

AMENDMENT OF GHANA CIVIL AVIATION (AERODROMES) DIRECTIVES
PART 14 – DESIGN AND OPERATIONS OF AERODROMES

1. SUMMARY OF ANNEX 14 AMMENDMENT 18

S/N	AREA OF AMENDMENT	EFFECTIVE/ APPLICABILITY
A	Runway strip width for code number 3 non-instrument runway;	27 November 2025
	Runway distance remaining signs (RDRS);	
	Harmonization of aerodrome lighting	
	Requirements for CAT II operations;	
	Main beam average intensity of lights;	
	Threshold marking;	
	Closed Runway Lighting; Unserviceability signs;	
	Apron management service;	
B	Ground handling	26 November 2026;

2. CHAPTER 1 AMENDMENTS

- **ICAO Amendments**
 - Abbreviations
 - New Definition
 - Aeroplanes Design Group requirements (applicable 21 November 2030)
- **GCAA Amendments**
 - **14.1.5: THE CERTIFICATION OF AERODROMES**

GCAA has incorporated standards requiring all uncertified airports, military/civil airports and airstrips, private airports and airstrips, aircraft training fields, etc. to submit data relating to the airfield characteristics and operational safety procedures.

- A circular has been developed to guide the airport operators.

3. CHAPTER 3 AMENDMENTS

- **Reduction in strip area requirements for Category number 3 runways**
 - Width of runway strips - 75m now 55m
 - Grading of runway strips - 75m now 55m
 - Strength of runway strips - 75m now 55m
- **Reduction in safety area requirements for taxiways**
 - Taxiway minimum separation for Non - instrument runways Codes A, B, C, D, E
 - Grading of taxiway strips - 18.5m to 17m (OMGWS=9m>15m and Code D)
- **Reduction in requirements for Holding Bays, Runway, intermediate and road holding positions:**
 - Non-instrument Code 3 - 75m to 55m
 - Take-off runway Code 3 - 75m to 55m
- **Aprons : New standards highlighting various activities to be considered when designing aprons.**

TABLE 3-1. TAXIWAY MINIMUM SEPARATION DISTANCES

Code letter	Non - instrument runways Code number	
A	-	
B	87	67
C	93	73
D	101	81
E	107.5	87.5
F	115	95

4. CHAPTER 5 AMENDMENTS

- **Markings**
 - Threshold markings required for all paved runways.
 - Dimensions reviewed
 - Runway visual range requirements reduced from 350m to 300m for:
 - Runway Centre Line Lights
 - Rapid Exit Taxiway Indicator Lights
 - Taxiway Centre line Lights
 - Runway turnpad lights
 - Intermediate holding position lights, etc.
- **Signs**
 - Dimensions of signs updated
 - Runway Distance Remaining Signs (RDRS) introduced

5. CHAPTER 7 AMENDMENTS

- **Closed runways and taxiways or parts thereof**
 - New standards and rearranged layout of requirements.
- **Unserviceable Areas**
 - New standards on requirement for unserviceability markings, lightings, signs and Markers

6. CHAPTER 8 AMENDMENTS

- **SECONDARY POWER SUPPLY REQUIREMENTS**
 - Provisions of secondary power for closed runway lighting,
- **SYSTEM DESIGN**
 - closed runway lighting system is operated independently of runway lighting systems.

7. CHAPTER 9 AMENDMENTS

- **Aerodrome Emergency planning**
 - Include ground handling service providers
- **Apron management service**
 - Standards for apron stand allocation, risk assessment, facility availability, stand monitoring, etc. included
- **Ground Servicing of aircraft changed to Aircraft Fueling – Safety Considerations**
- **Ground Handling**
 - New standards incorporated and applicable 26 November 2026

8. CHAPTER 10 AMENDMENTS

- **Serviceability of Lights**
 - New standards for levels at which lights are considered unserviceable

9. AMENDMENTS IN THE APPENDIX SECTION

- **Appendix 2 – Implementing Standards (IS):**
 - Changes made to Figure numbering to accommodate new figures.
 - Changes of RVR values from 350m to 300m captured
 - New figures provided
- **Appendix 4 – Implementing Standards (IS):**
 - Name changed from Requirements concerning design of taxiing guidance signs to requirements Concerning Design of Signs
 - Details of RDRS provided