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apron Cargo terminal apron Remote parking apron Service and hangar aprons General aviation aprons September 18 ICAO Annex 14 Training Course 39 Chapter 3. Care needs to be taken as there may sometimes be different aircraft for separate categories, esp large heavy a/c v small fast high pressure tyres. 9.2 Rescue and fire fighting level of protection to be provided 9.2.7 During anticipated periods of reduced activity, the level of protection available shall be no less than that needed for the highest category of aeroplane planned to use the aerodrome during that time irrespective of the number of movements. A systematic approach to managing safety including the necessary organizational structure, accountabilities, policies and procedures. Ch 1 specifies the reference systems in use. World Geodetic System for co-ordinates and mean sea level for elevations. Universal coordinated time for hours and minutes and the gregorian calendar for days, months and years. In drawing up the detailed plan for the conduct of search and rescue operations in accordance with of Annex 12, the aerodrome management should coordinate its plans with the relevant rescue coordination centres to ensure that the respective limits of their responsibilities for an aircraft accident within the vicinity of an aerodrome are clearly delineated. The elevation of the highest point of the landing area. Recommendation.— Where the end of a runway is not served by a taxiway or a taxiway turnaround and where the code letter is A, B or C, a runway turn pad should be provided to facilitate a 180-degree turn of aeroplanes. [ICAO Safety Management Manual (Doc 9859)] 1.5 Safety management 1.5.1 States shall establish a safety programme in order to achieve an acceptable level of safety in aerodrome operations. [Note.— Public or private organizations, suitably located and equipped, may be designated to provide the rescue and fire fighting service. 1.5.3 States shall require, as part of their safety programme, that a certified aerodrome operator implements a safety management system acceptable to the State that, as a minimum: a) identifies safety hazards; b) ensures that remedial action necessary to maintain an acceptable level of safety is implemented; c) provides for continuous monitoring and regular assessment of the safety level achieved; and d) aims to make continuous improvement to the overall level of safety. 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. 1.7.4 The code letter for element 2 shall be determined from Table 1-1. column 3, by selecting the code letter which corresponds to the greatest wing span, or the greatest outer main gear wheel span, whichever gives the more demanding code letter of the aeroplanes for which the facility is intended. Note.— Guidance to assist the appropriate authority in determining the aerodrome reference code is given in the Aerodrome Design Manual, (Doc 9157) Parts 1 and 2. Examples of agencies are: A) On the aerodrome: - air traffic control unit, rescue and fire fighting services, aerodrome administration, medical and ambulance services, aircraft operators, security services, and police; B) Off the aerodrome: fire departments, police, medical and ambulance services, hospitals, military, and harbour patrol or coast guard 9.1 Aerodrome emergency planning General 9.1.3 The plan shall coordinate the response or participation of all existing agencies which, in the opinion of the appropriate authority, could be of assistance in responding to an emergency. 1.5.4 A safety management system shall clearly define lines of safety accountability throughout a certified aerodrome operator, including a direct accountability for safety on the part of senior management. September 18 ICAO Annex 14 Training Course 34 Chapter 3. Note.— Descriptions of the agents may be found in the Airport Services Manual, Part 1. Standards and Recommended Practices (SARPs) Standard "Any specification for physical characteristics, configuration, material, performance, personnel or procedure, the uniform application of which is recognised as necessary for the safety or regularity of international air navigation and to which Contracting States will conform in accordance with the Convention". a. 3.3 Runway turn pads Runway turn pad. Note.— Examples of emergencies are: aircraft emergencies, sabotage including bomb threats, unlawfully seized aircraft, dangerous goods occurrences, building fires and natural disasters. September 18 ICAO Annex 14 Training Course 26 ICAO Annex 14 Training CourseChapter 1. 9.2 Rescue and fire fighting Extinguishing agents The amounts of water for foam production and the complementary agents to be provided on the rescue and fire fighting vehicles shall be in accordance with the aerodrome category determined under 9.2.3, 9.2.4, 9.2.5, and Table 9-2, except that these amounts may be modified as follows: a) for aerodrome categories 1 and 2 up to 100 per cent of the water may be replaced by complementary agent; or b) for aerodrome categories 3 to 10 when a foam meeting performance level A is used, up to 30 per cent of the water may be replaced by complementary agent. Response time is considered to be the time between the initial call to the rescue and fire fighting service, and the time when the first responding vehicle(s) is (are) in position to apply foam at a rate of at least 50 per cent of the discharge rate specified in Table 9-2. Each Amendment is numbered, the source of the change is identified, the subject is briefly described and the adopted, effective and applicable dates are shown. Recommendation.— The operational objective of the rescue and fire fighting service should be to achieve a response time not exceeding three minutes to any other part of the movement area in optimum visibility and surface conditions. September 18 ICAO Annex 14 Training Course 50 ICAO Annex 14 Training CourseCh. 9 Aerodrome Operational Services, Equipment and Installations 9.2 Rescue and fire fighting Level of protection to be provided Principle AA: The aerodrome category shall be determined from Table 9-1 and shall be based on the longest aeroplanes normally using the aerodrome and their fuselage width. A defined area, on a land aerodrome, intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance. [Show the tables and figures of ICAO Annex 14 Vol. The code letter or number within an element selected for design purposes is related to the critical aeroplane characteristics for which the facility is provided. Physical Characteristics 3.13 ApronsA defined area, on a land aerodrome, intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance. States must comply with a standard, but will endeavour to comply with a rp. Knowledge of aerodrome standards is necessary for all personnel who are charged with duties associated with regulation and operation of aerodromes. ICAO Annex 14 Training Course 14 FOREWORD Annex Components4. For Code a, b, or C runways the provision of a turn pad is optional as it is a rec practice.. Note 1.— Response time is considered to be the time between the initial call to the rescue and fire fighting service, and the time when the first responding vehicle(s) is (are) in position to apply foam at a rate of at least 50 per cent of the discharge rate specified in Table 9-2. 9.1 Aerodrome emergency planning General 9.1.1 An aerodrome emergency plan shall be established at an aerodrome, commensurate with the aircraft operations and other activities conducted at the aerodrome. A runway intended for take-off only. Aerodrome elevation. In planning and designing the aerodrome facilities, we sometimes refer to the most demanding aircraft (in specification terms) as the critical aircraft. The aerodrome emergency plan sets forth the procedures for coordinating the response of different aerodrome agencies (or services) and of those agencies in the surrounding community that could be of assistance in responding to the emergency. A definition does not have independent status but is an essential part of each Standard and Recommended Practice in which the term is used, since a change in the meaning of the term would affect the specification. Eg runways, runway strips and taxiways can be narrower for the smaller aircraft. E 23 m F 25 m 3.9 Taxiways Width of taxiways 3.9.5 Recommendation.— A straight portion of a taxiway should have a width of not less than that given by the following tabulation: Code letter Taxiway width A 7.5 m B 10.5 m C 15 m if the taxiway is intended to be used by aeroplanes with a wheel base less than 18 m; 18 m if the taxiway is intended to be used by aeroplanes with a wheel base equal to or greater than 18 m. September 18 ICAO Annex 14 Training Course 49 ICAO Annex 14 Training CourseCh. 9 Aerodrome Operational Services, Equipment and Installations 9.2 Rescue and fire fighting Application Rescue and fire fighting equipment and services shall be provided at an aerodrome. The purpose of a full-scale exercise is : to ensure the adequacy of the plan to cope with different types of emergencies. 9.2 Rescue and fire fighting Response time The operational objective of the rescue and fire fighting service shall be to achieve a response time not exceeding three minutes to any point of each operational runway, in optimum visibility and surface conditions. Attachments Comprise of material supplementary to the Standards and Recommended Practices, or included as a guide to their application. 3.3.4 Recommendation.— The intersection angle of the runway turn pad with the runway should not exceed 30 degrees. The code is composed of two elements which are related to the aeroplane performance characteristics and dimensions. ICAO Doc 9137: ASM, Part 1 - Rescue and Fire Fighting ICAO doc 9137 Airport Services Manual - Part 2 (PDF, 4 MB, 01.03.2011) ICAO Doc 9137: ASM, Part 3 - Wildlife Control and Reduction ICAO Doc 9137: ASM, Part 5 - Removal of Disabled Aircraft ICAO doc 9137 Airport Services Manual - Part 5 (PDF, 461 kB, 01.03.2011) ICAO Doc 9137: ASM, Part 6 - Control of Obstacles ICAO doc 9137 Airport Services Manual - Part 6 (PDF, 4 MB, 01.03.2011) ICAO Doc 9137: ASM, Part 7 - Airport Emergency Planning ICAO doc 9137 Airport Services Manual - Part 7 (PDF, 377 kB, 01.03.2011) ICAO Doc 9137: ASM, Part 8 - Airport Operational Services ICAO doc 9137 Airport Services Manual - Part 8 (PDF, 2 MB, 01.03.2011) ICAO Doc 9137: ASM, Part 9 - Airport Maintenance Practices ICAO doc 9137 Airport Services Manual - Part 9 (PDF, 9 MB, 01.03.2011) ICAO Doc 9157: ADM, Part 1 - Runways ICAO Doc 9157: ADM, Part 2 - Taxiways, Aprons and Holding Bays ICAO doc 9157 Aerodrome Design Manual - Part 2 (PDF, 4 MB, 04.11.2020) ICAO Doc 9157: ADM, Part 3 - Pavements ICAO doc 9157 Aerodrome Design Manual - Part 3 (PDF, 27 MB, 01.03.2011) ICAO Doc 9157: ADM, Part 4 - Visual Aids ICAO doc 9157: Aerodrome Design Manual - Part 4 (PDF, 4 MB, 01.03.2011) ICAO Doc 9157: ADM, Part 5 - Electrical Systems ICAO doc 9157 Aerodrome Design Manual - Part 5 (PDF, 4 MB, 04.09.2017) ICAO Doc 9157: ADM, Part 6 - Frangibility ICAO doc 9157 Aerodrome Design Manual - Part 6 (PDF, 3 MB, 01.03.2011) ICAO Doc 9734: Safety Oversight Manual, Part A ICAO Doc 9774: Manual on Certification of Aerodromes ICAO Doc 9859: Safety Management Manual (SMM) ICAO Doc 4444: Air Traffic Management (PANS ATM) ICAO doc 4444 Air Traffic Management (PDF, 8 MB, 15.06.2021) ICAO Doc 8168: Aircraft Operations (PANS OPS) ICAO Doc 9981: Aerodromes (PANS ADR) ICAO doc 9981 PANS Aerodromes (PDF, 3 MB, 12.01.2022) ICAO Doc 10066: Aeronautical Information Management (PANS AIM) ICAO Doc 10066: Aeronautical Information Management (PDF, 1 MB, 31.01.2020) ICAO Doc 9150: Stolport Manual ICAO doc 9150 Stolport Manual (PDF, 1 MB, 01.03.2011) ICAO Doc 9261: Heliport Manual ICAO doc 9261 Heliport Manual (PDF, 6 MB, 24.02.2022)5th Edition ICAO Doc 9426: Air Traffic Services Planning Manual ICAO doc 9426 Air Traffic Services Planning Manual (PDF, 27 MB, 28.02.2011) ICAO Doc 9476: Manual of Surface Movement Guidance and Control Systems (SMGCS) ICAO Doc 9640: Manual of Aircraft Ground De-icing/Anti-icing Operations ICAO Doc 9643: Manual on Simultaneous Operations on Parallel or Near-Parallel Instrument Runways (SOIR) ICAO Doc 9683: Human factors training Manual ICAO Doc 9683: Human factors training Manual (PDF, 4 MB, 12.01.2022) ICAO Doc 9829: Guidance on the Balanced Approach to Aircraft Noise Management ICAO Doc 9830: Advanced Surface Movement Guidance and Control Systems (A-SMGCS) Manual ICAO Doc 9870: Manual on the Prevention of Runway Incursions ICAO Doc 9977: Manual on Civil Aviation Jet Fuel Supply ICAO Doc 10121: Manual on Ground Handling ICAO Doc 10121: Manual on Ground Handling (PDF, 30 MB, 04.11.2020) The Convention on the International Civil Aviation Organization, also known as the Chicago Convention, is composed of 19 annexes containing the basic standards and recommended practices (SARPs) of the international civil aviation. The annexes may not be printed due to copyright restrictions. September 18 ICAO Annex 14 Training Course 40 Chapter 3. d) Attachments comprising material supplementary to the Standards and Recommended Practices, or included as a guide to their application. The ICAO offers on its website (see link Annexes to the ICAO Convention / Additional Information) commercially available printouts and digital subscriptions. Forewords 2. A 2200 60.3 12 2 C 2C 3 C 3C 4 C 4C 4 E 4E ICAO Annex 14 Training Course 30 ICAO Annex 14 Training CourseChapter 1. Examples of emergencies are: aircraft emergencies, sabotage including bomb threats, unlawfully seized aircraft, dangerous goods occurrences, building fires and natural disasters. [Requirements to combat building and fuel farm fires, or to deal with foaming of runways, are not taken into account.] 9.2 Rescue and fire fighting General Introductory Note.— The most important factors bearing on effective rescue in a survivable aircraft accident are: the training received, the effectiveness of the equipment and the speed with which personnel and equipment designated for rescue and fire fighting purposes can be put into use. 9.1 Aerodrome emergency planning General 9.1.4 Recommendation.— The plan should provide for cooperation and coordination with the rescue coordination centre, as necessary. Note.— The initiation of the turn would be facilitated by locating the turn pad on the left side of the runway, since the left seat is the normal position of the pilot-in-command. It is intended that the fire station housing these organizations be normally located on the aerodrome, although an off-aerodrome location is not precluded provided the response time can be met. [9.2 Rescue and fire fighting Application 9.2.1 Rescue and fire fighting equipment and services shall be provided at an aerodrome. [JS] Runway width Note that Annex 14 has runway width as a Recommended practice, not a standard. Recommended Practices have been printed in light face italics and the operative verb "should" is used. Information on these subjects is included in the Airport Planning Manual, Part 1. September 18 ICAO Annex 14 Training Course 45 ICAO Annex 14 Training CourseChapter 9 Aerodrome Operational Services, Equipment and Installations 9.1 Aerodrome emergency planning General Recommendation.— The plan should provide for cooperation and coordination with the rescue coordination centre, as necessary. Clearance requirements; 4. Vertical reference system Mean sea level (MSL) datum shall be used as the vertical reference system. c) Rapid exit taxiway. September 18 ICAO Annex 14 Training Course 35 Chapter 3. In the case of amendments to international standards, any State which does not make the appropriate amendments to its own regulations or practices shall give notice to the Council within sixty days of the adoption of the amendment to the international standard, or indicate the action which it proposes to take. Element 1 is a number based on the aeroplane reference field length and element 2 is a letter based on the aeroplane wing span and outer main gear wheel span. Note also the reference to specifications referenced to a code system. Note also that there is no distinction drawn as to whether the operations are cargo or passenger, or scheduled or non-scheduled. [FOREWORD] 2.— Material approved by the Council for publication in association with the Standards and Recommended Practices: a) Forewords comprising historical and explanatory material based on the action of the Council and including an explanation of the obligations of States with regard to the application of the Standards and Recommended Practices ensuing from the Convention and the Resolution of Adoption. In any such case, the Council shall make immediate notification to all other states of the difference which exists between one or more features of an international standard and the corresponding national practice of that State. For this reason, the provision of means of dealing with an aircraft accident or incident occurring at, or in the immediate vicinity of, an aerodrome assumes primary importance because it is within this area that there are the greatest opportunities of saving lives. Note.— Examples of agencies are: — on the aerodrome: air traffic control unit, rescue and fire fighting services, aerodrome administration, medical and ambulance services, aircraft operators, security services, and police; — off the aerodrome: fire departments, police, medical and ambulance services, hospitals, military, and harbour patrol or coast guard. The appropriate authority should ensure that such instructions are promulgated and observed. Objective.—The objective of aerodrome emergency planning is to minimize the effects of an emergency, particularly in respect of saving lives and maintaining aircraft operations. A grid map of the aerodrome and its immediate vicinity should be provided for the use of the aerodrome services concerned. Where a State permits an individual to do something other than comply with a SARP, it is not required or intended under Article 38 that such an exemption be notified. [ADM P-2] The size of aprons depends upon: The size and manoeuvrability characteristics of the aircraft using the apron; The volume of traffic using the apron; Clearance requirements; Type of ingress and egress to the aircraft stand; Basic terminal layout or other airport use; Aircraft ground activity requirements; and Taxiways and service roads. Guidance on taxiway turnaround as an alternate facility is available in the Aerodrome Design Manual, Part 2. [Attachment A, Section 17] 17.1 Administration The rescue and fire fighting service at an aerodrome should be under the administrative control of the aerodrome management, which should also be responsible for ensuring that the service provided is organized, equipped, staffed, trained and operated in such a manner as to fulfil its proper functions. Physical Characteristics 3.9 TaxiwaysA defined path on a land aerodrome established for the taxing of aircraft and intended to provide a link between one part of the aerodrome and another, including: a) Aircraft stand taxilane. The specifications in this volume shall apply, where appropriate, to heliports but shall not apply to stolports. Recommendation.— A system of preventive maintenance of rescue and fire fighting vehicles should be employed to ensure effectiveness of the equipment and compliance with the specified response time throughout the life of the vehicle. The ICAO offers on its website (see link in further information) commercially available printouts and digital subscriptions. September 18 ICAO Annex 14 Training Course 58 ICAO Annex 14 Training CourseCh. 9 Aerodrome Operational Services, Equipment and Installations 9.2 Rescue and fire fighting Response time Recommendations.— Any other vehicles required to deliver the amounts of extinguishing agents specified in Table 9-2 should arrive no more than one minute after the first responding vehicle(s) so as to provide continuous agent application. Minimum means States may impose more stringent conditions if necessary, but bear in mind we are trying to establish harmonisation of requirements on a global basis. Take-off runway. [JS] CLICK Runway turn pads These are widened areas of full strength runway pavement provided to facilitate 180 degree turns by aircraft on the runway. No Aircraft type Code Element 1 2 Aerodr. Service and hangar aprons 5. ICAO Annex 14 Training Course 16 ICAO Annex 14 Training CourseChapter 1. An aerodrome whose operator has been granted an aerodrome certificate. c) Rapid exit taxiway. ICAO Annex 14 Training Course 20 ICAO Annex 14 Training CourseChapter 1. A standard is necessary for safety, a rp is desirable in the interest of safety. The criteria must incorporate provision for an aerodrome manual that details information about the aerodrome – site, facilities, services, equipment, operating procedures and organisation and management – that is approved or accepted by the authority before a certificate is granted. September 18 ICAO Annex 14 Training Course 25 ICAO Annex 14 Training CourseChapter 1. You will need to be familiar with all the definitions as they have specialised technical meanings. September 18 ICAO Annex 14 Training Course 44 ICAO Annex 14 Training CourseCh. 9 Aerodrome Operational Services, Equipment and Installations 9.1 Aerodrome emergency planning General The plan shall coordinate the response or participation of all existing agencies which, in the opinion of the appropriate authority, could be of assistance in responding to an emergency. [Table 1-1 Annex 14 Vol. Passenger terminal apron 2. Principal agents produce a permanent control, i.e. for a period several minutes or longer. Information is provided on action to be taken by Contracting States in relation to differences. SARPs (continued) Recommended Practice " Any specification for physical characteristics, configuration, material, performance, personnel or procedure, the uniform application of which is recognised as desirable in the interest of safety, regularity or efficiency of international air navigation, and to which Contracting States will endeavour to conform in accordance with the Convention". I does not contain: specifications relating to the overall planning of aerodromes (such as separation between adjacent aerodromes or capacity of individual aerodromes) or to economic and other non-technical factors that need to be considered in the development of an aerodrome.

A locally defined airport identifier, if other than an ICAO Location indicator Name Text. The primary official name of an aerodrome as designated by the competent authority Served city Text. The full name (free text) of the city or town the aerodrome/heliport is serving Type of traffic permitted International/national

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