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## Aerodrome design manual annex 14

Interpreting some of the specifications in the Appendix explicitly requires the exercise of discretion, making a decision or performing a function by the appropriate authority. In other specifications, the expression appropriate authority does not actually appear although its inclusion is implied. In both cases, the responsibility for what determination or action is required will rest with the State with jurisdiction over the aerodrome. The specifications, unless otherwise indicated in a particular context, apply to all aerodromes open to public use in accordance with the requirements of Article 15 of the Convention. The specifications of Annexure 14, Volume I, Chapter 3, apply only to ground aerodromes. The specifications in this volume apply, where appropriate, to heliports, but will not apply to solidports. The POSTAL HISTORY OF ICAO Annexure 14 – Aerodrome Developed by ICAO, the International Standards and Recommended Practices (SARPS) contained in the nineteen Technical Schedules to the Convention on International Civil Aviation (also called Chicago Convention) is universally applied and produces a high degree of technical uniformity that has enabled international civil aviation to develop into a safe orderly and efficient Aerodrome is one of the most important links in the civil aviation network. They are the key interface between the passengers and the plane, and the place where each flight starts and ends. Airports are a fundamental component of each state's socioeconomic well-being. They serve various purposes, from connecting people and business to serving as the main port of entry for disaster recovery, and as such, the safety of aerodrome infrastructure and operations is fundamental to the public's continued confidence in air transportation. Further to the third and fourth sessions of the Aerodrome, Air Routes and Land Aids Division (held in September 1947 and in November 1949 respectively), the Standards and Recommended Practices for Aerodrome were first adopted by the ICAO Board on 29 May 1951. Board based on the provision of Article 37 of the Chicago Convention and designated As Annex 14 to the Convention with 61 pages at the time. As of 9 March 1990, Appendix 14 were issued in two volumes as follows: Volume I: Aerodrome Design and Operations; Volume II: Heliports. Typical runway sign, as specified in Annexure 14, Volume I, Chapter 5 (Visual Aids for Navigation) Volume I contain specifications that prescribe the physical characteristics and obstacle restriction surfaces to be provided at aerodrome, and certain facilities and technical services normally provided at an aerodrome. The heart of the airport is the large motion area stretching from the runway, along the taxiways and onto the apron; these facilities are the building supports for airports that over-all shape and size and allow engineers to lay out the skeleton that forms the airport's basic structure. Along with The ground environment of airports, specifications are also required to define its airspace that must be free of obstacles in order to approach and safely depart from the airports. One portion of Annex 14, Volume I am devoted to improving the safety of equipment at airports; critical to the operation of any airport are the rescue and firefighting services. Provisions specific to heliports are included in Volume II of Annexure 14, i.e. Standards and Recommended Practices covering all aspects for heliport planning, design and operations. They were further adopted after the Fourth Meeting of the Helicopter Operations Panel (HELIOPS/4), the Eleventh Assembly of the ANC Visual AIDS Panel (1987), and assistance from the ICAO Secretariat. Annex 14, Volume II, contains Standards and Recommended Practices (specifications) that prescribe the physical characteristics and barrier limit surfaces for which to provide for at heliports, and certain facilities and technical services normally rendered on a heliport. It is not intended that these specifications restrict or regulate the operation of an aircraft. When designing a heliport, the critical design helicopter, with the largest set of dimensions and the largest maximum takeoff mass (MTOM) the heliport is intended to serve, will have to be taken into account. It must be based on that provisions for helicopter flight operations in Appendix 6, Part III are contained. ICAO issued many publications related to the specifications of Appendix 14, such as: Aerodrome Design Manual, Airport Services Manual, Airport Planning Manual, Heliport Manual, Manual on Certification of Aerodrome, Manual on the ICAO Bird Strike Information System, etc. Accidents and incidents between aircraft and wildlife, and more specifically with birds, have been documented since the dawn of aviation. As he launched his plane on September 7, 1905, Orville Wright had what is believed to be the first collision between a plane and a bird, now known as a bird strike. The attention of the international community is drawn to the need for the development of detailed airworthiness requirements to enable aircraft to withstand bird strikes in the early 1960s, as several deadly accidents occurred due to bird strikes. The ICAO Air navigation commission agreed that studies on reducing bird hazards should be distinguished on aerodrome. The impact of birds on aerodrome received fairly consistent attention and was discussed in two global meetings at the time: the Seventh Session of the Aerodrome and Air Routes and Ground Aids Division (1962) and the Fifth Air Navigation Conference (1967). To share a common understanding, ICAO began collecting bird strike data as early as 1965 and introduced a reporting system called IBIS (ICAO Bird Strike Information System). ICAO has member states to report all bird strikes to aircraft, with the introduction of a Bird Strike Reporting Form in November 1979. This reporting system has evolved and includes reporting for all game strikes. In September 1969, Amendment 23 to Annex 14 - Aerodrome to the Chicago convention, recommended that the competent authorities take action to reduce the number of birds that represent a danger to aircraft, on or in the vicinity of aerodrome. The initials recommendations on bird control on, or in the vicinity of, an aerodrome was upgraded further to Standards in 2003. ICAO is currently reviewing the Air Navigation Services Procedures (PANNE) - Aerodromes (Doc 9981) document, initially developed to supplement the standards and recommended practices contained in Appendix 14, Volume 1 with the aim of developing procedures for managing aerodrome operational issues, which are expected to apply later. The procedures will eliminate certain provisions for the establishment of a wildlife hazard management programme (WHMP) in aerodrome. It is fundamental for States to ensure safe, resilient and efficient aerodrome operations throughout its territories, and a proven and effective way to do so is through aerodrome certification. However, for airport safety stakeholders, whether regulatory or operational, it is well established that one of the biggest challenges they face is to fully comply with the international Standards and Recommended Practices (SARPS) as published by ICAO. This is especially challenging for airport facilities built decades ago, even before the first edition of Annexure 14 published (in 1951, at the beginning of the jet age). With global and regional air traffic constantly growing, the importance of new airport projects to manage future capacity, and the certification of existing facilities, important regional priorities. Summary, in addition to prescription of the physical characteristics and obstacle limitation surfaces to be provided with aerodrome, and certain facilities and technical services normally provided at an aerodrome, Volume I of this Annex contain specifications that deal with obstacles beyond those limitation surfaces. It is not intended that these specifications restrict or regulate the operation of an aircraft. To a large extent, the specifications for individual facilities set out in Annex 14, Volume I, are interrelated to a reference code system, described in this chapter, and by designing the type of runway for which they should be provided, as specified in the definitions. This not only simplifies reading Volume I of this Attachment, but in most cases allows for efficiently proportional aerodromes when following the specifications. This document sets the minimum aerodrome specifications for aircraft that have the characteristics of those currently operating or for similar aircraft planned for launch. Consequently, any additional safeguards considered appropriate more demanding aircraft are not taken into account. Such matters are left over 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-Aerodrome (Doc 9981). Guidance on some possible effects of future aircraft on these specifications is given in the Aerodrome Design Manual (Doc 9157), Part 2. The following issues chosen from the ICAO philatelic collection show a relationship with aerodromes, whether runways, or rescue and firefighting equipment (according to Appendix 14, Chapter 9, Section 2). An airport crash tender (known in some countries as an airport fire appliance) is a specialized fire engine designed for use in aircraft rescue and firefighting at aerodrome. ICAO defined standards and recommended practices on rescue firefighting categories of civilian aerodrome. For this purpose, airports are classified by Appendix 14 into 10 categories, depending on the number of movements of the aircraft, the overall length and melting width of aircraft using the airport; the level of protection (in terms of extinguishing agents, rescue equipment, response time, fire stations, communications and warning systems, staff, etc.) is defined accordingly in Appendix 14. Gabon - 20th anniversary of ICAO - 19 May 1967 Airlines and flight paths/runways; ICAO emblem. This stamp shows an error: de l' is missing in the French name of the Organization, which organisation de l'aviation civile internationale to be written. Libya – 40th anniversary of ICAO – 7 December 1984 Page of 16 stamps (4x4), the backgrounds of the seals that form an overall design of a runway. Botswana - 50th anniversary of ICAO – 30 June 1994 Chubb Protector airport crash tender; ICAO 50th anniversary logo. Swaziland - 50th anniversary of ICAO – 30 November 1994 Air Rescue Service (airport crash tenders); ICAO 50th anniversary logo. Nauru - 50th anniversary of ICAO – 14 December 1994 Fire Engines (airport crash tenders) at Nauru International Airport; 50th anniversary logo; Air Nauru Boeing 737. Maldives - 50th anniversary of ICAO – 31 December 1994 Main runway at the Male International Airport, Maldives; 50th anniversary logo. Badge worn by the head of the fire department at airports in Italy. The Corpo Nazionale dei Vigili del Fuoco (shortened to CNVVF or VVF, the National Fire Corps) is Italy's institutional agency for fire and rescue service, which is also operated at airports according to the standards and international guidelines defined by ICAO in Appendix 14. Montréal – 24-26 May 2011 – Global Runway Safety Symposium – Special souvenir covers There is a special story behind the sunflowers that appear on the thumbnails. After searching several varieties that would appear most attractive on stamps, members of Canada Post's Stamp Services staff spoke to horticulturists Agriculture and Agri-Food Canada's Central Experimental Farm in Ottawa. After choosing varieties sure to thrive under local local Conditions, AAFC's experts agreed to provide a plot, and oversee the plant and tendency of several types of sunflowers, which would eventually be photographed for the seals. The winning varieties were Sunbright and Prado Red. The souvenir envelopes were issued with each of these two varieties. The postmark was prepared in conjunction with Canada Post Corporation. The city of Montréal, where ICAO's headquarters is located, is highlighted by a red mark in the design on the left. Excerpt from The Journal of the UN Philatelists, Vol. 35 #5, October 2011. On the occasion of the 75th anniversary of ICAO, Kyrgyzstan issued a sheet on 13 December 2019 with one label (in the upper left position) and 5 stamps showing several international airports in the country, as follows (from top to bottom and from left to right): Manas International Airport, Osh International Airport, Issyk-Kul International Airport, Karakol International Airport, and Batken International Airport.