



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**THE SECOND MEETING OF THE APANPIRG AERODROMES  
OPERATIONS AND PLANNING – WORKING GROUP (AOP/WG/2)**

Yogyakarta, Indonesia, 3 – 5 June 2014

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**Agenda Item 4: Provision of AOP in the Asia/Pacific Region**

**AMENDMENT 5 TO ANNEX 14, VOLUME II — HELIPORTS**

(Presented by the Secretariat)

**SUMMARY**

This Paper provides update on the new Amendment 5 to Annex 14, Volume II – *Heliports*. The Fourth Edition (July 2013) of Annex 14, Volume II – *Heliports* incorporates all amendments adopted by the Council prior to 28 February 2013 and supersedes on 14 November 2013 all previous editions of Annex 14, Volume II.

This paper relates to –

**Strategic Objectives:**

*A: Safety – Enhance global civil aviation safety*

*B: Air Navigation Capacity and Efficiency – Increase Capacity and improve efficiency of the global civil aviation system*

**1. INTRODUCTION**

1.1 The Amendment 5 to the Aerodromes – Heliports (Annex 14, Volume II to the Convention on International Civil Aviation) was adopted by the ICAO Council at the fifth meeting of its 198<sup>th</sup> Session on 27 February 2013. The Amendment and Resolution of adoption are available as attachments to the electronic version of State letter AN 4/16.7-13/21 dated 28 March 2013 on the ICAO NET (<http://portal.icao.int>).

1.2 Amendment 5 is applicable with effect from 14 November 2013.

1.3 The Amendment 5 to Annex 14, Volume II stems from recommendations of the second meeting of the Aerodromes Panel (AP/2) and proposal arising from the secretariat with the assistance of the Aeronautical Information Services to Aeronautical Information Management Study Group (AIS AIM SG) regarding the transition from AIS to AIM.

**2. DISCUSSION**

2.1 Amendment 5 relating to the design of heliports has the objective of enhancing heliport safety and efficiency in a globally harmonized manner. It covers new and revised provisions relating to:

- i) the height of objects permitted on the safety area and around the edge of Final Approach and Take-Off area (FATO) or Touch Down and Lift Off areas (TLOF) and objects in relation to helicopter ground and air taxi routes and helicopter stands to avoid obstacle strikes;
- ii) obstacle environment, including obstacle limitation surfaces associated with Point- in- Space (PinS) approach utilizing a visual segment, to ensure safety while enhancing efficiency; and
- iii) visual aids among others, helicopter stand markings and flight path alignment guidance lighting and marking to further enhance safety.

2.2 The Fourth Edition (July 2013) of Annex 14, Volume II – Heliports incorporates all amendments adopted by the Council prior to 28 February 2013 and supersedes on 14 November 2013 all previous editions of Annex 14, Volume II.

### **3. ACTION BY THE MEETING**

3.1 The Meeting is invited to note the information provided in this paper and urge States to incorporate Amendment 5 requirements in their national regulations and ensure implementation at their airports.

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