



European Aviation Safety Agency

**NOTICE OF PROPOSED AMENDMENT**

**NPA 2011-20 (C)**

RMT.0136 (ADR.001 (a)) & RMT.0137 (ADR.001 (b))

RMT.0140 (ADR.002 (a)) & RMT.0141 (ADR.002 (b))

RMT.0144 (ADR.003 (a)) & RMT.0145 (ADR.003 (b))

**Authority, Organisation and Operations  
Requirements for Aerodromes**

**NPA 2011-20 (C) — Cross references**

## Cross references — Annex I — Part-AR

Article	Source	Working Group
ADR.AR.A.001 — Scope	EASA Basic Regulation (BR) (EC) No 216/2008 <sup>1</sup> and ARO.GEN.005 Scope of Opinion 04/2011	No proposal from the WG. The article is installed by the Agency.
ADR.AR.A.005 — Competent authority	ICAO Doc. 9734	WG proposal (AR.100).
ADR.AR.A.010 — Oversight documentation <i>REV</i>	ARA.GEN.115 Oversight documentation of Opinion 03/2011 <sup>2</sup>	WG proposal (AR.115) with minor editorial rewording: The excess word 'to' was deleted from (a) and (b), and the word 'rules' at the end of (b) was changed to 'requirements'.
ADR.AR.A.015 — Means of compliance <i>REV</i>	EASA BR art. 18 and 19 ARA.GEN.120 Means of compliance of Opinion 03/2011	WG Proposal (AR.120) with minor editorial changes and the following added to (c) 'all' AMCs was replaced by 'the'; '...providers of apron management services...'. To (d) the words '...subject to certification...' were removed and the words '...in accordance with ADR.OR.A.015...' were added. The words '...proposed by the aerodrome operator or the provider of apron management services...' were added to para 2 of (d) and the numerical (3) was added to say that the Member State informs other Member States about AMCs. The word 'all' was removed from numerical (1) in (e).
ADR.AR.A.020 — Notification of cases of Equivalent level of safety and Special Conditions <i>REV</i>	EASA BR Art. 8a 5(a)	WG Proposal (AR.123) with the word 'important' changed to 'significant'.
ADR.AR.A.025 Information to the Agency	ARA.GEN.125 Information to the Agency of Opinion 03/2011	WG Proposal (AR.125) unchanged.
ADR.AR.A.030 —	ARA.GEN.135	WG Proposal (AR.135) with the following

<sup>1</sup> Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC. (OJ L 79, 19.03.2008, p. 1). Regulation as last amended by Regulation 1108/2009 of the European Parliament and of the Council of 21 October 2009 (OJ L 309, 24.11.2009, p. 51).

<sup>2</sup> This means that the text is based on the said Opinion 3/2011 as it has now been treated and changed in the EU comitology process. EASA based itself on the last available version of that text. In most cases only necessary and ADR specific changes or additions were made. This explanation goes for most references made to Opinion 3/2011.

## Cross references to Annex I — Part-AR

Immediate reaction to a safety problem <i>REV</i>	Immediate reaction to a safety problem	<p>text changes: The footnote <sup>1</sup> inserted to (a) pointing to 'Directive 2003/42/EC of the European Parliament and of the Council of 13 June 2003 on occurrence reporting in civil aviation, OJ L 167, 4.7.2003, p. 23–36.'</p> <p>'...providers of apron management services...' added to (b).</p> <p>Reference to (a) was added to (c).</p> <p>'...to all aerodrome operators ...' was changed to '...to the aerodrome operators...' in (d).</p>
ADR.AR.A.040 — Safety Directives	ICAO Doc 9774, 2.2. c) Aerodrome Directives, and 3.3.D	WG Proposal (AR.140) unchanged.
ADR.AR.B.005 — Management system <i>REV</i>	ICAO Doc. 9734/ARA.GEN.200 Management System of Opinion 03/2011	WG Proposal (AR.200) with the following changes: '...including aerodrome inspectors...' was added to the numerical (a)(2). '...and a safety risk management process...' was added to numerical (a)(4).
ADR.AR.B.010 — Allocation of tasks <i>REV</i>	ICAO Doc. 9734/ARA.GEN.205 Allocation of Tasks to qualified entities of Opinion 03/2011	WG Proposal (AR.205 Use of qualified entities); heading and text and content have been revised.
ADR.AR.B.015 — Changes to the management system <i>REV</i>	ICAO Doc. 9734/ARA.GEN.210 Changes in the Management system of Opinion 03/2011	WG Proposal (AR.210), minor editorial changes in text in (a) and (b).
ADR.AR.B.020 — Record-keeping <i>REV</i>	ICAO Doc. 9734/ARA.GEN.220 of Opinion 03/2011	<p>WG Proposal (AR.220) with revision of numerical (a)(3) into: 'the allocation of tasks, covering the elements required by ADR.AR.B.010, as well as the details of tasks allocated;'</p> <p>The deletion of numerical (a)(6), resulting numbers in (a) being (1) to (10).</p> <p>The words 'by the competent authority' were deleted from (c)(2) and the words 'subject to applicable data protection law' were added to (d).</p>
ADR.AR.C.005 — Oversight <i>REV</i>	ICAO Doc. 9734/ARA.GEN.300	WG Proposal (AR.300) with the following changes: 'the certification basis' was

## Cross references to Annex I — Part-AR

	Oversight of Opinion 03/2011	added to (a)(1) and (2). Reference to rule ADR.AR.A.030 (c) and (d) was adjusted in (a)(3). The words; 'including unannounced inspections, where appropriate' were added to (b)(3). Slight editorial changes to text and a reference corrected in (b)(4). (c) has been revised. (d) has been deleted.
ADR.AR.C.010 — Oversight programme <i>REV</i>	ICAO Doc. 9734/ARA.GEN.305 Oversight programme in Opinion 03/2011	WG Proposal (AR.305) Text and content revised and time limit of 48 months for oversight planning cycle added under (c). (d) is therefore old (c) and '...unannounced inspections...' was retained. — Rule has now considerable less detail on oversight planning cycle than mirror rule under ARA.GEN.305.
ADR.AR.C.015 — Initiation of certification process <i>REV</i>	ICAO Doc 9774, 4.4 Assessment of a formal application for an aerodrome certificate	WG Proposal (AR.310). Reference corrected in (a). Reference corrected in (b)(1). (b)(2) has been revised and (c) had been added.
ADR.AR.C.020 — Certification basis <i>REV</i>	EASA BR Art. 8a 2. (a) and Art. 8a 5(a)	WG Proposal (AR.315). The words '...and operation...' have been added to (a). (a)(3) has been deleted. Reference has been corrected in (c).
ADR.AR.C.025 — Special conditions <i>REV</i>	EASA BR Art. 8a 2. (a) and Art. 8a 5(a)	WG Proposal (AR.320). The word '...determine...' in (a) has been replaced with 'prescribe' and a reference has been corrected. Numerical (1) has been added to (a) and the former (1) and (2) have become (2) and (3).
ADR.AR.C.035 — Issuance of certificate <i>REV</i>	EASA BR Art. 8a 2. (a) and Art. 8a 5(a)  ICAO Doc 9774 4.5 The grant or refusal of certificate/ARA.GEN.310 Initial certification procedure — organisations — of Opinion 03/2011	WG Proposal (AR.325). Title has been revised to only say 'Issuance of a certificate'. (a) has been revised. Reference to '...national legislation...' has been deleted from (c) and some editorial changes to text in the article. Reference has been corrected.
ADR.AR.C.040 — Changes <i>REV</i>	Largely based on ARA.GEN.330	WG Proposal articles (AR.330 Process for amendment of certificate and AR.333

## Cross references to Annex I — Part-AR

	Changes — organisations but also Part-21, as changes may occur both to the aerodrome design as well as operator organisation.	Process for other changes) have been combined and content revised. WG Proposal (AR.340 Other organisational changes) is now part of ADR.AR.C.040. Complex changes were made to make the process simpler and some details have been moved to AMCs.
ADR.AR.C.045 — Change of aerodrome operator <i>REV</i>	ICAO Doc. 9774 4.7 Transfer of an aerodrome certificate	WG Proposal (AR.335). Reference and changes to (a) and (b) have been made.
ADR.AR.C.050 — Declarations of providers of apron management services <i>REV</i>	EASA BR Art. 8a2.(e) and 8a5.(j)	WG Proposal (AR.345). The beginning of (a) has been removed, that is the part referring to declaration of apron management services. References have been fixed and editorial changes have been made to the remaining text.
ADR.AR.C.055 — Findings, observations, corrective actions and enforcement measures <i>REV</i>	ICAO Doc. 9734/ ARA.GEN.350 Findings and corrective actions — organisations Opinion 03/2011.	WG Proposal (AR.350). Text has been revised slightly, item (d) about observations was removed and item (e) installed instead.. Editorial changes have been made.
ADR.AR.C.060 — Wildlife management <i>REV</i>	EASA BR Essential Requirement C-2(e)  ICAO Annex 14 chapter 9.4	WG Proposal (AR.360). Minor editorial changes have been made to text.
ADR.AR.C.065 — Obstacles — Objects <i>REV</i>	EASA BR C-1	WG Proposal (AR.365). Title now called 'Obstacles — Objects'. Article has been revised. (c) and (d) have been deleted from this article and moved to article 8.
ADR.AR.C.070 — Confusing, misleading and hazardous lights <i>REV</i>	EASA BR Essential Requirement C-2(c) and (d)	WG Proposal (AR.370). Article has been revised.
ADR.AR.C.075 — Protection of communication, navigation and surveillance systems <i>REV</i>	EASA BR Essential Requirement C-2(f)	No proposal from the WG. The article has been installed by the Agency.
ADR.AR.C.080 — Other activities <i>REV</i>	EASA BR Essential Requirement C-2(a)	No proposal from the WG. The article has been installed by the Agency.

## Cross references to Annex II — Part-OR

## Cross references — Annex II — Part-OR

Article	Source	Working Group
ADR.OR.A.005 — Scope	EASA Basic Regulation (BR) (EC) No 216/2008	No proposal from the WG. The article has been installed by the Agency.
ADR.OR.A.010 — Competent authority <sup>REV</sup>	ICAO Doc. 9734	WG proposal (OR.405) with text reworded to have it in line with other EASA text for competent authorities. References to the aerodrome, its operator and provider of apron management services have been removed from text.
ADR.OR.A.015 — Means of compliance <sup>REV</sup>	EASA BR Art. 18 and 19  ORA.GEN.120 Means of compliance of Opinion 03/2011	WG proposal (OR.410) with editorial changes to text in (b) and (c). The words; 'proof of compliance' have been replaced by using 'assessments' instead in (b). The word 'prior' has been added to the last paragraph of (b).
ADR.OR.B.005 — Certification obligations of aerodromes and aerodrome operators <sup>REV</sup>	EASA BR Art. 8a 2 (a) and (d)  ICAO Annex 14 chapter 1.4	WG proposal (OR.430) with wording of the text changed in (a) but the content has not been changed. A reference to the conversion article of the cover regulation has been added to (a). (b) has been deleted from this article and substance moved to article 5.
ADR.OR.B.010 — Eligibility <sup>REV</sup>		WG proposal (OR.435) with minor editorial changes.
ADR.OR.B.015 — Application for a certificate <sup>REV</sup>	EASA BR Art. 8a5.(b)  ICAO Doc. 9774, chapter 4	WG Proposal (OR.440) with editorial changes to (b)(1) and (3). In (b)(3) the last sentence ' <i>Such documentation shall include a procedure, contained in the aerodrome manual, describing how changes not requiring prior approval will be managed and notified to the competent authority.</i> ' has been added. References have been corrected in (b)(7) and (8). Editorial changes have been made to the last paragraph of the article.
Working Group proposal — OR.445 <sup>DEL</sup>	N/A	WG proposal (OR.445 Validity of the application) has been removed as it was found not to be necessary by the Agency.
ADR.OR.B.025 — Compliance <sup>REV</sup>	EASA BR Art. 8a 2 (a) and (d)  ICAO Doc 9774, 4.4 Assessment of a formal	WG proposal (OR.450) with editorial changes, and revisions of the text. Heading of the article has been changed from 'Compliance with the certification basis and requirements'. (a) refers now to the 'aerodrome

## Cross references to Annex II — Part-OR

	application for an aerodrome certificate	operator' instead of 'applicant'. The following words have been added to the text in (a)(1); 'safety assessments, exercises necessary' and the word 'show' has been replaced by the word; 'demonstrate'. (i) and (ii) have been added to (a)(1). The word 'show' has been replaced by 'demonstrate' in (a)(2) and a reference has been added to (a)(3). (b) and (d) have been deleted.
ADR.OR.B.030 — Terms of approval and privileges of the certificate holder	EASA BR Art. 8a5.(c)  ICAO Doc 9774 4.5 The grant or refusal of certificate	WG proposal (OR.455) unchanged.
ADR.OR.B.035 — Continued validity <i>REV</i>	EASA BR Art. 8a5.(c)  ICAO Doc 9774 Section B aerodrome certification, note 11.	WG proposal (OR.460) with minor editorial changes and corrected references.
ADR.OR.B.040 — Changes <i>REV</i>	EASA BR Art. 8a5.(c)  ICAO Annex 14, Appendix 7 Art. 3.2 and ICAO Doc. 9774, 3C.5 Notification of changes to the aerodrome manual	WG proposal (OR.465 Amendment to the certificate and OR.470 Application for other changes) have been revised and appear now in this one simplified article. The article addresses changes that need prior approval from the competent authority on one hand and other changes on the other hand. Changes that need prior approval are changes affecting the approval of the certificate, key elements of the management system or additional elements found necessary by the competent authority. Item (c) of the article states that other changes, do not require prior approval from the competent authority but should be managed and notified to the competent authority in accordance with a prior approved procedure.
ADR.OR.B.045 Assessment of changes <i>REV</i>	EASA BR Art. 8a6.(c)  ICAO Annex 14, Appendix 7 Art. 3.2 and ICAO Doc. 9774, 3C.5 Notification of	The article was added by the Agency. It requires changes to be assessed for safety impact and refers them to a safety assessment process.



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	changes to the aerodrome manual	
ADR.OR.B.050 — Continuing compliance with Agency Certification Specifications <i>REV</i>	EASA BR Art. 8a5.(c)  ICAO Annex 14, Appendix 7 Art. 3.2 and ICAO Doc. 9774, 3C.5 Notification of changes to the aerodrome manual	WG proposal (OR.475) with a revised (b) where instead of the operator always having to apply for prior approval for changes to the competent authority, after an amendment of the Certification Specifications, now the operator required to initiate a change process in accordance with ADR.OR.B.040 if relevant.
ADR.OR.B.055 — Change of aerodrome operator <i>REV</i>	EASA BR Art. 8a5.(c)  ICAO Annex 14, Appendix 7 Art. 3.2 and ICAO Doc. 9774, 3C.5 Notification of changes to the aerodrome manual and 4.7 Transfer of an aerodrome certificate	WG proposal (OR.480) with the changes to the text in (a); the words 'in writing' have been removed and in (b) the words 'new operator' replace the word 'person'. Item (c) has been added to the article since the WG proposal; it now requires the operator to provide relevant documents to the competent authorities and refers to ADR.OR.045 and ADR.OR.E.005.
ADR.OR.B.060 <sup>3</sup> — Declaration of providers of apron management services <i>REV</i>	EASA BR Art. 8a2.(e) and 8a5.(j)	WG proposal (OR.495) with the change of reference to national legislation is removed along with editorial changes to the beginning of paragraph (a) and other references corrected.  (b) has been revised so that the provider of apron management services shall notify both the aerodrome operator and the competent authority.
ADR.OR.B.065 — Termination of operation	EASA BR Art. 8a5.(c)	WG proposal (OR.500) Reference to national rules has been removed from (d)..
ADR.OR.C.005 — Operator Responsibilities <i>REV</i>	EASA BR Art. 8a5(d) and Essential	WG proposal (OR.530) with the following changes: Reference was edited in (a)(1). Numerical (4) has been added to (a) and

<sup>3</sup> Articles ADR.AR.C.050 and ADR.OR.B.060 contained in Annex I and II to this Regulation, as well as Appendix II to Annex II shall come into force when the implementing rules regarding the provision of apron management services shall be in effect. Articles ADR.AR.A.015 and ADR.OR.A.015 shall not apply for providers of apron management services, until the implementing rules regarding the provision of apron management services shall be in effect.



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	<p>Requirements B</p> <p>ICAO Annex 14, Appendix 7, 1.1 and 1.2 and ICAO Doc. 9774 2.3 Basic principles for aerodrome certification regulations under (c )</p>	<p>requires the operator to ensure operation and maintenance of aerodrome equipment in accordance to the relevant manuals for that equipment. (b)(1) has been replaced with 'air traffic services'. (b) and (c) have been revised to accommodate arrangements required to be in place for service providers (third parties) at the aerodrome and a non-exhaustive list of such possible service providers is provided. There is the requirement for the operator to ensure that service providers have in place proper procedures in regard to their aerodrome safety related activities. Item (e) from the WG proposal has been deleted as it is addressed in (b) and (c). These requirements refer to the aerodrome operator having the proper safety management processes in place at his aerodrome to ensure safe operation. Item (f) in the WG proposal has been deleted as it referred to arrival and departure procedures. WG proposal (g) is now item (e) mostly unchanged. It requires the aerodrome operators to ensure that exemptions, derogations, ELoS's, SC or other differences are published and documented in the aerodrome manual.</p>
ADR.OR.C.010 — Use of the aerodrome by large aircraft <i>REV</i>	EASA BR Art. Essential Requirements D	This article has been revised by the Agency from the WG proposal to accommodate the requirement in the BR and requires a safety assessment for such use.
ADR.OR.C.015 — Access — <i>REV</i>	<p>EASA BR Art. 10 Oversight and enforcement</p> <p>ICAO Annex 14, chapter 1.4 and Attachment C, ICAO Doc. 9774 under 2.2 Basic Aviation Law under (g)</p>	WG proposal (OR.535) but has been revised and item (b) has been deleted from it.
ADR.OR.C.020 — Findings and corrective actions <i>REV</i>	<p>EASA BR Art. 8a 5(c) Essential requirement B-2 Management system (a).</p> <p>ICAO Annex 14,</p>	WG proposal (OR.540) where the second (redundant) part of (a)(2) has been deleted, and with slight editorial changes to the text in (3). Item (b) of the article was deleted.

## Cross references to Annex II — Part-OR

	chapter 1.5 Safety Management and appendix 7, chapter 3. Doc. 9774 Part 6.  ICAO Doc. 9859	
ADR.OR.C.025 — Immediate reaction to a safety problem — Compliance with Safety Directives <i>REV</i>	EASA BR Art. 8a 5(d)  Annex 14, 1.5 Safety Management  ICAO Doc. 9774	WG proposal (OR.545) (b) and (C) have been deleted and editorial changes made to the remaining text.
ADR.OR.C.030 — Occurrence reporting <i>REV</i>	EASA BR Essential Requirement B- 2(b)  Regulation (EU) No 996/2010 and Directive 2003/42/EC.  ICAO Annex 14, chapter 1.5 Safety Management and appendix 7, chapter 3  ICAO Doc. 9859	This article has been added by the Agency to accommodate the mandatory occurrence reporting requirement. The mandatory occurrence reporting has been moved from former (OR.585).
ADR.OR.C.040 — Prevention of fire	EASA BR Art. 8a 5(d) and 8a 6 (c)	WG proposal (OR.550) Minor editorial changes.
ADR.OR.C.045 — Use of alcohol and illicit or prescribed substances <i>REV</i>	EASA BR Art. 8a 5(d) and 8a 6 (c)	WG proposal (OR.555) has been revised significantly and simplified. It now requires the aerodrome operator to ensure and promulgate a policy for no alcohol and drugs use of staff on duty.
ADR.OR.D.005 — Management <i>REV</i>	EASA BR Art. 8a 5(d) and ER B Operations and Management  ICAO Annex 14, chapter 1.5 and appendix 7.  ICAO Doc. 9859	WG proposal (OR.560) has been revised in some areas. A reference has been added to safety performance indicators and targets in (b)(5). (b)(6) the purpose of the process has been more detailed. (b)(7) has been more detailed in describing the purpose of the processes needed, including now the review of the system.

## Cross references to Annex II — Part-OR

	ICAO Doc. 9774	<p>(b)(9) meaning has been described in more details.</p> <p>(b)(10) meaning has been described in more details to ensure the SMS addresses the interfacing between the aerodrome and any other organisation applicable to the emergency planning.</p> <p>(e) from the WG proposal was abundant and therefore has been deleted and the (f) moved to (e) which now contains the proportionality provision for the management system, which shall contain an SMS that is tailored to the size and complexity of the organisation.</p> <p>(f) the references to single or dual SMS' have been removed as they are not necessary. Rather it is required that the management system covers the whole range of activities.</p>
ADR.OR.D.007 — Management of aeronautical data and aeronautical information	Commission regulation (EU) 73/2010	No proposal from the WG. This article was added by the Agency.
ADR.OR.D.010 — Contracted activities <i>REV</i>	<p>EASA BR Art. 8a 5(d)</p> <p>EASA BR Essential Requirement B- 1(a) and (f)</p> <p>ICAO Doc. 9859</p>	WG proposal (OR.565) with editorial changes to the paragraph. Abundant items have been removed and items combined. The heading has been changed from 'Contracting and purchasing'.
ADR.OR.D.015 — Personnel requirements <i>REV</i>	<p>EASA BR Art. 8a 5(d)</p> <p>EASA BR Essential Requirement B- 1(k), (l)</p> <p>Annex 14, Appendix 7, 4.1</p> <p>ICAO Doc. 9859</p>	<p>WG proposal (OR.570) with the following revisions:</p> <p>In (a) the responsibility of the accountable manager for the effective management system has been added.</p> <p>In (d) the person responsible for the day-to-day operation of the aerodrome has been referred to as the person nominated for the management of the operational services and maintenance of the aerodrome. The compliance monitoring person has been added to (b) and has been deleted from (d).</p> <p>Item (i) is now item (d)</p> <p>Item (j) is now item (e)</p> <p>Item (k) is now item (f)</p> <p>Item (l) is now item (g) and has changes to numerical (1) where items (i), (ii) and (iii) have been added. Those items contain the requirements former in numerical 1–3 in this paragraph, for</p>

## Cross references to Annex II — Part-OR

		<p>training and competency of the personnel involved in operation, maintenance and management of the aerodrome.</p> <p>(g)(2) has been added, it contains requirement for unescorted persons on the movement area to be properly trained.</p> <p>(g)(3) has been added, it contains requirements for check programs as required by the EASA BR.</p> <p>(g)(4) has been added, it contains the requirement that the aerodrome operator assigns a sufficient number of personnel supervisors in the operation.</p>
ADR.OR.D.020 — Facilities Requirements <i>REV</i>	<p>EASA BR Art. 8a 5(d)</p> <p>EASA BR Essential Requirement B-1(a)</p>	<p>WG proposal (OR.575) with editorial changes to (a).</p> <p>(b) has been added. It requires the aerodrome operator to ensure as applicable, that adequate and appropriate facilities, installations and equipment exists at the aerodrome for the safe storage and handling of dangerous goods and for the storage and handling of aviation fuel.</p>
ADR.OR.D.025 — Coordination with other relevant organisations <i>REV</i>	<p>EASA BR Art. 8a 5(d)</p> <p>EASA BR Essential Requirement B-1 (f)</p> <p>ICAO Doc. 9859</p>	<p>WG proposal (OR.580) with changes to clarify the meaning of the text and ensure it addresses the audit duty of the aerodrome operator to the other relevant organisations.</p>
ADR.OR.D.030 — Safety reporting system <i>REV</i>	<p>EASA BR Art. 8a 5(d)</p> <p>EASA BR Essential Requirement B-2(b)</p> <p>Annex 14, appendix 7</p> <p>ICAO Doc. 9859</p>	<p>WG proposal (OR.585) revised so that it now contains requirements for a safety reporting system for the reporting of occurrences and a possibility for voluntary safety reports. Just culture principles are referred to. The mandatory reporting requirements have been moved to article 'ADR.OR.C.030 Occurrence reporting'. The handling of safety reports from the reporting system have been addressed in this article.</p>
ADR.OR.D.035 — Record-keeping <i>REV</i>	<p>EASA BR Art. 8a 5(d)</p> <p>EASA BR Essential Requirement B-2(a)</p>	<p>WG proposal (OR.590) with the following revisions: (a) the word 'adequate' has been removed and a references corrected. (d) has been removed, abundant.</p>

## Cross references to Annex II — Part-OR

	Annex 14, appendix 7  ICAO Doc. 9859	
ADR.OR.E.005 — Aerodrome manual <sup>REV</sup>	EASA BR Art. 8a 5(d)  EASA BR Essential Requirement B- 2(c)  ICAO Annex 14, 1.4.4  ICAO Doc 9859	WG proposal (OR.600 (OR.605 has been incorporated into this article as well)) but has been revised to reflect the intention in (e)(2) that the aerodrome operator can amend the aerodrome manual with a notification but without an approval for items that do not require an approval by the competent authority. Further revision describes the establishment and maintenance of the aerodrome manual which are in conformance with ICAO provisions.
ADR.OR.E.010 — Structure of the aerodrome manual <sup>REV</sup>	ICAO Doc 9774, Appendix 1	WG proposal (OR.600). The structure of the aerodrome manual has been put into separate article since the WG proposal but the content is the same. The structure is in line with ICAO provisions.

Note: The basic document underlying this justification is the final working group proposal. When text is changed in any way from the WG proposal, those changes are indicated with the superscript and an explanation.

## Cross references to Annex III — Part-OPS

## Cross references — Annex III — Part-OPS

Article	Source	Working Group
ADR-OPS.A.005	EASA Basic Regulation (BR) Requirement (Regulation (EC) No 216/2008) Annex Va. A.4.a  ICAO A14 2.1 (Std.)	WG proposal  High level statements to cover aeronautical data requirements. Details have been included in the relevant AMCs.
ADR-OPS.A.010	EASA BR Requirement (Regulation (EC) No 216/2008), Annex Va, A.4.b  ICAO A14, 2.1 (Std.), 2.13.4 (Std.), 2.9.1 (Std.)	WG proposal  The word 'Data' has been added to the title to give more clarity. High level statement to cover quality requirements. Details have been included in the relevant AMCs.
ADR-OPS.A.015	EASA BR Requirement (Regulation (EC) No 216/2008), Annex Va, 4.a.c  ICAO A14, 2.9.1 (Std.), 2.9.2 (Std.), 2.13.1 (Std.), 2.13.2 (Std.)	WG proposal  High level statement to cover coordination issues between AIS, ANSP and Aerodrome Operator. Details have been included in the relevant AMCs.
ADR-OPS.B.005	EASA BR Requirement (Regulation (EC) No 216/2008), Annex Va, B.1.i  ICAO A14, 9.1.1 (Std.), 9.1.2 (Std.), 9.1.3 (Std.), 9.1.12 (Std.)	WG proposal  Allocation of responsibility to the aerodrome operator as required by the ER. Proposed text has the same intent with ICAO.
ADR-OPS.B.010	EASA BR Requirement (Regulation (EC) No 216/2008) Annex Va, B.1.j, B.1.m, B.1.n  ICAO A14, 9.2.1 (Std.), 9.2.35 (Rec.), 9.2.36 (Rec.), 9.2.3 (Std.), 9.2.11 (Std.), 9.2.38 (Std.), 9.2.23 (Std.), 9.2.40 (Rec.), 9.2.42 (Std.)	WG proposal  Allocation of responsibility to the aerodrome operator as required by the ER. High level statement that includes the requirements for RFFS training and medical fitness as stipulated by the Essential Requirements. The text summarizes the requirements of ICAO Annex 14 for RFFS. Details, based on ICAO SARPS have been included in the relevant AMCs.
ADR-OPS.B.015	EASA BR Requirement (Regulation (EC) No 216/2008) Annex Va, B.1.a  ICAO A14, 2.9.1 (Std.), 2.9.2 (Std.), 2.9.3 (Std.)	WG proposal  Allocation of responsibility to the aerodrome operator as required by the ER. Different wording from ICAO but with the same intent. Details have been included in the AMCs.
ADR-OPS.B.020	EASA BR Requirement (Regulation (EC) No	WG proposal

## Cross references to Annex III — Part-OPS

	216/2008) Annex Va, B.1.c  ICAO A14, 9.4.1 (Std.), 9.4.3 (Std.), 9.4.4 (std.)	Allocation of tasks between the competent authority and the aerodrome operator. Details have been included in the AMCs.
ADR-OPS.B.025	EASA BR Requirement (Regulation (EC) No 216/2008), Annex Va, B.1.d  ICAO A14, 9.7 (Std.)	WG proposal  Allocation of responsibility to the aerodrome operator as required by the ER. Rule is based on ICAO standard, but has different wording.
ADR-OPS.B.030	EASA BR Requirement (Regulation (EC) No 216/2008) Annex Va, B.1.d  ICAO A14, 9.8.1 (Std.)	WG proposal  Allocation of responsibility to the aerodrome operator for the provision of SMGCS. Details have been included in the AMC.
ADR-OPS.B.035	EASA BR Requirement (Regulation (EC) No 216/2008) Annex Va, B.1.e  ICAO A14, 10.3	WG proposal  Different from ICAO. High level statement to meet the Essential Requirements. Details have been included in the AMC.
ADR-OPS.B.040	EASA BR Requirement (Regulation (EC) No 216/2008) Annex Va, B.1.e	WG proposal  Different from ICAO. High level statement to meet the Essential Requirements. Details have been included in the AMC.
ADR-OPS.B.045	EASA BR Requirement (Regulation (EC) No 216/2008) Annex Va, B.1.e	WG proposal  High level statement to meet the Essential Requirements. Details have been included in the AMC. Annex 14 contains few specifications related to Low Visibility Operations.
ADR-OPS.B.050	EASA BR Requirement (Regulation (EC) No 216/2008) Annex Va, B.1.e	WG proposal  High level statement to meet the Essential Requirements. Details have been included in the AMC.
ADR-OPS.B.055	EASA BR Requirement (Regulation (EC) No 216/2008) Annex Va, B.1.g	Agency proposal  High level statement to meet the Essential Requirements. Details have been included in the AMC.
ADR-OPS.B.060	EASA BR Requirement (Regulation (EC) No 216/2008) Annex Va, B.1.k  ICAO A14, 9.10.1 (Std.), 9.10.2 (Std.) 9.10.4 (Std.), Attachment A, section 18	WG proposal  Allocation of the responsibility to the aerodrome operator. The proposed rule satisfies Essential Requirements as well as ICAO Annex 14 provisions.



## Cross references to Annex III — Part-OPS

ADR-OPS.B.065	EASA BR Requirement (Regulation (EC) No 216/2008) Annex Va, B.1.a, B.1.b, B.1.e	WG proposal  High level statement to cover the Essential Requirements
ADR-OPS.B.070	EASA BR Requirement (Regulation (EC) No 216/2008) Annex Va, B.1.b, B.1.d, B.1.f	WG proposal  High level statement to cover the Essential Requirements. Annex 14 contains no specific SARPS with regard to aerodrome works safety, except for runway pavement overlays and marking and lighting of unserviceable areas.
ADR-OPS.B.075	EASA BR Requirement (Regulation (EC) No 216/2008) Annex Va, A.2, B.1.b, C.1, C.2	WG proposal  Higher than ICAO, since Annex 14 doesn't contain specific requirements related to the operational monitoring of obstacles and other hazards or mitigation of risks related to their existence.
ADR-OPS.B.080	EASA BR Requirement (Regulation (EC) No 216/2008) Annex Va, C.1  ICAO A14, 6.1.6 (Std.)	Agency proposal  Same as ICAO. Assignment of responsibility for marking and lighting of vehicles and other mobile objects to the aerodrome operator.
ADR-OPS.B.085	ICAO Doc.9774	Agency proposal  IR proposed by ADR.001 RMG to be included in OPS.
ADR-OPS.C.005	EASA BR Requirement (Regulation (EC) No 216/2008) B.1.b, B.1.h  ICAO A14, 10.1.1 (Std.)	WG proposal  The proposal considers ICAO SL41-2011. Purpose of the maintenance is worded differently in Annex 14 and the Essential Requirements.
ADR-OPS.C.010	EASA BR Requirement (Regulation (EC) No 216/2008) Annex Va, A.1.a.iii, A.1.a.iv, A.1.a.v, A.1.a.vi, A.1.d.2, B.1.b  ICAO A14, 10.2.1 (Std.), 10.2.2 (Std.), 10.2.3 (Std.)	WG proposal  Allocation of responsibility to the aerodrome operator for maintenance inspections which are different from operational inspections.
ADR-OPS.C.015	EASA BR Requirement (Regulation (EC) No 216/2008) Annex Va, B.1.b, B.1.h  ICAO A14, 10.4.2 (Std.)	WG proposal  Allocation of responsibilities to the aerodrome operator.

## Cross references to AMC Part-OPS

## Cross references AMC to Part-OPS

Article	Source	Working Group
AMC-ADR-OPS.A.005 (a) (1)	ICAO A14, 2.2	WG proposal  Group considered only the headline. Details have been included in GM.
AMC-ADR-OPS.A.005 (a) (2)	ICAO A14, 2.3	WG proposal  Group considered only the headline. Details have been included in GM.
AMC-ADR-OPS.A.005 (a) (3)	ICAO A14, 2.4	WG proposal  Group considered only the headline. Details have been included in GM.
AMC-ADR-OPS.A.005 (a) (4)	ICAO A14, 2.5	WG proposal  Group considered only the headline. Details have been included in GM.
AMC-ADR-OPS.A.005 (a) (5)	ICAO A14, 2.6	WG proposal  Group considered only the headline. Details have been included in GM.
AMC-ADR-OPS.A.005 (a) (6)	ICAO A14, 2.7	WG proposal  Group considered only the headline. Details have been included in GM.
AMC-ADR-OPS.A.005 (a) (7)	ICAO A14, 2.8	WG proposal  Group considered only the headline. Details have been included in GM.
AMC-ADR-OPS.A.005 (a) (8)	ICAO A14, 2.9	WG proposal  Group considered only the headline. Details have been included in GM.
AMC-ADR-OPS.A.005 (a) (9)	ICAO A14, 2.10	WG proposal  Group considered only the headline. Details have been included in GM.
AMC-ADR-OPS.A.005 (a) (10)	ICAO A14, 2.11	WG proposal

## Cross references to AMC Part-OPS

		Group considered only the headline. Details have been included in GM.
AMC-ADR-OPS.A.005 (a) (11)	ICAO A14, 2.12	WG proposal  Group considered only the headline. Details have been included in GM.
AMC-ADR-OPS.A.005 (b)	ICAO A14, 2.5.5	WG proposal  Group considered to include also the provision of terrain data.
AMC-ADR-OPS.A.005 (c)	ICAO A14, 2.5.5	WG proposal  Group considered to include also the provision of terrain data.
AMC-ADR-OPS.A.010 (a)	ICAO A14, 2.1.2	WG proposal  Text is the same as in ICAO Annex 14.
AMC-ADR-OPS.A.010 (b)	ICAO A14, 2.1.1 (Std.) and Appendix 5	WG proposal  Text is changed to assign the responsibility to the aerodrome operator but the intent is the same as in ICAO Annex 14.
AMC-ADR-OPS.A.010 (c)	ICAO A14, 2.1.1 (Std.)	WG proposal  Text is the same as in ICAO Annex 14.
AMC-ADR-OPS.A.010 (d)	ICAO A14, 2.1.5 (Std.)	WG proposal  Text is the same as in ICAO Annex 14.
AMC-ADR-OPS.A.010 (e)	ICAO A14, 2.1.6 (Std.)	WG proposal  Text is the same as in ICAO Annex 14.
AMC-ADR-OPS.A.010 (f)	ICAO A14, 2.1.7 (Std.)	WG proposal  Text is the same as in ICAO Annex 14.
AMC-ADR-OPS.A.010 (g)	ICAO A14, 2.1.3 (Std.)	WG proposal  Text is the same as in ICAO Annex 14.
AMC-ADR-OPS.A.010 (h)	ICAO A14, 2.1.4 (Rec.)	WG proposal  Text is the same as in ICAO Annex 14.

## Cross references to AMC Part-OPS

AMC-ADR-OPS.A.010 (i) (1)		WG proposal  No specific provision in Annex 14. Text proposed in order to ensure that data originated by the aerodrome operator are promulgated correctly.
AMC-ADR-OPS.A.010 (i) (2)		WG proposal  No specific provision in A14. Text proposed in order to ensure that the aerodrome operator notifies AIS and ANSPs whenever there is a change in the data originated by the aerodrome operator.
AMC-ADR-OPS.A.015 (a)	ICAO A14, 2.13.1.a (Std.) and 2.9.2 (Std.)	WG proposal  Allocation of responsibility to the aerodrome operator. Text has the same intent as in ICAO Annex 14. The Agency also added points (a) (10) and (a) (1) that were missing from the WG proposal.
AMC-ADR-OPS.A.015 (b)	ICAO A14, 2.13.1.a (Std.) and 2.11.3 (Std.)	WG proposal  Allocation of responsibility to the aerodrome operator. Combination of two standards. Text has the same intent as in ICAO Annex 14.
AMC-ADR-OPS.A.015 (c)	ICAO A14, 2.13.3 (Std.)	WG proposal  Allocation of responsibility to the aerodrome operator. Text rephrased but has the same intent as in ICAO Annex 14.
AMC1-ADR-OPS.B.005 (a)	ICAO A14, 9.1.6 (Std.)	WG proposal  Different from ICAO Annex 14. The aerodrome operator can only ensure an optimum response of the organisations under the control of its own emergency plan. The coordination of all agencies involved in an emergency is the responsibility of another local or national authority.
AMC1-ADR-OPS.B.005 (b)	ICAO A14, 9.1.14 (Std.)	WG proposal

## Cross references to AMC Part-OPS

		Text rephrased to allocate the responsibility to the aerodrome operator but has the same intent as in ICAO Annex 14.
AMC2-ADR-OPS.B.005 (a)	ICAO A14, 9.1.5 (Rec.)	Agency proposal  Text proposed by the Agency to ensure that the aerodrome emergency plan document contains at least some required information. Text rephrased to allocate the responsibility to the aerodrome operator but has the same intent as in ICAO Annex 14.
AMC3-ADR-OPS.B.005	ICAO A14, 9.1.13 (Std.)	WG proposal  The Agency changed WG proposal and deleted the modular exercises proposed in ICAO SL41-2011 since it was not recommended by the Agency.
AMC1-ADR-OPS.B.010 (a)	ICAO A14, 9.2.35 (Rec.)	WG proposal  Allocation of responsibility to the aerodrome operator. Same text as in ICAO Annex 14.
AMC1-ADR-OPS.B.010 (b)	ICAO A14, 9.2.36 (Rec.)	WG proposal  Allocation of responsibility to the aerodrome operator. Same text as in ICAO Annex 14.
AMC2-ADR-OPS.B.010 (a) (1)	ICAO A14, 2.11.2 (Rec.)	WG proposal  Allocation of responsibility to the aerodrome operator. Same text as in ICAO Annex 14.
AMC2-ADR-OPS.B.010 (a) (2)	ICAO A14, 9.2.5 (Std.) and 9.2.6 (Std.)	WG proposal  Allocation of responsibility to the aerodrome operator. Combination of two standards. Text has the same intent as with ICAO Annex 14.
AMC2-ADR-OPS.B.010 (a) (3)	ICAO A14, 9.2.3 (Std.)	WG proposal  Allocation of the responsibility to the aerodrome operator. The term 'normally using' at 9.2.3 is substituted by the term 'expected' as the determination

## Cross references to AMC Part-OPS

		of the level of protection to be provided at an aerodrome is actually made when planning the expected aerodrome operations.
AMC2-ADR-OPS.B.010 (a) (4)		WG proposal  The proposed text ensures that if the number of movements is expected to be more than 700 in the busiest consecutive three months, the level of protection is equal to the determined category and not less.
AMC2-ADR-OPS.B.010 (b)	ICAO A14, 9.2.7 (Std.)	WG proposal  Allocation of responsibility to the aerodrome operator. The text is in line with ICAO Annex 14.
AMC3-ADR-OPS.B.010 (a) (1)	ICAO A14, 9.2.37 (Rec.)	WG proposal  Allocation of responsibility to the aerodrome operator. The text is in line with ICAO Annex 14.
AMC3-ADR-OPS.B.010 (a) (2)	ICAO A14, 9.2.22 (Rec.)	WG proposal  Allocation of responsibility to the aerodrome operator. The text is in line with ICAO Annex 14.
AMC3-ADR-OPS.B.010 (b)	ICAO A14, 9.2.2 (Std.)	WG proposal  Allocation of responsibility to the aerodrome operator. Proposed text is different from ICAO Annex 14.
AMC4-ADR-OPS.B.010 (a)	ICAO A14, 9.2.8 (Rec.)	WG proposal  Allocation of responsibility to the aerodrome operator. The text is in line with ICAO Annex 14.
AMC4-ADR-OPS.B.010 (b)	ICAO A14, 9.2.9 (Rec.)	WG proposal  Allocation of responsibility to the aerodrome operator. The text is in line with ICAO Annex 14 and considers also ICAO SL41-2011.
AMC4-ADR-OPS.B.010 (c)	ICAO A14, 9.2.10 (Rec.) and Note 2	WG proposal  Allocation of responsibility to the aerodrome operator. The text is in line with ICAO Annex 14.

## Cross references to AMC Part-OPS

AMC4-ADR-OPS.B.010 (d)	ICAO A14, 9.2.11 (Std.)	WG proposal  Allocation of responsibility to the aerodrome operator. The text is in line with ICAO Annex 14 and considers also ICAO SL41-2011.
AMC4-ADR-OPS.B.010 (e)	ICAO A14, 9.2.13 (Std.)	WG proposal  Allocation of responsibility to the aerodrome operator. The text is in line with ICAO Annex 14.
AMC4-ADR-OPS.B.010 (f)	ICAO A14, 9.2.16 (Rec.)	WG proposal  Allocation of responsibility to the aerodrome operator. The text is in line with ICAO Annex 14 and considers also ICAO SL41-2011.
AMC4-ADR-OPS.B.010 (g)	ICAO A14, 9.2.17 (Std.)	WG proposal  Allocation of responsibility to the aerodrome operator. The text is in line with ICAO Annex 14.
AMC4-ADR-OPS.B.010 (h)	ICAO A14, 9.2.18 (Std.)	WG proposal  Allocation of responsibility to the aerodrome operator. The text is in line with ICAO Annex 14.
AMC4-ADR-OPS.B.010 (h)	ICAO A14, 9.2.19 (Rec.)	WG proposal  Allocation of responsibility to the aerodrome operator. The text is in line with ICAO Annex 14.
AMC5-ADR-OPS.B.010 (a) (1)	ICAO A14, 9.2.23 (Std.) and 9.2.24 (Rec.)	WG proposal  Allocation of responsibility to the aerodrome operator. The proposed text is a combination of one standard and one recommendation. Text is different from ICAO Annex 14.
AMC5-ADR-OPS.B.010 (a) (2)	ICAO A14, 9.2.25 (Rec.)	WG proposal  Allocation of responsibility to the aerodrome operator. The text is in line with ICAO Annex 14.
AMC5-ADR-OPS.B.010 (a) (3)	ICAO A14, 9.2.27 (Std.) and 9.2.28 (Rec.)	WG proposal  Allocation of responsibility to the aerodrome operator. The proposed text is a combination of one standard and one



## Cross references to AMC Part-OPS

		recommendation. Text is different from ICAO Annex 14.
AMC5-ADR-OPS.B.010 (a) (4)	ICAO A14, 9.2.26 (Rec.)	Agency proposal  Allocation of responsibility to the aerodrome operator. The proposed text ensures that all the necessary measures are taken to achieve as nearly as possible the operational objective in less than optimum conditions of visibility. The text is in line with ICAO Annex 14.
AMC6-ADR-OPS.B.010 (a) (1)	ICAO A14, 9.2.40 (Rec.)	WG proposal  Allocation of responsibility to the aerodrome operator. The ICAO Recommendation is split in two parts. The text is in line with ICAO Annex 14.
AMC6-ADR-OPS.B.010 (a) (2)	ICAO A14, 9.2.40 (Rec.)	WG proposal  Allocation of responsibility to the aerodrome operator. The ICAO Recommendation is split in two parts. The text is in line with ICAO Annex 14.
AMC6-ADR-OPS.B.010 (a) (3)	ICAO A14, 9.2.42 (Std.)	Agency proposal  Allocation of responsibility to the aerodrome operator. The text proposed in order to ensure that RFFS personnel are provided with the necessary self-protection equipment. The text is in line with Annex 14.
AMC7-ADR-OPS.B.010 (a) (1)	ICAO A14, 9.2.38 (Std.)	WG proposal  Allocation of responsibility to the aerodrome operator. The text is in line with Annex 14.
AMC7-ADR-OPS.B.010 (a) (2)	ICAO A14, 9.2.39 (Std.)	WG proposal  Allocation of responsibility to the aerodrome operator. The text is in line with Annex 14.
AMC8-ADR-OPS.B.010	EASA BR Annex Va B.1.n	WG proposal  Allocation of responsibility to the aerodrome operator to determine/ensure that appropriate medical standards

## Cross references to AMC Part-OPS

		are met by the RFFS personnel.
AMC-ADR-OPS.B.015	ICAO A14, 2.9.3 (Std.) and Doc.9137 Part 8, 3.1.1	WG proposal  Allocation of responsibility to the aerodrome operator. The requirement is more stringent than ICAO A14, 2.9.3 because for some aerodromes having a lot of traffic, movement area inspections once or twice per day is not considered adequate.
AMC-ADR-OPS.B.020	ICAO A14, 9.4.1 (Std.), 9.4.2 (Std.), 9.4.3 (Std.)	WG proposal  Allocation of responsibility to the aerodrome operator. The requirement is more stringent than ICAO Annex 14 since it adds the requirement for the aerodrome operator to develop a wildlife risk management programme.
AMC-ADR-OPS.B.025	EAPPRI	WG proposal  The AMC requires the establishment of an airside driving training programme as well the requirement of additional training and RTF training to persons driving on the manoeuvring area. The AMC requires also from the aerodrome operator to establish a system for issuing driving authorisations on the movement area and the conditions of their renewal.
AMC-ADR-OPS.B.030 (a)	ICAO A14, 9.8.2 (Rec.)	WG proposal  Allocation of responsibility to the aerodrome operator. Text is in line with ICAO Annex 14.
AMC-ADR-OPS.B.030 (b)	ICAO A14, 9.8.4 (Rec.), 9.8.5 (Rec.)	Agency proposal  Text proposed by the Agency in order to ensure that during the design phase of an SMGCS the operational objectives of the system has been taken into account. The text is in line with ICAO Annex 14.
AMC-ADR-OPS.B.030 (c)	ICAO A14, 9.8.6 (Std.)	Agency proposal

## Cross references to AMC Part-OPS

		Text proposed by the Agency in order to ensure essential operating requirements of the SMGCS. The text is in line with ICAO Annex 14.
AMC-ADR-OPS.B.030 (d)		WG proposal  Text proposed to ensure that during the development of an SMGCS, the requirements of the ANSPs and aircraft operators are taken into account by the aerodrome operator.
AMC-ADR-OPS.B.035 (a)	ICAO A14 10.3.1 — 10.3.4  ICAO Doc.9137 Part 8, 6.7.1	WG proposal  Text proposed ensures that all requirements for safe winter operations are included in a 'snow plan'. Text is different than ICAO Annex 14.
AMC-ADR-OPS.B.035 (b)	ICAO A14, 10.3.1 (Std.)	WG proposal  Text proposed includes only the requirements for winter operations.
AMC-ADR-OPS.B.035 (c)	ICAO A14, 10.3.5 (Std.)	WG proposal  Text proposed doesn't consider effects on environment when using chemicals since it is not a safety requirement.
AMC-ADR-OPS.B.040		WG proposal  This type of operations are mentioned under a number of visual aids provisions in ICAO A14 which are transposed in CSs. The actual operation of visual aids is generally the responsibility of the ANSP.
AMC-ADR-OPS.B.045	ICAO EUR Doc.013, Chapter 3, ICAO A14 9.5.4, ICAO Doc.9365 3.2.1 and 3.3.3	WG proposal  Proposed text covers the basic requirements for LVO.
AMC-ADR-OPS.B.050		WG proposal  Proposed text covers the requirements for the aerodrome operator to establish and implement procedures to mitigate risks to operations due

## Cross references to AMC Part-OPS

		to adverse weather conditions.
AMC-ADR-OPS.B.055		Agency proposal  Proposed text details Implementing Rule's requirements.
AMC-ADR-OPS.B.060		WG proposal  Allocation of responsibility to the aerodrome operator
AMC-ADR-OPS.B.065		WG proposal
AMC1-ADR-OPS.B.070		WG proposal  Text proposed by the group in order to ensure a proper planning for aerodrome works.
AMC2-ADR-OPS.B.070	ICAO A14, 10.3.1 (Std.) and 10.3.4	WG proposal  Text is in line with ICAO Annex 14
AMC3-ADR-OPS.B.070	ICAO A14, 7.4.1, 7.4.2, 7.4.3 and ATT. A 13	Agency proposal  Text proposed by the Agency in order to allocate the responsibility to the aerodrome operator to ensure that unserviceable areas are marked and lighted properly.
AMC1-ADR-OPS.B.075		WG proposal  Text proposed allocates the responsibility to the aerodrome operator to monitor the surroundings of the aerodrome.
AMC2-ADR-OPS.B.075	ICAO A14, 3.4.6 (Rec.), 3.4.7 (Std.), 4.2.10 (Std.), 4.2.11 (Rec.), 4.2.12 (Rec.), 9.9.1 (Std.), 9.9.2 (Std.), 9.9.4 (Rec.), 9.9.5 (Std.), 9.9.6 (Std.), 4.2.18 (Std.), 4.2.19 (Std.), 4.2.20 (Rec.), 4.2.21 (Rec.), 4.2.25 (Std.), 4.2.26 (Rec.), 4.4.1 (Rec.), 4.4.2 (Rec.)	Agency proposal  Text proposed by the Agency to ensure that the aerodrome operator, within its area of responsibility removes and restricts obstacles.
AMC3-ADR-OPS.B.075	ICAO A14, 6.1.5 (Std.), 6.1.7 (Std.),	Agency proposal

## Cross references to AMC Part-OPS

	6.1.8 (Std.)	Text proposed by the Agency to ensure that the aerodrome operator, within its area of responsibility, marks and lights obstacles.
AMC4-ADR-OPS.B.075	ICAO A14, 6.1.1 (Rec.)	Agency proposal  Text proposed by the Agency allocating the responsibility to the aerodrome operator to ensure that obstacles extending above a take-off climb surface within its area of responsibility are properly marked and lighted.
AMC5-ADR-OPS.B.075	ICAO A14, 6.1.2 (Rec.)	Agency proposal  Text proposed by the Agency allocating the responsibility to the aerodrome operator to ensure that objects, other than obstacles, adjacent to a take-off climb surface within its area of responsibility are properly marked and lighted.
AMC6-ADR-OPS.B.075	ICAO A14, 6.1.3 (Std.)	Agency proposal  Text proposed by the Agency allocating the responsibility to the aerodrome operator to ensure that obstacles that extends above an approach or transitional surface within its area of responsibility are properly marked and lighted.
AMC7-ADR-OPS.B.075	ICAO A14, 6.1.4 (Rec.)	Agency proposal  Text proposed by the Agency allocating the responsibility to the aerodrome operator to ensure that fixed obstacles that extend above a horizontal surface within its area of responsibility are properly marked and lighted.
AMC8-ADR-OPS.B.075	ICAO A14, 6.2.3 (Rec.), 6.2.4 (Rec.), 6.2.5 (Rec.), 6.2.7 (Std.), 6.2.11 (Std.)	Agency proposal  Text proposed by the Agency allocating the responsibility to the aerodrome operator to ensure that objects are properly marked.

## Cross references to AMC Part-OPS

AMC8-ADR-OPS.B.075	ICAO A14	Agency proposal  Text proposed by the Agency allocating the responsibility to the aerodrome operator to ensure that location and characteristics of obstacle lights conform with the applicable CSs.
AMC-ADR-OPS.B.080	ICAO A14, 6.2.2 (Std.), 6.2.6 (Rec.), 6.2.14 (Std.), 6.3.4 (Std.), 6.3.5 (Std.)	Agency proposal  Text proposed by the Agency allocating the responsibility to the aerodrome operator to ensure that vehicles and other mobile objects on the manoeuvring area are marked and lighted properly.
AMC-ADR-OPS.085	ICAO Doc. 9774	Agency proposal based on ADR.001 proposal  Text proposed by the Agency to allocate the responsibility to the aerodrome operator to ensure that procedures exist for the handling of hazardous materials within the aerodrome.
AMC-ADR-OPS.C.005	ICAO A14, 9.2.29 (Rec.), 10.1.2 (Rec.)  ICAO Doc.9137 Part 9	WG proposal  Content derived from table of contents of ICAO Doc.9137 Part 9.
AMC-ADR-OPS.C.010		WG proposal  Text included changes to ICAO Annex 14 as described in ICAO SL41-2011.
AMC-ADR-OPS.C.015	ICAO A14, 10.4.1 (Std.), 10.4.2 (Std.)	WG proposal

**Cross references Book 1 CS-ADR-DSN**

This section details the differences in content between ICAO Annex 14, Volume I, International Standards and Recommended Practices (SARP) (and other international source material), and EASA Certification Specifications (CS) for aerodrome design in the NPA.

Note: By default, and if not indicated 'REV' the NPA text follows the Working Group proposal.

The format for identifying the differences follows the layout of CS Book 1 as follows:

Where the NPA text is the same as the ICAO SARP:

**CS-ADR-DSN.B.035 — Width of runways** ICAO

No additional information is required.

Where the NPA *text* differs marginally from the ICAO SARP mainly for editorial reasons, without changing meaning:

**CS-ADR-DSN.B.035 — Actual length of runways** TXT

Followed by a description of the alteration; e.g. order of the text within a sentence, paragraph or section; use of a different word or phrase.

Where the NPA text proposes to *delete* or *move* the ICAO SARP, either in its entirety:

**CS-ADR-DSN.B.020 — Choice of maximum permissible crosswind components**  
DEL or MOVE to GM

Followed by the rationale for deletion or move to GM.

Where the NPA text presents an *addition* to the ICAO SARP:

**CS-ADR-DSN.L.540 — Aiming point marking** ADD

Followed by the additional text, table or figure.

Where the NPA text presents a *revision* of the Working Group text:

**CS-ADR-DSN.M.650 — Approach slope and elevation setting of light units** REV

Followed by a description of the revised text, figure or table; e.g. if any of the above actions has been taken without providing justification.



*Cross references to Book 1 of CS-ADR-DSN*

**NB:** throughout the Book 1 specifications, the verb 'shall' has been replaced with the verb 'should'.

*In the Annex 14 references, Standards are red, Recommended Practices are blue.*

**BOOK 1****EASA CERTIFICATION SPECIFICATIONS FOR AERODROME DESIGN****CHAPTER A — GENERAL****CS-ADR-DSN.A.001 — Applicability****CS-ADR-DSN.A.002 — Definitions****CS-ADR-DSN.A.005 — Aerodrome reference code** *MOVE to GM TXT REV*

ICAO text relating to the intent of the aerodrome reference code has been moved to GM; there is a minor editorial text change in NPA paragraph (a). The working group text relating to different parts of an aerodrome being assigned different aerodrome reference codes for additional flexibility has been moved to GM. The remaining NPA text is the same as ICAO.

**CHAPTER B — RUNWAYS****CS-ADR-DSN.B.015 — Number, siting and orientation of runways** *MOVE to GM TXT*

It was considered that the number and orientation of the runways is ultimately a decision by the aerodrome operator based on economic factors; the NPA text is moved to GM as this is not primarily safety-related.

**CS-ADR-DSN.B.020 — Choice of maximum permissible crosswind components** *MOVE to GM*

See GM-ADR-DSN.B.020

The ICAO recommendation 3.1.3 was considered to be commercially orientated and to not have safety relevance; the equivalent NPA text is moved to Guidance Material (GM).

**CS-ADR-DSN.B.025 — Data to be used** *MOVE to GM*

See GM-ADR-DSN.B.025

The ICAO recommendation 3.1.4 was considered to not have safety relevance; the equivalent NPA text is moved to GM.

**CS-ADR-DSN.B.030 — Runway threshold** *MOVE to GM TXT*

## Cross references to Book 1 of CS-ADR-DSN

The revised NPA text is considered to specify the existence and location of the threshold better than ICAO Annex 14 text. Numerical values are not provided, so the comparison to ICAO is transparent and raises no additional obligation on the aerodrome operator. *(Because there were no figures in ICAO Annex 14, paragraphs 3.1.5 and 3.1.6, there is no increase compared to ICAO).*

Parts of the NPA description are moved to GM because an improvement of safety is given but it is not mandatory. This does not dilute the ICAO meaning.

**CS-ADR-DSN.B.035 — Actual length of runway and declared distances** *ADD MOVE to GM*

The added CS relates to the declared distances of the aeroplanes that are intended to use the runway, so in that respect the NPA is more specific than the ICAO definition; the NPA text giving detailed description of declared distances is moved to GM.

**CS-ADR-DSN.B.040 — Runways with stopways or clearways** *MOVE to GM ADD*

It was considered that because there are no figures in the ICAO text, the NPA should be moved to Guidance Material and the CS reduced to a minimum; the new NPA text replaces the ICAO text.

**CS-ADR-DSN.B.045 — Width of runways** *ICAO*

**CS-ADR-DSN.B.050 — Minimum distance between parallel non instrument runways** *ICAO*

**CS-ADR-DSN.B.055 — Minimum distance between parallel instrument runways** *TXT MOVE to GM*

Text has been amended as there are no numerical values attached to ICAO Annex 14, 3.1.12, paragraph (b) (sub-paragraph (3) in the NPA) to indicate that other combinations of minimum separation distances may be applied, depending on local circumstances and factors; the NPA text for this portion has been moved to GM. 3.1.11 and 3.1.12 paragraph a) is the same as ICAO.

**CS-ADR-DSN.B.060 — Longitudinal slopes of runways** *ICAO*

**CS-ADR-DSN.B.065 — Longitudinal slopes changes on runways** *ICAO*

**CS-ADR-DSN.B.070 — Sight distance for slopes on runways** *ICAO*

**CS-ADR-DSN.B.075 — Distance between slope changes** *ICAO*

**CS-ADR-DSN.B.080 — Transverse slopes** *ICAO*

**CS-ADR-DSN.B.085 — Runway strength** *TXT*

The amended NPA text exceeds the ICAO description and is considered to be an improvement by including the ACN/PCN runway classification method.

**CS-ADR-DSN.B.090 — Surface of runways** *ICAO MOVE to OPS REV*

The former paragraph (d) relating to surface friction measurement is an operational issue and has therefore been moved to OPS.

**SECTION 1 RUNWAY TURN PADS****CS-ADR-DSN.B.095 — Runway turn pads** *ICAO TXT*

ICAO Annex 14 paragraphs 3.3.1 and 3.3.2 have been amalgamated as they have the same wording, but apply respectively to code letter D, E or F and A, B or C; the order of the remaining NPA text has been rearranged, but is has the same content as ICAO.

**CS-ADR-DSN.B.100 — Slopes on runway turn pads** *ICAO***CS-ADR-DSN.B.105 — Strength of runway turn pads** *TXT*

The ICAO term 'at least equal' has been replaced in the NPA text by 'compatible'.

**CS-ADR-DSN.B.110 — Surface of runway turn pads** *TXT*

The NPA text:

- (a) 'The surface of a runway turn pad should be constructed *or resurfaced* to provide friction characteristics *compatible with the runway friction characteristics*.'

Modifies the ICAO text:

'The surface of a runway turn pad should be so constructed as to provide good friction characteristics for aeroplanes using the facility when the surface is wet.'

**CS-ADR-DSN.B.115 — Width of shoulders for runway turn pads** *ICAO***CS-ADR-DSN.B.120 — Strength of shoulders for runway turn pads** *ICAO***SECTION 2 RUNWAY SHOULDERS****CS-ADR-DSN.B.125 — Runway shoulders** *ICAO***CS-ADR-DSN.B.130 — Slopes on runway shoulders** *ICAO***CS-ADR-DSN.B.135 — Width of runway shoulders** *ICAO*

**CS-ADR-DSN.B.140 — Strength of runway shoulders** ICAO**CS-ADR-DSN.B.145 — Surface of runway shoulders** ICAO**SECTION 3 RUNWAY STRIP****CS-ADR-DSN.B.150 — Runway strip to be provided** ADD

The first sentence is the same as ICAO; additional NPA text in the second sentence of paragraph (a) and sub-paragraphs (1) and (2) is added to describe the purpose of the runway strip.

**CS-ADR-DSN.B.155 — Length of runway strip** ICAO**CS-ADR-DSN.B.160 — Width of runway strip** ICAO**CS-ADR-DSN.B.165 — Objects on runway strips** ICAO MOVE to OPS REV

The former paragraph (c) relating to mobile obstacles is an operational issue and has therefore been moved to OPS.

**CS-ADR-DSN.B.170 — Non-precision approach and non-instrument runway strips** ADD

This CS was added to NPA text to clarify the siting of objects on runway strips using the criteria for the non-instrument strip (which coincides with the graded portion of the non-precision approach runway strip).

**CS-ADR-DSN.B.175 — Grading of runway strips** ICAO**CS-ADR-DSN.B.180 — Longitudinal Slopes on runway strips** ICAO**CS-ADR-DSN.B.185 — Transverse Slopes on runway strips** ICAO**CS-ADR-DSN.B.190 — Strength of runway strips** ICAO**SECTION 4 CLEARWAYS, STOPWAYS AND RADIO ALTIMETER OPERATING AREA****CS-ADR-DSN.B.195 — Clearways** MOVE to GM ADD

Paragraph (c) in the NPA text adds a generalised statement on the requirement to publish clearway dimension available; the ICAO text has been moved to GM as the amount of clearway useable is an aircraft performance matter. Paragraph (d)(1) is added to the NPA.

Paragraph (e), the recommendation to avoid abrupt upward slopes (ICAO 3.6.5) has been moved to GM as this cannot be quantified as a CS in the NPA text. Paragraph (f), the ICAO text (3.6.6) has been moved to GM and the new text cross-referencing to CS-ADR-DSN.T.915 in the NPA is added as this contains detailed specifications for siting of objects on operational areas.

#### **CS-ADR-DSN.B.200 — Stopways** *MOVE to GM ADD*

Paragraph (b) is now a generalised statement and the ICAO text is moved to GM; paragraph (c) has a cross reference to GM added. Remaining NPA text is the same as ICAO.

#### **CS-ADR-DSN.B.205 — Radio altimeter operating area** *MOVE to GM*

The ICAO length and width specifications for the radio altimeter operating area have been retained in the NPA; the remaining ICAO text has been moved to GM as it was considered not to have safety implications and it was a desirable rather than essential operational adjunct.

### **CHAPTER C — RUNWAY END SAFETY AREA** *(Doc 004)*

#### **CS-ADR-DSN.C.210 — Runway end safety areas** *ICAO*

#### **CS-ADR-DSN.C.215 — Dimensions of runway end safety areas** *TXT ADD*

The order of ICAO text has been changed to place the minimum RESA length requirement (90 m) after the desired greater distances (paragraph (a) (3)). This is justified by additional text allowing the flexibility to provide a range of RESA lengths, if necessary supplemented by an arresting system and determined by a safety assessment (paragraphs (b) and (c)). The width of the RESA is amended to be (if practicable) equal to the graded portion of the associated runway strip (paragraph (d)).

#### **CS-ADR-DSN.C.220 — Objects on runway end safety areas** *TXT*

The ICAO text is revised to be consistent with the objects requirements on runway strips. The NPA text includes new wording 'or for aircraft safety' to permit the installation of frangible arresting systems.

#### **CS-ADR-DSN.C.225 — Clearing and grading of runway end safety areas** *ADD*

Paragraph (b) added to explain the surface characteristics of the RESA; paragraph (a) of the NPA is the same as ICAO.

#### **CS-ADR-DSN.C.230 — Slopes on runway end safety areas** *ICAO*

#### **CS-ADR-DSN.C.235 — Strength of runway end safety areas** *MOVE to GM*

See GM-ADR-DSN.C.235

There are no numerical specifications attached to the ICAO recommendation, it was therefore considered appropriate to move the text to GM.

## CHAPTER D — TAXIWAYS

### CS-ADR-DSN.D.240 — Taxiways General *ICAO*

### CS-ADR-DSN.D.245 — Width of Taxiways *ICAO*

### CS-ADR-DSN.D.250 — Taxiways curves *ICAO*

### CS-ADR-DSN.D.255 — Junction and intersection of taxiways *ICAO*

### CS-ADR-DSN.D.260 — Taxiway minimum separation distance *TXT ADD*

Separation distances in Table ADR-DSN-D-1, columns (10) and (11) for Code F have been modified to reflect imminent ICAO changes (small reduction 97.5 m and 57.5 m to 95 m and 55 m respectively). Note 3 has been added to the table to facilitate operation of large aeroplanes on existing Code E infrastructure.

### CS-ADR-DSN.D.265 — Longitudinal slopes on taxiways *ICAO*

### CS-ADR-DSN.D.270 — Longitudinal slope changes on taxiways *ICAO*

### CS-ADR-DSN.D.275 — Sight distance of taxiways *ICAO*

### CS-ADR-DSN.D.280 — Transverse slopes on taxiways *ICAO*

### CS-ADR-DSN.D.285 — Strength of taxiways *TXT*

ICAO term 'at least equal to that of the runway it serves' is replaced by 'should be suitable for the aircraft that the taxiway is intended to serve'; remaining NPA text is the same as ICAO.

### CS-ADR-DSN.D.290 — Surface of taxiways *ICAO*

### CS-ADR-DSN.D.295 Rapid exit taxiways *TXT*

The order of words in paragraph (d) has been rearranged and reference to the minimum angle of 25° replaced with a statement allowing angles of less than 30°, but without giving a specific numerical value (to permit operational flexibility).

**CS-ADR-DSN.D.300 — Taxiways on bridges** ICAO**CS-ADR-DSN.D.305 — Taxiway shoulders** ICAO**CS-ADR-DSN.D.310 — Taxiway Strip** ICAO**CS-ADR-DSN.D.315 — Width of taxiway strips** ICAO**CS-ADR-DSN.D.320 — Objects on taxiway strips** TXT ADD

The first sentence of the NPA text is amended slightly, but does not alter the ICAO meaning. Additional guidance on placing specified equipment in the strip is added to the text, and a cross reference to the CS for siting equipment on operational areas.

**CS-ADR-DSN.D.325 — Grading of taxiway strips** ICAO**CS-ADR-DSN.D.330 — Slopes on taxiway strips** ICAO**CS-ADR-DSN.D.335 — Holding Bays, runway-holding positions, intermediate holding positions and road-holding positions** TXT

Text has been modified to make the CS more specific; Annex 14 was considered to provide insufficient guidance for aerodrome designers and operators. Where the ICAO text was considered to be over-prescriptive, the NPA has been made more objective-based to allow greater flexibility.

**CS-ADR-DSN.D.340 — Location of holding Bays, runway-holding positions, intermediate holding positions and road-holding positions** TXT

Text in paragraph (a) has been amended to remove reference to precision approach runway (applicable now to all runways); ICAO 3.12.9 details are included in Table ADR-DSN-D-2, therefore the paragraph has been deleted.

**CHAPTER E — APRONS****CS-ADR-DSN.E.345 — General** TXT**CS-ADR-DSN.E.350 — Size of aprons** MOVE to GM

See GM-ADR-DSN.E.350

The size of the apron was considered to be a commercial decision, not safety-related, therefore the paragraph has been moved to GM.

**CS-ADR-DSN.E.355 — Strength of aprons** ICAO



**CS-ADR-DSN.E.360 — Slopes on aprons** ICAO**CS-ADR-DSN.E.365 — Clearance distances on aircraft stands** TXT ADD

There is a small change to ICAO text in paragraph (b), but the meaning is not changed; sub-paragraphs (1) and (2) have been added to expand the cases when distances may be reduced.

**CHAPTER F — ISOLATED AIRCRAFT PARKING POSITION****CS-ADR-DSN.F.370 — Isolated aircraft parking position** MOVE to GM

ICAO text has been moved to GM from paragraphs (a) and (b) to make them compatible with design specifications; (a) — reference to the aerodrome control tower and (b) — reference to underground utilities.

**CHAPTER G — DE-ICING/ANTI-ICING FACILITIES****CS-ADR-DSN.G.375 — General** REV

The proposed group text was overly elaborate; original ICAO Annex 14 text has been reinstated.

**CS-ADR-DSN.G.380 — Location** TXT MOVE to GM

Text relating to drainage and environmental factors has been moved from paragraph (a) to GM; reference to 'remote' facilities has been deleted from the text. ICAO notes have been moved to GM.

**CS-ADR-DSN.G.385 — Size and number of de-icing/anti-icing pads** MOVE to GM

The ICAO recommendation on number of de-icing pads to be provided was considered to be a commercial decision, not safety-related and therefore has been moved GM; the ICAO notes have been moved to GM.

**CS-ADR-DSN.G.390 — Slopes on de-icing/anti-icing pads** MOVE to GM ADD

ICAO notes on environmental considerations/drainage were considered to be not safety-related and have been moved to GM. The ICAO text relating to slopes has been replaced by a more flexible requirement to not hinder movement of aircraft.

**CS-ADR-DSN.G.395 — Strength of de-icing/anti-icing pads** MOVE to GM

The second sentence of the ICAO text giving consideration to the slow moving traffic need for greater strength pavement has been moved to GM (leaving the minimum requirement, which implies that need).

**CS-ADR-DSN.G.400 — Clearance distances on a de-icing/anti-icing pad** MOVE to GM

The environmental and drainage notes have been moved to GM the remaining NPA text, table and figures are the same as ICAO.

## CHAPTER H — OBSTACLE LIMITATION SURFACES

### CS-ADR-DSN.H.405 — Applicability *TXT MOVE to GM*

The text from ICAO Note 1 has been paraphrased; the meaning is retained. Parts of Note 1 (along with Notes 2 and 3) have been moved to Guidance Material.

### CS-ADR-DSN.H.410 — Outer horizontal surface *ADD MOVE AR/AMC REV*

There are no specifications for the outer horizontal surface in ICAO Annex 14. The NPA text has been derived from the ICAO Airport Services Manual (Doc 9137), Part 6 and is included to ensure obstacle clearance for instrument approaches, especially at aerodromes where there is high ground in the vicinity.

Text relating to physical dimensions is retained; all other text is moved to AMC to Part-AR.

### CS-ADR-DSN.H.415 — Conical surface *ADD*

Paragraph (a) has been added to describe the purpose of the conical surface; remaining NPA text as ICAO.

### CS-ADR-DSN.H.420 — Inner horizontal surface *ADD DEL REV*

Paragraph (a) is added to describe the purpose of the inner horizontal surface. Paragraph (c) has been modified to cover the case where the IHS is not circular. Paragraph (d) is expanded to allow selection of an appropriate datum for height of the IHS.

Text relating to national aviation authorities has been deleted.

### CS-ADR-DSN.H.425 — Approach surface *ADD*

Paragraph (a) has been added to describe the purpose of the approach surface; remaining NPA text as ICAO.

### CS-ADR-DSN.H.430 — Transitional surface *ADD*

Text and a table have been added to the NPA to cater for the case where the transitional surface origin is not coincident with the outer edge of the runway strip (i.e. where the runway strip is of greater width than prescribed in CS-ADR-DSN.B.150); additions are done at (b)(2), (c)(3) and (d)(3).

### CS-ADR-DSN.H.435 — Take-off climb surface *ADD*

Paragraph (a) has been added to describe the purpose of the take-off climb surface; remaining NPA text as ICAO.

### CS-ADR-DSN.H.440 — Slewled Take-off climb surface *ADD*

*Cross references to Book 1 of CS-ADR-DSN*

Text and specification added to the NPA for the case where the departure track is slewed from straight ahead, requiring the TOCS to be slewed as well.

**CS-ADR-DSN.H.445 — Obstacle Free Zone** *ADD*

The OFZ is defined in Annex 14 but its characteristics are not expressly defined as part of it. This addition to NPA text ties the OFZ and its characteristics together more effectively. The characteristics are not changed from those in ICAO Annex 14.

**CS-ADR-DSN.H.450 — Inner approach surface** *ICAO***CS-ADR-DSN.H.455 — Inner transitional surface** *ICAO***CS-ADR-DSN.H.460 — Balked landing surface** *ICAO***CHAPTER J — OBSTACLE LIMITATION REQUIREMENTS****CS-ADR-DSN.J.465 — General** *ADD*

The additional NPA text brings Annex 14 advice into requirements to specify where obstacle limitation requirements are required.

**CS-ADR-DSN.J.470 — Non-instrument runways** *ICAO REV*

References in NPA text to 'appropriate authority' have been deleted as this falls into the AR area.

**CS-ADR-DSN.J.475 — Non-precision approach runways** *ICAO REV*

References in NPA text to 'appropriate authority' have been deleted as this falls into the AR area.

**CS-ADR-DSN.J.480 — Precision approach runways** *ICAO REV MOVE to OPS*

References in NPA text to 'appropriate authority' have been deleted as this falls into the AR area.

Text in paragraph (f) relating to mobile objects is an operational issue and has therefore been moved to OPS.

**CS-ADR-DSN.J.485 — Runways meant for take-off** *ICAO*

References to 'appropriate authority' have been deleted as this falls into the AR area.

**CHAPTER K — VISUAL AIDS FOR NAVIGATION (INDICATORS AND SIGNALLING DEVICES)**

**CS-ADR-DSN.K.490 — Wind direction indicator** *TXT MOVE to GM*

The word 'sufficient' is considered more precise than the ICAO term 'at least', with clarification on what phases of flight are important for provision of a wind direction indicator.

This provision for the 15m diameter circular band is downgraded to GM as it was considered that it only small added value in some cases (e.g. weather condition). The circular band has no direct impact on safety; a circular band of this type is primarily intended for smaller aerodromes accepting non-radio aircraft. The ICAO text stipulating colours to be used for the wind direction indicator has been moved to GM and replaced in the NPA with more flexible wording for choosing colours.

**CS-ADR-DSN.K.495 — Landing direction indicator** *ICAO***CS-ADR-DSN.K.500 — Signalling lamp** *MOVE to GM*

See GM-ADR-DSN.K.500.

The group considered this to be primarily an ATS/Ops issue and therefore moved the text to GM.

**CS-ADR-DSN.K.505 — Signal panels and signal area** *ICAO***CS-ADR-DSN.K.510 — Location of signal area GM** *MOVE to GM*

See GM-ADR-DSN.K.510.

Location is included in CS-ADR-DSN-K.505 above with additional GM.

**CS-ADR-DSN.K.515 — Characteristics of signal area GM** *MOVE to GM*

See GM-ADR-DSN.K.515

Characteristics are included in CS-ADR-DSN-K.510 above with additional GM.

**CHAPTER L — VISUAL AIDS FOR NAVIGATION (MARKINGS)****CS-ADR-DSN.L.520 — General — Colour and conspicuity** *TXT MOVE to GM ADD*

Minimum requirements are retained in the NPA text; a consolidated sentence requiring conspicuity and contrast is added. The remaining ICAO text is moved to Guidance Material

Paragraph (c) has been added to provide a link to OPS and working group GM.

**CS-ADR-DSN.L.525 — Runway designation marking** *ICAO***CS-ADR-DSN.L.530 — Runway centre line marking** *ICAO*

**CS-ADR-DSN.L.535 — Threshold marking** *TXT MOVE to GM REV*

Paragraph (a) consolidates ICAO text, which recommends that all codes and types of runway have threshold markings (in three separate paragraphs). Some ICAO text has not been included and does not appear in GM; there appears to be no justification in the working group submission for the omissions, which are considered to be germane to the NPA CS, so have been reinstated. Note 1, relating to temporary displaced thresholds has been moved to GM.

**CS-ADR-DSN.L.540 — Aiming point marking** *ADD*

Specifications for an alternative pattern aiming point marking have been added at paragraph (c) (2) and Figure ADR-DSN-L-4.

**CS-ADR-DSN.L.545 — Touchdown zone marking** *ADD*

Specifications for alternative pattern touchdown point markings have been added at paragraph (d) (4) and Figure ADR-DSN-L-6 to conform to the alternative aiming point marking in CS-ADR-DSN.L.540.

**CS-ADR-DSN.L.550 — Runway side stripe marking** *ICAO***CS-ADR-DSN.L.555 Taxiway centre line marking** *TXT MOVE to GM*

Paragraph (a)(1) consolidates marking for all taxiways from ICAO text split over separate recommendations. Text and figure relating to enhanced taxiway centreline marking have been moved to CS-ADR-DSN.L.570 and to GM; the NPA text for the CS has been amended to remove the recommendation to be installed at all taxiway entrances to runways, thus allowing greater flexibility as part of runway incursion measures.

**CS-ADR-DSN.L.560 — Interruption of runway markings** *ICAO***CS-ADR-DSN.L.565 — Runway turn pad marking** *ICAO***CS-ADR-DSN.L.570 — Enhanced taxiway centre line marking** *ADD*

Text from CS-ADR-DSN.L.530 and L.555 has been used to formulate this CS.

**CS-ADR-DSN.L.575 — Runway-holding position marking** *ICAO***CS-ADR-DSN.L.580 — Intermediate holding position marking** *ICAO***CS-ADR-DSN.L.585 — VOR aerodrome checkpoint marking** *ICAO*

**CS-ADR-DSN.L.590 — Aircraft stand marking** *TXT MOVE to GM*

Text relating to aircraft stand clearance distances has been moved to Guidance Material. The ICAO text relating to multiple stand markings for different aircraft types has been reworded, but the meaning is unaltered. The order of some recommendations has been changed.

**CS-ADR-DSN.L.595 — Apron safety lines** *ICAO***CS-ADR-DSN.L.600 — Road-holding position marking** *ADD*

Text relating to road holding positions at road/taxiway intersections has been added to the NPA.

**CS-ADR-DSN.L.605 — Mandatory instruction marking** *MOVE to GM*

The text describing the need to place markings on paved surfaces where it is impracticable to install mandatory signs has been omitted. Text recommending that markings should not, unless operationally necessary, be placed on a runway has been moved to Guidance Material.

**CS-ADR-DSN.L.610 Information marking** *TXT MOVE to GM*

This CS has been limited to stipulate only the character height for markings; remaining ICAO text has been moved to Guidance Material.

**CHAPTER M — VISUAL AIDS FOR NAVIGATION (LIGHTS)****CS-ADR-DSN.M.615 — General** *DEL TXT*

The note in ICAO text on light intensity and control has been paraphrased as the operational requirements and characteristics are captured in other parts of the CS. The remaining NPA text is the same as ICAO.

**CS-ADR-DSN.M.620 — Aeronautical beacons** *TXT DEL REV*

The ICAO text relating to flashing beacons in 5.3.3.12 is repeating information in an earlier paragraph, so has been deleted. The references to Morse code have been deleted as the RMG considered them irrelevant in the modern era, where pilots are not familiar with the code.

Details of the Identification beacon have been deleted, with no rationale or justification; the text relating to the identification beacon has been reinstated in the NPA from ICAO text.

Text relating to 'appropriate authority' has been deleted as this refers to AR/OR requirements.

**SECTION 1 APPROACH LIGHTING SYSTEMS**

**CS-ADR-DSN.M.625 — Approach lighting systems, general and applicability** *ADD REV*

Text has been added to the NPA at (c) (1) (iii) to describe provision of lights at differing threshold positions. Paragraph (k) is added for clarification.

ICAO text has reinstated in the NPA at paragraphs (c) and (d), which was deleted with no justification.

**CS-ADR-DSN.M.630 — Precision approach category I lighting system** *ADD MOVE to GM*

A short preamble has been added. Paragraph (c), giving guidance for location and composition of approach lights when the length is less than 900 m, has been moved to GM.

**CS-ADR-DSN.M.635 — Precision approach category II and III lighting system** *REV*

The working group made the CS unclear and difficult to read; no justification was given, so the ICAO text has been reinstated in the NPA.

**SECTION 2 PAPI & APAPI****CS-ADR-DSN.M.640 — Visual approach slope indicator systems: general** *DEL*

ICAO references to T-VASIs and AT-VASIs have been removed as these systems are not in use within the EASA's ambit. Remaining text is the same as ICAO.

**CS-ADR-DSN.M.645 — PAPI and APAPI: general** *ICAO TXT*

Minor change in order of text, otherwise, the same as ICAO.

**CS-ADR-DSN.M.650 — Approach slope and elevation setting of light units (for PAPI and APAPI)** *REV*

The working group moved this to GM; subsequent assessment determined that the continuity of text and a major part of the rationale for siting the PAPI/APAPI units could be unclear without the text and accompanying figures. The text was reinstated in the NPA for clarity of purpose.

**CS-ADR-DSN.M.655 — Obstacle protection surface for PAPI and APAPI** *MOVE to AR/AMC*

Text relating to 'appropriate authority' and all of former paragraph (d) has been deleted and moved to AR/AMC.

**CS-ADR-DSN.M.660 — Circling guidance lights** *ICAO***SECTION 3 RUNWAY & TAXIWAY LIGHTS**

**CS-ADR-DSN.M.665 — Runway lead-in lighting systems** ICAO**CS-ADR-DSN.M.670 — Runway threshold identification lights** ICAO DEL

Text relating to 'appropriate authority' has been deleted as this refers to AR/OR requirements.

**CS-ADR-DSN.M.675 — Runway edge lights** ICAO**CS-ADR-DSN.M.680 — Runway threshold and wing bar lights** ICAO**CS-ADR-DSN.M.685 — Runway end lights** ICAO**CS-ADR-DSN.M.690 — Runway centre line lights** DEL

The ICAO text in 5.3.12.5 (location) relating to serviceability level of centre line lights versus spacing has been deleted.

**CS-ADR-DSN.M.695 — Runway touchdown zone lights** ICAO**CS-ADR-DSN.M.700 — Rapid exit taxiway indicator lights** DEL TXT

The ICAO note on purpose of the rapid exit taxiway lights (5.3.14) has been deleted; the text in paragraph (a) has been amended to make reference to considering installation of rapid exit taxiway lights contingent on traffic density.

**CS-ADR-DSN.M.705 — Stopway lights** ADD

Sub-paragraph (c) (2) added to the NPA text for lights specification.

**CS-ADR-DSN.M.710 — Taxiway centre line lights** TXT REV

The text in paragraph (a) (1) 'runway visual range conditions less than a value of 350 m' has been drafted by the working group as '300 m'; this is thought to be a typographical error and has been amended back to the ICAO value of 350 m.

Text in paragraph (a)(4) and (5) has been amended to include reference to the lights as components of an advanced surface movement guidance and control system and to require interlocking of runway and taxiway lights to preclude simultaneous operation of both forms of light.

**CS-ADR-DSN.M.715 — Taxiway centre line lights on taxiways, runways, rapid exit taxiways or on other exit taxiways** TXT

The order of some NPA text has been rearranged; the ICAO meaning is unchanged.

**CS-ADR-DSN.M.720 — Taxiway edge lights** ICAO



**CS-ADR-DSN.M.725 — Runway turn pad lights** ICAO**CS-ADR-DSN.M.730 — Stop bars** REV

The ICAO numerical value in 5.3.19.1 is 350m and in 5.3.19.2 it is between 350m and 550m; the text of those two paragraphs is otherwise the same; the combined values from both paragraphs has been inserted in (a) (1) of the NPA text to reflect the full ICAO range.

**CS-ADR-DSN.M.735 — Intermediate holding position lights** ICAO**CS-ADR-DSN.M.740 — De-icing/anti-icing facility exit lights** ICAO**CS-ADR-DSN.M.745 — Runway guard lights** ICAO**SECTION 4 APRON LIGHTING****CS-ADR-DSN.M.750 — Apron floodlighting** ICAO**CS-ADR-DSN.M.755 — Visual docking guidance system** REV

Paragraph (4) has been reinstated in the NPA as the working group omitted to include the text with no justification.

**CS-ADR-DSN.M.760 — Advanced visual docking guidance system** REV

The text from ICAO recommendation in 5.3.25.9 onwards that was moved to Guidance Material by the working group has been reinstated in the NPA. the remaining text is the same as ICAO.

**CS-ADR-DSN.M.765 — Aircraft stand manoeuvring guidance lights** TXT REV

The text in paragraph (a) has been amended to remove the phrase 'unless adequate guidance is provided by other means'. Remaining NPA text is the same as ICAO. Text in paragraphs (c)(4) to (c)(10) has been reinstated as there are ICAO standards included with the recommendations; no justification was given for removing the original ICAO text.

**CS-ADR-DSN.M.770 — Road-holding position light** TXT ADD

The text in paragraph (a) has been amended to remove reference to runway visual range conditions below 350 m and between 350 m and 550 m and now refers only to a value of less than 550 m; no Group justification is provided. A requirement for a road holding position light at an intersection with a taxiway has been added to the NPA at paragraphs (b)(2) and (c)(6).

**CHAPTER N — VISUAL AIDS FOR NAVIGATION (SIGNS)****CS-ADR-DSN.N.775 — General** *ADD*

Paragraph (7) is added to reinforce the applicability and use of variable message signs; remaining text is the same as ICAO.

**CS-ADR-DSN.N.780 — Mandatory instruction signs** *MOVE to GM*

ICAO text relating to enhancing conspicuity under certain environmental conditions has been moved to GM. Remaining text is the same as ICAO.

**CS-ADR-DSN.N.785 — Information signs** *ICAO***CS-ADR-DSN.N.790 — VOR aerodrome checkpoint sign** *ICAO***CS-ADR-DSN.N.795 — Aircraft stand identification signs** *TXT*

Paragraph (c) — characteristics — is expanded to allow the use of other conspicuous colours (except red) for stand identification.

**CS-ADR-DSN.N.800 — Road-holding position sign** *ADD*

Paragraphs (c) and (d) (4) are added to include road holding position signs at taxiway intersections.

**CHAPTER P — VISUAL AIDS FOR NAVIGATION (MARKERS)****CS-ADR-DSN.P.805 — General** *ADD*

A statement on frangibility and location of markers on a runway or taxiway vis-à-vis aircraft engines has been added to the NPA text.

**CS-ADR-DSN.P.810 — Unpaved runway edge markers** *ICAO***CS-ADR-DSN.P.815 — Stopway edge markers** *ICAO***CS-ADR-DSN.P.820 — Edge markers for snow-covered runways** *TXT*

Paragraph (b) has been amended to remove the guidance text 'be located symmetrically about the runway centre line at such a distance from the centre line that there is adequate clearance for wing tips and powerplants', leaving the basic specification.

**CS-ADR-DSN.P.825 — Taxiway edge markers** *TXT*

## Cross references to Book 1 of CS-ADR-DSN

The NPA text in paragraph (a) has been amended to remove the reference to a runway code (1 or 2) and add the text 'and where the edge of the taxiway needs to be identified'.

**CS-ADR-DSN.P.830 — Taxiway centre line markers** *TXT*

The text in paragraphs (a) (1) and (2) has been amended to remove the reference to a runway code.

**CS-ADR-DSN.P.835 — Unpaved taxiway edge markers** *ICAO***CHAPTER Q — VISUAL AIDS FOR DENOTING OBSTACLES****CS-ADR-DSN.Q.840 — Objects to be marked and/or lighted** *TXT DEL ADD MOVE to OPS/AR (AMC) REV*

A new paragraph (a) has been added to clarify that the CSs are applicable only to the area under control of the aerodrome operator, otherwise they are an AR/OR issue.

The CS text in paragraph (b) has been amended to reverse the meaning of the ICAO text vis-à-vis marking of obstacles adjacent to the obstacle to the take-off climb, approach and transitional surface. ICAO makes the requirement for 'other than adjacent to...', the CS removes the word 'other'; no justification is given.

Paragraph (d)(4) relating to lighthouses was considered non-applicable and has been deleted from the NPA.

CS paragraph (e)(3) seems to be incorrectly worded; the intention of the working group was probably to remove the requirement for marking the obstacle if 'the marking may be omitted when the obstacle is lighted by high-intensity obstacle lights by day *or* if medium intensity lights are deemed ~~is~~sufficient'. It is not clear from the limited justification what the group's intentions are.

Paragraph (f) relating to lighting of vehicle and mobile objects is an operational issue and has therefore been moved to OPS.

Paragraphs (f) and (g) are re-allocated, (l) is redundant and (i), (j) and (k) are moved to AR/AMC.

The remaining text is the same as ICAO.

**CS-ADR-DSN.Q.845 — Marking of objects** *MOVE to GM/OPS TXT REV*

Paragraphs (b), (c)(5) and (renamed) (d)(2) relating to mobile objects have been moved to OPS (new paragraph (b) — Use of colours — is also repeated in OPS).

Text in CS paragraph (c) (1) relating to colours for markings has been moved to GM. CS paragraph (e)(5) has been amended to remove reference to specific colours, thereby allowing a wider choice of conspicuous colours to suit local conditions.

The ICAO text relating to use of flags on mobile objects was considered to be unnecessarily prescriptive and inflexible, so was moved to GM.

## Cross references to Book 1 of CS-ADR-DSN

**CS-ADR-DSN.Q.850 — Lighting of objects** *MOVE to GM TXT ADD REV*

A new paragraph (a) has been added to clarify that the CSs are applicable only to the area under control of the aerodrome operator, otherwise they are an AR/OR issue.

Paragraphs (renamed) (b)(4) and (5) relating to vehicles and mobile objects are operational issues and have therefore been moved to OPS.

Paragraphs (renamed) (b)(9) and (10) relate to areas outside the aerodrome operator's control and have therefore been moved to OPS/AMC.

The ICAO note that should follow CS (a)(1) relating to use of high-intensity obstacle lights by day and night has been moved to GM.

The CS text in paragraph (b)(7) relating to spacing of obstacle lights not exceeding 52 m has been moved to GM. The following justification is given: 'The design of buildings is such that installation of additional lights may not be feasible. The need for additional lights should be subject to a safety assessment into the visibility of the object.'

The remaining text is the same as ICAO.

~~**CS-ADR-DSN.Q.860 Wind turbines**~~ *MOVE to AR/AMC REV*

This has been deleted and moved to AR/AMC.

**CHAPTER R — VISUAL AIDS FOR DENOTING RESTRICTED USE AREAS****CS-ADR-DSN.R.855 — Closed runways and taxiways, or parts thereof** *ICAO***CS-ADR-DSN.R.860 — Non-load-bearing surfaces** *ICAO***CS-ADR-DSN.R.865 — Pre-threshold area** *ADD*

Paragraph (c)(2) has been added to cover the case where the pre-threshold area is less than 60 m.

**CS-ADR-DSN.R.870 — Unserviceable areas** *ICAO***CHAPTER S — ELECTRICAL SYSTEMS****CS-ADR-DSN.S.875 — Electrical power supply systems for air navigation facilities** *ICAO***CS-ADR-DSN.S.880 — Electrical power supply systems for visual aids** *ICAO DEL*

Text in paragraph (e) (2) relating to 'appropriate' authority has been deleted as this falls into the AR area.

**CS-ADR-DSN.S.885 — System design** *ICAO*

**CS-ADR-DSN.S.890 — Monitoring** ICAO REV DEL

Reference to 'appropriate' authority has been deleted as this falls into the AR area; cross reference to CS-ADR-DSN.S.895 relates to minimum serviceability levels. Paragraphs (d) and (e) will also be in AR/AMC.

**CS-ADR-DSN.S.895 — Serviceability levels** ICAO REV

Although not discussed by the group, the specifications have been included as they have relevance to other CS.

**CHAPTER T — AERODROME OPERATIONAL SERVICES, EQUIPMENT AND INSTALLATION****CS-ADR-DSN.T.900 — Emergency access and service roads** ADD MOVE to GM

The working group added a statement about use and marking of emergency access roads. The ICAO text was moved to GM.

**CS-ADR-DSN.T.905 — Fire stations** REV ADD

Although this topic was discussed briefly, the group did not document any CS or GM for the NPA. Paragraphs (a) and (b) from ICAO text and additional paragraph (c) to clarify location in the aerodrome infrastructure have been added to the NPA text.

**CS-ADR-DSN.T.910 — Equipment frangibility requirements** ADD

This CS has been added by to provide clarification on frangibility characteristics for references in other CSs. The source document is ICAO Aerodrome Design Manual — Doc 9157, AN/901; the NPA paraphrases the essential information from the source document.

**CS-ADR-DSN.T.915 — Siting of equipment and installations on operational areas** ADD TXT

Paragraph (a) has been added; the phrase 'endangering an aircraft' has been added to the ICAO text in paragraph (b). The phrases 'or for aircraft safety' and 'should be frangible and mounted as low as possible' have been added to the ICAO text in paragraph (c); the distance stipulated in ICAO text, paragraph 9.9.2 (1) has been changed in the CS, paragraph (c)(2)(i) from 75 m to 60 m.

Paragraph (c) has been added. The remaining ICAO SARPS, 9.9.4 to 9.9.8, appear to have been combined, with the working group's comment; viz.:

'This CS goes above some standards of the Annex 14 as graded and ungraded runway strips are treated equally (recommendation 9.9.4). There is no differentiation between Precision and non-precision runway. This is due to the fact that the equipment mentioned under point 2 should be frangible and mounted as low as possible in any case to prevent damage in case of a runway excursion, undershoot and overshoot.'

## Cross references to Book 1 of CS-ADR-DSN

**CS-ADR-DSN.T.920 — Fencing** *ADD TXT MOVE to GM*

Paragraph (a) has been added; text relating to preventing entrance to animals and people has been amalgamated. ICAO text relating to location of fences and recommendations for when greater security is considered to be necessary has been moved to GM.

**~~CS-ADR-DSN.T.xxx Security lighting~~** *DEL*

ICAO text relating to security lighting has been omitted as it is not safety-related and therefore outside EASA's remit.

Aerodrome maintenance is covered by OR and OPS rules and should therefore be removed from the CS.

**CHAPTER U — Colours for aeronautical ground lights, markings, signs and panels****CS-ADR-DSN.U.925 — General** *ICAO***CS-ADR-DSN.U.930 — Colours for aeronautical ground lights** *ICAO DEL REV*

References to 'appropriate authority' in paragraphs (d) (5) and (6) have been deleted as this would be AR/AMC.

**CS-ADR-DSN.U.935 — Colours for markings, signs and panels** *ICAO***CS-ADR-DSN.U.940 — Aeronautical ground light characteristics** *ICAO*