



## **Summary of Consultation on Proposed Regulation / Standards Changes**

[Standards Document – Aerodromes Volume I Edition 1.0 (Rev)]

27-Oct-2025

## **1. Purpose of the Proposed Change**

The International Civil Aviation Organisation (ICAO) Council adopted Amendment 18 to Annex 14, Volume I (Aerodrome Design and Operations) on 28 March 2025; it became effective on 4 August 2025. This revision, derived from the Aerodromes Design and Operations Panel (ADOP/4), is subject to phased applicability. Provisions for aerodrome design, visual aids, and apron management service are due to become applicable on 27 November 2025; ground handling requirements will follow from 26 November 2026; and major changes concerning obstacle limitation surfaces (OLS) are set for 21 November 2030.

Amendment 18 introduces updates to enhance safety and operational efficiency. Key revisions include improved definitions for runway strip width (for code number 3 non-instrument runways) and enhanced specifications for visual aids, such as Runway Distance Remaining Signs (RDRS) and unserviceability signs, intended to improve pilot situational awareness. Furthermore, the amendment incorporates new provisions for the safety oversight of ground handling and the apron management service. Most notably, it establishes a new, performance-based framework for Obstacle Limitation Surfaces (OLS), defining both Obstacle Free Surfaces (OFS) and Obstacle Evaluation Surfaces (OES) to ensure more systematic airspace safeguarding around aerodromes.

## **2. Background of the proposed change**

The regulatory framework for aerodromes in Fiji originates from the Minimum Requirements Document – Licensing of Airports (MRD-14), issued in 2000 to comply with the Civil Aviation (Reform) Act 1999 and ICAO obligations. This document, which detailed standards for physical characteristics and facilities, was superseded by the Standards Document - Aerodromes (SD-AD 1st Edition) in 2008, establishing distinct requirements for aerodrome certification and registration. A subsequent 2nd Edition was published in 2011 to incorporate necessary amendments identified through the ICAO Universal Safety Oversight Audit Program. The SD-AD (3rd Edition) 2019 integrated all amendments up to Amendment 14 to ICAO Annex 14 Volume I, clarified the demarcation between certification and registration criteria, and introduced specific requirements for Helicopter Landing Sites (HLS) and Water Landing Sites (WLS), along with enhanced aviation security provisions. A further update, designated as 3rd Edition, Amendment 3.1, became effective on 11 February 2025 to incorporate Amendment 15 to ICAO Annex 14, Volume I.

CAAF is undertaking a major overhaul of its SD-AD through the introduction of SD-Aerodromes Volume I Edition 1.0 (Rev). This new edition represents a critical simplification and consolidation of the existing regulatory framework, which was previously fragmented across the current SD-AD and fifteen separate Appendices. The central objective of this revision is to integrate all standards, local certification requirements, and associated appendices into a single, cohesive regulatory document, thereby significantly improving ease of reference, clarity, and administrative efficiency for all aerodrome operators and personnel in Fiji. This move from a dispersed document structure to a singular volume constitutes a major revision to the format of our regulatory standards.

In addition to this fundamental restructuring, Edition 1.0 incorporates the provisions of ICAO amendments up to the latest Amendment 18 to Annex 14, Volume I, which became effective on 4 August 2025. This ensures Fiji's compliance with the latest international safety standards covering key areas such as the phased applicability of new Obstacle Limitation Surfaces (OLS), enhanced specifications for visual aids like Runway Distance Remaining Signs (RDRS), and new requirements for the safety oversight of ground handling. The adoption and consolidation of these standards guarantee that the new SD-AD is both structurally simplified and fully aligned with current global best practices in aerodrome design and operations.



### **3. Summary of Consultation (include summary of comments/feedback received).**

The industry consultation for the Standards Document – Aerodromes Volume I (One) was conducted over the period 05 August 2025 to the 06 September 2025.

At the end of the Consultation period, no responses via email or QA109 Form were received.

## **APPENDIX – FEEDBACK RECEIVED**

Nil