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The specifications of Annex 14, Volume I, Chapter 3, shall apply only to land aerodromes. The OIS can also be generated in an existing polygon shapefile. This runway type has a 60-meter strip length and a 150-meter strip width on either side of the runway centerline. Non precision approach code number 4—An instrument runway served by visual aids and a nonvisual aid providing at least directional guidance adequate for a straight-in approach. This runway type has a 60-meter strip length and a 150-meter strip width on either side of the runway centerline. StringLength of High Runway End ClearwayThe length of the area at the high end of the runway. This is the default. Unchecked—Surfaces will not be generated for the merged surfaces. BooleanThe import configuration, in JSON format, that creates the custom OIS. FileInput Airport Control Point Feature The point features containing an Airport Elevation feature, displaced threshold features, or both. The unit of measurement is based on the input runway features. Double The length of the area at the low end of the runway. This runway type has a 60-meter strip length and a 75-meter strip width on either side of the runway centerline. Non precision approach code number 3—An instrument runway served by visual aids and a nonvisual aid providing at least directional guidance adequate for a straight-in approach. This runway type has a 60-meter strip length and a 75-meter strip width on either side of the runway centerline. Non precision approach code number 3—An instrument runway served by visual aids and a nonvisual aid providing at least directional guidance adequate for a straight-in approach. Double The highest elevation on any of the runways of the airport. This runway type has a 60-meter strip length and a 150-meter strip width on either side of the runway centerline. StringThe length of the area at the high end of the runway. The value must be in the vertical coordinate system linear units of the target feature class. In both cases, the responsibility for whatever determination or action is necessary shall rest with the State having jurisdiction over the aerodrome. The specifications, unless otherwise indicated in a particular context, shall apply to all aerodromes open to public use in accordance with the requirements of Article 15 of the Convention. Non instrument code number 3—A runway with a 60-meter strip length and 75-meter strip width that is intended for the operation of aircraft using visual approach procedures. Non instrument code number 4—A runway with a 60-meter strip length and 75-meter strip width that is intended for the operation of aircraft using visual approach procedures. Non precision approach code number 1—An instrument runway served by visual aids and a nonvisual aid providing at least directional guidance adequate for a straight-in approach. This runway type has a 60-meter strip length and a 75-meter strip width on either side of the runway centerline. Precision approach category I code number 3 4—An instrument runway served by ILS and MLS and visual aids intended for operations with a decision height not lower than 60 meters (200 feet) and either a visibility not less than 800 meters or a runway visual range not less than 550 meters. Values provided for the Airport Elevation parameter will take precedence over these point features. Feature LayerNombreExplicaciónTipo de datosderived\_outfeatureclassThe updated feature class containing the generated obstruction identification surfaces. Feature LayerICAOAnnex14 example 1 (stand-alone script) The following Python window script demonstrates how to use the ICAOAnnex14 function.import arcpy # set gp environment arcpy.env.workspace = "c:/data/ois.gdb" arcpy.CheckOutExtension("Aeronautical") # Input Runway Feature Class inFeatures = "RunwayCenterline" # feature class that will contain the OIS surface outFeatureClass = "ObstructionIdSurface" # runway variables runway = "NON INSTRUMENT CODE NUMBER 1" runwayDir = "HIGH END TO LOW END" # Exec ICAOAnnex14 arcpy.ICAOAnnex14 aviation(inFeatures, outFeatureClass, runway, 10, 0, 100, runwayDir, "INCLUDE\_MERGED\_SURFACE") arcpy.CheckInExtension("Aeronautical")ICAOAnnex14 example 2 (stand-alone script)The following Python window script demonstrates how to use the ICAOAnnex14 function with the custom\_json file parameter.import arcpy # set gp environment arcpy.env.workspace="c:/data/ois.gdb" arcpy.CheckOutExtension("Aeronautical") # Input Runway Feature Class inFeatures = "RunwayCenterline" # feature class that will contain the OIS surface outFeatureClass = "ObstructionIdSurface" # runway variables runway = "NON INSTRUMENT CODE NUMBER 1" runwayDir = "HIGH END TO LOW END" customJSON = "r"C:/data/customOIS.json" # Exec ICAOAnnex14 arcpy.ICAOAnnex14 aviation(inFeatures, outFeatureClass, runway, 10, 0, 0, 0, runwayDir, "INCLUDE\_MERGED\_SURFACE", customJSON, inACPFfeatures) arcpy.CheckInExtension("Aeronautical") Espacio de trabajo actualBasic: NoStandard; Requiere Airports, ArcGIS Aviation ChartingAdvanced: No ¿Algún comentario sobre este tema? StringSpecifies whether merged surfaces will be generated. This runway type has a 60-meter strip length and a 75-meter strip width on either side of the runway centerline. Non precision approach code number 2—An instrument runway served by visual aids and a nonvisual aid providing at least directional guidance adequate for a straight-in approach. This runway type has a 60-meter strip length and a 150-meter strip width on either side of the runway centerline. Precision approach category I code number 1—An instrument runway served by an Instrument Landing System (ILS) or a Microwave Landing System (MLS) and visual aids intended for operations with a decision height not lower than 60 meters (200 feet) and either a visibility not less than 800 meters or a runway visual range not less than 550 meters. This runway type has a 60-meter strip length and a 75-meter strip width on either side of the runway centerline. NON PRECISION APPROACH CODE NUMBER 2—An instrument runway served by visual aids and a nonvisual aid providing at least directional guidance adequate for a straight-in approach. NON INSTRUMENT CODE NUMBER 3—A runway with a 60-meter strip length and 75-meter strip width that is intended for the operation of aircraft using visual approach procedures. NON INSTRUMENT CODE NUMBER 4—A runway with a 60-meter strip length and 75-meter strip width that is intended for the operation of aircraft using visual approach procedures. NON PRECISION APPROACH CODE NUMBER 1—An instrument runway served by visual aids and a nonvisual aid providing at least directional guidance adequate for a straight-in approach. ICAO Annex 17, Security (PDF, 4 MB, 09.12.2021)11th edition - Amendment 17 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 (PANS AIM) ICAO Doc 10066: Aeronautical Information Management (PDF, 1 MB, 31.01.2020) Additional information The interpretation of some of the specifications in the Annex expressly requires the exercising of discretion, the taking of a decision or the performance of a function by the appropriate authority. The feature class must be z-enabled and contain polylines. If a displaced threshold point exists at the high end of the runway, that point will be honored when creating the OIS. LOW END TO HIGH END—The approach surface will be created at the low end of the runway to the high end. If a displaced threshold point exists at the low end of the runway, that point will be honored when creating the OIS. BOTH END—The approach surface will be created at both the low end and high end of the runway. INCLUDE\_MERGED\_SURFACE—All the surfaces will be generated for the merged surfaces, as well as merged conical and horizontal surfaces. The ICAO offers on its website (see link in further information) commercially available printouts and digital subscriptions. The unit of measurement is based on the input runway features. Feature LayerThe output feature class that will contain the generated obstruction identification surfaces. Feature LayerSpecifies the runway classification of the Input Runway Features parameter. If you use an elevation value greater than 0, it takes precedence and overrides any existing airport elevation value read from the Input Airport Control Point Feature parameter. The Input Airport Control Point Feature parameter can be used to supply x-, y-, and z-geometry for the Airport Elevation parameter, displaced threshold point features, or both. Feature LayerThe output feature class that will contain the generated obstruction identification surfaces. Feature LayerSpecifies the runway classification of the in\_features parameter. NON INSTRUMENT CODE NUMBER 1—A runway intended for the operation of aircraft using visual approach procedures. This runway type has a 60-meter strip length and a 75-meter strip width on either side of the runway centerline. PRECISION APPROACH CATEGORY I CODE NUMBER 3 4—An instrument runway served by ILS and MLS and visual aids intended for operations with a decision height not lower than 60 meters (200 feet) and either a visibility not less than 800 meters or a runway visual range not less than 550 meters. This runway type has a 60-meter strip length and a 150-meter strip width on either side of the runway centerline. NON PRECISION APPROACH CODE NUMBER 4—An instrument runway served by visual aids and a nonvisual aid providing at least directional guidance adequate for a straight-in approach. If no value is given, the highest point in the Input Runway Features dataset will be used. DoubleSpecifies at which end of the runway the approach surface will be created. HIGH END TO LOW END—The approach surface will be created at the high end of the runway to the low end. 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. Non instrument code number 1—A runway intended for the operation of aircraft using visual approach procedures. This runway type has a 60-meter strip length and a 150-meter strip width on either side of the runway centerline. PRECISION APPROACH CATEGORY I CODE NUMBER 1—An instrument runway served by an Instrument Landing System (ILS) or a Microwave Landing System (MLS) and visual aids intended for operations with a decision height not lower than 60 meters (200 feet) and either a visibility not less than 800 meters or a runway visual range not less than 550 meters. This is the default. NOT INCLUDE\_MERGED\_SURFACE—Surfaces will not be generated for the merged surfaces. BooleanThe import configuration, in JSON format, that creates the custom OIS. Fileairport\_control\_point\_feature\_classThe point features containing an Airport Elevation feature, displaced threshold features, or both. If a feature class is selected for the Target OIS Features parameter, it must have a vertical spatial reference. To create a JSON file for Custom JSON File, use the CustomOIS.exe file that is part of the ArcGIS Aviation data package available from My Esri. The Airport Elevation parameter has a default value of 0. The unit of measurement is based on the input runway features. DoubleLength of Low Runway End Clearway The length of the area at the low end of the runway. Values provided for the Airport Elevation parameter will take precedence over these point features. Feature LayerEtiquetaExplicaciónTipo de datosOutput OIS FeaturesThe updated feature class containing the generated obstruction identification surfaces. Feature Layerarcpy.aviation.ICAOAnnex14(in\_features, target, runway\_type, {highend\_clear\_way\_length}, {lowend\_clear\_way\_length}, {airport\_elevation}, {runway\_direction}, {include\_merged\_surface}, {custom\_json\_file}, {airport\_control\_point\_feature\_class})NombreExplicaciónTipo de datosThe input runway dataset. If displaced threshold points are included, surfaces will be constructed based on their x-, y-, and z-geometry instead of their corresponding Input Runway Feature parameter endpoint. OIS tools are flexible and accept a variety of input and output feature class types. This runway type has a 60-meter strip length and a 150-meter strip width on either side of the runway centerline. Precision approach category II III code number 3 4—An instrument runway served by ILS and MLS and visual aids intended for operations with a decision height lower than 60 meters (200 feet) but not lower than 30 meters (100 feet) and either a visibility not less than 800 meters or a runway visual range not less than 350 meters. Runway strip length is 30 meters. Non instrument code number 2—A runway with a 60-meter strip length and 40-meter strip width that is intended for the operation of aircraft using visual approach procedures. The specifications in this volume shall apply, where appropriate, to heliports but shall not apply to stolports. In other specifications, the expression appropriate authority does not actually appear although its inclusion is implied. This runway type has a 60-meter strip length and a 75-meter strip width on either side of the runway centerline. PRECISION APPROACH CATEGORY I CODE NUMBER 2—An instrument runway served by ILS and MLS and visual aids intended for operations with a decision height not lower than 60 meters (200 feet) and either a visibility not less than 800 meters or a runway visual range not less than 550 meters. This runway type has a 60-meter strip length and a 150-meter strip width on either side of the runway centerline. PRECISION APPROACH CATEGORY II III CODE NUMBER 3 4—An instrument runway served by ILS and MLS and visual aids intended for operations with a decision height lower than 60 meters (200 feet) but not lower than 30 meters (100 feet) and a runway visual range not less than 350 meters. If a displaced threshold point exists at the high end of the runway, that point will be honored when creating the OIS. LOW END TO HIGH END—The approach surface will be created at the low end of the runway to the high end. The publication of the following documents serves as an illustration and the authority assume no liability for their correctness or completeness.

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