



International Civil Aviation Organization

**Aerodrome Operational Planning
Sub-Group (AOP SG)**

**Ninth Meeting
(Cairo, 23 – 25 September 2013)**

Agenda Item 3: Global and Regional Development related to AOP

AMENDMENTS 5 TO ANNEX 14 VOLUMES II

(Presented by the Secretariat)

SUMMARY

This paper highlights the Amendment 5 to Annex 14 Volume II and invites the meeting to ensure timely implementation of the amendment requirements.

Action by the meeting is at paragraph 3.

REFERENCES

- Annex 14 Volume I
- ICAO State letter Ref. AN 4/16.7-13/21 dated 28March 2013

1. INTRODUCTION

1.1 Amendment 5 to the the *International Standards and Recommended Practices, Heliports* (Annex 14, Volume II to the Convention on International Civil Aviation) was adopted by the Council at the Fifth Meeting of its 198th Session on 27 February 2013

1.2 When adopting the amendment, the Council prescribed 15 July 2013 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.

1.3 The Council resolved that Amendment 5, to the extent it become effective, will become applicable on 14 November 2013.

2. DISCUSSION

2.1 The meeting may wish to note that Amendment 5 arises from:

- a) recommendations of the Second Meeting of the Aerodromes Panel (AP/2); and
- b) proposal arising from the Secretariat with the assistance of the Aeronautical Information Services to Aeronautical Information Management Study Group (AIS AIMSG), regarding the transition of AIS to AIM.

2.2 Amendment 5 to Annex 14 Vol. II is applicable 14 November 2013 and covers:

- Definitions of D, helicopter taxi-route, helideck, heliport elevation, integrity classification, point-in-space approach, point-in-space visual segment, runway-type FATO and surface-level heliport;
- applicability;
- integrity of aeronautical data;
- physical characteristics for surface-level heliports;
- helidecks, shipboard heliports;
- obstacle environment, including obstacle limitation surfaces and sectors and obstacle limitation requirements;
- visual aids, including winching area marking, heliport identification marking, maximum allowable mass marking, D-value marking, final approach and take-off area dimension(s) marking, final approach and take-off area perimeter marking or markers for surface level heliports, aiming point marking, touchdown/positioning marking, heliport name marking, helideck obstacle-free sector (chevron) marking, helideck and shipboard heliport surface marking, helideck prohibited landing sector markings, helicopter ground taxiway markings and markers, helicopter air taxiway markings and markers;
- helicopter stand markings;
- flight path alignment guidance marking, flight path alignment guidance lighting system
- Appendix 1, Aeronautical Data Quality Requirements; and
- Appendix 2, International Standards and Recommended Practices for Instrument Heliports with non-precision and/or precision Approaches and Instrument Departures

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained at this working paper; and
- b) take appropriate actions to ensure timely implementation of ICAO requirements.

-END-