



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**THE THIRD MEETING OF THE AERODROMES OPERATIONS AND  
PLANNING – WORKING GROUP (AOP/WG/3)**

Malaysia, 2 – 4 June 2015

---

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

**AMENDMENT 12 TO ANNEX 14,  
VOLUME I — AERODROME DESIGN AND OPERATIONS**

(Presented by the Secretariat)

**SUMMARY**

This paper provides information on the new Amendment 12 to Annex 14, Volume I – *Aerodrome Design and Operations*.

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*

*E: Environmental Protection – Minimize the adverse environmental effects of civil aviation activities*

**1. INTRODUCTION**

1.1 The Amendment 12 to the Aerodromes - Aerodrome Design and Operations (Annex 14, Volume I to the Convention on International Civil Aviation) was adopted by the ICAO Council at the fifth meeting of its 204<sup>th</sup> Session on 4<sup>th</sup> March 2015. The Amendment and Resolution of adoption are available as attachments to the electronic version of State letter AN 4/1.2.25-15/27 dated 15 April 2015 on the ICAO NET (<http://portal.icao.int>).

1.2 The Council prescribed 15 July 2015 as the date on which the amendment will become effective, except for any part concerning which a majority of Contracting States has registered their disapproval before that date. In addition the Council resolved that Amendment 12 to the extent it becomes effective will become applicable on 10 November 2016, in order to allow Member States adequate time to incorporate the PANS-AERODROMES related provisions contained in Amendment 12 to Annex 14, Volume I.

1.3 The Amendment 12 to Annex 14, Volume I arises from proposals developed by the secretariat with the assistance of the PANS-AERODROMES Study Group in coordination with the Aerodromes Panel (AP) regarding the use of the First Edition of the Procedures for Air Navigation Services-Aerodromes (PANS-AERODROMES, DOC 9981).

**2. DISCUSSION**

2.1 The amendment concerning procedures on operations of aerodromes is to address priority areas revealed by the Universal Safety Oversight Audit Programme (USOAP) audits in the areas of aerodrome certification, conduct of safety assessment and compatibility studies. The objective of the amendment is to enhance aerodrome safety and efficiency in a globally harmonized manner by referencing the recently approved procedures of the first edition of the PANS-AERODROMES.

**3. ACTION BY THE MEETING**

3.1 The Meeting is invited to:

- i) Urge States to notify ICAO before 13 July 2015 if there is any part of the adopted Standards and Recommended Practices (SARPs) amendments in Amendment 12 concerning which the States wishes to register disapproval; [Note- only statements of disapproval need to be registered.];
- ii) urge States to notify ICAO before 10 October 2015 any differences that will exist on 10 November 2016 between the national regulations or practices and the provisions of the whole of Annex 14, Volume I as amended by all amendments up to and including Amendment 12 and thereafter of any further differences that may arise; and
- iii) Urge States to provide the date or dates by which their Administration will have complied with the provisions of the whole of Annex 14, Volume I, as amended by all amendments up to and including Amendment 12.

.....



International  
Civil Aviation  
Organization

Organisation  
de l'aviation civile  
internationale

Organización  
de Aviación Civil  
Internacional

Международная  
организация  
гражданской  
авиации

منظمة الطيران  
المدني الدولي

国际民用  
航空组织

Tel.: +1 514-954-6717

Ref.: AN 4/1.2.25-15/27

15 April 2015

**Subject:** Adoption of Amendment 12 to Annex 14,  
Volume I

**Action required:** a) Notify any disapproval before  
13 July 2015; b) Notify any differences and compliance  
before 10 October 2016; c) Consider the use of the  
Electronic Filing of Differences System (EFOD) for  
notification of differences and compliance

Sir/Madam,

1. I have the honour to inform you that Amendment 12 to the *International Standards and Recommended Practices, Aerodromes — Aerodrome Design and Operations* (Annex 14, Volume I to the Convention on International Civil Aviation) was adopted by the Council at the fifth meeting of its 204th Session on 4 March 2015. Copies of the Amendment and the Resolution of Adoption are available as attachments to the electronic version of this State letter on the ICAO-NET (<http://portal.icao.int>) where you can access all other relevant documentation.

2. When adopting the amendment, the Council prescribed 13 July 2015 as the date on which it will become effective, except for any part concerning which a majority of Contracting States have registered their disapproval before that date. In addition, the Council resolved that Amendment 12, to the extent it becomes effective, will become applicable on 10 November 2016, in order to allow Member States adequate time to incorporate the PANS-AERODROMES-related provisions contained in Amendment 12 to Annex 14, Volume I.

3. Amendment 12 arises from proposals developed by the Secretariat with the assistance of the PANS-AERODROMES Study Group (PASG), in coordination with the Aerodromes Panel (AP), regarding the use of the first edition of the *Procedures for Air Navigation Services — Aerodromes* (PANS-AERODROMES, Doc 9981).

4. The amendment concerning procedures on operations of aerodromes is to address priority areas revealed by the Universal Safety Oversight Audit Programme (USOAP) audits in the areas of aerodrome certification, conduct of safety assessment and compatibility studies. The objective of the

amendment is to enhance aerodrome safety and efficiency in a globally harmonized manner by referencing the recently approved procedures of the first edition of the PANS-AERODROMES.

5. The subject is given in the amendment to the Foreword of Annex 14, Volume I, a copy of which is in Attachment A.

6. At the fifth meeting of its 204th Session, the Council requested that States, when being advised of the adoption of an Annex amendment, be provided with information on implementation and available guidance material, as well as an impact assessment. This is presented for your information in Attachments E and F, respectively.

7. In conformity with the Resolution of Adoption, may I request:

- a) that before 13 July 2015 you inform me if there is any part of the adopted Standards and Recommended Practices (SARPs) amendments in Amendment 12 concerning which your Government wishes to register disapproval, using the form in Attachment B for this purpose. Please note that only statements of disapproval need be registered and if you do not reply it will be assumed that you do not disapprove of the amendment;
- b) that before 10 October 2016 you inform me of the following, using the form in Attachment C for this purpose:
  - 1) any differences that will exist on 10 November 2016 between the national regulations or practices of your Government and the provisions of the whole of Annex 14, Volume I, as amended by all amendments up to and including Amendment 12, and thereafter of any further differences that may arise; and
  - 2) the date or dates by which your Government will have complied with the provisions of the whole of Annex 14, Volume I, as amended by all amendments up to and including Amendment 12.

8. With reference to the request in paragraph 7 a) above, it should be noted that a registration of disapproval of Amendment 12 or any part of it in accordance with Article 90 of the Convention does not constitute a notification of differences under Article 38 of the Convention. To comply with the latter provision, a separate statement is necessary if any differences do exist, as requested in paragraph 7 b) 1). It is recalled in this respect that international Standards in Annexes have a conditional binding force, to the extent that the State or States concerned have not notified any difference thereto under Article 38 of the Convention.

9. With reference to the request in paragraph 7 b) above, it should be also noted that the Council, at the third meeting of its 192nd Session on 4 March 2011, agreed that pending the development of a concrete policy and operational procedures governing the use of EFOD, this system be used as an alternative means for filing of differences to all Annexes, except for Annex 9 — *Facilitation* and Annex 17 — *Security — Safeguarding International Civil Aviation against Acts of Unlawful Interference*. EFOD is currently available on the USOAP restricted website (<http://www.icao.int/usoap>) which is accessible by all Member States (AN 1/1-11/28 refers) and you are invited to consider using this for notification of compliance and differences.

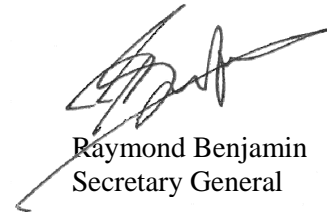
10. Guidance on the determination and reporting of differences is given in the Note on the Notification of Differences in Attachment D.

11. Please note that a detailed repetition of previously notified differences, if they continue to apply, may be avoided by stating the current validity of such differences.

12. I would appreciate it if you would also send a copy of your notifications, referred to in paragraph 7 b) above, to the ICAO Regional Office accredited to your Government.

13. As soon as practicable after the amendment becomes effective, on 13 July 2015, replacement pages incorporating Amendment 12 will be forwarded to you.

Accept, Sir/Madam, the assurances of my highest consideration.



Raymond Benjamin  
Secretary General

**Enclosures:**

- A — Amendment to the Foreword of Annex 14, Volume I
- B — Form on notification of disapproval of all or part of Amendment 12 to Annex 14, Volume I
- C — Form on notification of compliance with or differences from Annex 14, Volume I, Amendment 12
- D — Note on the Notification of Differences
- E — Implementation task list and outline of guidance material in relation to Amendment 12 to Annex 14, Volume I
- F — Impact assessment in relation to Amendment 12 to Annex 14, Volume I

ATTACHMENT A to State letter AN 4/1.2.25-15/27

AMENDMENT TO THE FOREWORD OF ANNEX 14, VOLUME I

Add the following at the end of Table A:

<i>Amendment</i>	<i>Source(s)</i>	<i>Subject(s)</i>	Adopted/Approved Effective Applicable
12	Secretariat supported by the PANS-AERODROMES Study Group (PASG) in coordination with the Aerodromes Panel (AP).	First Edition of the <i>Procedures for Air Navigation Services — Aerodromes</i> (PANS-AERODROMES) (Doc 9981)	4 March 2015 13 July 2015 10 November 2016

-----

ATTACHMENT B to State letter AN 4/1.2.25-15/27

NOTIFICATION OF DISAPPROVAL OF ALL OR PART OF  
AMENDMENT 12 TO ANNEX 14, VOLUME I

To: The Secretary General  
International Civil Aviation Organization  
999 Boulevard Robert-Bourassa  
Montreal, Quebec  
Canada H3C 5H7

(State) \_\_\_\_\_ hereby wishes to disapprove the following parts of  
Amendment 12 to Annex 14, Volume I:

\_\_\_\_\_

Signature

Date \_\_\_\_\_

*NOTES*

- 1) If you wish to disapprove all or part of Amendment 12 to Annex 14, Volume I, please dispatch this notification of disapproval to reach ICAO Headquarters by 13 July 2015. If it has not been received by that date it will be assumed that you do not disapprove of the amendment. **If you approve of all parts of Amendment 12, it is not necessary to return this notification of disapproval.**
- 2) This notification should not be considered a notification of compliance with or differences from Annex 14, Volume I. Separate notifications on this are necessary. (See Attachment C.)
- 3) Please use extra sheets as required.

\_\_\_\_\_

ATTACHMENT C to State letter AN 4/1.2.25-15/27

**NOTIFICATION OF COMPLIANCE WITH OR DIFFERENCES FROM  
ANNEX 14, VOLUME I  
(Including all amendments up to and including Amendment 12)**

To: The Secretary General  
International Civil Aviation Organization  
999 Boulevard Robert-Bourassa  
Montreal, Quebec  
Canada H3C 5H7

1. No differences will exist on \_\_\_\_\_ between the national regulations and/or practices of **(State)** \_\_\_\_\_ and the provisions of Annex 14, Volume I, including all amendments up to and including Amendment 12.

2. The following differences will exist on \_\_\_\_\_ between the regulations and/or practices of **(State)** \_\_\_\_\_ and the provisions of Annex 14, Volume I, including Amendment 12 (Please see Note 3) below.)

<b>a) Annex Provision</b> (Please give exact paragraph reference)	<b>b) Difference Category</b> (Please indicate A, B, or C)	<b>c) Details of Difference</b> (Please describe the difference clearly and concisely)	<b>d) Remarks</b> (Please indicate reasons for the difference)
--	---	---	---

(Please use extra sheets as required)



3. By the dates indicated below, **(State)** \_\_\_\_\_ will have complied with the provisions of Annex 14, Volume I, including all amendments up to and including Amendment 12 for which differences have been notified in 2 above.

a) <b>Annex Provision</b> (Please give exact paragraph reference)	b) <b>Date</b>	c) <b>Comments</b>
--	----------------	--------------------

(Please use extra sheets as required)

Signature \_\_\_\_\_

Date \_\_\_\_\_

*NOTES*

- 1) If paragraph 1 above is applicable to you, please complete paragraph 1 and return this form to ICAO Headquarters. If paragraph 2 is applicable to you, please complete paragraphs 2 and 3 and return the form to ICAO Headquarters.
- 2) Please dispatch the form to reach ICAO Headquarters by 10 October 2016.
- 3) A detailed repetition of previously notified differences, if they continue to apply, may be avoided by stating the current validity of such differences.
- 4) Guidance on the notification of differences from Annex 14, Volume I is provided in the Note on the Notification of Differences at Attachment D.
- 5) Please send a copy of this notification to the ICAO Regional Office accredited to your Government.

-----

**NOTE ON THE NOTIFICATION OF DIFFERENCES TO ANNEX 14,  
VOLUME I AND FORM OF NOTIFICATION**

*(Prepared and issued in accordance with instructions of the Council)*

1. *Introduction*

1.1 The Assembly and the Council, when reviewing the notification of differences by States in compliance with Article 38 of the Convention, have repeatedly noted that the state of such reporting is not entirely satisfactory.

1.2 With a view to achieving a more comprehensive coverage, this note is issued to facilitate the determination and reporting of such differences and to state the primary purpose of such reporting.

1.3 The primary purpose of reporting of differences is to promote safety and efficiency in air navigation by ensuring that governmental and other agencies, including operators and service providers, concerned with international civil aviation are made aware of all national regulations and practices in so far as they differ from those prescribed in the ICAO Standards.

1.4 Contracting States are, therefore, requested to give particular attention to the notification before 10 October 2016 of differences with respect to Standards in Annex 14, Volume I. The Council has also urged Contracting States to extend the above considerations to Recommended Practices.

1.5 Contracting States are asked to note further that it is necessary to make an explicit statement of intent to comply where such intent exists, or where such is not the intent, of the difference or differences that will exist. This statement should be made not only to the latest amendment but to the whole Annex, including the amendment.

1.6 If previous notifications have been made in respect of this Annex, detailed repetition may be avoided, if appropriate, by stating the current validity of the earlier notification. States are requested to provide updates of the differences previously notified after each amendment, as appropriate, until the difference no longer exists.

2. *Notification of differences to Annex 14, Volume I, including Amendment 12*

2.1 Past experience has indicated that the reporting of differences to Annex 14, Volume I has in some instances been too extensive since some appear merely to be a different manner of expressing the same intent.

2.2 Guidance to Contracting States in the reporting of differences to Annex 14, Volume I can only be given in very general terms. Where the national regulations of States call for compliance with procedures that are not identical but essentially similar to those contained in the Annex, no difference should be reported since the details of the procedures existing are the subject of notification through the medium of aeronautical information publications. Although differences to Recommended Practices are not notifiable under Article 38 of the Convention, Contracting States are urged to notify the Organization of the differences between their national regulations and practices and any corresponding Recommended Practices contained in an Annex. States should categorize each difference notified on the basis of whether the corresponding national regulation is:

- a) ***More exacting or exceeds the ICAO Standard or Recommended Practice (SARP) (Category A)***. This category applies when the national regulation is more demanding than the corresponding SARP, or imposes an obligation within the scope of the Annex which is not covered by a SARP. This is of particular importance where a State requires a higher standard which affects the operation of aircraft of other Contracting States in and above its territory;
- b) ***Different in character or other means of compliance (Category B)\****. This category applies when the national regulation is different in character from the corresponding ICAO SARP, or when the national regulation differs in principle, type or system from the corresponding SARP, without necessarily imposing an additional obligation; and
- c) ***Less protective or partially implemented/not implemented (Category C)***. This category applies when the national regulation is less protective than the corresponding SARP; or when no national regulation has been promulgated to address the corresponding SARP, in whole or in part.

2.3 When a Contracting State deems an ICAO Standard concerning aircraft, operations, equipment, personnel, or air navigation facilities or services to be not applicable to the existing aviation activities of the State, notification of a difference is not required. For example, a Contracting State that is not a State of Design or Manufacture and that does not have any national regulations on the subject, would not be required to notify differences to Annex 8 provisions related to the design and construction of an aircraft.

2.4 For States that have already fully reported differences from Annex 14, Volume I or have reported that no differences exist, the reporting of any further differences occasioned by the amendment should be relatively straightforward; however, attention is called to paragraph 1.5 wherein it is indicated that this statement should be not only to the latest amendment but to the whole Annex, including the amendment.

### 3. *Form of notification of differences*

3.1 Differences should be notified in the following form:

- a) ***Reference***: The number of the paragraph or subparagraph in Annex 14, Volume I as amended which contains the Standard or Recommended Practice to which the difference relates;
- b) ***Category***: Indicate the category of the difference as A, B or C in accordance with paragraph 2.2 above;

---

\* The expression “different in character or other means of compliance” in b) would be applied to a national regulation which achieves, by other means, the same objective as that of the corresponding ICAO SARPs and so cannot be classified under a) or c).

- c) *Description of the difference:* Clearly and concisely describe the difference and its effect; and
- d) *Remarks:* Under “Remarks” indicate reasons for the difference and intentions including any planned date for implementation.

3.2 The differences notified will be recorded in a Supplement to the Annex, normally in the terms used by the Contracting State when making the notification. In the interest of making the supplement as useful as possible, please make statements as clear and concise as possible and confine remarks to essential points. Comments on implementation, in accordance with paragraph 4 b) 2) of the Resolution of Adoption, should not be combined with those concerning differences. The provision of extracts from national regulations cannot be considered as sufficient to satisfy the obligation to notify differences. General comments that do not relate to specific differences will not be published in Supplements.

-----

**IMPLEMENTATION TASK LIST AND OUTLINE OF GUIDANCE  
MATERIAL IN RELATION TO AMENDMENT 12 TO ANNEX 14,  
VOLUME I**

**1. IMPLEMENTATION TASK LIST**

1.1 Essential steps to be followed by a State in order to implement proposed amendment are the following:

- Identification of Aerodromes subject to the PANS-AERODROMES provisions (Aerodromes to be certified)
- Identification of national specifications to be applied to these aerodromes (National regulation and guidelines)
- Gap analysis between PANS-AERODROMES provisions and national framework applicable to these aerodromes
- Identification of the rule-making process necessary to transpose PANS-AERODROMES provisions in the national regulation
- Modification and development of national regulation and means of compliance
- Official adoption of the developed national regulation and/or means of compliance (guidance)
- Implementation of newly adopted regulation by aerodrome operators
- Modification of oversight framework according to newly adopted provisions
- Supervision by the State of the implementation of regulation applicable to the Aerodrome Operator
- Publication of differences in the AIP of the State.

**2. GUIDANCE AND ICAO SUPPORT ACTIVITIES**

2.1 Standardization process:

- Effective date: 13 July 2015.
- Applicability date: 10 November 2016.
- Embedded applicability date (s): N/A

## 2.2 Supporting documentation:

- ICAO documentation:

<b>Title/Doc no</b>	<b>Type (PANS/TIs/Manual/Circ)</b>	<b>Publication date</b>
<i>Procedures for Air Navigation Services — Aerodromes</i> (PANS-AERODROMES) (Doc 9981)	PANS	July 2015
<i>Manual on Certification of Aerodromes</i> (Doc 9774)	Manual	2001
Update of <i>Manual on Certification of Aerodromes</i> (Doc 9774)	Manual	30 November 2016

## 2.3 External documentation:

<b>Title</b>	<b>External Organization</b>	<b>Publication date</b>
N/A		

3. **IMPLEMENTATION ASSISTANCE TASKS**

<b>Type</b>	<b>Global</b>	<b>Regional</b>
Workshop		A two-day workshop at Aerodrome Operational Planning Sub-Group (AOPSG) of PIRGs or aerodrome-related meetings

4. **UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAMME (USOAP)**

4.1 Protocol question required (y/n) No major changes are envisaged in the PQs. References to PANS-AERODROMES (Doc 9981) have to be added to a number of PQs such as those related to the certification process and its implementation as well as those related to the Aerodrome Manual.

-----

**IMPACT ASSESSMENT FORM IN RELATION TO AMENDMENT 12  
TO ANNEX 14, VOLUME I**

**1. INTRODUCTION**

1.1 Amendment 12 to Annex 14, Volume I, is intended to: a) enhance aerodrome safety and efficiency in a globally harmonized manner, by referencing the recently approved procedures of the first edition of the PANS-AERODROMES; and b) to address priority areas revealed by the Universal Safety Oversight Audit Programme (USOAP) audits, in the areas of aerodrome certification, conduct of safety assessment and compatibility studies.

**2. IMPACT ASSESSMENT**

2.1 *Safety impact:* The first edition of the PANS-AERODROMES referred in this Annex 14, Volume I amendment is expected to improve the level of implementation of safety assessments at aerodromes, and to improve the certification and oversight of aerodromes.

2.2 *Financial impact:* The first edition of the PANS-AERODROMES referred in this amendment, would involve States generating a regulatory amendment and implementing a robust oversight process, where differences between national practices and those in the PANS-AERODROMES need to be published in their national AIPs. No major financial commitments are envisaged on the aerodrome operators, since the procedures in the PANS-AERODROMES complement existing Annex 14, Volume I SARPs.

2.3 *Security impact:* nil.

2.4 *Environmental impact:* nil.

2.5 *Efficiency impact:* Improvement of overall system capacity and efficiency.

2.6 *Expected implementation time:* between 1 and 2 years.

**AMENDMENT No. 12**

**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 **4 March 2015**. Such parts of this amendment as have not been disapproved by more than half of the total number of Contracting States on or before **13 July 2015** will become effective on that date and will become applicable on **10 November 2016** as specified in the Resolution of Adoption. (State letter AN 4/1.2.25-15/27 refers.)

**MARCH 2015**

**INTERNATIONAL CIVIL AVIATION ORGANIZATION**



**AMENDMENT 12 TO THE INTERNATIONAL STANDARDS AND  
RECOMMENDED PRACTICES**

**ANNEX 14 — 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 4 March 2015 Amendment 12 to the International Standards contained in the document entitled *International Standards and Recommended Practices, Aerodrome Design and Operations* which for convenience is designated Annex 14, Volume I to the Convention;
2. *Prescribes* 13 July 2015 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 10 November 2016;
4. *Requests the Secretary General:*
  - a) to notify each Contracting State immediately of the above action and immediately after 13 July 2015 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 10 November 2016 between its national regulations or practices and the provisions of the Standards in the Annex as hereby amended, such notification to be made before 10 October 2016, and thereafter to notify the Organization of any further differences that arise;
    - 2) to notify the Organization before 10 October 2016 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.

-----

**NOTES ON THE PRESENTATION OF THE  
AMENDMENT TO ANNEX 14, VOLUME I**

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:

~~Text to be deleted is shown with a line through it.~~

text to be deleted

New text to be inserted is highlighted with grey shading.

new text to be inserted

~~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

2. The source of the proposed amendment to Annex 14, Volume I arises from the Secretariat supported by the PANS-AERODROMES Study Group (PASG) in coordination with the Aerodromes Panel (AP).

**TEXT OF AMENDMENT 12**

**TO THE**

**INTERNATIONAL STANDARDS**  
**AND RECOMMENDED PRACTICES**

**AERODROMES**

**ANNEX 14**

**TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION**

**VOLUME I —AERODROME DESIGN AND OPERATIONS**

**PUBLICATIONS**

*(related to the specifications of this Annex)*

*Advanced Surface Movement Guidance and Control Systems (A-SMGCS) Manual (Doc 9830)*

...

*Manual on the ICAO Bird Strike Information System (IBIS) (Doc 9332)*

*Procedures for Air Navigation Services — Aerodromes (PANS-AERODROMES) (Doc 9981)*

...

**CHAPTER 1. GENERAL**

*Introductory Note.— This Annex contains Standards and Recommended Practices (specifications) that prescribe the physical characteristics and obstacle limitation surfaces to be provided for at aerodromes, and certain facilities and technical services normally provided at an aerodrome. It also contains specifications dealing with obstacles outside those limitation surfaces. It is not intended that these specifications limit or regulate the operation of an aircraft.*

...

*This document sets forth the minimum aerodrome specifications for aircraft which have the characteristics of those which are currently operating or for similar aircraft that are planned for introduction. Accordingly, any additional safeguards that might be considered appropriate to provide for more demanding aircraft are not taken into account. Such matters are left to appropriate authorities to evaluate and take into account as necessary for each particular aerodrome. Provisions for the accommodation of more demanding aircraft at existing aerodromes can be found in the PANS-AERODROMES (Doc 9981). Guidance on some possible effects of future aircraft on these specifications is given in the Aerodrome Design Manual (Doc 9157), Part 2.*

...

## 1.4 Certification of aerodromes

...

1.4.1 States shall certify aerodromes used for international operations in accordance with the specifications contained in this Annex as well as other relevant ICAO specifications through an appropriate regulatory framework.

*Note.— Specific procedures on the stages of certifying an aerodrome are given in the PANS-AERODROMES (Doc 9981). Further guidance on aerodrome certification can be found in the Manual on Certification of Aerodromes (Doc 9774).*

...

1.4.4 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.

*Note 1.— Contents of an aerodrome manual, including procedures for its submission and approval/acceptance, verification of compliance and granting of aerodrome certificate, are available in the PANS-AERODROMES (Doc 9981).*

*Note 2.— 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. Annex 19 — Safety Management contains the safety management provisions applicable to certified aerodrome. Guidance on an aerodrome harmonized safety management system is given in the Safety Management Manual (SMM) (Doc 9859) and in the Manual on Certification of Aerodromes (Doc 9774). Procedures on the management of change, conduct of safety assessment, reporting and analyses of safety occurrences at aerodromes and continuous monitoring to enforce compliance with applicable specifications so that identified risks are mitigated can be found in the PANS-AERODROMES (Doc 9981).*

...

---

*Insert new text as follows:*

---

### 1.7 Specific Procedures for Aerodrome Operations

*Introductory Note.— This section introduces PANS-AERODROMES (Doc 9981) for the use of aerodromes undertaking an assessment of its compatibility for the type of traffic or operation the aerodrome is intending to accommodate. The material in the PANS-AERODROMES addresses operational issues faced by existing aerodromes and provides the necessary procedures to ensure the continued safety of operations. Where alternative measures, operational procedures and operating restrictions have been developed, these are detailed in the aerodrome manual and reviewed periodically to assess their continued validity. The PANS-AERODROMES do not substitute nor circumvent the provisions contained in this Annex. It is expected that infrastructure on an existing aerodrome or a new aerodrome will fully comply with the requirements in this Annex. See Annex 15, 4.1.2 (c) on States' responsibilities on listing of differences with the related ICAO Procedures in the Aeronautical Information Publication.*

1.7.1 When the aerodrome accommodates an aeroplane that exceeds the certificated characteristics of the aerodrome, the compatibility between the operation of the aeroplane and aerodrome infrastructure and operations shall be assessed and appropriate measures be developed and implemented in order to maintain an acceptable level of safety during operations.

*Note.— Procedures to assess the compatibility of the operation of a new aeroplane with an existing aerodrome can be found in the PANS-AERODROMES (Doc 9981).*

1.7.2 Information concerning alternative measures, operational procedures and operating restrictions implemented at an aerodrome arising from 1.7.1 shall be promulgated.

*Note 1.— See Annex 15, Appendix 1, AD 2.20 on the provision of detailed description of local traffic regulations.*

*Note 2.— See PANS-AERODROMES (Doc 9981), Chapter 3, section 3.6 on promulgation of safety information.*

---

---

End of new text.

---

---

— END —