



# Explanatory Note to Decision 2021/004/R

## 'CS-ADR-DSN – Issue 5'

CERTIFICATION SPECIFICATIONS AND GUIDANCE MATERIAL FOR AERODROME DESIGN (CS-ADR-DSN)

RELATED NPA/CRD 2018-14 — RMT.0703

### EXECUTIVE SUMMARY

The objective of this Decision is to update the certification specifications (CSs) and guidance material (GM) for aerodrome design (CS-ADR-DSN) in line with the International Civil Aviation Organization (ICAO) developments and other technical improvements, and to maintain a high and uniform level of safety in terms of aerodrome design.

The European Union Aviation Safety Agency (EASA) publishes Issue 5 of CS-ADR-DSN as a result of the outcome of the public consultation of NPA 2018-14 'Runway Safety' which, amongst others, proposed a limited number of amendments to CS-ADR-DSN which were published, for information purposes, along with Opinion No 03/2019.

The amendments concern the addition of new definitions, in accordance with the Standards and Recommended Practices (SARPs) of ICAO Annex 14 'Aerodromes' Volume I (Amendment 13-B), but also the amendment of definitions in order to ensure consistency with Commission Regulation (EU) No 139/2014, as amended by Commission Regulation (EU) 2018/401.

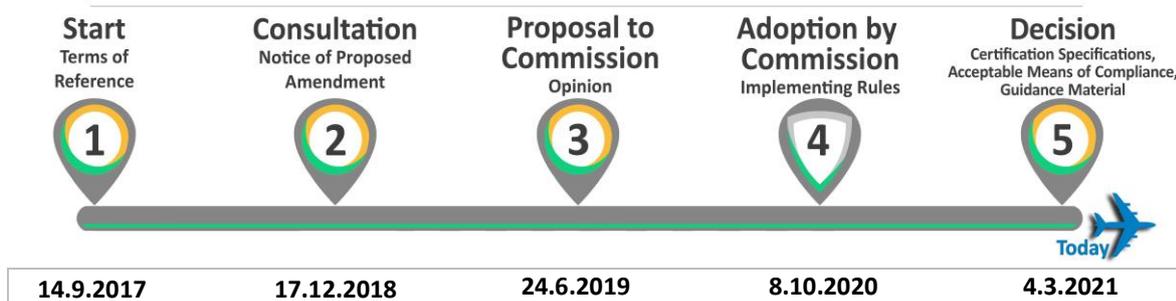
Moreover, they reflect the introduction of new provisions in Commission Regulation (EU) No 139/2014, as well as amendments to the relevant acceptable means of compliance (AMC) and GM, which necessitate the amendment of the relevant CSs and GM in CS-ADR-DSN for safety reasons (e.g. treatment of markings on closed runways and taxiways, presence of mobile objects on precision runway strips).

In addition, the amendments introduce an additional case where, for runway-safety-related reasons, stopway lights should be provided, addressing also the switch-over time for the secondary power supply of such lights. Finally, they reflect the need to gather all maintenance-related operational provisions in a single regulatory text, in order to facilitate their use by the end users.

Therefore, the limited number of changes will help to ensure further alignment with the ICAO Annex 14 provisions, enhance safety where necessary, and improve readability and usability of the regulatory material.

<b>Action area:</b>	Aerodromes		
<b>Related rules:</b>	CS-ADR-DSN		
<b>Affected stakeholders:</b>	Aerodrome operators, competent authorities		
<b>Driver:</b>	Safety	<b>Rulemaking group:</b>	No
<b>Impact assessment:</b>	Yes	<b>Rulemaking Procedure:</b>	Standard

#### ● EASA rulemaking process



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## 1. About this Decision

EASA developed ED Decision 2021/004/R in line with Regulation (EU) 2018/1139<sup>1</sup> ('Basic Regulation') and the Rulemaking Procedure<sup>2</sup>.

This rulemaking activity is included in the European Plan for Aviation Safety (EPAS) [2020-2024](#) under rulemaking task (RMT).0703. The scope and timescales of the task were defined in the related Terms of Reference<sup>3</sup>.

The draft text of this Decision has been developed by EASA. All interested parties were consulted through Notice of Proposed Amendment (NPA) 2018-14<sup>4</sup>. Regarding the proposed amendments to CS-ADR-DSN, around 60 comments were received from all interested parties, including industry, national aviation authorities, amounting to around 3,4 % of all comments received in the context of the NPA 2018-14 public consultation.

The final text this Decision regarding the CSs and the relevant GM in CS-ADR-DSN has been developed by EASA, based on the review and analysis of the relevant comments received during the consultation. The comments received and the EASA responses to them are presented in Comment-Response Document (CRD) 2018-14<sup>5</sup>.

The major milestones of this rulemaking activity are presented on the title page.

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<sup>1</sup> Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (OJ L 212, 22.8.2018, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1535612134845&uri=CELEX:32018R1139>).

<sup>2</sup> EASA is bound to follow a structured rulemaking process as required by Article 115(1) of Regulation (EU) 2018/1139. Such a process has been adopted by the EASA Management Board (MB) and is referred to as the 'Rulemaking Procedure'. See MB Decision No 18-2015 of 15 December 2015 replacing Decision 01/2012 concerning the procedure to be applied by EASA for the issuing of opinions, certification specifications and guidance material (<http://www.easa.europa.eu/the-agency/management-board/decisions/easa-mb-decision-18-2015-rulemaking-procedure>).

<sup>3</sup> <https://www.easa.europa.eu/document-library/terms-of-reference-and-group-compositions/tor-rmt0703>

<sup>4</sup> In accordance with Article 115 of Regulation (EU) 2018/1139 and Articles 6(3) and 7 of the Rulemaking Procedure.

<sup>5</sup> <https://www.easa.europa.eu/document-library/comment-response-documents/crd-2018-14>



## 2. In summary — why and what

### 2.1. Why we need to amend the CS

This Decision amends CS ADR-DSN for a variety of reasons. In particular, the amendments will:

- improve runway safety in a number of cases;
- facilitate harmonisation with the international environment through the transposition of relevant ICAO material;
- ensure consistency of CS-ADR-DSN with the evolution of the regulatory framework following the publication of Regulation (EU) 2020/2148<sup>6</sup>; and
- provide more user-friendly regulatory texts by incorporating certain provisions in a meaningful way.

The CSs and related GM annexed to this Decision have been developed concurrently with the amendments to Commission Regulation (EU) No 139/2014<sup>7</sup> and the AMC and GM associated with the said Regulation.

The details of and reasons for this regulatory material have been thoroughly described in the Explanatory Note of NPA 2018-14. Furthermore, EASA identified the need to ensure alignment of the definition of ‘instrument runway’ contained in CS-ADR-DSN with the relevant definition contained in Commission Regulation (EU) No 139/2014, as amended by Commission Regulation (EU) 2018/401<sup>8</sup>, in addition to the amendments proposed in the NPA, after the draft CSs and GM were published for information purposes, along with Opinion No 03/2019<sup>9</sup>. For this reason, this definition is also amended, while the inter-related definitions of ‘Type A instrument approach operation’ and ‘Type B instrument approach operation’ are added to the amendments. A few editorial changes, necessary to achieve an easy-to-use publication of the regulatory material, have also been incorporated in the amendments. Finally, the notes related to the terms ‘frost’ and ‘wet ice’ have been updated, in order to ensure the use of the term ‘downgraded RWYCC’ in the context of the implementation of the ICAO Global Reporting Format.

### 2.2. What we want to achieve — objectives

The overall objectives of the EASA system are defined in Article 1 of the Basic Regulation. This Decision will contribute to the achievement of the overall objectives by addressing the issues outlined in Section 2.1.

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<sup>6</sup> Commission Delegated Regulation (EU) 2020/2148 of 8 October 2020 amending Regulation (EU) No 139/2014 as regards runway safety and aeronautical data (OJ L 428, 18.12.2020, p. 10) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32020R2148&qid=1612952743835>).

<sup>7</sup> Commission Regulation (EU) No 139/2014 of 12 February 2014 laying down requirements and administrative procedures related to aerodromes pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 44, 14.2.2014, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1587555969935&uri=CELEX:32014R0139>).

<sup>8</sup> Commission Regulation (EU) 2018/401 of 14 March 2018 amending Regulation (EU) No 139/2014 as regards the classification of runways (OJ L 72, 15.3.2018, p. 17) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32018R0401&qid=1612952927892>).

<sup>9</sup> Commission Regulation (EU) 2018/401 of 14 March 2018 amending Regulation (EU) No 139/2014 as regards the classification of runways (OJ L 72, 15.3.2018, p. 17) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1587558672327&uri=CELEX:32018R0401>).

The specific objective of this Decision is to address certain issues related to runway safety by amending the existing CS-ADR-DSN, taking into account the provisions of ICAO Annex 14 (Volume I) and the amendments to Commission Regulation (EU) No 139/2014, while ensuring easiness of use of the regulatory provisions.

### **2.3. How we want to achieve it — overview of the amendments**

This Decision introduces new definitions, which are required for the implementation of the ICAO Global Reporting Format for runway surface conditions. Moreover, the amendments concern the provision of stopway lights and the inclusion of the relevant switch-over time provisions, as well as clarifications regarding the removal of the runway and taxiway markings when a runway, or taxiway, or portion thereof is closed.

In addition, the amendments concern the transfer of maintenance-related CSs, but also of provisions related to the presence of mobile objects, to Commission Regulation (EU) No 139/2014. Finally, due to these changes, there is also a limited number of minor, editorial, consequential changes, due to the existing cross-references in CS-ADR-DSN.



### 3. References

#### 3.1. Related regulations

- Commission Regulation (EU) No 139/2014 of 12 February 2014 laying down requirements and administrative procedures related to aerodromes pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 44, 14.2.2014, p. 1)

#### 3.2. Related decisions

- Decision 2014/013/R of the Executive Director of the Agency of 27 February 2014 adopting Certification Specifications and Guidance Material for Aerodromes Design ‘CS-ADR-DSN - Initial issue’

#### 3.3. Other reference documents

- Decision 2014/012/R of the Executive Director of the Agency of 27 February 2014 adopting Acceptable Means of Compliance and Guidance Material to Regulation (EU) No 139/2014 ‘AMC/GM for Aerodromes – Initial Issue’
- NPA 2018-14 ‘Runway safety’
- Opinion No 03-2019 ‘Runway safety’
- ICAO Annex 14 to the Convention on International Civil Aviation, Aerodromes, Volume I – Aerodrome Design and Operations, Eighth Edition, July 2018
- ICAO Doc 4444 ‘Procedures for Air Navigation Services, Air Traffic Management’, Sixteenth Edition, 2016.



#### 4. Related document

CRD 2018-14 'Runway safety'

