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AMENDMENT No. 4
TO THE
PROCEDURES
FOR
AIR NAVIGATION SERVICES

AERODROMES

THIRD EDITION — 2020

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Checklist of Amendments
to the PANS-Aerodromes (Doc 9981), Third Edition

	<i>Date of applicability</i>
Third Edition (incorporates Amendments 1 to 3))	5 November 2020 28 November 2024
Amendment No. 4 (approved by the President of the Council of ICAO on behalf of the Council on 19 June 2020) Replacement pages (vi), (xv), II-2-1 to II-2-18, II-2-Att-1 and II-2-Att-2	4 November 2021

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Transmittal note

Amendment No. 4

to the

Procedures for Air Navigation Services

AERODROMES

(Doc 9981)

1. Insert the following replacement pages in the PANS-Aerodromes (Third Edition) to incorporate Amendment No. 4 which becomes applicable on 4 November 2021:
 - a) Page (vi) — Table of Contents
 - b) Page (xv) — Foreword
 - c) Pages II-2-1 to II-2-18 — Part II, Chapter 2
 - d) Pages II-2-Att-A-1 and II-2-Att-2 — Part II, Attachment to Chapter 2
 2. These pages should be retained separately from the PANS-Aerodromes proper until the applicability date is reached, at which time they should be incorporated into the PANS-Aerodromes.
 3. Record the entry of this amendment on page (iii).
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9/9/20



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TABLE OF CONTENTS

	<i>Page</i>
Foreword	(ix)
Acronyms and abbreviations.....	(xvii)

PART I — AERODROME CERTIFICATION, SAFETY ASSESSMENTS AND AERODROME COMPATIBILITY

Chapter 1. Definitions.....	I-1-1
Chapter 2. Certification of aerodromes	I-2-1
2.1 General	I-2-1
2.2 Aerodrome manual	I-2-3
2.3 Initial certification	I-2-5
2.4 Aerodrome safety coordination	I-2-9
2.5 Continued aerodrome safety oversight	I-2-13
Appendix 1 to Chapter 2. Technical inspections and on-site verifications.....	I-2-App 1-1
Appendix 2 to Chapter 2. Critical data related to safety occurrences reported at aerodromes for the monitoring of safety	I-2-App 2-1
Attachment A to Chapter 2. List of possible subjects covered in an aerodrome manual	I-2-Att A-1
Attachment B to Chapter 2. Initial certification process.....	I-2-Att B-1
Attachment C to Chapter 2. Checklist of the components of an aerodrome manual.....	I-2-Att C-1
Chapter 3. Safety assessments for aerodromes.....	I-3-1
3.1 Introduction	I-3-1
3.2 Scope and applicability	I-3-1
3.3 Basic considerations	I-3-2
3.4 Safety assessment process	I-3-3
3.5 Approval or acceptance of a safety assessment	I-3-6
3.6 Promulgation of safety information.....	I-3-7
Attachment A to Chapter 3. Safety assessment flow chart.....	I-3-Att A-1
Attachment B to Chapter 3. Safety assessment methodologies for aerodromes.....	I-3-Att B-1

Chapter 4. Aerodrome compatibility	I-4-1
4.1 Introduction	I-4-1
4.2 Impact of aeroplane characteristics on the aerodrome infrastructure	I-4-2
4.3 Physical characteristics of aerodromes	I-4-3
Appendix to Chapter 4. Physical characteristics of aerodromes	I-4-App-1
Attachment A to Chapter 4. Aeroplane physical characteristics.....	I-4-Att A-1
Attachment B to Chapter 4. Aeroplane ground servicing requirements	I-4-Att B-1
Attachment C to Chapter 4. List of references.....	I-4-Att C-1
Attachment D to Chapter 4. Selected aeroplane characteristics.....	I-4-Att D-1

PART II — AERODROME OPERATIONAL MANAGEMENT

Chapter 1. Training	II-1-1
1.1 General	II-1-1
1.2 Objectives	II-1-1
1.3 Operational practices	II-1-1
Appendix to Chapter 1. Demonstrating competence	II-1-App-1
Attachment to Chapter 1. Structure of a training programme.....	II-1-Att-1
Chapter 2. Reporting format using standard runway condition report (RCR) (Applicable on 4 November 2021).....	II-2-1
2.1 Runway surface condition assessment and reporting.....	II-2-1
2.2 Aerodrome movement area maintenance.....	II-2-12
Attachment to Chapter 2. Methods of assessing runway surface condition (Applicable on 4 November 2021).....	II-2-Att-1
Chapter 3. Inspections of the movement area	II-3-1
3.1 General	II-3-1
3.2 Objectives	II-3-2
3.3 Operational practices	II-3-3
Appendix to Chapter 3. General procedures for the inspection and documented reporting of the movement area	II-3-App-1
Chapter 4. Work in progress (WIP).....	II-4-1
4.1 General	II-4-1
4.2 Objectives	II-4-1
4.3 Operational practices	II-4-2

Table A. Amendments to the PANS-Aerodromes

<i>Amendment</i>	<i>Source(s)</i>	<i>Subject(s)</i>	<i>Approved Applicable</i>
1st Edition (2015)	PANS-Aerodromes Study Group (2009)	Procedures for Air Navigation Services — Aerodromes (PANS-Aerodromes).	20 October 2014 10 November 2016
1 2nd Edition (2016)	Friction Task Force (FTF) of the Aerodrome Design and Operations Panel (ADOP) (formerly the Aerodromes Panel (AP))	Amendment concerning the use of an enhanced global reporting format for assessing and reporting runway surface condition.	20 April 2016 10 November 2016; 5 November 2020
2	Second meeting of the Aerodrome Design and Operations Panel (ADOP/2); Twelfth meeting of the Aeronautical Information Service (AIS) Aeronautical Information Management (AIM) Study Group (AIS-AIMSG/12)	Selection of engine for taxiway shoulder width; consequential amendment to changes to the SNOWTAM format as provided in the PANS-AIM (Doc 10066).	28 June 2018 8 November 2018; 5 November 2020
3 3rd Edition (2020)	PANS-Aerodromes Study Group (PASG) in coordination with the Secretariat and the Aerodrome Design and Operations Panel (ADOP); and the third meeting of the Aerodrome Design and Operations Panel (ADOP/3)	Amendment concerning eight new chapters regarding day-to-day aerodrome operational management on training; inspections of the movement area; work in progress (WIP); foreign object debris (FOD) control; wildlife hazard management; apron safety; runway safety; and airside driver permit scheme and vehicle/equipment safety requirements; and a consequential amendment to the PANS-Aerodromes concerning aerodrome specifications. *Amendments related to pavement rating.	14 May 2020 5 November 2020; *28 November 2024
4	Eighth Meeting of the 220th Session of the ICAO Council	Postponement of the applicability date of Amendment 1 concerning the use of an enhanced global reporting format for assessing and reporting runway surface condition, excluding the editorial amendments concerning the structure of the document. Postponement of the applicability date of Amendment 2 consequential to changes to the SNOWTAM format as provided in the PANS-AIM (Doc 10066).	19 June 2020 4 November 2021

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Chapter 2

REPORTING FORMAT USING STANDARD RUNWAY CONDITION REPORT (RCR) (Applicable on 4 November 2021)

2.1 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING

2.1.1 General

Note.— This section includes an introduction to each of the topics covered in subsequent sections. It also provides an overview of the general principles in order to understand the procedures that follow.

2.1.1.1 Assessing and reporting the condition of the movement area and related facilities is necessary in order to provide the flight crew with the information needed for safe operation of the aeroplane. The runway condition report (RCR) is used for reporting assessed information.

2.1.1.2 On a global level, movement areas are exposed to a multitude of climatic conditions and consequently a significant difference in the condition to be reported. The RCR describes a basic structure applicable for all these climatic variations. Assessing runway surface conditions rely on a great variety of techniques and no single solution can apply to every situation.

Note.— Guidance on methods of assessing runway surface condition is given in the attachment to this chapter.

2.1.1.3 The philosophy of the RCR is that the aerodrome operator assesses the runway surface conditions whenever water, snow, slush, ice or frost are present on an operational runway. From this assessment, a runway condition code (RWYCC) and a description of the runway surface are reported which can be used by the flight crew for aeroplane performance calculations. This format, based on the type, depth and coverage of contaminants, is the best assessment of the runway surface condition by the aerodrome operator; however, all other pertinent information will be taken into consideration and be kept up to date and changes in conditions reported without delay.

2.1.1.4 The RWYCC reflects the runway braking capability as a function of the surface conditions. With this information, the flight crew can derive, from the performance information provided by the aeroplane manufacturer, the necessary stopping distance of an aircraft on the approach under the prevailing conditions.

2.1.1.5 The operational requirements in 2.1.1.3 stem from Annex 6 — *Operation of Aircraft*, Part I — *International Commercial Air Transport — Aeroplanes* and Annex 8 — *Airworthiness of Aircraft* with the objective of achieving the desired level of safety for the aeroplane operations.

2.1.1.6 Annex 14, Volume I contains high-level SARPs related to the assessment and reporting of runway surface condition. Associated objectives and operational practices are described in 2.1.2 and 2.1.3.