

AMENDMENT No. 8

TO THE

**INTERNATIONAL STANDARDS
AND RECOMMENDED PRACTICES**

AERODROMES

ANNEX 14

TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

VOLUME I

AERODROME DESIGN AND OPERATIONS

The amendment to Annex 14, Volume I contained in this document was adopted by the Council of ICAO on **14 March 2006**. Such parts of this amendment as have not been disapproved by more than half of the total number of Contracting States on or before **17 July 2006** will become effective on that date and will become applicable on **23 November 2006** as specified in the Resolution of Adoption.

MARCH 2006

INTERNATIONAL CIVIL AVIATION ORGANIZATION

**AMENDMENT 8 TO THE INTERNATIONAL STANDARDS
AND RECOMMENDED PRACTICES**

**AERODROMES
VOLUME I - AERODROME DESIGN AND OPERATIONS**

RESOLUTION OF ADOPTION

The Council

Acting in accordance with the Convention on International Civil Aviation, and particularly with the provisions of Articles 37, 54 and 90 thereof,

1. *Hereby adopts* on 14 March 2006 Amendment 8 to the International Standards and Recommended Practices contained in the document entitled *International Standards and Recommended Practices, Aerodromes - Aerodrome Design and Operations*, which for convenience is designated Annex 14, Volume I to the Convention;
2. *Prescribes* 17 July 2006 as the date upon which the said amendment shall become effective, except for any part thereof in respect of which a majority of the Contracting States have registered their disapproval with the Council before that date;
3. *Resolves* that the said amendment or such parts thereof as have become effective shall become applicable on 23 November 2006;
4. *Requests the Secretary General:*
 - a) to notify each Contracting State immediately of the above action and immediately 17 July 2006 of those parts of the amendment which have become effective;
 - b) to request each Contracting State:
 - 1) to notify the Organization (in accordance with the obligation imposed by Article 38 of the Convention) of the differences that will exist on 23 November 2006 between its national regulations or practices and the provisions of the Standards in the Annex as hereby amended, such notification to be made before 23 October 2006, and thereafter to notify the Organization of any further differences that arise; and
 - 2) to notify the Organization before 23 October 2006 of the date or dates by which it will have complied with the provisions of the Standards in the Annex as hereby amended;
 - c) to invite each Contracting State to notify additionally any differences between its own practices and those established by the Recommended Practices, when the notification of such differences is important for the safety of air navigation, following the procedure specified in subparagraph b) above with respect to differences from Standards.

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NOTES ON THE PRESENTATION OF THE PROPOSED AMENDMENT

1. The text of the amendment is arranged to show deleted text with a line through it and new text highlighted with grey shading, as shown below:

- | | |
|--|-----------------------------------|
| 1. Text to be deleted is shown with a line through it. | text to be deleted |
| 2. New text to be inserted is highlighted with grey shading. | new text to be inserted |
| 3. Text to be deleted is shown with a line through it followed by the replacement text which is highlighted with grey shading. | new text to replace existing text |

Editorial Note.— The following note has been relocated to follow new paragraph 1.4.4 with changes.

Note.— ~~The intent of a safety management system is to have in place an organized and orderly approach in the management of aerodrome safety by the aerodrome operator. Guidance on an aerodrome safety management system is given in the Manual on Certification of Aerodromes.~~

1.4.5.4 As part of the certification process, States shall ensure that an aerodrome manual which will include all pertinent information on the aerodrome site, facilities, services, equipment, operating procedures, organization and management, including a safety management system, is submitted by the applicant for approval/acceptance prior to granting the aerodrome certificate.

~~1.4.6.5 As of 24 November 2005, a A certified aerodrome shall have in operation a safety management system.~~

Note.— *The intent of a safety management system is to have in place an organized and orderly approach in the management of aerodrome safety by the aerodrome operator. Guidance on an aerodrome safety management system is given in the ICAO Safety Management Manual (Doc 9859) and in the Manual on Certification of Aerodromes (Doc 9774).*

1.5 Safety management

1.5.1 States shall establish a safety programme, in order to achieve an acceptable level of safety in aerodrome operations.

1.5.2 The acceptable level(s) of safety to be achieved shall be established by the State(s) concerned.

Note.— *Guidance on safety programmes and on defining acceptable levels of safety is contained in Attachment E to Annex 11 and in the ICAO Safety Management Manual (Doc 9859).*

1.5.3 States shall require, as part of their safety programme, that a certified aerodrome operator implements a safety management system acceptable to the State that, as a minimum:

- a) identifies safety hazards;
- b) ensures that remedial action necessary to maintain an acceptable level of safety is implemented;
- c) provides for continuous monitoring and regular assessment of the safety level achieved; and
- d) aims to make continuous improvement to the overall level of safety.

1.5.4 A safety management system shall clearly define lines of safety accountability throughout a certified aerodrome operator, including a direct accountability for safety on the part of senior management.

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CHAPTER 1. GENERAL

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1.1 Definitions

Balked Landing. A landing manoeuvre that is unexpectedly discontinued at any point below the obstacle clearance altitude/height (OCA/H).

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Safety programme. An integrated set of regulations and activities aimed at improving safety.

Safety management system. ~~A system for the management of~~ A systematic approach to managing safety at aerodromes, including the necessary organizational structure, responsibilities, accountabilities, policies and procedures, processes and provisions for the implementation of aerodrome safety policies by an aerodrome operator, which provides for control of safety at, and the safe use of, the aerodrome.

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1.4 Certification of aerodromes

1.4.4 Recommendation. ~~A certified aerodrome should have in operation a safety management system.~~

Note.— Guidance on safety management systems is contained in the ICAO Safety Management Manual (Doc 9859), and in the Manual on Certification of Aerodromes (Doc 9774).

1.5 1.6 Airport design

Editorial Note.— Renumber subsequent paragraphs accordingly.

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CHAPTER 4. OBSTACLE RESTRICTION AND REMOVAL

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Note 2.— Objects which penetrate the obstacle limitation surfaces contained in this chapter may in certain circumstances cause an increase in the obstacle clearance altitude/height for an instrument approach procedure or any associated visual circling procedure or have other operational impact on flight procedure design. Criteria for evaluating obstacles flight procedure design, are contained in Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS, Doc 8168).

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Table 4-1. Dimensions and slopes of obstacle limitation surfaces – Approach runways

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e. Where the code letter is F (Column (3) of Table 1-1), the width is increased to 155 m. See ICAO Circular 301-AN/174 *New Larger Aeroplanes – Infringement of the Obstacle Free Zone: Operational Measures and Aeronautical Study* for information on code letter F aeroplanes equipped with digital avionics that provide steering commands to maintain an established track during the go-around manoeuvre.

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