



International Civil Aviation Organization

CAR/SAM REGIONAL PLANNING IMPLEMENTATION GROUP (GREPECAS)

**Fifth Meeting of the GREPECAS Aerodromes and Ground Aids /
Aerodrome Operational Planning Subgroup (AGA/AOP/SG/5)**

Montevideo, Uruguay, 20 to 24 November 2006

AGA/AOP/SG/5-WP/20

24/10/06

Agenda Item 6

Review of other Technical Matters

6.2 Application of Amendments 7, 8 and 9 to Annex 14

REVIEW OF OTHER TECHNICAL ISSUES

(Presented by Secretariat)

SUMMARY

The AGA Panel of the Air Navigation Commission is periodically studying the proposal that will allow the permanent optimization of Annex 14, Vol. I & II. A summary of the contents and scope of Amendments 7, 8 & 9 are presented in this Working Paper.

References:

- State Letter 05/72 dated 12 August 2005, adoption of amendment 7, became effective on 11 July 2005
- State Letter 06/64 dated 18 August 2006, adoption of amendment 8 became effective on 17 July 2006
- Amendment 9 was approved by the Council on 15 June 2006 and will become effective on 28 November 2008.

1. Introduction

1.1 The amendments come from the proposal made by the signatory States of the Chicago Convention and from the International Organizations that are directly related to the development of International Air Transport. The objective of this assignment is to introduce new standards and/or recommendations, to upgrade certain recommendations as standards, or to adopt the current contents of the SARPs to the changes resulted by the operation of new aircraft and the incorporation of new information and communication technologies used by the air navigation systems, subsystems and elements. Finally, another objective is to change policies, strategies and tactics within the safety management systems on behalf of the Organizations that provide aeronautical and ground services.

2. Development

2.1 Amendment 7

2.1.1 Amendment 7 incorporates a definition for runway holding position; certification of aerodromes; land-use planning and the balanced approach to aircraft noise management; runway turn pads; taxiways; bird hazard reduction; fencing and pavement maintenance. ***This amendment was adopted and will become effective on 24 November 2005.***

2.2 Amendment 8

2.2.1 Amendment 8 updates the existing provisions of Annex 14, Volume I for new larger aeroplanes (NLA) with regard to the size of the obstacle free zone (OFZ), based on improved navigation capabilities which facilitate the introduction of NLA operations at existing aerodromes. The amendment harmonizes the safety management requirements in Annex 14, Volume I with those of Annex 6 – *Operation of Aircraft* and Annex 11 – *Air Traffic Services*. It responds to the need to complement the prevailing approach to the management of safety based upon regulatory compliance with a performance-based approach. Such an approach builds upon a data-driven prioritization of resources towards safety concerns that hold the greatest risk potential and activities likely to produce the biggest return on resources invested. The proposed amendment harmonizes the approach to safety management among ATM providers, aircraft operators, maintenance organizations and aerodrome operators. ***This amendment was adopted and will become effective on 23 November 2006.***

2.3 Amendment 9

2.3.1 This Amendment was proposed by the Air Navigation Commission in order to include a note that clarifies the interpretation of Annex 14, Vol. I, Chapter 3, Paragraph 3.9, Taxiways, Standard 3.9.4. It should be clarified that the clearance distance between the outer main wheel of the aeroplane and the edge of the taxiway does not imply that the existing taxiways should be modified. Notwithstanding, the following has been incorporated: *Note 3.- This provision applies to the design of taxiways first commissioned on or after 20 November 2008.* ***This amendment was approved by the Council on 15 June 2006.***

3. Discussion

3.1 The aforementioned amendments consider important changes within the design activities and aerodrome safety management. Taking this into account, the improvement has to be considered in the current aerodrome certification processes and in the implementation of a safety management system.

4. Suggested Action

4.1 The Meeting is invited to take note, review and comment on this Working Paper.