ICAO CAPACITY & EFFICIENCY

Overview on an Amendment Proposal to Annex 14 Vol. I- 7th Edition-July 2016

Nawal A. Abdel Hady

ICAO MID AGA Expert

Cairo/1-5 Oct. 2017

Background Information

- The Air Navigation Commission, at the seventh meeting of its 204th Session held on 7 March 2017, considered and agreed on proposals developed by the second meeting of the Aerodrome Design and Operations Panel (ADOP/2) to amend Annex 14 — Aerodromes, Volume I — Aerodrome Design and Operations and the Procedures for Air Navigation Services (PANS) — Aerodromes (Doc 9981).

Background Information

- As part of the review of Chapter 3 of Annex 14 — Aerodromes, Volume I — Aerodrome Design and Operations, the aerodrome design specifications were extensively discussed within the Aerodrome Design and Operations Panel (ADOP).

- In general, the ADOP had considered that the existing specifications were derived before the advent of modern, new large aircraft and that they were overly conservative.

- In light of that, the second meeting of the ADOP (ADOP/2) concluded that based on various studies conducted in different States and international organizations, the work was comprehensive and its proposal well justified, and this was also agreed to by the Air Navigation Commission.

Background Information

- The aerodrome reference code (ARC) is intended to provide a simple method for interrelating the numerous specifications concerning characteristics of aerodromes, so as to provide a series of suitable aerodrome facilities for the aeroplanes intended to operate at the aerodrome.

- The operational and physical characteristics of the aeroplane determine the code letter or number, which is used to determine the specification of each airfield design element.

Main Rationale for Proposed Amendment

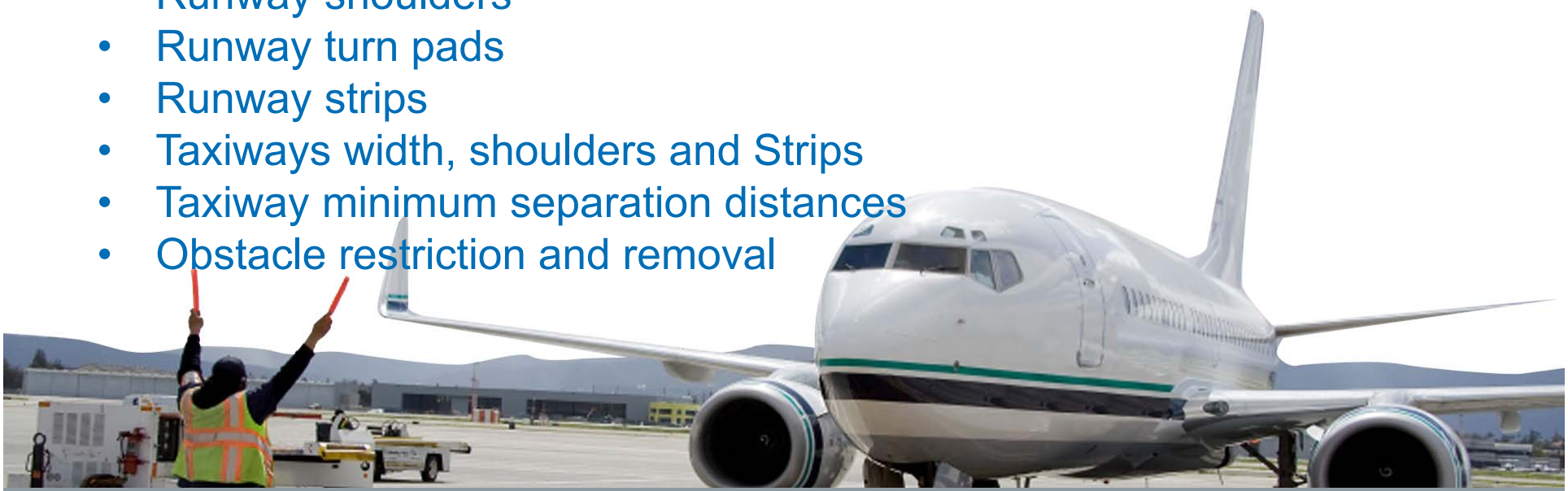
- In the process of reviewing the Aerodrome Reference Code ARC (Table 1.1) and related Standards and Recommended Practices (SARPs):
- The studies identified the need to de-correlate the two code letter components i.e. Wingspan and Outer Main Gear Wheel Span (OMGWS).
- It observed that wingspan is relevant for aerodrome characteristics related to separation distances (e.g. obstacles, strips), while OMGWS impacts ground-based maneuvering characteristics (e.g. runway and taxiway widths, turn-pads).
- Thus, the two components should be used separately, since using the most demanding component may cause overdesign, either for separations or runway/taxiway width for some aeroplane types
- Hence a replacement of Table 1.1 with a change in its format for Aerodrome Reference Code is proposed with consequential amendments to SARPs

Main Features of the Proposed Amendment

- Aerodrome Reference Code (ARC)
- NCLB-ADC WS-Training -PPT18-AttA-SL17-044e-Proposed Amen to An14 Vol I.pdf

Main Features of the Proposed Amendment

- Width of runways
- Runway shoulders
- Runway turn pads
- Runway strips
- Taxiways width, shoulders and Strips
- Taxiway minimum separation distances
- Obstacle restriction and removal



Applicability Dates

- The proposed Amendment to Annex 14, Volume I, 7th Edition is envisaged for applicability on 8 November 2018

- Detailed information on the proposed Amendment are contained at: State Letter AN 4/1.1.57-17/44 dated 19 April 2017

ICAO

THANK YOU