

COVER SHEET TO AMENDMENT 11-B

**INTERNATIONAL STANDARDS
AND RECOMMENDED PRACTICES**

AERODROMES

ANNEX 14

TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

**VOLUME I
AERODROME DESIGN AND OPERATIONS**

SIXTH EDITION — JULY 2014

INTERNATIONAL CIVIL AVIATION ORGANIZATION

**AMENDMENT TO THE FOREWORD OF ANNEX 14, VOLUME I
SIXTH EDITION**

Add the following at the end of Table A:

	<i>Source(s)</i>	<i>Subject</i>	<i>Adopted/Approved Effective Applicable</i>
11-B	Secretariat supported by the Approach Classification Task Force (ACTF) in coordination with the Aerodromes Panel (AP), the Instrument Flight Procedure Panel (IFPP), the Navigation Systems Panel (NSP) and the Operations Panel (OPSP)	Amendment concerning: a) revised instrument and non-instrument approach runway definitions as a result of new approach classification	27 February 2013 15 July 2013 13 November 2014

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TEXT OF AMENDMENT 11-B

TO THE

INTERNATIONAL STANDARDS
AND RECOMMENDED PRACTICES

AERODROMES

ANNEX 14
TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

VOLUME I
AERODROME DESIGN AND OPERATIONS

CHAPTER 1. GENERAL

1.1 Definitions

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CHAPTER 1. DEFINITIONS

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Instrument runway. One of the following types of runways intended for the operation of aircraft using instrument approach procedures:

- a) *Non-precision approach runway.* ~~An instrument A~~ runway served by visual aids and non-visual aid(s) ~~providing at least directional guidance adequate for a straight in approach intended for landing operations following an instrument approach operation type A and a visibility not less than 1 000 m.~~
- b) *Precision approach runway, category I.* ~~An instrument A~~ runway served by ~~ILS and/or MLS and~~ visual aids and non-visual aid(s) intended for ~~operations~~ landing operations following an instrument approach operation type B with a decision height (DH) not lower than 60 m (200 ft) and either a visibility not less than 800 m or a runway visual range not less than 550 m.
- c) *Precision approach runway, category II.* ~~An instrument A~~ runway served by ~~ILS and/or MLS and~~ visual aids and non-visual aid(s) intended for ~~operations~~ landing operations following an instrument approach operation type B with a decision height (DH) lower than 60 m (200 ft) but not lower than 30 m (100 ft) and a runway visual range not less than 300 m.
- d) *Precision approach runway, category III.* ~~An instrument A~~ runway served by ~~ILS and/or MLS~~ visual aids and non-visual aid(s) intended for landing operations following an instrument approach

operation type B to and along the surface of the runway and:

- A — intended for operations with a decision height (DH) lower than 30 m (100 ft), or no decision height and a runway visual range not less than 175 m.
- B — intended for operations with a decision height (DH) lower than 15 m (50 ft), or no decision height and a runway visual range less than 175 m but not less than 50 m.
- C — intended for operations with no decision height (DH) and no runway visual range limitations.

Note 1.— See Annex 10, Volume I, for related ILS and/or MLS specifications.

Note 2.1.— Visual aids need not necessarily be matched to the scale of non-visual aids provided. The criterion for the selection of visual aids is the conditions in which operations are intended to be conducted.

Note 2.— Refer to Annex 6 for instrument approach operation types.

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Non-instrument runway. A runway intended for the operation of aircraft using visual approach procedures or an instrument approach procedure to a point beyond which the approach may continue in visual meteorological conditions.

Note.— Visual meteorological conditions (VMC) are described in Chapter 3 of Annex 2.

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