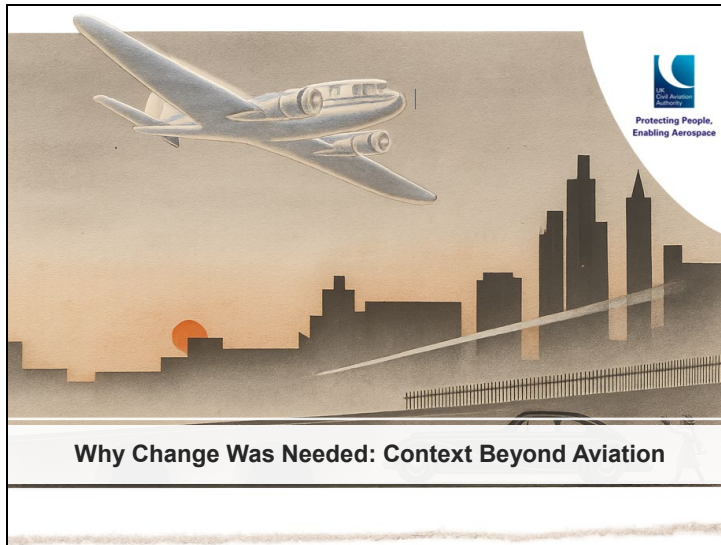
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Slide 14



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Slide 17

**The shift toward risk based, evidence driven safeguarding**



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- Prescriptive to Risk-Based Approach** Move away from one-size-fits-all rules to operational risk-based assessment
- Evidence-Led Decisions** Based on data, aircraft performance, and local operational context
- Focus on Real Safety Impact** Prioritising genuine hazards rather than theoretical or low-risk penetrations
- Greater Flexibility in Decision Making** Based on data, aircraft performance, and local operational context
- Improved Differentiation of Risk Levels** Distinguishes benign impacts from cases needing detailed assessment
- Transparent & Defensible Outcomes** Clear rationale for developers, planners, and stakeholders

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Slide 38

**Alignment with the New ICAO OLS**

- Updated Circular reflects the shift to the new ICAO OLS framework
- Aligns with:
  - Updated ICAO Annex 14 standards
  - Modern aircraft performance and navigation capabilities
- Introduces clearer distinction between:
  - Obstacle Free Surfaces (OFS) – absolute protection
  - Obstacle Evaluation Surfaces (OES) – assessment-based
  - Embeds risk-based and proportionate assessment principles into planning decisions
- Ensures safeguarding guidance reflects:
  - Current operational realities
  - Modern development environments



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