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F500-L15-027

Lic. y P.A. Gilberto López Meyer
Director General
Dirección General de Aeronáutica Civil
Boulevard Adolfo López Mateos, No. 1990
Col. Los Alpes Tlacopac
01010 México, D.F.
México

**Subject: Special Technical Letter: Pending Amendment to ICAO Annex 14
Taxiway Minimum Separation Standards**

Dear Capt. López Meyer:

This document is in response to your conversations with Dr. Bernardo Lisker regarding the pending amendment to International Civil Aviation Organization (ICAO) Annex 14 taxiway minimum separation standards. As you know, Arup has recently proposed a number of alternatives to the MITRE-Recommended Runway Configuration (July 2012). The Arup-proposed options leverage reductions to the taxiway and taxilane clearances currently being recommended in the aforementioned ICAO amendment (see MITRE Letter F500-L15-025, dated 24 June 2015). For additional details regarding the taxiway and taxilane clearances used in Arup's options, see the letter from Ms. Jackie Coburn of Arup, dated 1 June 2015.

Since the ultimate resolution of this amendment will not be known for some time, and the Arup-proposed alternatives are dependent upon the amendment being approved, MITRE was asked to investigate the process, timeframe, and likelihood for ICAO adopting these new clearances.

Amendments to ICAO Standards and Recommended Practices (SARPs) often go through a lengthy process through which they are vetted by entities within ICAO and then approved/disapproved by Member States. The specific ICAO amendment of interest to you (on taxiway minimum separation standards) has been submitted to Member States for comments. These comments have been reviewed and incorporated where appropriate, and the amendment has been approved by the Air Navigation Commission. The amendment will now be submitted to a 36-member Council for approval. If approved by the Council, a letter will be drafted to inform the 191 Member States about the amendment in its recommended form. If a majority of the Member States file a disapproval against the amendment, the amendment will not be adopted. Member States have until July 2016 to file a disapproval. Thus, formal adoption of this amendment will remain uncertain until the aforementioned process has been completed.

MITRE has obtained and analyzed the proposed ICAO amendment and supporting documentation (e.g., European Aviation Safety Agency (EASA) Notice of Proposed Amendment 2014-21, Update of CS ADR-DSN.D.260 Taxiway Minimum Separation Distance). Additionally, MITRE has consulted with the U.S. FAA's representative on ICAO's Aerodrome Design Working Group and other knowledgeable personnel at ICAO regarding the content of the amendment, the process to review and adopt the amendment, and the likelihood of the amendment being approved. Based on MITRE's investigation, there is a very high likelihood that the amendment will be approved. Nonetheless, rather than your Dirección General de Aeronáutica Civil taking a chance, MITRE recommends that Arup develop a contingency plan in case the amendment is not approved or is approved with changes that negatively impact Arup's design.

Please do not hesitate to contact me if you need any clarification or any other assistance.

Sincerely,



Ing. Robert W. Kleinhans
Project Technical Coordinator

cc: Dr. Bernard Lisker