

FOREWORD

The forward and CC instructions will be provided at a later date

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
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1.1.1	<p>INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES</p> <p>CHAPTER 1. GENERAL</p> <p><i>Introductory Note.— This Annex contains Standards and Recommended Practices (specifications) that prescribe the physical characteristics and obstacle limitation surfaces to be provided for at aerodromes, and certain facilities and technical services normally provided at an aerodrome. It also contains specifications dealing with obstacles outside those limitation surfaces. It is not intended that these specifications limit or regulate the operation of an aircraft.</i></p> <p><i>To a great extent, the specifications for individual facilities detailed in Annex 14, Volume I, have been interrelated by a reference code system, described in this chapter, and by the designation of the type of runway for which they are to be provided, as specified in the definitions. This not only simplifies the reading of Volume I of this Annex, but in most cases, provides for efficiently proportioned aerodromes when the specifications are followed.</i></p> <p><i>This document sets forth the minimum aerodrome specifications for aircraft which have the</i></p>	<p>Art. 3 Reg. (EU) 2018/1139. Art. 2 Reg. (EU) 139/2014.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
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	<p><i>characteristics of those which are currently operating or for similar aircraft that are planned for introduction. Accordingly, any additional safeguards that might be considered appropriate to provide for more demanding aircraft are not taken into account. Such matters are left to appropriate authorities to evaluate and take into account as necessary for each particular aerodrome. Provisions for the accommodation of more demanding aircraft at existing aerodromes can be found in the PANS-Aerodromes (Doc 9981). Guidance on some possible effects of future aircraft on these specifications is given in the Aerodrome Design Manual (Doc 9157), Part 2.</i></p> <p><i>It is to be noted that the specifications for precision approach runway categories II and III are only applicable to runways intended to be used by aeroplanes in code numbers 3 and 4.</i></p> <p><i>Annex 14, Volume I, does not include specifications relating to the overall planning of aerodromes (such as separation between adjacent aerodromes or capacity of individual aerodromes), impact on the environment, or to economic and other non-technical factors that need to be considered in the development of an aerodrome. Information on these subjects is included in the Airport Planning Manual (Doc 9184), Part 1. Guidance material on the environmental aspects of the development and operation of an aerodrome is included in the Airport Planning Manual (Doc 9184), Part 2.</i></p>									
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	<p><i>Aviation security is an integral part of aerodrome planning and operations. Annex 14, Volume I, contains several specifications aimed at enhancing the level of security at aerodromes. Specifications on other facilities related to security are given in Annex 17 — Aviation Security and detailed guidance on the subject is contained in the Aviation Security Manual (Doc 8973-Restricted).</i></p> <p>1.1 Definitions</p> <p>When the following terms are used in this Annex they have the following meanings:</p> <p>Aerodrome. A defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.</p>									
1.1.2	Aerodrome beacon. Aeronautical beacon used to indicate the location of an aerodrome from the air.	Art 34(5) Reg (EU) 2018/1139 CS ADR.DSN.A.002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.3	Aerodrome certificate. A certificate issued by the appropriate authority under applicable regulations for the operation of an aerodrome.	Art. 3(12) Reg. (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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		2018/1139								
1.1.4	Aerodrome elevation. The elevation of the highest point of the landing area.	Point (5) Annex I Part Definitions Reg (EU) 2017/373	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.5	Aerodrome identification sign. A sign placed on an aerodrome to aid in identifying the aerodrome from the air.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The definition has been removed from CS.ADR.D SN.A.002. The relevant specification is not transposed either.	
1.1.6	Aerodrome mapping data (AMD). Data collected for the purpose of compiling aerodrome mapping information for aeronautical uses. <i>Note.— Aerodrome mapping data are collected for purposes that include the improvement of the user's</i>	Point (14) Annex I – Part Definitions Reg. (EU) 2017/373	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	<i>situational awareness, surface navigation operations, training, charting and planning.</i>									
1.1.7	Aerodrome mapping database (AMDB). A collection of aerodrome mapping data organized and arranged as a structured data set.	Point (15) Annex I – Part Definitions Reg. (EU) 2017/373	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.8	Aerodrome reference point. The designated geographical location of an aerodrome.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The definition has not been transposed.	Subject to review by rulemaking task 0722.
1.1.9	Aerodrome traffic density. a) <i>Light.</i> Where the number of movements in the mean busy hour is not greater than 15 per runway or typically less than 20 total aerodrome movements. b) <i>Medium.</i> Where the number of movements in the mean busy hour is of the order of 16 to 25 per runway or typically between 20 to 35 total aerodrome movements. c) <i>Heavy.</i> Where the number of movements in the mean busy hour is of the order of 26 or	Art 34(5) Reg. (EU) 2018/1139 CS ADR.DSN.A. 002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	more per runway or typically more than 35 total aerodrome movements. <i>Note 1.— The number of movements in the mean busy hour is the arithmetic mean over the year of the number of movements in the daily busiest hour.</i> <i>Note 2.— Either a take-off or a landing constitutes a movement.</i>									
1.1.10	Aeronautical beacon. An aeronautical ground light visible at all azimuths, either continuously or intermittently, to designate a particular point on the surface of the earth.	Art 34(5) Reg. (EU) 2018/1139 CS ADR.DSN.A.002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.11	Aeronautical ground light. Any light specially provided as an aid to air navigation, other than a light displayed on an aircraft.	Art 34(5) Reg. (EU) 2018/1139 CS ADR.DSN.A.002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.12	Aeroplane reference field length. The minimum field length required for take-off at maximum certificated take-off mass, sea level, standard atmospheric conditions, still air and zero runway slope, as shown in the appropriate aeroplane flight manual prescribed by the certifying authority or equivalent data from the aeroplane manufacturer. Field length means	Art 34(5) Reg. (EU) 2018/1139 CS ADR.DSN.A.002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	<p>balanced field length for aeroplanes, if applicable, or take-off distance in other cases.</p> <p><i>Note.— Attachment A, Section 2, provides information on the concept of balanced field length and the Airworthiness Manual (Doc 9760) contains detailed guidance on matters related to take-off distance.</i></p>									
1.1.13	<p>Aircraft classification number (ACN).† A number expressing the relative effect of an aircraft on a pavement for a specified standard subgrade category.</p> <p><i>Note.— The aircraft classification number is calculated with respect to the centre of gravity (CG) position which yields the critical loading on the critical gear. Normally the aftmost CG position appropriate to the maximum gross apron (ramp) mass is used to calculate the ACN. In exceptional cases the forwardmost CG position may result in the nose gear loading being more critical.</i></p> <p>-----</p> <p>† Applicable until 27 November 2024.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The definition has been removed from CS ADR-DSN.A.002 since it is no longer relevant for the certification specifications and will be included in Regulation (EU)

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										139/2014..Subject to review by rulemaking task RMT.0591
1.1.14	<p>Aircraft classification rating (ACR).†† A number expressing the relative effect of an aircraft on a pavement for a specified standard subgrade category.</p> <p><i>Note.— The aircraft classification rating is calculated with respect to the centre of gravity (CG) position which yields the critical loading on the critical gear. Normally the aftmost CG position appropriate to the maximum gross apron (ramp) mass is used to calculate the ACR. In exceptional cases the forwardmost CG position may result in the nose gear loading being more critical.</i></p> <p>-----</p> <p>†† Applicable as of 28 November 2024.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The definition has not been transposed.	Subject to review by rulemaking task 0591.
1.1.15	<p>Aircraft stand. A designated area on an apron intended to be used for parking an aircraft.</p>	Annex I Def. (10) Reg. (EU) 139/2014. CS ADR.DSN.A.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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1.1.16	Apron. A defined area, on a land aerodrome, intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance.	Art. 2(4) Reg. (EU) 139/2014.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.17	Apron management service. A service provided to regulate the activities and the movement of aircraft and vehicles on an apron.	Art. 3(19) Reg. (EU) 2018/1139.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The term "regulate" is changed to "manage".
1.1.18	Arresting system. A system designed to decelerate an aeroplane overrunning the runway.	Art 34(5) Reg. (EU) 2018/1139 CS ADR-DSN.A.002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.19	Autonomous runway incursion warning system (ARIWS). A system which provides autonomous detection of a potential incursion or of the occupancy of an active runway and a direct warning to a flight crew or a vehicle operator.	Art 34(5) Reg (EU) 2018/1139 CS ADR-DSN.A.002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.20	Balked landing. A landing manoeuvre that is unexpectedly discontinued at any point below the obstacle clearance altitude/height (OCA/H).	Art 34(5) Reg (EU) 2018/1139	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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		CS ADR.DSN.A.002								
1.1.21	Barrette. Three or more aeronautical ground lights closely spaced in a transverse line so that from a distance they appear as a short bar of light.	Art 34(5) Reg (EU) 2018/1139 CS ADR.DSN.A.002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.22	Calendar. Discrete temporal reference system that provides the basis for defining temporal position to a resolution of one day (ISO 19108*). ----- * ISO Standard 19108, <i>Geographic information — Temporal schema</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The definition has not been transposed.	Subject to review by rulemaking task 0722.
1.1.23	Certified aerodrome. An aerodrome whose operator has been granted an aerodrome certificate.	Art. 3 (12) and (16) Reg. (EU) 2018/1139	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		This definition is implied by the definitions of aerodrome and certificate contained

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										d in art.3 (12) and (16) of Reg. 2018/11 39.
1.1.24	Clearway. A defined rectangular area on the ground or water under the control of the appropriate authority, selected or prepared as a suitable area over which an aeroplane may make a portion of its initial climb to a specified height.	Annex I Def. (15) Reg. (EU) 139/2014.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The term "entity" is used instead of "authorit y".
1.1.25	Cyclic redundancy check (CRC). A mathematical algorithm applied to the digital expression of data that provides a level of assurance against loss or alteration of data.	Annex I Def. (161) Reg (EU) 2017/373	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.26	Data accuracy. A degree of conformance between the estimated or measured value and the true value.	Annex I Def. (163) Reg (EU) 2017/373	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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1.1.27	Data integrity (assurance level). A degree of assurance that an aeronautical data and its value has not been lost or altered since the origination or authorized amendment.	Annex I Def. (23) Reg. (EU) 139/2014 Annex I - Part Definitions (165) Reg. (EU) 2017/373	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.28	Data quality. A degree or level of confidence that the data provided meet the requirements of the data user in terms of accuracy, resolution and integrity (or equivalent assurance level), traceability, timeliness, completeness and format.	Annex I Def. (41) Reg. (EU) 2017/373	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.29	Datum. Any quantity or set of quantities that may serve as a reference or basis for the calculation of other quantities (ISO 19104**). ----- ** ISO Standard 19104, <i>Geographic information — Terminology</i>	Annex I Def. (172) Reg. 2017/373	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.30	De-icing/anti-icing facility. A facility where frost, ice or snow is removed (de-icing) from the aeroplane to provide clean surfaces, and/or where clean surfaces of the aeroplane receive protection (anti-icing) against the formation of frost or ice and accumulation of snow or slush for a limited period of time.	Art 34(5) Reg (EU) 2018/1139 CS ADR.DSN.A. 002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	<i>Note.— Further guidance is given in the Manual of Aircraft Ground De-icing/Anti-icing Operations (Doc 9640).</i>									
1.1.31	De-icing/anti-icing pad. An area comprising an inner area for the parking of an aeroplane to receive de-icing/anti-icing treatment and an outer area for the manoeuvring of two or more mobile de-icing/anti-icing equipment.	Art 34(5) Reg (EU) 2018/1139 CS ADR.DSN.A. 002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.32	Declared distances. a) <i>Take-off run available (TORA).</i> The length of runway declared available and suitable for the ground run of an aeroplane taking off. b) <i>Take-off distance available (TODA).</i> The length of the take-off run available plus the length of the clearway, if provided. c) <i>Accelerate-stop distance available (ASDA).</i> The length of the take-off run available plus the length of the stopway, if provided. d) <i>Landing distance available (LDA).</i> The length of runway which is declared available and suitable for the ground run of an aeroplane landing.	Annex I Def. (18), (2), (24), (43), (44) Reg. (EU) 139/2014.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.33	Dependent parallel approaches. Simultaneous approaches to parallel or near-parallel instrument	Art 34(5) Reg (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	runways where radar separation minima between aircraft on adjacent extended runway centre lines are prescribed.	2018/1139 CS ADR.DSN.A. 002								
1.1.34	Displaced threshold. A threshold not located at the extremity of a runway.	Art 34(5) Reg (EU) 2018/1139 CS ADR.DSN.A. 002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.35	Effective intensity. The effective intensity of a flashing light is equal to the intensity of a fixed light of the same colour which will produce the same visual range under identical conditions of observation.	Art 34(5) Reg (EU) 2018/1139 CS ADR.DSN.A. 002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.36	Ellipsoid height (Geodetic height). The height related to the reference ellipsoid, measured along the ellipsoidal outer normal through the point in question.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The definition has not been transposed.	Subject to review by rulemaking task 0591; 'Regular update of aerodrome rules'.

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1.1.37	Fixed light. A light having constant luminous intensity when observed from a fixed point.	Art 34(5) Reg (EU) 2018/1139 CS ADR.DSN.A.002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.38	Foreign object debris (FOD). An inanimate object within the movement area which has no operational or aeronautical function and which has the potential to be a hazard to aircraft operations.	Annex I Def. (19a) Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.39	Frangible object. An object of low mass designed to break, distort or yield on impact so as to present the minimum hazard to aircraft. <i>Note.— Guidance on design for frangibility is contained in the Aerodrome Design Manual (Doc 9157), Part 6.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR.DSN.A.002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.40	Geodetic datum. A minimum set of parameters required to define location and orientation of the local reference system with respect to the global reference system/frame.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The definition has not been transposed.	Subject to review by rulemaking task 0722.

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				Annex Standard or Recommended Practice						

1.1.41	Geoid. The equipotential surface in the gravity field of the Earth which coincides with the undisturbed mean sea level (MSL) extended continuously through the continents. <i>Note.— The geoid is irregular in shape because of local gravitational disturbances (wind tides, salinity, current, etc.) and the direction of gravity is perpendicular to the geoid at every point.</i>	Annex I Def. (190) Reg (EU) 2017/373	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.42	Geoid undulation. The distance of the geoid above (positive) or below (negative) the mathematical reference ellipsoid. <i>Note.— In respect to the World Geodetic System — 1984 (WGS-84) defined ellipsoid, the difference between the WGS-84 ellipsoidal height and orthometric height represents WGS-84 geoid undulation.</i>	Annex I Def. (191) Reg (EU) 2017/373	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.43	Gregorian calendar. Calendar in general use; first introduced in 1582 to define a year that more closely approximates the tropical year than the Julian calendar (ISO 19108***). <i>Note.— In the Gregorian calendar, common years have 365 days and leap years 366 days divided into twelve sequential months.</i> <hr/> *** ISO Standard 19108, <i>Geographic information — Temporal schema</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The definition has not been transposed.	Subject to review by rulemaking task 0722.

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
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1.1.44	Hazard beacon. An aeronautical beacon used to designate a danger to air navigation.	Art 34(5) Reg (EU) 2018/1139 CS ADR.DSN.A.002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.45	Heliport. An aerodrome or a defined area on a structure intended to be used wholly or in part for the arrival, departure and surface movement of helicopters.	Art 34(5) Reg (EU) 2018/1139 CS HPT-DSN.A.020	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.46	Holding bay. A defined area where aircraft can be held, or bypassed, to facilitate efficient surface movement of aircraft.	Art 34(5) Reg (EU) 2018/1139 CS ADR.DSN.A.002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.47	Holdover time. The estimated time the anti-icing fluid (treatment) will prevent the formation of ice and frost and the accumulation of snow on the protected (treated) surfaces of an aeroplane.	Art 34(5) Reg (EU) 2018/1139 CS ADR.DSN.A.002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.48	Hot spot. A location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.	Art 34(5) Reg (EU) 2018/1139 CS.ADR.DS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
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		N.A.002								
1.1.49	Human Factors principles. Principles which apply to aeronautical design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance.	Annex I Def. (20) Reg. (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.50	Human performance. Human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.	Annex I Def. (21) Reg. (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.51	Identification beacon. An aeronautical beacon emitting a coded signal by means of which a particular point of reference can be identified.	Art 34(5) Reg (EU) 2018/1139 CS ADR.DSN.A.002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.52	Independent parallel approaches. Simultaneous approaches to parallel or near-parallel instrument runways where radar separation minima between aircraft on adjacent extended runway centre lines are not prescribed.	Art 34(5) Reg (EU) 2018/1139 CS ADR.DSN.A.002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.53	Independent parallel departures. Simultaneous departures from parallel or near-parallel instrument runways.	Art 34(5) Reg (EU) 2018/1139	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
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		CS ADR.DSN.A.002								
1.1.54	<p>Instrument runway. One of the following types of runways intended for the operation of aircraft using instrument approach procedures:</p> <p>a) <i>Non-precision approach runway.</i> A runway served by visual aids and non-visual aid(s) intended for landing operations following an instrument approach operation type A and a visibility not less than 1 000 m.</p> <p>b) <i>Precision approach runway, category I.</i> A runway served by visual aids and non-visual aid(s) intended for landing operations following an instrument approach operation type B with a decision height (DH) not lower than 60 m (200 ft) and either a visibility not less than 800 m or a runway visual range not less than 550 m.</p> <p>c) <i>Precision approach runway, category II.</i> A runway served by visual aids and non-visual aid(s) intended for landing operations following an instrument approach operation type B with a decision height (DH) lower than 60 m (200 ft) but not lower than 30 m (100 ft) and a runway visual range not less than 300 m.</p> <p>d) <i>Precision approach runway, category III.</i> A runway served by visual aids and non-visual aid(s) intended for landing operations following an instrument</p>	Annex I Def. (22) Reg. (EU) 139/2014.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The definitions of precision RWYs CAT I, II, and III are the same as the ones contained in Annex 14. The definition of non-precision approach RWY does not contain the 1000m visibility

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Significant Difference			
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	<p>approach operation type B with a decision height (DH) lower than 30 m (100 ft), or no decision height and a runway visual range less than 300 m, or no runway visual range limitations.</p> <p><i>Note 1.— Visual aids need not necessarily be matched to the scale of non-visual aids provided. The criterion for the selection of visual aids is the conditions in which operations are intended to be conducted.</i></p> <p><i>Note 2.— Refer to Annex 6 — Operation of Aircraft for instrument approach operation types.</i></p>									criterion, because it is considered non-relevant.
1.1.55	<p>Integrity classification (aeronautical data).</p> <p>Classification based upon the potential risk resulting from the use of corrupted data. Aeronautical data is classified as:</p> <p>a) routine data: there is a very low probability when using corrupted routine data that the continued safe flight and landing of an aircraft would be severely at risk with the potential for catastrophe;</p> <p>b) essential data: there is a low probability when using corrupted essential data that the continued safe flight and landing of an aircraft would be severely at risk with the potential for catastrophe; and</p> <p>c) critical data: there is a high probability when using corrupted critical data that the continued safe flight and landing of an aircraft would be severely at risk with the potential for catastrophe.</p>	<p>Annex I</p> <p>Def. (196)</p> <p>Reg (EU) 2017/373</p> <p>point 196</p> <p>GM1 to Annex I</p> <p>Definitions</p> <p>Reg (EU) 2017/373</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Classification of the data is provided as guidance	

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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1.1.56	Intermediate holding position. A designated position intended for traffic control at which taxiing aircraft and vehicles shall stop and hold until further cleared to proceed, when so instructed by the aerodrome control tower.	Art 34(5) Reg (EU) 2018/1139 CS ADR.DSN.A.002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The term “air traffic control unit” is used instead of “aerodrome control tower”.
1.1.57	Landing area. That part of a movement area intended for the landing or take-off of aircraft.	Art 34(5) Reg (EU) 2018/1139 CS ADR.DSN.A.002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.58	Landing direction indicator. A device to indicate visually the direction currently designated for landing and for take-off.	Art 34(5) Reg (EU) 2018/1139 CS ADR.DSN.A.002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.59	Laser-beam critical flight zone (LCFZ). Airspace in the proximity of an aerodrome but beyond the LFFZ		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		The definitio

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	where the irradiance is restricted to a level unlikely to cause glare effects.									n has not been transposed due to the classification of the relevant SARPs. See also relevant specifications.
1.1.60	Laser-beam free flight zone (LFFZ). Airspace in the immediate proximity of the aerodrome where the irradiance is restricted to a level unlikely to cause any visual disruption.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		The definition has not been transposed due to the classification of the relevant SARPs. See also relevant specifications.

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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1.1.61	Laser-beam sensitive flight zone (LSFZ). Airspace outside, and not necessarily contiguous with, the LFFZ and LCFZ where the irradiance is restricted to a level unlikely to cause flash-blindness or after-image effects.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		The definition has not been transposed due to the classification of the relevant SARPs. See also relevant specifications.
1.1.62	Lighting system reliability. The probability that the complete installation operates within the specified tolerances and that the system is operationally usable.	Annex I – Def. (24a) Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.63	Manoeuvring area. That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons.	Annex I Def. (28) Reg. (EU) 139/2014.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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1.1.64	Marker. An object displayed above ground level in order to indicate an obstacle or delineate a boundary.	Annex I Def. (30) Reg. (EU) 139/2014.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.65	Marking. A symbol or group of symbols displayed on the surface of the movement area in order to convey aeronautical information.	Annex I Def. (31) Reg. (EU) 139/2014.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.66	Movement area. That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, consisting of the manoeuvring area and the apron(s).	Annex I Def. (32) Reg. (EU) 139/2014.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.67	Near-parallel runways. Non-intersecting runways whose extended centre lines have an angle of convergence/divergence of 15 degrees or less.	Art 34(5) Reg (EU) 2018/1139 CS ADR.DSN.A. 002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.68	Non-instrument runway. A runway intended for the operation of aircraft using visual approach procedures or an instrument approach procedure to a point beyond which the approach may continue in visual meteorological conditions.	Annex I Def. (34) Reg. (EU) 139/2014.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The current definition does not address the	The old definition is retained because

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
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	<i>Note.— Visual meteorological conditions (VMC) are described in Chapter 3 of Annex 2 — Rules of the Air.</i>								case of instrument approach procedures .	the VMC minima are consider ed restrictiv e. The old definitio n applies until appropri ate minima are establish ed.
1.1.69	Normal flight zone (NFZ). Airspace not defined as LFFZ, LCFZ or LSFZ but which must be protected from laser radiation capable of causing biological damage to the eye.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		The definitio n has not been transpos ed due to the classific ation of the relevant

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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										SARPs. See also relevant specifica- tions.
1.1.70	Obstacle. All fixed (whether temporary or permanent) and mobile objects, or parts thereof, that: <ul style="list-style-type: none"> a) are located on an area intended for the surface movement of aircraft; or b) extend above a defined surface intended to protect aircraft in flight; or c) stand outside those defined surfaces and that have been assessed as being a hazard to air navigation. 	Art. 2 (13) Reg. (EU) 139/2014.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.71	Obstacle free zone (OFZ). The airspace above the inner approach surface, inner transitional surfaces, and balked landing surface and that portion of the strip bounded by these surfaces, which is not penetrated by any fixed obstacle other than a low-mass and frangibly mounted one required for air navigation purposes.	Art 34(5) Reg (EU) 2018/1139 CS ADR.DSN.A. 002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.72	Orthometric height. Height of a point related to the geoid, generally presented as an MSL elevation.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The definition has not been	The term is linked to the

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi- ficant Differ- ence			
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									transposed.	vertical reference system (MSL) which is not yet transpos- ed either, although the term MSL is used in the AMC. It is subject to review by rulemaki- ng task 0722.
1.1.73	Outer main gear wheel span (OMGWS). The distance between the outside edges of the main gear wheels.	Art 34(5) Reg (EU) 2018/1139 CS ADR.DSN.A. 002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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1.1.74	<p><i>Pavement classification number (PCN).</i>† A number expressing the bearing strength of a pavement for unrestricted operations.</p> <p>-----</p> <p>† Applicable until 27 November 2024.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The definition has not been transposed	The definition has been removed from CS ADR-DSN.A.002 since it is no longer relevant for the certification specifications and will be included in Regulation (EU) 139/2014..Subject to review by rulemaking task
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	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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										RMT.05 91
1.1.75	Pavement classification rating (PCR). †† A number expressing the bearing strength of a pavement. ----- †† Applicable as of 28 November 2024.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The definition has not been transposed	Subject to review by RMT 0591
1.1.76	Precision approach runway , see Instrument runway .	Annex I Def. (22) Reg. (EU) 139/2014.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.77	Primary runway(s) . Runway(s) used in preference to others whenever conditions permit.	Art 34(5) Reg (EU) 2018/1139 CS ADR.DSN.A. 002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.78	Protected flight zones . Airspace specifically designated to mitigate the hazardous effects of laser radiation.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The definition has not been transposed due to the classification of the relevant SARPs. See also	

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									relevant specifications.	
1.1.79	Road. An established surface route on the movement area meant for the exclusive use of vehicles.	Art 34(5) Reg (EU) 2018/1139 CS ADR.DSN.A.002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.80	Road-holding position. A designated position at which vehicles may be required to hold.	Art 34(5) of Reg 2018/1139 and CS ADR.DSN.A.002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.81	Runway. A defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.	Annex I Def. (38) Reg. (EU) 139/2014. CS ADR.DSN.A.002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.82	Runway condition assessment matrix (RCAM). A matrix allowing the assessment of the runway condition code, using associated procedures, from a set of observed runway surface condition(s) and pilot report of braking action.	Annex I Def (38a) Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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1.1.83	Runway condition code (RWYCC). A number describing the runway surface condition to be used in the runway condition report. <i>Note.— The purpose of the runway condition code is to permit an operational aeroplane performance calculation by the flight crew. Procedures for the determination of the runway condition code are described in the PANS-Aerodromes (Doc 9981).</i>	Annex I Def (38b) Reg (EU) 139/2014	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The definition states the main purpose of the RWYCC which is to relate runway surface conditions with the aeroplane deceleration performance and lateral control	
1.1.84	Runway condition report (RCR). A comprehensive standardized report relating to runway surface condition(s) and its effect on the aeroplane landing and take-off performance.	Annex I Def (38c) Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.85	Runway end safety area (RESA). An area symmetrical about the extended runway centre line and adjacent to the end of the strip primarily intended to reduce the risk of damage to an aeroplane undershooting or overrunning the runway.	Annex I Def (38d) Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

1.1.86	Runway guard lights. A light system intended to caution pilots or vehicle drivers that they are about to enter an active runway.	Art 34(5) Reg (EU) 2018/1139 CS ADR.DSN.A.002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.87	Runway-holding position. A designated position intended to protect a runway, an obstacle limitation surface, or an ILS/MLS critical/sensitive area at which taxiing aircraft and vehicles shall stop and hold, unless otherwise authorized by the aerodrome control tower. <i>Note.— In radiotelephony phraseologies, the expression “holding point” is used to designate the runway-holding position.</i>	Annex I Def (38e) Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.88	Runway strip. A defined area including the runway and stopway, if provided, intended: a) to reduce the risk of damage to aircraft running off a runway; and b) to protect aircraft flying over it during take-off or landing operations.	Annex I Def (38f) Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.89	Runway surface condition(s). A description of the condition(s) of the runway surface used in the runway condition report which establishes the basis for the	Annex I Def (38g) Reg (EU)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The definition includes an	

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	determination of the runway condition code for aeroplane performance purposes.	139/2014 Annex I Def (18a) Reg (EU)							additional runway surface condition 'specially prepared winter runway'	
	<i>Note 1.— The runway surface conditions used in the runway condition report establish the performance requirements between the aerodrome operator, aeroplane manufacturer and aeroplane operator.</i>	139/2014 Annex I Def (49) Reg (EU)								
	<i>Note 2.— Aircraft de-icing chemicals and other contaminants are also reported but are not included in the list of runway surface condition descriptors because their effect on runway surface friction characteristics and the runway condition code cannot be evaluated in a standardized manner.</i>	139/2014 Annex I Def (41a) Reg (EU)								
	<i>Note 3.— Procedures on determining runway surface conditions are available in the PANS-Aerodromes (Doc 9981).</i>	139/2014 Annex I Def (15a) Reg (EU)								
	a) <i>Dry runway.</i> A runway is considered dry if its surface is free of visible moisture and not contaminated within the area intended to be used.	139/2014 Annex I Def (38h) Reg (EU)								
	b) <i>Wet runway.</i> The runway surface is covered by any visible dampness or water up to and including 3 mm deep within the intended area of use.	139/2014								
	c) <i>Slippery wet runway.</i> A wet runway where the surface friction									

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	<p>characteristics of a significant portion of the runway have been determined to be degraded.</p> <p>d) <i>Contaminated runway.</i> A runway is contaminated when a significant portion of the runway surface area (whether in isolated areas or not) within the length and width being used is covered by one or more of the substances listed in the runway surface condition descriptors.</p> <p><i>Note.— Procedures on determination of contaminant coverage on runway are available in the PANS-Aerodromes (Doc 9981).</i></p> <p>e) <i>Runway surface condition descriptors.</i> One of the following elements on the surface of the runway:</p> <p><i>Note.— The descriptions for e) i) to viii) are used solely in the context of the runway condition report and are not intended to supersede or replace any existing WMO definitions.</i></p> <p>i) <i>Compacted snow.</i> Snow that has been compacted into a solid mass such that aeroplane tires, at operating pressures and loadings, will run on the surface</p>									
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	<p>without significant further compaction or rutting of the surface.</p> <p>ii) <i>Dry snow.</i> Snow from which a snowball cannot readily be made.</p> <p>iii) <i>Frost.</i> Frost consists of ice crystals formed from airborne moisture on a surface whose temperature is below freezing. Frost differs from ice in that the frost crystals grow independently and therefore have a more granular texture.</p> <p><i>Note 1.— Below freezing refers to air temperature equal to or less than the freezing point of water (0 degree Celsius).</i></p> <p><i>Note 2.— Under certain conditions frost can cause the surface to become very slippery and it is then reported appropriately as reduced braking action.</i></p> <p>iv) <i>Ice.</i> Water that has frozen or compacted snow that has transitioned into ice, in cold and dry conditions.</p>									
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	<p>v) <i>Slush.</i> Snow that is so water-saturated that water will drain from it when a handful is picked up or will splatter if stepped on forcefully.</p> <p>vi) <i>Standing water.</i> Water of depth greater than 3 mm.</p> <p><i>Note.— Running water of depth greater than 3 mm is reported as standing water by convention.</i></p> <p>vii) <i>Wet ice.</i> Ice with water on top of it or ice that is melting.</p> <p><i>Note.— Freezing precipitation can lead to runway conditions associated with wet ice from an aeroplane performance point of view. Wet ice can cause the surface to become very slippery. It is then reported appropriately as reduced braking action in line with procedures in the PANS-Aerodromes (Doc 9981).</i></p> <p>viii) <i>Wet snow.</i> Snow that contains enough water content to be able to make a well-</p>									
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	compacted, solid snowball, but water will not squeeze out.									
1.1.90	Runway turn pad. A defined area on a land aerodrome adjacent to a runway for the purpose of completing a 180-degree turn on a runway.	Art 34(5) Reg (EU) 2018/1139 CS ADR.DSN.A.002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.91	Runway visual range (RVR). The range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line.	Annex I Def. (40) Reg. (EU) 139/2014.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.92	Safety management system (SMS). A systematic approach to managing safety including the necessary organizational structure, accountabilities, policies and procedures.	Annex I Def. (41) Reg. (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.93	Segregated parallel operations. Simultaneous operations on parallel or near-parallel instrument runways in which one runway is used exclusively for approaches and the other runway is used exclusively for departures.	Art 34(5) Reg (EU) 2018/1139 CS ADR.DSN.A.002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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1.1.94	Shoulder. An area adjacent to the edge of a pavement so prepared as to provide a transition between the pavement and the adjacent surface.	Art 34(5) Reg (EU) 2018/1139 CS ADR.DSN.A.002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.95	Sign. a) <i>Fixed message sign.</i> A sign presenting only one message. b) <i>Variable message sign.</i> A sign capable of presenting several predetermined messages or no message, as applicable.	Art 34(5) Reg (EU) 2018/1139 CS ADR.DSN.A.002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.96	Signal area. An area on an aerodrome used for the display of ground signals.	Art 34(5) Reg (EU) 2018/1139 CS ADR.DSN.A.002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.97	Station declination. An alignment variation between the zero degree radial of a VOR and true north, determined at the time the VOR station is calibrated.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The definition has not yet been transposed.	The definition has not been transposed although the term is used

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										in the AMC. Subject to review by rulemaking task 0722.
1.1.98	Stopway. A defined rectangular area on the ground at the end of take-off run available prepared as a suitable area in which an aircraft can be stopped in the case of an abandoned take-off.	Annex I Def. (42) Reg. (EU) 139/2014.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.99	Switch-over time (light). The time required for the actual intensity of a light measured in a given direction to fall from 50 per cent and recover to 50 per cent during a power supply changeover, when the light is being operated at intensities of 25 per cent or above.	Art 34(5) Reg (EU) 2018/1139 CS ADR.DSN.A.002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.100	Take-off runway. A runway intended for take-off only.	Art 34(5) Reg (EU) 2018/1139 CS ADR.DSN.A.002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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1.1.101	<p>Taxiway. A defined path on a land aerodrome established for the taxiing of aircraft and intended to provide a link between one part of the aerodrome and another, including:</p> <p>a) <i>Aircraft stand taxilane.</i> A portion of an apron designated as a taxiway and intended to provide access to aircraft stands only.</p> <p>b) <i>Apron taxiway.</i> A portion of a taxiway system located on an apron and intended to provide a through taxi-route across the apron.</p> <p>c) <i>Rapid exit taxiway.</i> A taxiway connected to a runway at an acute angle and designed to allow landing aeroplanes to turn off at higher speeds than are achieved on other exit taxiways thereby minimizing runway occupancy times.</p>	Annex I Def. (11)(14)(37)(45) Reg. (EU) 139/2014.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The definition has been broken down into 4 different definitions (i.e. "taxiway", "aircraft stand taxilane", "apron taxiway", "rapid exit taxiway"), which are identical to these contained in the "taxiway" definition of
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										Annex 14.
1.1.102	Taxiway intersection. A junction of two or more taxiways.	Art 34(5) Reg (EU) 2018/1139 CS ADR.DSN.A. 002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.103	Taxiway strip. An area including a taxiway intended to protect an aircraft operating on the taxiway and to reduce the risk of damage to an aircraft accidentally running off the taxiway.	Art 34(5) Reg (EU) 2018/1139 CS ADR.DSN.A. 002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.104	Threshold. The beginning of that portion of the runway usable for landing.	Art 34(5) Reg (EU) 2018/1139 CS ADR.DSN.A. 002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.105	Touchdown zone. The portion of a runway, beyond the threshold, where it is intended landing aeroplanes first contact the runway.	Art 34(5) Reg (EU) 2018/1139 CS ADR.DSN.A. 002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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1.1.106	<p>Usability factor. The percentage of time during which the use of a runway or system of runways is not restricted because of the crosswind component.</p> <p><i>Note.— Crosswind component means the surface wind component at right angles to the runway centre line.</i></p>	Art 34(5) Reg (EU) 2018/1139 CS ADR.DSN.A.002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.2.1	<p>1.2 Applicability</p> <p>1.2.1 The interpretation of some of the specifications in the Annex expressly requires the exercising of discretion, the taking of a decision or the performance of a function by the appropriate authority. In other specifications, the expression appropriate authority does not actually appear although its inclusion is implied. In both cases, the responsibility for whatever determination or action is necessary shall rest with the State having jurisdiction over the aerodrome.</p>	Art. 33 to 39 and Annex VII Reg. (EU) 2018/1139. Art 11, Annex II, III, IV Reg. (EU) 139/2014	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Responsibilities are clearly addressed throughout the rules. It was found that this provision could not be transposed as such.
1.2.2	1.2.2 The specifications, unless otherwise indicated in a particular context, shall apply to all aerodromes open to public use in accordance with the	Art. 3(1) Reg. (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Regulation 2018/11

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	<p>requirements of Article 15 of the Convention. The specifications of Annex 14, Volume I, Chapter 3, shall apply only to land aerodromes. The specifications in this volume shall apply, where appropriate, to heliports but shall not apply to stolports.</p> <p><i>Note.— Although there are at present no specifications relating to stolports, it is intended that specifications for these aerodromes will be included as they are developed. In the interim, guidance material on stolports is given in the Stolport Manual (Doc 9150).</i></p>	2018/1139								39 and Regulation 139/2014 apply only to certain aerodromes open to public use. For all other aerodromes open to public use, national rules apply.
1.2.3	1.2.3 Wherever a colour is referred to in this Annex, the specifications for that colour given in Appendix 1 shall apply.	Art 34(5) Reg (EU) 2018/1139 Chapter U of CS ADR.DSN (colours for aeronautical ground lights,	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specifications of Chapter U of the CS, transpose paragraph

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		markings, signs and panels)								hs 2.1.2 and 2.3.2 of Appendix 1 of Annex 14 as guidance material. To be reviewed under RMT.05 91;
1.3.1	<p>1.3 Common reference systems</p> <p>1.3.1 Horizontal reference system</p> <p>World Geodetic System — 1984 (WGS-84) shall be used as the horizontal (geodetic) reference system. Reported aeronautical geographical coordinates (indicating latitude and longitude) shall be expressed in terms of the WGS-84 geodetic reference datum.</p> <p><i>Note.— Comprehensive guidance material concerning WGS-84 is contained in the World Geodetic System — 1984 (WGS-84) Manual (Doc 9674).</i></p>	ADR.OPS.A.020 (a) Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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1.3.2	<p>1.3.2 Vertical reference system</p> <p>Mean sea level (MSL) datum, which gives the relationship of gravity-related height (elevation) to a surface known as the geoid, shall be used as the vertical reference system.</p> <p><i>Note 1.— The geoid globally most closely approximates MSL. It is defined as the equipotential surface in the gravity field of the Earth which coincides with the undisturbed MSL extended continuously through the continents.</i></p> <p><i>Note 2.— Gravity-related heights (elevations) are also referred to as orthometric heights while distances of points above the ellipsoid are referred to as ellipsoidal heights.</i></p>	ADR.OPS.A.020 (b) in Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.3.3.1	<p>1.3.3 Temporal reference system</p> <p>1.3.3.1 The Gregorian calendar and Coordinated Universal Time (UTC) shall be used as the temporal reference system.</p>	ADR.OPS.A.020 (c) Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.3.3.2	<p>1.3.3.2 When a different temporal reference system is used, this shall be indicated in GEN 2.1.2 of the Aeronautical Information Publication (AIP).</p> <p><i>Note.— See PANS-AIM (Doc 10066), Appendix 2.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		ADR.O PS.A.020 (c) allows only the use of

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										the Gregorian Calendar and UTC as temporal reference system
1.4.1	<p>1.4 Certification of aerodromes</p> <p><i>Note.— The intent of these specifications is to ensure the establishment of a regulatory regime so that compliance with the specifications in this Annex can be effectively enforced. It is recognized that the methods of ownership, operation and surveillance of aerodromes differ among States. The most effective and transparent means of ensuring compliance with applicable specifications is the availability of a separate safety oversight entity and a well-defined safety oversight mechanism with support of appropriate legislation to be able to carry out the function of safety regulation of aerodromes. When an aerodrome is granted a certificate, it signifies to aircraft operators and other organizations operating on the aerodrome that, at the time of certification, the aerodrome meets the specifications regarding the facility and its operation, and that it has, according to the certifying authority, the capability to maintain these specifications for the period of validity of the certificate. The certification process also establishes</i></p>	Art. 2, 4, 33 to 39, Reg. (EU) 2018/1139	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The BR has a different applicability scope, because it includes different criteria for aerodrome certification. Member States should use their national legislation to assess compliance for the aerodrome	

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	<p><i>the baseline for continued monitoring of compliance with the specifications. Information on the status of certification of aerodromes would need to be provided to the appropriate aeronautical information services for promulgation in the Aeronautical Information Publication (AIP). See 2.13.1 and PANS-AIM (Doc 10066), Appendix 2, AD 1.5.</i></p> <p>1.4.1 States shall certify aerodromes used for international operations in accordance with the specifications contained in this Annex as well as other relevant ICAO specifications through an appropriate regulatory framework.</p> <p><i>Note.— Specific procedures on the stages of certifying an aerodrome are given in the PANS-Aerodromes (Doc 9981). Further guidance on aerodrome certification can be found in the Manual on Certification of Aerodromes (Doc 9774).</i></p>								s not falling into the scope of the Basic Regulation .	
1.4.2	<p>1.4.2 Recommendation.— States should certify aerodromes open to public use in accordance with these specifications as well as other relevant ICAO specifications through an appropriate regulatory framework.</p>	Art. 2, 4, 33 to 39, Reg. (EU) 2018/1139	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The BR has a different applicability scope, because it includes different criteria for

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
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										aerodrome certification. Member States should use their national legislation to assess compliance for the aerodromes not falling into the scope of the Basic Regulation.
1.4.3	1.4.3 The regulatory framework shall include the establishment of criteria and procedures for the certification of aerodromes.	Art. 2, 4, 33 to 39, Reg. (EU) 2018/1139 and Reg. (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	<i>Note.— Guidance on a regulatory framework is given in the Manual on Certification of Aerodromes (Doc 9774).</i>	139/2014 (along with the relevant AMC) establish the criteria and procedures for aerodrome certification.								
1.4.4	<p>1.4.4 As part of the certification process, States shall ensure that an aerodrome manual which will include all pertinent information on the aerodrome site, facilities, services, equipment, operating procedures, organization and management including a safety management system, is submitted by the applicant for approval/acceptance prior to granting the aerodrome certificate.</p> <p><i>Note 1.— Contents of an aerodrome manual, including procedures for its submission and approval/acceptance, verification of compliance and granting of an aerodrome certificate, are available in the PANS-Aerodromes (Doc 9981).</i></p> <p><i>Note 2.— The intent of a safety management system is to have in place an organized and orderly approach in the management of aerodrome safety by the aerodrome operator. Annex 19 — Safety Management contains the safety management provisions applicable to certified aerodromes. Overarching guidance on safety management systems is provided in the Safety</i></p>	ADR.OR.B.015(b)(8), (c), ADR.OR.E.005, ADR.AR.C.035(d) Reg (EU) 139/2014 AMC3 ADR.OR.E.005	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	Management Manual (Doc 9859) and in the Manual on Certification of Aerodromes (Doc 9774). Procedures on the management of change, conduct of safety assessment, reporting and analyses of safety occurrences at aerodromes, runway safety, and continuous monitoring to enforce compliance with applicable specifications so that hazards are identified and risks are assessed and mitigated, are specified in the PANS-Aerodromes (Doc 9981).									
1.5.1	<p>1.5 Airport design and master plan</p> <p><i>Introductory Note.— A master plan for the long-term development of an aerodrome conveys the ultimate development in a phased manner and reports the data and logic upon which the plan is based. Master plans are prepared to support modernization of existing aerodromes and creation of new aerodromes, regardless of size, complexity or role. It is important to note that a master plan does not constitute a confirmed implementation programme. It provides information on the types of improvements to be undertaken in a phased manner. Guidance on all aspects of the planning of aerodromes is contained in the Airport Planning Manual (Doc 9184), Part 1.</i></p> <p>1.5.1 Recommendation.— A master plan containing detailed plans for the development of</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Criteria for aerodromes that should establish a master plan have not been defined

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	<p><i>aerodrome infrastructure should be established for aerodromes deemed relevant by States.</i></p> <p><i>Note 1.— A master plan represents the development plan of a specific aerodrome . It is developed by the aerodrome operator based on economic feasibility, traffic forecasts, and current and future requirements provided by, among others, aircraft operators (see 1.5.3).</i></p> <p><i>Note 2.— A master plan may be required when the lack of capacity at an airport, due to conditions such as, but not limited to expected traffic growth, changing weather and climatic conditions or major works to address safety or environmental concerns, would put the connectivity of a geographical area at risk or cause severe disruption to the air transport network.</i></p>									
1.5.2	<p>1.5.2 Recommendation.— <i>The master plan should:</i></p> <p><i>a) contain a schedule of priorities including a phased implementation plan; and</i></p> <p><i>b) be reviewed periodically to take into account current and future aerodrome traffic.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has not been transposed
1.5.3	<p>1.5.3 Recommendation.— <i>Aerodrome stakeholders, particularly aircraft operators, should be consulted in order to facilitate the master planning process using a consultative and collaborative approach.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has not been transposed

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	<p><i>Note 1.— Provision of advanced planning data to facilitate the planning process includes future aircraft types, characteristics and numbers of aircraft expected to be used, anticipated growth of aircraft movements, and number of passengers and amount of cargo projected to be handled.</i></p> <p><i>Note 2.— See Annex 9, Chapter 6 on the need for aircraft operators to inform aerodrome operators concerning the former's service, schedule and fleet plans to enable rational planning of facilities and services in relation to the traffic anticipated.</i></p> <p><i>Note 3.— See ICAO's Policies on Charges for Airports and Air Navigation Services (Doc 9082), Section 1, regarding consultation with users concerning provision of advance planning data and protection of commercially sensitive data.</i></p>									ed
1.5.4	1.5.4 Architectural and infrastructure-related requirements for the optimum implementation of international civil aviation security measures shall be integrated into the design and construction of new facilities and alterations to existing facilities at an aerodrome.	ADR.AR.B.005 (c) Reg (EU) 139/2014 AMC1 ADR.AR.B.005(c) para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.5.5	1.5.5 Recommendation. — <i>The design of aerodromes should take into account land-use and environmental control measures.</i>	ADR.AR.B.005 (c) Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	<i>Note.— Guidance on land-use planning and environmental control measures is contained in the Airport Planning Manual (Doc 9184), Part 2.</i>	AMC1 ADR.AR.B.005(c) para (b) and (c)								
1.6.1	<p>1.6 Aerodrome reference code</p> <p><i>Introductory Note.— The intent of the reference code is to provide a simple method for interrelating the numerous specifications concerning the characteristics of aerodromes so as to provide a series of aerodrome facilities that are suitable for the aeroplanes that are intended to operate at the aerodrome. The code is not intended to be used for determining runway length or pavement strength requirements. The code is composed of two elements which are related to the aeroplane performance characteristics and dimensions. Element 1 is a number based on the aeroplane reference field length and element 2 is a letter based on the aeroplane wingspan. The code letter or number within an element selected for design purposes is related to the critical aeroplane characteristics for which the facility is provided. When applying Annex 14, Volume I, first identify the aeroplanes which the aerodrome is intended to serve and then determine the two elements of the code.</i></p> <p>1.6.1 An aerodrome reference code — code number and letter — which is selected for aerodrome planning purposes shall be determined in accordance with the characteristics of the aeroplane for which an aerodrome facility is intended.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.A.005 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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1.6.2	1.6.2 The aerodrome reference code numbers and letters shall have the meanings assigned to them in Table 1-1.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.A.005 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.6.3	1.6.3 The code number for element 1 shall be determined from Table 1-1 selecting the code number corresponding to the highest value of the aeroplane reference field lengths of the aeroplanes for which the runway is intended. <i>Note 1.— The determination of the aeroplane reference field length is solely for the selection of a code number and is not intended to influence the actual runway length provided.</i> <i>Note 2.— Guidance on determining the runway length is given in the Aerodrome Design Manual (Doc 9157), Part 1.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.A.005 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.6.4	1.6.4 The code letter for element 2 shall be determined from Table 1-1 by selecting the code letter which corresponds to the greatest wingspan of the aeroplanes for which the facility is intended. <i>Note.— Guidance on determining the aerodrome reference code is given in the Aerodrome Design Manual (Doc 9157), Parts 1 and 2.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.A.005 para (d)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	Table 1-1. Aerodrome reference code (see 1.6.2 to 1.6.4)									
	Code element 1									
	Code number	Aeroplane reference field length								
	1	Less than 800 m								
	2	800 m up to but not including 1 200 m								
	3	1 200 m up to but not including 1 800 m								
	4	1 800 m and over								
	Code element 2									
	Code letter	Wingspan								
	A	Up to but not including 15 m								
	B	15 m up to but not including 24 m								
	C	24 m up to but not including 36 m								
	D	36 m up to but not including 52 m								
	E	52 m up to but not including 65 m								
	F	65 m up to but not including 80 m								

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	<p><i>Note 1.— Guidance on planning for aeroplanes with wingspans greater than 80 m is given in the Aerodrome Design Manual (Doc 9157), Parts 1 and 2.</i></p> <p><i>Note 2.— Procedures on conducting an aerodrome compatibility study to accommodate aeroplanes with folding wing tips spanning two code letters are given in the PANS-Aerodromes (Doc 9981). Further guidance can be found in the manufacturer's manual on aircraft characteristics for airport planning.</i></p>									
1.7.1	<p>1.7 Specific procedures for aerodrome operations</p> <p><i>Introductory Note.— This section introduces PANS-Aerodromes (Doc 9981) for use by an aerodrome undertaking an assessment of its compatibility with the type of traffic or operation it is intending to accommodate. The material in the PANS-Aerodromes addresses operational issues faced by existing aerodromes and provides the necessary procedures to ensure the continued safety of operations. Where alternative measures, operational procedures and operating restrictions have been developed, these are detailed in the aerodrome manual and reviewed periodically to assess their continued validity. The PANS-Aerodromes does not substitute nor circumvent the provisions contained in this Annex. It is expected that infrastructure on an existing aerodrome or a new aerodrome will fully comply with the requirements in this Annex. See Annex 15, 5.2.2 c) on a State's responsibilities</i></p>	Annex VII, Reg. (EU) 2018/1139 ADR.OPS.B. 090 Reg. (EU) 139/2014 AMC1 ADR.OPS.B. 090	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
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	<p><i>for the listing of its differences to the related ICAO Procedures in its Aeronautical Information Publication.</i></p> <p>1.7.1 When the aerodrome accommodates an aeroplane that exceeds the certificated characteristics of the aerodrome, the compatibility between the operation of the aeroplane and aerodrome infrastructure and operations shall be assessed and appropriate measures developed and implemented in order to maintain an acceptable level of safety during operations.</p> <p><i>Note.— Procedures to assess the compatibility of the operation of a new aeroplane with an existing aerodrome can be found in the PANS-Aerodromes (Doc 9981).</i></p>									
1.7.2	<p>1.7.2 Information concerning alternative measures, operational procedures and operating restrictions implemented at an aerodrome arising from 1.7.1 shall be promulgated.</p> <p><i>Note 1.— See PANS-AIM (Doc 10066), Appendix 2, AD 2.20, on the provision of a detailed description of local traffic regulations.</i></p> <p><i>Note 2.— See PANS-Aerodromes (Doc 9981), Chapter 3, section 3.6, on promulgation of safety information.</i></p>	ADR.OR.C.005 (c), Reg. (EU) 139/2014 AMC1 ADR. OR.C.005 (c).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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2.1.1	<p>CHAPTER 2. AERODROME DATA</p> <p>2.1 Aeronautical data</p> <p>2.1.1 Determination and reporting of aerodrome-related aeronautical data shall be in accordance with the accuracy and integrity classification required to meet the needs of the end-users of aeronautical data.</p> <p><i>Note.— Specifications concerning the accuracy and integrity classification related to aerodrome-related aeronautical data are contained in PANS-AIM (Doc 10066), Appendix 1.</i></p>	ADR.OR.D.007 & ADR.OPS.A.010 Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.1.2	<p>2.1.2 Recommendation.— Aerodrome mapping data should be made available to the aeronautical information services for aerodromes deemed relevant by States where safety and/or performance-based operations suggest possible benefits.</p> <p><i>Note 1.— Aerodrome mapping databases related provisions are contained in Annex 15, Chapter 5 and PANS-AIM (Doc 10066), Chapter 5.</i></p> <p><i>Note 2.— Guidance material concerning the application of aerodrome mapping databases is provided in Attachment A, Section 22.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has not been transposed. Subject to review by rulemaking task 0722.

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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2.1.3	<p>2.1.3 Where made available in accordance with 2.1.2, the selection of the aerodrome mapping data features to be collected shall be made with consideration of the intended applications.</p> <p><i>Note 1.— It is intended that the selection of the features to be collected match a defined operational need.</i></p> <p><i>Note 2.— Aerodrome mapping databases can be provided at one of two levels of quality — fine or medium. These levels and the corresponding numerical requirements are defined in RTCA Document DO-272B and European Organization for Civil Aviation Equipment (EUROCAE) Document ED-99C — User Requirements for Aerodrome Mapping Information.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specification has not been transposed.	Subject to review by rulemaking task 0722.
2.1.4	<p>2.1.4 Digital data error detection techniques shall be used during the transmission and/or storage of aeronautical data and digital data sets.</p> <p><i>Note.— Detailed specifications concerning digital data error detection techniques are contained in PANS-AIM (Doc 10066).</i></p>	ADR.OP S.A.025 Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.2.1	<p>2.2 Aerodrome reference point</p> <p>2.2.1 An aerodrome reference point shall be established for an aerodrome.</p>	ADR.OPS.A.005 Reg (EU) 139/2014 AMC1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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		ADR.OPS.A. 005 (a)(1)								
2.2.2	2.2.2 The aerodrome reference point shall be located near the initial or planned geometric centre of the aerodrome and shall normally remain where first established.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specificati on has been transposed as guidance material GM1 ADR.OPS. A.005 - aerodrome reference point -para (a).	Subject to review by rulemaki ng task 0722.
2.2.3	2.2.3 The position of the aerodrome reference point shall be measured and reported to the aeronautical information services authority in degrees, minutes and seconds.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specificati on has been transposed as guidance material GM1 ADR.OPS. A.005 - aerodrome	Subject to review by rulemaki ng task 0722.

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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									reference point -para (b).	
2.3.1	<p>2.3 Aerodrome and runway elevations</p> <p>2.3.1 The aerodrome elevation and geoid undulation at the aerodrome elevation position shall be measured to the accuracy of one-half metre or foot and reported to the aeronautical information services authority.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specification has been transposed as guidance material GM1 ADR.OPS. A.005 - aerodrome and runway elevations - para (a).	Subject to review by rulemaking task 0722.
2.3.2	<p>2.3.2 For an aerodrome used by international civil aviation for non-precision approaches, the elevation and geoid undulation of each threshold, the elevation of the runway end and any significant high and low intermediate points along the runway shall be measured to the accuracy of one-half metre or foot and reported to the aeronautical information services authority.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specification has been transposed as guidance material GM1 ADR.OPS.	Subject to review by rulemaking task 0722.

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									A.005 - aerodrome and runway elevations - para (b).	
2.3.3	<p>2.3.3 For precision approach runway, the elevation and geoid undulation of the threshold, the elevation of the runway end and the highest elevation of the touchdown zone shall be measured to the accuracy of one-quarter metre or foot and reported to the aeronautical information services authority.</p> <p><i>Note.— Geoid undulation must be measured in accordance with the appropriate system of coordinates.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specification has been transposed as guidance material GM1 ADR.OPS. A.005 - aerodrome and runway elevations - para (c).	Subject to review by rulemaking task 0722.
2.4.1	<p>2.4 Aerodrome reference temperature</p> <p>2.4.1 An aerodrome reference temperature shall be determined for an aerodrome in degrees Celsius.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specification has been transposed as	Subject to review by rulemaking task

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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									guidance material GM1 ADR.OPS. A.005 - aerodrome reference temperature - para (a).	0722.
2.4.2	2.4.2 Recommendation. — <i>The aerodrome reference temperature should be the monthly mean of the daily maximum temperatures for the hottest month of the year (the hottest month being that which has the highest monthly mean temperature). This temperature should be averaged over a period of years.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as guidance material GM1 ADR.OPS.A.005 - aerodrome reference temperature - para (b). Subject

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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				Annex Standard or Recommended Practice						

										to review by rulemaking task 0722.
2.5.1	<p>2.5 Aerodrome dimensions and related information</p> <p>2.5.1 The following data shall be measured or described, as appropriate, for each facility provided on an aerodrome:</p> <p>a) runway — true bearing to one-hundredth of a degree, designation number, length, width, displaced threshold location to the nearest metre or foot, slope, surface type, type of runway and, for a precision approach runway category I, the existence of an obstacle free zone when provided;</p> <p>b) strip runway end length, width to the stopway foot, surface type;</p> <p>safety area nearest metre or</p> <p>and</p> <p>arresting system — location (which runway end) and description;</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specification has been transposed as guidance material GM1 ADR.OPS. A.005 aerodrome dimensions and related information para (a)-(j).	Subject to review by rulemaking task 0722.

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs						Signi ficant Differ ence
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

	<p>c) taxiway — designation, width, surface type;</p> <p>d) apron — surface type, aircraft stands;</p> <p>e) the boundaries of the air traffic control service;</p> <p>f) clearway — length to the nearest metre or foot, ground profile;</p> <p>g) visual aids for approach procedures, marking and lighting of runways, taxiways and aprons, other visual guidance and control aids on taxiways and aprons, including taxi-holding positions and stopbars, and location and type of visual docking guidance systems;</p> <p>h) location and radio frequency of any VOR aerodrome checkpoint;</p> <p>i) location and designation of standard taxi-routes; and</p> <p>j) distances to the nearest metre or foot of localizer and glide path elements comprising an instrument landing system (ILS) or azimuth and elevation antenna of a microwave landing system (MLS) in relation to the associated runway extremities.</p>									
2.5.2	2.5.2 The geographical coordinates of each threshold shall be measured and reported to the aeronautical information services authority in degrees, minutes, seconds and hundredths of seconds.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specification has been	Subject to review by

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

									transposed as guidance material GM1 ADR.OPS. A.005 aerodrome dimensions and related information para (k).	rulemaking task 0722.
2.5.3	2.5.3 The geographical coordinates of appropriate taxiway centre line points shall be measured and reported to the aeronautical information services authority in degrees, minutes, seconds and hundredths of seconds.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specification has been transposed as guidance material GM1 ADR.OPS. A.005 aerodrome dimensions and related information para (k).	Subject to review by rulemaking task 0722.

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

2.5.4	2.5.4 The geographical coordinates of each aircraft stand shall be measured and reported to the aeronautical information services authority in degrees, minutes, seconds and hundredths of seconds.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specification has been transposed as guidance material GM1 ADR.OPS. A.005 aerodrome dimensions and related information para (k).	Subject to review by rulemaking task 0722.
2.5.5	2.5.5 The geographical coordinates of obstacles in Area 2 (the part within the aerodrome boundary) and in Area 3 shall be measured and reported to the aeronautical information services authority in degrees, minutes, seconds and tenths of seconds. In addition, the top elevation, type, marking and lighting (if any) of obstacles shall be reported to the aeronautical information services authority. <i>Note.— PANS-AIM (Doc 10066), Appendix 8, provides requirements for obstacle data determination in Areas 2 and 3.</i>	ADR.OPS.A. 005 Reg (EU) 139/2014 AMC1 ADR.OPS.A. 005 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

2.6.1	<p>2.6 Strength of pavements <i>Applicable until 27 November 2024.</i></p> <p>2.6.1 The bearing strength of a pavement shall be determined.</p>	<p>ADR.OPS.A.005 Reg (EU) 139/2014 AMC1 ADR.OPS.A.005 para (a).</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.6.2	<p>2.6.2 The bearing strength of a pavement intended for aircraft of apron (ramp) mass greater than 5 700 kg shall be made available using the aircraft classification number-pavement classification number (ACN-PCN) method by reporting all of the following information:</p> <p>a) pavement classification number (PCN);</p> <p>b) pavement type for ACN-PCN determination;</p> <p>c) subgrade strength category;</p> <p>d) maximum allowable tire pressure category or maximum allowable tire pressure value; and</p> <p>e) evaluation method.</p> <p><i>Note.— If necessary, PCNs may be published to an accuracy of one-tenth of a whole number.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specification has been transposed as guidance material GM1 ADR.OPS.A.005 STRENGTH OF PAVEMENTS para (a).	Subject to review by rulemaking task 0722.

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

2.6.3	<p>2.6.3 The PCN reported shall indicate that aircraft with an aircraft classification number (ACN) equal to or less than the reported PCN can operate on the pavement subject to any limitation on the tire pressure or aircraft all-up mass for specified aircraft type(s).</p> <p><i>Note.— Different PCNs may be reported if the strength of the pavement is subject to significant seasonal variation.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specification has not been transposed.	Subject to review by rulemaking task 0591.
2.6.4	<p>2.6.4 The ACN of an aircraft shall be determined in accordance with the standard procedures associated with the ACN-PCN method.</p> <p><i>Note.— The standard procedures for determining the ACN of an aircraft are given in the Aerodrome Design Manual (Doc 9157), Part 3. For convenience, several aircraft types currently in use have been evaluated on rigid and flexible pavements founded on the four subgrade categories in 2.6.6 b) below and the results tabulated in that manual.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specification has not been transposed.	Subject to review by rulemaking task 0591.
2.6.5	<p>2.6.5 For the purposes of determining the ACN, the behaviour of a pavement shall be classified as equivalent to a rigid or flexible construction.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specification has been transposed as guidance material GM1 ADR.OPS.	Subject to review by rulemaking task 0722.

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

									A.005 Strength of pavements para (b).	
2.6.6	<p>2.6.6 Information on pavement type for ACN-PCN determination, subgrade strength category, maximum allowable tire pressure category and evaluation method shall be reported using the following codes:</p> <p>a) <i>Pavement type for ACN-PCN determination:</i></p> <p style="text-align: right;"><i>Code</i></p> <p>Rigid pavement R</p> <p>Flexible pavement F</p> <p><i>Note.— If the actual construction is composite or non-standard, include a note to that effect (see example 2 below).</i></p> <p>b) <i>Subgrade strength category:</i></p> <p style="text-align: right;"><i>Code</i></p> <p><i>High strength:</i> characterized by $K = 150 \text{ MN/m}^3$ and representing all K values above 120 MN/m^3 for rigid pavements, and by CBR = 15 and representing all CBR values above 13 for flexible pavements. A</p> <p><i>Medium strength:</i> characterized by $K = 80 \text{ MN/m}^3$ and representing a range in K of 60 to B</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specificati on has been transposed as guidance material GM1 ADR.OPS. A.005 Strength of pavements para (c).	Subject to review by rulemaki ng task 0722.

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

	<p>120 MN/m³ for rigid pavements, and by CBR = 10 and representing a range in CBR of 8 to 13 for flexible pavements.</p> <p><i>Low strength:</i> characterized by K = 40 MN/m³ and representing a range in K of 25 to 60 MN/m³ for rigid pavements, and by CBR = 6 and representing a range in CBR of 4 to 8 for flexible pavements.</p> <p><i>Ultra-low strength:</i> characterized by K = 20 MN/m³ and representing all K values below 25 MN/m³ for rigid pavements, and by CBR = 3 and representing all CBR values below 4 for flexible pavements.</p> <p>c) <i>Maximum allowable tire pressure category:</i></p> <p style="text-align: right;"><i>Code</i></p> <p><i>Unlimited:</i> no pressure limit W</p> <p><i>High:</i> pressure limited to 1.75 MPa X</p> <p><i>Medium:</i> pressure limited to 1.25 MPa Y</p> <p><i>Low:</i> pressure limited to 0.50 MPa Z</p> <p><i>Note.— See Note 5 to 10.2.1 where the pavement is used by aircraft with tire pressures in the upper categories.</i></p> <p>d) <i>Evaluation method:</i></p>									
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	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

	<p><i>Technical evaluation:</i> representing a specific study of the pavement characteristics and application of pavement behaviour technology.</p> <p><i>Using aircraft experience:</i> representing a knowledge of the specific type and mass of aircraft satisfactorily being supported under regular use.</p> <p><i>Note.— The following examples illustrate how pavement strength data are reported under the ACN-PCN method.</i></p> <p><i>Example 1.—</i> If the bearing strength of a rigid pavement, resting on a medium-strength subgrade, has been assessed by technical evaluation to be PCN 80 and there is no tire pressure limitation, then the reported information would be:</p> <p>PCN 80 / R / B / W / T</p> <p><i>Example 2.—</i> If the bearing strength of a composite pavement, behaving like a flexible pavement and resting on a high-strength subgrade, has been assessed by using aircraft experience to be PCN 50 and the maximum allowable tire pressure is 1.25 MPa, then the reported information would be:</p> <p>PCN 50 / F / A / Y / U</p> <p><i>Note.— Composite construction.</i></p>	Code								
		T								
		U								

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

	<p><i>Example 3.— If the bearing strength of a flexible pavement, resting on a medium strength subgrade, has been assessed by technical evaluation to be PCN 40 and the maximum allowable tire pressure is 0.80 MPa, then the reported information would be:</i></p> <p style="text-align: center;">PCN 40 / F / B / 0.80 MPa /T</p> <p><i>Example 4.— If a pavement is subject to a B747-400 all-up mass limitation of 390 000 kg, then the reported information would include the following note.</i></p> <p><i>Note.— The reported PCN is subject to a B747-400 all-up mass limitation of 390 000 kg.</i></p>									
2.6.7	<p>2.6.7 Recommendation.— <i>Criteria should be established to regulate the use of a pavement by an aircraft with an ACN higher than the PCN reported for that pavement in accordance with 2.6.2 and 2.6.3.</i></p> <p><i>Note.— Attachment A, Section 19, details a simple method for regulating overload operations while the Aerodrome Design Manual (Doc 9157), Part 3, includes the descriptions of more detailed procedures for evaluation of pavements and their suitability for restricted overload operations.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as guidance material GM1 ADR.O PS.C.010 (b) (1) Pavements, other

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

										ground surfaces and drainage . Subject to review by rulemaki ng task 0591;.
2.6.8	<p>2.6.8 The bearing strength of a pavement intended for aircraft of apron (ramp) mass equal to or less than 5 700 kg shall be made available by reporting the following information:</p> <p>a) maximum allowable aircraft mass; and</p> <p>b) maximum allowable tire pressure.</p> <p><i>Example: 4 000 kg/0.50 MPa</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specificati on has been transposed as guidance material GM1 ADR.OPS. A.005 Strength of pavements para (d).	Subject to review by rulemaki ng task 0722.
2.6.1	2.6 Strength of pavements <i>Applicable as of 28 November 2024.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specificati on has not	Subject to review

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi- ficant Differ- ence			
				A) More Exactin- g or Exceed- s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

	2.6.1 The bearing strength of a pavement shall be determined.								been transposed	by RMT.07 22
2.6.2	<p>2.6.2 The bearing strength of a pavement intended for aircraft of apron (ramp) mass greater than 5 700 kg shall be made available using the aircraft classification rating-pavement classification rating (ACR-PCR) method by reporting all of the following information:</p> <p>a) pavement classification rating (PCR) and numerical value;</p> <p>b) pavement type for ACR-PCR determination;</p> <p>c) subgrade strength category;</p> <p>d) maximum allowable tire pressure category or maximum allowable tire pressure value; and</p> <p>e) evaluation method.</p> <p><i>Note.— Guidance on reporting and publishing of PCRs is contained in the Aerodrome Design Manual (Doc 9157, Part 3).</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specificati- on has not been transposed	Subject to review by RMT.07 22
2.6.3	2.6.3 The PCR reported shall indicate that aircraft with an aircraft classification rating (ACR) equal to or less than the reported PCR may operate on the pavement		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specificati- on has not been	Subject to review by

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

	subject to any limitation on the tire pressure or aircraft all-up mass for specified aircraft type(s). <i>Note.— Different PCRs may be reported if the strength of the pavement is subject to significant seasonal variation.</i>								transposed	RMT.07 22
2.6.4	2.6.4 The ACR of an aircraft shall be determined in accordance with the standard procedures associated with the ACR-PCR method. <i>Note.— The standard procedures for determining the ACR of an aircraft are given in the Aerodrome Design Manual (Doc 9157), Part 3. For convenience, dedicated software is available on the ICAO website for computing any aircraft ACR at any mass on rigid and flexible pavements for the four standard subgrade strength categories detailed in 2.6.6 b) below.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specificati on has not been transposed	Subject to review by RMT.07 22
2.6.5	2.6.5 For the purposes of determining the ACR, the behaviour of a pavement shall be classified as equivalent to a rigid or flexible construction.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specificati on has not been transposed	Subject to review by RMT.07 22
2.6.6	2.6.6 Information on pavement type for ACR-PCR determination, subgrade strength category, maximum allowable tire pressure category and evaluation method shall be reported using the following codes:		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specificati on has not been transposed	Subject to review by RMT.07 22

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs						Signi ficant Differ ence
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

	a) <i>Pavement type for ACR-PCR determination:</i>									
		<i>Code</i>								
	Rigid pavement	R								
	Flexible pavement	F								
	<i>Note.— If the actual construction is composite or non-standard, include a note to that effect (see example 2 below).</i>									
	b) <i>Subgrade strength category:</i>									
		<i>Code</i>								
	<i>High strength:</i> characterized by E = 200 MPa and representing all E values equal to or above 150 MPa, for rigid and flexible pavements.	A								
	<i>Medium strength:</i> characterized by E = 120 MPa and representing a range in E values equal to or above 100 MPa and strictly less than 150 MPa, for rigid and flexible pavements.	B								
	<i>Low strength:</i> characterized by E = 80 MPa and representing a range in E values equal to or above 60 MPa and strictly less than 100 MPa, for rigid and flexible pavements.	C								
	<i>Ultra-low strength:</i> characterized by E = 50 MPa and representing all E values strictly less than 60 MPa, for rigid and flexible pavements.	D								

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

	c) <i>Maximum allowable tire pressure category:</i>									
	<i>Code</i>									
	<i>Unlimited:</i> no pressure limit	W								
	<i>High:</i> pressure limited to 1.75 MPa	X								
	<i>Medium:</i> pressure limited to 1.25 MPa	Y								
	<i>Low:</i> pressure limited to 0.50 MPa	Z								
	<i>Note.— See Note 5 to 10.2.1 where the pavement is used by aircraft with tire pressures in the upper categories.</i>									
	d) <i>Evaluation method:</i>									
	<i>Code</i>									
	<i>Technical evaluation:</i> representing a specific study of the pavement characteristics and the types of aircraft which the pavement is intended to serve.	T								
	<i>Using aircraft experience:</i> representing a knowledge of the specific type and mass of aircraft satisfactorily being supported under regular use.	U								
	<i>Note.— The following examples illustrate how pavement strength data are reported under the ACR-PCR method. Further guidance on this topic is contained in the Aerodrome Design Manual (Doc 9157), Part 3.</i>									
	<i>Example 1.— If the bearing strength of a rigid pavement, resting on a medium-strength subgrade, has</i>									

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

	<p>been assessed by technical evaluation to be PCR 760 and there is no tire pressure limitation, then the reported information would be:</p> <p style="text-align: center;">PCR 760 / R / B / W / T</p> <p><i>Example 2.— If the bearing strength of a composite pavement, behaving like a flexible pavement and resting on a high-strength subgrade, has been assessed by using aircraft experience to be PCR 550 and the maximum allowable tire pressure is 1.25 MPa, then the reported information would be:</i></p> <p style="text-align: center;">PCR 550 / F / A / Y / U</p> <p><i>Note.— Composite construction.</i></p>									
2.6.7	<p>2.6.7 Recommendation.— Criteria should be established to regulate the use of a pavement by an aircraft with an ACR higher than the PCR reported for that pavement in accordance with 2.6.2 and 2.6.3.</p> <p><i>Note.— Attachment A, Section 19, details a simple method for regulating overload operations while the Aerodrome Design Manual (Doc 9157), Part 3, includes the descriptions of more detailed procedures for evaluation of pavements and their suitability for restricted overload operations.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has not been transposed. Subject to review by RMT.07 22
2.6.8	2.6.8 The bearing strength of a pavement intended for aircraft of apron (ramp) mass equal to or less		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specification has	Subject to review

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

	<p>than 5 700 kg shall be made available by reporting the following information:</p> <p>a) maximum allowable aircraft mass; and</p> <p>b) maximum allowable tire pressure.</p> <p><i>Example: 4 800 kg/0.60 MPa.</i></p>								been transposed as guidance material GM1 ADR.OPS. A.005 Strength of pavements para (d).	by RMT.07 22
2.7.1	<p>2.7 Pre-flight altimeter check location</p> <p>2.7.1 One or more pre-flight altimeter check locations shall be established for an aerodrome.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specification has been transposed as guidance material GM1 ADR.OPS. A.005 Pre-flight altimeter check location para (a).	Subject to review by RMT.07 22

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

2.7.2	<p>2.7.2 Recommendation.— <i>A pre-flight check location should be located on an apron.</i></p> <p><i>Note 1.— Locating a pre-flight altimeter check location on an apron enables an altimeter check to be made prior to obtaining taxi clearance and eliminates the need for stopping for that purpose after leaving the apron.</i></p> <p><i>Note 2.— Normally an entire apron can serve as a satisfactory altimeter check location.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as guidance material GM1 ADR.OP.S.A.005 Pre-flight altimeter check location para (c). Subject to review by RMT.0722
2.7.3	2.7.3 The elevation of a pre-flight altimeter check location shall be given as the average elevation, rounded to the nearest metre or foot, of the area on which it is located. The elevation of any portion of a pre-flight altimeter check location shall be within 3 m (10 ft) of the average elevation for that location.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specification has been transposed as guidance material	Subject to review by rulemaking task 0722.

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs						Signi ficant Differ ence
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

									GM1 ADR.OPS. A.005 Pre-flight altimeter check location para (b).	
2.8	<p>2.8 Declared distances</p> <p>The following distances shall be calculated to the nearest metre or foot for a runway intended for use by international commercial air transport:</p> <ul style="list-style-type: none"> a) take-off run available; b) take-off distance available; c) accelerate-stop distance available; and d) landing distance available. <p><i>Note.— Guidance on calculation of declared distances is given in Attachment A, Section 3.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specification has been transposed as guidance material GM1 ADR.OPS. A.005 Declared distances para (a)	Subject to review by rulemaking task 0722.
2.9.1	2.9 Condition of the movement area and related facilities	ADR.OPS.A. 015 Reg. (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

	<p>2.9.1 Information on the condition of the movement area and the operational status of related facilities shall be provided to the appropriate aeronautical information services units, and similar information of operational significance to the air traffic services units, to enable those units to provide the necessary information to arriving and departing aircraft. The information shall be kept up to date and changes in conditions reported without delay.</p> <p><i>Note.— The nature, format and conditions of the information to be provided are specified in the PANS-AIM (Doc 10066) and the PANS-ATM (Doc 4444). Specific procedures pertaining to works in progress on the movement area and to the reporting of such works are included in the PANS-Aerodromes (Doc 9981).</i></p>	139/2014								
2.9.2	<p>2.9.2 The condition of the movement area and the operational status of related facilities shall be monitored, and reports on matters of operational significance affecting aircraft and aerodrome operations shall be provided in order to take appropriate action, particularly in respect of the following:</p> <p>a) construction or maintenance work;</p> <p>b) rough or broken surfaces on a runway, a taxiway or an apron;</p> <p>c) water, snow, slush, ice, or frost on a runway, a taxiway or an apron;</p>	ADR.OPS.A.060 in Reg (EU) 139/2014 &	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specification has been transposed as guidance material GM1 ADR.OPS.A.005 Condition of the movement	Subject to review by rulemaking task 0722.

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs						Signi ficant Differ ence
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	<p>d) anti-icing or de-icing liquid chemicals or other contaminants on a runway, taxiway or apron;</p> <p>e) snow banks or drifts adjacent to a runway, a taxiway or an apron;</p> <p>f) other temporary hazards, including parked aircraft;</p> <p>g) failure or irregular operation of part or all of the aerodrome visual aids; and</p> <p>h) failure of the normal or secondary power supply.</p> <p><i>Note 1.— Other contaminants may include mud, dust, sand, volcanic ash, oil and rubber. Procedures for monitoring and reporting the conditions of the movement area are included in the PANS-Aerodromes (Doc 9981).</i></p> <p><i>Note 2.— The Aeroplane Performance Manual (Doc 10064) provides guidance on aircraft performance calculation requirements regarding the description of runway surface conditions in 2.9.2 c), d) and e).</i></p> <p><i>Note 3.— Origin and evolution of data, assessment process and the procedures are prescribed in the PANS-Aerodromes (Doc 9981). These procedures are intended to fulfil the requirements to achieve the desired level of safety for aeroplane operations prescribed by Annex 6 and Annex 8 and to provide the information</i></p>								area and related facilities, except points (c), (e) and (f) which have been included in the regulation.	
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	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs						Signi ficant Differ ence
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	<i>fulfilling the syntax requirements for dissemination specified in Annex 15, PANS-AIM (Doc 10066) and the PANS-ATM (Doc 4444).</i>									
2.9.3	<p>2.9.3 To facilitate compliance with 2.9.1 and 2.9.2, the following inspections shall be carried out each day:</p> <p>a) for the movement area, at least once where the aerodrome reference code number is 1 or 2 and at least twice where the aerodrome reference code number is 3 or 4; and</p> <p>b) for the runway(s), inspections in addition to a) whenever the runway surface conditions may have changed significantly due to meteorological conditions.</p> <p><i>Note 1.— Procedures on carrying out daily inspections of the movement area are given in the PANS-Aerodromes (Doc 9981). Further guidance is available in the Airport Services Manual (Doc 9137), Part 8, in the Manual of Surface Movement Guidance and Control Systems (SMGCS) (Doc 9476) and in the Advanced Surface Movement Guidance and Control Systems (A-SMGCS) Manual (Doc 9830).</i></p> <p><i>Note 2.— The PANS-Aerodromes (Doc 9981) contains clarifications on the scope of a significant change in the runway surface conditions.</i></p>	ADR.OPS.B. 015 point (b), AMC1 ADR.OPS.B. 015 para (b), ADR.OPS.B. 037 point (b) Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
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2.9.4	<p>2.9.4 Personnel assessing and reporting runway surface conditions required in 2.9.2 and 2.9.5 shall be trained and competent to perform their duties.</p> <p><i>Note 1.— Guidance on training of personnel is given in Attachment A, Section 6.</i></p> <p><i>Note 2.— Information on training for personnel assessing and reporting runway surface conditions is available in the PANS-Aerodromes (Doc 9981).</i></p>	ADR.OR.D.017 (a), AMC2 ADR.OPS.B.015 para (d) and (e) of Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.9.5	<p>Runway surface condition(s) for use in the runway condition report</p> <p><i>Introductory Note.— The philosophy of the runway condition report is that the aerodrome operator assesses the runway surface conditions whenever water, snow, slush, ice or frost are present on an operational runway. From this assessment, a runway condition code (RWYCC) and a description of the runway surface are reported which can be used by the flight crew for aeroplane performance calculations. This report, based on the type, depth and coverage of contaminants, is the best assessment of the runway surface condition by the aerodrome operator; however, all other pertinent information may be taken into consideration. See Attachment A, Section 6, for further details. The PANS-Aerodromes (Doc 9981) contains procedures on the use of the runway condition report and assignment of the RWYCC in accordance with the runway condition assessment matrix (RCAM).</i></p>	ADR.OPS.A.065t (a) Reg (EU) 139/2014	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Two additional terms are used for the description of the runway surface condition, namely ‘SPECIALLY PREPARED WINTER RUNWAY’ and ‘SLIPPER	

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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				Level of implementation of SARPs			Signi ficant Differ ence			
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	<p>2.9.5 The runway surface condition shall be assessed and reported through a runway condition code (RWYCC) and a description using the following terms:</p> <p>COMPACTED SNOW DRY DRY SNOW DRY SNOW ON TOP OF COMPACTED SNOW DRY SNOW ON TOP OF ICE FROST ICE SLUSH STANDING WATER WATER ON TOP OF COMPACTED SNOW WET WET ICE WET SNOW WET SNOW ON TOP OF COMPACTED SNOW WET SNOW ON TOP OF ICE CHEMICALLY TREATED LOOSE SAND</p> <p><i>Note 1.— The runway surface conditions are those conditions for which, by means of the methods described in the PANS-Aerodromes (Doc 9981), the flight crew can derive appropriate aeroplane performance.</i></p> <p><i>Note 2.— The conditions, either singly or in combination with other observations, are criteria for which the effect on aeroplane performance is sufficiently</i></p>								Y WET'	
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	<p><i>deterministic to allow assignment of a specific runway condition code.</i></p> <p><i>Note 3.— The terms CHEMICALLY TREATED and LOOSE SAND do not appear in the aeroplane performance section but are used in the situational awareness section of the runway condition report.</i></p>									
2.9.6	<p>2.9.6 Whenever an operational runway is contaminated, an assessment of the contaminant depth and coverage over each third of the runway shall be made and reported.</p> <p><i>Note.— Procedures on depth and coverage reporting are found in the PANS-Aerodromes (Doc 9981).</i></p>	ADR.OPS.A.065 (a) Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.9.7	<p>2.9.7 When friction measurements are used as part of the overall runway surface assessment on compacted snow- or ice-covered surfaces, the friction measuring device shall meet the standard set or agreed by the State.</p>	ADR.OPS.B.037 point (a) in Reg (EU) 139/2014	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Friction measurements are used as part of the overall assessment process, however standards for friction measuring devices have not been set or	Standards for friction measuring devices are planned to be developed under RMT.0161 'Conformity

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				Level of implementation of SARPs						
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									agreed.	assessment'
2.9.8	<p>2.9.8 Recommendation.— <i>Friction measurements made on runway surface conditions with contaminants other than compacted snow and ice should not be reported.</i></p> <p><i>Note.</i>— <i>Friction measurements on loose contaminants such as snow and slush, in particular, are unreliable due to drag effects on the measurement wheel.</i></p>	ADR.OPS.A. 065 point (d) in Reg (EU) 139/2014	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Reporting of friction measurements is not allowed in any case
2.9.9	<p>2.9.9 Information that a runway or portion thereof is slippery wet shall be made available.</p> <p><i>Note 1.</i>— <i>The surface friction characteristics of a runway or a portion thereof can be degraded due to rubber deposits, surface polishing, poor drainage or other factors. The determination that a runway or portion thereof is slippery wet stems from various methods used solely or in combination. These methods may be functional friction measurements, using a continuous friction measuring device, that fall below a minimum standard as defined by the State, observations by aerodrome maintenance personnel, repeated reports by pilots and aircraft operators based on flight crew experience, or through analysis of aeroplane stopping performance that indicates a substandard surface. Supplementary tools to undertake this assessment are described in the PANS-Aerodromes (Doc 9981).</i></p>	ADR.OPS.A. 065 (e) Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	<i>Note 2.— See 2.9.1 and 2.13 concerning the provision of information to, and coordination between, appropriate authorities.</i>									
2.9.10	<p>2.9.10 Notification shall be given to relevant aerodrome users when the friction level of a paved runway or portion thereof is less than the minimum friction level specified by the State in accordance with 10.2.3.</p> <p><i>Note 1.— Guidance on determining and expressing the minimum friction level is provided in Assessment, Measurement and Reporting of Runway Surface Conditions (Cir 355).</i></p> <p><i>Note 2.— Procedures on conducting a runway surface friction characteristics evaluation programme are provided in the PANS-Aerodromes (Doc 9981).</i></p> <p><i>Note 3.— Information to be promulgated in a NOTAM includes specifying which portion of the runway is below the minimum friction level and its location on the runway.</i></p>	ADR.OPS.A. 065 (e) Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.10.1	<p>2.10 Disabled aircraft removal</p> <p><i>Note.— See 9.3 for information on disabled aircraft removal services.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as

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				Level of implementation of SARPs			Signi ficant Differ ence			
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	2.10.1 Recommendation. — <i>The telephone/telex number(s) of the office of the aerodrome coordinator of operations for the removal of an aircraft disabled on or adjacent to the movement area should be made available, on request, to aircraft operators.</i>									Guidanc e Material GM1 ADR.O PS.A.00 5 Disabled aircraft removal para (a). Subject to review by rulemaki ng task 0722.
2.10.2	2.10.2 Recommendation. — <i>Information concerning the capability to remove an aircraft disabled on or adjacent to the movement area should be made available.</i> <i>Note.— The capability to remove a disabled aircraft may be expressed in terms of the largest type of aircraft which the aerodrome is equipped to remove.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specifica tion has been transpos ed as Guidanc e Material GM1 ADR.O PS.A.00

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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				Level of implementation of SARPs						
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										5 Disabled aircraft removal para (b). Subject to review by rulemaki ng task 0722.
2.11.1	<p>2.11 Rescue and firefighting</p> <p><i>Note.— See 9.2 for information on rescue and firefighting services.</i></p> <p>2.11.1 Information concerning the level of protection provided at an aerodrome for aircraft rescue and firefighting purposes shall be made available.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specificati on has been transposed as Guidance Material GM1 ADR.OPS. A.005 rescue and fire fighting para (a).	Subject to review by rulemaki ng task 0722.

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				Level of implementation of SARPs						
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2.11.2	2.11.2 Recommendation. — <i>The level of protection normally available at an aerodrome should be expressed in terms of the category of the rescue and firefighting services as described in 9.2 and in accordance with the types and amounts of extinguishing agents normally available at the aerodrome.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidance Material GM1 ADR.O PS.A.005 rescue and firefighting para (b). Subject to review by rulemaking task 0722.
2.11.3	2.11.3 Changes in the level of protection normally available at an aerodrome for rescue and firefighting shall be notified to the appropriate air traffic services units and aeronautical information services units to enable those units to provide the necessary information to arriving and departing aircraft. When such a change		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specification has been transposed as	Subject to review by rulemaking task

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	has been corrected, the above units shall be advised accordingly. <i>Note.— Changes in the level of protection from that normally available at the aerodrome could result from a change in the availability of extinguishing agents, equipment to deliver the agents or personnel to operate the equipment, etc.</i>								Guidance Material GM1 ADR.OPS. A.005 rescue and fire fighting para (c).	0722.
2.11.4	2.11.4 Recommendation. — A change should be expressed in terms of the new category of the rescue and firefighting service available at the aerodrome.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidance Material GM1 ADR.OPS.A.005 rescue and fire fighting para (e). Subject to review by rulemaki

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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				Level of implementation of SARPs						
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										ng task 0722.
2.12	<p>2.12 Visual approach slope indicator systems</p> <p>The following information concerning a visual approach slope indicator system installation shall be made available:</p> <p>a) associated runway designation number;</p> <p>b) type of system according to 5.3.5.2. For an AT-VASIS, PAPI or APAPI installation, the side of the runway on which the lights are installed, i.e. left or right, shall be given;</p> <p>c) where the axis of the system is not parallel to the runway centre line, the angle of displacement and the direction of displacement, i.e. left or right, shall be indicated;</p> <p>d) nominal approach slope angle(s). For a T-VASIS or an AT-VASIS this shall be angle Θ according to the formula in Figure 5-18 and for a PAPI and an APAPI this shall be angle $(B + C) \div 2$ and $(A + B) \div 2$, respectively as in Figure 5-20; and</p> <p>e) minimum eye height(s) over the threshold of the on-slope signal(s). For a T-VASIS or an AT-VASIS this shall be the lowest height at which only the wing bar(s) are visible; however, the additional</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The specificati on has been partially transposed. The transposed specificati on is in Guidance Material GM1 ADR.OPS. A.005 visual approach indicator systems.	Art.38 Diff. Ann.15 Sig.Diff. Subject to review by rulemaki ng task 0722.

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
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				Level of implementation of SARPs						Signi ficant Differ ence
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	heights at which the wing bar(s) plus one, two or three fly-down light units come into view may also be reported if such information would be of benefit to aircraft using the approach. For a PAPI this shall be the setting angle of the third unit from the runway minus 2', i.e. angle B minus 2', and for an APAPI this shall be the setting angle of the unit farther from the runway minus 2', i.e. angle A minus 2'.									
2.13.1	<p>2.13 Coordination between aeronautical information services and aerodrome authorities</p> <p>2.13.1 To ensure that aeronautical information services units obtain information to enable them to provide up-to-date pre-flight information and to meet the need for in-flight information, arrangements shall be made between aeronautical information services and aerodrome authorities responsible for aerodrome services to report to the responsible aeronautical information services unit, with a minimum of delay:</p> <p>a) information on the status of certification of aerodromes and aerodrome conditions (ref. 1.4, 2.9, 2.10, 2.11 and 2.12);</p>	<p>ADR.OPS.A.015 (a) Reg. (EU) 139/2014. AMC1 ADR.AR.C.035(c) para (f).</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs						Signi ficant Differ ence
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

	<p>b) the operational status of associated facilities, services and navigation aids within their area of responsibility;</p> <p>c) any other information considered to be of operational significance.</p>									
2.13.2	<p>2.13.2 Before introducing changes to the air navigation system, due account shall be taken by the services responsible for such changes of the time needed by aeronautical information services for the preparation, production and issue of relevant material for promulgation. To ensure timely provision of the information to aeronautical information services, close coordination between those services concerned is therefore required.</p>	<p>ADR.OPS.A. 015(b)) Reg. (EU) 139/2014. AMC2</p> <p>ADR.OPS.A. 010 para (a), (b)</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.13.3	<p>2.13.3 Of a particular importance are changes to aeronautical information that affect charts and/or computer-based navigation systems which qualify to be notified by the aeronautical information regulation and control (AIRAC) system, as specified in Annex 15, Chapter 6. The predetermined, internationally agreed AIRAC effective dates shall be observed by the responsible aerodrome services when submitting the raw information/data to aeronautical information services.</p> <p><i>Note.— Detailed specifications concerning the AIRAC system are contained in PANS-AIM (Doc 10066), Chapter 6.</i></p>	<p>ADR.OPS.A. 015(a) Reg (EU) 139/2014 AMC1</p> <p>ADR.OPS.A. 015 para (c)</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.13.4	<p>2.13.4 The aerodrome services responsible for the provision of raw aeronautical information/data to the</p>	<p>ADR.OPS.A. 010(b), (c)</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	<p>aeronautical information services shall do that while taking into account accuracy and integrity requirements necessary to meet the needs of the end-user of aeronautical data.</p> <p><i>Note 1.— Specifications concerning the accuracy and integrity classification of aerodrome-related aeronautical data are contained in PANS-AIM (Doc 10066), Appendix 1.</i></p> <p><i>Note 2.— Specifications for the issue of NOTAM and SNOWTAM are contained in Annex 15, Chapter 6 and PANS-AIM (Doc 10066), Appendices 3 and 4, respectively.</i></p> <p><i>Note 3.— AIRAC information is distributed by the AIS at least 42 days in advance of the AIRAC effective dates with the objective of reaching recipients at least 28 days in advance of the effective date.</i></p> <p><i>Note 4.— The schedule of the predetermined internationally agreed AIRAC common effective dates at intervals of 28 days and guidance for the AIRAC use are contained in the Aeronautical Information Services Manual (Doc 8126, Chapter 2).</i></p>	Reg (EU) 139/2014, AMC1 ADR.OPS.A. 010 para (b)								
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	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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3.1.1	<p>CHAPTER 3. PHYSICAL CHARACTERISTICS</p> <p>3.1 Runways</p> <p>Number and orientation of runways</p> <p><i>Introductory Note.— Many factors affect the determination of the orientation, siting and number of runways.</i></p> <p><i>One important factor is the usability factor, as determined by the wind distribution, which is specified hereunder. Another important factor is the alignment of the runway to facilitate the provision of approaches conforming to the approach surface specifications of Chapter 4. In Attachment A, Section 1, information is given concerning these and other factors.</i></p> <p><i>When a new instrument runway is being located, particular attention needs to be given to areas over which aeroplanes will be required to fly when following instrument approach and missed approach procedures, so as to ensure that obstacles in these areas or other factors will not restrict the operation of the aeroplanes for which the runway is intended.</i></p> <p>3.1.1 Recommendation.— The number and orientation of runways at an aerodrome should be such that the usability factor of the aerodrome is not less than</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.B.015	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The usability factor of 95% is in GM1 ADR-DSB.B.015
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	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
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	95 per cent for the aeroplanes that the aerodrome is intended to serve.									
3.1.2	<p>3.1.2 Recommendation.— <i>The siting and orientation of runways at an aerodrome should, where possible, be such that the arrival and departure tracks minimize interference with areas approved for residential use and other noise-sensitive areas close to the aerodrome in order to avoid future noise problems.</i></p> <p><i>Note.</i>— <i>Guidance on how to address noise problems is provided in the Airport Planning Manual (Doc 9184), Part 2, and in Guidance on the Balanced Approach to Aircraft Noise Management (Doc 9829).</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidance Material GM1 ADR-DSN.B.015 para (b)(3). Subject to review by rulemaking task 0591;.
3.1.3.1	<p>3.1.3 Choice of maximum permissible crosswind components</p> <p>Recommendation.— <i>In the application of 3.1.1 it should be assumed that landing or take-off of</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
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	<p><i>aeroplanes is, in normal circumstances, precluded when the crosswind component exceeds:</i></p> <p>— 37 km/h (20 kt) in the case of aeroplanes whose reference field length is 1 500 m or over, except that when poor runway braking action owing to an insufficient longitudinal coefficient of friction is experienced with some frequency, a crosswind component not exceeding 24 km/h (13 kt) should be assumed;</p> <p>— 24 km/h (13 kt) in the case of aeroplanes whose reference field length is 1 200 m or up to but not including 1 500 m; and</p> <p>— 19 km/h (10 kt) in the case of aeroplanes whose reference field length is less than 1 200 m.</p> <p><i>Note.— In Attachment A, Section 1, guidance is given on factors affecting the calculation of the estimate of the usability factor and allowances which may have to be made to take account of the effect of unusual circumstances.</i></p>									Guidance Material GM1 ADR-DSN.B.020. Subject to review by rulemaking task 0591.
3.1.4.1	<p>3.1.4 Data to be used</p> <p>Recommendation.— <i>The selection of data to be used for the calculation of the usability factor should be</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
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	<p><i>based on reliable wind distribution statistics that extend over as long a period as possible, preferably of not less than five years. The observations used should be made at least eight times daily and spaced at equal intervals of time.</i></p> <p><i>Note.— These winds are mean winds. Reference to the need for some allowance for gusty conditions is made in Attachment A, Section 1.</i></p>									transposed as guidance material GM1 ADR-DSN.B.015 point (f) Subject to review by Rulemaking task 0591.
3.1.5	<p>Location of threshold</p> <p>3.1.5 Recommendation.— A threshold should normally be located at the extremity of a runway unless operational considerations justify the choice of another location.</p> <p><i>Note.— Guidance on the siting of the threshold is given in Attachment A, Section 10.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.B.030 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.1.6	<p>3.1.6 Recommendation.— When it is necessary to displace a threshold, either permanently or</p>	Article 34(5) Reg (EU)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specifica

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
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	<p><i>temporarily, from its normal location, account should be taken of the various factors which may have a bearing on the location of the threshold. Where this displacement is due to an unserviceable runway condition, a cleared and graded area of at least 60 m in length should be available between the unserviceable area and the displaced threshold. Additional distance should also be provided to meet the requirements of the runway end safety area as appropriate.</i></p> <p><i>Note.— Guidance on factors which may be considered in the determination of the location of a displaced threshold is given in Attachment A, Section 10.</i></p>	2018/1139 CS ADR-DSN.B.030 para (d).								tion has been partially transposed as guidance material GM1 ADR-DSN.B.030 para (a)(b). Subject to review by Rulemaking task 0591.
3.1.7.1	<p>Actual length of runways</p> <p>3.1.7 Primary runway</p> <p>Recommendation.— Except as provided in 3.1.9, the actual runway length to be provided for a primary runway should be adequate to meet the operational requirements of the aeroplanes for which the</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.B.035 para (a).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidance Material

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
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	<p><i>runway is intended and should be not less than the longest length determined by applying the corrections for local conditions to the operations and performance characteristics of the relevant aeroplanes.</i></p> <p><i>Note 1.— This specification does not necessarily mean providing for operations by the critical aeroplane at its maximum mass.</i></p> <p><i>Note 2.— Both take-off and landing requirements need to be considered when determining the length of runway to be provided and the need for operations to be conducted in both directions of the runway.</i></p> <p><i>Note 3.— Local conditions that may need to be considered include elevation, temperature, runway slope, humidity and the runway surface characteristics.</i></p> <p><i>Note 4.— When performance data on aeroplanes for which the runway is intended are not known, guidance on the determination of the actual length of a primary runway by application of general correction factors is given in the Aerodrome Design Manual (Doc 9157), Part 1.</i></p>									<p>GM1 ADR-DSN.B. 035 para (a)(5).</p> <p>Subject to review by Rulemaking task 0591.</p>
3.1.8.1	<p>3.1.8 Secondary runway</p> <p>Recommendation.— <i>The length of a secondary runway should be determined similarly to primary</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has not been

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	<i>runways except that it needs only to be adequate for those aeroplanes which require to use that secondary runway in addition to the other runway or runways in order to obtain a usability factor of at least 95 per cent.</i>									transposed; however, the notion of secondary/primary runway is used in other CS and GM. Subject to review by rulemaking task 0591.
3.1.9.1	3.1.9 Runways with stopways or clearways Recommendation. — <i>Where a runway is associated with a stopway or clearway, an actual runway length less than that resulting from application of 3.1.7 or 3.1.8, as appropriate, may be considered satisfactory, but in such a case any combination of runway, stopway and clearway provided should permit compliance with the</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.B.040.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been partially transposed as Guidanc

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	<p>operational requirements for take-off and landing of the aeroplanes the runway is intended to serve.</p> <p><i>Note.— Guidance on use of stopways and clearways is given in Attachment A, Section 2.</i></p>									e Material GM1 ADR- DSN.B. 040. S subject to review by Rulema king task 0591.															
3.1.10	<p>Width of runways</p> <p>3.1.10 Recommendation.— <i>The width of a runway should be not less than the appropriate dimension specified in the following tabulation:</i></p> <table><tr><th colspan="5">Outer Main Gear Wheel Span (OMGWS)</th></tr><tr><th>Code number</th><th>Up to but not including 4.5 m</th><th>4.5 m up to but not including 6 m</th><th>6 m up to but not including 9 m</th><th>9 m up to but not including 15 m</th></tr><tr><td>1^a</td><td>18 m</td><td>18 m</td><td>23 m</td><td>—</td></tr></table>	Outer Main Gear Wheel Span (OMGWS)					Code number	Up to but not including 4.5 m	4.5 m up to but not including 6 m	6 m up to but not including 9 m	9 m up to but not including 15 m	1 ^a	18 m	18 m	23 m	—	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.B.045	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Outer Main Gear Wheel Span (OMGWS)																									
Code number	Up to but not including 4.5 m	4.5 m up to but not including 6 m	6 m up to but not including 9 m	9 m up to but not including 15 m																					
1 ^a	18 m	18 m	23 m	—																					

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	<p>2^a 23 m 23 m 30 m —</p> <p>3 30 m 30 m 30 m 45 m</p> <p>4 — — 45 m 45 m</p> <p>a. The width of a precision approach runway should be not less than 30 m where the code number is 1 or 2.</p> <p>Note 1.— The combinations of code numbers and OMGS for which widths are specified have been developed for typical aeroplane characteristics.</p> <p>Note 2.— Factors affecting runway width are given in the Aerodrome Design Manual (Doc 9157), Part 1.</p> <p>Note 3.— See 3.2 concerning the provision of runway shoulders, in particular for Code F aeroplanes with four (or more) engines.</p>									
3.1.11	<p>Minimum distance between parallel runways</p> <p>3.1.11 Recommendation.— Where parallel non-instrument runways are intended for simultaneous use, the minimum distance between their centre lines should be:</p> <p>— 210 m where the higher code number is 3 or 4;</p> <p>— 150 m where the higher code number is 2; and</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.B.050	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	<p>— 120 m where the higher code number is 1.</p> <p><i>Note.— Procedures for wake turbulence categorization of aircraft and wake turbulence separation minima are contained in the PANS-ATM (Doc 4444), Chapter 4, 4.9, and Chapter 5, 5.8, respectively.</i></p>									
3.1.12	<p>3.1.12 Recommendation.— Where parallel instrument runways are intended for simultaneous use subject to conditions specified in the PANS-ATM (Doc 4444) and the PANS-OPS (Doc 8168), Volume I, the minimum distance between their centre lines should be:</p> <p>— 1 035 m for independent parallel approaches;</p> <p>— 915 m for dependent parallel approaches;</p> <p>— 760 m for independent parallel departures;</p> <p>— 760 m for segregated parallel operations;</p> <p>except that:</p> <p>a) for segregated parallel operations the specified minimum distance:</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.B.055	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Part of the specification related to the minimum distance for independent parallel approaches has not been transposed, or does not reflect the intent of the

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	<p>1) may be decreased by 30 m for each 150 m that the arrival runway is staggered toward the arriving aircraft, to a minimum of 300 m; and</p> <p>2) should be increased by 30 m for each 150 m that the arrival runway is staggered away from the arriving aircraft;</p> <p>b) for independent parallel approaches, combinations of minimum distances and associated conditions other than those specified in the PANS-ATM (Doc 4444) may be applied when it is determined that such combinations would not adversely affect the safety of aircraft operations.</p> <p><i>Note.— Procedures and facilities requirements for simultaneous operations on parallel or near-parallel instrument runways are contained in the PANS-ATM (Doc 4444), Chapter 6 and the PANS-OPS (Doc 8168), Volume I, Part III, Section 2, and Volume II, Part I, Section 3; Part II, Section 1; and Part III, Section 3, and relevant guidance is contained in the Manual on Simultaneous Operations on Parallel or Near-Parallel Instrument Runways (SOIR) (Doc 9643).</i></p>									specification. Subject to review by rulemaking task 0591;.
3.1.13.1	<p>Slopes on runways</p> <p>3.1.13 Longitudinal slopes</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	<p>Recommendation.— <i>The slope computed by dividing the difference between the maximum and minimum elevation along the runway centre line by the runway length should not exceed:</i></p> <p>— 1 per cent where the code number is 3 or 4; and</p> <p>— 2 per cent where the code number is 1 or 2.</p>	DSN.B.060 para (b)								
3.1.14	<p>3.1.14 Recommendation.— <i>Along no portion of a runway should the longitudinal slope exceed:</i></p> <p>— 1.25 per cent where the code number is 4, except that for the first and last quarter of the length of the runway the longitudinal slope should not exceed 0.8 per cent;</p> <p>— 1.5 per cent where the code number is 3, except that for the first and last quarter of the length of a precision approach runway category II or III the longitudinal slope should not exceed 0.8 per cent; and</p> <p>— 2 per cent where the code number is 1 or 2.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.B.060 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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3.1.15.1	<p>3.1.15 Longitudinal slope changes</p> <p>Recommendation.— <i>Where slope changes cannot be avoided, a slope change between two consecutive slopes should not exceed:</i></p> <p>— 1.5 per cent where the code number is 3 or 4; and</p> <p>— 2 per cent where the code number is 1 or 2.</p> <p><i>Note.</i>— <i>Guidance on slope changes before a runway is given in Attachment A, Section 4.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.B.065 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.1.16	<p>3.1.16 Recommendation.— <i>The transition from one slope to another should be accomplished by a curved surface with a rate of change not exceeding:</i></p> <p>— 0.1 per cent per 30 m (minimum radius of curvature of 30 000 m) where the code number is 4;</p> <p>— 0.2 per cent per 30 m (minimum radius of curvature of 15 000 m) where the code number is 3; and</p> <p>— 0.4 per cent per 30 m (minimum radius of curvature of 7 500 m) where the code number is 1 or 2.</p>	Article 34(5) of Reg (EU) 2018/1139 CS ADR-DSN.B.065 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.1.17.1	3.1.17 Sight distance	Article 34(5) Reg (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	<p>Recommendation.— <i>Where slope changes cannot be avoided, they should be such that there will be an unobstructed line of sight from:</i></p> <p>— <i>any point 3 m above a runway to all other points 3 m above the runway within a distance of at least half the length of the runway where the code letter is C, D, E or F;</i></p> <p>— <i>any point 2 m above a runway to all other points 2 m above the runway within a distance of at least half the length of the runway where the code letter is B; and</i></p> <p>— <i>any point 1.5 m above a runway to all other points 1.5 m above the runway within a distance of at least half the length of the runway where the code letter is A.</i></p> <p><i>Note.</i>— <i>Consideration will have to be given to providing an unobstructed line of sight over the entire length of a single runway where a full-length parallel taxiway is not available. Where an aerodrome has intersecting runways, additional criteria on the line of sight of the intersection area would need to be considered for operational safety. See the Aerodrome Design Manual (Doc 9157), Part 1.</i></p>	2018/1139 CS ADR- DSN.B.070 para (b)								
3.1.18.1	3.1.18 Distance between slope changes	Article 34(5) Reg (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
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				Annex Standard or Recommended Practice						

	<p>Recommendation.— <i>Undulations or appreciable changes in slopes located close together along a runway should be avoided. The distance between the points of intersection of two successive curves should not be less than:</i></p> <p>a) <i>the sum of the absolute numerical values of the corresponding slope changes multiplied by the appropriate value as follows:</i></p> <p>— 30 000 m where the code number is 4;</p> <p>— 15 000 m where the code number is 3; and</p> <p>— 5 000 m where the code number is 1 or 2; or</p> <p>b) 45 m;</p> <p><i>whichever is greater.</i></p> <p><i>Note.</i>— <i>Guidance on implementing this specification is given in Attachment A, Section 4.</i></p>	2018/1139 CS ADR- DSN.B.075								
3.1.19.1	<p>3.1.19 Transverse slopes</p> <p>Recommendation.— <i>To promote the most rapid drainage of water, the runway surface should, if practicable, be cambered except where a single crossfall</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.B.080	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
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	<p><i>from high to low in the direction of the wind most frequently associated with rain would ensure rapid drainage. The transverse slope should ideally be:</i></p> <p>— 1.5 per cent where the code letter is C, D, E or F; and</p> <p>— 2 per cent where the code letter is A or B;</p> <p><i>but in any event should not exceed 1.5 per cent or 2 per cent, as applicable, nor be less than 1 per cent except at runway or taxiway intersections where flatter slopes may be necessary.</i></p> <p><i>For a cambered surface the transverse slope on each side of the centre line should be symmetrical.</i></p> <p><i>Note.— On wet runways with crosswind conditions the problem of aquaplaning from poor drainage is apt to be accentuated. Additional guidance is included in the Aerodrome Design Manual (Doc 9157), Parts 1 and 3.</i></p>	para (b), (c)								
3.1.20	<p>3.1.20 Recommendation.— <i>The transverse slope should be substantially the same throughout the length of a runway except at an intersection with another runway or a taxiway where an even transition should be provided taking account of the need for adequate drainage.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.B.080 para (d)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
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	Annex Standard or Recommended Practice									

	<i>Note.— Guidance on transverse slope is given in the Aerodrome Design Manual (Doc 9157), Part 3.</i>									
3.1.21	Strength of runways 3.1.21 Recommendation. — <i>A runway should be capable of withstanding the traffic of aeroplanes the runway is intended to serve.</i>	Article 34(5) of Reg (EU) 2018/1139 CS ADR-DSN.B.085	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The CS is linked to the most demanding aircraft operation and not the traffic of the aeroplanes using the runway.
3.1.22	Surface of runways 3.1.22 The surface of a runway shall be constructed without irregularities that would impair the runway surface friction characteristics or otherwise adversely affect the take-off or landing of an aeroplane. <i>Note 1.— Surface irregularities may adversely affect the take-off or landing of an aeroplane by causing</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.B.090 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
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	<i>excessive bouncing, pitching, vibration, or other difficulties in the control of an aeroplane.</i> <i>Note 2.— Guidance on design tolerances and other information is given in Attachment A, Section 5. Additional guidance is included in the Aerodrome Design Manual (Doc 9157), Part 3.</i>									
3.1.23	3.1.23 A paved runway shall be so constructed or resurfaced as to provide surface friction characteristics at or above the minimum friction level set by the State.	ADR.OPS.C. 010 (b)(3), AMC1 ADR.OPS.C. 010(b)(3), Reg (EU) 139/2014, Article 34(5) of Reg (EU) 2018/1139 CS ADR-DSN.B.090 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.1.24	3.1.24 Recommendation. — <i>The surface of a paved runway should be evaluated when constructed or resurfaced to determine that the surface friction characteristics achieve the design objectives.</i> <i>Note.— Additional guidance is included in the Airport Services Manual (Doc 9137), Part 2.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Design objectives have not been established

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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3.1.25	<p>3.1.25 Recommendation.— <i>Measurements of the surface friction characteristics of a new or resurfaced paved runway should be made with a continuous friction measuring device using self-wetting features.</i></p> <p><i>Note.</i>— <i>Additional guidance is included in the Airport Services Manual (Doc 9137), Part 2.</i></p>	ADR.OPS.C. 010 (b)(4), AMC3 ADR.OPS.C. 010(b)(4), Reg (EU) 139/2014,	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.1.26	<p>3.1.26 Recommendation.— <i>The average surface texture depth of a new surface should be not less than 1.0 mm.</i></p> <p><i>Note 1.</i>— <i>Macrotexture and microtexture are taken into consideration in order to provide the required surface friction characteristics. Guidance on surface design is given in Attachment A, Section 7.</i></p> <p><i>Note 2.</i>— <i>Guidance on methods used to measure surface texture is given in the Airport Services Manual (Doc 9137), Part 2.</i></p> <p><i>Note 3.</i>— <i>Guidance on design and methods for improving surface texture is given in the Aerodrome Design Manual (Doc 9157), Part 3.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.B.090 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.1.27	<p>3.1.27 Recommendation.— <i>When the surface is grooved or scored, the grooves or scorings should be either perpendicular to the runway centre line or parallel to non-perpendicular transverse joints, where applicable.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.B.090 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	<i>Note.— Guidance on methods for improving the runway surface texture is given in the Aerodrome Design Manual (Doc 9157), Part 3.</i>	(d)								
3.2.1	<p>3.2 Runway shoulders</p> <p>General</p> <p><i>Note.— Guidance on characteristics and treatment of runway shoulders is given in Attachment A, Section 8, and in the Aerodrome Design Manual (Doc 9157), Part 1.</i></p> <p>3.2.1 Recommendation.— <i>Runway shoulders should be provided for a runway where the code letter is D, E or F.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.B.125 para (b)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The certification specifications contain an exemption for the provision of runway shoulders for 60 m wide runways. This width is no longer required in accordance with the


	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
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										current provisions
3.2.2	Width of runway shoulders 3.2.2 Recommendation. — <i>For aeroplanes with OMGWS from 9 m up to but not including 15 m, the runway shoulders should extend symmetrically on each side of the runway so that the overall width of the runway and its shoulders is not less than:</i> — 60 m where the code letter is D or E; — 60 m where the code letter is F with two- or three-engined aeroplanes; and — 75 m where the code letter is F with four (or more)-engined aeroplanes.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.B.135	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.2.3	Slopes on runway shoulders 3.2.3 Recommendation. — <i>The surface of the shoulder that abuts the runway should be flush with the surface of the runway and its transverse slope should not exceed 2.5 per cent.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.B.130 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.2.4	Strength of runway shoulders 3.2.4 Recommendation. — <i>The portion of a runway shoulder between the runway edge and a distance</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
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	<i>of 30 m from the runway centre line should be prepared or constructed so as to be capable, in the event of an aeroplane running off the runway, of supporting the aeroplane without inducing structural damage to the aeroplane and of supporting ground vehicles which may operate on the shoulder.</i> <i>Note.— Guidance on strength of runway shoulders is given in the Aerodrome Design Manual (Doc 9157), Part 1.</i>	DSN.B.140								
3.2.5	Surface of runway shoulders 3.2.5 Recommendation. — <i>A runway shoulder should be prepared or constructed so as to resist erosion and the ingestion of the surface material by aeroplane engines.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.B.145 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.2.6	3.2.6 Recommendation. — <i>Runway shoulders for code letter F aeroplanes should be paved to a minimum overall width of runway and shoulder of not less than 60 m.</i> <i>Note.— Guidance on surface of runway shoulders is given in the Aerodrome Design Manual, (Doc 9157), Part 1.</i>	Article 34(5) of Reg (EU) 2018/1139 CS ADR- DSN.B.145 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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3.3.1	 <p>3.3 Runway turn pads</p> <p>General</p> <p>3.3.1 Where the end of a runway is not served by a taxiway or a taxiway turnaround and where the code letter is D, E or F, a runway turn pad shall be provided to facilitate a 180-degree turn of aeroplanes. (See Figure 3-1.)</p> <p>Figure 3-1. Typical turn pad layout</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.B.095 (b)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The provision of the runway turn pad is conditional due to the inclusion of the words "if required" in the CS.	Art.38 Diff. Ann.15 Sig. Diff. Subject to review by rulemaking task 0591.
3.3.2	<p>3.3.2 Recommendation.— <i>Where the end of a runway is not served by a taxiway or a taxiway turnaround and where the code letter is A, B or C, a runway turn pad should be provided to facilitate a 180-degree turn of aeroplanes.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.B.095	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Subject to review by rulemaking

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	<p><i>Note 1.— Such areas may also be useful if provided along a runway to reduce taxiing time and distance for aeroplanes which may not require the full length of the runway.</i></p> <p><i>Note 2.— Guidance on the design of the runway turn pads is available in the Aerodrome Design Manual (Doc 9157), Part 1. Guidance on taxiway turnaround as an alternate facility is available in the Aerodrome Design Manual (Doc 9157), Part 2.</i></p>	(b)								ng taskRun way turn pad is not always provided when the runway is not served by a taxiway or a taxiway turnarou nd and where the code letter is A, B, or C
3.3.3	<p>3.3.3 Recommendation.— <i>The runway turn pad may be located on either the left or right side of the runway and adjoining the runway pavement at both ends of the runway and at some intermediate locations where deemed necessary.</i></p> <p><i>Note.— The initiation of the turn would be facilitated by locating the turn pad on the left side of the</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.B.095 (d)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	<i>runway, since the left seat is the normal position of the pilot-in-command.</i>									
3.3.4	3.3.4 Recommendation. — <i>The intersection angle of the runway turn pad with the runway should not exceed 30 degrees.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.B.095 (e)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.3.5	3.3.5 Recommendation. — <i>The nose wheel steering angle to be used in the design of the runway turn pad should not exceed 45 degrees.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.B.095 (f)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.3.6	3.3.6 The design of a runway turn pad shall be such that, when the cockpit of the aeroplane for which the turn pad is intended remains over the turn pad marking, the clearance distance between any wheel of the aeroplane landing gear and the edge of the turn pad shall be not less than that given by the following tabulation:	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.B.095 (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	OMGWS									
	Up to but not including 4.5 m	4.5 m up to but not including 6 m	6 m up to but not including 9 m	9 m up to but not including 15 m						

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	<p>Clearance 1.50 m 2.25 m 3 m^a or 4 m^b 4 m</p> <p><i>a. If the turn pad is intended to be used by aeroplanes with a wheel base less than 18 m.</i></p> <p><i>b. If the turn pad is intended to be used by aeroplanes with a wheel base equal to or greater than 18 m.</i></p> <p><i>Note.— Wheel base means the distance from the nose gear to the geometric centre of the main gear.</i></p>									
3.3.7	<p>Slopes on runway turn pads</p> <p>3.3.7 Recommendation.— <i>The longitudinal and transverse slopes on a runway turn pad should be sufficient to prevent the accumulation of water on the surface and facilitate rapid drainage of surface water. The slopes should be the same as those on the adjacent runway pavement surface.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.B.100	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.3.8	<p>Strength of runway turn pads</p> <p>3.3.8 Recommendation.— <i>The strength of a runway turn pad should be at least equal to that of the adjoining runway which it serves, due consideration being given to the fact that the turn pad will be subjected to slow-moving traffic making hard turns and consequent higher stresses on the pavement.</i></p> <p><i>Note.— Where a runway turn pad is provided with flexible pavement, the surface would need to be capable of withstanding the horizontal shear forces</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.B.105	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The strength of the runway turn pad may not always be equal to that of the adjoining

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	<i>exerted by the main landing gear tires during turning manoeuvres.</i>									runway. The term 'compatible' is used instead of 'at least equal'
3.3.9	Surface of runway turn pads 3.3.9 The surface of a runway turn pad shall not have surface irregularities that may cause damage to an aeroplane using the turn pad.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.B.110 (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.3.10	3.3.10 Recommendation. — <i>The surface of a runway turn pad should be so constructed or resurfaced as to provide surface friction characteristics at least equal to that of the adjoining runway.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.B.110 (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.3.11	Shoulders for runway turn pads 3.3.11 Recommendation. — <i>The runway turn pads should be provided with shoulders of such width as is necessary to prevent surface erosion by the jet blast of the most demanding aeroplane for which the turn pad is</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.B.115	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	<p><i>intended, and any possible foreign object damage to the aeroplane engines.</i></p> <p><i>Note.— As a minimum, the width of the shoulders would need to cover the outer engine of the most demanding aeroplane and thus may be wider than the associated runway shoulders.</i></p>									
3.3.12	<p>3.3.12 Recommendation.— <i>The strength of runway turn pad shoulders should be capable of withstanding the occasional passage of the aeroplane it is designed to serve without inducing structural damage to the aeroplane and to the supporting ground vehicles that may operate on the shoulder.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.B.120	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The case of the "most demanding" aircraft is considered in the CS.
3.4.1	<p>3.4 Runway strips</p> <p>General</p> <p>3.4.1 A runway and any associated stopways shall be included in a strip.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.B.150 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.4.2	Length of runway strips	Article 34(5) Reg (EU) 2018/1139	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
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	<p>3.4.2 A strip shall extend before the threshold and beyond the end of the runway or stopway for a distance of at least:</p> <ul style="list-style-type: none"> — 60 m where the code number is 2, 3 or 4; — 60 m where the code number is 1 and the runway is an instrument one; and — 30 m where the code number is 1 and the runway is a non-instrument one. 	CS ADR-DSN.B.155 para (a)								
3.4.3	<p>Width of runway strips</p> <p>3.4.3 A strip including a precision approach runway shall, wherever practicable, extend laterally to a distance of at least:</p> <ul style="list-style-type: none"> — 140 m where the code number is 3 or 4; and — 70 m where the code number is 1 or 2; <p>on each side of the centre line of the runway and its extended centre line throughout the length of the strip.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.B.160 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.4.4	<p>3.4.4 Recommendation.— A strip including a non-precision approach runway should extend laterally to a distance of at least:</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs						Signi ficant Differ ence
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

	<p>— 140 m where the code number is 3 or 4; and</p> <p>— 70 m where the code number is 1 or 2;</p> <p>on each side of the centre line of the runway and its extended centre line throughout the length of the strip.</p>	DSN.B.160 para (b)								
3.4.5	<p>3.4.5 Recommendation.— A strip including a non-instrument runway should extend on each side of the centre line of the runway and its extended centre line throughout the length of the strip, to a distance of at least:</p> <p>— 75 m where the code number is 3 or 4;</p> <p>— 40 m where the code number is 2; and</p> <p>— 30 m where the code number is 1.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.B.160 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.4.6	<p>Objects on runway strips</p> <p><i>Note.</i>— See 9.9 for information regarding siting of equipment and installations on runway strips.</p> <p>3.4.6 Recommendation.— An object situated on a runway strip which may endanger aeroplanes should be regarded as an obstacle and should, as far as practicable, be removed.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR DSN.B.165 para (a);	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	<p><i>Note 1.— Consideration will have to be given to the location and design of drains on a runway strip to prevent damage to an aeroplane accidentally running off a runway. Suitably designed drain covers may be required. For further guidance, see the Aerodrome Design Manual (Doc 9157), Part 1.</i></p> <p><i>Note 2.— Where open-air or covered storm water conveyances are installed, consideration will have to be given to ensure that their structure does not extend above the surrounding ground so as not to be considered an obstacle. See also Note 1 to 3.4.16.</i></p> <p><i>Note 3.— Particular attention needs to be given to the design and maintenance of an open-air storm water conveyance in order to prevent wildlife attraction, notably birds. If needed, it can be covered by a net. Procedures on wildlife management are specified in the PANS-Aerodromes (Doc 9981). Further guidance can be found in the Airport Services Manual (Doc 9137), Part 3.</i></p>									
3.4.7	3.4.7 No fixed object, other than visual aids required for air navigation or those required for aircraft safety purposes and which must be sited on the runway strip, and satisfying the relevant frangibility requirement in Chapter 5, shall be permitted on any part of a runway strip of a precision approach runway delineated by the lower edges of the inner transitional surfaces. No mobile object shall be permitted on this part of the runway strip during the use of the runway for landing or take-off.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.B.165 para (b)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The certification specifications cover the full length of the runway strip and in the case of	

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Sigini ficant Differ ence			
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	<i>Note.— See Chapter 4, section 4.1, for characteristics of inner transitional surfaces.</i>									precision approach runway Category I, II or III where the code number is 4 and the code letter is F contain higher values	
3.4.8	<p>Grading of runway strips</p> <p>3.4.8 Recommendation.— <i>That portion of a strip of an instrument runway within a distance of at least:</i></p> <p>— 75 m where the code number is 3 or 4; and</p> <p>— 40 m where the code number is 1 or 2;</p> <p><i>from the centre line of the runway and its extended centre line should provide a graded area for aeroplanes which the runway is intended to serve in the event of an aeroplane running off the runway.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.B.175 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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				Level of implementation of SARPs						
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	<i>Note.— Guidance on grading of a greater area of a strip including a precision approach runway where the code number is 3 or 4 is given in Attachment A, Section 8.</i>									
3.4.9	<p>3.4.9 Recommendation.— <i>That portion of a strip of a non-instrument runway within a distance of at least:</i></p> <ul style="list-style-type: none"> — <i>75 m where the code number is 3 or 4;</i> — <i>40 m where the code number is 2; and</i> — <i>30 m where the code number is 1;</i> <p><i>from the centre line of the runway and its extended centre line should provide a graded area for aeroplanes which the runway is intended to serve in the event of an aeroplane running off the runway.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.B.175 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.4.10	3.4.10 The surface of that portion of a strip that abuts a runway, shoulder or stopway shall be flush with the surface of the runway, shoulder or stopway.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.B.175 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.4.11	3.4.11 Recommendation.— <i>That portion of a strip to at least 30 m before the start of a runway should be prepared against blast erosion in order to protect a landing aeroplane from the danger of an exposed edge.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
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	<p><i>Note 1.— The area provided to reduce the erosive effects of jet blast and propeller wash may be referred to as a blast pad.</i></p> <p><i>Note 2.— Guidance on protection against aeroplane engine blast is available in the Aerodrome Design Manual (Doc 9157), Part 2.</i></p>	DSN.B.175 para (d); GM1 ADR-DSN.B.175 para (e), (f)								
3.4.12	3.4.12 Recommendation. — <i>Where the areas in 3.4.11 have paved surfaces, they should be able to withstand the occasional passage of the critical aeroplane for runway pavement design.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as guidance material GM1 ADR-DSN.B.175 para (b), which does not address the necessary areas.

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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3.4.13.1	<p>Slopes on runway strips</p> <p>3.4.13 Longitudinal slopes</p> <p>Recommendation.— <i>A longitudinal slope along that portion of a strip to be graded should not exceed:</i></p> <p>— 1.5 per cent where the code number is 4;</p> <p>— 1.75 per cent where the code number is 3; and</p> <p>— 2 per cent where the code number is 1 or 2.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.B.180 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.4.14.1	<p>3.4.14 Longitudinal slope changes</p> <p>Recommendation.— <i>Slope changes on that portion of a strip to be graded should be as gradual as practicable and abrupt changes or sudden reversals of slopes avoided.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.B.180 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.4.15.1	<p>3.4.15 Transverse slopes</p> <p>Recommendation.— <i>Transverse slopes on that portion of a strip to be graded should be adequate to</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.B.185	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi- ficant Differ- ence			
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	<p><i>prevent the accumulation of water on the surface but should not exceed:</i></p> <p>— 2.5 per cent where the code number is 3 or 4; and</p> <p>— 3 per cent where the code number is 1 or 2;</p> <p><i>except that to facilitate drainage the slope for the first 3 m outward from the runway, shoulder or stopway edge should be negative as measured in the direction away from the runway and may be as great as 5 per cent.</i></p>	(a)								
3.4.16	<p>3.4.16 Recommendation.— <i>The transverse slopes of any portion of a strip beyond that to be graded should not exceed an upward slope of 5 per cent as measured in the direction away from the runway.</i></p> <p><i>Note 1.— Where deemed necessary for proper drainage, an open-air storm water conveyance may be allowed in the non-graded portion of a runway strip and would be placed as far as practicable from the runway.</i></p> <p><i>Note 2.— The aerodrome rescue and firefighting (RFF) procedure would need to take into account the location of open-air water conveyances within the non-graded portion of a runway strip.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR DSN.B.185 (b); GM1 ADR-DSN.B.185 para (a) and (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.4.17	Strength of runway strips	Article 34(5) Reg (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	<p>3.4.17 Recommendation.— <i>That portion of a strip of an instrument runway within a distance of at least:</i></p> <p>— 75 m where the code number is 3 or 4; and</p> <p>— 40 m where the code number is 1 or 2; from the centre line of the runway and its extended centre line should be so prepared or constructed as to minimize hazards arising from differences in load-bearing capacity to aeroplanes which the runway is intended to serve in the event of an aeroplane running off the runway.</p> <p><i>Note.</i>— Guidance on preparation of runway strips is given in the Aerodrome Design Manual (Doc 9157), Part 1.</p>	2018/1139 CS ADR- DSN.B.190 (a)								
3.4.18	<p>3.4.18 Recommendation.— <i>That portion of a strip containing a non-instrument runway within a distance of at least:</i></p> <p>— 75 m where the code number is 3 or 4;</p> <p>— 40 m where the code number is 2; and</p> <p>— 30 m where the code number is 1;</p> <p><i>from the centre line of the runway and its extended centre line should be so prepared or constructed as to minimize hazards arising from differences in load-bearing capacity</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.B.190 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	<i>to aeroplanes which the runway is intended to serve in the event of an aeroplane running off the runway.</i>									
3.5.1	<p>3.5 Runway end safety areas</p> <p>General</p> <p>3.5.1 A runway end safety area shall be provided at each end of a runway strip where:</p> <ul style="list-style-type: none"> — the code number is 3 or 4; and — the code number is 1 or 2 and the runway is an instrument one. <p><i>Note.— Guidance on runway end safety areas is given in Attachment A, Section 9.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.C.210 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.5.2	<p>3.5.2 Recommendation.— A runway end safety area should be provided at each end of a runway strip where the code number is 1 or 2 and the runway is a non-instrument one.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.C.210 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.5.3	Dimensions of runway end safety areas	Article 34(5) Reg (EU) 2018/1139	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	<p>3.5.3 A runway end safety area shall extend from the end of a runway strip to a distance of at least 90 m where:</p> <ul style="list-style-type: none"> — the code number is 3 or 4; and — the code number is 1 or 2 and the runway is an instrument one. <p>If an arresting system is installed, the above length may be reduced, based on the design specification of the system, subject to acceptance by the State.</p> <p><i>Note.— Guidance on arresting systems is given in Attachment A, Section 9.</i></p>	CS ADR-DSN.C.215 (a), (b) CS ADR-DSN.C.236								
3.5.4	<p>3.5.4 Recommendation.— <i>A runway end safety area should, as far as practicable, extend from the end of a runway strip to a distance of at least:</i></p> <ul style="list-style-type: none"> — <i>240 m where the code number is 3 or 4; or a reduced length when an arresting system is installed;</i> — <i>120 m where the code number is 1 or 2 and the runway is an instrument one; or a reduced length when an arresting system is installed; and</i> — <i>30 m where the code number is 1 or 2 and the runway is a non-instrument one.</i> 	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.C.215 (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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3.5.5	3.5.5 The width of a runway end safety area shall be at least twice that of the associated runway.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.C.215 (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.5.6	3.5.6 Recommendation. — <i>The width of a runway end safety area should, wherever practicable, be equal to that of the graded portion of the associated runway strip.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.C.215 (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.5.7	Objects on runway end safety areas <i>Note.— See 9.9 for information regarding siting of equipment and installations on runway end safety areas.</i> 3.5.7 Recommendation. — <i>An object situated on a runway end safety area which may endanger aeroplanes should be regarded as an obstacle and should, as far as practicable, be removed.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.C.220. CS ADR- DSN.T.915 (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.5.8	Clearing and grading of runway end safety areas 3.5.8 Recommendation. — <i>A runway end safety area should provide a cleared and graded area for aeroplanes which the runway is intended to serve in the</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.C.225	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to GM1 ADR- DSN.C.

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	<p><i>event of an aeroplane undershooting or overrunning the runway.</i></p> <p><i>Note.— The surface of the ground in the runway end safety area does not need to be prepared to the same quality as the runway strip. See, however, 3.5.12.</i></p>									225
3.5.9.1	<p>Slopes on runway end safety areas</p> <p>3.5.9 General</p> <p>Recommendation.— <i>The slopes of a runway end safety area should be such that no part of the runway end safety area penetrates the approach or take-off climb surface.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.C.230 para (a)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.5.10.1	<p>3.5.10 Longitudinal slopes</p> <p>Recommendation.— <i>The longitudinal slopes of a runway end safety area should not exceed a downward slope of 5 per cent. Longitudinal slope changes should be as gradual as practicable and abrupt changes or sudden reversals of slopes avoided.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.C.230 para (a)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.5.11.1	<p>3.5.11 Transverse slopes</p> <p>Recommendation.— <i>The transverse slopes of a runway end safety area should not exceed an upward or</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	<i>downward slope of 5 per cent. Transitions between differing slopes should be as gradual as practicable.</i>	DSN.C.230 para (b)								
3.5.12	<p>Strength of runway end safety areas</p> <p>3.5.12 Recommendation.— <i>A runway end safety area should be so prepared or constructed as to reduce the risk of damage to an aeroplane undershooting or overrunning the runway, enhance aeroplane deceleration and facilitate the movement of rescue and firefighting vehicles as required in 9.2.33 to 9.2.35.</i></p> <p><i>Note.</i>— <i>Guidance on the strength of a runway end safety area is given in the Aerodrome Design Manual (Doc 9157), Part 1.</i></p>	Article 34(5) of Reg (EU) 2018/1139 CS ADR- DSN.C.235	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The strength of the RESA ensures the reductio n of the risk damage to an aeroplan e undersh ooting or overrun ning the runway only. Refer also to GM1 ADR- DSN.C. 235. Subject to

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
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										review by rulemaking task 0591.
3.6.1	<p>3.6 Clearways</p> <p><i>Note.— The inclusion of detailed specifications for clearways in this section is not intended to imply that a clearway has to be provided. Attachment A, Section 2, provides information on the use of clearways.</i></p> <p>Location of clearways</p> <p>3.6.1 Recommendation.— <i>The origin of a clearway should be at the end of the take-off run available.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.B.195 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.6.2	<p>Length of clearways</p> <p>3.6.2 Recommendation.— <i>The length of a clearway should not exceed half the length of the take-off run available.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.B.195 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.6.3	Width of clearways	Article 34(5) Reg (EU)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The current

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

	<p>3.6.3 Recommendation.— <i>A clearway should extend laterally on each side of the extended centre line of the runway, to a distance of at least:</i></p> <p>a) <i>75 m for instrument runways; and</i></p> <p>b) <i>half of the width of the runway strip for non-instrument runways.</i></p>	2018/1139 CS ADR-DSN.B.195 para (d)								certification specification contains a higher value for certain types of runways EASA will consider the need to amend the certification specification
3.6.4	<p>Slopes on clearways</p> <p>3.6.4 Recommendation.— <i>The ground in a clearway should not project above a plane having an upward slope of 1.25 per cent, the lower limit of this plane being a horizontal line which:</i></p> <p>a) <i>is perpendicular to the vertical plane containing the runway centre line; and</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.B.195 para (e)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

	<p><i>b) passes through a point located on the runway centre line at the end of the take-off run available.</i></p> <p><i>Note.— Because of transverse or longitudinal slopes on a runway, shoulder or strip, in certain cases the lower limit of the clearway plane specified above may be below the corresponding elevation of the runway, shoulder or strip. It is not intended that these surfaces be graded to conform with the lower limit of the clearway plane nor is it intended that terrain or objects which are above the clearway plane beyond the end of the strip but below the level of the strip be removed unless it is considered they may endanger aeroplanes.</i></p>									
3.6.5	<p>3.6.5 Recommendation.— Abrupt upward changes in slope should be avoided when the slope on the ground in a clearway is relatively small or when the mean slope is upward. In such situations, in that portion of the clearway within a distance of 22.5 m or half the runway width whichever is greater on each side of the extended centre line, the slopes, slope changes and the transition from runway to clearway should generally conform with those of the runway with which the clearway is associated.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidance Material GM1 ADR-DSN.B. 195 para (b). Subject

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

										to review by rulemaki ng task 0591.
3.6.6	<p>Objects on clearways</p> <p><i>Note.— See 9.9 for information regarding siting of equipment and installations on clearways.</i></p> <p>3.6.6 Recommendation.— <i>An object situated on a clearway which may endanger aeroplanes in the air should be regarded as an obstacle and should be removed.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.B.195 para (f)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.7.1	<p>3.7 Stopways</p> <p><i>Note.— The inclusion of detailed specifications for stopways in this section is not intended to imply that a stopway has to be provided. Attachment A, Section 2, provides information on the use of stopways.</i></p> <p>Width of stopways</p> <p>3.7.1 A stopway shall have the same width as the runway with which it is associated.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.B.200 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

3.7.2	<p>Slopes on stopways</p> <p>3.7.2 Recommendation.— <i>Slopes and changes in slope on a stopway, and the transition from a runway to a stopway, should comply with the specifications of 3.1.13 to 3.1.19 for the runway with which the stopway is associated except that:</i></p> <p>a) <i>the limitation in 3.1.14 of a 0.8 per cent slope for the first and last quarter of the length of a runway need not be applied to the stopway; and</i></p> <p>b) <i>at the junction of the stopway and runway and along the stopway the maximum rate of slope change may be 0.3 per cent per 30 m (minimum radius of curvature of 10 000 m) for a runway where the code number is 3 or 4.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.B.200 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.7.3	<p>Strength of stopways</p> <p>3.7.3 Recommendation.— <i>A stopway should be prepared or constructed so as to be capable, in the event of an abandoned take-off, of supporting the aeroplane which the stopway is intended to serve without inducing structural damage to the aeroplane.</i></p> <p><i>Note.</i>— <i>Attachment A, Section 2, presents guidance relative to the support capability of a stopway.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.B.200 para (d)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
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				Annex Standard or Recommended Practice						

3.7.4	Surface of stopways 3.7.4 The surface of a paved stopway shall be so constructed or resurfaced as to provide surface friction characteristics at or above those of the associated runway.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.B.200 para (e)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.8.1	3.8 Radio altimeter operating area General 3.8.1 Recommendation. — <i>A radio altimeter operating area should be established in the pre-threshold area of a precision approach runway.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.B.205 para (a)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		A radio altimeter operation area is not always provided on a precision approach CAT I runway. Refer also to , GM1 ADR-DSN.B. 205 para (b).
3.8.2	Length of the area	Article 34(5) Reg (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

	3.8.2 Recommendation. — <i>A radio altimeter operating area should extend before the threshold for a distance of at least 300 m.</i>	2018/1139 CS ADR-DSN.B.205 para (b)								
3.8.3	Width of the area 3.8.3 Recommendation. — <i>A radio altimeter operating area should extend laterally, on each side of the extended centre line of the runway, to a distance of 60 m, except that, when special circumstances so warrant, the distance may be reduced to no less than 30 m if an aeronautical study indicates that such reduction would not affect the safety of operations of aircraft.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.B.205 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.8.4	Longitudinal slope changes 3.8.4 Recommendation. — <i>On a radio altimeter operating area, slope changes should be avoided or kept to a minimum. Where slope changes cannot be avoided, the slope changes should be as gradual as practicable and abrupt changes or sudden reversals of slopes avoided. The rate of change between two consecutive slopes should not exceed 2 per cent per 30 m.</i> <i>Note.</i> — <i>Guidance on radio altimeter operating area is given in Attachment A, Section 4.3, and in the Manual of All-Weather Operations, (Doc 9365), Section</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidance Material GM1 ADR-DSN.B. 205 para (a).

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs						Signi ficant Differ ence
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

	5.2. <i>Guidance on the use of radio altimeter is given in the PANS-OPS, Volume II, Part II, Section 1.</i>									
3.9.1	<p>3.9 Taxiways</p> <p><i>Note 1.— Unless otherwise indicated, the requirements in this section are applicable to all types of taxiways.</i></p> <p><i>Note 2.— See section 5.4.3 for a standardized scheme for the nomenclature of taxiways which may be used to improve situational awareness and as a part of an effective runway incursion prevention measure.</i></p> <p><i>Note 3.— See Attachment A, Section 21, for specific taxiway design guidance which may assist in the prevention of runway incursions when developing a new taxiway or improving existing ones with known runway incursion safety risks.</i></p> <p>General</p> <p>3.9.1 Recommendation.— Taxiways should be provided to permit the safe and expeditious surface movement of aircraft.</p> <p><i>Note.— Guidance on layout and standardized nomenclature of taxiways is given in the Aerodrome Design Manual (Doc 9157), Part 2.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidance Material GM1 ADR-DSN.D. 240 para (a). Subject to review by rulemaking task 0591.

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

3.9.2	3.9.2 Recommendation. — <i>Sufficient entrance and exit taxiways for a runway should be provided to expedite the movement of aeroplanes to and from the runway and provision of rapid exit taxiways considered when traffic volumes are high.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidance Material GM1 ADR-DSN.D.240 para (a). Subject to review by rulemaking task 0591.
3.9.3	3.9.3 The design of a taxiway shall be such that, when the cockpit of the aeroplane for which the taxiway is intended remains over the taxiway centre line markings, the clearance distance between the outer main wheel of the aeroplane and the edge of the taxiway shall be not less than that given by the following tabulation:	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.D.240	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs						Signi- ficant Differ- ence
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

	OMGWS												
	Up to but not including 4.5 m	4.5 m up to but not including 6 m	6 m up to but not including 9 m	9 m up to but not including 15 m									
	Clearance	1.50 m	2.25 m	3 m ^{a,b} or 4 m ^c									4 m
	^{a.} On straight portions. ^{b.} On curved portions if the taxiway is intended to be used by aeroplanes with a wheel base of less than 18 m. ^{c.} On curved portions if the taxiway is intended to be used by aeroplanes with a wheel base equal to or greater than 18 m.												
	Note.— Wheel base means the distance from the nose gear to the geometric centre of the main gear.												
3.9.4	Width of taxiways 3.9.4 Recommendation. — A straight portion of a taxiway should have a width of not less than that given by the following tabulation:				Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.D.245	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	OMGWS												

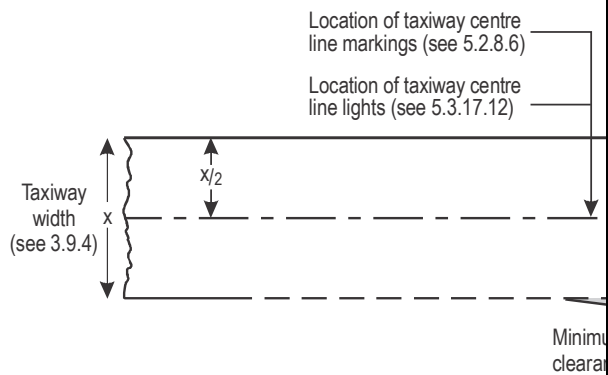
	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

	<p>Up to but not including 4.5 m 4.5 m up to but not including 6 m 6 m up to but not including 9 m 9 m up to but not including 15 m</p> <p>Taxiway width 7.5 m 10.5 m 15 m 23 m</p> <p><i>Note.— Guidance on width of taxiways is given in the Aerodrome Design Manual (Doc 9157), Part 2.</i></p>									
3.9.5	<p>Taxiway curves</p> <p>3.9.5 Recommendation.— <i>Changes in direction of taxiways should be as few and small as possible. The radii of the curves should be compatible with the manoeuvring capability and normal taxiing speeds of the aeroplanes for which the taxiway is intended. The design of the curve should be such that, when the cockpit of the aeroplane remains over the taxiway centre line markings, the clearance distance between the outer main wheels of the aeroplane and the edge of the taxiway should not be less than those specified in 3.9.3.</i></p> <p><i>Note 1.— An example of widening taxiways to achieve the wheel clearance specified is illustrated in Figure 3-2. Guidance on the values of suitable</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.D.250 para (a), (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to GM1 ADR-DSN.D. 250

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
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	<p><i>dimensions is given in the Aerodrome Design Manual (Doc 9157), Part 2.</i></p> <p><i>Note 2.— The location of taxiway centre line markings and lights is specified in 5.2.8.6 and 5.3.17.12.</i></p> <p><i>Note 3.— Compound curves may reduce or eliminate the need for extra taxiway width.</i></p>									
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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
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	Annex Standard or Recommended Practice									



The figure shows an example of taxiway widening to achieve the specified wheel clearances on taxiway curves (see 3.9.5). Guidance material on suitable dimensions is given in the *Aerodrome Design Manual* (Doc 9157), Part 2.

Figure 3-2. Taxiway curve

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

3.9.6	<p>Junctions and intersections</p> <p>3.9.6 Recommendation.— <i>To facilitate the movement of aeroplanes, fillets should be provided at junctions and intersections of taxiways with runways, aprons and other taxiways. The design of the fillets should ensure that the minimum wheel clearances specified in 3.9.3 are maintained when aeroplanes are manoeuvring through the junctions or intersections.</i></p> <p><i>Note.</i>— <i>Consideration will have to be given to the aeroplane datum length when designing fillets. Guidance on the design of fillets and the definition of the term aeroplane datum length are given in the Aerodrome Design Manual (Doc 9157), Part 2.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.D.255	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to GM1 ADR-DSN.D. 255
3.9.7	<p>Taxiway minimum separation distances</p> <p>3.9.7 Recommendation.— <i>The separation distance between the centre line of a taxiway and the centre line of a runway, the centre line of a parallel taxiway or an object should not be less than the appropriate dimension specified in Table 3-1, except that it may be permissible to operate with lower separation distances at an existing aerodrome if an aeronautical study indicates that such lower separation distances would not adversely affect the safety or significantly affect the regularity of operations of aeroplanes.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.D.260 para (b).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been partially transposed as Guidance Material GM1 ADR-DSN.D. 260 (e).

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

	<p><i>Note 1.— Guidance on factors which may be considered in the aeronautical study is given in the Aerodrome Design Manual (Doc 9157), Part 2.</i></p> <p><i>Note 2.— ILS and MLS installations may also influence the location of taxiways due to interferences to ILS and MLS signals by a taxiing or stopped aircraft. Information on critical and sensitive areas surrounding ILS and MLS installations is contained in Annex 10 — Aeronautical Telecommunications, Volume I — Radio Navigation Aids, Attachments C and G (respectively).</i></p> <p><i>Note 3.— The separation distances of Table 3-1, column 10, do not necessarily provide the capability of making a normal turn from one taxiway to another parallel taxiway. Guidance for this condition is given in the Aerodrome Design Manual (Doc 9157), Part 2.</i></p> <p><i>Note 4.— The separation distance between the centre line of an aircraft stand taxilane and an object shown in Table 3-1, column 13, may need to be increased when jet exhaust wake velocity may cause hazardous conditions for ground servicing.</i></p>									Subject to review by rulemaking task 0591.
3.9.8.1	<p>Slopes on taxiways</p> <p>3.9.8 Longitudinal slopes</p> <p>Recommendation.— <i>The longitudinal slope of a taxiway should not exceed:</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.D.265 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
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	<p>— 1.5 per cent where the code letter is C, D, E or F; and</p> <p>— 3 per cent where the code letter is A or B.</p>	(b)																																
3.9.9.1	<p>3.9.9 Longitudinal slope changes</p> <p>Recommendation.— Where slope changes on a taxiway cannot be avoided, the transition from one slope to another slope should be accomplished by a curved surface with a rate of change not exceeding:</p> <p>— 1 per cent per 30 m (minimum radius of curvature of 3 000 m) where the code letter is C, D, E or F; and</p> <p>— 1 per cent per 25 m (minimum radius of curvature of 2 500 m) where the code letter is A or B.</p> <p>Table 3-1. Taxiway minimum separation distances</p> <table> <tr> <td rowspan="2">Co de let ter</td><td colspan="2">Distance between taxiway centre line and runway centre line (metres)</td><td rowspan="2">Taxiway centre line to taxiway centre line (metres)</td><td rowspan="2">Taxiway aircraft stand line to taxiway aircraft stand line (metres)</td><td rowspan="2">Taxiway aircraft stand line to taxiway aircraft stand line (metres)</td><td rowspan="2">Taxiway aircraft stand line to taxiway aircraft stand line (metres)</td><td rowspan="2">Taxiway aircraft stand line to taxiway aircraft stand line (metres)</td><td rowspan="2">Taxiway aircraft stand line to taxiway aircraft stand line (metres)</td><td rowspan="2">Taxiway aircraft stand line to taxiway aircraft stand line (metres)</td><td rowspan="2">Taxiway aircraft stand line to taxiway aircraft stand line (metres)</td></tr> <tr> <td>Instrument runways</td><td>Non-instrument runways</td></tr> <tr> <td></td><td>Code number</td><td>Code number</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> </table>	Co de let ter	Distance between taxiway centre line and runway centre line (metres)		Taxiway centre line to taxiway centre line (metres)	Taxiway aircraft stand line to taxiway aircraft stand line (metres)	Taxiway aircraft stand line to taxiway aircraft stand line (metres)	Taxiway aircraft stand line to taxiway aircraft stand line (metres)	Taxiway aircraft stand line to taxiway aircraft stand line (metres)	Taxiway aircraft stand line to taxiway aircraft stand line (metres)	Taxiway aircraft stand line to taxiway aircraft stand line (metres)	Taxiway aircraft stand line to taxiway aircraft stand line (metres)	Instrument runways	Non-instrument runways		Code number	Code number									Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.D.270 para (b), (c)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Paragraph (c) of the CS gives the possibility for different slopes, under given conditions. Subject to review by rulemaking task 0591.
Co de let ter	Distance between taxiway centre line and runway centre line (metres)		Taxiway centre line to taxiway centre line (metres)	Taxiway aircraft stand line to taxiway aircraft stand line (metres)									Taxiway aircraft stand line to taxiway aircraft stand line (metres)	Taxiway aircraft stand line to taxiway aircraft stand line (metres)	Taxiway aircraft stand line to taxiway aircraft stand line (metres)	Taxiway aircraft stand line to taxiway aircraft stand line (metres)	Taxiway aircraft stand line to taxiway aircraft stand line (metres)	Taxiway aircraft stand line to taxiway aircraft stand line (metres)																
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	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	<div><div><div>to object (metres))</div><div>e centre line (metres)</div></div><div><div><div>1234</div><div>1234</div></div><div><div>(1)(2)(3)(4)(5)</div><div>(6)(7)(8)(9)</div><div>(10)(11)(12)(13)</div></div></div><div><div>A</div><div>77.577.5</div><div>—</div><div>—</div><div>37.547.5</div><div>—</div><div>—</div><div>23</div><div>15.5</div><div>19.5</div><div>12</div></div><div><div>B</div><div>8282</div><div>152</div><div>—</div><div>4252</div><div>87</div><div>—</div><div>32</div><div>20</div><div>28.5</div><div>16.5</div></div><div><div>C</div><div>8888</div><div>158158</div><div>4858</div><div>9393</div><div>44</div><div>26</div><div>40.5</div><div>22.5</div></div><div><div>D</div><div>—</div><div>—</div><div>166166</div><div>—</div><div>—</div><div>101101</div><div>63</div><div>37</div><div>59.5</div><div>33.5</div></div><div><div>E</div><div>—</div><div>—</div><div>172172</div><div>—</div><div>—</div><div>107107</div><div>76</div><div>43.5</div><div>72.5</div><div>40</div></div><div><div>F</div><div>—</div><div>—</div><div>180180</div><div>—</div><div>—</div><div>115115</div><div>91</div><div>51</div><div>87.5</div><div>47.5</div></div><div><div><div>Note 1.— The separation distances shown in columns (2) to (9) represent ordinary combinations of runways and taxiways. The basis for development of these distances is given in the Aerodrome Design Manual (Doc 9157), Part 2.</div><div>Note 2.— The distances in columns (2) to (9) do not guarantee sufficient clearance behind a holding aeroplane to permit the passing of another aeroplane on a parallel taxiway. See the Aerodrome Design Manual (Doc 9157), Part 2.</div></div></div></div>																				
3.9.10.1	3.9.10	Sight distance	Article 34(5) Reg (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	Annex Standard or Recommended Practice									

	<p>Recommendation.— <i>Where a change in slope on a taxiway cannot be avoided, the change should be such that, from any point:</i></p> <p>— 3 m above the taxiway, it will be possible to see the whole surface of the taxiway for a distance of at least 300 m from that point, where the code letter is C, D, E or F;</p> <p>— 2 m above the taxiway, it will be possible to see the whole surface of the taxiway for a distance of at least 200 m from that point, where the code letter is B; and</p> <p>— 1.5 m above the taxiway, it will be possible to see the whole surface of the taxiway for a distance of at least 150 m from that point, where the code letter is A.</p>	2018/1139 CS ADR-DSN.D.275 para (b)								
3.9.11.1	<p>3.9.11 Transverse slopes</p> <p>Recommendation.— <i>The transverse slopes of a taxiway should be sufficient to prevent the accumulation of water on the surface of the taxiway but should not exceed:</i></p> <p>— 1.5 per cent where the code letter is C, D, E or F; and</p> <p>— 2 per cent where the code letter is A or B.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.D.280 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	<i>Note.— See 3.13.4 regarding transverse slopes on an aircraft stand taxilane.</i>									
3.9.12	<p>Strength of taxiways</p> <p>3.9.12 Recommendation.— <i>The strength of a taxiway should be at least equal to that of the runway it serves, due consideration being given to the fact that a taxiway will be subjected to a greater density of traffic and, as a result of slow moving and stationary aeroplanes, to higher stresses than the runway it serves.</i></p> <p><i>Note.— Guidance on the relation of the strength of taxiways to the strength of runways is given in the Aerodrome Design Manual (Doc 9157), Part 3.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.D.285	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification provides for a "suitable" strength. Ann.15 Sig.Diff. Subject to review by rulemaking task 0591.
3.9.13	<p>Surface of taxiways</p> <p>3.9.13 Recommendation.— <i>The surface of a taxiway should not have irregularities that cause damage to aeroplane structures.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.D.290 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

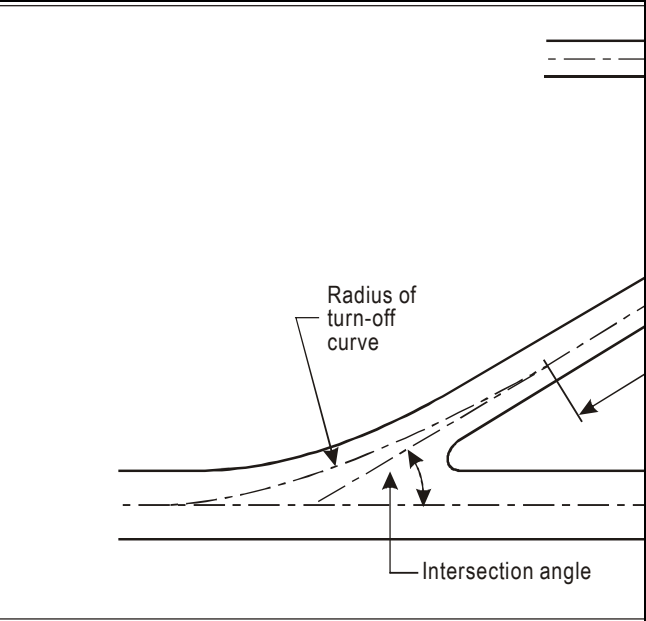
	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
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3.9.14	<p>3.9.14 Recommendation.— <i>The surface of a paved taxiway should be so constructed or resurfaced as to provide suitable surface friction characteristics.</i></p> <p><i>Note.</i>— <i>Suitable surface friction characteristics are those surface properties required on taxiways that assure safe operation of aeroplanes.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.D.290 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to , GM1 ADR-DSN.D. 290
3.9.15	<p>Rapid exit taxiways</p> <p><i>Note.</i>— <i>The following specifications detail requirements particular to rapid exit taxiways. See Figure 3-3. General requirements for taxiways also apply to this type of taxiway. Guidance on the provision, location and design of rapid exit taxiways is included in the Aerodrome Design Manual (Doc 9157), Part 2.</i></p> <p>3.9.15 Recommendation.— <i>A rapid exit taxiway should be designed with a radius of turn-off curve of at least:</i></p> <p>— 550 m where the code number is 3 or 4; and</p> <p>— 275 m where the code number is 1 or 2;</p> <p><i>to enable exit speeds under wet conditions of:</i></p> <p>— 93 km/h where the code number is 3 or 4; and</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.D.295 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	— 65 km/h where the code number is 1 or 2. <i>Note.— The locations of rapid exit taxiways along a runway are based on several criteria described in the Aerodrome Design Manual (Doc 9157), Part 2, in addition to different speed criteria.</i>									
3.9.16	3.9.16 Recommendation. — <i>The radius of the fillet on the inside of the curve at a rapid exit taxiway should be sufficient to provide a widened taxiway throat in order to facilitate early recognition of the entrance and turn-off onto the taxiway.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.D.295 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.9.17	3.9.17 Recommendation. — <i>A rapid exit taxiway should include a straight distance after the turn-off curve sufficient for an exiting aircraft to come to a full stop clear of any intersecting taxiway.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.D.295 para (d)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.9.18	3.9.18 Recommendation. — <i>The intersection angle of a rapid exit taxiway with the runway should not be greater than 45° nor less than 25° and preferably should be 30°.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.D.295 para (e)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	 <p>Figure 3-3. Rapid exit taxiway</p>									
3.9.19	<p><i>Taxiways on bridges</i></p> <p>3.9.19 The width of that portion of a taxiway bridge capable of supporting aeroplanes, as measured perpendicularly to the taxiway centre line, shall not be less than the width of the graded area of the strip provided for that taxiway, unless a proven method of</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.D.300 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	lateral restraint is provided which shall not be hazardous for aeroplanes for which the taxiway is intended.									
3.9.20	<p>3.9.20 Recommendation.— <i>Access should be provided to allow rescue and firefighting vehicles to intervene in both directions within the specified response time to the largest aeroplane for which the taxiway bridge is intended.</i></p> <p><i>Note.</i>— <i>If aeroplane engines overhang the bridge structure, protection of adjacent areas below the bridge from engine blast may be required.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.D.300 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to GM1 ADR-DSN.D. 300
3.9.21	<p>3.9.21 Recommendation.— <i>A bridge should be constructed on a straight section of the taxiway with a straight section on both ends of the bridge to facilitate the alignment of aeroplanes approaching the bridge.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.D.300 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.10.1	<p>3.10 Taxiway shoulders</p> <p><i>Note.</i>— <i>Guidance on characteristics of taxiway shoulders and on shoulder treatment is given in the Aerodrome Design Manual (Doc 9157), Part 2.</i></p> <p>3.10.1 Recommendation.— <i>Straight portions of a taxiway where the code letter is C, D, E or F should be provided with shoulders which extend symmetrically on each side of the taxiway so that the overall width of</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.D.305 para (a); (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	<p><i>the taxiway and its shoulders on straight portions is not less than:</i></p> <ul style="list-style-type: none"> — 44 m where the code letter is F; — 38 m where the code letter is E; — 34 m where the code letter is D; and — 25 m where the code letter is C. <p><i>On taxiway curves and on junctions or intersections where increased pavement is provided, the shoulder width should be not less than that on the adjacent straight portions of the taxiway.</i></p>									
3.10.2	<p>3.10.2 Recommendation.— <i>When a taxiway is intended to be used by turbine-engined aeroplanes, the surface of the taxiway shoulder should be so prepared as to resist erosion and the ingestion of the surface material by aeroplane engines.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.D.305 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.11.1	<p>3.11 Taxiway strips</p> <p><i>Note.— Guidance on characteristics of taxiway strips is given in the Aerodrome Design Manual (Doc 9157), Part 2.</i></p> <p>General</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.D.310	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	3.11.1 A taxiway, other than an aircraft stand taxilane, shall be included in a strip.									
3.11.2	Width of taxiway strips 3.11.2 Recommendation. — <i>A taxiway strip should extend symmetrically on each side of the centre line of the taxiway throughout the length of the taxiway to at least the distance from the centre line given in Table 3-1, column 11.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.D.315 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.11.3	Objects on taxiway strips <i>Note.</i> — <i>See 9.9 for information regarding siting of equipment and installations on taxiway strips.</i> 3.11.3 Recommendation. — <i>The taxiway strip should provide an area clear of objects which may endanger taxiing aeroplanes.</i> <i>Note 1.</i> — <i>Consideration will have to be given to the location and design of drains on a taxiway strip to prevent damage to an aeroplane accidentally running off a taxiway. Suitably designed drain covers may be required. For further guidance, see the Aerodrome Design Manual (Doc 9157), Part 2.</i> <i>Note 2.</i> — <i>Where open-air or covered storm water conveyances are installed, consideration will have to be given to ensure that their structure does not extend</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.D.320	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to GM1 ADR- DSN.D. 320

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	<p><i>above the surrounding ground so as not to be considered an obstacle. See also Note 1 to 3.11.6.</i></p> <p><i>Note 3.— Particular attention needs to be given to the design and maintenance of an open-air storm water conveyance in order to prevent wildlife attraction, notably birds. If needed, it can be covered by a net. Guidance on wildlife control and reduction can be found in the Airport Services Manual (Doc 9137), Part 3.</i></p>									
3.11.4	<p>Grading of taxiway strips</p> <p>3.11.4 Recommendation.— <i>The centre portion of a taxiway strip should provide a graded area to a distance from the centre line of the taxiway of not less than that given by the following tabulation:</i></p> <p>— 10.25 m where the OMGWS is up to but not including 4.5 m;</p> <p>— 11 m where the OMGWS is 4.5 m up to but not including 6 m;</p> <p>— 12.50 m where the OMGWS is 6 m up to but not including 9 m;</p> <p>— 18.50 m where the OMGWS is 9 m up to but not including 15 m, where the code letter is D;</p> <p>— 19 m where the OMGWS is 9 m up to but not including 15 m, where the code letter is E;</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.D.325 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	<p>— 22 m where the OMGWS is 9 m up to but not including 15 m, where the code letter is F.</p> <p><i>Note.— Guidance on width of the graded portion of a taxiway is given in the Aerodrome Design Manual (Doc 9157), Part 2.</i></p>									
3.11.5	<p>Slopes on taxiway strips</p> <p>3.11.5 Recommendation.— <i>The surface of the strip should be flush at the edge of the taxiway or shoulder, if provided, and the graded portion should not have an upward transverse slope exceeding:</i></p> <p>— 2.5 per cent for strips where the code letter is C, D, E or F; and</p> <p>— 3 per cent for strips of taxiways where the code letter is A or B;</p> <p><i>the upward slope being measured with reference to the transverse slope of the adjacent taxiway surface and not the horizontal. The downward transverse slope should not exceed 5 per cent measured with reference to the horizontal.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.D.330 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.11.6	<p>3.11.6 Recommendation.— <i>The transverse slopes on any portion of a taxiway strip beyond that to be graded should not exceed an upward or downward slope</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	<p><i>of 5 per cent as measured in the direction away from the taxiway.</i></p> <p><i>Note 1.— Where deemed necessary for proper drainage, an open-air storm water conveyance may be allowed in the non-graded portion of a taxiway strip and would be placed as far as practicable from the taxiway.</i></p> <p><i>Note 2.— The aerodrome RFF procedure would need to take into account the location of open-air storm water conveyances within the non-graded portion of a taxiway strip.</i></p>	DSN.D.330 para (c)								
3.12.1	<p>3.12 Holding bays, runway-holding positions, intermediate holding positions and road-holding positions</p> <p>General</p> <p>3.12.1 Recommendation.— <i>Holding bay(s) should be provided when the traffic density is medium or heavy.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.D.335 para (a)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The CS does not foresee when holding bays are to provided . Subject to review by rulemaking task 0591.

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

3.12.2	3.12.2 A runway-holding position or positions shall be established: a) on the taxiway, at the intersection of a taxiway and a runway; and b) at an intersection of a runway with another runway when the former runway is part of a standard taxi-route.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.D.335 para (b)(2) and (b)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.12.3	3.12.3 A runway-holding position shall be established on a taxiway if the location or alignment of the taxiway is such that a taxiing aircraft or vehicle can infringe an obstacle limitation surface or interfere with the operation of radio navigation aids.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.D.335 para (b)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.12.4	3.12.4 Recommendation. — <i>An intermediate holding position should be established on a taxiway at any point other than a runway-holding position where it is desirable to define a specific holding limit.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.D.335 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.12.5	3.12.5 A road-holding position shall be established at an intersection of a road with a runway.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.D.335 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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		(e)								
3.12.6	<p>Location</p> <p>3.12.6 The distance between a holding bay, runway-holding position established at a taxiway/runway intersection or road-holding position and the centre line of a runway shall be in accordance with Table 3-2 and, in the case of a precision approach runway, such that a holding aircraft or vehicle will not interfere with the operation of radio navigation aids or penetrate the inner transitional surface.</p> <p><i>Note.— Guidance for the positioning of runway-holding positions is given in the Aerodrome Design Manual (Doc 9157), Part 2.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.D.340 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.12.7	<p>3.12.7 Recommendation.— <i>At elevations greater than 700 m (2 300 ft) the distance of 90 m specified in Table 3-2 for a precision approach runway code number 4 should be increased as follows:</i></p> <p>a) <i>up to an elevation of 2 000 m (6 600 ft); 1 m for every 100 m (330 ft) in excess of 700 m (2 300 ft);</i></p> <p>b) <i>elevation in excess of 2 000 m (6 600 ft) and up to 4 000 m (13 320 ft); 13 m plus 1.5 m for every 100 m (330 ft) in excess of 2 000 m (6 600 ft); and</i></p> <p>c) <i>elevation in excess of 4 000 m (13 320 ft) and up to 5 000 m (16 650 ft); 43 m plus 2 m for every 100 m (330 ft) in excess of 4 000 m (13 320 ft).</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.D.340 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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3.12.8	3.12.8 Recommendation. — <i>If a holding bay, runway-holding position or road-holding position for a precision approach runway code number 4 is at a greater elevation compared to the threshold, the distance specified in Table 3-2 should be further increased 5 m for every metre the bay or position is higher than the threshold.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidance Material GM1 ADR-DSN.D.340 para (f)..
3.12.9	3.12.9 The location of a runway-holding position established in accordance with 3.12.3 shall be such that a holding aircraft or vehicle will not infringe the obstacle free zone, approach surface, take-off climb surface or ILS/MLS critical/ sensitive area or interfere with the operation of radio navigation aids. Table 3-2. Minimum distance from the runway centre line to a holding bay, runway-holding position or road-holding position	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.D.340 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to GM ADR-DSN.D.340 para (d) and (e)
	Type of runway									
	Code number									
	1 2 3 4									

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	Non-instrument	30 m	40 m	75 m	75 m							
	Non-precision approach	40 m	40 m	75 m	75 m							
	Precision approach category I	60 m ^b	60 m ^b	90 m ^{a,b}	90 m ^{a,b}							
	Precision approach categories II and III	—	—	90 m ^{a,b}	90 m ^{a,b}							
	Take-off runway	30 m	40 m	75 m	75 m							
	<p>a. If a holding bay, runway-holding position or road-holding position is at a lower elevation compared to the threshold, the distance may be decreased 5 m for every metre the bay or holding position is lower than the threshold, contingent upon not infringing the inner transitional surface.</p> <p>b. This distance may need to be increased to avoid interference with radio navigation aids, particularly the glide path and localizer facilities. Information on critical and sensitive areas of ILS and MLS is contained in Annex 10, Volume I, Attachments C and G, respectively (see also 3.12.6).</p> <p><i>Note 1.— The distance of 90 m for code number 3 or 4 is based on an aircraft with a tail height of 20 m, a distance from the nose to the highest part of the tail of 52.7 m and a nose height of 10 m holding at an angle of 45° or more with respect to the runway centre line, being clear of the obstacle free zone and not accountable for the calculation of OCA/H.</i></p> <p><i>Note 2.— The distance of 60 m for code number 2 is based on an aircraft with a tail height of 8 m, a distance from the nose to the highest part of the tail of 24.6 m and a nose height of 5.2 m holding at</i></p>											

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	<p><i>an angle of 45° or more with respect to the runway centre line, being clear of the obstacle free zone.</i></p> <p><i>Note 3.— For code number 4 where the width of the inner edge of the inner approach surface is more than 120 m, a distance greater than 90 m may be necessary to ensure that a holding aircraft is clear of the obstacle free zone. For example, a distance of 100 m is based on an aircraft with a tail height of 24 m, a distance from the nose to the highest part of the tail of 62.2 m and a nose height of 10 m holding at an angle of 45° or more with respect to the runway centre line, being clear of the obstacle free zone.</i></p>									
3.13.1	<p>3.13 Aprons</p> <p>General</p> <p>3.13.1 Recommendation.— <i>Aprons should be provided where necessary to permit the on- and off-loading of passengers, cargo or mail as well as the servicing of aircraft without interfering with the aerodrome traffic.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.E.345	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The part "where necessary" is not included in the CS.
3.13.2	<p>Size of aprons</p> <p>3.13.2 Recommendation.— <i>The total apron area should be adequate to permit expeditious handling of the aerodrome traffic at its maximum anticipated density.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidanc

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
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										e Material GM1 ADR- DSN.E. 350 para (a). Subject to review by rulemaki ng task 0591.
3.13.3	Strength of aprons 3.13.3 Recommendation. — <i>Each part of an apron should be capable of withstanding the traffic of the aircraft it is intended to serve, due consideration being given to the fact that some portions of the apron will be subjected to a higher density of traffic and, as a result of slow moving or stationary aircraft, to higher stresses than a runway.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.E.355	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.13.4	Slopes on aprons 3.13.4 Recommendation. — <i>Slopes on an apron, including those on an aircraft stand taxilane, should be sufficient to prevent accumulation of water on the surface of the apron but should be kept as level as drainage requirements permit.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.E.360 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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		(a)																						
3.13.5	3.13.5 Recommendation. — <i>On an aircraft stand the maximum slope should not exceed 1 per cent.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.E.360 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>																
3.13.6	<p>Clearance distances on aircraft stands</p> <p>3.13.6 Recommendation.— <i>An aircraft stand should provide the following minimum clearances between an aircraft entering or exiting the stand and any adjacent building, aircraft on another stand and other objects:</i></p> <table><thead><tr><th>Code letter</th><th>Clearance</th></tr></thead><tbody><tr><td>A</td><td>3 m</td></tr><tr><td>B</td><td>3 m</td></tr><tr><td>C</td><td>4.5 m</td></tr><tr><td>D</td><td>7.5 m</td></tr><tr><td>E</td><td>7.5 m</td></tr><tr><td>F</td><td>7.5 m</td></tr></tbody></table> <p><i>When special circumstances so warrant, these clearances may be reduced at a nose-in aircraft stand, where the code letter is D, E or F:</i></p> <p>a) <i>between the terminal, including any fixed passenger bridge, and the nose of an aircraft; and</i></p>	Code letter	Clearance	A	3 m	B	3 m	C	4.5 m	D	7.5 m	E	7.5 m	F	7.5 m	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.E.365 para (b), (c)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification contains another 2 cases where deviation from the clearance distance may be applied. The relevant GM foresees reduction of the clearance
Code letter	Clearance																							
A	3 m																							
B	3 m																							
C	4.5 m																							
D	7.5 m																							
E	7.5 m																							
F	7.5 m																							

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	<p><i>b) over any portion of the stand provided with azimuth guidance by a visual docking guidance system.</i></p> <p><i>Note.— On aprons, consideration also has to be given to the provision of service roads and to manoeuvring and storage area for ground equipment (see the Aerodrome Design Manual (Doc 9157), Part 2, for guidance on storage of ground equipment).</i></p>									es for code letter C aircraft stands which is not foreseen in the recommendation . Subject to review by rulemaking task 0591.
3.14.1	<p>3.14 Isolated aircraft parking position</p> <p>3.14.1 An isolated aircraft parking position shall be designated or the aerodrome control tower shall be advised of an area or areas suitable for the parking of an aircraft which is known or believed to be the subject of unlawful interference, or which for other reasons needs isolation from normal aerodrome activities.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.F.370 para (b).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The case of an aircraft that is subject to unlawful interference is not addressed	.
3.14.2	<p>3.14.2 Recommendation.— <i>The isolated aircraft parking position should be located at the</i></p>	Article 34(5) Reg (EU)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specifica

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	<i>maximum distance practicable and in any case never less than 100 m from other parking positions, buildings or public areas, etc. Care should be taken to ensure that the position is not located over underground utilities such as gas and aviation fuel and, to the extent feasible, electrical or communication cables.</i>	2018/1139 CS ADR- DSN.F.370 para (c).								tion does not ensure that the position is not located over undergr ound utilities such as gas and aviation fuel and to the extent feasible, electrica l and commun ication cables. Refer also to GM1 ADR.D SN.F.37 0. Subject to review
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										by rulemaking task 0591.
3.15.1	<p>3.15 De-icing/anti-icing facilities</p> <p><i>Note.— Safe and efficient aeroplane operations are of primary importance in the development of an aeroplane de-icing/ anti-icing facility. For further guidance, see the Manual on Aircraft Ground De-icing/Anti-icing Operations (Doc 9640).</i></p> <p>General</p> <p>3.15.1 Recommendation.— <i>Aeroplane de-icing/anti-icing facilities should be provided at an aerodrome where icing conditions are expected to occur.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.G.375	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.15.2	<p>Location</p> <p>3.15.2 Recommendation.— <i>De-icing/anti-icing facilities should be provided either at aircraft stands or at specified remote areas along the taxiway leading to the runway meant for take-off, provided that adequate drainage arrangements for the collection and safe disposal of excess de-icing/anti-icing fluids are available to prevent ground water contamination. The</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.G.380 para (a)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Part of the specification related to the drainage arrangements has not

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	<p><i>effect of volume of traffic and departure flow rates should also be considered.</i></p> <p><i>Note 1.— One of the primary factors influencing the location of a de-icing/anti-icing facility is to ensure that the holdover time of the anti-icing treatment is still in effect at the end of taxiing and when take-off clearance of the treated aeroplane is given.</i></p> <p><i>Note 2.— Remote facilities compensate for changing weather conditions when icing conditions or blowing snow are expected to occur along the taxi-route taken by the aeroplane to the runway meant for take-off.</i></p>									been transposed. Subject to review by rulemaking task 0591.
3.15.3	<p>3.15.3 Recommendation.— <i>The remote de-icing/anti-icing facility should be located to be clear of the obstacle limitation surfaces specified in Chapter 4, not cause interference to the radio navigation aids and be clearly visible from the air traffic control tower for clearing the treated aeroplane.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR DSN.G.380 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.15.4	<p>3.15.4 Recommendation.— <i>The remote de-icing/anti-icing facility should be so located as to provide for an expeditious traffic flow, perhaps with a bypass configuration, and not require unusual taxiing manoeuvre into and out of the pads.</i></p> <p><i>Note.— The jet blast effects caused by a moving aeroplane on other aeroplanes receiving the anti-icing treatment or taxiing behind will have to be taken into account to prevent degradation of the treatment.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidance Material GM1

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										ADR- DSN.G. 380 para (e), (f). Subject to review by rulemaki ng task 0591.
3.15.5	<p>Size and number of de-icing/anti-icing pads</p> <p><i>Note.— An aeroplane de-icing/anti-icing pad consists of a) an inner area for parking of an aeroplane to be treated, and b) an outer area for movement of two or more mobile de-icing/anti-icing equipment.</i></p> <p>3.15.5 Recommendation.— <i>The size of a de-icing/anti-icing pad should be equal to the parking area required by the most demanding aeroplane in a given category with at least 3.8 m clear paved area all round the aeroplane for the movement of the de-icing/anti-icing vehicles.</i></p> <p><i>Note.— Where more than one de-icing/anti-icing pad is provided, consideration will have to be given to providing de-icing/anti-icing vehicle movement areas of adjacent pads that do not overlap, but are exclusive for each pad. Consideration will also need to be given to</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.G.385 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	<i>bypassing of the area by other aeroplanes with the clearances specified in 3.15.9 and 3.15.10.</i>									
3.15.6	<p>3.15.6 Recommendation.— <i>The number of de-icing/anti-icing pads required should be determined based on the meteorological conditions, the type of aeroplanes to be treated, the method of application of de-icing/anti-icing fluid, the type and capacity of the dispensing equipment used, and the departure flow rates.</i></p> <p><i>Note.</i>— <i>See the Aerodrome Design Manual (Doc 9157), Part 2.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Criteria for the number of de-icing /anti-icing stands have not been established. Subject to review by rulemaking task 0591.
3.15.7	<p>Slopes on de-icing/anti-icing pads</p> <p>3.15.7 Recommendation.— <i>The de-icing/anti-icing pads should be provided with suitable slopes to ensure satisfactory drainage of the area and to permit collection of all excess de-icing/anti-icing fluid running off an aeroplane. The maximum longitudinal</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.G.390	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The part of the specification regarding maximum

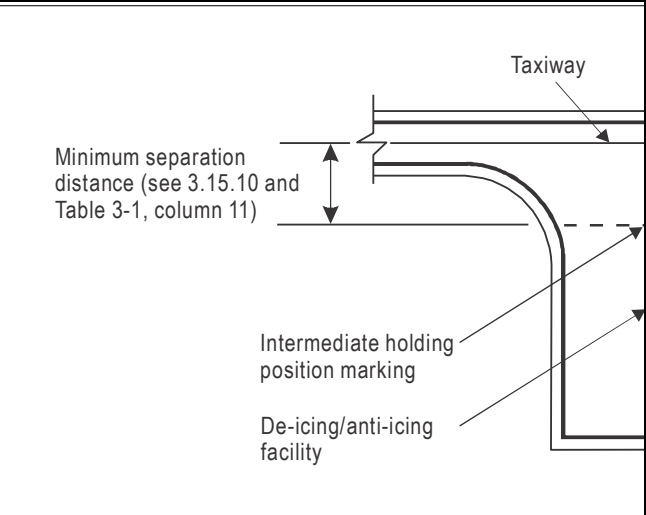
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	<i>slope should be as little as practicable and the transverse slope should not exceed 1 per cent.</i>									longitudinal slopes and transverse slopes has not been transposed. Subject to review by rulemaking task 0591.
3.15.8	Strength of de-icing/anti-icing pads 3.15.8 Recommendation. — <i>The de-icing/anti-icing pad should be capable of withstanding the traffic of the aircraft it is intended to serve, due consideration being given to the fact that the de-icing/anti-icing pad (like an apron) will be subjected to a higher density of traffic and, as a result of slow-moving or stationary aircraft, to higher stresses than a runway.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.G.395.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to GM1 ADR-DSN.G. 395

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3.15.9	Clearance distances on a de-icing/anti-icing pad 3.15.9 Recommendation. — <i>A de-icing/anti-icing pad should provide the minimum clearances specified in 3.13.6 for aircraft stands. If the pad layout is such as to include bypass configuration, the minimum separation distances specified in Table 3-1, column 13, should be provided.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.G.400 para (b), (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.15.10	3.15.10 Recommendation. — <i>Where the de-icing/anti-icing facility is located adjoining a regular taxiway, the taxiway minimum separation distance specified in Table 3-1, column 11, should be provided. (See Figure 3-4.)</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.G.400 para (d)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.15.11	Environmental considerations <i>Note.— The excess de-icing/anti-icing fluid running off an aeroplane poses the risk of contamination of ground water in addition to affecting the pavement surface friction characteristics.</i> 3.15.11 Recommendation. — <i>Where de-icing/anti-icing activities are carried out, the surface drainage should be planned to collect the run-off separately, preventing its mixing with the normal surface run-off so that it does not pollute the ground water.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specifica tion has not been transpos ed. Subject to review by rulemaki ng task 0591.

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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				Level of implementation of SARPs			Signi ficant Differ ence			
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				Annex Standard or Recommended Practice						

	 <p>Figure 3-4. Minimum separation distance on a de-icing/anti-icing facility</p>									
4.1.1	<p>CHAPTER 4. OBSTACLE RESTRICTION AND REMOVAL</p> <p><i>Note 1.— The objectives of the specifications in this chapter are to define the airspace around aerodromes to be maintained free from obstacles so as to permit the intended aeroplane operations at the aerodromes to be conducted safely and to prevent the</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.H.415 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	<p><i>aerodromes from becoming unusable by the growth of obstacles around the aerodromes. This is achieved by establishing a series of obstacle limitation surfaces that define the limits to which objects may project into the airspace.</i></p> <p><i>Note 2.— Objects which penetrate the obstacle limitation surfaces contained in this chapter may in certain circumstances cause an increase in the obstacle clearance altitude/height for an instrument approach procedure or any associated visual circling procedure or have other operational impact on flight procedure design. Criteria for flight procedure design are contained in the Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS, Doc 8168).</i></p> <p><i>Note 3.— The establishment of, and requirements for, an obstacle protection surface for visual approach slope indicator systems are specified in 5.3.5.42 to 5.3.5.46.</i></p> <p>4.1 Obstacle limitation surfaces</p> <p><i>Note.— See Figure 4-1.</i></p> <p>Outer horizontal surface</p> <p><i>Note.— Guidance on the need to provide an outer horizontal surface and its characteristics is</i></p>									

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	Annex Standard or Recommended Practice									

	<p>contained in the Airport Services Manual (Doc 9137), Part 6.</p> <p>Conical surface</p> <p>4.1.1 <i>Description.</i>— <i>Conical surface.</i> A surface sloping upwards and outwards from the periphery of the inner horizontal surface.</p>									
4.1.1.1	<p>4.1.2 <i>Characteristics.</i>— The limits of the conical surface shall comprise:</p> <p>a) a lower edge coincident with the periphery of the inner horizontal surface; and</p> <p>b) an upper edge located at a specified height above the inner horizontal surface.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.H.415 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.1.3	<p>4.1.3 The slope of the conical surface shall be measured in a vertical plane perpendicular to the periphery of the inner horizontal surface.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.H.415 para (d)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.1.4	<p>Inner horizontal surface</p> <p>4.1.4 <i>Description.</i>— <i>Inner horizontal surface.</i> A surface located in a horizontal plane above an aerodrome and its environs.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.H.420	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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		para (b)								
4.1.5	<p>4.1.5 <i>Characteristics.</i>— The radius or outer limits of the inner horizontal surface shall be measured from a reference point or points established for such purpose.</p> <p><i>Note.</i>— <i>The shape of the inner horizontal surface need not necessarily be circular. Guidance on determining the extent of the inner horizontal surface is contained in the Airport Services Manual (Doc 9137), Part 6.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.H.420 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to GM1 ADR-DSN.H. 420 para (a)
4.1.6	<p>4.1.6 The height of the inner horizontal surface shall be measured above an elevation datum established for such purpose.</p> <p><i>Note.</i>— <i>Guidance on determining the elevation datum is contained in the Airport Services Manual (Doc 9137), Part 6.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.H.420 para (d)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.1.7	<p>Approach surface</p> <p>4.1.7 <i>Description.</i>— <i>Approach surface.</i> An inclined plane or combination of planes preceding the threshold.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.H.425 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

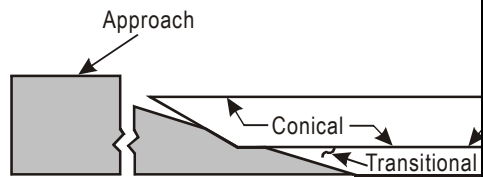
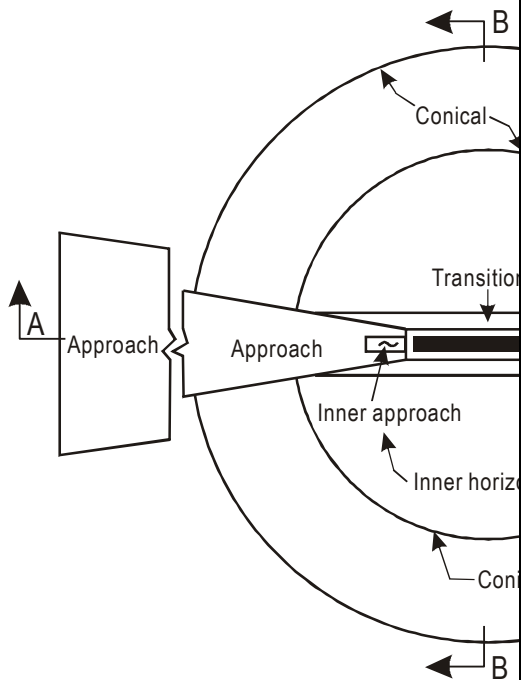
	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
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4.1.8	<p>4.1.8 <i>Characteristics.</i>— The limits of the approach surface shall comprise:</p> <p>a) an inner edge of specified length, horizontal and perpendicular to the extended centre line of the runway and located at a specified distance before the threshold;</p> <p>b) two sides originating at the ends of the inner edge and diverging uniformly at a specified rate from the extended centre line of the runway;</p> <p>c) an outer edge parallel to the inner edge; and</p> <p>d) the above surfaces shall be varied when lateral offset, offset or curved approaches are utilized, specifically, two sides originating at the ends of the inner edge and diverging uniformly at a specified rate from the extended centre line of the lateral offset, offset or curved ground track.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.H.425 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.1.9	4.1.9 The elevation of the inner edge shall be equal to the elevation of the midpoint of the threshold.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.H.425 para (d)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.1.10	4.1.10 The slope(s) of the approach surface shall be measured in the vertical plane containing the	Article 34(5) Reg (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	centre line of the runway and shall continue containing the centre line of any lateral offset or curved ground track. <i>Note.— See Figure 4-2.</i>	2018/1139 CS ADR- DSN.H.425 para (e)								
4.1.11	Inner approach surface 4.1.11 <i>Description.— Inner approach surface.</i> A rectangular portion of the approach surface immediately preceding the threshold.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.H.450 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.1.11.1	4.1.12 <i>Characteristics.—</i> The limits of the inner approach surface shall comprise: a) an inner edge coincident with the location of the inner edge of the approach surface but of its own specified length; b) two sides originating at the ends of the inner edge and extending parallel to the vertical plane containing the centre line of the runway; and c) an outer edge parallel to the inner edge.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.H.450 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

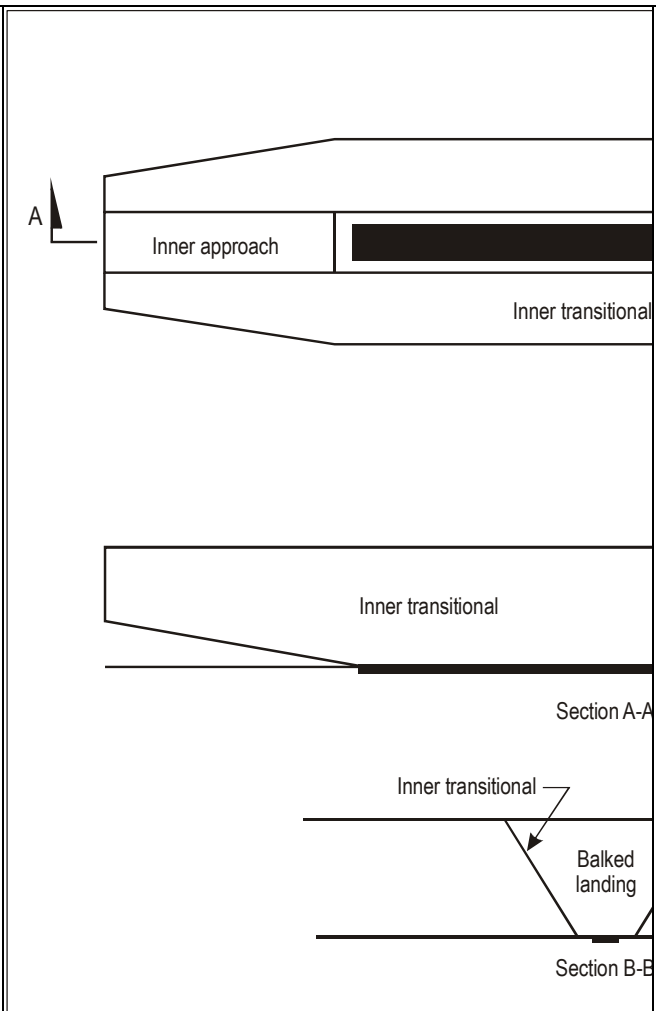
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	Figure 4-1. Obstacle limitation surfaces									
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	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	Figure 4-2. Inner approach, inner transitional and balked landing obstacle limitation surfaces									
4.1.13	<p>Transitional surface</p> <p>4.1.13 <i>Description.</i>— <i>Transitional surface.</i> A complex surface along the side of the strip and part of the side of the approach surface, that slopes upwards and outwards to the inner horizontal surface.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.H.430 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.1.14	<p>4.1.14 <i>Characteristics.</i>— The limits of a transitional surface shall comprise:</p> <p>a) a lower edge beginning at the intersection of the side of the approach surface with the inner horizontal surface and extending down the side of the approach surface to the inner edge of the approach surface and from there along the length of the strip parallel to the runway centre line; and</p> <p>b) an upper edge located in the plane of the inner horizontal surface.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.H.430 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.1.15	<p>4.1.15 The elevation of a point on the lower edge shall be:</p> <p>a) along the side of the approach surface — equal to the elevation of the approach surface at that point; and</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.H.430 para (d).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to GM1 ADR-DSN.H. 430

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
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	<p>b) along the strip — equal to the elevation of the nearest point on the centre line of the runway or its extension.</p> <p><i>Note.— As a result of b) the transitional surface along the strip will be curved if the runway profile is curved, or a plane if the runway profile is a straight line. The intersection of the transitional surface with the inner horizontal surface will also be a curved or a straight line depending on the runway profile.</i></p>									
4.1.16	<p>4.1.16 The slope of the transitional surface shall be measured in a vertical plane at right angles to the centre line of the runway.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.H.430 para (e)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.1.17	<p>Inner transitional surface</p> <p><i>Note.— It is intended that the inner transitional surface be the controlling obstacle limitation surface for navigation aids, aircraft and other vehicles that must be near the runway and which is not to be penetrated except for frangible objects. The transitional surface described in 4.1.13 is intended to remain as the controlling obstacle limitation surface for buildings, etc.</i></p> <p>4.1.17 Description.— Inner transitional surface. A surface similar to the transitional surface but closer to the runway.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.H.455 para (b).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to GM1 ADR-DSN.H. 455 para (a)

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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4.1.18	<p>4.1.18 <i>Characteristics.</i>— The limits of an inner transitional surface shall comprise:</p> <p>a) a lower edge beginning at the end of the inner approach surface and extending down the side of the inner approach surface to the inner edge of that surface, from there along the strip parallel to the runway centre line to the inner edge of the balked landing surface and from there up the side of the balked landing surface to the point where the side intersects the inner horizontal surface; and</p> <p>b) an upper edge located in the plane of the inner horizontal surface.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.H.455 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.1.19	<p>4.1.19 The elevation of a point on the lower edge shall be:</p> <p>a) along the side of the inner approach surface and balked landing surface — equal to the elevation of the particular surface at that point; and</p> <p>b) along the strip — equal to the elevation of the nearest point on the centre line of the runway or its extension.</p> <p><i>Note.— As a result of b) the inner transitional surface along the strip will be curved if the runway profile is curved or a plane if the runway profile is a straight line. The intersection of the inner transitional surface with the inner horizontal surface will also be a curved or straight line depending on the runway profile.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.H.455 para (d).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to GM1 ADR- DSN.H. 455 para (b)

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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4.1.20	4.1.20 The slope of the inner transitional surface shall be measured in a vertical plane at right angles to the centre line of the runway.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.H.455 para (e)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.1.21	Balked landing surface 4.1.21 <i>Description.— Balked landing surface.</i> An inclined plane located at a specified distance after the threshold, extending between the inner transitional surface.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.H.460 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.1.22	4.1.22 <i>Characteristics.—</i> The limits of the balked landing surface shall comprise: a) an inner edge horizontal and perpendicular to the centre line of the runway and located at a specified distance after the threshold; b) two sides originating at the ends of the inner edge and diverging uniformly at a specified rate from the vertical plane containing the centre line of the runway; and c) an outer edge parallel to the inner edge and located in the plane of the inner horizontal surface.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.H.460 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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4.1.23	4.1.23 The elevation of the inner edge shall be equal to the elevation of the runway centre line at the location of the inner edge.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.H.460 para (d)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.1.24	4.1.24 The slope of the balked landing surface shall be measured in the vertical plane containing the centre line of the runway.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.H.460 para (e)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.1.25	Take-off climb surface 4.1.25 <i>Description.— Take-off climb surface.</i> An inclined plane or other specified surface beyond the end of a runway or clearway.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.H.435 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.1.26	4.1.26 <i>Characteristics.—</i> The limits of the take-off climb surface shall comprise: a) an inner edge horizontal and perpendicular to the centre line of the runway and located either at a specified distance beyond the end of the runway or at the end of the clearway when such is provided and its length exceeds the specified distance;	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.H.435 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	<p>b) two sides originating at the ends of the inner edge, diverging uniformly at a specified rate from the take-off track to a specified final width and continuing thereafter at that width for the remainder of the length of the take-off climb surface; and</p> <p>c) an outer edge horizontal and perpendicular to the specified take-off track.</p>									
4.1.27	4.1.27 The elevation of the inner edge shall be equal to the highest point on the extended runway centre line between the end of the runway and the inner edge, except that when a clearway is provided the elevation shall be equal to the highest point on the ground on the centre line of the clearway.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.H.435 para (d)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.1.28	4.1.28 In the case of a straight take-off flight path, the slope of the take-off climb surface shall be measured in the vertical plane containing the centre line of the runway.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.H.435 para (e)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.1.29	4.1.29 In the case of a take-off flight path involving a turn, the take-off climb surface shall be a complex surface containing the horizontal normals to its centre line, and the slope of the centre line shall be the same as that for a straight take-off flight path.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.H.435 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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				Annex Standard or Recommended Practice						

		(f)								
4.2.1	<p>4.2 Obstacle limitation requirements</p> <p><i>Note.— The requirements for obstacle limitation surfaces are specified on the basis of the intended use of a runway, i.e. take-off or landing and type of approach, and are intended to be applied when such use is made of the runway. In cases where operations are conducted to or from both directions of a runway, then the function of certain surfaces may be nullified because of more stringent requirements of another lower surface.</i></p> <p>Non-instrument runways</p> <p>4.2.1 The following obstacle limitation surfaces shall be established for a non-instrument runway:</p> <ul style="list-style-type: none"> — conical surface; — inner horizontal surface; — approach surface; and — transitional surfaces. 	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.J.470 para (a).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to GM1 ADR- DSN.J.4 65
4.2.2	4.2.2 The heights and slopes of the surfaces shall not be greater than, and their other dimensions not less than, those specified in Table 4-1.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.J.470 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

4.2.3	<p>4.2.3 New objects or extensions of existing objects shall not be permitted above an approach or transitional surface except when, in the opinion of the appropriate authority, the new object or extension would be shielded by an existing immovable object.</p> <p><i>Note.— Circumstances in which the shielding principle may reasonably be applied are described in the Airport Services Manual (Doc 9137), Part 6.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.J.470 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.2.4	<p>4.2.4 Recommendation.— <i>New objects or extensions of existing objects should not be permitted above the conical surface or inner horizontal surface except when, in the opinion of the appropriate authority, the object would be shielded by an existing immovable object, or after aeronautical study it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of aeroplanes.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.J.470 para (d)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.2.5	<p>4.2.5 Recommendation.— <i>Existing objects above any of the surfaces required by 4.2.1 should as far as practicable be removed except when, in the opinion of the appropriate authority, the object is shielded by an existing immovable object, or after aeronautical study it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of aeroplanes.</i></p> <p><i>Note.— Because of transverse or longitudinal slopes on a strip, in certain cases the inner edge or portions of the inner edge of the approach surface may be</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.J.470 para (e)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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				Level of implementation of SARPs						Signi ficant Differ ence
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	Annex Standard or Recommended Practice									

	<i>below the corresponding elevation of the strip. It is not intended that the strip be graded to conform with the inner edge of the approach surface, nor is it intended that terrain or objects which are above the approach surface beyond the end of the strip, but below the level of the strip, be removed unless it is considered they may endanger aeroplanes.</i>									
4.2.6	4.2.6 Recommendation. — <i>In considering proposed construction, account should be taken of the possible future development of an instrument runway and consequent requirement for more stringent obstacle limitation surfaces.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.J.470 para (f)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.2.7	Non-precision approach runways 4.2.7 The following obstacle limitation surfaces shall be established for a non-precision approach runway: — conical surface; — inner horizontal surface; — approach surface; and — transitional surfaces.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.J.475 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.2.8	4.2.8 The heights and slopes of the surfaces shall not be greater than, and their other dimensions not less than, those specified in Table 4-1, except in the case of the horizontal section of the approach surface (see 4.2.9).	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.J.475	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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		para (b)																																																																								
4.2.9	<p>4.2.9 The approach surface shall be horizontal beyond the point at which the 2.5 per cent slope intersects:</p> <p>a) a horizontal plane 150 m above the threshold elevation; or</p> <p>b) the horizontal plane passing through the top of any object that governs the obstacle clearance altitude/height (OCA/H);</p> <p>whichever is the higher.</p> <p>Table 4-1. Dimensions and slopes of obstacle limitation surfaces — Approach runways</p> <p style="text-align: center;">APPROACH RUNWAYS</p> <table border="1"> <thead> <tr> <th rowspan="3"></th><th colspan="10">RUNWAY CLASSIFICATION</th></tr> <tr> <th colspan="4">Non-instrument</th><th colspan="3">Non-precision approach</th><th colspan="3">Precision approach category</th></tr> <tr> <th colspan="4">Code number</th><th colspan="3">Code number</th><th>I Code number</th><th>II or III Code number</th><th></th></tr> </thead> <tbody> <tr> <td>Surface and dimensions^a</td><td>1</td><td>2</td><td>3</td><td>4</td><td>1,2</td><td>3</td><td>4</td><td>1,2</td><td>3,4</td><td>3,4</td></tr> <tr> <td>(1)</td><td>(2)</td><td>(3)</td><td>(4)</td><td>(5)</td><td>(6)</td><td>(7)</td><td>(8)</td><td>(9)</td><td>(10)</td><td>(11)</td></tr> <tr> <td>CONICAL slope</td><td>5%</td><td>5%</td><td>5%</td><td>5%</td><td>5%</td><td>5%</td><td>5%</td><td>5%</td><td>5%</td><td>5%</td></tr> </tbody> </table>		RUNWAY CLASSIFICATION										Non-instrument				Non-precision approach			Precision approach category			Code number				Code number			I Code number	II or III Code number		Surface and dimensions ^a	1	2	3	4	1,2	3	4	1,2	3,4	3,4	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	CONICAL slope	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.J.475 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	RUNWAY CLASSIFICATION																																																																									
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Height	35 m	55 m	75 m	100 m	60 m	75 m	100 m	60 m	100 m	100 m							
INNER HORIZONTAL																	
Height	45 m	45 m	45 m	45 m	45 m	45 m	45 m	45 m	45 m	45 m							
Radius	2 000 m	2 500 m	4 000 m	4 000 m	3 500 m	4 000 m	4 000 m	3 500 m	4 000 m	4 000 m							
INNER APPROACH																	
Width	—	—	—	—	—	—	—	90 m	120 m ^e	120 m							
Distance from threshold	—	—	—	—	—	—	—	60 m	60 m	60 m							
Length	—	—	—	—	—	—	—	900 m	900 m	900 m							
Slope								2.5%	2%	2%							
APPROACH																	
Length of inner edge	60 m	80 m	150 m	150 m	140 m	280 m	280 m	140 m	280 m	280 m							
Distance from threshold	30 m	60 m	60 m	60 m	60 m	60 m	60 m	60 m	60 m	60 m							
Divergence (each side)	10%	10%	10%	10%	15%	15%	15%	15%	15%	15%							
First section																	
Length	1 600 m	2 500 m	3 000 m	3 000 m	2 500 m	3 000 m	3 000 m	3 000 m	3 000 m	3 000 m							
Slope	5%	4%	3.33%	2.5%	3.33%	2%	2%	2.5%	2%	2%							
Second section																	
Length	—	—	—	—	—	3 600 m ^b	3 600 m ^b	12 000 m	3 600 m ^b	3 600 m ^b							
Slope	—	—	—	—	—	2.5%	2.5%	3%	2.5%	2.5%							

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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Horizontal section Length Total length TRANSITION AL Slope INNER TRANSITION AL Slope BALKED LANDING SURFACE Length of inner edge Distance from threshold Divergence (each side) Slope a. All dimensions are measured horizontally unless specified otherwise. b. Variable length (see 4.2.9 or 4.2.17). c. Distance to the end of strip. e. Where the code letter is F (Table 1-1), the width is increased to 140 m except for those aerodromes that accommodate a code letter F aeroplane equipped with digital avionics that provide steering commands to maintain	— — — — — 8 8 — 8 8 400 400 400 — 400 m ^b m ^b m ^b m ^b									
	— — — — — 15 15 15 15 15 000 000 000 000 000 m m m m m									
	20% 20% 14.3 14.3 20% 14.3 14.3 14.3 14.3 14.3% % % % % % %									
	— — — — — — — — 40% 33.3 33.3% %									
	— — — — — — — — 90 m 120 120 m ^e m ^e									
	— — — — — — — — c 1 1 800 800 m ^d m ^d									
	— — — — — — — — 10% 10% 10%									
	— — — — — — — — 4% 3.33 3.33% %									

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	d. Or end of runway whichever is less.	an established track during the go-around manoeuvre. <i>Note.— See Circulars 301 and 345 (forthcoming), and Chapter 4 of the PANS-Aerodromes, Part I (Doc 9981) for further information.</i>								
4.2.10	4.2.10 New objects or extensions of existing objects shall not be permitted above an approach surface within 3 000 m of the inner edge or above a transitional surface except when, in the opinion of the appropriate authority, the new object or extension would be shielded by an existing immovable object. <i>Note.— Circumstances in which the shielding principle may reasonably be applied are described in the Airport Services Manual (Doc 9137), Part 6.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.J.475 para (d).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to GM1 ADR-DSN.J.475 (b)
4.2.11	4.2.11 Recommendation. — <i>New objects or extensions of existing objects should not be permitted above the approach surface beyond 3 000 m from the inner edge, the conical surface or inner horizontal surface except when, in the opinion of the appropriate authority, the object would be shielded by an existing immovable object, or after aeronautical study it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of aeroplanes.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.J.475 para (e)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.2.12	4.2.12 Recommendation. — <i>Existing objects above any of the surfaces required by 4.2.7 should as far as practicable be removed except when, in the opinion of the appropriate authority, the object is shielded by an existing immovable object, or after aeronautical study it</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.J.475	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to GM1 ADR-DSN.J.4

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	<p><i>is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of aeroplanes.</i></p> <p><i>Note.— Because of transverse or longitudinal slopes on a strip, in certain cases the inner edge or portions of the inner edge of the approach surface may be below the corresponding elevation of the strip. It is not intended that the strip be graded to conform with the inner edge of the approach surface, nor is it intended that terrain or objects which are above the approach surface beyond the end of the strip, but below the level of the strip, be removed unless it is considered they may endanger aeroplanes.</i></p>	para (f).								75 (c)
4.2.13	<p>Precision approach runways</p> <p><i>Note 1.— See 9.9 for information regarding siting of equipment and installations on operational areas.</i></p> <p><i>Note 2.— Guidance on obstacle limitation surfaces for precision approach runways is given in the Airport Services Manual (Doc 9137), Part 6.</i></p> <p>4.2.13 The following obstacle limitation surfaces shall be established for a precision approach runway category I:</p> <ul style="list-style-type: none"> — conical surface; — inner horizontal surface; 	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.J.480 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	— approach surface; and — transitional surfaces.									
4.2.14	<p>4.2.14 Recommendation.— <i>The following obstacle limitation surfaces should be established for a precision approach runway category I:</i></p> <p>— inner approach surface; — inner transitional surfaces; and — balked landing surface.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidance Material GM1 ADR-DSN.J.480 para (a). Subject to review by rulemaking task 0591.
4.2.15	<p>4.2.15 The following obstacle limitation surfaces shall be established for a precision approach runway category II or III:</p> <p>— conical surface; — inner horizontal surface;</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.J.480 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	— approach surface and inner approach surface; — transitional surfaces; — inner transitional surfaces; and — balked landing surface.	(b)								
4.2.16	4.2.16 The heights and slopes of the surfaces shall not be greater than, and their other dimensions not less than, those specified in Table 4-1, except in the case of the horizontal section of the approach surface (see 4.2.17).	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.J.480 para (c)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	For code F aeroplanes, the width of the inner approach surface and the length of the inner edge of the balked landing surface are increased to 140m, irrespective of the type of avionics (Table J-1).	This may be revisited in the future when the ICAO OLS task force finishes its works.
Has this been 4.2.17	4.2.17 The approach surface shall be horizontal beyond the point at which the 2.5 per cent slope intersects:	Article 34(5) Reg (EU) 2018/1139 CS ADR-	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	<p>a) a horizontal plane 150 m above the threshold elevation; or</p> <p>b) the horizontal plane passing through the top of any object that governs the obstacle clearance limit;</p> <p>whichever is the higher.</p>	DSN.J.480 para (d)								
4.2.18	4.2.18 Fixed objects shall not be permitted above the inner approach surface, the inner transitional surface or the balked landing surface, except for frangible objects which because of their function must be located on the strip. Mobile objects shall not be permitted above these surfaces during the use of the runway for landing.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.J.480 para (e)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.2.19	<p>4.2.19 New objects or extensions of existing objects shall not be permitted above an approach surface or a transitional surface except when, in the opinion of the appropriate authority, the new object or extension would be shielded by an existing immovable object.</p> <p><i>Note.— Circumstances in which the shielding principle may reasonably be applied are described in the Airport Services Manual (Doc 9137), Part 6.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.J.480 para (f).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to GM1 ADR-DSN.J.480 (d)
4.2.20	4.2.20 Recommendation. — <i>New objects or extensions of existing objects should not be permitted above the conical surface and the inner horizontal surface except when, in the opinion of the appropriate authority, an object would be shielded by an existing</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.J.480	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	<i>immovable object, or after aeronautical study it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of aeroplanes.</i>	para (g)								
4.2.21	<p>4.2.21 Recommendation.— <i>Existing objects above an approach surface, a transitional surface, the conical surface and inner horizontal surface should as far as practicable be removed except when, in the opinion of the appropriate authority, an object is shielded by an existing immovable object, or after aeronautical study it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of aeroplanes.</i></p> <p><i>Note.</i>— <i>Because of transverse or longitudinal slopes on a strip, in certain cases the inner edge or portions of the inner edge of the approach surface may be below the corresponding elevation of the strip. It is not intended that the strip be graded to conform with the inner edge of the approach surface, nor is it intended that terrain or objects which are above the approach surface beyond the end of the strip, but below the level of the strip, be removed unless it is considered they may endanger aeroplanes.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.J.480 para (h).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to GM1 ADR-DSN.J480 (h)
4.2.22	<p>Runways meant for take-off</p> <p>4.2.22 The following obstacle limitation surface shall be established for a runway meant for take-off:</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.J.485	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	— take-off climb surface.	para (b)								
4.2.23	4.2.23 The dimensions of the surface shall be not less than the dimensions specified in Table 4-2, except that a lesser length may be adopted for the take-off climb surface where such lesser length would be consistent with procedural measures adopted to govern the outward flight of aeroplanes.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.J.485 para (c)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The CS addresses also the case of runways with clearways	
4.2.24	4.2.24 Recommendation. — <i>The operational characteristics of aeroplanes for which the runway is intended should be examined to see if it is desirable to reduce the slope specified in Table 4-2 when critical operating conditions are to be catered to. If the specified slope is reduced, corresponding adjustment in the length of the take-off climb surface should be made so as to provide protection to a height of 300 m.</i> <i>Note.— When local conditions differ widely from sea level standard atmospheric conditions, it may be advisable for the slope specified in Table 4-2 to be reduced. The degree of this reduction depends on the divergence between local conditions and sea level standard atmospheric conditions, and on the performance characteristics and operational requirements of the aeroplanes for which the runway is intended.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidance Material GM1 ADR-DSN.J.485 para (e) and GM1 ADR-DSN.J.485 para (b). Subject

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

										to review by rulemaki ng task 0591.
4.2.25	<p>4.2.25 New objects or extensions of existing objects shall not be permitted above a take-off climb surface except when, in the opinion of the appropriate authority, the new object or extension would be shielded by an existing immovable object.</p> <p><i>Note.— Circumstances in which the shielding principle may reasonably be applied are described in the Airport Services Manual (Doc 9137), Part 6.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.J.485 para (d).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to GM1 ADR- DSN.J.4 85 (c)
4.2.26	<p>4.2.26 Recommendation.— <i>If no object reaches the 2 per cent (1:50) take-off climb surface, new objects should be limited to preserve the existing obstacle free surface or a surface down to a slope of 1.6 per cent (1:62.5).</i></p> <p>Table 4-2. Dimensions and slopes of obstacle limitation surfaces</p> <p>RUNWAYS MEANT FOR TAKE-OFF</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specifica tion has been transpos ed as guidanc e material GM1 ADR- DSN.J.4 85 para (a),
	<p>Code number</p> <p>Surface and dimensions^a 1 2 3 or 4</p>									

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
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	Annex Standard or Recommended Practice									

	(1)	(2)	(3)	(4)									which addition does not foresee the limitation of new objects. Subject to review by rulemaking task 0591.
	TAKE-OFF CLIMB												
	Length of inner edge	60 m	80 m	180 m									
	Distance from runway end ^b	30 m	60 m	60 m									
	Divergence (each side)	10%	10%	12.5%									
	Final width	380 m	580 m	1 200 m 1 800 m ^c									
	Length	1 600 m	2 500 m	15 000 m									
	Slope	5%	4%	2% ^d									
	a. All dimensions are measured horizontally unless specified otherwise. b. The take-off climb surface starts at the end of the clearway if the clearway length exceeds the specified distance. c. 1 800 m when the intended track includes changes of heading greater than 15° for operations conducted in IMC, VMC by night. d. See 4.2.24 and 4.2.26.												
4.2.27	4.2.27 Recommendation. — <i>Existing objects that extend above a take-off climb surface should as far as practicable be removed except when, in the opinion of the appropriate authority, an object is shielded by an existing immovable object, or after aeronautical study it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of aeroplanes.</i>				Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.J.485 para (e).	☒	☐	☐	☐	☐	☐		Refer also to GM1 ADR-DSN.J.485 (d)

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	<i>Note.— Because of transverse slopes on a strip or clearway, in certain cases portions of the inner edge of the take-off climb surface may be below the corresponding elevation of the strip or clearway. It is not intended that the strip or clearway be graded to conform with the inner edge of the take-off climb surface, nor is it intended that terrain or objects which are above the take-off climb surface beyond the end of the strip or clearway, but below the level of the strip or clearway, be removed unless it is considered they may endanger aeroplanes. Similar considerations apply at the junction of a clearway and strip where differences in transverse slopes exist.</i>									
4.3.1	<p>4.3 Objects outside the obstacle limitation surfaces</p> <p>4.3.1 Recommendation.— Arrangements should be made to enable the appropriate authority to be consulted concerning proposed construction beyond the limits of the obstacle limitation surfaces that extend above a height established by that authority, in order to permit an aeronautical study of the effect of such construction on the operation of aeroplanes.</p>	Art. 8 (2) Reg. (EU) 139/2014	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The provision does not foresee the consultation with the "appropriate authority", neither refers to an aeronaut

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				Level of implementation of SARPs			Signi ficant Differ ence			
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										ical study/sa fety assessm ent. Su bject to review by rulemaki ng task 0591.
4.3.2	<p>4.3.2 Recommendation.— <i>In areas beyond the limits of the obstacle limitation surfaces, at least those objects which extend to a height of 150 m or more above ground elevation should be regarded as obstacles, unless a special aeronautical study indicates that they do not constitute a hazard to aeroplanes.</i></p> <p><i>Note.— This study may have regard to the nature of operations concerned and may distinguish between day and night operations.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.J.487 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take into account their existing national require ments, due to the limitatio n of the applicab ility of the relevant

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										CS to the area under the control of the aerodrome operator.
4.4.1	<p>4.4 Other objects</p> <p>4.4.1 Recommendation.— <i>Objects which do not project through the approach surface but which would nevertheless adversely affect the optimum siting or performance of visual or non-visual aids should, as far as practicable, be removed.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.J.486 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.4.2	<p>4.4.2 Recommendation.— <i>Anything which may, in the opinion of the appropriate authority after aeronautical study, endanger aeroplanes on the movement area or in the air within the limits of the inner horizontal and conical surfaces should be regarded as an obstacle and should be removed in so far as practicable.</i></p> <p><i>Note.— In certain circumstances, objects that do not project above any of the surfaces enumerated in 4.1 may constitute a hazard to aeroplanes as, for example, where there are one or more isolated objects in the vicinity of an aerodrome.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.J.486 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
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				Annex Standard or Recommended Practice						

5.1.1.1	<p>CHAPTER 5. VISUAL AIDS FOR NAVIGATION</p> <p>5.1 Indicators and signalling devices</p> <p>5.1.1 Wind direction indicator</p> <p>Application</p> <p>5.1.1.1 An aerodrome shall be equipped with at least one wind direction indicator.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.K.490 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.1.1.2	<p>Location</p> <p>5.1.1.2 A wind direction indicator shall be located so as to be visible from aircraft in flight or on the movement area and in such a way as to be free from the effects of air disturbances caused by nearby objects.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.K.490 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.1.1.3	Characteristics	Article 34(5) Reg (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
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	5.1.1.3 Recommendation. — <i>The wind direction indicator should be in the form of a truncated cone made of fabric and should have a length of not less than 3.6 m and a diameter, at the larger end, of not less than 0.9 m. It should be constructed so that it gives a clear indication of the direction of the surface wind and a general indication of the wind speed. The colour or colours should be so selected as to make the wind direction indicator clearly visible and understandable from a height of at least 300 m, having regard to background. Where practicable, a single colour, preferably white or orange, should be used. Where a combination of two colours is required to give adequate conspicuity against changing backgrounds, they should preferably be orange and white, red and white, or black and white, and should be arranged in five alternate bands, the first and last bands being the darker colour.</i>	2018/1139 CS ADR- DSN.K.490 para (c)								
5.1.1.4	5.1.1.4 Recommendation. — <i>The location of at least one wind direction indicator should be marked by a circular band 15 m in diameter and 1.2 m wide. The band should be centred about the wind direction indicator support and should be in a colour chosen to give adequate conspicuity, preferably white.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specifica tion has been transpos ed as Guidanc e Material GM1 ADR- DSN.K. 490 para (c).

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
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										Subject to review by rulemaking task 0591.
5.1.1.5	5.1.1.5 Recommendation. — <i>Provision should be made for illuminating at least one wind indicator at an aerodrome intended for use at night.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.K.490 para (d)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.1.2.1	5.1.2 Landing direction indicator Location 5.1.2.1 Where provided, a landing direction indicator shall be located in a conspicuous place on the aerodrome.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.K.495 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.1.2.2	Characteristics 5.1.2.2 Recommendation. — <i>The landing direction indicator should be in the form of a “T”.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.K.495	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

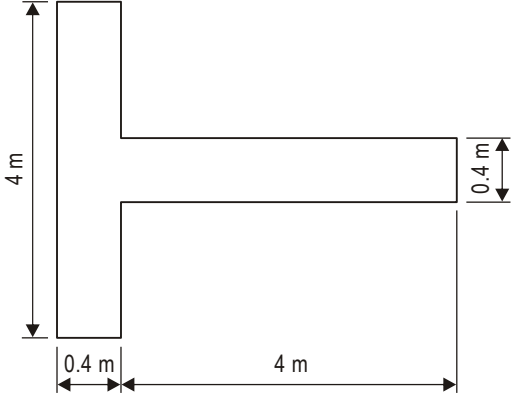
	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	Figure 5-1. Landing direction indicator	para (b)								
5.1.2.3	5.1.2.3 The shape and minimum dimensions of a landing “T” shall be as shown in Figure 5-1. The colour of the landing “T” shall be either white or orange, the choice being dependent on the colour that contrasts best with the background against which the indicator will be viewed. Where required for use at night the landing “T” shall either be illuminated or outlined by white lights.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.K.495 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.1.3.1	5.1.3 Signalling lamp <i>Application</i> 5.1.3.1 A signalling lamp shall be provided at a controlled aerodrome in the aerodrome control tower.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.K.500 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.1.3.2	<i>Characteristics</i> 5.1.3.2 Recommendation. — <i>A signalling lamp should be capable of producing red, green and white signals, and of:</i> a) <i>being aimed manually at any target as required;</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.K.500 para (b).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Paragraph (c) has not yet been transposed, and part of the

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	<p>b) giving a signal in any one colour followed by a signal in either of the two other colours; and</p> <p>c) transmitting a message in any one of the three colours by Morse Code up to a speed of at least four words per minute.</p> <p>When selecting the green light, use should be made of the restricted boundary of green as specified in Appendix 1, 2.1.2.</p>									specification has been transposed as guidance material GM1 ADR-DSN.K.500. Subject to review by rulemaking task 0591;.
5.1.3.3	<p>5.1.3.3 Recommendation.— The beam spread should be not less than 1° nor greater than 3°, with negligible light beyond 3°. When the signalling lamp is intended for use in the daytime the intensity of the coloured light should be not less than 6 000 cd.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.K.500 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	Annex Standard or Recommended Practice									

										
5.1.4.1	<p>5.1.4 Signal panels and signal area</p> <p><i>Note.— The inclusion of detailed specifications for a signal area in this section is not intended to imply that one has to be provided. Attachment A, Section 16, provides guidance on the need to provide ground signals. Annex 2, Appendix 1, specifies the shape, colour and use of visual ground signals. The Aerodrome Design Manual (Doc 9157), Part 4, provides guidance on their design.</i></p> <p>Location of signal area</p> <p>5.1.4.1 Recommendation.— <i>The signal area should be located so as to be visible for all angles of</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidance Material GM1 ADR-DSN.K. 510. Subject to review

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	<i>azimuth above an angle of 10° above the horizontal when viewed from a height of 300 m.</i>									by rulemaking task 0591.
5.1.4.2	Characteristics of signal area 5.1.4.2 The signal area shall be an even horizontal surface at least 9 m square.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specification has been transposed as Guidance Material GM1 ADR-DSN.K.515 para (a).	Subject to review by rulemaking task 0591.
5.1.4.3	5.1.4.3 Recommendation. — <i>The colour of the signal area should be chosen to contrast with the colours of the signal panels used, and it should be surrounded by a white border not less than 0.3 m wide.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidance Material GM1 ADR-DSN.K. 515 para

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				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
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										(c). Subject to review by rulemaki ng task 0591;.
5.2.1.1	5.2 Markings 5.2.1 General <i>Interruption of runway markings</i> 5.2.1.1 At an intersection of two (or more) runways the markings of the more important runway, except for the runway side stripe marking, shall be displayed and the markings of the other runway(s) shall be interrupted. The runway side stripe marking of the more important runway may be either continued across the intersection or interrupted.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.560 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.1.2	5.2.1.2 Recommendation. — <i>The order of importance of runways for the display of runway markings should be as follows:</i> <i>1st — precision approach runway;</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.560 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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				Level of implementation of SARPs			Signi ficant Differ ence			
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	2nd — non-precision approach runway; and 3rd — non-instrument runway.	(b)								
5.2.1.3	5.2.1.3 At an intersection of a runway and taxiway the markings of the runway shall be displayed and the markings of the taxiway interrupted, except that runway side stripe markings may be interrupted. <i>Note.— See 5.2.8.7 regarding the manner of connecting runway and taxiway centre line markings.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.560 para (c)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Runway side stripe markings may also continue across the intersection	
5.2.1.4	Colour and conspicuity 5.2.1.4 Runway markings shall be white. <i>Note 1.— It has been found that, on runway surfaces of light colour, the conspicuity of white markings can be improved by outlining them in black.</i> <i>Note 2.— It is preferable that the risk of uneven friction characteristics on markings be reduced in so far as practicable by the use of a suitable kind of paint.</i> <i>Note 3.— Markings may consist of solid areas or a series of longitudinal stripes providing an effect equivalent to the solid areas.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.520 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.1.5	5.2.1.5 Taxiway markings, runway turn pad markings and aircraft stand markings shall be yellow.	Article 34(5) Reg (EU) 2018/1139	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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				Level of implementation of SARPs			Signi- ficant Differ- ence			
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		CS ADR- DSN.L.520 para (b)								
5.2.1.6	5.2.1.6 Apron safety lines shall be of a conspicuous colour which shall contrast with that used for aircraft stand markings.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.520 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.1.7	<p>5.2.1.7 Recommendation.— <i>At aerodromes where operations take place at night, pavement markings should be made with reflective materials designed to enhance the visibility of the markings.</i></p> <p><i>Note.</i>— <i>Guidance on reflective materials is given in the Aerodrome Design Manual (Doc 9157), Part 4.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidance Material GM1 ADR-DSN.L. 520 para (b). Subject to review by rulemaki

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
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										ng task 0591.
5.2.1.8	<p>Unpaved taxiways</p> <p>5.2.1.8 Recommendation.— <i>An unpaved taxiway should be provided, so far as practicable, with the markings prescribed for paved taxiways.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.555, CS ADR- DSN.L.575, CS ADR- DSN.L.580	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specifica tion has not been transpos ed as such, but other relevant individu al specifica tions address the intent of this particula r specifica tion. The CSs generall y do not different iate between

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										paved and unpaved taxiways (except for the case of unpaved taxiway markers) .
5.2.2.1	5.2.2 Runway designation marking <i>Application</i> 5.2.2.1 A runway designation marking shall be provided at the thresholds of a paved runway.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.525 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.2.2	5.2.2.2 Recommendation. — <i>A runway designation marking should be provided, so far as practicable, at the thresholds of an unpaved runway.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.525 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.2.3	<i>Location</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

	<p>5.2.2.3 A runway designation marking shall be located at a threshold as shown in Figure 5-2 as appropriate.</p> <p><i>Note.— If the runway threshold is displaced from the extremity of the runway, a sign showing the designation of the runway may be provided for aeroplanes taking off.</i></p>	DSN.L.525 para (b), CS ADR-DSN.N.775(c)(22)								
5.2.2.4	<p>Characteristics</p> <p>5.2.2.4 A runway designation marking shall consist of a two-digit number and on parallel runways shall be supplemented with a letter. On a single runway, dual parallel runways and triple parallel runways the two-digit number shall be the whole number nearest the one-tenth of the magnetic North when viewed from the direction of approach. On four or more parallel runways, one set of adjacent runways shall be numbered to the nearest one-tenth magnetic azimuth and the other set of adjacent runways numbered to the next nearest one-tenth of the magnetic azimuth. When the above rule would give a single digit number, it shall be preceded by a zero.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.525 para (c)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

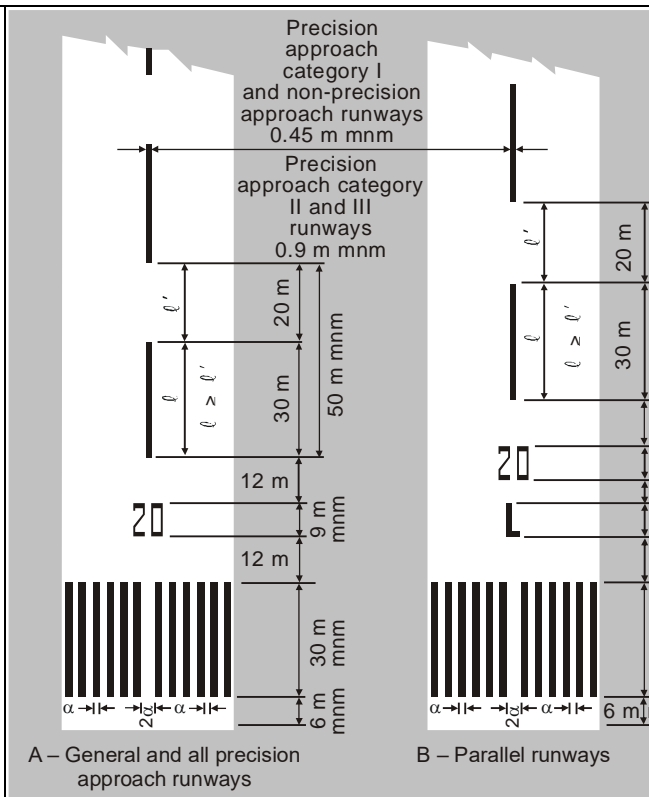


Figure 5-2. Runway designation, centre line and threshold markings

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs						Signi ficant Differ ence
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	Annex Standard or Recommended Practice									

5.2.2.5	<p>5.2.2.5 In the case of parallel runways, each runway designation number shall be supplemented by a letter as follows, in the order shown from left to right when viewed from the direction of approach:</p> <p>— for two parallel runways: “L” “R”;</p> <p>— for three parallel runways: “L” “C” “R”;</p> <p>— for four parallel runways: “L” “R” “L” “R”;</p> <p>— for five parallel runways: “L” “C” “R” “L” “R” or “L” “R” “L” “C” “R”; and</p> <p>— for six parallel runways: “L” “C” “R” “L” “C” “R”.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.525 para (c)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.2.6	<p>5.2.2.6 The numbers and letters shall be in the form and proportion shown in Figure 5-3. The dimensions shall be not less than those shown in Figure 5-3, but where the numbers are incorporated in the threshold marking, larger dimensions shall be used in order to fill adequately the gap between the stripes of the threshold marking.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.525 para (c)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.3.1	5.2.3 Runway centre line marking	Article 34(5) Reg (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
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	Annex Standard or Recommended Practice									

	Application 5.2.3.1 A runway centre line marking shall be provided on a paved runway.	2018/1139 CS ADR-DSN.L.530 para (a)								
5.2.3.2	Location 5.2.3.2 A runway centre line marking shall be located along the centre line of the runway between the runway designation markings as shown in Figure 5-2, except when interrupted in compliance with 5.2.1.1.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.530 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.3.3	Characteristics 5.2.3.3 A runway centre line marking shall consist of a line of uniformly spaced stripes and gaps. The length of a stripe plus a gap shall be not less than 50 m or more than 75 m. The length of each stripe shall be at least equal to the length of the gap or 30 m, whichever is greater.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.530 para (c)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.3.4	5.2.3.4 The width of the stripes shall be not less than: — 0.90 m on precision approach category II and III runways;	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.530 para (c)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

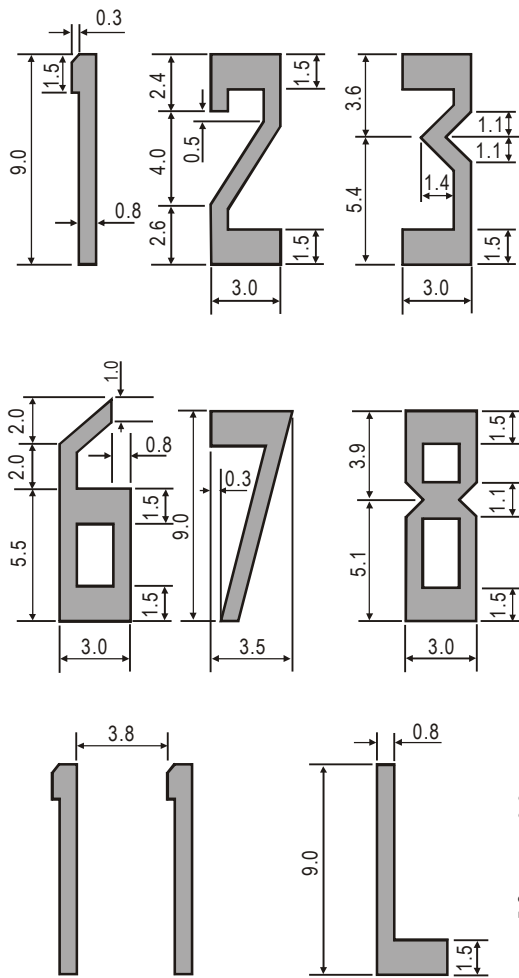
	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs						Signi ficant Differ ence
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	<p>— 0.45 m on non-precision approach runways where the code number is 3 or 4, and precision approach category I runways; and</p> <p>— 0.30 m on non-precision approach runways where the code number is 1 or 2, and on non-instrument runways.</p>									
5.2.4.1	<p>5.2.4 Threshold marking</p> <p>Application</p> <p>5.2.4.1 A threshold marking shall be provided at the threshold of a paved instrument runway, and of a paved non- instrument runway where the code number is 3 or 4 and the runway is intended for use by international commercial air transport.</p>	Article 34 (5) Reg (EU) 2018/1139 CS ADR-DSN.L.535 (a)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Threshold marking is required for any runway	
5.2.4.2	<p>5.2.4.2 Recommendation.— <i>A threshold marking should be provided at the threshold of a paved non-instrument runway where the code number is 3 or 4 and the runway is intended for use by other than international commercial air transport.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.535 (a)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Threshold marking is required for any runway
5.2.4.3	<p>5.2.4.3 Recommendation.— <i>A threshold marking should be provided, so far as practicable, at the thresholds of an unpaved runway.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has not been

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	<i>Note.— The Aerodrome Design Manual (Doc 9157), Part 4, shows a form of marking which has been found satisfactory for the marking of downward slopes immediately before the threshold.</i>	DSN.L. 535 para (a)								transpos ed as such, but it is covered under CS ADR- DSN.L. 535 para (a), which does not discrimi nate between different types of runways .
5.2.4.4	Location 5.2.4.4 The stripes of the threshold marking shall commence 6 m from the threshold.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.535 (b) (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
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Note.— All units are expressed in metres.

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				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
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	Figure 5-3. Form and proportions of numbers and letters for runway designation markings																					
5.2.4.5	<p>Characteristics</p> <p>5.2.4.5 A runway threshold marking shall consist of a pattern of longitudinal stripes of uniform dimensions disposed symmetrically about the centre line of a runway as shown in Figure 5-2 (A) and (B) for a runway width of 45 m. The number of stripes shall be in accordance with the runway width as follows:</p> <table><thead><tr><th><i>Runway width</i></th><th><i>Number of stripes</i></th></tr></thead><tbody><tr><td>18 m</td><td>4</td></tr><tr><td>23 m</td><td>6</td></tr><tr><td>30 m</td><td>8</td></tr><tr><td>45 m</td><td>12</td></tr><tr><td>60 m</td><td>16</td></tr></tbody></table> <p>except that on non-precision approach and non-instrument runways 45 m or greater in width, they may be as shown in Figure 5-2 (C).</p>	<i>Runway width</i>	<i>Number of stripes</i>	18 m	4	23 m	6	30 m	8	45 m	12	60 m	16	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.535 (b) (2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<i>Runway width</i>	<i>Number of stripes</i>																					
18 m	4																					
23 m	6																					
30 m	8																					
45 m	12																					
60 m	16																					
5.2.4.6	<p>5.2.4.6 The stripes shall extend laterally to within 3 m of the edge of a runway or to a distance of 27 m on either side of a runway centre line, whichever results in the smaller lateral distance. Where a runway</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>														

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	designation marking is placed within a threshold marking there shall be a minimum of three stripes on each side of the centre line of the runway. Where a runway designation marking is placed above a threshold marking, the stripes shall be continued across the runway. The stripes shall be at least 30 m long and approximately 1.80 m wide with spacings of approximately 1.80 m between them except that, where the stripes are continued across a runway, a double spacing shall be used to separate the two stripes nearest the centre line of the runway, and in the case where the designation marking is included within the threshold marking this spacing shall be 22.5 m.	DSN.L.535 para (b)(3), (b)(4), (b)(5)								
5.2.4.7	Transverse stripe 5.2.4.7 Recommendation. — <i>Where a threshold is displaced from the extremity of a runway or where the extremity of a runway is not square with the runway centre line, a transverse stripe as shown in Figure 5-4 (B) should be added to the threshold marking.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.535 para (c)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.4.8	5.2.4.8 A transverse stripe shall be not less than 1.80 m wide.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.535 para (c)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.4.9	Arrows	Article 34(5) Reg (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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				Level of implementation of SARPs			Signi ficant Differ ence			
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	5.2.4.9 Where a runway threshold is permanently displaced, arrows conforming to Figure 5-4 (B) shall be provided on the portion of the runway before the displaced threshold.	2018/1139 CS ADR- DSN.L.535 para (c)(3)								
5.2.4.10	<p>5.2.4.10 When a runway threshold is temporarily displaced from the normal position, it shall be marked as shown in Figure 5-4 (A) or 5-4 (B) and all markings prior to the displaced threshold shall be obscured except the runway centre line marking, which shall be converted to arrows.</p> <p><i>Note 1.— In the case where a threshold is temporarily displaced for only a short period of time, it has been found satisfactory to use markers in the form and colour of a displaced threshold marking rather than attempting to paint this marking on the runway.</i></p> <p><i>Note 2.— When the runway before a displaced threshold is unfit for the surface movement of aircraft, closed markings, as described in 7.1.4, are required to be provided.</i></p>	Article 34(5) of Reg (EU) 2018/1139 CS ADR- DSN.L.535 para (c)(4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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				Level of implementation of SARPs						
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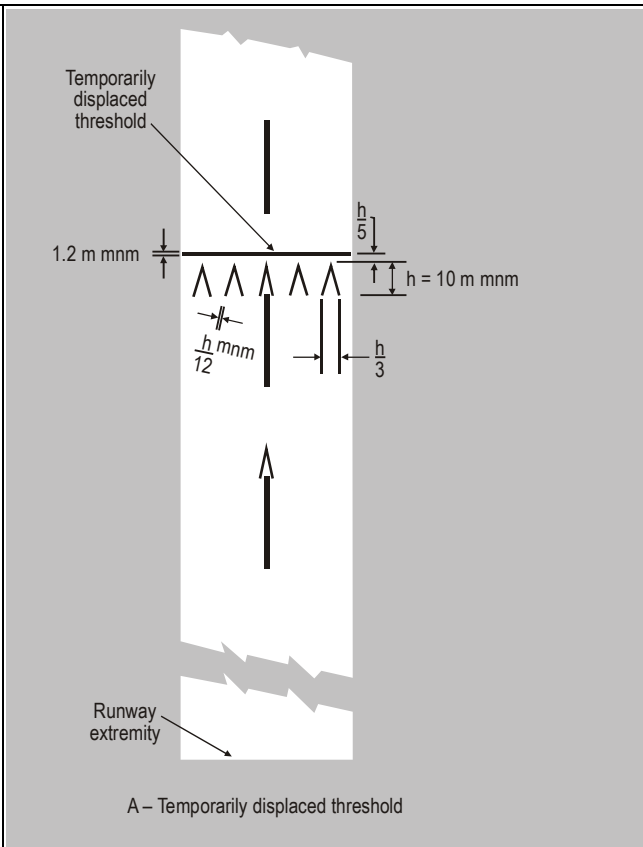


Figure 5-4. Displaced threshold markings

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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				Level of implementation of SARPs						
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				Annex Standard or Recommended Practice						

5.2.5.1	<p>5.2.5 Aiming point marking</p> <p>Application</p> <p>5.2.5.1 An aiming point marking shall be provided at each approach end of a paved instrument runway where the code number is 2, 3 or 4.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.540 para (a)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.5.2	<p>5.2.5.2 Recommendation.— <i>An aiming point marking should be provided at each approach end of:</i></p> <p>a) <i>a paved non-instrument runway where the code number is 3 or 4;</i></p> <p>b) <i>a paved instrument runway where the code number is 1;</i></p> <p><i>when additional conspicuity of the aiming point is desirable.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.540 para (a)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.5.3	<p>Location</p> <p>5.2.5.3 The aiming point marking shall commence no closer to the threshold than the distance indicated in the appropriate column of Table 5-1, except that, on a runway equipped with a visual approach slope indicator system, the beginning of the marking shall be coincident with the visual approach slope origin.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.540 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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5.2.5.4	5.2.5.4 An aiming point marking shall consist of two conspicuous stripes. The dimensions of the stripes and the lateral spacing between their inner sides shall be in accordance with the provisions of the appropriate column of Table 5-1. Where a touchdown zone marking is provided, the lateral spacing between the markings shall be the same as that of the touchdown zone marking.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.540 para (c) CS ADR-DSN.L.545(c)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.6.1	5.2.6 Touchdown zone marking Application 5.2.6.1 A touchdown zone marking shall be provided in the touchdown zone of a paved precision approach runway where the code number is 2, 3 or 4.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.545 para (a)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.6.2	5.2.6.2 Recommendation. — A touchdown zone marking should be provided in the touchdown zone of a paved non-precision approach or non-instrument runway where the code number is 3 or 4 and additional conspicuity of the touchdown zone is desirable. Table 5-1. Location and dimensions of aiming point marking Landing distance available	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.545 para (a)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	Annex Standard or Recommended Practice									

	Location and dimensions (1)	Less than 800 m (2)	800 m up to but not including 1 200 m (3)	1 200 m up to but not including 2 400 m (4)	2 400 m and above (5)								
	Distance from threshold to beginning of marking	150 m	250 m	300 m	400 m								
	Length of stripe ^a	30–45 m	30–45 m	45–60 m	45–60 m								
	Width of stripe	4 m	6 m	6–10 m ^b	6–10 m ^b								
	Lateral spacing between inner sides of stripes	6 m ^c	9 m ^c	18–22.5 m	18–22.5 m								
	a. The greater dimensions of the specified ranges are intended to be used where increased conspicuity is required.												
	b. The lateral spacing may be varied within these limits to minimize the contamination of the marking by rubber deposits.												
	c. These figures were deduced by reference to the outer main gear wheel span which is element 2 of the aerodrome reference code at Chapter 1, Table 1-1.												
5.2.6.3	Location and characteristics 5.2.6.3 A touchdown zone marking shall consist of pairs of rectangular markings symmetrically					Article 34(5) Reg (EU) 2018/1139 CS ADR-	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
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	<p>disposed about the runway centre line with the number of such pairs related to the landing distance available and, where the marking is to be displayed at both the approach directions of a runway, the distance between the thresholds, as follows:</p> <p><i>Landing distance available or the distance between thresholds</i> <i>Pair(s) of marking</i></p> <p>less than 900 m 1</p> <p>900 m up to but not including 1 200 m 2</p> <p>1 200 m up to but not including 1 500 m 3</p> <p>1 500 m up to but not including 2 400 m 4</p> <p>2 400 m or more 6</p>	DSN.L.545 para (b)								
5.2.6.4	<p>5.2.6.4 A touchdown zone marking shall conform to either of the two patterns shown in Figure 5-5. For the pattern shown in Figure 5-5 (A), the markings shall be not less than 22.5 m long and 3 m wide. For the pattern shown in Figure 5-5 (B), each stripe of each marking shall be not less than 22.5 m long and 1.8 m wide with a spacing of 1.5 m between adjacent stripes. The lateral spacing between the inner sides of the rectangles shall be equal to that of the aiming point marking where provided. Where an aiming point marking is not provided, the lateral spacing between the inner sides of the rectangles shall correspond to the lateral spacing specified for the aiming point marking in Table</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.545 para (c)(1)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

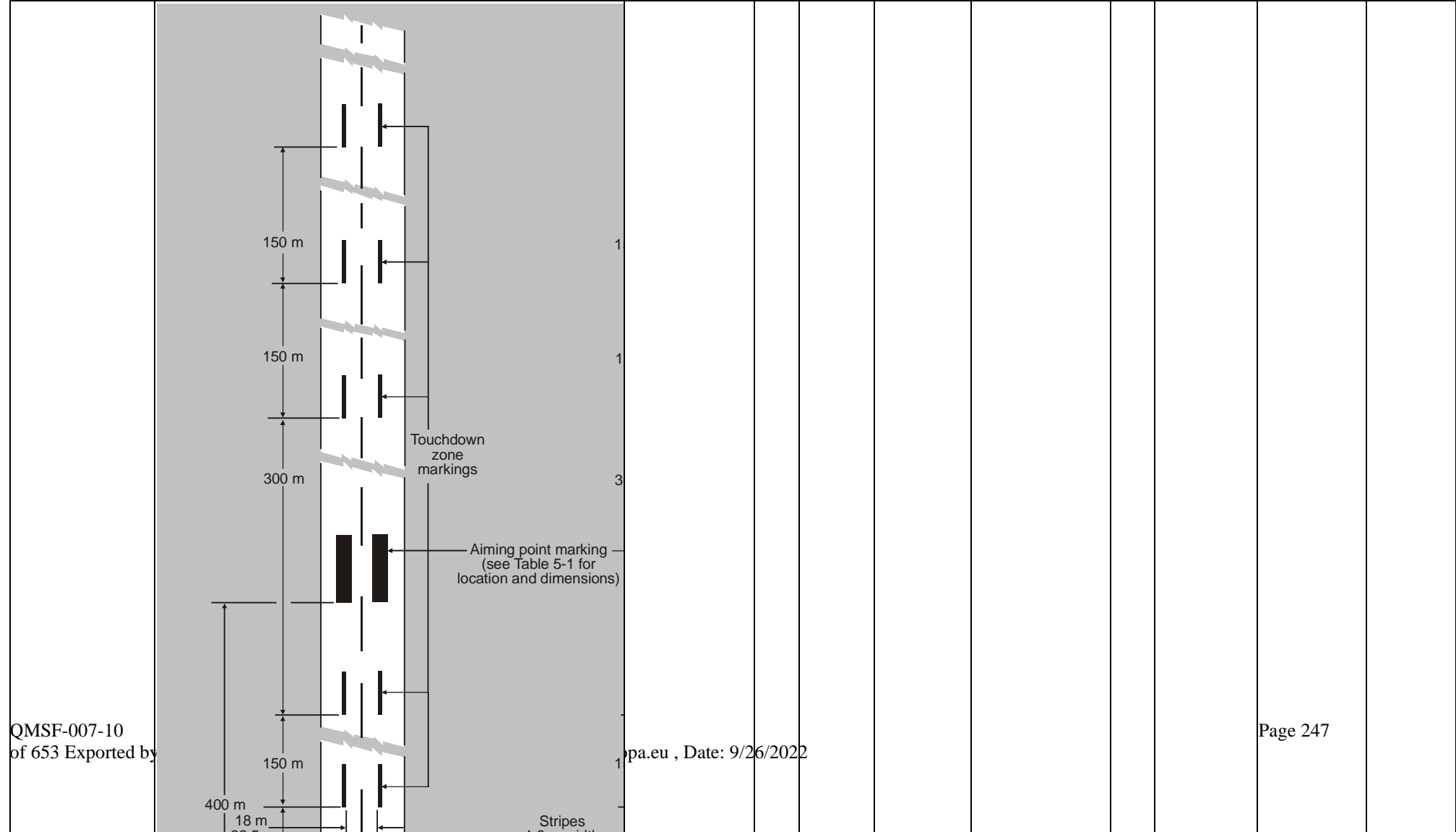
	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
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	5-1 (columns 2, 3, 4 or 5, as appropriate). The pairs of markings shall be provided at longitudinal spacings of 150 m beginning from the threshold, except that pairs of touchdown zone markings coincident with or located within 50 m of an aiming point marking shall be deleted from the pattern.									
5.2.6.5	5.2.6.5 Recommendation. — <i>On a non-precision approach runway where the code number is 2, an additional pair of touchdown zone marking stripes should be provided 150 m beyond the beginning of the aiming point marking.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.545 para (c)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.7.1	5.2.7 Runway side stripe marking Application 5.2.7.1 A runway side stripe marking shall be provided between the thresholds of a paved runway where there is a lack of contrast between the runway edges and the shoulders or the surrounding terrain.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.550 (a)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.7.2	5.2.7.2 Recommendation. — <i>A runway side stripe marking should be provided on a precision approach runway irrespective of the contrast between the runway edges and the shoulders or the surrounding terrain.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.550 (a)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
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5.2.7.3	Location 5.2.7.3 Recommendation. — <i>A runway side stripe marking should consist of two stripes, one placed along each edge of the runway with the outer edge of each stripe approximately on the edge of the runway, except that, where the runway is greater than 60 m in width, the stripes should be located 30 m from the runway centre line.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.550 (b)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.7.4	5.2.7.4 Recommendation. — <i>Where a runway turn pad is provided, the runway side stripe marking should be continued between the runway and the runway turn pad.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.550 (b)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
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				Level of implementation of SARPs						Signi ficant Differ ence
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	Annex Standard or Recommended Practice									

	Figure 5-5. Aiming point and touchdown zone markings (illustrated for a runway with a length of 2 400 m or more)									
5.2.7.5	Characteristics 5.2.7.5 Recommendation. — <i>A runway side stripe should have an overall width of at least 0.9 m on runways 30 m or more in width and at least 0.45 m on narrower runways.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.550 (b)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.8.1	5.2.8 Taxiway centre line marking Application 5.2.8.1 Taxiway centre line marking shall be provided on a paved taxiway, de-icing/anti-icing facility and apron where the code number is 3 or 4 in such a way as to provide continuous guidance between the runway centre line and aircraft stands.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.555 para (a)(1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	It applies not only to paved runways	
5.2.8.2	5.2.8.2 Recommendation. — <i>Taxiway centre line marking should be provided on a paved taxiway, de-icing/anti-icing facility and apron where the code number is 1 or 2 in such a way as to provide continuous guidance between the runway centre line and aircraft stands.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.555 para (a)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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5.2.8.3	<p>5.2.8.3 Taxiway centre line marking shall be provided on a paved runway when the runway is part of a standard taxi-route and:</p> <p>a) there is no runway centre line marking; or</p> <p>b) where the taxiway centre line is not coincident with the runway centre line.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.555 para (a)(2)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Taxiway centre lines are meant to be provided irrespective of the existence of runway centre line marking.	
5.2.8.4	<p>5.2.8.4 Recommendation.— <i>Where it is necessary to denote the proximity of a runway-holding position, enhanced taxiway centre line marking should be provided.</i></p> <p><i>Note.— The provision of enhanced taxiway centre line marking may form part of runway incursion prevention measures.</i></p>	Article 34(5) of Reg (EU) 2018/1139 CS ADR-DSN.L.570 (a).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to GM1 ADR-DSN.L. 570. Paragraph (a) of the CS does not ensure that an enhanced taxiway centreline is provided when

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										necessary. Subject to review by rulemaking task 0591.
5.2.8.5	5.2.8.5 Where provided, enhanced taxiway centre line marking shall be installed at each taxiway/runway intersection.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.570 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.8.6	Location 5.2.8.6 Recommendation. — <i>On a straight section of a taxiway the taxiway centre line marking should be located along the taxiway centre line. On a taxiway curve the marking should continue from the straight portion of the taxiway at a constant distance from the outside edge of the curve.</i> <i>Note.— See 3.9.5 and Figure 3-2.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.555 para (b)(1), (b(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.8.7	5.2.8.7 Recommendation. — <i>At an intersection of a taxiway with a runway where the</i>	Article 34(5) Reg (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
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	Annex Standard or Recommended Practice									

	<i>taxiway serves as an exit from the runway, the taxiway centre line marking should be curved into the runway centre line marking as shown in Figures 5-6 and 5-26. The taxiway centre line marking should be extended parallel to the runway centre line marking for a distance of at least 60 m beyond the point of tangency where the code number is 3 or 4, and for a distance of at least 30 m where the code number is 1 or 2.</i>	2018/1139 CS ADR-DSN.L.555 para (b)(3)								
5.2.8.8	5.2.8.8 Recommendation. — <i>Where taxiway centre line marking is provided on a runway in accordance with 5.2.8.3, the marking should be located on the centre line of the designated taxiway.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.555 para (b)(4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.8.9	5.2.8.9 Where provided: a) An enhanced taxiway centre line marking shall extend from the runway-holding position Pattern A (as defined in Figure 5-6, Taxiway markings) to a distance of up to 47 m in the direction of travel away from the runway. See Figure 5-7 (a).	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.570 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
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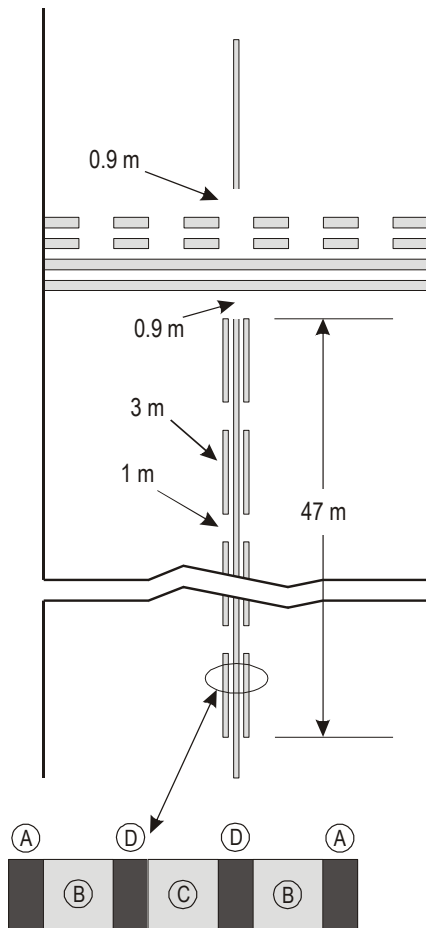
INTERMEDIATE HOLDING
POSITION MARKING



	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
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	Figure 5-6. Taxiway markings <i>(shown with basic runway markings)</i>									
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	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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				Level of implementation of SARPs			Signi ficant Differ ence			
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	Figure 5-7. Enhanced taxiway centre line marking									
	b) If the enhanced taxiway centre line marking intersects another runway-holding position marking, such as for a precision approach category II or III runway, that is located within 47 m of the first runway-holding position marking, the enhanced taxiway centre line marking shall be interrupted 0.9 m prior to and after the intersected runway-holding position marking. The enhanced taxiway centre line marking shall continue beyond the intersected runway-holding position marking for at least three dashed line segments or 47 m from start to finish, whichever is greater. See Figure 5-7 (b).									
	c) If the enhanced taxiway centre line marking continues through a taxiway/taxiway intersection that is located within 47 m of the runway-holding position marking, the enhanced taxiway centre line marking shall be interrupted 1.5 m prior to and after the point where the intersected taxiway centre line crosses the enhanced taxiway centre line. The enhanced taxiway centre line marking shall continue beyond the taxiway/taxiway intersection for at least three dashed line segments or 47 m from start to finish, whichever is greater. See Figure 5-7 (c).									
	d) Where two taxiway centre lines converge at or before the runway-holding position									

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	marking, the inner dashed line shall not be less than 3 m in length. See Figure 5-7 (d). e) Where there are two opposing runway-holding position markings and the distance between the markings is less than 94 m, the enhanced taxiway centre line markings shall extend over this entire distance. The enhanced taxiway centre line markings shall not extend beyond either runway-holding position marking. See Figure 5-7 (e).									
5.2.8.10	Characteristics 5.2.8.10 A taxiway centre line marking shall be at least 15 cm in width and continuous in length except where it intersects with a runway-holding position marking or an intermediate holding position marking as shown in Figure 5-6.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.555 para (b)(5)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.8.11	5.2.8.11 Enhanced taxiway centre line marking shall be as shown in Figure 5-7.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.570 (b)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.9.1	5.2.9 Runway turn pad marking Application	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.565	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
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	5.2.9.1 Where a runway turn pad is provided, a runway turn pad marking shall be provided for continuous guidance to enable an aeroplane to complete a 180-degree turn and align with the runway centre line.	(a)								
5.2.9.2	Location 5.2.9.2 Recommendation. — <i>The runway turn pad marking should be curved from the runway centre line into the turn pad. The radius of the curve should be compatible with the manoeuvring capability and normal taxiing speeds of the aeroplanes for which the runway turn pad is intended. The intersection angle of the runway turn pad marking with the runway centre line should not be greater than 30 degrees.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.565 (b)(1)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.9.3	5.2.9.3 Recommendation. — <i>The runway turn pad marking should be extended parallel to the runway centre line marking for a distance of at least 60 m beyond the point of tangency where the code number is 3 or 4, and for a distance of at least 30 m where the code number is 1 or 2.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.565 (b)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.9.4	5.2.9.4 Recommendation. — <i>A runway turn pad marking should guide the aeroplane in such a way as to allow a straight portion of taxiing before the point where a 180-degree turn is to be made. The straight portion of the runway turn pad marking should be parallel to the outer edge of the runway turn pad.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.565 (b)(4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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5.2.9.5	5.2.9.5 Recommendation. — <i>The design of the curve allowing the aeroplane to negotiate a 180-degree turn should be based on a nose wheel steering angle not exceeding 45 degrees.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.565 (b)(5)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.9.6	5.2.9.6 Recommendation. — <i>The design of the turn pad marking should be such that, when the cockpit of the aeroplane remains over the runway turn pad marking, the clearance distance between any wheel of the aeroplane landing gear and the edge of the runway turn pad should be not less than those specified in 3.3.6.</i> <i>Note.</i> — <i>For ease of manoeuvring, consideration may be given to providing a larger wheel-to-edge clearance for codes E and F aeroplanes.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.565 para (b)(6)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.9.7	Characteristics 5.2.9.7 A runway turn pad marking shall be at least 15 cm in width and continuous in length.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.565 (b)(7)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.10.1	5.2.10 Runway-holding position marking Application and location	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.575	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

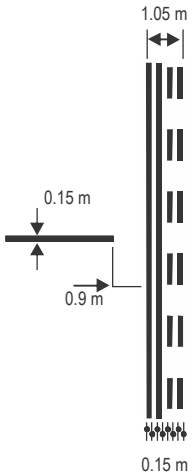
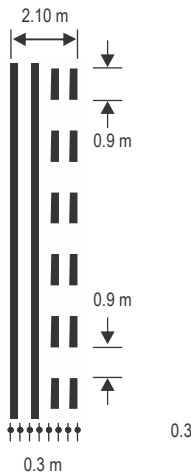
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	<p>5.2.10.1 A runway-holding position marking shall be displayed along a runway-holding position.</p> <p><i>Note.— See 5.4.2 concerning the provision of signs at runway-holding positions.</i></p>									
5.2.10.2	<p>Characteristics</p> <p>5.2.10.2 At an intersection of a taxiway and a non-instrument, non-precision approach or take-off runway, the runway-holding position marking shall be as shown in Figure 5-6, pattern A.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.575 (a)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.10.3	<p>5.2.10.3 Where a single runway-holding position is provided at an intersection of a taxiway and a precision approach category I, II or III runway, the runway-holding position marking shall be as shown in Figure 5-6, pattern A. Where two or three runway-holding positions are provided at such an intersection, the runway-holding position marking closer (closest) to the runway shall be as shown in Figure 5-6, pattern A and the markings farther from the runway shall be as shown in Figure 5-6, pattern B.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.575 (a)(2)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.10.4	<p>5.2.10.4 The runway-holding position marking displayed at a runway-holding position established in accordance with 3.12.3 shall be as shown in Figure 5-6, pattern A.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.575 (a)(4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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5.2.10.5	5.2.10.5 Until 26 November 2026, the dimensions of runway-holding position markings shall be as shown in Figure 5-8, pattern A1 (or A2) or pattern B1 (or B2), as appropriate.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specificati on has not yet been transposed.	Subject to review by rulemaki ng task 0591.
5.2.10.6	5.2.10.6 As of 26 November 2026, the dimensions of runway-holding position markings shall be as shown in Figure 5-8, pattern A2 or pattern B2, as appropriate.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specificati on has not yet transposed.	Subject to review by rulemaki ng task 0591.
5.2.10.7	5.2.10.7 Recommendation. — <i>Where increased conspicuity of the runway-holding position is required, the dimensions of runway-holding position marking should be as shown in Figure 5-8, pattern A2 or pattern B2, as appropriate.</i> <i>Note.— An increased conspicuity of the runway-holding position can be required, notably to avoid incursion risks.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.575 para (a)(5)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	<p>PATTERN A1: 4 lines and 3 spaces at 0.15 m each</p>  <p>PATTERN A2: 4 lines and 3 spaces at 0.3 m each</p>  <p>PA 2 0. 1</p>									
	<p>Figure 5-8. Runway-holding position markings <i>Note.— Patterns A1 and B1 are no longer valid after 2026.</i></p>									

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
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5.2.10.8	5.2.10.8 Recommendation. — <i>Where a pattern B runway-holding position marking is located on an area where it would exceed 60 m in length, the term “CAT II” or “CAT III” as appropriate should be marked on the surface at the ends of the runway-holding position marking and at equal intervals of 45 m maximum between successive marks. The letters should be not less than 1.8 m high and should be placed not more than 0.9 m beyond the holding position marking.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.575 (a)(6)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.10.9	5.2.10.9 The runway-holding position marking displayed at a runway/runway intersection shall be perpendicular to the centre line of the runway forming part of the standard taxi-route. The pattern of the marking shall be as shown in Figure 5-8, pattern A2.	Article 34(5) of Reg (EU) 2018/1139 CS ADR-DSN.L.575 (a)(7)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.11.1	5.2.11 Intermediate holding position marking Application and location 5.2.11.1 Recommendation. — <i>An intermediate holding position marking should be displayed along an intermediate holding position.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.580 para (a)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.11.2	5.2.11.2 Recommendation. — <i>An intermediate holding position marking should be displayed at the exit boundary of a remote de-icing/anti-icing facility adjoining a taxiway.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

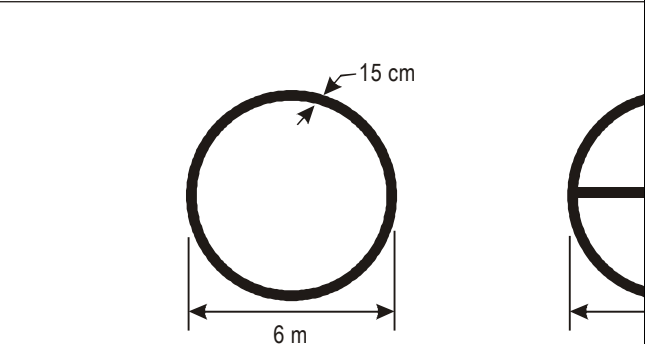
	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
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		DSN.L.580 para (a)(2)								
5.2.11.3	5.2.11.3 Where an intermediate holding position marking is displayed at an intersection of two paved taxiways, it shall be located across the taxiway at sufficient distance from the near edge of the intersecting taxiway to ensure safe clearance between taxiing aircraft. It shall be coincident with a stop bar or intermediate holding position lights, where provided.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.580 para (b)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.11.4	5.2.11.4 The distance between an intermediate holding position marking at the exit boundary of a remote de-icing/ anti-icing facility and the centre line of the adjoining taxiway shall not be less than the dimension specified in Table 3-1, column 11.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.580 para (b)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.11.5	Characteristics 5.2.11.5 An intermediate holding position marking shall consist of a single broken line as shown in Figure 5-6.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.580 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.12.1	5.2.12 VOR aerodrome checkpoint marking Application	Article 34(5) Reg (EU) 2018/1139 CS ADR-	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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				Level of implementation of SARPs			Signi ficant Differ ence			
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	<p>5.2.12.1 When a VOR aerodrome checkpoint is established, it shall be indicated by a VOR aerodrome checkpoint marking and sign.</p> <p><i>Note.— See 5.4.4 for VOR aerodrome checkpoint sign.</i></p>	DSN.L.585 para (a)								
5.2.12.3	<p>5.2.12.2 <i>Site selection</i></p> <p><i>Note.— Guidance on the selection of sites for VOR aerodrome checkpoints is given in Annex 10, Volume I, Attachment E.</i></p> <p>Location</p> <p>5.2.12.3 A VOR aerodrome checkpoint marking shall be centred on the spot at which an aircraft is to be parked to receive the correct VOR signal.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.585 para (b).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to GM1 ADR-DSN.L. 585
5.2.12.4	<p>Characteristics</p> <p>5.2.12.4 A VOR aerodrome checkpoint marking shall consist of a circle 6 m in diameter and have a line width of 15 cm (see Figure 5-9 (A)).</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.585 para (c)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.12.5	<p>5.2.12.5 Recommendation.— <i>When it is preferable for an aircraft to be aligned in a specific</i></p>	Article 34(5) Reg (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
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5.2.12.6	<p><i>direction, a line should be provided that passes through the centre of the circle on the desired azimuth. The line should extend 6 m outside the circle in the desired direction of heading and terminate in an arrowhead. The width of the line should be 15 cm (see Figure 5-9 (B)).</i></p>  <p>A. - WITHOUT DIRECTION LINE</p> <p><i>Note.— A direction line need only be provided when an air</i></p> <p>Figure 5-9. VOR aerodrome checkpoint marking</p>	2018/1139 CS ADR- DSN.L.585 para (c)(2)								
	5.2.12.6 Recommendation. — A VOR aerodrome checkpoint marking should preferably be	Article 34(5) Reg (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	<i>white in colour but should differ from the colour used for the taxiway markings.</i> <i>Note.— To provide contrast, markings may be bordered with black.</i>	2018/1139 CS ADR- DSN.L.585 para (c)(3)								
5.2.13.1	<p>5.2.13 Aircraft stand marking</p> <p><i>Note.— Guidance on the layout of aircraft stand markings is contained in the Aerodrome Design Manual (Doc 9157), Part 4.</i></p> <p>Application</p> <p>5.2.13.1 Recommendation.— <i>Aircraft stand markings should be provided for designated parking positions on a paved apron and on a de-icing/anti-icing facility.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.590 (a).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to GM1 ADR-DSN.L. 590 para (b). The GM foresees that markings may not be provided where appropriate procedures are in place. Subject to review by rulemaki

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										ng task 0591.
5.2.13.2	Location 5.2.13.2 Recommendation. — <i>Aircraft stand markings on a paved apron and on a de-icing/anti-icing facility should be located so as to provide the clearances specified in 3.13.6 and in 3.15.9, respectively, when the nose wheel follows the stand marking.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specifica tion has not been transpos ed.Subje ct to review by rulemaki ng task 0591.
5.2.13.3	Characteristics 5.2.13.3 Recommendation. — <i>Aircraft stand markings should include such elements as stand identification, lead-in line, turn bar, turning line, alignment bar, stop line and lead-out line, as are required by the parking configuration and to complement other parking aids.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.590 (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.13.4	5.2.13.4 Recommendation. — <i>An aircraft stand identification (letter and/or number) should be included in the lead-in line a short distance after the beginning of the lead-in line. The height of the</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.590	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	Annex Standard or Recommended Practice									

	<i>identification should be adequate to be readable from the cockpit of aircraft using the stand.</i>	(c)(1)								
5.2.13.5	<p>5.2.13.5 Recommendation.— <i>Where two sets of aircraft stand markings are superimposed on each other in order to permit more flexible use of the apron and it is difficult to identify which stand marking should be followed, or safety would be impaired if the wrong marking was followed, then identification of the aircraft for which each set of markings is intended should be added to the stand identification.</i></p> <p><i>Note.— Example: 2A-B747, 2B-F28.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.590 (c)(2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The part of the specification regarding the case that it is difficult to identify which stand marking to follow, has not been transposed. Subject to review by rulemaking task 0591.

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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5.2.13.6	5.2.13.6 Recommendation. — <i>Lead-in, turning and lead-out lines should normally be continuous in length and have a width of not less than 15 cm. Where one or more sets of stand markings are superimposed on a stand marking, the lines should be continuous for the most demanding aircraft and broken for other aircraft.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.590 (d)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.13.7	5.2.13.7 Recommendation. — <i>The curved portions of lead-in, turning and lead-out lines should have radii appropriate to the most demanding aircraft type for which the markings are intended.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.590 (d)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.13.8	5.2.13.8 Recommendation. — <i>Where it is intended that an aircraft proceed in one direction only, arrows pointing in the direction to be followed should be added as part of the lead-in and lead-out lines.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.590 (d)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.13.9	5.2.13.9 Recommendation. — <i>A turn bar should be located at right angles to the lead-in line, abeam the left pilot position at the point of initiation of any intended turn. It should have a length and width of not less than 6 m and 15 cm, respectively, and include an arrowhead to indicate the direction of turn.</i> <i>Note.— The distances to be maintained between the turn bar and the lead-in line may vary according to different aircraft types, taking into account the pilot's field of view.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.590 (f)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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5.2.13.10	5.2.13.10 Recommendation. — <i>If more than one turn bar and/or stop line is required, they should be coded.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.590 para (f)(3)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The CS requires the designation of the appropriate aircraft types.
5.2.13.11	5.2.13.11 Recommendation. — <i>An alignment bar should be placed so as to be coincident with the extended centre line of the aircraft in the specified parking position and visible to the pilot during the final part of the parking manoeuvre. It should have a width of not less than 15 cm.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.590 para (e)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.13.12	5.2.13.12 Recommendation. — <i>A stop line should be located at right angles to the alignment bar, abeam the left pilot position at the intended point of stop. It should have a length and width of not less than 6 m and 15 cm, respectively.</i> <i>Note.— The distances to be maintained between the stop line and the lead-in line may vary according to different aircraft types, taking into account the pilot's field of view.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.590 para (f)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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5.2.14.1	<p>5.2.14 Apron safety lines</p> <p><i>Note.— Guidance on apron safety lines is contained in the Aerodrome Design Manual (Doc 9157), Part 4.</i></p> <p>Application</p> <p>5.2.14.1 Recommendation.— <i>Apron safety lines should be provided on a paved apron as required by the parking configurations and ground facilities.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.595 (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.14.2	<p>Location</p> <p>5.2.14.2 Apron safety lines shall be located so as to define the areas intended for use by ground vehicles and other aircraft servicing equipment, etc., to provide safe separation from aircraft.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.595 (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.14.3	<p>Characteristics</p> <p>5.2.14.3 Recommendation.— <i>Apron safety lines should include such elements as wing tip clearance lines and service road boundary lines as required by the parking configurations and ground facilities.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.595 (c)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
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5.2.14.4	5.2.14.4 Recommendation. — <i>An apron safety line should be continuous in length and at least 10 cm in width.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.595 (c)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.15.1	5.2.15 Road-holding position marking Application 5.2.15.1 A road-holding position marking shall be provided at all road entrances to a runway.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.600 (a)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A road holding position marking needs to be provided also in the case of taxiways.	
5.2.15.2	Location 5.2.15.2 The road-holding position marking shall be located across the road at the holding position.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.600 (b)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.15.3	Characteristics 5.2.15.3 The road-holding position marking shall be in accordance with the local road traffic regulations.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.600 (c)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
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5.2.16.1	<p>5.2.16 Mandatory instruction marking</p> <p><i>Note.— Guidance on mandatory instruction marking is given in the Aerodrome Design Manual (Doc 9157), Part 4.</i></p> <p>Application</p> <p>5.2.16.1 Where it is impracticable to install a mandatory instruction sign in accordance with 5.4.2.1, a mandatory instruction marking shall be provided on the surface of the pavement.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.605 (a)(1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specification has been transposed in such a way that the non-installation of the mandatory instruction marking is not subject to the impracticability to do so.	Subject to review by rulemaking task 0591.
5.2.16.2	<p>5.2.16.2 Recommendation.— <i>Where operationally required, such as on taxiways exceeding 60 m in width, or to assist in the prevention of a runway incursion, a mandatory instruction sign should be supplemented by a mandatory instruction marking.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.605 (a)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.16.3	<p>Location</p> <p>5.2.16.3 The mandatory instruction marking on taxiways where the code letter is A, B, C or D shall be located across the taxiway equally placed about the taxiway centre line and on the holding side of the</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.605	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

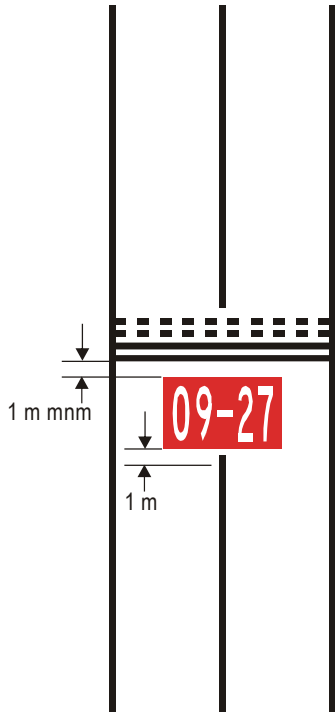
	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
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	runway-holding position marking as shown in Figure 5-10 (A). The distance between the nearest edge of the marking and the runway-holding position marking or the taxiway centre line marking shall be not less than 1 m. Figure 5-10. Mandatory instruction marking	(b)(1)								
5.2.16.4	5.2.16.4 The mandatory instruction marking on taxiways where the code letter is E or F shall be located on both sides of the taxiway centre line marking and on the holding side of the runway-holding position marking as shown in Figure 5-10 (B). The distance between the nearest edge of the marking and the runway-holding position marking or the taxiway centre line marking shall be not less than 1 m.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.605 (b)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.16.5	5.2.16.5 Recommendation. — <i>Except where operationally required, a mandatory instruction marking should not be located on a runway.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidance Material GM1 ADR-DSN.L. 605. Subject to

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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				Level of implementation of SARPs						
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										review by rulemaking task 0591.
5.2.16.6	Characteristics 5.2.16.6 A mandatory instruction marking shall consist of an inscription in white on a red background. Except for a NO ENTRY marking, the inscription shall provide information identical to that of the associated mandatory instruction sign.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.605 (c)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.16.7	5.2.16.7 A NO ENTRY marking shall consist of an inscription in white reading NO ENTRY on a red background.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.605 (c)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.16.8	5.2.16.8 Where there is insufficient contrast between the marking and the pavement surface, the mandatory instruction marking shall include an appropriate border, preferably white or black.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.605 (c)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.16.9	5.2.16.9 Recommendation. — <i>The character height should be 4 m for inscriptions where the code letter is C, D, E or F, and 2 m where the code letter is A</i>	Article 34(5) Reg (EU) 2018/1139	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The character height

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

	 <p>A – Taxiways of code letters A, B, C or D</p>	CS ADR- DSN.L.605 (c)(4)								for code letter A or B may be higher than 2 m
	or B. The inscriptions should be in the form and proportions shown in Appendix 3.									

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				Level of implementation of SARPs						
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				Annex Standard or Recommended Practice						

5.2.16.10	5.2.16.10 Recommendation. — <i>The background should be rectangular and extend a minimum of 0.5 m laterally and vertically beyond the extremities of the inscription.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.605 (c)(5)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.17.1	5.2.17 Information marking <i>Note.— Guidance on information marking is contained in the Aerodrome Design Manual (Doc 9157), Part 4.</i> Application 5.2.17.1 Where an information sign would normally be installed and is impractical to install, as determined by the appropriate authority, an information marking shall be displayed on the surface of the pavement.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.L.610 (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.17.2	5.2.17.2 Recommendation. — <i>Where operationally required an information sign should be supplemented by an information marking.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidance Material GM1

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

										ADR-DSN.L. 610 para (a). Subject to review by RMT.05 91
5.2.17.3	5.2.17.3 Recommendation. — <i>An information (location/direction) marking should be displayed prior to and following complex taxiway intersections and where operational experience has indicated the addition of a taxiway location marking could assist flight crew ground navigation.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidance Material GM1 ADR-DSN.L. 610 para (b)(1). Subject to review by RMT.05 91

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi- ficant Differ- ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

5.2.17.4	5.2.17.4 Recommendation. — <i>An information (location) marking should be displayed on the pavement surface at regular intervals along taxiways of great length.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidance Material GM1 ADR-DSN.L. 610 para (b)(1). Subject to review by RMT.05 91
5.2.17.5	Location 5.2.17.5 Recommendation. — <i>The information marking should be displayed across the surface of the taxiway or apron where necessary and positioned so as to be legible from the cockpit of an approaching aircraft.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidance Material GM1 ADR-

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				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
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										DSN.L. 610 para (b)(2). Subject to review by RMT.05 91
5.2.17.6	<p>Characteristics</p> <p>5.2.17.6 An information marking shall consist of:</p> <p>a) an inscription in yellow upon a black background, when it replaces or supplements a location sign; and</p> <p>b) an inscription in black upon a yellow background, when it replaces or supplements a direction or destination sign.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.610 (b)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.17.7	<p>5.2.17.7 Where there is insufficient contrast between the marking background and the pavement surface, the marking shall include:</p> <p>a) a black border where the inscriptions are in black; and</p> <p>b) a yellow border where the inscriptions are in yellow.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.610 (b)((2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

5.2.17.8	5.2.17.8 Recommendation. — <i>The character height should be 4 m. The inscriptions should be in the form and proportions shown in Appendix 3.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.L.610 (b)((3))	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The height of the characters conforms to that of the mandatory instruction signs.
5.3.1.1	5.3 Lights 5.3.1 General <i>Lights which may endanger the safety of aircraft</i> 5.3.1.1 A non-aeronautical ground light near an aerodrome which might endanger the safety of aircraft shall be extinguished, screened or otherwise modified so as to eliminate the source of danger.	ADR.OPS B.075 in Reg (EU) 139/2014, AMC1 ADR.OPS.B. 075 para (d)(5)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.1.2	<i>Laser emissions which may endanger the safety of aircraft</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		The specifica

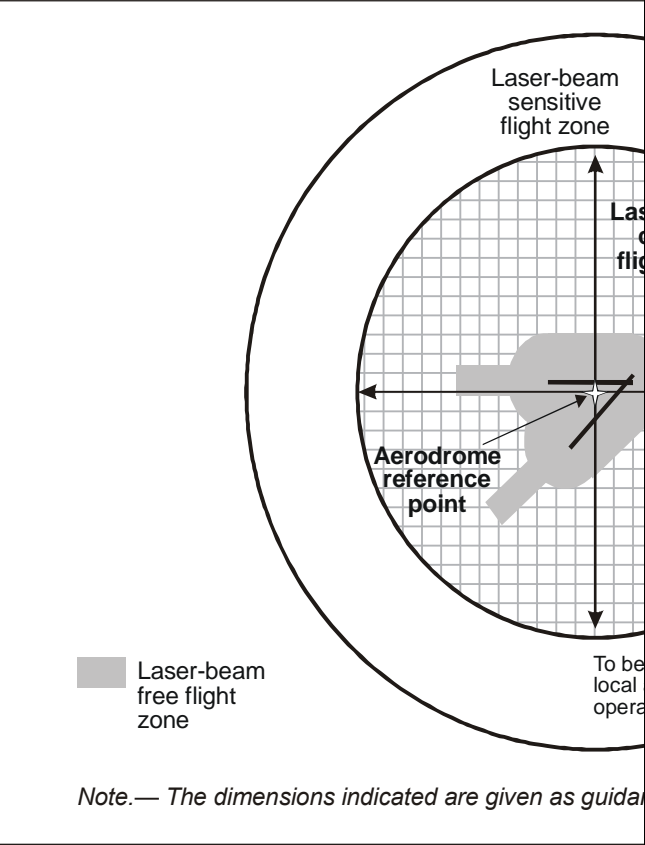
	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
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	<p>5.3.1.2 Recommendation.— <i>To protect the safety of aircraft against the hazardous effects of laser emitters, the following protected zones should be established around aerodromes:</i></p> <ul style="list-style-type: none"> — <i>a laser-beam free flight zone (LFFZ)</i> — <i>a laser-beam critical flight zone (LCFZ)</i> — <i>a laser-beam sensitive flight zone (LSFZ).</i> <p><i>Note 1.— Figures 5-11, 5-12 and 5-13 may be used to determine the exposure levels and distances that adequately protect flight operations.</i></p> <p><i>Note 2.— The restrictions on the use of laser beams in the three protected flight zones, LFFZ, LCFZ and LSFZ, refer to visible laser beams only. Laser emitters operated by the authorities in a manner compatible with flight safety are excluded. In all navigable airspace, the irradiance level of any laser beam, visible or invisible, is expected to be less than or equal to the maximum permissible exposure (MPE) unless such emission has been notified to the authority and permission obtained.</i></p> <p><i>Note 3.— The protected flight zones are established in order to mitigate the risk of operating laser emitters in the vicinity of aerodromes.</i></p>									tion has not been transposed. MS should take into account their existing national requirements.
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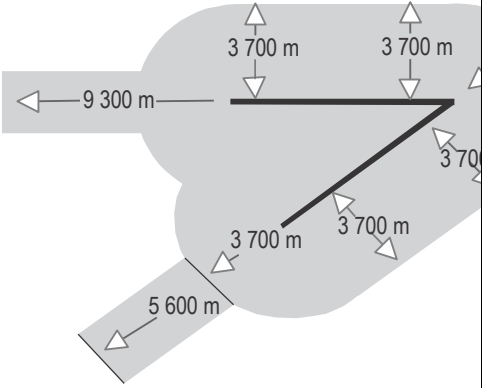
	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
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	<p><i>Note 4.— Further guidance on how to protect flight operations from the hazardous effects of laser emitters is contained in the Manual on Laser Emitters and Flight Safety (Doc 9815).</i></p> <p><i>Note 5.— See also Annex 11 — Air Traffic Services, Chapter 2.</i></p>									
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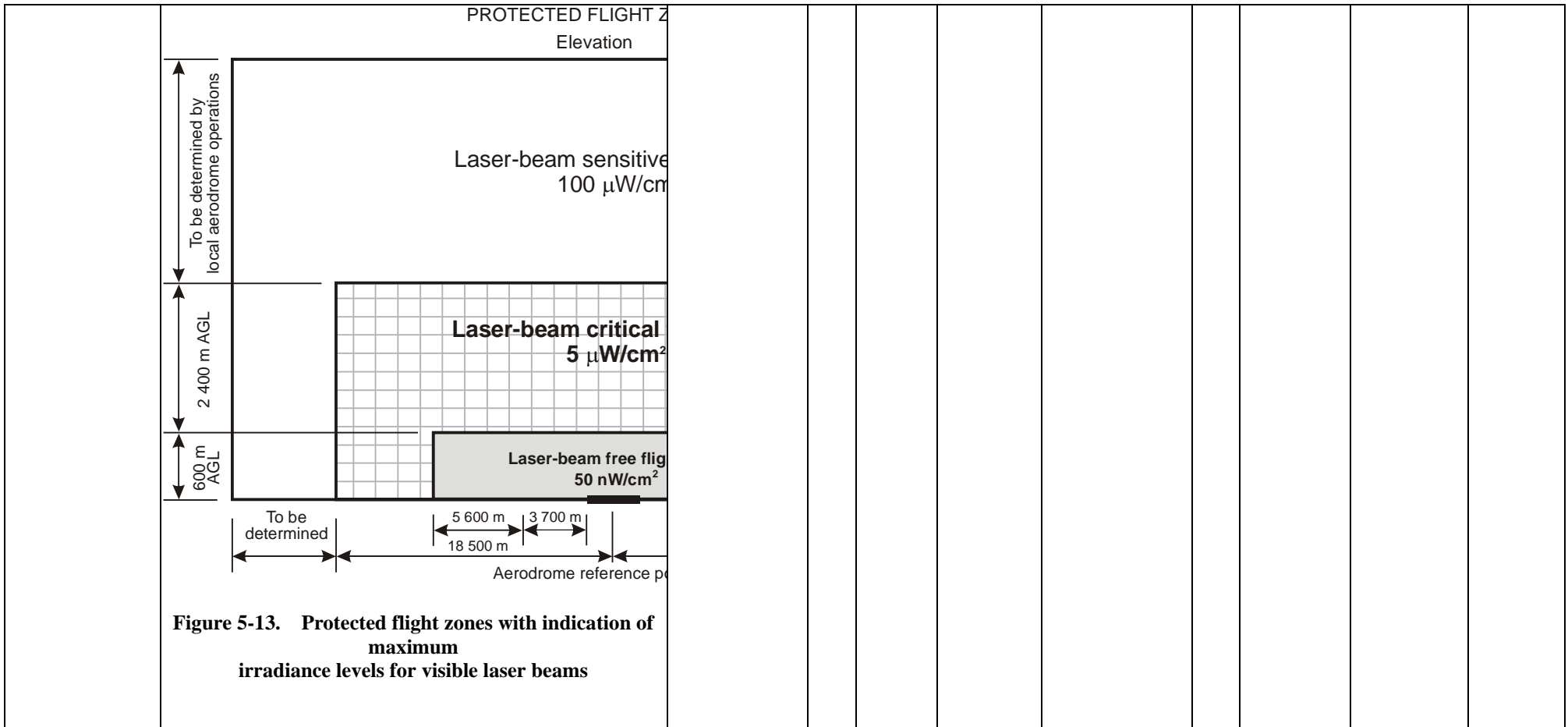
	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
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	 <p>Figure 5-11. Protected flight zones</p>									

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
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	 <p>Note.— The dimensions indicated are given as guidance</p>									
	Figure 5-12. Multiple runway laser-beam free flight zone									

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

5.3.1.3	<p>Lights which may cause confusion</p> <p>5.3.1.3 Recommendation.— <i>A non-aeronautical ground light which, by reason of its intensity, configuration or colour, might prevent, or cause confusion in, the clear interpretation of aeronautical ground lights should be extinguished, screened or otherwise modified so as to eliminate such a possibility. In particular, attention should be directed to a non-aeronautical ground light visible from the air within the areas described hereunder:</i></p> <p>a) <i>Instrument runway — code number 4:</i></p> <p><i>within the areas before the threshold and beyond the end of the runway extending at least 4 500 m in length from the threshold and runway end and 750 m either side of the extended runway centre line in width.</i></p> <p>b) <i>Instrument runway — code number 2 or 3:</i></p> <p><i>as in a), except that the length should be at least 3 000 m.</i></p> <p>c) <i>Instrument runway — code number 1; and non-instrument runway:</i></p> <p><i>within the approach area.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		The specification has not been transposed. MS should take into account their existing national requirements.
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	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
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5.3.1.4	<p><i>Aeronautical ground lights which may cause confusion to mariners</i></p> <p><i>Note.— In the case of aeronautical ground lights near navigable waters, consideration needs to be given to ensuring that the lights do not cause confusion to mariners.</i></p> <p><i>Light fixtures and supporting structures</i></p> <p><i>Note.— See 9.9 for information regarding siting of equipment and installations on operational areas, and the Aerodrome Design Manual (Doc 9157), Part 6, for guidance on frangibility of light fixtures and supporting structures.</i></p> <p><i>Elevated approach lights</i></p> <p>5.3.1.4 Elevated approach lights and their supporting structures shall be frangible except that, in that portion of the approach lighting system beyond 300 m from the threshold:</p> <p>a) where the height of a supporting structure exceeds 12 m, the frangibility requirement shall apply to the top 12 m only; and</p> <p>b) where a supporting structure is surrounded by non-frangible objects, only that part of the</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.615 para (a)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs						Signi ficant Differ ence
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
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	structure that extends above the surrounding objects shall be frangible.									
5.3.1.5	5.3.1.5 When an approach light fixture or supporting structure is not in itself sufficiently conspicuous, it shall be suitably marked.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.615 para (a)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.1.6	Elevated lights 5.3.1.6 Elevated runway, stopway and taxiway lights shall be frangible. Their height shall be sufficiently low to preserve clearance for propellers and for the engine pods of jet aircraft.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.615 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.1.7	Surface lights 5.3.1.7 Light fixtures inset in the surface of runways, stopways, taxiways and aprons shall be so designed and fitted as to withstand being run over by the wheels of an aircraft without damage either to the aircraft or to the lights themselves.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.615 para (c)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.1.8	5.3.1.8 Recommendation. — <i>The temperature produced by conduction or radiation at the interface between an installed inset light and an aircraft tire should not exceed 160°C during a 10-minute period of exposure.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.615	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
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	<i>Note.— Guidance on measuring the temperature of inset lights is given in the Aerodrome Design Manual (Doc 9157), Part 4.</i>	para (c)(2)								
5.3.1.9	<p>Light intensity and control</p> <p><i>Note.— In dusk or poor visibility conditions by day, lighting can be more effective than marking. For lights to be effective in such conditions or in poor visibility by night, they must be of adequate intensity. To obtain the required intensity, it will usually be necessary to make the light directional, in which case the arcs over which the light shows will have to be adequate and so orientated as to meet the operational requirements. The runway lighting system will have to be considered as a whole, to ensure that the relative light intensities are suitably matched to the same end. (See Attachment A, Section 15, and the Aerodrome Design Manual (Doc 9157), Part 4).</i></p> <p>5.3.1.9 The intensity of runway lighting shall be adequate for the minimum conditions of visibility and ambient light in which use of the runway is intended, and compatible with that of the nearest section of the approach lighting system when provided.</p> <p><i>Note.— While the lights of an approach lighting system may be of higher intensity than the runway lighting, it is good practice to avoid abrupt changes in intensity as these could give a pilot a false impression that the visibility is changing during approach.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.615 para (d)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs						Signi ficant Differ ence
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

5.3.1.10	<p>5.3.1.10 Where a high-intensity lighting system is provided, a suitable intensity control shall be incorporated to allow for adjustment of the light intensity to meet the prevailing conditions. Separate intensity controls or other suitable methods shall be provided to ensure that the following systems, when installed, can be operated at compatible intensities:</p> <ul style="list-style-type: none"> — approach lighting system; — runway edge lights; — runway threshold lights; — runway end lights; — runway centre line lights; — runway touchdown zone lights; and — taxiway centre line lights. 	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.615 para (d)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.1.11	<p>5.3.1.11 On the perimeter of and within the ellipse defining the main beam in Appendix 2, Figures A2-1 to A2-10, the maximum light intensity value shall not be greater than three times the minimum light intensity value measured in accordance with Appendix 2, collective notes for Figures A2-1 to A2-11 and A2-26, Note 2.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.615 para (d)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

5.3.1.12	5.3.1.12 On the perimeter of and within the rectangle defining the main beam in Appendix 2, Figures A2-12 to A2-20, the maximum light intensity value shall not be greater than three times the minimum light intensity value measured in accordance with Appendix 2, collective notes for Figures A2-12 to A2-21, Note 2.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.615 para (d)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.2.1	<p>5.3.2 Emergency lighting</p> <p>Application</p> <p>5.3.2.1 Recommendation.— <i>At an aerodrome provided with runway lighting and without a secondary power supply, sufficient emergency lights should be conveniently available for installation on at least the primary runway in the event of failure of the normal lighting system.</i></p> <p><i>Note.</i>— <i>Emergency lighting may also be useful to mark obstacles or delineate taxiways and apron areas.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		The specifications foresee the provision of secondary power supply.
5.3.2.2	<p>Location</p> <p>5.3.2.2 Recommendation.— <i>When installed on a runway the emergency lights should, as a minimum, conform to the configuration required for a non-instrument runway.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		The specifications foresee the provision of secondary

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				Level of implementation of SARPs						
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				Annex Standard or Recommended Practice						

										y power supply.
5.3.2.3	Characteristics 5.3.2.3 Recommendation. — <i>The colour of the emergency lights should conform to the colour requirements for runway lighting, except that, where the provision of coloured lights at the threshold and the runway end is not practicable, all lights may be variable white or as close to variable white as practicable.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		The specifications foresee the provision of secondary power supply.
5.3.3.1	5.3.3 Aeronautical beacons Application 5.3.3.1 Where operationally necessary an aerodrome beacon or an identification beacon shall be provided at each aerodrome intended for use at night.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.620 para (a)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.3.2	5.3.3.2 The operational requirement shall be determined having regard to the requirements of the air traffic using the aerodrome, the conspicuity of the aerodrome features in relation to its surroundings and the installation of other visual and non-visual aids useful in locating the aerodrome.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.620 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

		(a)(2)								
5.3.3.3	<i>Aerodrome beacon</i> 5.3.3.3 An aerodrome beacon shall be provided at an aerodrome intended for use at night if one or more of the following conditions exist: a) aircraft navigate predominantly by visual means; b) reduced visibilities are frequent; or c) it is difficult to locate the aerodrome from the air due to surrounding lights or terrain.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.620 para (b)(1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specification has been adopted so that at least 2 conditions (instead of 1) should exist for the aerodrome beacon to be provided.	Subject to review by rulemaking task 0591.
5.3.3.4	<i>Location</i> 5.3.3.4 The aerodrome beacon shall be located on or adjacent to the aerodrome in an area of low ambient background lighting.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.620 para (b)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.3.5	5.3.3.5 Recommendation. — <i>The location of the beacon should be such that the beacon is not shielded by objects in significant directions and does not dazzle a pilot approaching to land.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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		DSN.M.620 para (b)(2)								
5.3.3.6	<p>Characteristics</p> <p>5.3.3.6 The aerodrome beacon shall show either coloured flashes alternating with white flashes, or white flashes only. The frequency of total flashes shall be from 20 to 30 per minute. Where used, the coloured flashes emitted by beacons at land aerodromes shall be green, and coloured flashes emitted by beacons at water aerodromes shall be yellow. In the case of a combined water and land aerodrome, coloured flashes, if used, shall have the colour characteristics of whichever section of the aerodrome is designated as the principal facility.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.620 para (b)(3)(i), (ii)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The part of the specification related to the coloured flashes of the beacons has not been transposed.	Subject to review by rulemaking task 0591;
5.3.3.7	<p>5.3.3.7 The light from the beacon shall show at all angles of azimuth. The vertical light distribution shall extend upwards from an elevation of not more than 1° to an elevation determined by the appropriate authority to be sufficient to provide guidance at the maximum elevation at which the beacon is intended to be used, and the effective intensity of the flash shall be not less than 2 000 cd.</p> <p><i>Note.— At locations where a high ambient background lighting level cannot be avoided, the effective intensity of the flash may be required to be increased by a factor up to a value of 10.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.620 para (b)(3)(iii) (iv)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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5.3.3.8	Identification beacon Application 5.3.3.8 An identification beacon shall be provided at an aerodrome which is intended for use at night and cannot be easily identified from the air by other means.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.620 para (c)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.3.9	Location 5.3.3.9 The identification beacon shall be located on the aerodrome in an area of low ambient background lighting.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.620 para (c)(2)(i)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.3.10	5.3.3.10 Recommendation. — <i>The location of the beacon should be such that the beacon is not shielded by objects in significant directions and does not dazzle a pilot approaching to land.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.620 para (c)(2)(ii)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.3.11	Characteristics 5.3.3.11 An identification beacon at a land aerodrome shall show at all angles of azimuth. The vertical light distribution shall extend upwards from an	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.620	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	elevation of not more than 1° to an elevation determined by the appropriate authority to be sufficient to provide guidance at the maximum elevation at which the beacon is intended to be used, and the effective intensity of the flash shall be not less than 2 000 cd. <i>Note.— At locations where a high ambient background lighting level cannot be avoided, the effective intensity of the flash may be required to be increased by a factor up to a value of 10.</i>	para (c)(3)(i)								
5.3.3.12	5.3.3.12 An identification beacon shall show flashing-green at a land aerodrome and flashing-yellow at a water aerodrome.	Article 34(5) of Reg (EU) 2018/1139 CS ADR-DSN.M.620 para (c)(3)(iii)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The part of the specification related to water aerodromes has not been transposed due to the scope of Regulation 2018/1139.
5.3.3.13	5.3.3.13 The identification characters shall be transmitted in the International Morse Code.	Article 34(5) Reg (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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		2018/1139 CS ADR- DSN.M.620 para (c)(3)(iv)								
5.3.3.14	5.3.3.14 Recommendation. — <i>The speed of transmission should be between six and eight words per minute, the corresponding range of duration of the Morse dots being from 0.15 to 0.2 seconds per dot.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.620 para (c)(3)(v)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.4.1	5.3.4 Approach lighting systems Application 5.3.4.1 <i>Application</i> A.— Non-instrument runway Recommendation. — <i>Where physically practicable, a simple approach lighting system as specified in 5.3.4.2 to 5.3.4.9 should be provided to serve a non-instrument runway where the code number is 3 or 4 and intended for use at night, except when the runway is used only in conditions of good visibility and sufficient guidance is provided by other visual aids.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.625 para (b);(c);(d);(e)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	<p><i>Note.— A simple approach lighting system can also provide visual guidance by day.</i></p> <p>B.— Non-precision approach runway</p> <p>Where physically practicable, a simple approach lighting system as specified in 5.3.4.2 to 5.3.4.9 shall be provided to serve a non-precision approach runway, except when the runway is used only in conditions of good visibility or sufficient guidance is provided by other visual aids.</p> <p><i>Note.— It is advisable to give consideration to the installation of a precision approach category I lighting system or to the addition of a runway lead-in lighting system.</i></p> <p>C.— Precision approach runway category I</p> <p>Where physically practicable, a precision approach category I lighting system as specified in 5.3.4.10 to 5.3.4.21 shall be provided to serve a precision approach runway category I.</p> <p>D.— Precision approach runway categories II and III</p> <p>A precision approach category II and III lighting system as specified in 5.3.4.22 to 5.3.4.39 shall be provided to serve a precision approach runway category II or III.</p>								
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	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
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5.3.4.2	<p>Simple approach lighting system</p> <p>Location</p> <p>5.3.4.2 A simple approach lighting system shall consist of a row of lights on the extended centre line of the runway extending, whenever possible, over a distance of not less than 420 m from the threshold with a row of lights forming a crossbar 18 m or 30 m in length at a distance of 300 m from the threshold.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.626 para (a)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.4.3	<p>5.3.4.3 The lights forming the crossbar shall be as nearly as practicable in a horizontal straight line at right angles to, and bisected by, the line of the centre line lights. The lights of the crossbar shall be spaced so as to produce a linear effect, except that, when a crossbar of 30 m is used, gaps may be left on each side of the centre line. These gaps shall be kept to a minimum to meet local requirements and each shall not exceed 6 m.</p> <p><i>Note 1.— Spacings for the crossbar lights between 1 m and 4 m are in use. Gaps on each side of the centre line may improve directional guidance when approaches are made with a lateral error, and facilitate the movement of rescue and firefighting vehicles.</i></p> <p><i>Note 2.— See Attachment A, Section 11, for guidance on installation tolerances.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.626 para (b)(1), (b)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.4.4	5.3.4.4 The lights forming the centre line shall be placed at longitudinal intervals of 60 m, except that,	Article 34(5) Reg (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	when it is desired to improve the guidance, an interval of 30 m may be used. The innermost light shall be located either 60 m or 30 m from the threshold, depending on the longitudinal interval selected for the centre line lights.	2018/1139 CS ADR- DSN.M.626 para (c)(1), (c)(2)								
5.3.4.5	5.3.4.5 Recommendation. — <i>If it is not physically possible to provide a centre line extending for a distance of 420 m from the threshold, it should be extended to 300 m so as to include the crossbar. If this is not possible, the centre line lights should be extended as far as practicable, and each centre line light should then consist of a barrette at least 3 m in length. Subject to the approach system having a crossbar at 300 m from the threshold, an additional crossbar may be provided at 150 m from the threshold.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.626 para (c)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.4.6	5.3.4.6 The system shall lie as nearly as practicable in the horizontal plane passing through the threshold, provided that: a) no object other than an ILS or MLS azimuth antenna shall protrude through the plane of the approach lights within a distance of 60 m from the centre line of the system; and b) no light other than a light located within the central part of a crossbar or a centre line barrette (not their extremities) shall be screened from an approaching aircraft.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.626 para (c)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	Any ILS or MLS azimuth antenna protruding through the plane of the lights shall be treated as an obstacle and marked and lighted accordingly.									
5.3.4.7	<p>Characteristics</p> <p>5.3.4.7 The lights of a simple approach lighting system shall be fixed lights and the colour of the lights shall be such as to ensure that the system is readily distinguishable from other aeronautical ground lights, and from extraneous lighting if present. Each centre line light shall consist of either:</p> <p>a) a single source; or</p> <p>b) a barrette at least 3 m in length.</p> <p><i>Note 1.— When the barrette as in b) is composed of lights approximating to point sources, a spacing of 1.5 m between adjacent lights in the barrette has been found satisfactory.</i></p> <p><i>Note 2.— It may be advisable to use barrettes 4 m in length if it is anticipated that the simple approach lighting system will be developed into a precision approach lighting system.</i></p> <p><i>Note 3.— At locations where identification of the simple approach lighting system is difficult at night due</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.626 para (d)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	<i>to surrounding lights, sequence flashing lights installed in the outer portion of the system may resolve this problem.</i>									
5.3.4.8	5.3.4.8 Recommendation. — <i>Where provided for a non-instrument runway, the lights should show at all angles in azimuth necessary to a pilot on base leg and final approach. The intensity of the lights should be adequate for all conditions of visibility and ambient light for which the system has been provided.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.626 para (f)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.4.9	5.3.4.9 Recommendation. — <i>Where provided for a non-precision approach runway, the lights should show at all angles in azimuth necessary to the pilot of an aircraft which on final approach does not deviate by an abnormal amount from the path defined by the non-visual aid. The lights should be designed to provide guidance during both day and night in the most adverse conditions of visibility and ambient light for which it is intended that the system should remain usable.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.626 para (g)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.4.10	Precision approach category I lighting system Location 5.3.4.10 A precision approach category I lighting system shall consist of a row of lights on the extended centre line of the runway extending, wherever possible, over a distance of 900 m from the runway	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.630 para (b)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	threshold with a row of lights forming a crossbar 30 m in length at a distance of 300 m from the runway threshold. <i>Note.— The installation of an approach lighting system of less than 900 m in length may result in operational limitations on the use of the runway. See Attachment A, Section 11.</i>									
5.3.4.11	<p>5.3.4.11 The lights forming the crossbar shall be as nearly as practicable in a horizontal straight line at right angles to, and bisected by, the line of the centre line lights. The lights of the crossbar shall be spaced so as to produce a linear effect, except that gaps may be left on each side of the centre line. These gaps shall be kept to a minimum to meet local requirements and each shall not exceed 6 m.</p> <p><i>Note 1.— Spacings for the crossbar lights between 1 m and 4 m are in use. Gaps on each side of the centre line may improve directional guidance when approaches are made with a lateral error, and facilitate the movement of rescue and firefighting vehicles.</i></p> <p><i>Note 2.— See Attachment A, Section 11, for guidance on installation tolerances.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.630 para (b)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.4.12	5.3.4.12 The lights forming the centre line shall be placed at longitudinal intervals of 30 m with the innermost light located 30 m from the threshold.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.630 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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		(b)(3)								
5.3.4.13	<p>5.3.4.13 The system shall lie as nearly as practicable in the horizontal plane passing through the threshold, provided that:</p> <p>a) no object other than an ILS or MLS azimuth antenna shall protrude through the plane of the approach lights within a distance of 60 m from the centre line of the system; and</p> <p>b) no light other than a light located within the central part of a crossbar or a centre line barrette (not their extremities) shall be screened from an approaching aircraft.</p> <p>Any ILS or MLS azimuth antenna protruding through the plane of the lights shall be treated as an obstacle and marked and lighted accordingly.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.630 para (b)(4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.4.14	<p>Characteristics</p> <p>5.3.4.14 The centre line and crossbar lights of a precision approach category I lighting system shall be fixed lights showing variable white. Each centre line light position shall consist of either:</p> <p>a) a single light source in the innermost 300 m of the centre line, two light sources in the central 300 m of the centre line and three light sources in the</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.630 para (c)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	outer 300 m of the centre line to provide distance information; or b) a barrette.									
5.3.4.15	5.3.4.15 Where the serviceability level of the approach lights specified as a maintenance objective in 10.5.10 can be demonstrated, each centre line light position may consist of either: a) a single light source; or b) a barrette.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.630 para (c)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.4.16	5.3.4.16 The barrettes shall be at least 4 m in length. When barrettes are composed of lights approximating to point sources, the lights shall be uniformly spaced at intervals of not more than 1.5 m.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.630 para (c)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.4.17	5.3.4.17 Recommendation. — <i>If the centre line consists of barrettes as described in 5.3.4.14 b) or 5.3.4.15 b), each barrette should be supplemented by a flashing light, except where such lighting is considered unnecessary taking into account the characteristics of the system and the nature of the meteorological conditions.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.630 para (c)(6)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.4.18	5.3.4.18 Each flashing light as described in 5.3.4.17 shall be flashed twice a second in sequence,	Article 34(5) Reg (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	beginning with the outermost light and progressing toward the threshold to the innermost light of the system. The design of the electrical circuit shall be such that these lights can be operated independently of the other lights of the approach lighting system.	2018/1139 CS ADR-DSN.M.630 para (c)(7)								
5.3.4.19	<p>5.3.4.19 If the centre line consists of lights as described in 5.3.4.14 a) or 5.3.4.15 a), additional crossbars of lights to the crossbar provided at 300 m from the threshold shall be provided at 150 m, 450 m, 600 m and 750 m from the threshold. The lights forming each crossbar shall be as nearly as practicable in a horizontal straight line at right angles to, and bisected by, the line of the centre line lights. The lights shall be spaced so as to produce a linear effect, except that gaps may be left on each side of the centre line. These gaps shall be kept to a minimum to meet local requirements and each shall not exceed 6 m.</p> <p><i>Note.— See Attachment A, Section 11, for detailed configuration.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.630 para (c)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.4.20	5.3.4.20 Where the additional crossbars described in 5.3.4.19 are incorporated in the system, the outer ends of the crossbars shall lie on two straight lines that either are parallel to the line of the centre line lights or converge to meet the runway centre line 300 m from threshold.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.630 para (c)(4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.4.21	5.3.4.21 The lights shall be in accordance with the specifications of Appendix 2, Figure A2-1.	Article 34(5) Reg (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

	<i>Note.— The flight path envelopes used in the design of these lights are given in Attachment A, Figure A-6.</i>	2018/1139 CS ADR- DSN.M.630 para (c)(5)								
5.3.4.22	<p>Precision approach category II and III lighting system</p> <p>Location</p> <p>5.3.4.22 The approach lighting system shall consist of a row of lights on the extended centre line of the runway, extending, wherever possible, over a distance of 900 m from the runway threshold. In addition, the system shall have two side rows of lights, extending 270 m from the threshold, and two crossbars, one at 150 m and one at 300 m from the threshold, all as shown in Figure 5-14. Where the serviceability level of the approach lights specified as maintenance objectives in 10.5.7 can be demonstrated, the system may have two side rows of lights, extending 240 m from the threshold, and two crossbars, one at 150 m and one at 300 m from the threshold, all as shown in Figure 5-15.</p> <p><i>Note.— The length of 900 m is based on providing guidance for operations under category I, II and III conditions. Reduced lengths may support category II and III operations but may impose limitations on category I operations. See Attachment A, Section 11.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.635 para (a)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

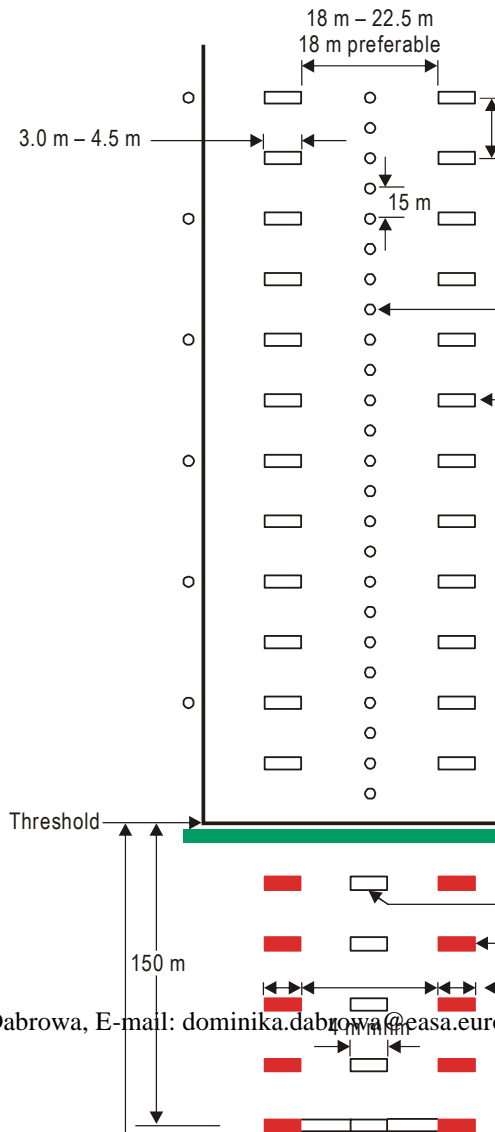
	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

5.3.4.23	5.3.4.23 The lights forming the centre line shall be placed at longitudinal intervals of 30 m with the innermost lights located 30 m from the threshold.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.635 para (a)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.4.24	5.3.4.24 The lights forming the side rows shall be placed on each side of the centre line, at a longitudinal spacing equal to that of the centre line lights and with the first light located 30 m from the threshold. Where the serviceability level of the approach lights specified as maintenance objectives in 10.5.7 can be demonstrated, lights forming the side rows may be placed on each side of the centre line, at a longitudinal spacing of 60 m with the first light located 60 m from the threshold. The lateral spacing (or gauge) between the innermost lights of the side rows shall be not less than 18 m nor more than 22.5 m, and preferably 18 m, but in any event shall be equal to that of the touchdown zone lights.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.635 para (a)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.4.25	5.3.4.25 The crossbar provided at 150 m from the threshold shall fill in the gaps between the centre line and side row lights.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.635 para (a)(4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

5.3.4.26	5.3.4.26 The crossbar provided at 300 m from the threshold shall extend on both sides of the centre line lights to a distance of 15 m from the centre line.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.635 para (a)(5)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.4.27	5.3.4.27 If the centre line beyond a distance of 300 m from the threshold consists of lights as described in 5.3.4.31 b) or 5.3.4.32 b), additional crossbars of lights shall be provided at 450 m, 600 m and 750 m from the threshold.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.635 para (a)(6)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

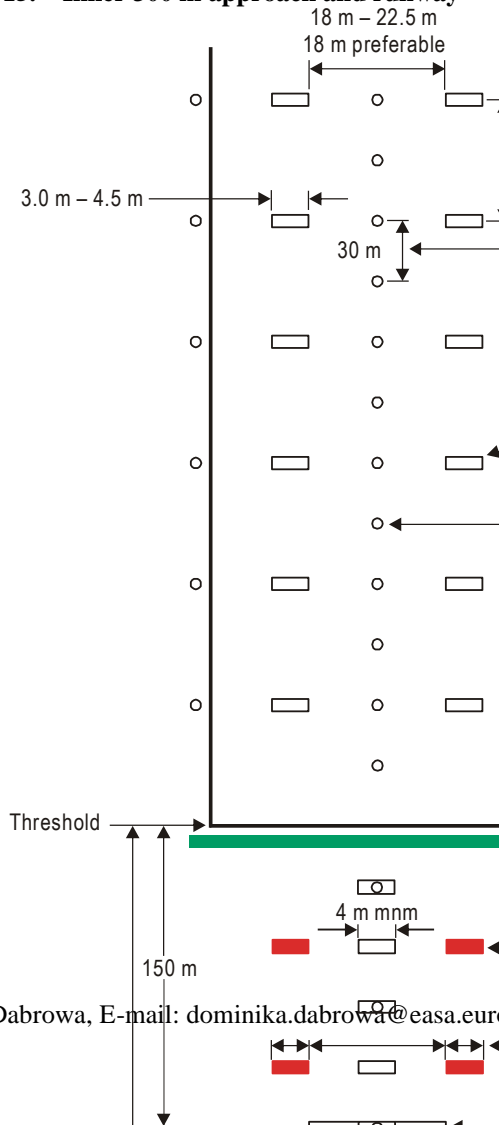


Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

	Figure 5-14. Inner 300 m approach and runway lighting for precision approach runways, categories II and III									
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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
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Figure 5-15. Inner 300 m approach and runway



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				Level of implementation of SARPs						Signi ficant Differ ence
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

	lighting for precision approach runways, categories II and III, where the serviceability levels of the lights specified as maintenance objectives in Chapter 10 can be demonstrated									
5.3.4.28	5.3.4.28 Where the additional crossbars described in 5.3.4.27 are incorporated in the system, the outer ends of these crossbars shall lie on two straight lines that either are parallel to the centre line or converge to meet the runway centre line 300 m from the threshold.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.635 para (a)(6)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.4.29	5.3.4.29 The system shall lie as nearly as practicable in the horizontal plane passing through the threshold, provided that: a) no object other than an ILS or MLS azimuth antenna shall protrude through the plane of the approach lights within a distance of 60 m from the centre line of the system; and b) no light other than a light located within the central part of a crossbar or a centre line barrette (not their extremities) shall be screened from an approaching aircraft. Any ILS or MLS azimuth antenna protruding through the plane of the lights shall be treated as an obstacle and marked and lighted accordingly.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.635 para (a)(7)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
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5.3.4.30	<p>Characteristics</p> <p>5.3.4.30 The centre line of a precision approach category II and III lighting system for the first 300 m from the threshold shall consist of barrettes showing variable white, except that, where the threshold is displaced 300 m or more, the centre line may consist of single light sources showing variable white. Where the serviceability level of the approach lights specified as maintenance objectives in 10.5.7 can be demonstrated, the centre line of a precision approach category II and III lighting system for the first 300 m from the threshold may consist of either:</p> <p>a) barrettes, where the centre line beyond 300 m from the threshold consists of barrettes as described in 5.3.4.32 a); or</p> <p>b) alternate single light sources and barrettes, where the centre line beyond 300 m from the threshold consists of single light sources as described in 5.3.4.32 b), with the innermost single light source located 30 m and the innermost barrette located 60 m from the threshold; or</p> <p>c) single light sources where the threshold is displaced 300 m or more;</p> <p>all of which shall show variable white.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.635 para (b)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.4.31	5.3.4.31 Beyond 300 m from the threshold each centre line light position shall consist of either:	Article 34(5) Reg (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
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	<p>a) a barrette as used on the inner 300 m; or</p> <p>b) two light sources in the central 300 m of the centre line and three light sources in the outer 300 m of the centre line;</p> <p>all of which shall show variable white.</p>	2018/1139 CS ADR- DSN.M.635 para (b)(2)								
5.3.4.32	<p>5.3.4.32 Where the serviceability level of the approach lights specified as maintenance objectives in 10.5.7 can be demonstrated, beyond 300 m from the threshold each centre line light position may consist of either:</p> <p>a) a barrette; or</p> <p>b) a single light source;</p> <p>all of which shall show variable white.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.635 para (b)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.4.33	<p>5.3.4.33 The barrettes shall be at least 4 m in length. When barrettes are composed of lights approximating to point sources, the lights shall be uniformly spaced at intervals of not more than 1.5 m.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.635 para (b)(4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.4.34	<p>5.3.4.34 Recommendation.— <i>If the centre line beyond 300 m from the threshold consists of</i></p>	Article 34(5) Reg (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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				Level of implementation of SARPs			Signi ficant Differ ence			
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	<i>barrettes as described in 5.3.4.31 a) or 5.3.4.32 a), each barrette beyond 300 m should be supplemented by a flashing light, except where such lighting is considered unnecessary taking into account the characteristics of the system and the nature of the meteorological conditions.</i>	2018/1139 CS ADR- DSN.M.635 para (b)(5)								
5.3.4.35	5.3.4.35 Each flashing light as described in 5.3.4.34 shall be flashed twice a second in sequence, beginning with the outermost light and progressing toward the threshold to the innermost light of the system. The design of the electrical circuit shall be such that these lights can be operated independently of the other lights of the approach lighting system.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.635 para (b)(6)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.4.36	5.3.4.36 The side row shall consist of barrettes showing red. The length of a side row barrette and the spacing of its lights shall be equal to those of the touchdown zone light barrettes.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.635 para (b)(7)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.4.37	5.3.4.37 The lights forming the crossbars shall be fixed lights showing variable white. The lights shall be uniformly spaced at intervals of not more than 2.7 m.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.635 para (b)(8)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.4.38	5.3.4.38 The intensity of the red lights shall be compatible with the intensity of the white lights.	Article 34(5) Reg (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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				Level of implementation of SARPs						Signi ficant Differ ence
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		2018/1139 CS ADR- DSN.M.635 para (b)(9)								
5.3.4.39	5.3.4.39 The lights shall be in accordance with the specifications of Appendix 2, Figures A2-1 and A2-2. <i>Note.— The flight path envelopes used in the design of these lights are given in Attachment A, Figure A-6.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.635 para (b)(10)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.5.1	5.3.5 Visual approach slope indicator systems Application 5.3.5.1 A visual approach slope indicator system shall be provided to serve the approach to a runway whether or not the runway is served by other visual approach aids or by non-visual aids, where one or more of the following conditions exist: a) the runway is used by turbojet or other aeroplanes with similar approach guidance requirements; b) the pilot of any type of aeroplane may have difficulty in judging the approach due to:	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.640 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
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	<p>1) inadequate visual guidance such as is experienced during an approach over water or featureless terrain by day or in the absence of sufficient extraneous lights in the approach area by night; or</p> <p>2) misleading information such as is produced by deceptive surrounding terrain or runway slopes;</p> <p>c) the presence of objects in the approach area may involve serious hazard if an aeroplane descends below the normal approach path, particularly if there are no non-visual or other visual aids to give warning of such objects;</p> <p>d) physical conditions at either end of the runway present a serious hazard in the event of an aeroplane undershooting or overrunning the runway; and</p> <p>e) terrain or prevalent meteorological conditions are such that the aeroplane may be subjected to unusual turbulence during approach.</p> <p><i>Note.— Guidance on the priority of installation of visual approach slope indicator systems is contained in Attachment A, Section 12.</i></p> <p>Figure 5-16. Visual approach slope indicator systems</p>									
5.3.5.2	5.3.5.2 The standard visual approach slope indicator systems shall consist of the following:	Article 34(5) Reg (EU)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The CS are limited	

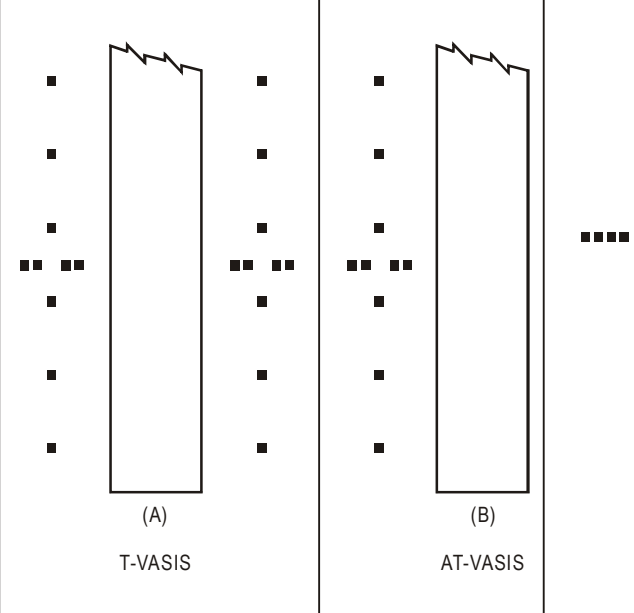
	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs						Signi ficant Differ ence
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	<p>a) T-VASIS and AT-VASIS conforming to the specifications contained in 5.3.5.7 to 5.3.5.23 inclusive;</p> <p>b) PAPI and APAPI systems conforming to the specifications contained in 5.3.5.24 to 5.3.5.41 inclusive;</p> <p>as shown in Figure 5-16.</p>	2018/1139 CS ADR-DSN.M.640 para (b)							only to the PAPI-APAPI systems thus they are considered more demanding .	
5.3.5.3	5.3.5.3 PAPI, T-VASIS or AT-VASIS shall be provided where the code number is 3 or 4 when one or more of the conditions specified in 5.3.5.1 exist.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.640 para (c)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The CS are limited only to the PAPI-APAPI systems thus they are considered more demanding .	
5.3.5.4	5.3.5.4 Recommendation. — <i>As of 1 January 2020, the use of T-VASIS and AT-VASIS as standard visual approach slope indicator systems should be discontinued.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.640 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The CS are limited to the PAPI-APAPI systems, thus

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				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

										they are consider ed more demandi ng and already complia nt.
5.3.5.5	5.3.5.5 PAPI or APAPI shall be provided where the code number is 1 or 2 when one or more of the conditions specified in 5.3.5.1 exist.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.640 para (d)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.5.6	5.3.5.6 Recommendation. — <i>Where a runway threshold is temporarily displaced from the normal position and one or more of the conditions specified in 5.3.5.1 exist, a PAPI should be provided except that where the code number is 1 or 2 an APAPI may be provided.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specifica tion has been transpos ed as Guidanc e Material GM1 ADR- DSN.M. 640 para (e). Subject

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				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
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	 <p>(A) T-VASIS</p> <p>(B) AT-VASIS</p>									to review by RMT.05 91
5.3.5.7	<p><i>T-VASIS and AT-VASIS</i></p> <p><i>Description</i></p> <p>5.3.5.7 The T-VASIS shall consist of twenty light units symmetrically disposed about the runway centre line in the form of two wing bars of four light units</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		The CS are limited only to PAPI-APAPI systems thus they are

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				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

	each, with bisecting longitudinal lines of six lights, as shown in Figure 5-17.									considered more demanding.
5.3.5.8	5.3.5.8 The AT-VASIS shall consist of ten light units arranged on one side of the runway in the form of a single wing bar of four light units with a bisecting longitudinal line of six lights.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
5.3.5.9	5.3.5.9 The light units shall be constructed and arranged in such a manner that the pilot of an aeroplane during an approach will: a) when above the approach slope, see the wing bar(s) white, and one, two or three fly-down lights, the more fly-down lights being visible the higher the pilot is above the approach slope; b) when on the approach slope, see the wing bar(s) white; and		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		The CS are limited only to PAPI-APAPI systems thus they are considered more

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

	<p>c) when below the approach slope, see the wing bar(s) and one, two or three fly-up lights white, the more fly-up lights being visible the lower the pilot is below the approach slope; and when well below the approach slope, see the wing bar(s) and the three fly-up lights red.</p> <p>When on or above the approach slope, no light shall be visible from the fly-up light units; when on or below the approach slope, no light shall be visible from the fly-down light units.</p>									demanding.
5.3.5.10	<p>Siting</p> <p>5.3.5.10 The light units shall be located as shown in Figure 5-17, subject to the installation tolerances given therein.</p> <p><i>Note.— The siting of T-VASIS will provide, for a 3° slope and a nominal eye height over the threshold of 15 m (see 5.3.5.7 and 5.3.5.20), a pilot's eye height over threshold of 13 m to 17 m when only the wing bar lights are visible. If increased eye height at the threshold is required (to provide adequate wheel clearance), then the approaches may be flown with one or more fly-down lights visible. The pilot's eye height over the threshold is then of the following order:</i></p> <p><i>Wing bar lights and one fly-down light visible</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.

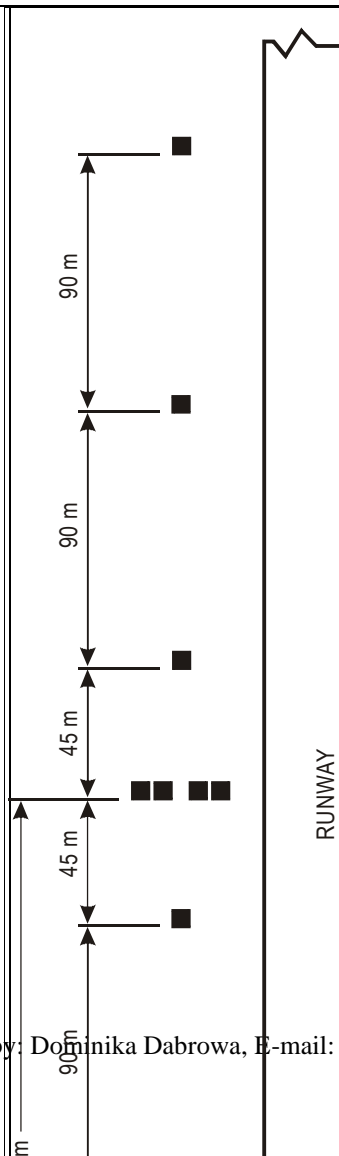
	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
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	<i>17 m to 22 m</i> <i>Wing bar lights and two fly-down lights visible</i> <i>22 m to 28 m</i> <i>Wing bar lights and three fly-down lights visible</i> <i>28 m to 54 m.</i>									
5.3.5.11	<i>Characteristics of the light units</i> 5.3.5.11 The systems shall be suitable for both day and night operations.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
5.3.5.12	5.3.5.12 The light distribution of the beam of each light unit shall be of fan shape showing over a wide arc in azimuth in the approach direction. The wing bar		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		The CS are limited

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				Level of implementation of SARPs			Signi ficant Differ ence			
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	light units shall produce a beam of white light from 1°54' vertical angle up to 6° vertical angle and a beam of red light from 0° to 1°54' vertical angle. The fly-down light units shall produce a white beam extending from an elevation of 6° down to approximately the approach slope, where it shall have a sharp cut-off. The fly-up light units shall produce a white beam from approximately the approach slope down to 1°54' vertical angle and a red beam below a 1°54' vertical angle. The angle of the top of the red beam in the wing bar units and fly-up units may be increased to comply with 5.3.5.22.									only to PAPI-APAPI systems thus they are considered more demanding.
5.3.5.13	5.3.5.13 The light intensity distribution of the fly-down, wing bar and fly-up light units shall be as shown in Appendix 2, Figure A2-22.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.

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**INSTALLATION
TOLERANCES**

*The appropriate authority
may:*

a) *vary the nominal eye
height over the
threshold of the on-
slope signal between
the limits of 12 m and
16 m, except in cases
where a standard ILS
glide path and/or MLS
minimum glide path is
available; the height
over threshold should
be varied to avoid any
conflict between the
visual approach slope
indications and the
usable portion of the
ILS glide path and/or
MLS minimum glide
path tolerances;*

b) *vary the longitudinal
distance between*

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				Level of implementation of SARPs			Signi ficant Differ ence			
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		<p><i>c) vary the lateral displacement of the system from the runway edge by not more than ± 3 m;</i></p> <p>Note.— The system must be symmetrically displaced about the runway centre line.</p> <p><i>d) where there is a longitudinal slope of the ground, adjust the longitudinal distance of a light unit to compensate for its difference in level from that of the threshold; and</i></p> <p><i>e) where there is a transverse slope in the ground, adjust the longitudinal distance of two light units or two wing bars to compensate for the difference in level between them as necessary to meet the</i></p>								
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				Level of implementation of SARPs						Signi ficant Differ ence
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	Annex Standard or Recommended Practice									

		<p><i>requirements of 5.3.5.17.</i></p> <p><i>The distance between the wing bar and the threshold is based on an approach slope of 3° to a level runway with a nominal eye height over the threshold of 15 m. In practice, the threshold to wing bar distance is determined by:</i></p> <p><i>a) the selected approach slope;</i></p> <p><i>b) the longitudinal slope of the runway; and</i></p> <p><i>c) the selected nominal eye height over the threshold.</i></p>									
	Figure 5-17. Siting of light units for T-VASIS										
5.3.5.14	5.3.5.14 The colour transition from red to white in the vertical plane shall be such as to appear to an observer, at a distance of not less than 300 m, to occur over a vertical angle of not more than 15'.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			The CS are limited only to PAPI-APAPI systems

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

										thus they are considered more demanding.
5.3.5.15	5.3.5.15 At full intensity the red light shall have a Y coordinate not exceeding 0.320.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
5.3.5.16	5.3.5.16 A suitable intensity control shall be provided to allow adjustments to meet the prevailing conditions and to avoid dazzling the pilot during approach and landing.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		The CS are limited only to PAPI-APAPI systems thus they are

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				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

										consider ed more demandi ng.
5.3.5.17	5.3.5.17 The light units forming the wing bars, or the light units forming a fly-down or a fly-up matched pair, shall be mounted so as to appear to the pilot of an approaching aeroplane to be substantially in a horizontal line. The light units shall be mounted as low as possible and shall be frangible.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
5.3.5.18	5.3.5.18 The light units shall be so designed that deposits of condensation, dirt, etc., on optically transmitting or reflecting surfaces shall interfere to the least possible extent with the light signals and shall in no way affect the elevation of the beams or the contrast between the red and white signals. The construction of the light units shall be such as to minimize the probability of the slots being wholly or partially blocked by snow or ice where these conditions are likely to be encountered.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		The CS are limited only to PAPI-APAPI systems thus they are considered more

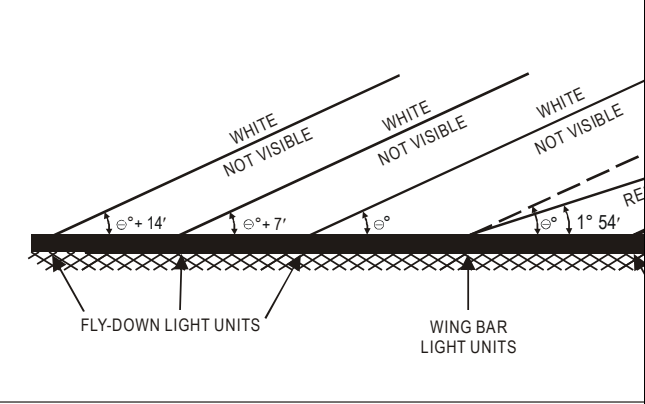
	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
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				Annex Standard or Recommended Practice						

										demanding.
5.3.5.19	<p><i>Approach slope and elevation setting of light beams</i></p> <p>5.3.5.19 The approach slope shall be appropriate for use by the aeroplanes using the approach.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
5.3.5.20	<p>5.3.5.20 When the runway on which a T-VASIS is provided is equipped with an ILS and/or MLS, the siting and elevations of the light units shall be such that the visual approach slope conforms as closely as possible with the glide path of the ILS and/or the minimum glide path of the MLS, as appropriate.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.

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5.3.5.21	5.3.5.21 The elevation of the beams of the wing bar light units on both sides of the runway shall be the same. The elevation of the top of the beam of the fly-up light unit nearest to each wing bar, and that of the bottom of the beam of the fly-down light unit nearest to each wing bar, shall be equal and shall correspond to the approach slope. The cut-off angle of the top of the beams of successive fly-up light units shall decrease by 5' of arc in angle of elevation at each successive unit away from the wing bar. The cut-in angle of the bottom of the beam of the fly-down light units shall increase by 7' of arc at each successive unit away from the wing bar (see Figure 5-18).		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
5.3.5.22	5.3.5.22 The elevation setting of the top of the red light beams of the wing bar and fly-up light units shall be such that, during an approach, the pilot of an aeroplane to whom the wing bar and three fly-up light units are visible would clear all objects in the approach area by a safe margin if any such light did not appear red.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi- ficant Differ- ence			
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5.3.5.23	<p>5.3.5.23 The azimuth spread of the light beam shall be suitably restricted where an object located outside the obstacle protection surface of the system, but within the lateral limits of its light beam, is found to extend above the plane of the obstacle protection surface and an aeronautical study indicates that the object could adversely affect the safety of operations. The extent of the restriction shall be such that the object remains outside the confines of the light beam.</p> <p><i>Note.— See 5.3.5.42 to 5.3.5.46 concerning the related obstacle protection surface.</i></p>  <p>The diagram illustrates the light beam geometry for PAPI (Pilot Alignment Positioning) and Wing Bar light systems. It shows a horizontal ground line with several light beams originating from it. The beams are labeled 'WHITE' and 'NOT VISIBLE'. The angles of the beams are indicated as $\ominus^{\circ} + 14'$, $\ominus^{\circ} + 7'$, \ominus°, and $\ominus^{\circ} - 1^{\circ} 54'$. The beams are also labeled 'FLY-DOWN LIGHT UNITS' and 'WING BAR LIGHT UNITS'.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
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	Annex Standard or Recommended Practice									

	Figure 5-18. Light beams and elevation settings of T-VASIS and AT-VASIS									
5.3.5.24	<p>PAPI and APAPI</p> <p>Description</p> <p>5.3.5.24 The PAPI system shall consist of a wing bar of four sharp transition multi-lamp (or paired single lamp) units equally spaced. The system shall be located on the left side of the runway unless it is physically impracticable to do so.</p> <p><i>Note.— Where a runway is used by aircraft requiring visual roll guidance which is not provided by other external means, then a second wing bar may be provided on the opposite side of the runway.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.645 para (b)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.5.25	<p>5.3.5.25 The APAPI system shall consist of a wing bar of two sharp transition multi-lamp (or paired single lamp) units. The system shall be located on the left side of the runway unless it is physically impracticable to do so.</p> <p><i>Note.— Where a runway is used by aircraft requiring visual roll guidance which is not provided by</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.645 para (b)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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				Level of implementation of SARPs						
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	<i>other external means, then a second wing bar may be provided on the opposite side of the runway.</i>									
5.3.5.26	<p>5.3.5.26 The wing bar of a PAPI shall be constructed and arranged in such a manner that a pilot making an approach will:</p> <p>a) when on or close to the approach slope, see the two units nearest the runway as red and the two units farthest from the runway as white;</p> <p>b) when above the approach slope, see the one unit nearest the runway as red and the three units farthest from the runway as white; and when further above the approach slope, see all the units as white; and</p> <p>c) when below the approach slope, see the three units nearest the runway as red and the unit farthest from the runway as white; and when further below the approach slope, see all the units as red.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.645 para (b)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.5.27	<p>5.3.5.27 The wing bar of an APAPI shall be constructed and arranged in such a manner that a pilot making an approach will:</p> <p>a) when on or close to the approach slope, see the unit nearer the runway as red and the unit farther from the runway as white;</p> <p>b) when above the approach slope, see both the units as white; and</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.645 para (b)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

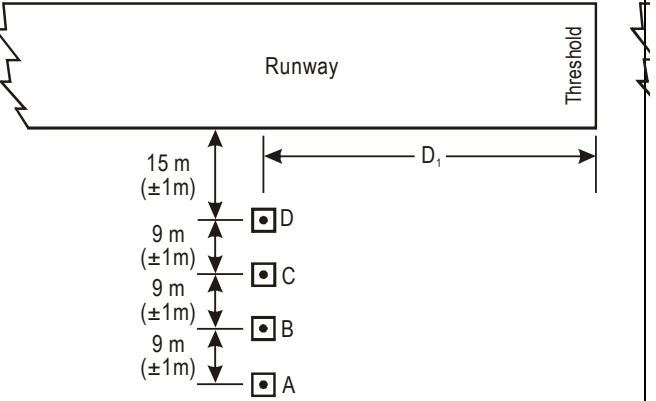
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				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
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	c) when below the approach slope, see both the units as red.									
5.3.5.28	Siting 5.3.5.28 The light units shall be located as in the basic configuration illustrated in Figure 5-19, subject to the installation tolerances given therein. The units forming a wing bar shall be mounted so as to appear to the pilot of an approaching aeroplane to be substantially in a horizontal line. The light units shall be mounted as low as possible and shall be frangible.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.645 para (b)(4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.5.29	Characteristics of the light units 5.3.5.29 The system shall be suitable for both day and night operations.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.645 para (c)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.5.30	5.3.5.30 The colour transition from red to white in the vertical plane shall be such as to appear to an observer, at a distance of not less than 300 m, to occur within a vertical angle of not more than 3'.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.645 para (c)(2)(i)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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5.3.5.31	5.3.5.31 At full intensity the red light shall have a Y coordinate not exceeding 0.320.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.645 para (c)(2)(ii)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.5.32	5.3.5.32 The light intensity distribution of the light units shall be as shown in Appendix 2, Figure A2-23. <i>Note.— See the Aerodrome Design Manual (Doc 9157), Part 4, for additional guidance on the characteristics of light units.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.645 para (c)(3)(i)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.5.33	5.3.5.33 Suitable intensity control shall be provided so as to allow adjustment to meet the prevailing conditions and to avoid dazzling the pilot during approach and landing.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.645 para (c)(3)(ii)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.5.34	5.3.5.34 Each light unit shall be capable of adjustment in elevation so that the lower limit of the white part of the beam may be fixed at any desired angle of elevation between 1°30' and at least 4°30' above the horizontal.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.645 para (c)(4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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				Level of implementation of SARPs			Signi ficant Differ ence			
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				Annex Standard or Recommended Practice						

5.3.5.35	<p>5.3.5.35 The light units shall be so designed that deposits of condensation, snow, ice, dirt, etc., on optically transmitting or reflecting surfaces shall interfere to the least possible extent with the light signals and shall not affect the contrast between the red and white signals and the elevation of the transition sector.</p>  <p>Typical PAPI wing bar</p> <p>INSTALLATION TOLERANCES</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.645 para (c)(5)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

	<p>a) Where a PAPI or APAPI is installed on a runway not equipped with an ILS or MLS, the distance D_1 shall be calculated to ensure that the lowest height at which a pilot will see a correct approach path indication (Figure 5-20, angle B for a PAPI and angle A for an APAPI) provides the wheel clearance over the threshold specified in Table 5-2 for the most demanding amongst aeroplanes regularly using the runway.</p>	<p>c) If a wheel clearance, greater than that specified in a) above is required for specific aircraft, this can be achieved by increasing D_1.</p>								
	<p>b) Where a PAPI or APAPI is installed on a runway equipped with an ILS and/or MLS, the distance D_1 shall be calculated to provide the optimum compatibility between the visual and non-visual aids for the range of eye-to-antenna heights of the aeroplanes regularly using the runway. The distance shall be equal to</p>	<p>d) Distance D_1 shall be adjusted to compensate for differences in elevation between the lens centres of the light units and the threshold.</p> <p>e) To ensure that units are mounted as low as possible and to allow for any transverse slope, small height adjustments of up to 5 cm between units are acceptable. A lateral gradient not greater than 1.25 per cent can be accepted provided it is uniformly applied across the units.</p> <p>f) A spacing of 6 m (± 1 m) between PAPI units should be used on code numbers 1 and 2. In such</p>								

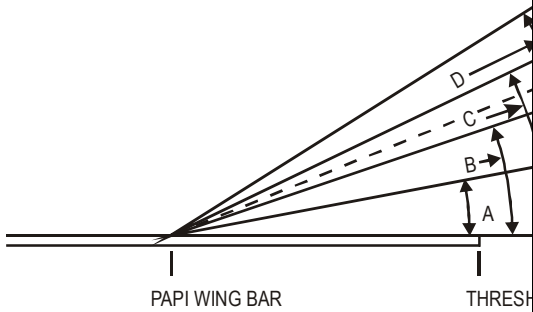
	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
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	<p><i>that between the threshold and the effective origin of the ILS glide path or MLS minimum glide path, as appropriate, plus a correction factor for the variation of eye-to-antenna heights of the aeroplanes concerned. The correction factor is obtained by multiplying the average eye-to-antenna height of those aeroplanes by the cotangent of the approach angle. However, the distance shall be such that in no case will the wheel clearance over the threshold be lower than that specified in column (3) of Table 5-2.</i></p> <p>Note.— See Section 5.2.5 for specifications on aiming point marking. Guidance on the harmonization of PAPI, ILS and/or MLS signals is contained in the <i>Aerodrome Design Manual</i> (Doc 9157), Part 4.</p>	<p><i>an event, the inner PAPI unit shall be located not less than 10 m (± 1 m) from the runway edge.</i></p> <p>Note.— Reducing the spacing between light units results in a reduction in usable range of the system.</p> <p>g) <i>The lateral spacing between APAPI units may be increased to 9 m (± 1 m) if greater range is required or later conversion to a full PAPI is anticipated. In the latter case, the inner APAPI unit shall be located 15 m (± 1 m) from the runway edge.</i></p>								

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				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
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	Figure 5-19. Siting of PAPI and APAPI									

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	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Sigini ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

QMSF-007-10 of 653 Exported by: Dominika Dabrowa, E-mail: dominika.dabrowa@easa.europa.eu , Date: 9/26/2022	 <p>The height of the pilot's eye above the aircraft's ILS glide path and approach attitude. Harmonization of the minimum glide path to a point closer to the threshold may be achieved by increasing the PAPI sector from 20' to 30'. The setting angles for a 3° glide slope are 3°35'.</p> <p>A — 3° PAPI ILLUSTRATION</p>									

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				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

<div>Figure 5-20. Light beams and angle of elevation setting of PAPI and APAPI</div> <div>Table 5-2. Wheel clearance over threshold for PAPI and APAPI</div> <table><tr><th>Eye-to-wheel height of aeroplane in the approach configuration^a</th><th>Desired wheel clearance (metres)^{b,c}</th><th>Minimum wheel clearance (metres)^d</th></tr><tr><th>(1)</th><th>(2)</th><th>(3)</th></tr><tr><td>up to but not including 3 m</td><td>6</td><td>3^e</td></tr><tr><td>3 m up to but not including 5 m</td><td>9</td><td>4</td></tr><tr><td>5 m up to but not including 8 m</td><td>9</td><td>5</td></tr><tr><td>8 m up to but not including 14 m</td><td>9</td><td>6</td></tr></table> <div>^a. In selecting the eye-to-wheel height group, only aeroplanes meant to use the system on a regular basis shall be considered. The most</div>	Eye-to-wheel height of aeroplane in the approach configuration ^a	Desired wheel clearance (metres) ^{b,c}	Minimum wheel clearance (metres) ^d	(1)	(2)	(3)	up to but not including 3 m	6	3 ^e	3 m up to but not including 5 m	9	4	5 m up to but not including 8 m	9	5	8 m up to but not including 14 m	9	6									
	Eye-to-wheel height of aeroplane in the approach configuration ^a	Desired wheel clearance (metres) ^{b,c}	Minimum wheel clearance (metres) ^d																								
	(1)	(2)	(3)																								
	up to but not including 3 m	6	3 ^e																								
	3 m up to but not including 5 m	9	4																								
	5 m up to but not including 8 m	9	5																								
8 m up to but not including 14 m	9	6																									

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	<p>demanding amongst such aeroplanes shall determine the eye-to-wheel height group.</p> <p>b. Where practicable the desired wheel clearances shown in column (2) shall be provided.</p> <p>c. The wheel clearances in column (2) may be reduced to no less than those in column (3) where an aeronautical study indicates that such reduced wheel clearances are acceptable.</p> <p>d. When a reduced wheel clearance is provided at a displaced threshold it shall be ensured that the corresponding desired wheel clearance specified in column (2) will be available when an aeroplane at the top end of the eye-to-wheel height group chosen overflies the extremity of the runway.</p> <p>e. This wheel clearance may be reduced to 1.5 m on runways used mainly by light-weight non-turbojet aeroplanes.</p>									
5.3.5.36	<p><i>Approach slope and elevation setting of light units</i></p> <p>5.3.5.36 The approach slope as defined in Figure 5-20 shall be appropriate for use by the aeroplanes using the approach.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.650 para (a)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.5.37	<p>5.3.5.37 When the runway is equipped with an ILS and/or MLS, the siting and the angle of elevation of the light units shall be such that the visual approach slope conforms as closely as possible with the glide path of the ILS and/or the minimum glide path of the MLS, as appropriate.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.650 para (a)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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5.3.5.38	5.3.5.38 The angle of elevation settings of the light units in a PAPI wing bar shall be such that, during an approach, the pilot of an aeroplane observing a signal of one white and three reds will clear all objects in the approach area by a safe margin (see Table 5-2).	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.650 para (b)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.5.39	5.3.5.39 The angle of elevation settings of the light units in an APAPI wing bar shall be such that, during an approach, the pilot of an aeroplane observing the lowest onslope signal, i.e. one white and one red, will clear all objects in the approach area by a safe margin (see Table 5-2).	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.650 para (b)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.5.40	5.3.5.40 The azimuth spread of the light beam shall be suitably restricted where an object located outside the obstacle protection surface of the PAPI or APAPI system, but within the lateral limits of its light beam, is found to extend above the plane of the obstacle protection surface and an aeronautical study indicates that the object could adversely affect the safety of operations. The extent of the restriction shall be such that the object remains outside the confines of the light beam. <i>Note.— See 5.3.5.42 to 5.3.5.46 concerning the related obstacle protection surface.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.650 para (b)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.5.41	5.3.5.41 Where wing bars are installed on each side of the runway to provide roll guidance, corresponding units shall be set at the same angle so that	Article 34(5) Reg (EU) 2018/1139	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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				Level of implementation of SARPs						
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	the signals of each wing bar change symmetrically at the same time.	CS ADR- DSN.M.650 para (b)(4)								
5.3.5.42	Obstacle protection surface <i>Note.— The following specifications apply to T-VASIS, AT-VASIS, PAPI and APAPI.</i> 5.3.5.42 An obstacle protection surface shall be established when it is intended to provide a visual approach slope indicator system.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.655 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.5.43	5.3.5.43 The characteristics of the obstacle protection surface, i.e. origin, divergence, length and slope, shall correspond to those specified in the relevant column of Table 5-3 and in Figure 5-21.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.655 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.5.44	5.3.5.44 New objects or extensions of existing objects shall not be permitted above an obstacle protection surface except when, in the opinion of the appropriate authority, the new object or extension would be shielded by an existing immovable object. <i>Note.— Circumstances in which the shielding principle may reasonably be applied are described in the Airport Services Manual (Doc 9137), Part 6.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.655 para (c)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The CS foresees one more case where an object or an extension to an existing object may	Subject to review by RMT.05 91;

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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										penetrate the obstacle protection surface.																																													
5.3.5.45	<p>5.3.5.45 Existing objects above an obstacle protection surface shall be removed except when, in the opinion of the appropriate authority, the object is shielded by an existing immovable object, or after aeronautical study it is determined that the object would not adversely affect the safety of operations of aeroplanes.</p> <p>Table 5-3. Dimensions and slopes of the obstacle protection surface</p> <table><tr><td></td><td colspan="8">Runway type/code number</td></tr><tr><td></td><td colspan="4">Non-instrument Code number</td><td colspan="4">Instrument Code number</td></tr><tr><td>Surface dimensions</td><td>1</td><td>2</td><td>3</td><td>4</td><td>1</td><td>2</td><td>3</td><td>4</td></tr><tr><td>Length of inner edge</td><td>60 m</td><td>80 m^a</td><td>150 m</td><td>150 m</td><td>150 m</td><td>150 m</td><td>300 m</td><td>300 m</td></tr><tr><td>Distance from the visual approach slope</td><td>D_I+3 0 m</td><td>D_I+6 0 m</td><td>D_I+6 0 m</td><td>D_I+6 0 m</td><td>D_I+60 m</td><td>D_I+60 m</td><td>D_I+60 m</td><td>D_I+60 m</td></tr></table>		Runway type/code number									Non-instrument Code number				Instrument Code number				Surface dimensions	1	2	3	4	1	2	3	4	Length of inner edge	60 m	80 m ^a	150 m	150 m	150 m	150 m	300 m	300 m	Distance from the visual approach slope	D _I +3 0 m	D _I +6 0 m	D _I +6 0 m	D _I +6 0 m	D _I +60 m	D _I +60 m	D _I +60 m	D _I +60 m	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.655 para (c)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The CS does not foresee the removal of existing objects as prescribed in the specification.	Subject to review by RMT.0591;;
	Runway type/code number																																																						
	Non-instrument Code number				Instrument Code number																																																		
Surface dimensions	1	2	3	4	1	2	3	4																																															
Length of inner edge	60 m	80 m ^a	150 m	150 m	150 m	150 m	300 m	300 m																																															
Distance from the visual approach slope	D _I +3 0 m	D _I +6 0 m	D _I +6 0 m	D _I +6 0 m	D _I +60 m	D _I +60 m	D _I +60 m	D _I +60 m																																															

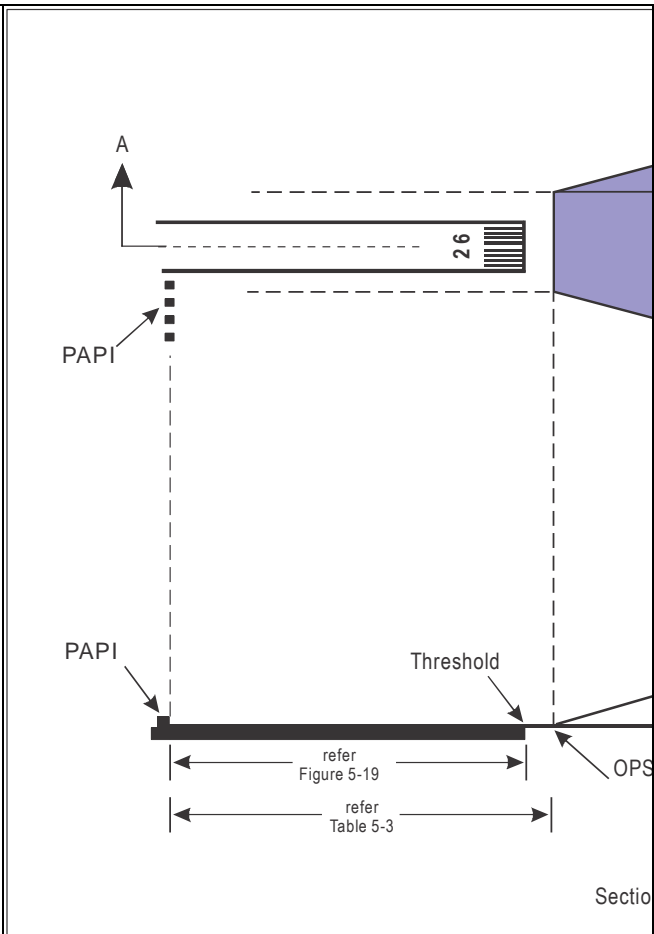
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<p>indicator system^e</p> <p>Divergence 10% 10% 10% 10% 15% 15% 15% 15%</p> <p>(each side)</p> <p>Total length 7 500 7 500 15 15 7 500 7 500 15 15</p> <p>m m^b 000 000 m m^b 000 m 000 m</p> <p><i>Slope</i></p> <p>a) T- VASIS and AT- VASIS —^c 1.9° 1.9° 1.9° — 1.9° 1.9° 1.9°</p> <p>b) — A— A— A— A— A— A— A— A—</p> <p>PA 0.57° 0.57° 0.57° 0.57° 0.57° 0.57° 0.57° 0.57°</p> <p>PI^d</p> <p>c) A— A— — — A— A— — —</p> <p>AP 0.9° 0.9° 0.9° 0.9°</p> <p>API^d</p> <p>a. This length is to be increased to 150 m for a T-VASIS or AT-VASIS.</p> <p>b. This length is to be increased to 15 000 m for a T-VASIS or AT-VASIS.</p> <p>c. No slope has been specified if a system is unlikely to be used on runway type/code number indicated.</p> <p>d. Angles as indicated in Figure 5-20.</p> <p>e. D₁ is the distance of the visual approach slope indicator system from threshold prior to any displacement to remedy object penetration of the</p>										

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	OPS (refer Figure 5-19). The start of the OPS is fixed to the visual approach slope indicator system location, such that displacement of the PAPI results in an equal displacement of the start of the OPS. See 5.3.5.46 e).									
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	Figure 5-21. Obstacle protection surface for visual approach slope indicator systems									
5.3.5.46	<p>5.3.5.46 Where an aeronautical study indicates that an existing object extending above an obstacle protection surface (OPS) could adversely affect the safety of operations of aeroplanes, one or more of the following measures shall be taken:</p> <p>a) remove the object;</p> <p>b) suitably raise the approach slope of the system;</p> <p>c) reduce the azimuth spread of the system so that the object is outside the confines of the beam;</p> <p>d) displace the axis of the system and its associated obstacle protection surface by no more than 5°; and</p> <p>e) suitably displace the system upwind of the threshold such that the object no longer penetrates the OPS.</p> <p><i>Note 1.— Guidance on this issue is contained in the Aerodrome Design Manual (Doc 9157), Part 4.</i></p> <p><i>Note 2.— The displacement of the system upwind of the threshold reduces the operational landing distance.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.655 para (d)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	It is only alloed to displace the system upwind of the threshold if it is not possible to displace the threshold	

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5.3.6.1	<p>5.3.6 Circling guidance lights</p> <p>Application</p> <p>5.3.6.1 Recommendation.— <i>Circling guidance lights should be provided when existing approach and runway lighting systems do not satisfactorily permit identification of the runway and/or approach area to a circling aircraft in the conditions for which it is intended the runway be used for circling approaches.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.660 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.6.2	<p>Location</p> <p>5.3.6.2 Recommendation.— <i>The location and number of circling guidance lights should be adequate to enable a pilot, as appropriate, to:</i></p> <p>a) <i>join the downwind leg or align and adjust the aircraft's track to the runway at a required distance from it and to distinguish the threshold in passing; and</i></p> <p>b) <i>keep in sight the runway threshold and/or other features which will make it possible to judge the turn on to base leg and final approach, taking into account the guidance provided by other visual aids.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.660 para (b)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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5.3.6.3	<p>5.3.6.3 Recommendation.— <i>Circling guidance lights should consist of:</i></p> <p><i>a) lights indicating the extended centre line of the runway and/or parts of any approach lighting system; or</i></p> <p><i>b) lights indicating the position of the runway threshold; or</i></p> <p><i>c) lights indicating the direction or location of the runway;</i></p> <p><i>or a combination of such lights as is appropriate to the runway under consideration.</i></p> <p><i>Note.— Guidance on installation of circling guidance lights is given in the Aerodrome Design Manual (Doc 9157), Part 4.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.660 para (b)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.6.4	<p>Characteristics</p> <p>5.3.6.4 Recommendation.— <i>Circling guidance lights should be fixed or flashing lights of an intensity and beam spread adequate for the conditions of visibility and ambient light in which it is intended to make visual circling approaches. The flashing lights should be white, and the steady lights either white or gaseous discharge lights.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.660 para (c)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	Annex Standard or Recommended Practice									

5.3.6.5	5.3.6.5 Recommendation. — <i>The lights should be designed and be installed in such a manner that they will not dazzle or confuse a pilot when approaching to land, taking off or taxiing.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.660 para (c)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.7.1	5.3.7 Runway lead-in lighting systems Application 5.3.7.1 Recommendation. — <i>A runway lead-in lighting system should be provided where it is desired to provide visual guidance along a specific approach path, for reasons such as avoiding hazardous terrain or for purposes of noise abatement.</i> <i>Note.</i> — <i>Guidance on providing lead-in lighting systems is given in the Aerodrome Design Manual (Doc 9157), Part 4.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.665 para (a).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to GM1 ADR-DSN.M. 665 para (a)
5.3.7.2	Location 5.3.7.2 Recommendation. — <i>A runway lead-in lighting system should consist of groups of lights positioned so as to define the desired approach path and so that one group may be sighted from the preceding group. The interval between adjacent groups should not exceed approximately 1 600 m.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.665 para (b)(1), (b)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

	<i>Note.— Runway lead-in lighting systems may be curved, straight or a combination thereof.</i>									
5.3.7.3	5.3.7.3 Recommendation. — <i>A runway lead-in lighting system should extend from a point as determined by the appropriate authority, up to a point where the approach lighting system, if provided, or the runway or the runway lighting system is in view.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.665 para (b)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.7.4	Characteristics 5.3.7.4 Recommendation. — <i>Each group of lights of a runway lead-in lighting system should consist of at least three flashing lights in a linear or cluster configuration. The system may be augmented by steady burning lights where such lights would assist in identifying the system.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.665 para (b)(4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.7.5	5.3.7.5 Recommendation. — <i>The flashing lights and the steady burning lights should be white.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.665 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.7.6	5.3.7.6 Recommendation. — <i>Where practicable, the flashing lights in each group should flash in sequence towards the runway.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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				Annex Standard or Recommended Practice						

										transpos ed as Guidanc e Material GM1 ADR- DSN.M. 665 para (b)(1). Subject to review by RMT.05 91
5.3.8.1	<p>5.3.8 Runway threshold identification lights</p> <p>Application</p> <p>5.3.8.1 Recommendation.— <i>Runway threshold identification lights should be installed:</i></p> <p>a) <i>at the threshold of a non-precision approach runway when additional threshold conspicuity is necessary or where it is not practicable to provide other approach lighting aids; and</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.670	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specifica tion has been transpos ed in a way that does not ensure its impleme ntation Subject to review

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
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	<i>b) where a runway threshold is permanently displaced from the runway extremity or temporarily displaced from the normal position and additional threshold conspicuity is necessary.</i>									by RMT.05 91
5.3.8.2	Location 5.3.8.2 Runway threshold identification lights shall be located symmetrically about the runway centre line, in line with the threshold and approximately 10 m outside each line of runway edge lights.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.670 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.8.3	Characteristics 5.3.8.3 Recommendation. — Runway threshold identification lights should be flashing white lights with a flash frequency between 60 and 120 per minute.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.670 para (c)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.8.4	5.3.8.4 The lights shall be visible only in the direction of approach to the runway.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.670 para (c)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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5.3.9.1	5.3.9 Runway edge lights <i>Application</i> 5.3.9.1 Runway edge lights shall be provided for a runway intended for use at night or for a precision approach runway intended for use by day or night.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.675 para (a)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.9.2	5.3.9.2 Recommendation. — <i>Runway edge lights should be provided on a runway intended for take-off with an operating minimum below an RVR of the order of 800 m by day.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.675 para (a)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.9.3	<i>Location</i> 5.3.9.3 Runway edge lights shall be placed along the full length of the runway and shall be in two parallel rows equidistant from the centre line.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.675 para (b)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.9.4	5.3.9.4 Runway edge lights shall be placed along the edges of the area declared for use as the runway or outside the edges of the area at a distance of not more than 3 m.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.675 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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		(b)(2)								
5.3.9.5	5.3.9.5 Recommendation. — <i>Where the width of the area which could be declared as runway exceeds 60 m, the distance between the rows of lights should be determined taking into account the nature of the operations, the light distribution characteristics of the runway edge lights, and other visual aids serving the runway.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.675 para (b)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.9.6	5.3.9.6 The lights shall be uniformly spaced in rows at intervals of not more than 60 m for an instrument runway, and at intervals of not more than 100 m for a non-instrument runway. The lights on opposite sides of the runway axis shall be on lines at right angles to that axis. At intersections of runways, lights may be spaced irregularly or omitted, provided that adequate guidance remains available to the pilot.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.675 para (b)(4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.9.7	Characteristics 5.3.9.7 Runway edge lights shall be fixed lights showing variable white, except that: a) in the case of a displaced threshold, the lights between the beginning of the runway and the displaced threshold shall show red in the approach direction; and b) a section of the lights 600 m or one-third of the runway length, whichever is the less, at the	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.675 para (c)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	remote end of the runway from the end at which the take-off run is started, may show yellow.									
5.3.9.8	5.3.9.8 The runway edge lights shall show at all angles in azimuth necessary to provide guidance to a pilot landing or taking off in either direction. When the runway edge lights are intended to provide circling guidance, they shall show at all angles in azimuth (see 5.3.6.1).	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.675 para (c)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.9.9	5.3.9.9 In all angles of azimuth required in 5.3.9.8, runway edge lights shall show at angles up to 15° above the horizontal with an intensity adequate for the conditions of visibility and ambient light in which use of the runway for take-off or landing is intended. In any case, the intensity shall be at least 50 cd except that at an aerodrome without extraneous lighting, the intensity of the lights may be reduced to not less than 25 cd to avoid dazzling the pilot.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.675 para (d)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.9.10	5.3.9.10 Runway edge lights on a precision approach runway shall be in accordance with the specifications of Appendix 2, Figure A2-9 or A2-10.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.675 para (e)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.10.1	5.3.10 Runway threshold and wing bar lights (see Figure 5-22)	Article 34(5) Reg (EU) 2018/1139	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
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	<i>Application of runway threshold lights</i> 5.3.10.1 Runway threshold lights shall be provided for a runway equipped with runway edge lights, except on a non-instrument or non-precision approach runway where the threshold is displaced and wing bar lights are provided.	CS ADR-DSN.M.680 para (a)								
5.3.10.2	<i>Location of runway threshold lights</i> 5.3.10.2 When a threshold is at the extremity of a runway, the threshold lights shall be placed in a row at right angles to the runway axis as near to the extremity of the runway as possible and, in any case, not more than 3 m outside the extremity.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.680 para (b)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.10.3	5.3.10.3 When a threshold is displaced from the extremity of a runway, threshold lights shall be placed in a row at right angles to the runway axis at the displaced threshold.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.680 para (b)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.10.4	5.3.10.4 Threshold lighting shall consist of: a) on a non-instrument or non-precision approach runway, at least six lights;	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.680	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	<p>b) on a precision approach runway category I, at least the number of lights that would be required if the lights were uniformly spaced at intervals of 3 m between the rows of runway edge lights; and</p> <p>c) on a precision approach runway category II or III, lights uniformly spaced between the rows of runway edge lights at intervals of not more than 3 m.</p>	para (b)(3)								
5.3.10.5	<p>5.3.10.5 Recommendation.— <i>The lights prescribed in 5.3.10.4 a) and b) should be either:</i></p> <p><i>a) equally spaced between the rows of runway edge lights; or</i></p> <p><i>b) symmetrically disposed about the runway centre line in two groups, with the lights uniformly spaced in each group and with a gap between the groups equal to the gauge of the touchdown zone marking or lighting, where such is provided, or otherwise not more than half the distance between the rows of runway edge lights.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.680 para (b)(4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.10.6	<p>Application of wing bar lights</p> <p>5.3.10.6 Recommendation.— <i>Wing bar lights should be provided on a precision approach runway when additional conspicuity is considered desirable.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.680 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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		(c)(1)								
5.3.10.7	5.3.10.7 Wing bar lights shall be provided on a non-instrument or non-precision approach runway where the threshold is displaced and runway threshold lights are required, but are not provided.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.680 para (c)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.10.8	Location of wing bar lights 5.3.10.8 Wing bar lights shall be symmetrically disposed about the runway centre line at the threshold in two groups, i.e. wing bars. Each wing bar shall be formed by at least five lights extending at least 10 m outward from, and at right angles to, the line of the runway edge lights, with the innermost light of each wing bar in the line of the runway edge lights. <i>This page reserved for Figure 5-22 which is a CorelDraw file.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.680 para (d)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.10.9	Characteristics of runway threshold and wing bar lights 5.3.10.9 Runway threshold and wing bar lights shall be fixed unidirectional lights showing green in the direction of approach to the runway. The intensity and beam spread of the lights shall be adequate for the	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.680 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	conditions of visibility and ambient light in which use of the runway is intended.	(e)(1)								
5.3.10.10	5.3.10.10 Runway threshold lights on a precision approach runway shall be in accordance with the specifications of Appendix 2, Figure A2-3.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.680 para (e)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.10.11	5.3.10.11 Threshold wing bar lights on a precision approach runway shall be in accordance with the specifications of Appendix 2, Figure A2-4.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.680 para (e)(3)(4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.11.1	5.3.11 Runway end lights (see Figure 5-22) <i>Application</i> 5.3.11.1 Runway end lights shall be provided for a runway equipped with runway edge lights. <i>Note.— When the threshold is at the runway extremity, fittings serving as threshold lights may be used as runway end lights.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.685 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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5.3.11.2	Location 5.3.11.2 Runway end lights shall be placed on a line at right angles to the runway axis as near to the end of the runway as possible and, in any case, not more than 3 m outside the end.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.685 para (b)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.11.3	5.3.11.3 Recommendation. — <i>Runway end lighting should consist of at least six lights. The lights should be either:</i> <i>a) equally spaced between the rows of runway edge lights; or</i> <i>b) symmetrically disposed about the runway centre line in two groups with the lights uniformly spaced in each group and with a gap between the groups of not more than half the distance between the rows of runway edge lights.</i> <i>For a precision approach runway category III, the spacing between runway end lights, except between the two innermost lights if a gap is used, should not exceed 6 m.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.685 para (b)(2), (b)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.11.4	Characteristics 5.3.11.4 Runway end lights shall be fixed unidirectional lights showing red in the direction of the	Article 34(5) Reg (EU) 2018/1139 CS ADR-	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	runway. The intensity and beam spread of the lights shall be adequate for the conditions of visibility and ambient light in which use of the runway is intended.	DSN.M.685 para (c)(1)								
5.3.11.5	5.3.11.5 Runway end lights on a precision approach runway shall be in accordance with the specifications of Appendix 2, Figure A2-8.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.685 para (c)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.12.1	5.3.12 Runway centre line lights <i>Application</i> 5.3.12.1 Runway centre line lights shall be provided on a precision approach runway category II or III.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.690 para (b)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.12.2	5.3.12.2 Recommendation. — <i>Runway centre line lights should be provided on a precision approach runway category I, particularly when the runway is used by aircraft with high landing speeds or where the width between the runway edge lights is greater than 50 m.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidance Material GM1 ADR-

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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										DSN.M. 690 para (a). Subject to review by RMT.05 91
5.3.12.3	5.3.12.3 Runway centre line lights shall be provided on a runway intended to be used for take-off with an operating minimum below an RVR of the order of 400 m.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.690 para (b)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.12.4	5.3.12.4 Recommendation. — <i>Runway centre line lights should be provided on a runway intended to be used for take-off with an operating minimum of an RVR of the order of 400 m or higher when used by aeroplanes with a very high take-off speed, particularly where the width between the runway edge lights is greater than 50 m.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specifica tion has been transpos ed as Guidanc e Material GM1 ADR- DSN.M. 690 para (b).

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

										Subject to review by RMT.05 91
5.3.12.5	<p>Location</p> <p>5.3.12.5 Runway centre line lights shall be located along the centre line of the runway, except that the lights may be uniformly offset to the same side of the runway centre line by not more than 60 cm where it is not practicable to locate them along the centre line. The lights shall be located from the threshold to the end at longitudinal spacing of approximately 15 m. Where the serviceability level of the runway centre line lights specified as maintenance objectives in 10.5.7 or 10.5.11, as appropriate, can be demonstrated and the runway is intended for use in runway visual range conditions of 350 m or greater, the longitudinal spacing may be approximately 30 m.</p> <p><i>Note.— Existing centre line lighting where lights are spaced at 7.5 m need not be replaced.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.690 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.12.6	<p>5.3.12.6 Recommendation.— <i>Centre line guidance for take-off from the beginning of a runway to a displaced threshold should be provided by:</i></p> <p><i>a) an approach lighting system if its characteristics and intensity settings afford the</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.690 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	<p><i>guidance required during take-off and it does not dazzle the pilot of an aircraft taking off; or</i></p> <p><i>b) runway centre line lights; or</i></p> <p><i>c) barrettes of at least 3 m in length and spaced at uniform intervals of 30 m, as shown in Figure 5-23, designed so that their photometric characteristics and intensity setting afford the guidance required during take-off without dazzling the pilot of an aircraft taking off.</i></p> <p><i>Where necessary, provision should be made to extinguish those centre line lights specified in b) or reset the intensity of the approach lighting system or barrettes when the runway is being used for landing. In no case should only the single source runway centre line lights show from the beginning of the runway to a displaced threshold when the runway is being used for landing.</i></p>	(e)								
5.3.12.7	<p>Characteristics</p> <p>5.3.12.7 Runway centre line lights shall be fixed lights showing variable white from the threshold to the point 900 m from the runway end; alternate red and variable white from 900 m to 300 m from the runway end; and red from 300 m to the runway end, except that for runways less than 1 800 m in length, the alternate red and variable white lights shall extend from the midpoint of the runway usable for landing to 300 m from the runway end.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.690 para (d)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

<div> <div>QMSF-007-10</div> <div>of 653</div> <div>Exported by: Dominika Dabrowa</div> <div>dominika.dabrowa@easa.europa.eu , Date: 9/26/2022</div> </div>										

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	Figure 5-23. Example of approach and runway lighting for runway with displaced thresholds <i>Note.— Care is required in the design of the electrical system to ensure that failure of part of the electrical system will not result in a false indication of the runway distance remaining.</i>									
5.3.12.8	5.3.12.8 Runway centre line lights shall be in accordance with the specifications of Appendix 2, Figure A2-6 or A2-7.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.690 para (d)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.13.1	5.3.13 Runway touchdown zone lights <i>Application</i> 5.3.13.1 Touchdown zone (TDZ) lights shall be provided in the touchdown zone of a precision approach runway category II or III.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.695 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.13.2	Location 5.3.13.2 Touchdown zone lights shall extend from the threshold for a longitudinal distance of 900 m, except that, on runways less than 1 800 m in length, the	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.695	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to GM1 ADR-DSN.M.

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
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				Level of implementation of SARPs						Signi ficant Differ ence
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	system shall be shortened so that it does not extend beyond the midpoint of the runway. The pattern shall be formed by pairs of barrettes symmetrically located about the runway centre line. The lateral spacing between the innermost lights of a pair of barrettes shall be equal to the lateral spacing selected for the touchdown zone marking. The longitudinal spacing between pairs of barrettes shall be either 30 m or 60 m. <i>Note.— To allow for operations at lower visibility minima, it may be advisable to use a 30 m longitudinal spacing between barrettes.</i>	para (b).								695
5.3.13.3	Characteristics 5.3.13.3 A barrette shall be composed of at least three lights with a spacing between the lights of not more than 1.5 m.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.695 para (c)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.13.4	5.3.13.4 Recommendation. — A barrette should be not less than 3 m nor more than 4.5 m in length.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.695 para (c)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.13.5	5.3.13.5 Touchdown zone lights shall be fixed unidirectional lights showing variable white.	Article 34(5) Reg (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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		2018/1139 CS ADR- DSN.M.695 para (c)(3)								
5.3.13.6	5.3.13.6 Touchdown zone lights shall be in accordance with the specifications of Appendix 2, Figure A2-5.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.695 para (c)(4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.14.1	<p>5.3.14 Simple touchdown zone lights</p> <p><i>Note.— The purpose of simple touchdown zone lights is to provide pilots with enhanced situational awareness in all visibility conditions and to help enable pilots to decide whether to commence a go-around if the aircraft has not landed by a certain point on the runway. It is essential that pilots operating at aerodromes with simple touchdown zone lights be familiar with the purpose of these lights.</i></p> <p>Application</p> <p>5.3.14.1 Recommendation.— <i>Except where TDZ lights are provided in accordance with paragraph 5.3.13, at an aerodrome where the approach angle is greater than 3.5 degrees and/or the Landing Distance</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.696, para (a) and (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

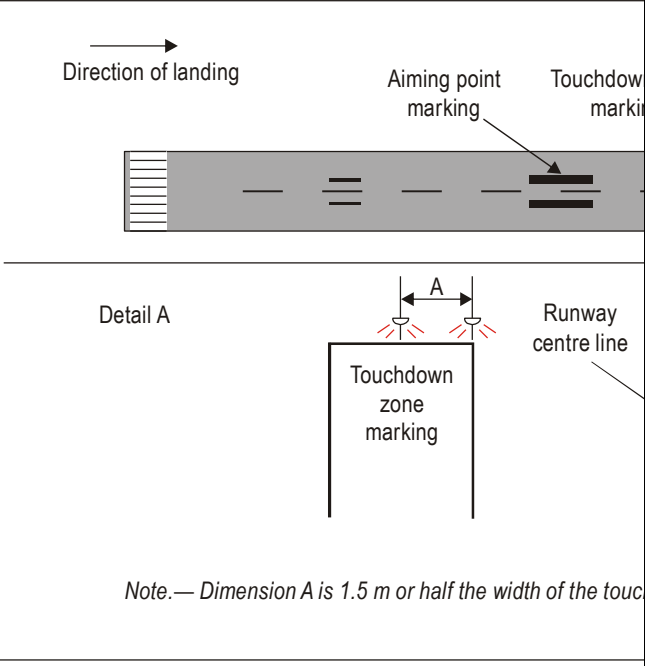
	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs						Signi ficant Differ ence
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	<i>Available combined with other factors increases the risk of an overrun, simple touchdown zone lights should be provided.</i>									
5.3.14.2	Location 5.3.14.2 Simple touchdown zone lights shall be a pair of lights located on each side of the runway centre line 0.3 m beyond the upwind edge of the final touchdown zone marking. The lateral spacing between the inner lights of the two pairs of lights shall be equal to the lateral spacing selected for the touchdown zone marking. The spacing between the lights of the same pair shall not be more than 1.5 m or half the width of the touchdown zone marking, whichever is greater. (See Figure 5-24.)	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.696, para (c)(1);(2);(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.14.3	5.3.14.3 Recommendation. — <i>Where provided on a runway without TDZ markings, simple touchdown zone lights should be installed in such a position that provides the equivalent TDZ information.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.696, para (c)(4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.14.4	Characteristics 5.3.14.4 Simple touchdown zone lights shall be fixed unidirectional lights showing variable white, aligned so as to be visible to the pilot of a landing aeroplane in the direction of approach to the runway.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.696, para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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				Level of implementation of SARPs			Signi ficant Differ ence			
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		(d)(1)								
5.3.14.5	<p>5.3.14.5 Simple touchdown zone lights shall be in accordance with the specifications in Appendix 2, Figure A2-5.</p> <p><i>Note.— As a good operating practice, simple touchdown zone lights are supplied with power on a separate circuit to other runway lighting so that they may be used when other lighting is switched off.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.696, para (d)(2).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to GM1 ADR-DSN.M. 696

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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				Level of implementation of SARPs			Signi ficant Differ ence			
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	 <p>Figure 5-24. Simple touchdown zone lighting</p>										
5.3.15.1	5.3.15 Rapid exit taxiway indicator lights <i>Note.— The purpose of rapid exit taxiway indicator lights (RETILs) is to provide pilots with</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			The specification has been

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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				Level of implementation of SARPs			Significant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

	<p><i>distance-to-go information to the nearest rapid exit taxiway on the runway, to enhance situational awareness in low visibility conditions and enable pilots to apply braking action for more efficient roll-out and runway exit speeds. It is essential that pilots operating at aerodromes with runway(s) displaying rapid exit taxiway indicator lights be familiar with the purpose of these lights.</i></p> <p>Application</p> <p>5.3.15.1 Recommendation.— <i>Rapid exit taxiway indicator lights should be provided on a runway intended for use in runway visual range conditions less than a value of 350 m and/or where the traffic density is heavy.</i></p> <p><i>Note.— See Attachment A, Section 14.</i></p>	DSN.M.700 para (a)(1)								transposed as guidance material GM1 ADR-DSN.M. 700 para (b), and the CS does not ensure the availability of the system. Subject to review by RMT.05 91;
5.3.15.2	5.3.15.2 Rapid exit taxiway indicator lights shall not be displayed in the event of any lamp failure or other failure that prevents the display of the light pattern depicted in Figure 5-25, in full.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specification has been transposed as	Subject to review by RMT.05

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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									Guidance Material GM1 ADR-DSN.M.700 para (c).	91
5.3.15.3	<p>Location</p> <p>5.3.15.3 A set of rapid exit taxiway indicator lights shall be located on the runway on the same side of the runway centre line as the associated rapid exit taxiway, in the configuration shown in Figure 5-25. In each set, the lights shall be located 2 m apart and the light nearest to the runway centre line shall be displaced 2 m from the runway centre line.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.700 para (b)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.15.4	<p>5.3.15.4 Where more than one rapid exit taxiway exists on a runway, the set of rapid exit taxiway indicator lights for each exit shall not overlap when displayed.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.700 para (b)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

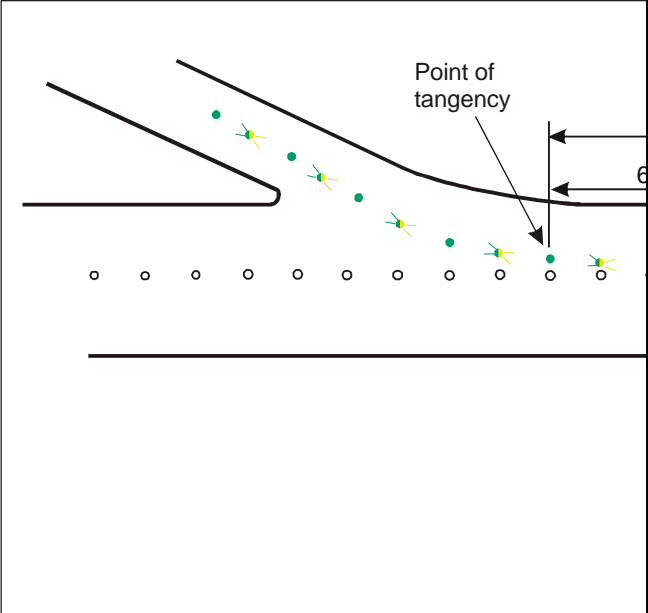


Figure 5-25. Rapid exit taxiway indicator lights (RETILS)

5.3.15.5	<p>Characteristics</p> <p>5.3.15.5 Rapid exit taxiway indicator lights shall be fixed unidirectional yellow lights, aligned so as to be visible to the pilot of a landing aeroplane in the direction of approach to the runway.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.700 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
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	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						Signi ficant Differ ence
				Level of implementation of SARPs						
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		(c)(1)								
5.3.15.6	5.3.15.6 Rapid exit taxiway indicator lights shall be in accordance with the specifications in Appendix 2, Figure A2-6 or Figure A2-7, as appropriate.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.700 para (c)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.15.7	5.3.15.7 Recommendation. — <i>Rapid exit taxiway indicator lights should be supplied with power on a separate circuit to other runway lighting so that they may be used when other lighting is switched off.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.700 para (c)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.16.1	5.3.16 Stopway lights <i>Application</i> 5.3.16.1 Stopway lights shall be provided for a stopway intended for use at night.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.705 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.16.2	<i>Location</i> 5.3.16.2 Stopway lights shall be placed along the full length of the stopway and shall be in two parallel rows that are equidistant from the centre line and	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.705	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Stopway lights are also provided in RVR	

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	coincident with the rows of the runway edge lights. Stopway lights shall also be provided across the end of a stopway on a line at right angles to the stopway axis as near to the end of the stopway as possible and, in any case, not more than 3 m outside the end.	para (b)							conditions less than 800m At least 4 equispaced lights must be installed	
5.3.16.3	Characteristics 5.3.16.3 Stopway lights shall be fixed unidirectional lights showing red in the direction of the runway.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.705 para (c)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.17.1	5.3.17 Taxiway centre line lights Application 5.3.17.1 Taxiway centre line lights shall be provided on an exit taxiway, taxiway, de-icing/anti-icing facility and apron intended for use in runway visual range conditions less than a value of 350 m in such a manner as to provide continuous guidance between the runway centre line and aircraft stands, except that these lights need not be provided where the traffic density is light and taxiway edge lights and centre line marking provide adequate guidance.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.710 par (b)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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5.3.17.2	<p>5.3.17.2 Recommendation.— <i>Taxiway centre line lights should be provided on a taxiway intended for use at night in runway visual range conditions of 350 m or greater, and particularly on complex taxiway intersections and exit taxiways, except that these lights need not be provided where the traffic density is light and taxiway edge lights and centre line marking provide adequate guidance.</i></p> <p><i>Note.— Where there may be a need to delineate the edges of a taxiway, e.g. on a rapid exit taxiway, narrow taxiway or in snow conditions, this may be done with taxiway edge lights or markers.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.710 par (b)(2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Taxiway centre line lights may not be provided where taxiway edge lights are provided irrespec tive of the traffic density
5.3.17.3	<p>5.3.17.3 Recommendation.— <i>Taxiway centre line lights should be provided on an exit taxiway, taxiway, de-icing/ anti-icing facility and apron in all visibility conditions where specified as components of an advanced surface movement guidance and control system in such a manner as to provide continuous guidance between the runway centre line and aircraft stands.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.710 par (b)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.17.4	<p>5.3.17.4 Taxiway centre line lights shall be provided on a runway forming part of a standard taxi-route and intended for taxiing in runway visual range conditions less than a value of 350 m, except that these lights need not be provided where the traffic density is</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.710	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	light and taxiway edge lights and centre line marking provide adequate guidance. <i>Note.— See 8.2.3 for provisions concerning the interlocking of runway and taxiway lighting systems.</i>	par (b)(4)								
5.3.17.5	5.3.17.5 Recommendation.— Taxiway centre line lights should be provided in all visibility conditions on a runway forming part of a standard taxi-route where specified as components of an advanced surface movement guidance and control system.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.710 par (b)(5)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.17.6	Characteristics 5.3.17.6 Except as provided for in 5.3.17.8, taxiway centre line lights on a taxiway other than an exit taxiway and on a runway forming part of a standard taxi-route shall be fixed lights showing green with beam dimensions such that the light is visible only from aeroplanes on or in the vicinity of the taxiway.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.710 par (c)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.17.7	5.3.17.7 Taxiway centre line lights on an exit taxiway shall be fixed lights. Alternate taxiway centre line lights shall show green and yellow from their beginning near the runway centre line to the perimeter of the ILS/MLS critical/sensitive area or the lower edge of the inner transitional surface, whichever is farthest from the runway; and thereafter all lights shall show green (Figure 5-26). The first light in the exit centre line shall	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.710 par (c)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

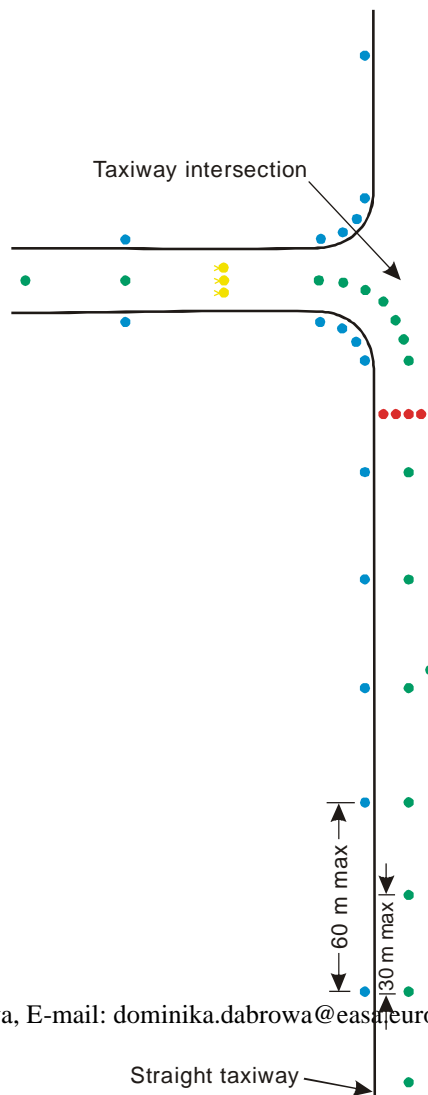
	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

	<p>always show green, and the light nearest to the perimeter shall always show yellow.</p> <p><i>Note 1.— Care is necessary to limit the light distribution of green lights on or near a runway so as to avoid possible confusion with threshold lights.</i></p> <p><i>Note 2.— For yellow filter characteristics see Appendix 1, 2.2.</i></p> <p><i>Note 3.— The size of the ILS/MLS critical/sensitive area depends on the characteristics of the associated ILS/MLS and other factors. Guidance is provided in Annex 10, Volume I, Attachments C and G.</i></p> <p><i>Note 4.— See 5.4.3 for specifications on runway vacated signs.</i></p>									
5.3.17.8	<p>5.3.17.8 Recommendation.— Where it is necessary to denote the proximity to a runway, taxiway centre line lights should be fixed lights showing alternating green and yellow from the perimeter of the ILS/MLS critical/sensitive area or the lower edge of the inner transitional surface, whichever is farthest from the runway, to the runway and continue alternating green and yellow until:</p> <p>a) their end point near the runway centre line; or</p> <p>b) in the case of the taxiway centre line lights crossing the runway, to the opposite perimeter of</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.710 par (c)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
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	<p><i>the ILS/MLS critical/sensitive area or the lower edge of the inner transitional surface, whichever is farthest from the runway.</i></p> <p><i>Note 1.— Care is necessary to limit the light distribution of green lights on or near a runway so as to avoid possible confusion with threshold lights.</i></p> <p><i>Note 2.— The provisions of 5.3.17.8 can form part of effective runway incursion prevention measures.</i></p>									
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	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
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	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs						Signi ficant Differ ence
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

	Figure 5-26. Taxiway lighting									
5.3.17.9	<p>5.3.17.9 Taxiway centre line lights shall be in accordance with the specifications of:</p> <p>a) Appendix 2, Figure A2-12, A2-13, or A2-14, for taxiways intended for use in runway visual range conditions of less than a value of 350 m; and</p> <p>b) Appendix 2, Figure A2-15 or A2-16, for other taxiways.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.710 par (c)(4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.17.10	<p>5.3.17.10 Recommendation.— <i>Where higher intensities are required, from an operational point of view, taxiway centre line lights on rapid exit taxiways intended for use in runway visual range conditions less than a value of 350 m should be in accordance with the specifications of Appendix 2, Figure A2-12. The number of levels of brilliancy settings for these lights should be the same as that for the runway centre line lights.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.710 par (c)(5)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.17.11	<p>5.3.17.11 Recommendation.— <i>Where taxiway centre line lights are specified as components of an advanced surface movement guidance and control system and where, from an operational point of view, higher intensities are required to maintain ground movements at a certain speed in very low visibilities or in bright daytime conditions, taxiway centre line lights should be in accordance with the specifications of Appendix 2, Figure A2-17, A2-18 or A2-19.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.710 par (c)(6)(7)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						Signi ficant Differ ence
				Level of implementation of SARPs						
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				Annex Standard or Recommended Practice						

	<i>Note.— High-intensity centre line lights should only be used in case of an absolute necessity and following a specific study.</i>									
5.3.17.12	Location 5.3.17.12 Recommendation. — <i>Taxiway centre line lights should normally be located on the taxiway centre line marking, except that they may be offset by not more than 30 cm where it is not practicable to locate them on the marking.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.710 par (d)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.17.13	Taxiway centre line lights on taxiways Location 5.3.17.13 Recommendation. — <i>Taxiway centre line lights on a straight section of a taxiway should be spaced at longitudinal intervals of not more than 30 m, except that:</i> <i>a) larger intervals not exceeding 60 m may be used where, because of the prevailing meteorological conditions, adequate guidance is provided by such spacing;</i> <i>b) intervals less than 30 m should be provided on short straight sections; and</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.715 para (b)(1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Intervals greater than 30 m and less than 60 m when meteorological conditions permit, are not allowed

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				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

	<i>c) on a taxiway intended for use in RVR conditions of less than a value of 350 m, the longitudinal spacing should not exceed 15 m.</i>									
5.3.17.14	5.3.17.14 Recommendation. — <i>Taxiway centre line lights on a taxiway curve should continue from the straight portion of the taxiway at a constant distance from the outside edge of the taxiway curve. The lights should be spaced at intervals such that a clear indication of the curve is provided.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.715 para (b)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.17.15	5.3.17.15 Recommendation. — <i>On a taxiway intended for use in RVR conditions of less than a value of 350 m, the lights on a curve should not exceed a spacing of 15 m, and on a curve of less than 400 m radius the lights should be spaced at intervals of not greater than 7.5 m. This spacing should extend for 60 m before and after the curve.</i> <i>Note 1.— Spacings on curves that have been found suitable for a taxiway intended for use in RVR conditions of 350 m or greater are:</i> <div> <div>spacing</div> <div>Curve radius</div> <div>Light</div> </div> <div> <i>up to 400 m</i> <i>7.5 m</i> </div> <div> <i>401 m to 899 m</i> <i>15 m</i> </div> <div> <i>900 m or greater</i> <i>30 m.</i> </div>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.715 para (b)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

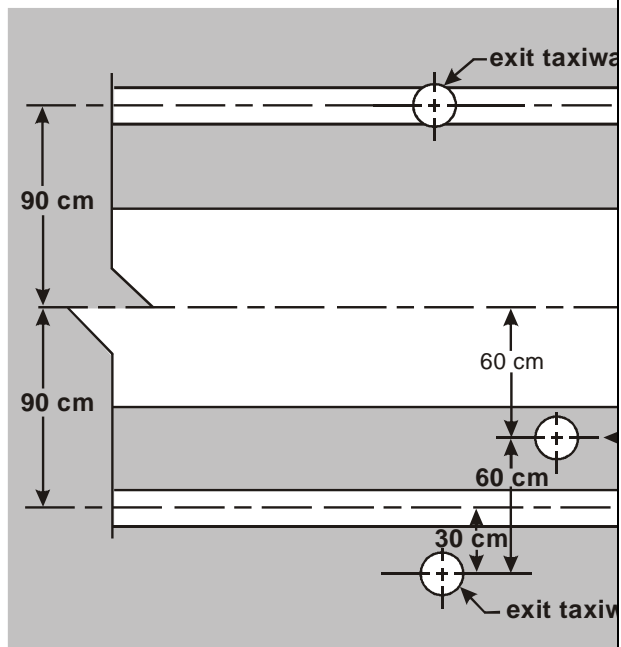
	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

	<i>Note 2.— See 3.9.5 and Figure 3-2.</i>									
5.3.17.16	Taxiway centre line lights on rapid exit taxiways Location 5.3.17.16 Recommendation. — <i>Taxiway centre line lights on a rapid exit taxiway should commence at a point at least 60 m before the beginning of the taxiway centre line curve and continue beyond the end of the curve to a point on the centre line of the taxiway where an aeroplane can be expected to reach normal taxiing speed. The lights on that portion parallel to the runway centre line should always be at least 60 cm from any row of runway centre line lights, as shown in Figure 5-27.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.715 para (c)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.17.17	5.3.17.17 Recommendation. — <i>The lights should be spaced at longitudinal intervals of not more than 15 m, except that, where runway centre line lights are not provided, a greater interval not exceeding 30 m may be used.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.715 para (c)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.17.18	Taxiway centre line lights on other exit taxiways Location	Article 34(5) Reg (EU) 2018/1139 CS ADR-	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
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				Annex Standard or Recommended Practice						

	5.3.17.18 Recommendation. — <i>Taxiway centre line lights on exit taxiways other than rapid exit taxiways should commence at the point where the taxiway centre line marking begins to curve from the runway centre line, and follow the curved taxiway centre line marking at least to the point where the marking leaves the runway. The first light should be at least 60 cm from any row of runway centre line lights, as shown in Figure 5-27.</i>	DSN.M.715 para (d)(1)								
5.3.17.19	5.3.17.19 Recommendation. — <i>The lights should be spaced at longitudinal intervals of not more than 7.5 m.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.715 para (d)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.17.20	Taxiway centre line lights on runways Location 5.3.17.20 Recommendation. — <i>Taxiway centre line lights on a runway forming part of a standard taxi-route and intended for taxiing in runway visual range conditions less than a value of 350 m should be spaced at longitudinal intervals not exceeding 15 m.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.715 para (e)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi- ficant Differ- ence			
				Level of implementation of SARPs						
				A) More Exactin- g or Exceed- s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									



Tolerances for offset runway
taxiway centre line lights to m

**Figure 5-27. Offset runway and taxiway centre line
lights**

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs						Signi ficant Differ ence
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

5.3.18.1	<p>5.3.18 Taxiway edge lights</p> <p>Application</p> <p>5.3.18.1 Taxiway edge lights shall be provided at the edges of a runway turn pad, holding bay, de-icing/anti-icing facility, apron, etc., intended for use at night and on a taxiway not provided with taxiway centre line lights and intended for use at night, except that taxiway edge lights need not be provided where, considering the nature of the operations, adequate guidance can be achieved by surface illumination or other means.</p> <p><i>Note.— See 5.5.5 for taxiway edge markers.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.720 para (a)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.18.2	<p>5.3.18.2 Taxiway edge lights shall be provided on a runway forming part of a standard taxi-route and intended for taxiing at night where the runway is not provided with taxiway centre line lights.</p> <p><i>Note.— See 8.2.3 for provisions concerning the interlocking of runway and taxiway lighting systems.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.720 para (a)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.18.3	<p>Location</p> <p>5.3.18.3 Recommendation.— Taxiway edge lights on a straight section of a taxiway and on a runway forming part of a standard taxi-route should be spaced at uniform longitudinal intervals of not more than 60 m. The</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.720 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

	<i>lights on a curve should be spaced at intervals less than 60 m so that a clear indication of the curve is provided. Note.— Guidance on the spacing of taxiway edge lights on curves is given in the Aerodrome Design Manual (Doc 9157), Part 4.</i>	(b)(1)								
5.3.18.4	5.3.18.4 Recommendation. — Taxiway edge lights on a holding bay, de-icing/anti-icing facility, apron, etc., should be spaced at uniform longitudinal intervals of not more than 60 m.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.720 para (b)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.18.5	5.3.18.5 Recommendation. — Taxiway edge lights on a runway turn pad should be spaced at uniform longitudinal intervals of not more than 30 m.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.720 para (b)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.18.6	5.3.18.6 Recommendation. — The lights should be located as near as practicable to the edges of the taxiway, runway turn pad, holding bay, de-icing/anti-icing facility, apron or runway, etc., or outside the edges at a distance of not more than 3 m.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.720 para (b)(4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.18.7	Characteristics	Article 34(5) Reg (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs						Signi- ficant Differ- ence
				A) More Exactin- g or Exceed- s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

	5.3.18.7 Taxiway edge lights shall be fixed lights showing blue. The lights shall show up to at least 75° above the horizontal and at all angles in azimuth necessary to provide guidance to a pilot taxiing in either direction. At an intersection, exit or curve the lights shall be shielded as far as practicable so that they cannot be seen in angles of azimuth in which they may be confused with other lights.	2018/1139 CS ADR- DSN.M.720 para (c)(1), (c)(2)								
5.3.18.8	5.3.18.8 The intensity of taxiway edge lights shall be at least 2 cd from 0° to 6° vertical, and 0.2 cd at any vertical angles between 6° and 75°.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.720 para (c)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.19.1	5.3.19 Runway turn pad lights <i>Application</i> 5.3.19.1 Runway turn pad lights shall be provided for continuous guidance on a runway turn pad intended for use in runway visual range conditions less than a value of 350 m, to enable an aeroplane to complete a 180-degree turn and align with the runway centre line.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.725 para (b)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.19.2	5.3.19.2 Recommendation. — <i>Runway turn pad lights should be provided on a runway turn pad intended for use at night.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specifica- tion foresees

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				Level of implementation of SARPs						
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	Annex Standard or Recommended Practice									

		DSN.M.725 para (b)(2)								that the lights may not be provided under certain conditions. Subject to review by RMT.05 91
5.3.19.3	Location 5.3.19.3 Recommendation. — <i>Runway turn pad lights should normally be located on the runway turn pad marking, except that they may be offset by not more than 30 cm where it is not practicable to locate them on the marking.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.725 para (c)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.19.4	5.3.19.4 Recommendation. — <i>Runway turn pad lights on a straight section of the runway turn pad marking should be spaced at longitudinal intervals of not more than 15 m.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.725 para (c)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

5.3.19.5	5.3.19.5 Recommendation. — <i>Runway turn pad lights on a curved section of the runway turn pad marking should not exceed a spacing of 7.5 m.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.725 para (c)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.19.6	Characteristics 5.3.19.6 Runway turn pad lights shall be unidirectional fixed lights showing green with beam dimensions such that the light is visible only from aeroplanes on or approaching the runway turn pad.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.725 para (d)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.19.7	5.3.19.7 Runway turn pad lights shall be in accordance with the specifications of Appendix 2, Figure A2-13, A2-14 or A2-15, as appropriate.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.725 para (d)(2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There is no reference to Figure A2-15	
5.3.20.1	5.3.20 Stop bars Application <i>Note 1.— A stop bar is intended to be controlled either manually or automatically by air traffic services.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.730 para (a)(1).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to GM1 ADR-DSN.M. 730 para (a) and

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				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

	<p><i>Note 2.— Runway incursions may take place in all visibility or weather conditions. The provision of stop bars at runway-holding positions and their use at night and in visibility conditions greater than 550 m runway visual range can form part of effective runway incursion prevention measures.</i></p> <p>5.3.20.1 A stop bar shall be provided at every runway-holding position serving a runway when it is intended that the runway will be used in runway visual range conditions less than a value of 550 m, except where:</p> <p>a) appropriate aids and procedures are available to assist in preventing inadvertent incursions of traffic onto the runway; or</p> <p>b) operational procedures exist to limit, in runway visual range conditions less than a value of 550 m, the number of:</p> <p>1) aircraft on the manoeuvring area to one at a time; and</p> <p>2) vehicles on the manoeuvring area to the essential minimum.</p>									(b).
5.3.20.2	5.3.20.2 Where there is more than one stop bar associated with a taxiway/runway intersection, only one shall be illuminated at any given time.	Article 34(5) Reg (EU) 2018/1139 CS AD R DSN.M.730	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs						Signi ficant Differ ence
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

		para (a)(2)								
5.3.20.3	5.3.20.3 Recommendation. — <i>A stop bar should be provided at an intermediate holding position when it is desired to supplement markings with lights and to provide traffic control by visual means.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.730 para (a)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.20.4	Location 5.3.20.4 Stop bars shall be located across the taxiway at the point where it is desired that traffic stop. Where the additional lights specified in 5.3.20.6 are provided, these lights shall be located not less than 3 m from the taxiway edge.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.730 para (b).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The part of the specification with regard to the location of additional lights has been transposed as guidance material GM1 ADR-DSN.730 para (e).	Subject to review by RMT.05 91;
5.3.20.5	Characteristics	Article 34(5) Reg (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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				Level of implementation of SARPs						
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	<p>5.3.20.5 Stop bars shall consist of lights spaced at uniform intervals of no more than 3 m across the taxiway, showing red in the intended direction(s) of approach to the intersection or runway-holding position.</p> <p><i>Note.— Where necessary to enhance conspicuity of an existing stop bar, extra lights are installed uniformly.</i></p>	2018/1139 CS ADR-DSN.M.730 para (c)(1).								GM1 ADR-DSN.M. 730 para (d)
5.3.20.6	<p>5.3.20.6 Recommendation.— <i>A pair of elevated lights should be added to each end of the stop bar where the in-pavement stop bar lights might be obscured from a pilot's view, for example, by snow or rain, or where a pilot may be required to stop the aircraft in a position so close to the lights that they are blocked from view by the structure of the aircraft.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidance Material GM1 ADR-DSN.M. 730 para (c). Subject to review by RMT.05 91

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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5.3.20.7	5.3.20.7 Stop bars installed at a runway-holding position shall be unidirectional and shall show red in the direction of approach to the runway.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.730 para (c)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.20.8	5.3.20.8 Where the additional lights specified in 5.3.20.6 are provided, these lights shall have the same characteristics as the lights in the stop bar, but shall be visible to approaching aircraft up to the stop bar position.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specificati on has been transposed as Guidance Material GM1 ADR- DSN.M.73 0 para (f).	Subject to review by RMT.05 91
5.3.20.9	5.3.20.9 The intensity in red light and beam spreads of stop bar lights shall be in accordance with the specifications in Appendix 2, Figures A2-12 through A2-16, as appropriate.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.730 para (c)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.20.10	5.3.20.10 Recommendation. — <i>Where stop bars are specified as components of an advanced surface movement guidance and control system and where, from</i>	Article 34(5) Reg (EU) 2018/1139	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to GM1

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
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	<i>an operational point of view, higher intensities are required to maintain ground movements at a certain speed in very low visibilities or in bright daytime conditions, the intensity in red light and beam spreads of stop bar lights should be in accordance with the specifications of Appendix 2, Figure A2-17, A2-18 or A2-19.</i> <i>Note.— High-intensity stop bars should only be used in case of an absolute necessity and following a specific study.</i>	CS ADR-DSN.M.730 para (c)(4).								ADR-DSN.M. 730 para (g)
5.3.20.11	5.3.20.11 Recommendation. — <i>Where a wide beam fixture is required, the intensity in red light and beam spreads of stop bar lights should be in accordance with the specifications of Appendix 2, Figure A2-17 or A2-19.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.730 para (c)(5)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.20.12	5.3.20.12 The lighting circuit shall be designed so that: a) stop bars located across entrance taxiways are selectively switchable; b) stop bars located across taxiways intended to be used only as exit taxiways are switchable selectively or in groups;	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.730 para (c)(6)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to GM1 ADR-DSN.M. 730 (h)

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
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				Level of implementation of SARPs						Signi ficant Differ ence
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	<p>c) when a stop bar is illuminated, any taxiway centre line lights installed beyond the stop bar shall be extinguished for a distance of at least 90 m; and</p> <p>d) stop bars are interlocked with the taxiway centre line lights so that when the centre line lights beyond the stop bar are illuminated the stop bar is extinguished and vice versa.</p> <p><i>Note.— Care is required in the design of the electrical system to ensure that all of the lights of a stop bar will not fail at the same time. Guidance on this issue is given in the Aerodrome Design Manual (Doc 9157), Part 5.</i></p>									
5.3.21.1	<p>5.3.21 Intermediate holding position lights</p> <p><i>Note.— See 5.2.11 for specifications on intermediate holding position marking.</i></p> <p>Application</p> <p>5.3.21.1 Except where a stop bar has been installed, intermediate holding position lights shall be provided at an intermediate holding position intended for use in runway visual range conditions less than a value of 350 m.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.735 para (a)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.21.2	<p>5.3.21.2 Recommendation.— <i>Intermediate holding position lights should be provided at an</i></p>	Article 34(5) Reg (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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				Level of implementation of SARPs						
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	<i>intermediate holding position where there is no need for stop-and-go signals as provided by a stop bar.</i>	2018/1139 CS ADR-DSN.M.735 para (a)(2)								
5.3.21.3	Location 5.3.21.3 Intermediate holding position lights shall be located along the intermediate holding position marking at a distance of 0.3 m prior to the marking.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.735 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.21.4	Characteristics 5.3.21.4 Intermediate holding position lights shall consist of three fixed unidirectional lights showing yellow in the direction of approach to the intermediate holding position with a light distribution similar to taxiway centre line lights if provided. The lights shall be disposed symmetrically about and at right angle to the taxiway centre line, with individual lights spaced 1.5 m apart.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.735 para (c)(1)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.22.1	5.3.22 De-icing/anti-icing facility exit lights Application	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.740 para (a)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Paragraph (a) of the CS describes only the

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
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				Level of implementation of SARPs						
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	5.3.22.1 Recommendation. — <i>De-icing/anti-icing facility exit lights should be provided at the exit boundary of a remote de-icing/anti-icing facility adjoining a taxiway.</i>	(b)								purpose of the lights, while paragraph (b) of the CS does not ensure the provision of the lights. Subject to review by RMT.05 91.
5.3.22.2	Location 5.3.22.2 De-icing/anti-icing facility exit lights shall be located 0.3 m inward of the intermediate holding position marking displayed at the exit boundary of a remote de-icing/anti-icing facility.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.740 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.22.3	Characteristics	Article 34(5) Reg (EU) 2018/1139	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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5.3.22.3 De-icing/anti-icing facility exit lights shall consist of in-pavement fixed unidirectional lights spaced at intervals of 6 m showing yellow in the direction of the approach to the exit boundary with a light distribution similar to taxiway centre line lights (see Figure 5-28).

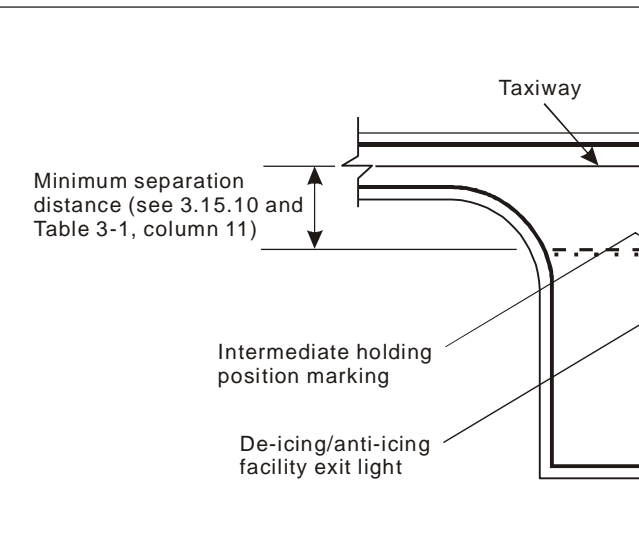


Figure 5-28. Typical remote de-icing/anti-icing facility

CS ADR-
DSN.M.740
para
(c)

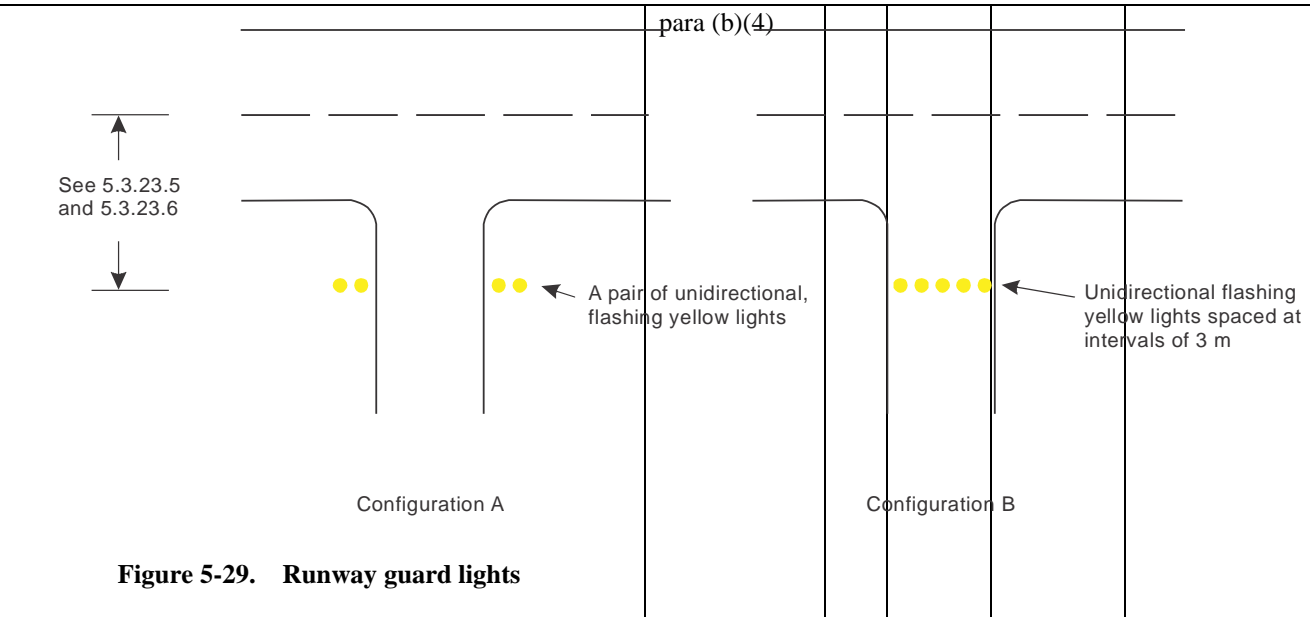
	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
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5.3.23.1	<p>5.3.23 Runway guard lights</p> <p><i>Note.— Runway incursions may take place in all visibility or weather conditions. The use of runway guard lights at runway-holding positions can form part of effective runway incursion prevention measures. Runway guard lights warn pilots and drivers of vehicles, when operating on taxiways, that they are about to enter a runway. There are two standard configurations of runway guard lights as illustrated in Figure 5-29.</i></p> <p>Application</p> <p>5.3.23.1 Runway guard lights, Configuration A, shall be provided at each taxiway/runway intersection associated with a runway intended for use in:</p> <p>a)</p> <p>runway visual range conditions less than a value of 550 m where a stop bar is not installed; and</p> <p>b)</p> <p>runway visual range conditions of values between 550 m and 1 200 m where the traffic density is heavy.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.745 para (a) and (b)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
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	<p><i>Note 1.— Runway guard lights, Configuration B, may supplement runway guard lights, Configuration A, when deemed necessary.</i></p> <p><i>Note 2.— Guidance on the design, operation and location of runway guard lights, Configuration B, is given in the Aerodrome Design Manual (Doc 9157), Part 4.</i></p>									
5.3.23.2	<p>5.3.23.2 Recommendation.— As part of runway incursion prevention measures, runway guard lights, Configuration A or B, should be provided at each taxiway/runway intersection where runway incursion hot spots have been identified, and used under all weather conditions during day and night.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.745 para (b)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.23.3	<p>5.3.23.3 Recommendation.— Configuration B runway guard lights should not be collocated with a stop bar.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.745 para (b)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.23.4	<p>5.3.23.4 Where more than one runway-holding positions exist at a runway/taxiway intersection, only the set of runway guard lights associated with the operational runway-holding position shall be illuminated.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.745	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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				Level of implementation of SARPs						Signi ficant Differ ence
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	 <p>See 5.3.23.5 and 5.3.23.6</p> <p>Configuration A</p> <p>Configuration B</p> <p>Figure 5-29. Runway guard lights</p>	para (b)(4)								
5.3.23.5	<p>Location</p> <p>5.3.23.5 Runway guard lights, Configuration A, shall be located at each side of the taxiway on the holding side of the runway-holding position marking.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.745 para (c)(1)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The certification specifications allow the installation of RGLs up to the outer edges of the runway	

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									holding position marking.	
5.3.23.6	5.3.23.6 Runway guard lights, Configuration B, shall be located across the taxiway on the holding side of the runway-holding position marking.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.745 para (c)(2)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The certificatio n specificati ons allow the installation of RGLs up to the outer edges of the runway holding position	
5.3.23.7	Characteristics 5.3.23.7 Runway guard lights, Configuration A, shall consist of two pairs of yellow lights.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.745 para (d)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.23.8	5.3.23.8 Recommendation. — <i>Where there is a need to enhance the contrast between the on and off state of runway guard lights, Configuration A, intended for use during the day, a visor of sufficient size to prevent sunlight from entering the lens without interfering with the function of the fixture should be located above each lamp.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specifica tion has been transpos ed as Guidanc

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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				Level of implementation of SARPs			Signi ficant Differ ence			
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	<i>Note.— Some other device or design, e.g. specially designed optics, may be used in lieu of the visor.</i>									e Material GM1 ADR- DSN.M. 745 para ((a) and d). Subject to review by RMT.05 91; CS Issue 5.
5.3.23.9	5.3.23.9 Runway guard lights, Configuration B, shall consist of yellow lights spaced at intervals of 3 m across the taxiway.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.745 para (d)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.23.10	5.3.23.10 The light beam shall be unidirectional and shall show yellow in the direction of approach to the runway-holding position. <i>Note.— For guidance on orientation and aiming of runway guard lights, see the Aerodrome Design Manual (Doc 9157), Part 4.</i>	Article 34(5) of Reg (EU) 2018/1139 CS ADR-DSN.M.745 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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		(d)(3)								
5.3.23.11	5.3.23.11 Recommendation. — <i>The intensity in yellow light and beam spreads of lights of Configuration A should be in accordance with the specifications in Appendix 2, Figure A2-24.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.745 para (d)(4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.23.12	5.3.23.12 Recommendation. — <i>Where runway guard lights are intended for use during the day, the intensity in yellow light and beam spreads of lights of Configuration A should be in accordance with the specifications in Appendix 2, Figure A2-25.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.745 para (d)(5)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.23.13	5.3.23.13 Recommendation. — <i>Where runway guard lights are specified as components of an advanced surface movement guidance and control system where higher light intensities are required, the intensity in yellow light and beam spreads of lights of Configuration A should be in accordance with the specifications in Appendix 2, Figure A2-25.</i> <i>Note.— Higher light intensities may be required to maintain ground movement at a certain speed in low visibilities.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.745 para (d)(6).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to GM1 ADR-DSN.M. 745 para (b)

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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5.3.23.14	5.3.23.14 Recommendation. — <i>The intensity in yellow light and beam spreads of lights of Configuration B should be in accordance with the specifications in Appendix 2, Figure A2-12.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.745 para (d)(7)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.23.15	5.3.23.15 Recommendation. — <i>Where runway guard lights are intended for use during the day, the intensity in yellow light and beam spreads of lights of Configuration B should be in accordance with the specifications in Appendix 2, Figure A2-20.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.745 para (d)(8)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.23.16	5.3.23.16 Recommendation. — <i>Where runway guard lights are specified as components of an advanced surface movement guidance and control system where higher light intensities are required, the intensity in yellow light and beam spreads of lights of Configuration B should be in accordance with the specifications in Appendix 2, Figure A2-20.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.745 para (d)(9)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.23.17	5.3.23.17 The lights in each unit of Configuration A shall be illuminated alternately.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.745 para (d)(10)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
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5.3.23.18	5.3.23.18 For Configuration B, adjacent lights shall be alternately illuminated and alternative lights shall be illuminated in unison.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.745 para (d)(11)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.23.19	5.3.23.19 The lights shall be illuminated between 30 and 60 cycles per minute and the light suppression and illumination periods shall be equal and opposite in each light. <i>Note.— The optimum flash rate is dependent on the rise and fall times of the lamps used. Runway guard lights, Configuration A, installed on 6.6 ampere series circuits have been found to look best when operated at 45 to 50 flashes per minute per lamp. Runway guard lights, Configuration B, installed on 6.6 ampere series circuits have been found to look best when operated at 30 to 32 flashes per minute per lamp.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.745 para (d)(12).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to GM1 ADR-DSN.M. 745 para (c)
5.3.24.1	5.3.24 Apron floodlighting (see also 5.3.17.1 and 5.3.18.1) Application 5.3.24.1 Recommendation. — Apron floodlighting should be provided on an apron, on a de-icing/anti-icing facility and on a designated isolated aircraft parking position intended to be used at night.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.750 para (b)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The provision of floodlighting on de-icing/anti-icing facilities

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	<p><i>Note 1.— Where a de-icing/anti-icing facility is located in close proximity to the runway and permanent floodlighting could be confusing to pilots, other means of illumination of the facility may be required.</i></p> <p><i>Note 2.— The designation of an isolated aircraft parking position is specified in 3.14.</i></p> <p><i>Note 3.— Guidance on apron floodlighting is given in the Aerodrome Design Manual (Doc 9157), Part 4.</i></p>									is conditional, without established criteria. In addition, certain apron types are excluded. Subject to review by RMT.05 91
5.3.24.2	<p>Location</p> <p>5.3.24.2 Recommendation.— <i>Apron floodlights should be located so as to provide adequate illumination on all apron service areas, with a minimum of glare to pilots of aircraft in flight and on the ground, aerodrome and apron controllers, and personnel on the apron. The arrangement and aiming of floodlights should be such that an aircraft stand receives light from two or more directions to minimize shadows.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.750 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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				Annex Standard or Recommended Practice						

5.3.24.3	Characteristics 5.3.24.3 The spectral distribution of apron floodlights shall be such that the colours used for aircraft marking connected with routine servicing, and for surface and obstacle marking, can be correctly identified.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.750 para (d)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.24.4	5.3.24.4 Recommendation. — <i>The average illuminance should be at least the following:</i> <i>Aircraft stand:</i> — <i>horizontal illuminance — 20 lux with a uniformity ratio (average to minimum) of not more than 4 to 1; and</i> — <i>vertical illuminance — 20 lux at a height of 2 m above the apron in relevant directions.</i> <i>Other apron areas:</i> — <i>horizontal illuminance — 50 per cent of the average illuminance on the aircraft stands with a uniformity ratio (average to minimum) of not more than 4 to 1.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.750 para (d)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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5.3.25.1	<p>5.3.25 Visual docking guidance system</p> <p>Application</p> <p>5.3.25.1 A visual docking guidance system shall be provided when it is intended to indicate, by a visual aid, the precise positioning of an aircraft on an aircraft stand and other alternative means, such as marshallers, are not practicable.</p> <p><i>Note.— The factors to be considered in evaluating the need for a visual docking guidance system are in particular: the number and type(s) of aircraft using the aircraft stand, weather conditions, space available on the apron and the precision required for manoeuvring into the parking position due to aircraft servicing installation, passenger loading bridges, etc. See the Aerodrome Design Manual (Doc 9157), Part 4 — Visual Aids for guidance on the selection of suitable systems.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.755 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.25.2	<p>Characteristics</p> <p>5.3.25.2 The system shall provide both azimuth and stopping guidance.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.755 para (b)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.25.3	<p>5.3.25.3 The azimuth guidance unit and the stopping position indicator shall be adequate for use in all</p>	Article 34(5) Reg (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
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	Annex Standard or Recommended Practice									

	weather, visibility, background lighting and pavement conditions for which the system is intended, both by day and night, but shall not dazzle the pilot. <i>Note.— Care is required in both the design and on-site installation of the system to ensure that reflection of sunlight, or other light in the vicinity, does not degrade the clarity and conspicuity of the visual cues provided by the system.</i>	2018/1139 CS ADR-DSN.M.755 para (b)(2)								
5.3.25.4	5.3.25.4 The azimuth guidance unit and the stopping position indicator shall be of a design such that: a) a clear indication of malfunction of either or both is available to the pilot; and b) they can be turned off.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.755 para (b)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.25.5	5.3.25.5 The azimuth guidance unit and the stopping position indicator shall be located in such a way that there is continuity of guidance between the aircraft stand markings, the aircraft stand manoeuvring guidance lights, if present, and the visual docking guidance system.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.755 para (c)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.25.6	5.3.25.6 The accuracy of the system shall be adequate for the type of loading bridge and fixed aircraft servicing installations with which it is to be used.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.755 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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		(b)(4)								
5.3.25.7	5.3.25.7 Recommendation. — <i>The system should be usable by all types of aircraft for which the aircraft stand is intended, preferably without selective operation.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.755 para (b)(5)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.25.8	5.3.25.8 If selective operation is required to prepare the system for use by a particular type of aircraft, then the system shall provide an identification of the selected aircraft type to both the pilot and the system operator as a means of ensuring that the system has been set properly.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.755 para (b)(6)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.25.9	<i>Azimuth guidance unit</i> <i>Location</i> 5.3.25.9 The azimuth guidance unit shall be located on or close to the extension of the stand centre line ahead of the aircraft so that its signals are visible from the cockpit of an aircraft throughout the docking manoeuvre and aligned for use at least by the pilot occupying the left seat.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.755 para (c)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
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	Annex Standard or Recommended Practice									

5.3.25.10	5.3.25.10 Recommendation. — <i>The azimuth guidance unit should be aligned for use by the pilots occupying both the left and right seats.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.755 para (c)(2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The CS foresees that such alignment is preferable. Subject to review by RMT.05 91.
5.3.25.11	Characteristics 5.3.25.11 The azimuth guidance unit shall provide unambiguous left/right guidance which enables the pilot to acquire and maintain the lead-in line without over-controlling.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.755 para (c)(3)(i)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.25.12	5.3.25.12 When azimuth guidance is indicated by colour change, green shall be used to identify the centre line and red for deviations from the centre line.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.755 para (c)(3)(ii)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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5.3.25.13	<i>Stopping position indicator</i> <i>Location</i> 5.3.25.13 The stopping position indicator shall be located in conjunction with, or sufficiently close to, the azimuth guidance unit so that a pilot can observe both the azimuth and stop signals without turning the head.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.755 para (c)(3)(iii)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.25.14	5.3.25.14 The stopping position indicator shall be usable at least by the pilot occupying the left seat.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.755 para (c)(3)(iv)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.25.15	5.3.25.15 Recommendation. — <i>The stopping position indicator should be usable by the pilots occupying both the left and right seats.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.755 para (c)(3)(iv)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The CS foresees that such usability is preferable. Subject to review by RMT.05

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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				Annex Standard or Recommended Practice						

										91
5.3.25.16	Characteristics 5.3.25.16 The stopping position information provided by the indicator for a particular aircraft type shall account for the anticipated range of variations in pilot eye height and/or viewing angle.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.755 para (c)(3)(v)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.25.17	5.3.25.17 The stopping position indicator shall show the stopping position for the aircraft for which guidance is being provided and shall provide closing rate information to enable the pilot to gradually decelerate the aircraft to a full stop at the intended stopping position.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.755 para (c)(3)(vi)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.25.18	5.3.25.18 Recommendation. — <i>The stopping position indicator should provide closing rate information over a distance of at least 10 m.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.755 para (c)(3)(vii)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.25.19	5.3.25.19 When stopping guidance is indicated by colour change, green shall be used to show that the aircraft can proceed and red to show that the stop point has been reached ,except that for a short distance prior to the stop point a third colour may be used to warn that the stopping point is close.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.755 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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		(c)(3)(viii)								
5.3.26.1	<p>5.3.26 Advanced visual docking guidance system</p> <p>Application</p> <p><i>Note 1.— Advanced visual docking guidance systems (A-VDGS) include those systems that, in addition to basic and passive azimuth and stop position information, provide pilots with active (usually sensor-based) guidance information, such as aircraft type indication (in accordance with Doc 8643 — Aircraft Type Designators), distance-to-go information and closing speed. Docking guidance information is usually provided on a single display unit.</i></p> <p><i>Note 2.— An A-VDGS may provide docking guidance information in three stages: the acquisition of the aircraft by the system, the azimuth alignment of the aircraft, and the stopping position information.</i></p> <p>5.3.26.1 Recommendation.— An A-VDGS should be provided where it is operationally desirable to confirm the correct aircraft type for which guidance is being provided and/or to indicate the stand centre line in use, where more than one is provided for.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.760 para (a)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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5.3.26.2	5.3.26.2 The A-VDGS shall be suitable for use by all types of aircraft for which the aircraft stand is intended.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.760 para (a)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.26.3	5.3.26.3 The A-VDGS shall be used only in conditions in which its operational performance is specified. <i>Note 1.— The use of the A-VDGS in conditions such as weather, visibility and background lighting, both by day and night, would need to be specified.</i> <i>Note 2.— Care is required in both the design and on-site installation of the system to ensure that glare, reflection of sunlight, or other light in the vicinity, does not degrade the clarity and conspicuity of the visual cues provided by the system.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.760 para (a)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.26.4	5.3.26.4 The docking guidance information provided by an A-VDGS shall not conflict with that provided by a conventional visual docking guidance system on an aircraft stand if both types are provided and are in operational use. A method of indicating that the A-VDGS is not in operational use or is unserviceable shall be provided.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.760 para (a)(4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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5.3.26.5	<p>Location</p> <p>5.3.26.5 The A-VDGS shall be located such that unobstructed and unambiguous guidance is provided to the person responsible for, and persons assisting, the docking of the aircraft throughout the docking manoeuvre.</p> <p><i>Note.— Usually the pilot-in-command is responsible for the docking of the aircraft. However, in some circumstances, another person could be responsible and this person may be the driver of a vehicle that is towing the aircraft.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.760 para (a)(5)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.26.6	<p>Characteristics</p> <p>5.3.26.6 The A-VDGS shall provide, at minimum, the following guidance information at the appropriate stage of the docking manoeuvre:</p> <p>a) an emergency stop indication;</p> <p>b) the aircraft type and model for which the guidance is provided;</p> <p>c) an indication of the lateral displacement of the aircraft relative to the stand centre line;</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.760 para (b)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	<p>d) the direction of azimuth correction needed to correct a displacement from the stand centre line;</p> <p>e) an indication of the distance to the stop position;</p> <p>f) an indication when the aircraft has reached the correct stopping position; and</p> <p>g) a warning indication if the aircraft goes beyond the appropriate stop position.</p>									
5.3.26.7	<p>5.3.26.7 The A-VDGS shall be capable of providing docking guidance information for all aircraft taxi speeds encountered during the docking manoeuvre.</p> <p><i>Note.— See the Aerodrome Design Manual (Doc 9157), Part 4, for an indication of the maximum aircraft speeds relative to distance to the stopping position.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.760 para (b)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.26.8	<p>5.3.26.8 The time taken from the determination of the lateral displacement to its display shall not result in a deviation of the aircraft, when operated in normal conditions, from the stand centre line greater than 1 m.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.760 para (b)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.26.9	<p>5.3.26.9 Recommendation.— <i>The information on displacement of the aircraft relative to the stand centre line and distance to the stopping position,</i></p>	Article 34(5) Reg (EU) 2018/1139	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	<i>when displayed, should be provided with the accuracy specified in Table 5-4.</i>	CS ADR-DSN.M.760 para (b)(4)								
5.3.26.10	<p>5.3.26.10 Symbols and graphics used to depict guidance information shall be intuitively representative of the type of information provided.</p> <p><i>Note.— The use of colour would need to be appropriate and need to follow signal convention, i.e. red, yellow and green mean hazard, caution and normal/correct conditions, respectively. The effects of colour contrasts would also need to be considered.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.760 para (b)(4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.26.11	<p>5.3.26.11 Information on the lateral displacement of the aircraft relative to the stand centre line shall be provided at least 25 m prior to the stop position.</p> <p><i>Note.— The indication of the distance of the aircraft from the stop position may be colour-coded and presented at a rate and distance proportional to the actual closure rate and distance of the aircraft approaching the stop point.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.760 para (b)(4)(i)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.26.12	5.3.26.12 Continuous closure distance and closure rate shall be provided from at least 15 m prior to the stop position.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.760 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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		(b)(4)(ii)																												
5.3.26.13	<div>5.3.26.13 Recommendation.— <i>Where provided, closure distance displayed in numerals should be provided in metre integers to the stop position and displayed to 1 decimal place at least 3 m prior to the stop position.</i></div> <div>Table 5-4. A-VDGS recommended displacement accuracy</div> <table><tr><td>Guidance information</td><td>Maximum deviation at stop position (stop area)</td><td>Maximum deviation at 9 m from stop position</td><td>Maximum deviation at 15 m from stop position</td><td>Maximum deviation at 25 m from stop position</td></tr><tr><td>Azimuth</td><td>±250 mm</td><td>±340 mm</td><td>±400 mm</td><td>±500 mm</td></tr><tr><td>Distance</td><td>±500 mm</td><td>±1 000 mm</td><td>±1 300 mm</td><td>Not specified</td></tr><tr><td></td><td></td><td></td><td></td><td></td></tr></table>	Guidance information	Maximum deviation at stop position (stop area)	Maximum deviation at 9 m from stop position	Maximum deviation at 15 m from stop position	Maximum deviation at 25 m from stop position	Azimuth	±250 mm	±340 mm	±400 mm	±500 mm	Distance	±500 mm	±1 000 mm	±1 300 mm	Not specified						Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.760 para (b)(4)(iii)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Guidance information	Maximum deviation at stop position (stop area)	Maximum deviation at 9 m from stop position	Maximum deviation at 15 m from stop position	Maximum deviation at 25 m from stop position																										
Azimuth	±250 mm	±340 mm	±400 mm	±500 mm																										
Distance	±500 mm	±1 000 mm	±1 300 mm	Not specified																										
5.3.26.14	5.3.26.14 Throughout the docking manoeuvre, an appropriate means shall be provided on the A-VDGS to indicate the need to bring the aircraft to an immediate halt. In such an event, which includes a failure of the A-VDGS, no other information shall be displayed.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.760 para (b)(4)(iv)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>																						
5.3.26.15	5.3.26.15 Provision to initiate an immediate halt to the docking procedure shall be made available to	Article 34(5) Reg (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>																						

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	personnel responsible for the operational safety of the stand.	2018/1139 CS ADR-DSN.M.760 para (b)(4)(v)								
5.3.26.16	5.3.26.16 Recommendation. — <i>The word “stop” in red characters should be displayed when an immediate cessation of the docking manoeuvre is required.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.760 para (b)(4)(vi)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.27.1	5.3.27 Aircraft stand manoeuvring guidance lights Application 5.3.27.1 Recommendation. — <i>Aircraft stand manoeuvring guidance lights should be provided to facilitate the positioning of an aircraft on an aircraft stand on a paved apron or on a de-icing/anti-icing facility intended for use in poor visibility conditions, unless adequate guidance is provided by other means.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.765 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.27.2	Location 5.3.27.2 Aircraft stand manoeuvring guidance lights shall be collocated with the aircraft stand markings.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.765 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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		(b)								
5.3.27.3	Characteristics 5.3.27.3 Aircraft stand manoeuvring guidance lights, other than those indicating a stop position, shall be fixed yellow lights, visible throughout the segments within which they are intended to provide guidance.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.765 para (c)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.27.4	5.3.27.4 Recommendation. — <i>The lights used to delineate lead-in, turning and lead-out lines should be spaced at intervals of not more than 7.5 m on curves and 15 m on straight sections.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.765 para (c)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.27.5	5.3.27.5 The lights indicating a stop position shall be fixed unidirectional lights showing red.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.765 para (c)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.27.6	5.3.27.6 Recommendation. — <i>The intensity of the lights should be adequate for the condition of visibility and ambient light in which the use of the aircraft stand is intended.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.765 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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		(c)(4)								
5.3.27.7	5.3.27.7 Recommendation. — <i>The lighting circuit should be designed so that the lights may be switched on to indicate that an aircraft stand is to be used and switched off to indicate that it is not to be used.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.765 para (c)(5)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.28.1	5.3.28 Road-holding position light Application 5.3.28.1 A road-holding position light shall be provided at each road-holding position serving a runway when it is intended that the runway will be used in runway visual range conditions less than a value of 350 m.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.770 para (a)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A road-holding position light is to be provided when the runway is to be used with RVR below 550m	
5.3.28.2	5.3.28.2 Recommendation. — <i>A road-holding position light should be provided at each road-holding position serving a runway when it is intended that the runway will be used in runway visual range conditions of values between 350 m and 550 m.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.770 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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5.3.28.3	Location 5.3.28.3 A road-holding position light shall be located adjacent to the holding position marking 1.5 m (± 0.5 m) from one edge of the road, i.e. left or right as appropriate to the local traffic regulations. <i>Note.— See 9.9 for the mass and height limitations and frangibility requirements of navigation aids located on runway strips.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.770 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.28.4	Characteristics 5.3.28.4 The road-holding position light shall comprise: a) a controllable red (stop)/green (go) traffic light; or b) a flashing-red light. <i>Note.— It is intended that the lights specified in sub-paragraph a) be controlled by the air traffic services.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.770 para (c)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.28.5	5.3.28.5 The road-holding position light beam shall be unidirectional and aligned so as to be visible to the driver of a vehicle approaching the holding position.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.770 para (c)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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5.3.28.6	<p>5.3.28.6 The intensity of the light beam shall be adequate for the conditions of visibility and ambient light in which the use of the holding position is intended, but shall not dazzle the driver.</p> <p><i>Note.— The commonly used traffic lights are likely to meet the requirements in 5.3.28.5 and 5.3.28.6.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.770 para (c)(4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.28.7	<p>5.3.28.7 The flash frequency of the flashing-red light shall be between 30 and 60 flashes per minute.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.770 para (c)(5)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.29.1	<p>5.3.29 No-entry bar</p> <p><i>Note.— Runway incursions may take place in all visibility or weather conditions. The use of no-entry bars can form part of effective runway incursion prevention measures.</i></p> <p>Application</p> <p>5.3.29.1 Recommendation.— A no-entry bar should be provided across a taxiway which is intended to be used as an exit only taxiway to assist in preventing inadvertent access of traffic to that taxiway.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.771 para (a).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to GM1 ADR- DSN.M. 771 para (a)

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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5.3.29.2	Location 5.3.29.2 Recommendation. — <i>A no-entry bar should be located across the taxiway at the end of an exit only taxiway where it is desired to prevent traffic from entering the taxiway in the wrong direction.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.771 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.29.3	5.3.29.3 Recommendation. — <i>A no-entry bar should be collocated with a no-entry sign and/or a no-entry marking.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.771 para (b)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.29.4	Characteristics 5.3.29.4 Recommendation. — <i>A no-entry bar should consist of unidirectional lights spaced at uniform intervals of no more than 3 m showing red in the intended direction(s) of approach to the runway.</i> <i>Note.— Where necessary to enhance conspicuity, extra lights are installed uniformly.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.771 para (c)(1).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to GM1 ADR- DSN.M. 771 para (b)
5.3.29.5	5.3.29.5 Recommendation. — <i>A pair of elevated lights should be added to each end of the no-entry bar where the in-pavement no entry bar lights might be obscured from a pilot's view, for example, by snow or rain, or where a pilot may be required to stop the aircraft</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specifica tion has been transpos ed as

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	<i>in a position so close to the lights that they are blocked from view by the structure of the aircraft.</i>									Guidance Material GM1 ADR-DSN.M. 771 para (c)..
5.3.29.6	5.3.29.6 The intensity in red light and beam spreads of no-entry bar lights shall be in accordance with the specifications in Appendix 2, Figures A2-12 through A2-16, as appropriate.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.771 para (c)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.29.7	5.3.29.7 Recommendation. — <i>Where no-entry bars are specified as components of an advanced surface movement guidance and control system and where, from an operational point of view, higher intensities are required to maintain ground movements at a certain speed in very low visibilities or in bright daytime conditions, the intensity in red light and beam spreads of no-entry bar lights should be in accordance with the specifications of Appendix 2, Figure A2-17, A2-18 or A2-19.</i> <i>Note.— High-intensity no-entry bars are typically used only in case of an absolute necessity and following a specific study.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidance Material GM1 ADR-DSN.M. 771 para (d) and

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
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										(e)..
5.3.29.8	5.3.29.8 Recommendation. — <i>Where a wide beam fixture is required, the intensity in red light and beam spreads of no-entry bar lights should be in accordance with the specifications of Appendix 2, Figure A2-17 or A2-19.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Recom- endation has been transpos- ed as point (f) in GM1 ADR- DSN.M. 771
5.3.29.9	5.3.29.9 Taxiway centre line lights installed beyond the no-entry bar, looking in the direction of the runway, shall not be visible when viewed from the taxiway.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.771 para (c)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.30.1	5.3.30 Runway status lights <i>Introductory Note.— Runway status lights (RWSL) is a type of autonomous runway incursion warning system (ARIWS). The two basic visual components of RWSL are runway entrance lights (RELs) and take-off hold lights (THLs). Either component may be installed by itself, but the two components are designed to be complementary to each other.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.706 para (b) (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	<p>Location</p> <p>5.3.30.1 Where provided, RELs shall be offset 0.6 m from the taxiway centre line on the opposite side to the taxiway centre line lights and begin 0.6 m before the runway-holding position extending to the edge of the runway. An additional single light shall be placed on the runway 0.6 m from the runway centre line and aligned with the last two taxiway RELs.</p> <p><i>Note.— Where two or more runway-holding positions are provided, the runway-holding position referred is that closest to the runway.</i></p>									
5.3.30.2	<p>5.3.30.2 RELs shall consist of at least five light units and shall be spaced at a minimum of 3.8 m and a maximum of 15.2 m longitudinally, depending upon the taxiway length involved, except for a single light installed near the runway centre line.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.706 para (b) (2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.30.3	<p>5.3.30.3 Where provided, THLs shall be offset 1.8 m on each side of the runway centre line lights and extend, in pairs, starting at a point 115 m from the beginning of the runway and, thereafter, every 30 m for at least 450 m.</p> <p><i>Note.— Additional THLs may be similarly provided at the starting point of the take-off roll.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.706 para (b) (3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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5.3.30.4	Characteristics 5.3.30.4 Where provided, RELs shall consist of a single line of fixed in pavement lights showing red in the direction of aircraft approaching the runway.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.706 para (c) (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.30.5	5.3.30.5 RELs shall illuminate as an array at each taxiway/runway intersection where they are installed less than two seconds after the system determines a warning is needed.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.706 para (c) (2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.30.6	5.3.30.6 Intensity and beam spread of RELs shall be in accordance with the specifications of Appendix 2, Figures A2-12 and A2-14. <i>Note.— Consideration for reduced beam width may be required for some REL lights at acute angled runway/taxiway intersections to ensure the RELs are not visible to aircraft on the runway.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.706 para (c) (3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.30.7	5.3.30.7 Where provided, THLs shall consist of two rows of fixed in pavement lights showing red facing the aircraft taking off.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.M.706 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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		(4)								
5.3.30.8	5.3.30.8 THLs shall illuminate as an array on the runway less than two seconds after the system determines a warning is needed.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.706 para (c) (5)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.30.9	5.3.30.9 Intensity and beam spread of THLs shall be in accordance with the specifications of Appendix 2, Figure A2-26.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.706 para (c) (6)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.30.10	5.3.30.10 Recommendation. — <i>RELs and THLs should be automated to the extent that the only control over each system will be to disable one or both systems.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.M.706 para (c) (7)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.1.1	5.4 Signs 5.4.1 General	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.775 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

	<p><i>Note.— Signs shall be either fixed message signs or variable message signs. Guidance on signs is contained in the Aerodrome Design Manual (Doc 9157), Part 4.</i></p> <p>Application</p> <p>5.4.1.1 Signs shall be provided to convey a mandatory instruction, information on a specific location or destination on a movement area or to provide other information to meet the requirements of 9.8.1.</p> <p><i>Note.— See 5.2.17 for specifications on information marking.</i></p>	(b)(1)								
5.4.1.2	<p>5.4.1.2 Recommendation.— A variable message sign should be provided where:</p> <p>a) the instruction or information displayed on the sign is relevant only during a certain period of time; and/or</p> <p>b) there is a need for variable predetermined information to be displayed on the sign to meet the requirements of 9.8.1.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.N.775 para (b)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.1.3	<p>Characteristics</p> <p>5.4.1.3 Signs shall be frangible. Those located near a runway or taxiway shall be sufficiently low to</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The current specification	

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				Annex Standard or Recommended Practice						

	preserve clearance for propellers and the engine pods of jet aircraft. The installed height of the sign shall not exceed the dimension shown in the appropriate column of Table 5-5.				DSN.N.775 para (c)(1)									provides for a larger face height of signs.			
	Table 5-5. Location distances for taxiing guidance signs including runway exit signs																
	Sign height (mm)															Perpendicular	Perpendicular
																distance	distance
																from	from
																defined	defined
																taxiway	runway
																pavement	pavement
				edge to	edge to												
Code number	Legend	Face (min.)	Installed (max.)	near side of sign	near side of sign												
1 or 2	200	300	700	5–11 m	3–10 m												
1 or 2	300	450	900	5–11 m	3–10 m												
3 or 4	300	450	900	11–21 m	8–15 m												
3 or 4	400	600	1 100	11–21 m	8–15 m												

5.4.1.4	5.4.1.4 Signs shall be rectangular, as shown in Figures 5-30 and 5-31 with the longer side horizontal.				Article 34(5) Reg (EU) 2018/1139 CS ADR-		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
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		DSN.N.775 para (c)(2)								
5.4.1.5	5.4.1.5 The only signs on the movement area utilizing red shall be mandatory instruction signs.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.775 para (c)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.1.6	5.4.1.6 The inscriptions on a sign shall be in accordance with the provisions of Appendix 4.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.775 para (c)(9)- (11), (17- 20)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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				Annex Standard or Recommended Practice						

QMSF-007-10 of 653 Exported by: Domènec Dabrowa, E-mail: domenec.dabrowa@ec.europa.eu , Date: 9/26/2022	Runway designation of a runway extremity (Example)	25	Indica							
	Runway designation of both extremities of a runway (Example)	25-07	Indica taxiway							
	Category I hold position (Example)	25 CAT I								
	Category II hold position (Example)	25 CAT II								
	Category III hold position (Example)	25 CAT III								
	Category II and III hold position (Example)	25 CAT II								
	Category I, II and III hold position (Example)	25 CAT I								
	NO ENTRY		Indica							

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				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

	Figure 5-30. Mandatory instruction signs									
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	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	Annex Standard or Recommended Practice									

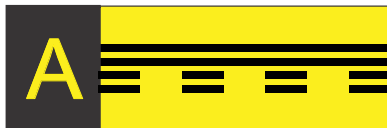
LEFT SIDE



DIRECTION/LOCAT



LOCATION/DIRECTION



LOCATION/RUNWAY VACATED



RUNWAY EXIT



LOCATION



DIRECTION/LOC



	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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				Level of implementation of SARPs						
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	Annex Standard or Recommended Practice									

	Figure 5-31. Information signs									
5.4.1.7	<p>5.4.1.7 Signs shall be illuminated in accordance with the provisions of Appendix 4 when intended for use:</p> <p>a) in runway visual range conditions less than a value of 800 m; or</p> <p>b) at night in association with instrument runways; or</p> <p>c) at night in association with non-instrument runways where the code number is 3 or 4.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.N.775 para (c)(4)(12-16)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.1.8	<p>5.4.1.8 Signs shall be retroreflective and/or illuminated in accordance with the provisions of Appendix 4 when intended for use at night in association with non-instrument runways where the code number is 1 or 2.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.N.775 para (c)(5)(12-16)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.1.9	<p>5.4.1.9 A variable message sign shall show a blank face when not in use.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.N.775 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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				Level of implementation of SARPs						
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				Annex Standard or Recommended Practice						

		(c)(6)(i)								
5.4.1.10	5.4.1.10 In case of failure, a variable message sign shall not provide information that could lead to unsafe action from a pilot or a vehicle driver.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.N.775 para (c)(6)(ii)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.1.11	5.4.1.11 Recommendation. — <i>The time interval to change from one message to another on a variable message sign should be as short as practicable and should not exceed 5 seconds.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.N.775 para (c)(6)(iii)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.2.1	5.4.2 Mandatory instruction signs <i>Note.— See Figure 5-30 for pictorial representation of mandatory instruction signs and Figure 5-32 for examples of locating signs at taxiway/runway intersections.</i> Application 5.4.2.1 A mandatory instruction sign shall be provided to identify a location beyond which an aircraft taxiing or vehicle shall not proceed unless authorized by the aerodrome control tower.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.N.780 para (a)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

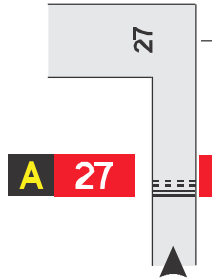
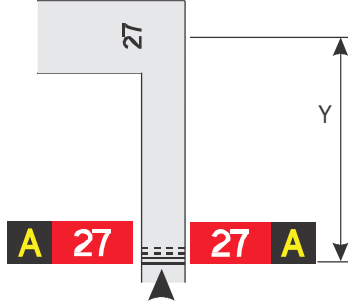
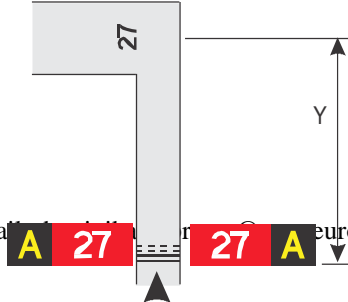
	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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5.4.2.2	5.4.2.2 Mandatory instruction signs shall include runway designation signs, category I, II or III holding position signs, runway-holding position signs, road-holding position signs and NO ENTRY signs. <i>Note.— See 5.4.7 for specifications on road-holding position signs.</i>	Article 34(5) of Reg (EU) 2018/1139 CS ADR-DSN.N.780 para (a)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.2.3	5.4.2.3 A pattern “A” runway-holding position marking shall be supplemented at a taxiway/runway intersection or a runway/runway intersection with a runway designation sign.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.N.780 para (a)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.2.4	5.4.2.4 A pattern “B” runway-holding position marking shall be supplemented with a category I, II or III holding position sign.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.N.780 para (a)(4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.2.5	5.4.2.5 A pattern “A” runway-holding position marking at a runway-holding position established in accordance with 3.12.3 shall be supplemented with a runway-holding position sign. <i>Note.— See 5.2.10 for specifications on runway-holding position marking.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.N.780 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
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		(a)(5)								
5.4.2.6	<p>5.4.2.6 Recommendation.— <i>A runway designation sign at a taxiway/runway intersection should be supplemented with a location sign in the outboard (farthest from the taxiway) position, as appropriate.</i></p> <p><i>Note.</i>— <i>See 5.4.3 for characteristics of location signs.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.780 para (a)(6)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.2.7	5.4.2.7 A NO ENTRY sign shall be provided when entry into an area is prohibited.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.780 para (a)(8)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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<div>QMSF-007-10 of 653 Exported by: Dominika Dabrowa, E-mail: dominika.dabrowa@ec.europa.eu, Date: 9/26/2022</div>	NON-INSTRUMENT, NON-PREC									
										
	PRECISION APPRO									
	CATEGORY I									
	CATEGORY II									

Page 451

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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				Annex Standard or Recommended Practice						

	Figure 5-32. Examples of sign positions at taxiway/runway intersections									
5.4.2.8	Location 5.4.2.8 A runway designation sign at a taxiway/runway intersection or a runway/runway intersection shall be located on each side of the runway-holding position marking facing the direction of approach to the runway.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.780 para (b)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.2.9	5.4.2.9 A category I, II or III holding position sign shall be located on each side of the runway-holding position marking facing the direction of the approach to the critical area.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.780 para (b)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.2.10	5.4.2.10 A NO ENTRY sign shall be located at the beginning of the area to which entrance is prohibited on each side of the taxiway as viewed by the pilot.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.780 para (b)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.2.11	5.4.2.11 A runway-holding position sign shall be located on each side of the runway-holding position established in accordance with 3.12.3, facing the	Article 34(5) Reg (EU) 2018/1139 CS ADR-	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	approach to the obstacle limitation surface or ILS/MLS critical/sensitive area, as appropriate.	DSN.N.780 para (b)(4)								
5.4.2.12	Characteristics 5.4.2.12 A mandatory instruction sign shall consist of an inscription in white on a red background.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.N.780 para (c)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.2.13	5.4.2.13 Recommendation. — <i>Where, owing to environmental or other factors, the conspicuity of the inscription on a mandatory instruction sign needs to be enhanced, the outside edge of the white inscription should be supplemented by a black outline measuring 10 mm in width for runway code numbers 1 and 2, and 20 mm in width for runway code numbers 3 and 4.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.N.780 para (c)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.2.14	5.4.2.14 The inscription on a runway designation sign shall consist of the runway designations of the intersecting runway properly oriented with respect to the viewing position of the sign, except that a runway designation sign installed in the vicinity of a runway extremity may show the runway designation of the concerned runway extremity only.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.N.780 para (c)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.2.15	5.4.2.15 The inscription on a category I, II, III, joint II/III or joint I/II/III holding position sign shall consist of the runway designator followed by CAT I,	Article 34(5) Reg (EU) 2018/1139 CS ADR-	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	CAT II, CAT III, CAT II/III or CAT I/II/III, as appropriate.	DSN.N.780 para (c)(3)								
5.4.2.16	5.4.2.16 The inscription on a NO ENTRY sign shall be in accordance with Figure 5-30.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.N.780 para (c)(4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.2.17	5.4.2.17 The inscription on a runway-holding position sign at a runway-holding position established in accordance with 3.12.3 shall consist of the taxiway designation and a number.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.N.780 para (c)(5)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.2.18	5.4.2.18 Where installed, the inscriptions/symbol of Figure 5-30 shall be used.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.N.780 para (d)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.3.1	5.4.3 Information signs <i>Note.— See Figure 5-31 for pictorial representations of information signs.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	Annex Standard or Recommended Practice									

	Application 5.4.3.1 An information sign shall be provided where there is an operational need to identify by a sign, a specific location, or routing (direction or destination) information.	DSN.N.785 para (a)(1)								
5.4.3.2	5.4.3.2 Information signs shall include: direction signs, location signs, destination signs, runway exit signs, runway vacated signs and intersection take-off signs.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.785 para (a)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.3.3	5.4.3.3 A runway exit sign shall be provided where there is an operational need to identify a runway exit.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.785 para (a)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.3.4	5.4.3.4 A runway vacated sign shall be provided where the exit taxiway is not provided with taxiway centre line lights and there is a need to indicate to a pilot leaving a runway the perimeter of the ILS/MLS critical/sensitive area or the lower edge of the inner transitional surface, whichever is farther from the runway centre line.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.785 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

	<i>Note.— See 5.3.17 for specifications on colour coding taxiway centre line lights.</i>	(a)(4)								
5.4.3.5	5.4.3.5 Recommendation. — <i>An intersection take-off sign should be provided when there is an operational need to indicate the remaining take-off run available (TORA) for intersection take-offs.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.785 para (a)(5)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The provision of intersection take off signs is not conditional on "operational need".
5.4.3.6	5.4.3.6 Recommendation. — <i>Where necessary, a destination sign should be provided to indicate the direction to a specific destination on the aerodrome, such as cargo area, general aviation, etc.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.785 para (a)(6)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.3.7	5.4.3.7 A combined location and direction sign shall be provided when it is intended to indicate routing information prior to a taxiway intersection.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.785 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs						Signi ficant Differ ence
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

		(a)(7)								
5.4.3.8	5.4.3.8 A direction sign shall be provided when there is an operational need to identify the designation and direction of taxiways at an intersection.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.785 para (a)(8)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.3.9	5.4.3.9 Recommendation. — <i>A location sign should be provided at an intermediate holding position.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.785 para (a)(9)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.3.10	5.4.3.10 A location sign shall be provided in conjunction with a runway designation sign except at a runway/runway intersection.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.785 para (a)(10)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.3.11	5.4.3.11 A location sign shall be provided in conjunction with a direction sign, except that it may be omitted where an aeronautical study indicates that it is not needed.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.785 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

		(a)(11)								
5.4.3.12	5.4.3.12 Recommendation. — <i>Where necessary, a location sign should be provided to identify taxiways exiting an apron or taxiways beyond an intersection.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.785 para (a)(12)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.3.13	5.4.3.13 Recommendation. — <i>Where a taxiway ends at an intersection such as a “T” and it is necessary to identify this, a barricade, direction sign and/or other appropriate visual aid should be used.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.785 para (a)(13)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.3.14	Location 5.4.3.14 Except as specified in 5.4.3.16 and 5.4.3.24 information signs shall, wherever practicable, be located on the left-hand side of the taxiway in accordance with Table 5-5.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.785 para (b)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.3.15	5.4.3.15 At a taxiway intersection, information signs shall be located prior to the intersection and in line with the intermediate holding position marking. Where there is no intermediate holding position marking, the signs shall be installed at least 60 m from the centre line	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.785 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi- ficant Differ- ence			
				Level of implementation of SARPs						
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	of the intersecting taxiway where the code number is 3 or 4, and at least 40 m where the code number is 1 or 2. <i>Note.— A location sign installed beyond a taxiway intersection may be installed on either side of a taxiway.</i>	(b)(2)								
5.4.3.16	5.4.3.16 A runway exit sign shall be located on the same side of the runway as the exit is located (i.e. left or right) and positioned in accordance with Table 5-5.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.785 para (b)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.3.17	5.4.3.17 A runway exit sign shall be located prior to the runway exit point in line with a position at least 60 m prior to the point of tangency where the code number is 3 or 4, and at least 30 m where the code number is 1 or 2.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.785 para (b)(4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.3.18	5.4.3.18 A runway vacated sign shall be located at least on one side of the taxiway. The distance between the sign and the centre line of a runway shall be not less than the greater of the following: a) the distance between the centre line of the runway and the perimeter of the ILS/MLS critical/sensitive area; or	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.785 para (b)(5)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
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	b) the distance between the centre line of the runway and the lower edge of the inner transitional surface.									
5.4.3.19	5.4.3.19 Where provided in conjunction with a runway vacated sign, the taxiway location sign shall be positioned outboard of the runway vacated sign.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.785 para (b)(6)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.3.20	5.4.3.20 An intersection take-off sign shall be located at the left-hand side of the entry taxiway. The distance between the sign and the centre line of the runway shall be not less than 60 m where the code number is 3 or 4, and not less than 45 m where the code number is 1 or 2.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.785 para (b)(7)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.3.21	5.4.3.21 A taxiway location sign installed in conjunction with a runway designation sign shall be positioned outboard of the runway designation sign.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.785 para (b)(8)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.3.22	5.4.3.22 Recommendation. — <i>A destination sign should not normally be collocated with a location or direction sign.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
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		DSN.N.785 para (b)(9)								
5.4.3.23	5.4.3.23 An information sign other than a location sign shall not be collocated with a mandatory instruction sign.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.785 para (b)(10)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.3.24	5.4.3.24 Recommendation. — <i>A direction sign, barricade and/or other appropriate visual aid used to identify a “T” intersection should be located on the opposite side of the intersection facing the taxiway.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.785 (a)(13).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specifica tion does not ensure the installati on of the opposite side of the taxiway, and it has been partially transpos ed as Guidanc e Material

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Significant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

										GM1 ADR-DSN.N.785 (b). Subject to review by rulemaking task 0591.
5.4.3.25	Characteristics 5.4.3.25 An information sign other than a location sign shall consist of an inscription in black on a yellow background.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.N.785 para (c)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.3.26	5.4.3.26 A location sign shall consist of an inscription in yellow on a black background and where it is a stand-alone sign shall have a yellow border.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.N.785 para (c)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.3.27	5.4.3.27 The inscription on a runway exit sign shall consist of the designator of the exit taxiway and an arrow indicating the direction to follow.	Article 34(5) Reg (EU) 2018/1139	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

		CS ADR- DSN.N.785 para (c)(3)								
5.4.3.28	5.4.3.28 The inscription on a runway vacated sign shall depict the pattern A runway-holding position marking as shown in Figure 5-31.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.785 para (c)(4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.3.29	5.4.3.29 The inscription on an intersection take-off sign shall consist of a numerical message indicating the remaining take-off run available in metres plus an arrow, appropriately located and oriented, indicating the direction of the take-off as shown in Figure 5-31.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.785 para (c)(5)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.3.30	5.4.3.30 The inscription on a destination sign shall comprise an alpha, alphanumerical or numerical message identifying the destination plus an arrow indicating the direction to proceed as shown in Figure 5-31.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.785 para (c)(6)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.3.31	5.4.3.31 The inscription on a direction sign shall comprise an alpha or alphanumerical message	Article 34(5) Reg (EU) 2018/1139	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs						Signi ficant Differ ence
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	identifying the taxiway(s) plus an arrow or arrows appropriately oriented as shown in Figure 5-31.	CS ADR-DSN.N.785 para (c)(7)								
5.4.3.32	5.4.3.32 The inscription on a location sign shall comprise the designation of the location taxiway, runway or other pavement the aircraft is on or is entering and shall not contain arrows.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.N.785 para (c)(8)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.3.33	5.4.3.33 Recommendation. — <i>Where it is necessary to identify each of a series of intermediate holding positions on the same taxiway, the location sign should consist of the taxiway designation and a number.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.N.785 para (c)(9)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.3.34	5.4.3.34 Where a location sign and direction signs are used in combination: a) all direction signs related to left turns shall be placed on the left side of the location sign, and all direction signs related to right turns shall be placed on the right side of the location sign, except that where the junction consists of one intersecting taxiway, the location sign may alternatively be placed on the left-hand side;	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.N.785 para (c)(10)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	<p>b) the direction signs shall be placed such that the direction of the arrows departs increasingly from the vertical with increasing deviation of the corresponding taxiway;</p> <p>c) an appropriate direction sign shall be placed next to the location sign where the direction of the location taxiway changes significantly beyond the intersection; and</p> <p>d) adjacent direction signs shall be delineated by a vertical black line as shown in Figure 5-31.</p>									
5.4.3.35	5.4.3.35 A taxiway shall be identified by a designator that is used only once on an aerodrome and comprise a single letter, two letters, or a combination of a letter or letters followed by a number.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.N.785 para (c)(11)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.3.36	5.4.3.36 Recommendation. — <i>When designating taxiways, the use of words such as “inner” and “outer” should be avoided wherever possible.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.N.785 para (c)(12)(ii)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
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5.4.3.37	5.4.3.37 When designating taxiways, the letters I, O and X shall not be used to avoid confusion with the numerals 1 and 0, and the closed marking.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.785 para (c) (12)(i)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.3.38	5.4.3.38 The use of numbers alone on the manoeuvring area shall be reserved for the designation of runways.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.785 (c)(13)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.3.39	5.4.3.39 Recommendation. — <i>Apron stand designators should not be the same as taxiway designators.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.785 para (c) (14)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.4.1	5.4.4 VOR aerodrome checkpoint sign Application 5.4.4.1 When a VOR aerodrome checkpoint is established, it shall be indicated by a VOR aerodrome checkpoint marking and sign.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.790	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	<i>Note.— See 5.2.12 for VOR aerodrome checkpoint marking.</i>									
5.4.4.2	Location 5.4.4.2 A VOR aerodrome checkpoint sign shall be located as near as possible to the checkpoint and so that the inscriptions are visible from the cockpit of an aircraft properly positioned on the VOR aerodrome checkpoint marking.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.790 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.4.3	Characteristics 5.4.4.3 A VOR aerodrome checkpoint sign shall consist of an inscription in black on a yellow background.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.790 para (b)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.4.4	5.4.4.4 Recommendation. — <i>The inscriptions on a VOR checkpoint sign should be in accordance with one of the alternatives shown in Figure 5-33 in which:</i> <i>VOR is an abbreviation identifying this as a VOR checkpoint;</i> <i>116.3 is an example of the radio frequency of the VOR concerned;</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.790 para (b)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	<p><i>147° is an example of the VOR bearing, to the nearest degree, which should be indicated at the VOR checkpoint; and</i></p> <p><i>4.3 NM is an example of the distance in nautical miles to a DME collocated with the VOR concerned.</i></p> <div> <div>VOR 116.3 147°</div> <p>(A) Where no DME is collocated</p> <div>VOR 116.3 147° 4.3</div> <p>(C) Where a DME is collocated</p> </div>									
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	<p>Figure 5-33. VOR aerodrome checkpoint sign</p> <p><i>Note.— Tolerances for the bearing value shown on the sign are given in Annex 10, Volume I, Attachment E. It will be noted that a checkpoint can only be used operationally when periodic checks show it to be consistently within ± 2 degrees of the stated bearing.</i></p>									
5.4.5.1	<p>5.4.5 Aerodrome identification sign</p> <p>Application</p> <p>5.4.5.1 Recommendation.— <i>An aerodrome identification sign should be provided at an aerodrome where there is insufficient alternative means of visual identification.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has not been transposed. Subject to review by RMT.05 91
5.4.5.2	<p>Location</p> <p>5.4.5.2 Recommendation.— <i>The aerodrome identification sign should be placed on the aerodrome so as to be legible, in so far as is practicable, at all angles above the horizontal.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has not been transposed. Subject to review

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

										by RMT.05 91
5.4.5.3	Characteristics 5.4.5.3 The aerodrome identification sign shall consist of the name of the aerodrome.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specificati on has not been transposed.	Subject to review by RMT.05 91
5.4.5.4	5.4.5.4 Recommendation. — <i>The colour selected for the sign should give adequate conspicuity when viewed against its background.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specifica tion has not been transpos ed. Subject to review by RMT.05 91
5.4.5.5	5.4.5.5 Recommendation. — <i>The characters should have a height of not less than 3 m.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specifica tion has not been transpos ed. Subject to

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
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				Annex Standard or Recommended Practice						

										review by RMT.05 91
5.4.6.1	5.4.6 Aircraft stand identification signs Application 5.4.6.1 Recommendation. — <i>An aircraft stand identification marking should be supplemented with an aircraft stand identification sign where feasible.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.N.795 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.6.2	Location 5.4.6.2 Recommendation. — <i>An aircraft stand identification sign should be located so as to be clearly visible from the cockpit of an aircraft prior to entering the aircraft stand.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.N.795 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.6.3	Characteristics 5.4.6.3 Recommendation. — <i>An aircraft stand identification sign should consist of an inscription in black on a yellow background.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.N.795 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.7.1	5.4.7 Road-holding position sign	Article 34(5) Reg (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs						Signi ficant Differ ence
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

	5.4.7.1 A road-holding position sign shall be provided at all road entrances to a runway.	2018/1139 CS ADR-DSN.N.800 para (a)								
5.4.7.2	Location 5.4.7.2 The road-holding position sign shall be located 1.5 m from one edge of the road (left or right as appropriate to the local traffic regulations) at the holding position.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.N.800 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.7.3	Characteristics 5.4.7.3 A road-holding position sign shall consist of an inscription in white on a red background.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.N.800 para (d)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.4.7.4	5.4.7.4 The inscription on a road-holding position sign shall be in the national language, be in conformity with the local traffic regulations and include the following: a) a requirement to stop; and b) where appropriate:	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.N.800 para (d)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
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	<p>1) a requirement to obtain ATC clearance; and</p> <p>2) location designator.</p> <p><i>Note.— Examples of road-holding position signs are contained in the Aerodrome Design Manual (Doc 9157), Part 4.</i></p>									
5.4.7.5	<p>5.4.7.5 A road-holding position sign intended for night use shall be retroreflective or illuminated.</p>	<p>Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.N.800 para (d)(3)</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.5.1	<p>5.5 Markers</p> <p>5.5.1 General</p> <p>Markers shall be frangible. Those located near a runway or taxiway shall be sufficiently low to preserve clearance for propellers and for the engine pods of jet aircraft.</p> <p><i>Note 1.— Anchors or chains, to prevent markers which have broken from their mounting from blowing away, are sometimes used.</i></p>	<p>Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.P.805</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	<i>Note 2.— Guidance on frangibility of markers is given in the Aerodrome Design Manual (Doc 9157), Part 6.</i>									
5.5.2.1	<p>5.5.2 Unpaved runway edge markers</p> <p>Application</p> <p>5.5.2.1 Recommendation.— <i>Markers should be provided when the extent of an unpaved runway is not clearly indicated by the appearance of its surface compared with that of the surrounding ground.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.P.810 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.5.2.2	<p>Location</p> <p>5.5.2.2 Recommendation.— <i>Where runway lights are provided, the markers should be incorporated in the light fixtures. Where there are no lights, markers of flat rectangular or conical shape should be placed so as to delimit the runway clearly.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.P.810 para (b)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.5.2.3	<p>Characteristics</p> <p>5.5.2.3 Recommendation.— <i>The flat rectangular markers should have a minimum size of 1 m by 3 m and should be placed with their long dimension parallel to the runway centre line. The conical markers should have a height not exceeding 50 cm.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.P.810 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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		(b)(2)								
5.5.3.1	5.5.3 Stopway edge markers <i>Application</i> 5.5.3.1 Recommendation. — <i>Stopway edge markers should be provided when the extent of a stopway is not clearly indicated by its appearance compared with that of the surrounding ground.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.P.815 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.5.3.2	<i>Characteristics</i> 5.5.3.2 The stopway edge markers shall be sufficiently different from any runway edge markers used to ensure that the two types of markers cannot be confused. <i>Note.— Markers consisting of small vertical boards camouflaged on the reverse side, as viewed from the runway, have proved operationally acceptable.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.P.815 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.5.4.1	5.5.4 Edge markers for snow-covered runways <i>Application</i> 5.5.4.1 Recommendation. — <i>Edge markers for snow-covered runways should be used to indicate the</i>	Article 34(50) Reg (EU) 2018/1139 CS ADR-DSN.P.820 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	<i>usable limits of a snow-covered runway when the limits are not otherwise indicated.</i> <i>Note.— Runway lights could be used to indicate the limits.</i>	(a)								
5.5.4.2	Location 5.5.4.2 Recommendation.— Edge markers for snow-covered runways should be placed along the sides of the runway at intervals of not more than 100 m, and should 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. Sufficient markers should be placed across the threshold and end of the runway.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.P.820 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.5.4.3	Characteristics 5.5.4.3 Recommendation.— Edge markers for snow-covered runways should consist of conspicuous objects such as evergreen trees about 1.5 m high, or light-weight markers.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has not been transposed. Subject to review by RMT.0591.

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				Level of implementation of SARPs						
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5.5.5.1	<p>5.5.5 Taxiway edge markers</p> <p>Application</p> <p>5.5.5.1 Recommendation.— <i>Taxiway edge markers should be provided on a taxiway where the code number is 1 or 2 and taxiway centre line or edge lights or taxiway centre line markers are not provided.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.P.825 (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.5.5.2	<p>Location</p> <p>5.5.5.2 Recommendation.— <i>Taxiway edge markers should be installed at least at the same locations as would the taxiway edge lights had they been used.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.P.825 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.5.5.3	<p>Characteristics</p> <p>5.5.5.3 A taxiway edge marker shall be retroreflective blue.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.P.825 para (c)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.5.5.4	<p>5.5.5.4 Recommendation.— <i>The marked surface as viewed by the pilot should be a rectangle and should have a minimum viewing area of 150 cm².</i></p>	Article 34(5) Reg (EU) 2018/1139	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
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		CS ADR- DSN.P.825 para (c)(2)								
5.5.5.5	5.5.5.5 Taxiway edge markers shall be frangible. Their height shall be sufficiently low to preserve clearance for propellers and for the engine pods of jet aircraft.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.P.825 para (c)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.5.6.1	5.5.6 Taxiway centre line markers Application 5.5.6.1 Recommendation. — <i>Taxiway centre line markers should be provided on a taxiway where the code number is 1 or 2 and taxiway centre line or edge lights or taxiway edge markers are not provided.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.P.830 para (a)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.5.6.2	5.5.6.2 Recommendation. — <i>Taxiway centre line markers should be provided on a taxiway where the code number is 3 or 4 and taxiway centre line lights are not provided if there is a need to improve the guidance provided by the taxiway centre line marking.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.P.830 para (a)(2)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		It applies to all taxiways irrespective of the code number

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				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

5.5.6.3	Location 5.5.6.3 Recommendation. — <i>Taxiway centre line markers should be installed at least at the same location as would taxiway centre line lights had they been used.</i> <i>Note.— See 5.3.17.12 for the spacing of taxiway centre line lights.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.P.830 para (b)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.5.6.4	5.5.6.4 Recommendation. — <i>Taxiway centre line markers should normally be located on the taxiway centre line marking except that they may be offset by not more than 30 cm where it is not practicable to locate them on the marking.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.P.830 para (b)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.5.6.5	Characteristics 5.5.6.5 A taxiway centre line marker shall be retroreflective green.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.P.830 para (c)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.5.6.6	5.5.6.6 Recommendation. — <i>The marked surface as viewed by the pilot should be a rectangle and should have a minimum viewing area of 20 cm².</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.P.830 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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		(c)(2)								
5.5.6.7	5.5.6.7 Taxiway centre line markers shall be so designed and fitted as to withstand being run over by the wheels of an aircraft without damage either to the aircraft or to the markers themselves.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.P.830 para (c)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.5.7.1	5.5.7 Unpaved taxiway edge markers Application 5.5.7.1 Recommendation. — <i>Where the extent of an unpaved taxiway is not clearly indicated by its appearance compared with that of the surrounding ground, markers should be provided.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.P.835 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.5.7.2	Location 5.5.7.2 Recommendation. — <i>Where taxiway lights are provided, the markers should be incorporated in the light fixtures. Where there are no lights, markers of conical shape should be placed so as to delimit the taxiway clearly.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.P.835 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
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	Annex Standard or Recommended Practice									

5.5.8.1	<p>5.5.8 Boundary markers</p> <p>Application</p> <p>5.5.8.1 Boundary markers shall be provided at an aerodrome where the landing area has no runway.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		Aerodromes in the scope of the BR are meant to have a runway.
5.5.8.2	<p>Location</p> <p>5.5.8.2 Boundary markers shall be spaced along the boundary of the landing area at intervals of not more than 200 m, if the type shown in Figure 5-34 is used, or approximately 90 m, if the conical type is used with a marker at any corner.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		Aerodromes in the scope of the BR are meant to have a runway
5.5.8.3	<p>Characteristics</p> <p>5.5.8.3 Recommendation.— <i>Boundary markers should be of a form similar to that shown in Figure 5-34, or in the form of a cone not less than 50 cm high and not less than 75 cm in diameter at the base. The markers should be coloured to contrast with the background against which they will be seen. A single colour, orange or red, or two contrasting colours, orange</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		Aerodromes in the scope of the BR are meant to have a runway.

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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				Level of implementation of SARPs			Signi ficant Differ ence			
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and white or alternatively red and white, should be used, except where such colours merge with the background.

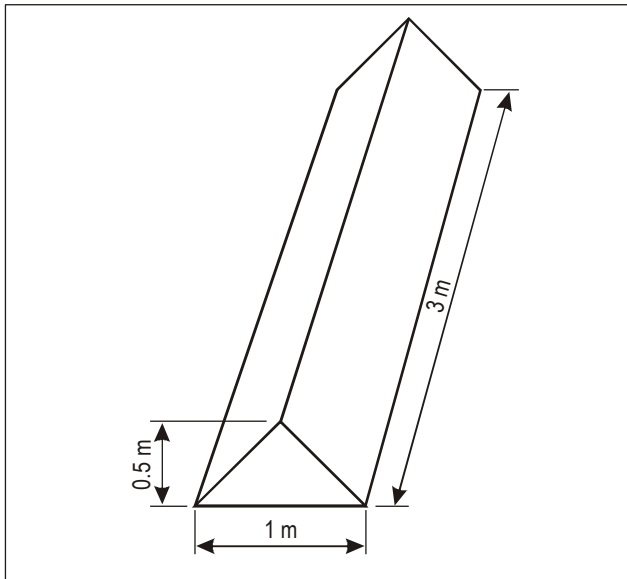


Figure 5-34. Boundary markers

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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6.1.1.1	<p>CHAPTER 6. VISUAL AIDS FOR DENOTING OBSTACLES</p> <p>6.1 Objects to be marked and/or lighted</p> <p><i>Note 1.— The marking and/or lighting of obstacles is intended to reduce hazards to aircraft by indicating the presence of the obstacles. It does not necessarily reduce operating limitations which may be imposed by an obstacle.</i></p> <p><i>Note 2.— An autonomous aircraft detection system may be installed on or near an obstacle (or group of obstacles such as wind farms), designed to operate the lighting only when the system detects an aircraft approaching the obstacle, in order to reduce light exposure to local residents. Guidance on the design and installation of an autonomous aircraft detection system is available in the Aerodrome Design Manual (Doc 9157), Part 4. The availability of such guidance is not intended to imply that such a system has to be provided.</i></p> <p>6.1.1 Objects within the lateral boundaries of the obstacle limitation surfaces</p> <p>6.1.1.1 Vehicles and other mobile objects, excluding aircraft, on the movement area of an aerodrome are obstacles and shall be marked and, if the vehicles and aerodrome are used at night or in conditions of low</p>	ADR.OPS.B. 080 Reg. (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
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	visibility, lighted, except that aircraft servicing equipment and vehicles used only on aprons may be exempt.									
6.1.1.2	6.1.1.2 Elevated aeronautical ground lights within the movement area shall be marked so as to be conspicuous by day. Obstacle lights shall not be installed on elevated ground lights or signs in the movement area.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.Q.840 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
6.1.1.3	6.1.1.3 All obstacles within the distance specified in Table 3-1, column 11 or 12, from the centre line of a taxiway, an apron taxiway or aircraft stand taxilane shall be marked and, if the taxiway, apron taxiway or aircraft stand taxilane is used at night, lighted.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.Q.840 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
6.1.1.4	6.1.1.4 Recommendation. — <i>A fixed obstacle that extends above a take-off climb surface within 3 000 m of the inner edge of the take-off climb surface should be marked and, if the runway is used at night, lighted, except that:</i> a) <i>such marking and lighting may be omitted when the obstacle is shielded by another fixed obstacle;</i> b) <i>the marking may be omitted when the obstacle is lighted by medium-intensity obstacle lights,</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.Q.840 para (d)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Paragraph (d)(3) of the CS foresees that a medium intensity type A light may also be used. In

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

	<p><i>Type A, by day and its height above the level of the surrounding ground does not exceed 150 m;</i></p> <p><i>c) the marking may be omitted when the obstacle is lighted by high-intensity obstacle lights by day; and</i></p> <p><i>d) the lighting may be omitted where the obstacle is a lighthouse and an aeronautical study indicates the lighthouse light to be sufficient.</i></p>									<p>addition, MS should also take into account their existing national requirements, due to the limitation of the applicability of the relevant CS to the area under the control of the aerodrome operator. Subject to review by</p>
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	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

										RMT.05 91.
6.1.1.5	<p>6.1.1.5 Recommendation.— <i>A fixed object, other than an obstacle, adjacent to a take-off climb surface should be marked and, if the runway is used at night, lighted, if such marking and lighting is considered necessary to ensure its avoidance, except that the marking may be omitted when:</i></p> <p><i>a) the object is lighted by medium-intensity obstacle lights, Type A, by day and its height above the level of the surrounding ground does not exceed 150 m; or</i></p> <p><i>b) the object is lighted by high-intensity obstacle lights by day.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.Q.840 para (e)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Paragrap h (e)(2) of the CS foresees that a medium intensity type A light may also be used. In addition, MS should also take into account their existing national require ments, due to the limitatio n of the

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Significant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

										applicability of the relevant CS to the area under the control of the aerodrome operator. Subject to review by RMT.05 91.
6.1.1.6	<p>6.1.1.6 A fixed obstacle that extends above an approach surface within 3 000 m of the inner edge or above a transitional surface shall be marked and, if the runway is used at night, lighted, except that:</p> <p>a) such marking and lighting may be omitted when the obstacle is shielded by another fixed obstacle;</p> <p>b) the marking may be omitted when the obstacle is lighted by medium-intensity obstacle lights,</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.Q.840 para (d)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Paragraph (d)(3) of the CS foresees that a medium intensity light may also be used. In addition,	Subject to review by RMT.05 91.

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

	<p>Type A, by day and its height above the level of the surrounding ground does not exceed 150 m;</p> <p>c) the marking may be omitted when the obstacle is lighted by high-intensity obstacle lights by day; and</p> <p>d) the lighting may be omitted where the obstacle is a lighthouse and an aeronautical study indicates the lighthouse light to be sufficient.</p>								MS should also take into account their existing national requirements, due to the limitation of the applicability of the relevant CS to the area under the control of the aerodrome operator.	
6.1.1.7	<p>6.1.1.7 Recommendation.— <i>A fixed obstacle that extends above a horizontal surface should be marked and, if the aerodrome is used at night, lighted, except that:</i></p> <p>a) <i>such marking and lighting may be omitted when:</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.Q.840 para (f)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Paragraph (f)(3) of the CS foresees that a medium intensity type A

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

	<p>1) <i>the obstacle is shielded by another fixed obstacle; or</i></p> <p>2) <i>for a circuit extensively obstructed by immovable objects or terrain, procedures have been established to ensure safe vertical clearance below prescribed flight paths; or</i></p> <p>3) <i>an aeronautical study shows the obstacle not to be of operational significance;</i></p> <p>b) <i>the marking may be omitted when the obstacle is lighted by medium-intensity obstacle lights, Type A, by day and its height above the level of the surrounding ground does not exceed 150 m;</i></p> <p>c) <i>the marking may be omitted when the obstacle is lighted by high-intensity obstacle lights by day; and</i></p> <p>d) <i>the lighting may be omitted where the obstacle is a lighthouse and an aeronautical study indicates the lighthouse light to be sufficient.</i></p>									light may also be used. In addition, MS should also take into account their existing national requirements, due to the limitation of the applicability of the relevant CS to the area under the control of the aerodrome operator
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	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

										. Subject to review by RMT.05 91.
6.1.1.8	<p>6.1.1.8 A fixed object that extends above an obstacle protection surface shall be marked and, if the runway is used at night, lighted.</p> <p><i>Note.— See 5.3.5 for information on the obstacle protection surface.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.Q.840 para (g)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The CS foresees the exemption from marking and lighting. MS should also take into account their existing national requirements, due to the limitation of the applicability of the relevant CS to the	Subject to review by RMT.05 91.

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

									areas under the control of the aerodrome operator	
6.1.1.9	<p>6.1.1.9 Recommendation.— <i>Other objects inside the obstacle limitation surfaces should be marked and/or lighted if an aeronautical study indicates that the object could constitute a hazard to aircraft (this includes objects adjacent to visual routes e.g. waterway or highway).</i></p> <p><i>Note.— See note accompanying 4.4.2.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specifica tion has been transpos ed as Guidanc e Material GM1 ADR- DSN.Q. 840 para (b). MS should also take into account their existing national require ments, due to the

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

										limitation of the applicability of the relevant CS to the areas under the control of the aerodrome. Subject to review by RMT.05 91.
6.1.1.10	6.1.1.10 Recommendation. — <i>Overhead wires, cables, etc., crossing a river, waterway, valley or highway should be marked and their supporting towers marked and lighted if an aeronautical study indicates that the wires or cables could constitute a hazard to aircraft.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidance Material GM1

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

										ADR- DSN.Q. 840 para (c). MS should also take into account their existing national require ments, due to the limitatio n of the applicab ility of the relevant CS to the areas under the control of the aerodro me. Subject to review
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	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

										by RMT.05 91.
6.1.2.1	<p>6.1.2 Objects outside the lateral boundaries of the obstacle limitation surfaces</p> <p>6.1.2.1 Recommendation.— <i>Obstacles in accordance with 4.3.2 should be marked and lighted, except that the marking may be omitted when the obstacle is lighted by high-intensity obstacle lights by day.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.Q.841 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take into account their existing national require ments, due to the limitatio n of the applicab ility of the relevant CS to the areas under the control of the aerodro me operator

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

6.1.2.2	6.1.2.2 Recommendation. — <i>Other objects outside the obstacle limitation surfaces should be marked and/or lighted if an aeronautical study indicates that the object could constitute a hazard to aircraft (this includes objects adjacent to visual routes e.g. waterway, highway).</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidance Material GM1 ADR-DSN.Q. 841 para (a). MS should also take into account their existing national requirements, due to the limitation of the applicability of the

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

										relevant CS to the areas under the control of the aerodro me. Subject to review RMT.05 91.
6.1.2.3	6.1.2.3 Recommendation. — <i>Overhead wires, cables, etc., crossing a river, waterway, valley or highway should be marked and their supporting towers marked and lighted if an aeronautical study indicates that the wires or cables could constitute a hazard to aircraft.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specifica tion has been transpos ed as Guidanc e Material GM1 ADR- DSN.Q. 841 para (b). MS should also take

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

										into account their existing national requirements, due to the limitation of the applicability of the relevant CS to the areas under the control of the aerodrome. Subject to review by RMT.05 91.
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	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

6.2.1.1	<p>6.2 Marking and/or lighting of objects</p> <p>6.2.1 General</p> <p>6.2.1.1 The presence of objects which must be lighted, as specified in 6.1, shall be indicated by low-, medium- or high-intensity obstacle lights, or a combination of such lights.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.Q.846 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take into account their existing national require ments, due to the limitatio n of the applicab ility of the relevant CS to the area under the control of the aerodro me operator .
6.2.1.2	6.2.1.2 Low-intensity obstacle lights, Types A B, C, D and E, medium-intensity obstacle lights, Types A, B and C, high-intensity obstacle lights Type A and B,	Article 34(5) Reg (EU) 2018/1139	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

	shall be in accordance with the specifications in Table 6-1 and Appendix 1.	CS ADR-DSN.Q.846 para (b)								into account their existing national requirements, due to the limitation of the applicability of the relevant CS to the area under the control of the aerodrome operator.
6.2.1.3	6.2.1.3 The number and arrangement of low-, medium- or high-intensity obstacle lights at each level to be marked shall be such that the object is indicated from every angle in azimuth. Where a light is shielded in any direction by another part of the object, or by an adjacent object, additional lights shall be provided on that adjacent	Article 34(5) Reg (EU) 2018/1139 CS ADR.DSN.Q.846 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take into account their

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

	object or the part of the object that is shielding the light, in such a way as to retain the general definition of the object to be lighted. If the shielded light does not contribute to the definition of the object to be lighted, it may be omitted.	(c)								existing national requirements, due to the limitation of the applicability of the relevant CS to the area under the control of the aerodrome operator.
6.2.2.1	6.2.2 Mobile objects Marking 6.2.2.1 All mobile objects to be marked shall be coloured or display flags.	ADR.OPS.B. 080 (a)(1) Reg (EU) 139/2014 AMC1 ADR.OPS.B. 080(a) para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
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6.2.2.2	Marking by colour 6.2.2.2 Recommendation. — <i>When mobile objects are marked by colour, a single conspicuous colour, preferably red or yellowish green for emergency vehicles and yellow for service vehicles, should be used.</i>	ADR.OPS.B.080 (a) Reg (EU) 139/2014 AMC1 ADR.OPS.B.080 para (a)(1).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
6.2.2.3	Marking by flags 6.2.2.3 Flags used to mark mobile objects shall be displayed around, on top of, or around the highest edge of the object. Flags shall not increase the hazard presented by the object they mark.	ADR.OPS.B.080 (a) Reg (EU) 139/2014 AMC1 ADR.OPS.B.080(a) para (a)(2)(i)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
6.2.2.4	6.2.2.4 Flags used to mark mobile objects shall not be less than 0.9 m on each side and shall consist of a chequered pattern, each square having sides of not less than 0.3 m. The colours of the pattern shall contrast each with the other and with the background against which they will be seen. Orange and white or alternatively red and white shall be used, except where such colours merge with the background. Table 6-1. Characteristics of obstacle lights	ADR.OPS.B.080 (a) Reg (EU) 139/2014 AMC1 ADR OPS.B.080(a) para (a)(2)(ii)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
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1	2	3	4	5	6	7										
Light Type	Colour	Signal type/ (flash rate)	Peak intensity (cd) at given Background Luminance (b)			Light Distribut ion Table										
			Day (Above 500 cd/m ²)	Twilight (50-500 cd/m ²)	Night (Below 50 cd/m ²)											
Low-intensity, Type A (fixed obstacle)	Red	Fixed	N/A	N/A	10	Table 6-2										
Low-intensity, Type B (fixed obstacle)	Red	Fixed	N/A	N/A	32	Table 6-2										
Low-intensity, Type C (mobile obstacle)	Yellow /Blue (a)	Flashing (60-90 fpm)	N/A	40	40	Table 6-2										
Low-intensity, Type D (follow-me vehicle)	Yellow	Flashing (60-90 fpm)	N/A	200	200	Table 6-2										
Low-intensity, Type E	Red	Flashing (c)	N/A	N/A	32	Table 6-2 (Type B)										
Medium- intensity, Type A	White	Flashing (20-60 fpm)	20 000	20 000	2 000	Table 6-3										
Medium- intensity, Type B	Red	Flashing (20-60 fpm)	N/A	N/A	2 000	Table 6-3										

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
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	Medium-intensity, Type C	Red	Fixed	N/A	N/A	2 000	Table 6-3																																					
	High-intensity, Type A	White	Flashing (40–60 fpm)	200 000	20 000	2 000	Table 6-3																																					
	High-intensity, Type B	White	Flashing (40–60 fpm)	100 000	20 000	2 000	Table 6-3																																					
<p>a) See 6.2.2.6</p> <p>b) For flashing lights, effective intensity as determined in accordance with the <i>Aerodrome Design Manual</i> (Doc 9157), Part 4.</p> <p>c) For wind turbine application, to flash at the same rate as the lighting on the nacelle.</p> <p>Table 6-2. Light distribution for low-intensity obstacle lights</p> <table><tr><th rowspan="2"></th><th rowspan="2">Minimum intensity (a)</th><th rowspan="2">Maximum intensity (a)</th><th colspan="2">Vertical beam spread (f)</th></tr><tr><th>Minimum beam spread</th><th>Intensity</th></tr><tr><td>Type A</td><td>10 cd (b)</td><td>N/A</td><td>10°</td><td>5 cd</td></tr><tr><td>Type B</td><td>32 cd (b)</td><td>N/A</td><td>10°</td><td>16 cd</td></tr><tr><td>Type C</td><td>40 cd (b)</td><td>400 cd</td><td>12° (d)</td><td>20 cd</td></tr><tr><td>Type D</td><td>200 cd (c)</td><td>400 cd</td><td>N/A (e)</td><td>N/A</td></tr></table>																			Minimum intensity (a)	Maximum intensity (a)	Vertical beam spread (f)		Minimum beam spread	Intensity	Type A	10 cd (b)	N/A	10°	5 cd	Type B	32 cd (b)	N/A	10°	16 cd	Type C	40 cd (b)	400 cd	12° (d)	20 cd	Type D	200 cd (c)	400 cd	N/A (e)	N/A
	Minimum intensity (a)	Maximum intensity (a)	Vertical beam spread (f)																																									
			Minimum beam spread	Intensity																																								
Type A	10 cd (b)	N/A	10°	5 cd																																								
Type B	32 cd (b)	N/A	10°	16 cd																																								
Type C	40 cd (b)	400 cd	12° (d)	20 cd																																								
Type D	200 cd (c)	400 cd	N/A (e)	N/A																																								

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

<p><i>Note.— This table does not include recommended horizontal beam spreads. 6.2.1.3 requires 360° coverage around an obstacle. Therefore, the number of lights needed to meet this requirement will depend on the horizontal beam spreads of each light as well as the shape of the obstacle. Thus, with narrower beam spreads, more lights will be required.</i></p> <p>a) 360° horizontal. For flashing lights, the intensity is read into effective intensity, as determined in accordance with the <i>Aerodrome Design Manual</i> (Doc 9157), Part 4.</p> <p>b) Between 2 and 10° vertical. Elevation vertical angles are referenced to the horizontal when the light is levelled.</p> <p>c) Between 2 and 20° vertical. Elevation vertical angles are referenced to the horizontal when the light is levelled.</p> <p>d) Peak intensity should be located at approximately 2.5° vertical.</p> <p>e) Peak intensity should be located at approximately 17° vertical.</p> <p>f) Beam spread is defined as the angle between the horizontal plane and the directions for which the intensity exceeds that mentioned in the “intensity” column.</p> <p>Table 6-3. Light distribution for medium- and high-intensity obstacle lights according to benchmark intensities of Table 6-1</p>										
Ben chm ark	Minimum requirements		Recommendations							
	Vertical elevation angle (b)	Vertical beam spread	Vertical elevation angle (b)	Vertical beam spread						

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inte nsity	0°	-1°	(c)	0°	-1°	-10°	(c)										
Min imu m aver age inte nsit y (a)	Min imu m inte nsit y (a)	Min imu m inte nsit y (a)	Mi ni mu m be am sprea d Inte nsit y (a)	Max imu m inte nsit y (a)	Max imu m inte nsit y (a)	Max imu m inte nsit y (a)	Maxi mum beam sprea d Inte nsit y (a)										
20 00 00	20 00 00	15 00 00	75 00 3°	75 00 00	25 00 00	11 50 00	7 50 00	7 °									
10 00 00	10 00 00	75 00 00	37 50 3°	37 50 00	12 50 00	56 25 50	3 75 00	7 °									
20 00 00	20 00 00	15 00 00	7 50 00 3°	7 50 00	25 00 00	11 25 50	75 00	N / A									
20 00 00	2 00 00	1 50 00	75 00 3°	75 00	2 50 00	1 12 50	75	N / A									
Note.— This table does not include recommended horizontal beam spreads. 6.2.1.3 requires 360° coverage around an obstacle. Therefore, the number of lights needed to meet this requirement will depend on the horizontal beam																	

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	<p><i>spreads of each light as well as the shape of the obstacle. Thus, with narrower beam spreads, more lights will be required.</i></p> <p>a) 360° horizontal. All intensities are expressed in Candela. For flashing lights, the intensity is read into effective intensity, as determined in accordance with the <i>Aerodrome Design Manual</i> (Doc 9157), Part 4.</p> <p>b) Elevation vertical angles are referenced to the horizontal when the light unit is levelled.</p> <p>c) Beam spread is defined as the angle between the horizontal plane and the directions for which the intensity exceeds that mentioned in the “intensity” column.</p> <p><i>Note.— An extended beam spread may be necessary under specific configuration and justified by an aeronautical study.</i></p>									
6.2.2.5	<p>Lighting</p> <p>6.2.2.5 Low-intensity obstacle lights, Type C, shall be displayed on vehicles and other mobile objects excluding aircraft.</p> <p><i>Note.— See Annex 2 for lights to be displayed by aircraft.</i></p>	ADR.OPS.B. 080 (a)(2) Reg (EU) 139/2014 AMC1 ADR.OPS.B. 080(a) para (b)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
6.2.2.6	6.2.2.6 Low-intensity obstacle lights, Type C, displayed on vehicles associated with emergency or security shall be flashing-blue and those displayed on other vehicles shall be flashing-yellow.	ADR.OPS.B. 080 (a)(2)(i)(ii) Reg (EU) 139/2014 AMC1 ADR.OPS.B.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	Annex Standard or Recommended Practice									

		080(a) para (b)(2)								
6.2.2.7	6.2.2.7 Low-intensity obstacle lights, Type D, shall be displayed on follow-me vehicles.	ADR.OPS.B. 080 (a)(2)(ii) Reg (EU) 139/2014 AMC1 ADR.OPS.B. 080(a) para (b)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
6.2.2.8	6.2.2.8 Low-intensity obstacle lights on objects with limited mobility such as aerobridges shall be fixed-red, and as a minimum be in accordance with the specifications for low-intensity obstacle lights, Type A, in Table 6-1. The intensity of the lights shall be sufficient to ensure conspicuity considering the intensity of the adjacent lights and the general levels of illumination against which they would normally be viewed.	ADR.OPS.B. 080(a)(2)(iii) Reg (EU) 139/2014 AMC2 ADR.OPS.B. 080(a) para (b)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
6.2.3.1	6.2.3 Fixed objects <i>Note.— The fixed objects of wind turbines are addressed separately in 6.2.4 and the fixed objects of overhead wires, cables, etc., and supporting towers are addressed separately in 6.2.5.</i> Marking	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.Q.845 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take into account their existing national requirements,

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	6.2.3.1 All fixed objects to be marked shall, whenever practicable, be coloured, but if this is not practicable, markers or flags shall be displayed on or above them, except that objects that are sufficiently conspicuous by their shape, size or colour need not be otherwise marked.									due to the limitation of the applicability of the relevant CS to the area under the control of the aerodrome operator .
6.2.3.2	<p>Marking by colour</p> <p>6.2.3.2 Recommendation.— <i>An object should be coloured to show a chequered pattern if it has essentially unbroken surfaces and its projection on any vertical plane equals or exceeds 4.5 m in both dimensions. The pattern should consist of rectangles of not less than 1.5 m and not more than 3 m on a side, the corners being of the darker colour. The colours of the pattern should contrast each with the other and with the background against which they will be seen. Orange and white or alternatively red and white should be used,</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.Q.845 para (b(1).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The last part of the specification regarding the colour has been transposed as Guidance

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	<i>except where such colours merge with the background. (See Figure 6-1.)</i>									Material GM1 ADR-DSN.Q. 845 para (a). Subject to review by RMT.05 91
6.2.3.3	<p>6.2.3.3 Recommendation.— <i>An object should be coloured to show alternating contrasting bands if:</i></p> <p>a) <i>it has essentially unbroken surfaces and has one dimension, horizontal or vertical, greater than 1.5 m, and the other dimension, horizontal or vertical, less than 4.5 m; or</i></p> <p>b) <i>it is of skeletal type with either a vertical or a horizontal dimension greater than 1.5 m.</i></p> <p><i>The bands should be perpendicular to the longest dimension and have a width approximately 1/7 of the longest dimension or 30 m, whichever is less. The colours of the bands should contrast with the background against which they will be seen. Orange and white should be used, except where such colours are not conspicuous when viewed against the background. The bands on the</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.Q.845 para (b)(2), (b)(3).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to GM1 ADR-DSN.Q. 845 para (b). MS should also take into account their existing national requirements, due to the limitation

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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<div data-bbox="323 678 898 912" data-label="Image"> </div> <p><i>extremities of the object should be of the darker colour. (See Figures 6-1 and 6-2.)</i></p> <p><i>Note.— Table 6-4 shows a formula for determining band widths and for having an odd number of bands, thus permitting both the top and bottom bands to be of the darker colour.</i></p> <p>Figure 6-1. Basic marking patterns</p> <p>Table 6-4. Marking band widths</p>										
										n of the applicability of the relevant CS to the area under the control of the aerodrome operator .

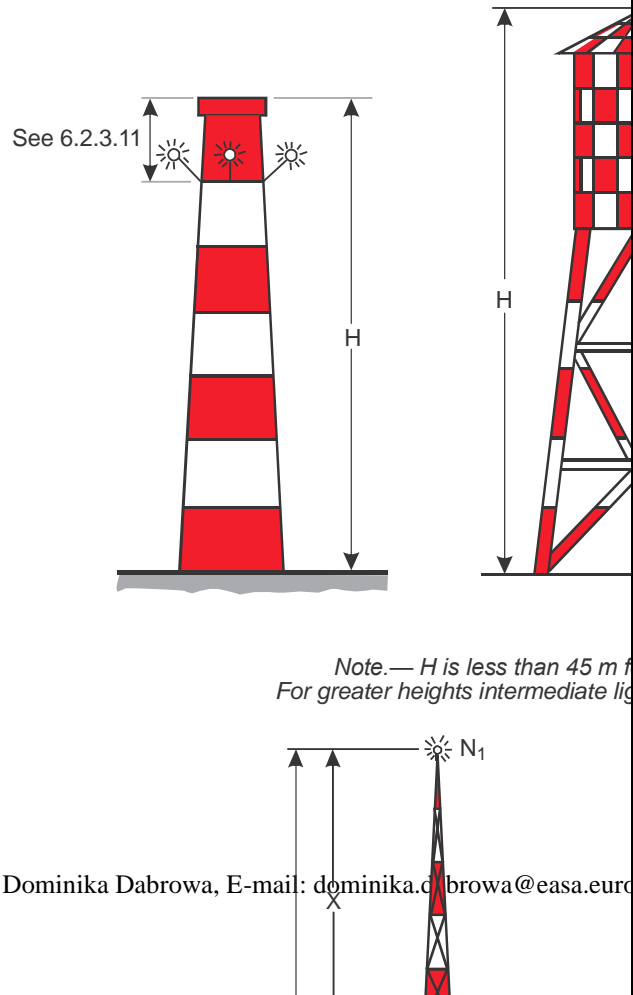
	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	Longest dimension										
	Greater than	Not exceeding	Band width								
	1.5 m	210 m	1/7 of longest dimension								
	210 m	270 m	1/9 "								
	270 m	330 m	1/11 "								
	330 m	390 m	1/13 "								
	390 m	450 m	1/15 "								
	450 m	510 m	1/17 "								
	510 m	570 m	1/19 "								
	570 m	630 m	1/21 "								
6.2.3.4	<p>6.2.3.4 Recommendation.— <i>An object should be coloured in a single conspicuous colour if its projection on any vertical plane has both dimensions less than 1.5 m. Orange or red should be used, except where such colours merge with the background.</i></p> <p><i>Note.</i>— <i>Against some backgrounds it may be found necessary to use a different colour from orange or red to obtain sufficient contrast.</i></p>			Article 34(5) Reg (EU) 2018//1139 CS ADR- DSN.Q.845 para (b)(4).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Refer also to GM1 ADR- DSN.Q. 845 para (c). MS should also take into account their existing national require ments, due to the limitatio n of the applicab

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
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				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
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										ility of the relevant CS to the area under the control of the aerodro me operator .
6.2.3.5	Marking by flags 6.2.3.5 Flags used to mark fixed objects shall be displayed around, on top of, or around the highest edge of, the object. When flags are used to mark extensive objects or groups of closely spaced objects, they shall be displayed at least every 15 m. Flags shall not increase the hazard presented by the object they mark.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.Q.845 para (c)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
6.2.3.6	6.2.3.6 Flags used to mark fixed objects shall not be less than 0.6 m on each side.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.Q.845 para (c)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	Figure 6-2. Examples of marking and lighting of tall structures									
6.2.3.7	6.2.3.7 Recommendation. — <i>Flags used to mark fixed objects should be orange in colour or a combination of two triangular sections, one orange and the other white, or one red and the other white, except that where such colours merge with the background, other conspicuous colours should be used.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.Q.845 para (c)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
6.2.3.8	Marking by markers 6.2.3.8 Markers displayed on or adjacent to objects shall be located in conspicuous positions so as to retain the general definition of the object and shall be recognizable in clear weather from a distance of at least 1 000 m for an object to be viewed from the air and 300 m for an object to be viewed from the ground in all directions in which an aircraft is likely to approach the object. The shape of markers shall be distinctive to the extent necessary to ensure that they are not mistaken for markers employed to convey other information, and they shall be such that the hazard presented by the object they mark is not increased.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.Q.845 para (d)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take into account their existing national requirements, due to the limitation of the applicability of the relevant CS to the area under

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										the control of the aerodro me operator .
6.2.3.9	6.2.3.9 Recommendation. — A marker should be of one colour. When installed, white and red, or white and orange markers should be displayed alternately. The colour selected should contrast with the background against which it will be seen.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.Q.845 para (d)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take into account their existing national require ments, due to the limitatio n of the applicab ility of the relevant CS to the area under the control of the

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										aerodro me operator .
6.2.3.10	<p>Lighting</p> <p>6.2.3.10 In the case of an object to be lighted, one or more low-, medium- or high-intensity obstacle lights shall be located as close as practicable to the top of the object.</p> <p><i>Note.— Recommendations on how a combination of low-, medium- and/or high-intensity lights on obstacles should be displayed are given in Appendix 5.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.Q.846 para (d)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take into account their existing national require ments, due to the limitatio n of the applicab ility of the relevant CS to the area under the control of the aerodro me operator

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6.2.3.11	6.2.3.11 Recommendation. — <i>In the case of chimney or other structure of like function, the top lights should be placed sufficiently below the top so as to minimize contamination by smoke, etc. (See Figure 6-2).</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.Q.846 para (e)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take into account their existing national require ments, due to the limitatio n of the applicab ility of the relevant CS to the area under the control of the aerodro me operator .
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6.2.3.12	6.2.3.12 In the case of a tower or antenna structure indicated by high-intensity obstacle lights by day with an appurtenance, such as a rod or an antenna, greater than 12 m where it is not practicable to locate a high-intensity obstacle light on the top of the appurtenance, such a light shall be located at the highest practicable point and, if practicable, a medium-intensity obstacle light, Type A, mounted on the top.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.Q.846 para (f)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take into account their existing national require ments, due to the limitatio n of the applicab ility of the relevant CS to the area under the control of the aerodro me operator .
6.2.3.13	6.2.3.13 In the case of an extensive object or of a group of closely spaced objects to be lighted that are:	Article 34(5) Reg (EU) 2018/1139	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take

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	<p>a) penetrating a horizontal obstacle limitation surface (OLS) or located outside an OLS, the top lights shall be so arranged as to at least indicate the points or edges of the object highest in relation to the obstacle limitation surface or above the ground, and so as to indicate the general definition and the extent of the objects; and</p> <p>b) penetrating a sloping OLS, the top lights shall be so arranged as to at least indicate the points or edges of the object highest in relation to the OLS, and so as to indicate the general definition and the extent of the objects. If two or more edges are of the same height, the edge nearest the landing area shall be marked.</p>	CS ADR-DSN.Q.846 para (g)								into account their existing national requirements, due to the limitation of the applicability of the relevant CS to the area under the control of the aerodrome operator.
6.2.3.14	6.2.3.14 Recommendation. — <i>When the obstacle limitation surface concerned is sloping and the highest point above the OLS is not the highest point of the object, additional obstacle lights should be placed on the highest point of the object.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.Q.846 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take into account their

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		(h)								existing national requirements, due to the limitation of the applicability of the relevant CS to the area under the control of the aerodrome operator.
6.2.3.15	6.2.3.15 Where lights are applied to display the general definition of an extensive object or a group of closely spaced objects, and a) low-intensity lights are used, they shall be spaced at longitudinal intervals not exceeding 45 m; and	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.Q.846 para (i)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take into account their existing national requirements

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				Level of implementation of SARPs						
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	b) medium-intensity lights are used, they shall be spaced at longitudinal intervals not exceeding 900 m.									ments, due to the limitation of the applicability of the relevant CS to the area under the control of the aerodrome operator .
6.2.3.16	6.2.3.16 High-intensity obstacle lights, Type A, and medium-intensity obstacle lights, Types A and B, located on an object shall flash simultaneously.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.Q.846 para (j)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take into account their existing national requirements, due to the

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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				Level of implementation of SARPs						
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				Annex Standard or Recommended Practice						

										limitation of the applicability of the relevant CS to the area under the control of the aerodrome operator.
6.2.3.17	<p>6.2.3.17 Recommendation.— <i>The installation setting angles for high-intensity obstacle lights, Type A, should be in accordance with Table 6-5.</i></p> <p><i>Note.</i>— <i>High-intensity obstacle lights are intended for day use as well as night use. Care is needed to ensure that these lights do not create disconcerting dazzle. Guidance on the design, location and operation of high-intensity obstacle lights is given in the Aerodrome Design Manual (Doc 9157), Part 4.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.Q.846 para (k)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take into account their existing national requirements, due to the limitation of the applicab

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

										ility of the relevant CS to the area under the control of the aerodro me operator .
6.2.3.18	6.2.3.18 Recommendation. — <i>Where, in the opinion of the appropriate authority, the use of high-intensity obstacle lights, Type A, or medium-intensity obstacle lights, Type A, at night may dazzle pilots in the vicinity of an aerodrome (within approximately 10 000 m radius) or cause significant environmental concerns, a dual obstacle lighting system should be provided. This system should be composed of high-intensity obstacle lights, Type A, or medium-intensity obstacle lights, Type A, as appropriate, for daytime and twilight use and medium-intensity obstacle lights, Type B or C, for night-time use.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specifica tion has been transpos ed as Guidanc e Material GM1 ADR- DSN.Q. 846 para (c). MS should also take into account

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

										their existing national require ments, due to the limitatio n of the applicab ility of the relevant CS to the areas under the control of the aerodro me. Subject to review by RMT.05 91.
6.2.3.19	<i>Lighting of objects with a height less than 45 m above ground level</i>	Article 34(5) Reg (EU) 2018/1139	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						Signi ficant Differ ence
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

	6.2.3.19 Recommendation. — <i>Low-intensity obstacle lights, Type A or B, should be used where the object is a less extensive one and its height above the surrounding ground is less than 45 m.</i>	CS ADR-DSN.Q.847 para (a)								into account their existing national requirements, due to the limitation of the applicability of the relevant CS to the area under the control of the aerodrome operator.
6.2.3.20	6.2.3.20 Recommendation. — <i>Where the use of low-intensity obstacle lights, Type A or B, would be inadequate or an early special warning is required, then medium- or high-intensity obstacle lights should be used.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.Q.847 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take into account their

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

		(b)								existing national require ments, due to the limitatio n of the applicab ility of the relevant CS to the area under the control of the aerodro me operator
6.2.3.21	6.2.3.21 Recommendation. — <i>Low-intensity obstacle lights, Type B, should be used either alone or in combination with medium-intensity obstacle lights, Type B, in accordance with 6.2.3.22.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.Q.847 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take into account their existing national require

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

										ments, due to the limitatio n of the applicab ility of the relevant CS to the area under the control of the aerodro me operator .
6.2.3.22	<p>6.2.3.22 Recommendation.— <i>Medium-intensity obstacle lights, Type A, B or C, should be used where the object is an extensive one. Medium-intensity obstacle lights, Types A and C, should be used alone, whereas medium-intensity obstacle lights, Type B, should be used either alone or in combination with low-intensity obstacle lights, Type B.</i></p> <p><i>Note.— A group of buildings is regarded as an extensive object.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.Q.847 para (d)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take into account their existing national require ments, due to the

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

										limitation of the applicability of the relevant CS to the area under the control of the aerodrome operator.
6.2.3.23	<p>Lighting of objects with a height 45 m to a height less than 150 m above ground level</p> <p>6.2.3.23 Recommendation.— <i>Medium-intensity obstacle lights, Type A, B or C, should be used. Medium-intensity obstacle lights, Types A and C, should be used alone, whereas medium-intensity obstacle lights, Type B, should be used either alone or in combination with low-intensity obstacle lights, Type B.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.Q.848 para (a)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The GM1 ADR-DSN.Q. 848 foresees the possibility to also use low intensity lights. MS should

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

										also take into account their existing national requirements, due to the limitation of the applicability of the relevant CS to the area under the control of the aerodrome operator.
6.2.3.24	6.2.3.24 Where an object is indicated by medium-intensity obstacle lights, Type A, and the top of the object is more than 105 m above the level of the surrounding ground or the elevation of tops of nearby buildings (when the object to be marked is surrounded by	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.Q.848	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take into account

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

	buildings), additional lights shall be provided at intermediate levels. These additional intermediate lights shall be spaced as equally as practicable, between the top lights and ground level or the level of tops of nearby buildings, as appropriate, with the spacing not exceeding 105 m.	para (b)								their existing national requirements, due to the limitation of the applicability of the relevant CS to the area under the control of the aerodrome operator.
6.2.3.25	6.2.3.25 Where an object is indicated by medium-intensity obstacle lights, Type B, and the top of the object is more than 45 m above the level of the surrounding ground or the elevation of tops of nearby buildings (when the object to be marked is surrounded by buildings), additional lights shall be provided at intermediate levels. These additional intermediate lights shall be alternately low-intensity obstacle lights, Type B,	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.Q.848 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take into account their existing national

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

	and medium-intensity obstacle lights, Type B, and shall be spaced as equally as practicable between the top lights and ground level or the level of tops of nearby buildings, as appropriate, with the spacing not exceeding 52 m.									require ments, due to the limitatio n of the applicab ility of the relevant CS to the area under the control of the aerodro me operator .
6.2.3.26	6.2.3.26 Where an object is indicated by medium-intensity obstacle lights, Type C, and the top of the object is more than 45 m above the level of the surrounding ground or the elevation of tops of nearby buildings (when the object to be marked is surrounded by buildings), additional lights shall be provided at intermediate levels. These additional intermediate lights shall be spaced as equally as practicable, between the top lights and ground level or the level of tops of nearby buildings, as appropriate, with the spacing not exceeding 52 m.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.Q.848 para (d)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take into account their existing national require ments, due to

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

										the limitatio n of the applicab ility of the relevant CS to the area under the control of the aerodro me operator .
6.2.3.27	6.2.3.27 Where high-intensity obstacle lights, Type A, are used, they shall be spaced at uniform intervals not exceeding 105 m between the ground level and the top light(s) specified in 6.2.3.10, except that where an object to be marked is surrounded by buildings, the elevation of the tops of the buildings may be used as the equivalent of the ground level when determining the number of light levels.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.Q.848 para (e)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take into account their existing national require ments, due to the limitatio n of the

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

										applicability of the relevant CS to the area under the control of the aerodrome operator .
6.2.3.28	<p>Lighting of objects with a height 150 m or more above ground level</p> <p>6.2.3.28 Recommendation.— <i>High-intensity obstacle lights, Type A, should be used to indicate the presence of an object if its height above the level of the surrounding ground exceeds 150 m and an aeronautical study indicates such lights to be essential for the recognition of the object by day.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.Q.849 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take into account their existing national requirements, due to the limitation of the applicability of the

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
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										relevant CS to the area under the control of the aerodro me operator .
6.2.3.29	6.2.3.29 Where high-intensity obstacle lights, Type A, are used, they shall be spaced at uniform intervals not exceeding 105 m between the ground level and the top light(s) specified in 6.2.3.10, except that where an object to be marked is surrounded by buildings, the elevation of the tops of the buildings may be used as the equivalent of the ground level when determining the number of light levels.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.Q.849 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take into account their existing national require ments, due to the limitatio n of the applicab ility of the relevant CS to the area

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi- ficant Differ- ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

										under the control of the aerodro me operator .
6.2.3.30	6.2.3.30 Recommendation. — <i>Where, in the opinion of the appropriate authority, the use of high-intensity obstacle lights, Type A, at night may dazzle pilots in the vicinity of an aerodrome (within approximately 10 000 m radius) or cause significant environmental concerns, medium-intensity obstacle lights, Type C, should be used alone, whereas medium-intensity obstacle lights, Type B, should be used either alone or in combination with low-intensity obstacle lights, Type B.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specifica tion has been transpos ed as Guidanc e Material GM1 ADR- DSN.Q. 849. MS should also take into account their existing national require ments, due to

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

										the limitation of the applicability of the relevant CS to the areas under the control of the aerodrome. Subject to review RMT.05 91.
6.2.3.31	6.2.3.31 Where an object is indicated by medium-intensity obstacle lights, Type A, additional lights shall be provided at intermediate levels. These additional intermediate lights shall be spaced as equally as practicable, between the top lights and ground level or the level of tops of nearby buildings, as appropriate, with the spacing not exceeding 105 m.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.Q.849 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take into account their existing national requirements,

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

										due to the limitation of the applicability of the relevant CS to the area under the control of the aerodrome operator .
6.2.3.32	6.2.3.32 Where an object is indicated by medium-intensity obstacle lights, Type B, additional lights shall be provided at intermediate levels. These additional intermediate lights shall be alternately low-intensity obstacle lights, Type B, and medium-intensity obstacle lights, Type B, and shall be spaced as equally as practicable between the top lights and ground level or the level of tops of nearby buildings, as appropriate, with the spacing not exceeding 52 m.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.Q.849 para (d)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take into account their existing national requirements, due to the limitatio

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

										n of the applicability of the relevant CS to the area under the control of the aerodrome operator .
6.2.3.33	6.2.3.33 Where an object is indicated by medium-intensity obstacle lights, Type C, additional lights shall be provided at intermediate levels. These additional intermediate lights shall be spaced as equally as practicable, between the top lights and ground level or the level of tops of nearby buildings, as appropriate, with the spacing not exceeding 52 m.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.Q.849 para (e)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take into account their existing national requirements, due to the limitation of the applicability of

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
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										the relevant CS to the area under the control of the aerodrome operator .
6.2.4.1	<p>6.2.4 Wind turbines</p> <p>6.2.4.1 A wind turbine shall be marked and/or lighted if it is determined to be an obstacle.</p> <p><i>Note 1.— Additional lighting or markings may be provided where in the opinion of the State such lighting or markings are deemed necessary.</i></p> <p><i>Note 2.— See 4.3.1 and 4.3.2</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.Q.851 para (a).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to GM1 ADR-DSN.Q. 851 para (a). MS should also take into account their existing national requirements, due to the limitatio

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

										n of the applicability of the relevant CS to the area under the control of the aerodrome operator .
6.2.4.2	Markings 6.2.4.2 Recommendation. — <i>The rotor blades, nacelle and upper 2/3 of the supporting mast of wind turbines should be painted white, unless otherwise indicated by an aeronautical study.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.Q.851 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take into account their existing national requirements, due to the limitation of the applicability of

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

										the relevant CS to the area under the control of the aerodrome operator .
6.2.4.3	<p>Lighting</p> <p>6.2.4.3 Recommendation.— <i>When lighting is deemed necessary, in the case of a wind farm, i.e. a group of two or more wind turbines, the wind farm should be regarded as an extensive object and the lights should be installed:</i></p> <p>a) <i>to identify the perimeter of the wind farm;</i></p> <p>b) <i>respecting the maximum spacing, in accordance with 6.2.3.15, between the lights along the perimeter, unless a dedicated assessment shows that a greater spacing can be used;</i></p> <p>c) <i>so that, where flashing lights are used, they flash simultaneously throughout the wind farm;</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.Q.851 para (c).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to GM1 ADR-DSN.Q. 851 (b). MS should also take into account their existing national requirements, due to the limitation

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

	<p>d) so that, within a wind farm, any wind turbines of significantly higher elevation are also identified wherever they are located; and</p> <p>e) at locations prescribed in a), b) and d), respecting the following criteria:</p> <p>i) for wind turbines of less than 150 m in overall height (hub height plus vertical blade height), medium-intensity lighting on the nacelle should be provided;</p> <p>ii) for wind turbines from 150 m to 315 m in overall height, in addition to the medium-intensity light installed on the nacelle, a second light serving as an alternate should be provided in case of failure of the operating light. The lights should be installed to assure that the output of either light is not blocked by the other; and</p> <p>iii) in addition, for wind turbines from 150 m to 315 m in overall height, an intermediate level at half the nacelle height of at least three low-intensity Type E lights, as specified in 6.2.1.3, should be provided. If an aeronautical study shows that low-intensity Type E lights are not suitable, low-intensity Type A or B lights may be used.</p>									n of the applicability of the relevant CS to the area under the control of the aerodrome operator .
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	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
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	<i>Note.— The above 6.2.4.3 e) does not address wind turbines of more than 315 m of overall height. For such wind turbines, additional marking and lighting may be required as determined by an aeronautical study.</i>									
6.2.4.4	6.2.4.4 Recommendation. — <i>The obstacle lights should be installed on the nacelle in such a manner as to provide an unobstructed view for aircraft approaching from any direction.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.Q.851 para (c)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take into account their existing national require ments, due to the limitatio n of the applicab ility of the relevant CS to the area under the control of the aerodro me

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

										operator .
6.2.4.5	6.2.4.5 Recommendation. — <i>Where lighting is deemed necessary for a single wind turbine or short line of wind turbines, the installation should be in accordance with 6.2.4.3 e) or as determined by an aeronautical study.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.Q.851 para (c)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take into account their existing national require ments, due to the limitatio n of the applicab ility of the relevant CS to the area under the control of the aerodro me operator .

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

6.2.5.1	6.2.5 Overhead wires, cables, etc., and supporting towers <i>Marking</i> 6.2.5.1 Recommendation. — <i>The wires, cables, etc., to be marked should be equipped with markers; the supporting tower should be coloured.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.Q.852 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take into account their existing national require ments, due to the limitatio n of the applicab ility of the relevant CS to the area under the control of the aerodro me operator .
6.2.5.2	<i>Marking by colours</i>	Article 34(5) Reg (EU) 2018/1139	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take

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				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

	6.2.5.2 Recommendation. — <i>The supporting towers of overhead wires, cables, etc., that require marking should be marked in accordance with 6.2.3.1 to 6.2.3.4, except that the marking of the supporting towers may be omitted when they are lighted by high-intensity obstacle lights by day.</i>	CS ADR-DSN.Q.852 para (b)								into account their existing national requirements, due to the limitation of the applicability of the relevant CS to the area under the control of the aerodrome operator.
6.2.5.3	Marking by markers 6.2.5.3 Markers displayed on or adjacent to objects shall be located in conspicuous positions so as to retain the general definition of the object and shall be recognizable in clear weather from a distance of at least 1	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.Q.852 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take into account their

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				Level of implementation of SARPs						
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				Annex Standard or Recommended Practice						

	000 m for an object to be viewed from the air and 300 m for an object to be viewed from the ground in all directions in which an aircraft is likely to approach the object. The shape of markers shall be distinctive to the extent necessary to ensure that they are not mistaken for markers employed to convey other information, and they shall be such that the hazard presented by the object they mark is not increased.	(c)(1)								existing national requirements, due to the limitation of the applicability of the relevant CS to the area under the control of the aerodrome operator.
6.2.5.4	6.2.5.4 Recommendation. — <i>A marker displayed on an overhead wire, cable, etc., should be spherical and have a diameter of not less than 60 cm.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.Q.852 para (c)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take into account their existing national require

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										ments, due to the limitatio n of the applicab ility of the relevant CS to the area under the control of the aerodro me operator .
6.2.5.5	<p>6.2.5.5 Recommendation.— <i>The spacing between two consecutive markers or between a marker and a supporting tower should be appropriate to the diameter of the marker, but in no case should the spacing exceed:</i></p> <p><i>a) 30 m where the marker diameter is 60 cm progressively increasing with the diameter of the marker to</i></p> <p><i>b) 35 m where the marker diameter is 80 cm and further progressively increasing to a maximum of</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.Q.852 para (c)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take into account their existing national require ments, due to the

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				Level of implementation of SARPs						
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	<p>c) 40 m where the marker diameter is of at least 130 cm.</p> <p>Where multiple wires, cables, etc., are involved, a marker should be located not lower than the level of the highest wire at the point marked.</p>									limitation of the applicability of the relevant CS to the area under the control of the aerodrome operator.
6.2.5.6	<p>6.2.5.6 Recommendation.— A marker should be of one colour. When installed, white and red, or white and orange markers should be displayed alternately. The colour selected should contrast with the background against which it will be seen.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.Q.852 para (c)(4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take into account their existing national requirements, due to the limitation of the applicability

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				Level of implementation of SARPs			Signi ficant Differ ence			
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										ility of the relevant CS to the area under the control of the aerodro me operator .
6.2.5.7	6.2.5.7 Recommendation. — <i>When it has been determined that an overhead wire, cable, etc., needs to be marked but it is not practicable to install markers on the wire, cable, etc., then high-intensity obstacle lights, Type B, should be provided on their supporting towers.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.Q.852 para (c)(5)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take into account their existing national require ments, due to the limitatio n of the applicab ility of the relevant

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				Level of implementation of SARPs						
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										CS to the area under the control of the aerodrome operator .
6.2.5.8	<p>Lighting</p> <p>6.2.5.8 Recommendation.— <i>High-intensity obstacle lights, Type B, should be used to indicate the presence of a tower supporting overhead wires, cables, etc., where:</i></p> <p>a) <i>an aeronautical study indicates such lights to be essential for the recognition of the presence of wires, cables, etc.; or</i></p> <p>b) <i>it has not been found practicable to install markers on the wires, cables, etc.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.Q.852 para (d)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take into account their existing national requirements, due to the limitation of the applicability of the relevant CS to the area under

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
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										the control of the aerodro me operator .
6.2.5.9	<p>6.2.5.9 Where high-intensity obstacle lights, Type B, are used, they shall be located at three levels:</p> <ul style="list-style-type: none"> — at the top of the tower; — at the lowest level of the catenary of the wires or cables; and — at approximately midway between these two levels. <p><i>Note.— In some cases, this may require locating the lights off the tower.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.Q.852 para (d)(2).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to GM1 ADR- DSN.Q. 852 (a). MS should also take into account their existing national require ments, due to the limitatio n of the applicab ility of the relevant

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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										CS to the area under the control of the aerodrome operator							
6.2.5.10	<p>6.2.5.10 Recommendation.— <i>High-intensity obstacle lights, Type B, indicating the presence of a tower supporting overhead wires, cables, etc., should flash sequentially; first the middle light, second the top light and last, the bottom light. The intervals between flashes of the lights should approximate the following ratios:</i></p> <table><tr><td>Flash interval between</td><td>Ratio of cycle time</td></tr><tr><td><i>middle and top light</i></td><td><i>1/13</i></td></tr><tr><td><i>top and bottom light</i></td><td><i>2/13</i></td></tr><tr><td><i>bottom and middle light</i></td><td><i>10/13.</i></td></tr></table> <p><i>Note.</i>— <i>High-intensity obstacle lights are intended for day use as well as night use. Care is needed to ensure that these lights do not create disconcerting dazzle. Guidance on the design, operation and the location of high-intensity obstacle lights is given in the Aerodrome Design Manual (Doc 9157), Part 4.</i></p>	Flash interval between	Ratio of cycle time	<i>middle and top light</i>	<i>1/13</i>	<i>top and bottom light</i>	<i>2/13</i>	<i>bottom and middle light</i>	<i>10/13.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.Q.852 para (d)(3).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Refer also to GM1 ADR-DSN.Q. 852 (b). MS should also take into account their existing national requirements, due to the limitation of the applicab
Flash interval between	Ratio of cycle time																
<i>middle and top light</i>	<i>1/13</i>																
<i>top and bottom light</i>	<i>2/13</i>																
<i>bottom and middle light</i>	<i>10/13.</i>																

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										ility of the relevant CS to the area under the control of the aerodro me operator .
6.2.5.11	6.2.5.11 Recommendation. — <i>Where, in the opinion of the appropriate authority, the use of high-intensity obstacle lights, Type B, at night may dazzle pilots in the vicinity of an aerodrome (within approximately 10 000 m radius) or cause significant environmental concerns, a dual obstacle lighting system should be provided. This system should be composed of high-intensity obstacle lights, Type B, for daytime and twilight use and medium-intensity obstacle lights, Type B, for night-time use. Where medium-intensity lights are used they should be installed at the same level as the high-intensity obstacle light Type B.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specifica tion has been transpos ed as Guidanc e Material GM1 ADR- DSN.Q. 852 para (c). MS should also take into account

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				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

										their existing national require ments, due to the limitatio n of the applicab ility of the relevant CS to the areas under the control of the aerodro me. Subject to review by RMT.05 91.
6.2.5.12	6.2.5.12 Recommendation. — <i>The installation setting angles for high-intensity obstacle lights, Type B, should be in accordance with Table 6-5.</i>	Article 34(5) Reg (EU) 2018/1139	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		MS should also take

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs						Signi ficant Differ ence
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	Annex Standard or Recommended Practice									

	Table 6-5. Installation setting angles for high-intensity obstacle lights		CS ADR-DSN.Q.852 para (d)(4)								into account their existing national requirements, due to the limitation of the applicability of the relevant CS to the area under the control of the aerodrome operator.
	Height of light unitabove terrain (AGL) Angle of the peak of the beam above the horizontal										
	Greater than	Not exceeding									
	151 m	0°									
	122 m	151 m 1°									
	92 m	122 m 2°									
		92 m 3°									
7.1.1	CHAPTER 7. VISUAL AIDS FOR DENOTING RESTRICTED USE AREAS		Artcile 34(5) Reg (EU) 2018/1139 CS ADR-DSN.R.855 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	7.1 Closed runways and taxiways, or parts thereof										

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				Level of implementation of SARPs						
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	Application 7.1.1 A closed marking shall be displayed on a runway or taxiway or portion thereof which is permanently closed to the use of all aircraft.	(a)								
7.1.2	7.1.2 Recommendation. — A closed marking should be displayed on a temporarily closed runway or taxiway or portion thereof, except that such marking may be omitted when the closing is of short duration and adequate warning by air traffic services is provided.	ADR.OPS.B. 070 Reg (EU) 139/2014 AMC4 ADR.OPS.B. 070 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
7.1.3	Location 7.1.3 On a runway a closed marking shall be placed at each end of the runway, or portion thereof, declared closed, and additional markings shall be so placed that the maximum interval between markings does not exceed 300 m. On a taxiway a closed marking shall be placed at least at each end of the taxiway or portion thereof closed.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.R.855 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
7.1.4	Characteristics 7.1.4 The closed marking shall be of the form and proportions as detailed in Figure 7-1, Illustration a), when displayed on a runway, and shall be of the form and	ADR.OPS.B. 070 Reg (EU) 139/2014 AMC4 ADR.OPS.B.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
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	<p>proportions as detailed in Figure 7-1, Illustration b), when displayed on a taxiway. The marking shall be white when displayed on a runway and shall be yellow when displayed on a taxiway.</p> <p><i>Note 1.— When an area is temporarily closed, frangible barriers or markings utilizing materials other than paint or other suitable means may be used to identify the closed area.</i></p> <p><i>Note 2.— Procedures pertaining to the planning, coordination, monitoring and safety management of works in progress on the movement area are specified in the PANS-Aerodromes (Doc 9981).</i></p>	070 para (a) Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.R.855 para (c)								
7.1.5	7.1.5 When a runway or taxiway or portion thereof is permanently closed, all normal runway and taxiway markings shall be obliterated.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.R.855 para (d)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
7.1.6	7.1.6 Lighting on a closed runway or taxiway or portion thereof shall not be operated, except as required for maintenance purposes.	ADR.OPS.B. 070 Reg (EU) 139/2014 AMC4 ADR.OPS.B. 070 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
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7.1.7	7.1.7 In addition to closed markings, when the runway or taxiway or portion thereof closed is intercepted by a usable runway or taxiway which is used at night, unserviceability lights shall be placed across the entrance to the closed area at intervals not exceeding 3 m (see 7.4.4).	ADR.OPS.B. 070 Reg (EU) 139/2014 AMC4 ADR.OPS.B. 070 para (c) Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.R.855 para (e)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
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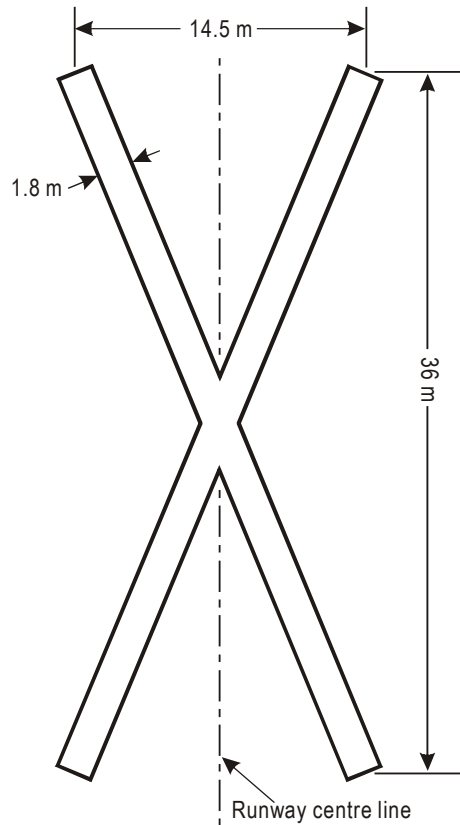


Illustration a) Closed runway marking

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

	Figure 7-1. Closed runway and taxiway markings									
7.2.1	<p>7.2 Non-load-bearing surfaces</p> <p>Application</p> <p>7.2.1 Shoulders for taxiways, runway turn pads, holding bays and aprons and other non-load-bearing surfaces which cannot readily be distinguished from load-bearing surfaces and which, if used by aircraft, might result in damage to the aircraft shall have the boundary between such areas and the load-bearing surface marked by a taxi side stripe marking.</p> <p><i>Note.— The marking of runway sides is specified in 5.2.7.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.R.860 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
7.2.2	<p>Location</p> <p>7.2.2 Recommendation.— A taxi side stripe marking should be placed along the edge of the load-bearing pavement, with the outer edge of the marking approximately on the edge of the load-bearing pavement.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidance Material GM1 ADR-

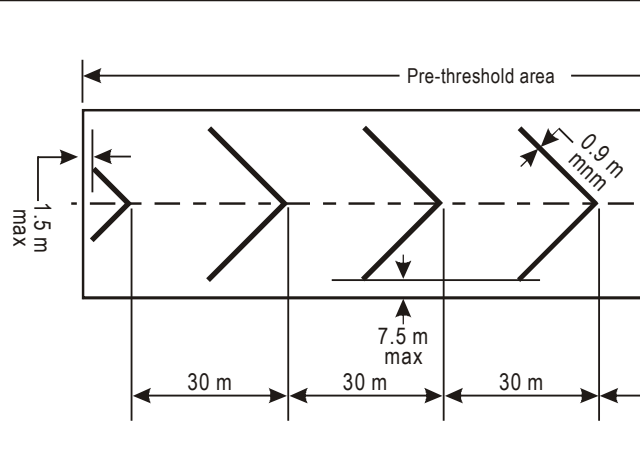
	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

										DSN.R. 860 (a). Subject to review by RMT.05 91.
7.2.3	<p>Characteristics</p> <p>7.2.3 Recommendation.— <i>A taxi side stripe marking should consist of a pair of solid lines, each 15 cm wide and spaced 15 cm apart and the same colour as the taxiway centre line marking.</i></p> <p><i>Note.</i>— <i>Guidance on providing additional transverse stripes at an intersection or a small area on the apron is given in the Aerodrome Design Manual (Doc 9157), Part 4.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.R.860 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
7.3.1	<p>7.3 Pre-threshold area</p> <p>Application</p> <p>7.3.1 Recommendation.— <i>When the surface before a threshold is paved and exceeds 60 m in length and is not suitable for normal use by aircraft, the entire</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.R.865 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

	<i>length before the threshold should be marked with a chevron marking.</i>									
7.3.2	Location 7.3.2 Recommendation. — <i>A chevron marking should point in the direction of the runway and be placed as shown in Figure 7-2.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.R.865 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
7.3.3	Characteristics 7.3.3 Recommendation. — <i>A chevron marking should be of conspicuous colour and contrast with the colour used for the runway markings; it should preferably be yellow. It should have an overall width of at least 0.9 m.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.R.865 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
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	 <p>Figure 7-2. Pre-threshold marking</p>									
7.4.1	<p>7.4 Unserviceable areas</p> <p>Application</p> <p>7.4.1 Unserviceability markers shall be displayed wherever any portion of a taxiway, apron or holding bay is unfit for the movement of aircraft but it is still possible for aircraft to bypass the area safely. On a movement area used at night, unserviceability lights shall be used.</p>	<p>ADR.OPS.B. 070 Reg (EU) 139/2014 AMC3 ADR.OPS.B. 070 para (a)(1) and (a)(2) Article 34(5) Reg (EU) 2018/1139</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
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	<p><i>Note 1.— Unserviceability markers and lights are used for such purposes as warning pilots of a hole in a taxiway or apron pavement or outlining a portion of pavement, such as on an apron, that is under repair. They are not suitable for use when a portion of a runway becomes unserviceable, nor on a taxiway when a major portion of the width becomes unserviceable. In such instances, the runway or taxiway is normally closed.</i></p> <p><i>Note 2.— Procedures pertaining to the planning, coordination, monitoring and safety management of works in progress on the movement area are specified in the PANS-Aerodromes (Doc 9981).</i></p>	CS ADR-DSN.R.870 para (a)								
7.4.2	<p>Location</p> <p>7.4.2 Unserviceability markers and lights shall be placed at intervals sufficiently close so as to delineate the unserviceable area.</p> <p><i>Note.— Guidance on the location of unserviceability lights is given in Attachment A, Section 13.</i></p>	ADR.OPS.B. 070 Reg (EU) 139/2014 AMC3 ADR.OPS.B. 070 para (a)(3) Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.R.870 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
7.4.3	Characteristics of unserviceability markers	ADR.OPS.B. 070 Reg (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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				Level of implementation of SARPs			Signi ficant Differ ence			
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	7.4.3 Unserviceability markers shall consist of conspicuous upstanding devices such as flags, cones or marker boards.	139/2014 AMC3 ADR.OPS.B. 070 para (b) Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.R.870 para (c)(1)								
7.4.4	Characteristics of unserviceability lights 7.4.4 An unserviceability light shall consist of a red fixed light. The light shall have an intensity sufficient to ensure conspicuity considering the intensity of the adjacent lights and the general level of illumination against which it would normally be viewed. In no case shall the intensity be less than 10 cd of red light.	ADR.OPS.B. 070 Reg (EU) 139/2014 AMC3 ADR.OPS.B. 070 para (c) Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.R.870 para (c)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
7.4.5	Characteristics of unserviceability cones 7.4.5 Recommendation. — An unserviceability cone should be at least 0.5 m in height and red, orange or yellow or any one of these colours in combination with white.	ADR.OPS.B. 070 Reg (EU) 139/2014 AMC3 ADR.OPS.B. 070 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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		Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.R.870 para (c)(3)								
7.4.6	Characteristics of unserviceability flags 7.4.6 Recommendation. — An unserviceability flag should be at least 0.5 m square and red, orange or yellow or any one of these colours in combination with white.	ADR.OPS.B. 070 Reg (EU) 139/2014 AMC3 ADR.OPS.B. 070 para (c) Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.R.870 para (c)(4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
7.4.7	Characteristics of unserviceability marker boards 7.4.7 Recommendation. — An unserviceability marker board should be at least 0.5 m in height and 0.9 m in length, with alternate red and white or orange and white vertical stripes.	ADR.OPS.B. 070 Reg (EU) 139/2014 AMC3 ADR.OPS.B. 070 para (c) Article 34(5) Reg (EU) 2018/1139 CS ADR-	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
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		DSN.R.870 para (c)(5)								
8.1.1	<p>CHAPTER 8. ELECTRICAL SYSTEMS</p> <p>8.1 Electrical power supply systems for air navigation facilities</p> <p><i>Introductory Note.— The safety of operations at aerodromes depends on the quality of the supplied power. The total electrical power supply system may include connections to one or more external sources of electric power supply, one or more local generating facilities and to a distribution network including transformers and switchgear. Many other aerodrome facilities supplied from the same system need to be taken into account while planning the electrical power system at aerodromes.</i></p> <p>8.1.1 Adequate primary power supply shall be available at aerodromes for the safe functioning of air navigation facilities.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.S.875 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
8.1.2	8.1.2 The design and provision of electrical power systems for aerodrome visual and radio navigation aids shall be such that an equipment failure will not leave the pilot with inadequate visual and non-visual guidance or misleading information.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.S.875 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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				Level of implementation of SARPs						
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	<i>Note.— The design and installation of the electrical systems need to take into consideration factors that can lead to malfunction, such as electromagnetic disturbances, line losses, power quality, etc. Additional guidance is given in the Aerodrome Design Manual (Doc 9157), Part 5.</i>	(b)								
8.1.3	8.1.3 Recommendation.— <i>Electric power supply connections to those facilities for which secondary power is required should be so arranged that the facilities are automatically connected to the secondary power supply on failure of the primary source of power.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.S.875 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
8.1.4	8.1.4 Recommendation.— <i>The time interval between failure of the primary source of power and the complete restoration of the services required by 8.1.10 should be as short as practicable, except that for visual aids associated with non-precision, precision approach or take-off runways the requirements of Table 8-1 for maximum switch-over times should apply.</i> <i>Note.— A definition of switch-over time is given in Chapter 1.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.S.875 para (d)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The Table S- 1 includes also the maximu m switch- over time for runway guard lights for CAT II/III runways

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks
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				Level of implementation of SARPs					
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8.1.5	8.1.5 The provision of a definition of switch-over time shall not require the replacement of an existing secondary power supply before 1 January 2010. However, for a secondary power supply installed after 4 November 1999, the electric power supply connections to those facilities for which secondary power is required shall be so arranged that the facilities are capable of meeting the requirements of Table 8-1 for maximum switch-over times as defined in Chapter 1.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.S.875, CS ADR- DSN.S.880, CS ADR- DSN.S.885	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The CS for the switch-over time apply to all secondary power supply sources, irrespective of the time they were installed
8.1.6	Visual aids Application 8.1.6 For a precision approach runway, a secondary power supply capable of meeting the requirements of Table 8-1 for the appropriate category of precision approach runway shall be provided. Electric power supply connections to those facilities for which secondary power is required shall be so arranged that the facilities are automatically connected to the secondary power supply on failure of the primary source of power.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.S.880 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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8.1.7	8.1.7 For a runway meant for take-off in runway visual range conditions less than a value of 800 m, a secondary power supply capable of meeting the relevant requirements of Table 8-1 shall be provided.	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.S.880 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
8.1.8	8.1.8 Recommendation. — <i>At an aerodrome where the primary runway is a non-precision approach runway, a secondary power supply capable of meeting the requirements of Table 8-1 should be provided except that a secondary power supply for visual aids need not be provided for more than one non-precision approach runway.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.S.880 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
8.1.9	8.1.9 Recommendation. — <i>At an aerodrome where the primary runway is a non-instrument runway, a secondary power supply capable of meeting the requirements of 8.1.4 should be provided, except that a secondary power supply for visual aids need not be provided when an emergency lighting system in accordance with the specification of 5.3.2 is provided and capable of being deployed in 15 minutes.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidance Material GM1 ADR-DSN.S. 880 para (a). Subject to

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				Level of implementation of SARPs			Signi ficant Differ ence			
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				Annex Standard or Recommended Practice						

										review by RMT.05 91.
8.1.10	<p>8.1.10 Recommendation.— <i>The following aerodrome facilities should be provided with a secondary power supply capable of supplying power when there is a failure of the primary power supply:</i></p> <p><i>a) the signalling lamp and the minimum lighting necessary to enable air traffic services personnel to carry out their duties;</i></p> <p><i>Note.— The requirement for minimum lighting may be met by other than electrical means.</i></p> <p><i>b) all obstacle lights which, in the opinion of the appropriate authority, are essential to ensure the safe operation of aircraft;</i></p> <p><i>c) approach, runway and taxiway lighting as specified in 8.1.6 to 8.1.9;</i></p> <p><i>d) meteorological equipment;</i></p> <p><i>e) essential security lighting, if provided in accordance with 9.11;</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.S.880 para (d)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Essential security lighting and essential equipment and facilities for the aerodrome responding emergency services, are not covered by the CS. Subject to review by RMT.05

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				Level of implementation of SARPs						
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	<p>f) essential equipment and facilities for the aerodrome responding emergency agencies;</p> <p>g) floodlighting on a designated isolated aircraft parking position if provided in accordance with 5.3.24.1; and</p> <p>h) illumination of apron areas over which passengers may walk.</p> <p>Note.— Specifications for secondary power supply for radio navigation aids and ground elements of communications systems are given in Annex 10, Volume I, Chapter 2.</p>									91.
8.1.11	<p>8.1.11 Recommendation.— Requirements for a secondary power supply should be met by either of the following:</p> <p>— independent public power, which is a source of power supplying the aerodrome service from a substation other than the normal substation through a transmission line following a route different from the normal power supply route and such that the possibility of a simultaneous failure of the normal and independent public power supplies is extremely remote; or</p> <p>— standby power unit(s), which are engine generators, batteries, etc., from which electric power can be obtained.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidance Material GM1 ADR-DSN.S. 880 para (c). Subject to review

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				Level of implementation of SARPs			Signi ficant Differ ence			
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	<i>Note.— Guidance on electrical systems is included in the Aerodrome Design Manual (Doc 9157), Part 5.</i>																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
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	Precision approach category I	Approach lighting system	15 seconds							
	Precision approach category II/III	Inner 300 m of the approach lighting system	1 second							

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	<p>Runway meant for take-off in runway visual range conditions less than a value of 800 m</p> <p>Runway edge 15 seconds</p> <p>Runway end 1 second</p> <p>Runway centre line 1 second</p> <p>All stop bars 1 second</p> <p>Essential taxiway^a 1 second</p> <p>Obstacle^a 15 seconds</p> <p>15 seconds</p> <p>a. Supplied with secondary power when their operation is essential to the safety of flight operation.</p> <p>b. See Chapter 5, 5.3.2, regarding the use of emergency lighting.</p> <p>c. One second where no runway centre line lights are provided.</p> <p>d. One second where approaches are over hazardous or precipitous terrain.</p>									
8.2.1	<p>8.2 System design</p> <p>8.2.1 For a runway meant for use in runway visual range conditions less than a value of 550 m, the electrical systems for the power supply, lighting and control of the lighting systems included in Table 8-1 shall be so designed that an equipment failure will not leave the pilot with inadequate visual guidance or misleading information.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.S.885 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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				Annex Standard or Recommended Practice						

	<i>Note.— Guidance on means of providing this protection is given in the Aerodrome Design Manual (Doc 9157), Part 5.</i>									
8.2.2	8.2.2 Where the secondary power supply of an aerodrome is provided by the use of duplicate feeders, such supplies shall be physically and electrically separate so as to ensure the required level of availability and independence.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.S.885 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
8.2.3	8.2.3 Where a runway forming part of a standard taxi-route is provided with runway lighting and taxiway lighting, the lighting systems shall be interlocked to preclude the possibility of simultaneous operation of both forms of lighting.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.S.885 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
8.3.1	8.3 Monitoring <i>Note.— Guidance on this subject is given in the Aerodrome Design Manual (Doc 9157), Part 5.</i> 8.3.1 Recommendation. — A system of monitoring should be employed to indicate the operational status of the lighting systems.	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.S.890 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
8.3.2	8.3.2 Where lighting systems are used for aircraft control purposes, such systems shall be monitored automatically so as to provide an indication of any fault	Article 34(5) Reg (EU) 2018/1139	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs						Signi ficant Differ ence
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

	which may affect the control functions. This information shall be automatically relayed to the air traffic services unit.	CS ADR-DSN.S.890 para (b)								
8.3.3	8.3.3 Recommendation. — <i>Where a change in the operational status of lights has occurred, an indication should be provided within two seconds for a stop bar at a runway-holding position and within five seconds for all other types of visual aids.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.S.890 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
8.3.4	8.3.4 Recommendation. — <i>For a runway meant for use in runway visual range conditions less than a value of 550 m, the lighting systems detailed in Table 8-1 should be monitored automatically so as to provide an indication when the serviceability level of any element falls below the minimum serviceability level specified in 10.5.7 to 10.5.11, as appropriate. This information should be automatically relayed to the maintenance crew.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.S.890 para (d)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
8.3.5	8.3.5 Recommendation. — <i>For a runway meant for use in runway visual range conditions less than a value of 550 m, the lighting systems detailed in Table 8-1 should be monitored automatically to provide an indication when the serviceability level of any element falls below the minimum level specified by the appropriate authority below which operations should not continue. This information should be automatically</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.S.890 para (e)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to GM1 ADR DSN.S. 890

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

	<p><i>relayed to the air traffic services unit and displayed in a prominent position.</i></p> <p><i>Note.— Guidance on air traffic control interface and visual aids monitoring is included in the Aerodrome Design Manual (Doc 9157), Part 5.</i></p>									
9.1.1	<p>CHAPTER 9. AERODROME OPERATIONAL SERVICES, EQUIPMENT AND INSTALLATIONS</p> <p>9.1 Aerodrome emergency planning</p> <p>General</p> <p><i>Introductory Note.— Aerodrome emergency planning is the process of preparing an aerodrome to cope with an emergency occurring at the aerodrome or in its vicinity. The objective of aerodrome emergency planning is to minimize the effects of an emergency, particularly in respect of saving lives and maintaining aircraft operations. The aerodrome emergency plan sets forth the procedures for coordinating the response of</i></p>	ADR.OPS.B.005 (a) Reg. (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

	<p><i>different aerodrome agencies (or services) and of those agencies in the surrounding community that could be of assistance in responding to the emergency. Guidance material to assist the appropriate authority in establishing aerodrome emergency planning is given in the Airport Services Manual (Doc 9137), Part 7.</i></p> <p>9.1.1 An aerodrome emergency plan shall be established at an aerodrome, commensurate with the aircraft operations and other activities conducted at the aerodrome.</p>									
9.1.2	<p>9.1.2 The aerodrome emergency plan shall provide for the coordination of the actions to be taken in an emergency occurring at an aerodrome or in its vicinity.</p> <p><i>Note 1.— Examples of emergencies are: aircraft emergencies, sabotage including bomb threats, unlawfully seized aircraft, dangerous goods occurrences, building fires, natural disaster and public health emergencies.</i></p> <p><i>Note 2.— Examples of public health emergencies are increased risk of travellers or cargo spreading a serious communicable disease internationally through air transport and severe outbreak of a communicable disease potentially affecting a large proportion of aerodrome staff.</i></p>	ADR.OPS.B.005 (b) Reg. (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
9.1.3	9.1.3 The plan shall coordinate the response or participation of all existing agencies which, in the opinion		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specification has	Subject to review

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
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				Annex Standard or Recommended Practice						

	<p>of the appropriate authority, could be of assistance in responding to an emergency.</p> <p><i>Note 1.— Examples of agencies are:</i></p> <p>— <i>on the aerodrome: air traffic control units, rescue and firefighting services, aerodrome administration, medical and ambulance services, aircraft operators, security services, and police;</i></p> <p>— <i>off the aerodrome: fire departments, police, health authorities (including medical, ambulance, hospital and public health services), military, and harbour patrol or coast guard.</i></p> <p><i>Note 2.— Public health services include planning to minimize adverse effects to the community from health-related events and deal with population health issues rather than provision of health services to individuals.</i></p>								been transposed as Guidance Material GM1 ADR.OPS. B.005 (b) para (a).	by RMT.05 91.
9.1.4	<p>9.1.4 Recommendation.— <i>The plan should provide for cooperation and coordination with the rescue coordination centre, as necessary.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has not been transposed. Subject to review by

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	Annex Standard or Recommended Practice									

										RMT.05 91.
9.1.5	<p>9.1.5 Recommendation.— <i>The aerodrome emergency plan document should include at least the following:</i></p> <p>a) <i>types of emergencies planned for;</i></p> <p>b) <i>agencies involved in the plan;</i></p> <p>c) <i>responsibility and role of each agency, the emergency operations centre and the command post, for each type of emergency;</i></p> <p>d) <i>information on names and telephone numbers of offices or people to be contacted in the case of a particular emergency; and</i></p> <p>e) <i>a grid map of the aerodrome and its immediate vicinity.</i></p>	ADR.OPS.B. 005 (b) Reg (EU) 139/2014 AMC2 ADR.OPS.B. 005 (b)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		More detailed and precise information with regard to points b) and e) of the ICAO specification, is required .
9.1.6	<p>9.1.6 The plan shall observe human factors principles to ensure optimum response by all existing agencies participating in emergency operations.</p> <p><i>Note 1.— Guidance material on human factors principles can be found in the Human Factors Training Manual (Doc 9683).</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specification has been transposed as Guidance Material	Subject to review by RMT.05 91

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
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	<i>Note 2.— General principles and procedures on the training of aerodrome personnel, including training programmes and competence checks, are specified in the PANS-Aerodromes (Doc 9981).</i>								GM2 ADR.OPS. B.005 (a) para (a).	
9.1.7	Emergency operations centre and command post 9.1.7 Recommendation. — A fixed emergency operations centre and a mobile command post should be available for use during an emergency.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidance Material, GM3 ADR.O PS.B.005 (b) para (b) and GM4 ADR.O PS.B.005(b), which additionally allows the possibility for a

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
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				Annex Standard or Recommended Practice						

										mobile comman d post not to be provided . Subject to review by RMT.05 91.
9.1.8	9.1.8 Recommendation. — <i>The emergency operations centre should be a part of the aerodrome facilities and should be responsible for the overall coordination and general direction of the response to an emergency.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specifica tion has been transpos ed as Guidanc e Material GM3 ADR.O PS.B.00 5 (b) para (b). Subject to review by

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
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				Annex Standard or Recommended Practice						

										RMT.05 91.
9.1.9	9.1.9 Recommendation. — <i>The command post should be a facility capable of being moved rapidly to the site of an emergency, when required, and should undertake the local coordination of those agencies responding to the emergency.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specifica- tion has been transpos- ed as Guidanc- e Material GM4 ADR.O PS.B.00 5 (b). Subject to review by RMT.05 91.
9.1.10	9.1.10 Recommendation. — <i>A person should be assigned to assume control of the emergency operations centre and, when appropriate, another person the command post.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specifica- tion has been transpos- ed as Guidanc

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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										e Material GM3 ADR.O PS.B.00 5 (b) para (c). Subject to review by RMT.05 91.
9.1.11	Communication system 9.1.11 Recommendation.— <i>Adequate communication systems linking the command post and the emergency operations centre with each other and with the participating agencies should be provided in accordance with the plan and consistent with the particular requirements of the aerodrome.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specifica tion has been transpos ed as Guidanc e Material GM5 ADR.O PS.B.00 5 (b) para (a), which addition ally

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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										allows the possibili ty for commun ication systems not to be provided . Subject to review by RMT.05 91.
9.1.12	<p><i>Aerodrome emergency exercise</i></p> <p>9.1.12 The plan shall contain procedures for periodic testing of the adequacy of the plan and for reviewing the results in order to improve its effectiveness.</p> <p><i>Note.— The plan includes all participating agencies and associated equipment.</i></p>	ADR.OPS.B.005 (c) Reg. (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
9.1.13	<p>9.1.13 The plan shall be tested by conducting:</p> <p>a) a full-scale aerodrome emergency exercise at intervals not exceeding two years and partial emergency exercises in the intervening year to ensure that any deficiencies found during the full-scale aerodrome emergency exercise have been corrected; or</p>	ADR.OPS.B.005 (c) Reg (EU) 139/2014 AMC1 ADR.OPS.B.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The AMC does not foresee the possibility of modular tests in the	

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	<p>b) a series of modular tests commencing in the first year and concluding in a full-scale aerodrome emergency exercise at intervals not exceeding three years;</p> <p>and reviewed thereafter, or after an actual emergency, so as to correct any deficiency found during such exercises or actual emergency.</p> <p><i>Note 1.— The purpose of a full-scale exercise is to ensure the adequacy of the plan to cope with different types of emergencies. The purpose of a partial exercise is to ensure the adequacy of the response to individual participating agencies and components of the plan, such as the communications system. The purpose of modular tests is to enable concentrated effort on specific components of established emergency plans.</i></p> <p><i>Note 2.— Guidance material on airport emergency planning is available in the Airport Services Manual (Doc 9137), Part 7.</i></p>	005 (c)							first year and a full emergency exercise at intervals not exceeding 3 years.	
9.1.14	<p>Emergencies in difficult environments</p> <p>9.1.14 The plan shall include the ready availability of, and coordination with, appropriate specialist rescue services to be able to respond to emergencies where an aerodrome is located close to water and/or swampy areas and where a significant portion of</p>	ADR.OPS.B.005 (b) Reg (EU) 139/2014 AMC1 ADR.OPS.B.005 (b) para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	approach or departure operations takes place over these areas.	(a)								
9.1.15	<p>9.1.15 Recommendation.— <i>At those aerodromes located close to water and/or swampy areas, or difficult terrain, the aerodrome emergency plan should include the establishment, testing and assessment at regular intervals of a predetermined response for the specialist rescue services.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidance Material GM1 ADR.O PS.B.005 (c). Subject to review by RMT.0591.
9.1.16	<p>9.1.16 Recommendation.— <i>An assessment of the approach and departure areas within 1 000 m of the runway threshold should be carried out to determine the options available for intervention.</i></p> <p><i>Note.</i>— <i>Guidance material on assessing approach and departure areas within 1 000 m of runway</i></p>	ADR.OPS.B.005 (b) Reg (EU) 139/2014 AMC1 ADR.OPS.B.005 (b) para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	<i>thresholds can be found in Chapter 13 of the Airport Services Manual (Doc 9137), Part 1.</i>	(b)								
9.2.1	<p>9.2 Rescue and firefighting</p> <p>General</p> <p><i>Introductory Note.— The principal objective of a rescue and firefighting service is to save lives in the event of an aircraft accident or incident occurring at, or in the immediate vicinity of, an aerodrome. The rescue and firefighting service is provided to create and maintain survivable conditions, to provide egress routes for occupants and to initiate the rescue of those occupants unable to make their escape without direct aid. The rescue may require the use of equipment and personnel other than those assessed primarily for rescue and firefighting purposes.</i></p> <p><i>The most important factors bearing on effective rescue in a survivable aircraft accident are: the training received, the effectiveness of the equipment and the speed with which personnel and equipment designated for rescue and firefighting purposes can be put into use.</i></p> <p><i>Requirements to combat building and fuel farm fires, or to deal with foaming of runways, are not taken into account.</i></p>	ADR.OPS.B.010 (a)(1) Reg. (EU) 139/2014, AMC1 ADR.OPS.B.010(a)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Non-commercial and specialized operations are allowed to operate without any rescue and firefighting services. However, in case that they are available it is foreseen that they respond

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
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	<p>Application</p> <p>9.2.1 Rescue and firefighting equipment and services shall be provided at an aerodrome when serving commercial air transport operations.</p> <p><i>Note.— Public or private organizations, suitably located and equipped, may be designated to provide the rescue and firefighting service. It is intended that the fire station housing these organizations be normally located on the aerodrome, although an off-aerodrome location is not precluded provided the response time can be met.</i></p>									
9.2.2	<p>9.2.2 Where an aerodrome is located close to water/swampy areas, or difficult terrain, and where a significant portion of approach or departure operations takes place over these areas, specialist rescue services and firefighting equipment appropriate to the hazard and risk shall be available.</p> <p><i>Note 1.— Special firefighting equipment need not be provided for water areas; this does not prevent the provision of such equipment if it would be of practical use, such as when the areas concerned include reefs or islands.</i></p> <p><i>Note 2.— The objective is to plan and deploy the necessary life-saving flotation equipment as expeditiously as possible in a number commensurate with the largest aeroplane normally using the aerodrome.</i></p>	ADR.OPS.B.010 (a)(2) Reg (EU) 139/2014 AMC3 ADR.OPS.B.010 (a) (2) para (b)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The AMC does not foresee the provision of specialist fire-fighting equipment appropriate to the hazard and risk.	Subject to review by RMT.0591.

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
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	<i>Note 3.— Additional guidance is available in Chapter 13 of the Airport Services Manual (Doc 9137), Part 1.</i>									
9.2.3	<p>Level of protection to be provided</p> <p>9.2.3 The level of protection provided at an aerodrome for rescue and firefighting shall be appropriate to the aerodrome category determined using the principles in 9.2.5 and 9.2.6, except that, where the number of movements of the aeroplanes in the highest category normally using the aerodrome is less than 700 in the busiest consecutive three months, the level of protection provided shall be not less than one category below the determined category.</p> <p><i>Note.— Either a take-off or a landing constitutes a movement.</i></p>	ADR.OPS.B.010 (a)(2) Reg (EU) 139/2014 AMC2 ADR.OPS.B.010(a)(2) para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The level of protection to be provided may be reduced for all-cargo, mail, ferry, test, positioning and end-of-life aeroplane operations
9.2.4	<p>9.2.4 Recommendation.— <i>The level of protection provided at an aerodrome for rescue and firefighting should be equal to the aerodrome category determined using the principles in 9.2.5 and 9.2.6.</i></p>	ADR.OPS.B.010 (a)(2) Reg (EU) 139/2014 AMC2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The AMC uses the principles

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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		ADR.OPS.B. 010 (a) (2) para (a)								contained in 9.2.5 and 9.2.6 for establish ing the level of protectio n for an aerodro me; however paragrap h (c) of the AMC allows the reductio n of the required level of protectio n.
9.2.5	9.2.5 The aerodrome category shall be determined from Table 9-1 and shall be based on the longest aeroplanes normally using the aerodrome and their fuselage width.	ADR.OPS.B. 010 (a)(2), Reg (EU) 139/2014 AMC2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						Signi ficant Differ ence
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

	<i>Note.— To categorize the aeroplanes using the aerodrome, first evaluate their overall length and second, their fuselage width.</i>	ADR.OPS.B. 010 (a) (2) para (a)(2)								
9.2.6	<p>9.2.6 If, after selecting the category appropriate to the longest aeroplane's overall length, that aeroplane's fuselage width is greater than the maximum width in Table 9-1, column 3, for that category, then the category for that aeroplane shall actually be one category higher.</p> <p><i>Note 1.— See guidance in the Airport Services Manual (Doc 9137), Part 1, for categorizing aerodromes, including those for all-cargo aircraft operations, for rescue and firefighting purposes.</i></p> <p><i>Note 2.— Principles and procedures on training, including training programmes and competence checks, are specified in the PANS-Aerodromes (Doc 9981). Further guidance on the training of personnel, rescue equipment for difficult environments, and other facilities and services for rescue and firefighting is given in Attachment A, Section 17, and in the Airport Services Manual (Doc 9137), Part 1.</i></p>	ADR.OPS.B. 010 (a)(2), Reg (EU) 139/2014 AMC2 ADR.OPS.B. 010 (a) (2) para (a)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
9.2.7	9.2.7 During anticipated periods of reduced activity, the level of protection available shall be no less than that needed for the highest category of aeroplane planned to use the aerodrome during that time irrespective of the number of movements.	ADR.OPS.B. 010 (a)(2) Reg (EU) 139/2014 AMC2 ADR.OPS.B.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

	Table 9-1. Aerodrome category for rescue and firefighting			010 (a) (2) para (b)(1)							
	Aerodrome category (1)	Aeroplane overall length (2)	Maximum fuselage width (3)								
	1	0 m up to but not including 9 m	2 m								
	2	9 m up to but not including 12 m	2 m								
	3	12 m up to but not including 18 m	3 m								
	4	18 m up to but not including 24 m	4 m								
	5	24 m up to but not including 28 m	4 m								
	6	28 m up to but not including 39 m	5 m								
	7	39 m up to but not including 49 m	5 m								
	8	49 m up to but not including 61 m	7 m								
	9	61 m up to but not including 76 m	7 m								
	10	76 m up to but not including 90 m	8 m								
9.2.8	<i>Extinguishing agents</i>			ADR.OPS.B. 010 (a)(2) Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

	<p>9.2.8 Recommendation.— <i>Both principal and complementary agents should normally be provided at an aerodrome.</i></p> <p><i>Note.</i>— <i>Descriptions of the agents may be found in the Airport Services Manual (Doc 9137), Part 1.</i></p>	AMC4 ADR.OPS.B. 010 (a) (2) para (a)								
9.2.9	<p>9.2.9 Recommendation.— <i>The principal extinguishing agent should be:</i></p> <p><i>a) a foam meeting the minimum performance level A; or</i></p> <p><i>b) a foam meeting the minimum performance level B; or</i></p> <p><i>c) a foam meeting the minimum performance level C; or</i></p> <p><i>d) a combination of these agents;</i></p> <p><i>except that the principal extinguishing agent for aerodromes in categories 1 to 3 should preferably meet a performance level B or C foam.</i></p> <p><i>Note.</i>— <i>Information on the required physical properties and fire extinguishing performance criteria needed for a foam to achieve an acceptable performance level A, B or C rating is given in the Airport Services Manual (Doc 9137), Part 1.</i></p>	ADR.OPS.B. 010 (a)(2) Reg (EU) 139/2014 AMC4 ADR.OPS.B. 010 (a) (2) para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

9.2.10	<p>9.2.10 Recommendation.— <i>The complementary extinguishing agent should be a dry chemical powder suitable for extinguishing hydrocarbon fires.</i></p> <p><i>Note 1.— When selecting dry chemical powders for use with foam, care must be exercised to ensure compatibility.</i></p> <p><i>Note 2.— Alternate complementary agents having equivalent firefighting capability may be utilized. Additional information on extinguishing agents is given in the Airport Services Manual (Doc 9137), Part 1.</i></p>	ADR.OPS.B. 010 (a)(2) Reg (EU) 139/2014 AMC4 ADR.OPS.B. 010 (a) (2) para (c)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The use of alternate agent having equivalent firefighting capability is allowed.
9.2.11	<p>9.2.11 The amounts of water for foam production and the complementary agents to be provided on the rescue and firefighting vehicles shall be in accordance with the aerodrome category determined under 9.2.3, 9.2.4, 9.2.5, 9.2.6 and Table 9-2, except that for aerodrome categories 1 and 2 up to 100 per cent of the water may be substituted with complementary agent.</p> <p>For the purpose of agent substitution, 1 kg of complementary agent shall be taken as equivalent to 1.0 L of water for production of a foam meeting performance level A.</p> <p><i>Note 1.— The amounts of water specified for foam production are predicated on an application rate of 8.2 L/min/m² for a foam meeting performance level A, 5.5 L/min/m² for a foam meeting</i></p>	ADR.OPS.B. 010 (a)(2) Reg (EU) 139/2014 AMC4 ADR.OPS.B. 010 (a) (2) para (d)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

	<p>performance level B and 3.75 L/min/m² for a foam meeting performance level C.</p> <p><i>Note 2.— When any other complementary agent is used, the substitution ratios need to be checked.</i></p>													
9.2.12	<p>9.2.12 At aerodromes where operations by aeroplanes larger than the average size in a given category are planned, the quantities of water shall be recalculated and the amount of water for foam production and the discharge rates for foam solution shall be increased accordingly.</p> <p><i>Note.— Guidance on the determination of quantities of water and discharge rates based on the largest overall length of aeroplane in a given category is available in Chapter 2 of the Airport Services Manual (Doc 9137), Part 1.</i></p> <p>Table 9-2. Minimum usable amounts of extinguishing agents</p> <table><tr><td>Foam meeting performance level A</td><td>Foam meeting performance level B</td><td>Foam meeting performance level C</td><td>Complementary agents</td></tr></table>	Foam meeting performance level A	Foam meeting performance level B	Foam meeting performance level C	Complementary agents	<p>ADR.OPS.B. 010 (a)(2) Reg (EU) 139/2014 AMC4 ADR.OPS.B. 010 (a) (2) para (o)</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Foam meeting performance level A	Foam meeting performance level B	Foam meeting performance level C	Complementary agents											

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
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Aerodrome category	Discharge rate foam solution / minute		Discharge rate foam solution / minute		Discharge rate foam solution / minute		Discharge rate foam solution / minute		Dry chemical powder (kg)	Rate (kg/second)
	Water (L)	(L)	Water (L)	(L)	Water (L)	(L)	Water (L)	(L)		
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		
1	3	3	2	2	1	1	4	2.		
	5	5	3	3	6	6	5	5		
	0	0	0	0	0	0	0	0		
2	1	8	6	5	4	3	9	2.		
	0	0	7	5	6	6	0	2		
	0	0	0	0	0	0	0	5		
3	1	1	1	9	8	6	1	2.		
	8	3	2	0	2	3	3	2		
	0	0	0	0	0	0	5	5		
4	0	0	0	0	0	0	0	0		
	3	2	2	1	1	1	1	2.		
	6	6	4	8	7	1	3	2		
5	0	0	0	0	0	0	5	5		
	0	0	0	0	0	0	0	0		
	8	4	5	3	3	2	1	2.		
6	1	5	4	0	9	2	8	2		
	0	0	0	0	0	0	0	5		
	0	0	0	0	0	0	0	0		
7	1	6	7	4	5	2	2	2.		
	1	0	9	0	8	9	2	2		
	8	0	0	0	0	0	5	5		
8	0	0	0	0	0	0	0	0		
	1	7	1	5	8	3	2	2.		
	8	9	2	3	8	8	2	2		
9	2	0	1	0	0	0	5	5		
	0	0	0	0	0	0	0	0		
	0	0	0	0	0	0	0	0		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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8	0	0								
	0	0								
	2	1	1	7	1	5	4	4.		
	7	0	8	2	2	1	5	5		
	3	8	2	0	8	0	0			
	0	0	0	0	0	0				
	0	0	0		0					
	3	1	2	9	1	6	4	4.		
	6	3	4	0	7	3	5	5		
	4	5	3	0	1	0	0			
9	0	0	0	0	0	0				
	0	0	0		0					
	4	1	3	1	2	7	4	4.		
	8	6	2	1	2	9	5	5		
	2	6	3	2	8	0	0			
	0	0	0	0	0	0				
	0	0	0	0	0					
	<i>Note.— The quantities of water shown in columns 2, 4 and 6 are based on the average overall length of aeroplanes in a given category.</i>									
9.2.13	9.2.13 The quantity of foam concentrates separately provided on vehicles for foam production shall be in proportion to the quantity of water provided and the foam concentrate selected.		ADR.OPS.B.010 (a)(2) Reg (EU) 139/2014 AMC4ADR. OPS.B.010(a) (2) para (da)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9.2.14	9.2.14 Recommendation. — <i>The amount of foam concentrate provided on a vehicle should</i>		ADR.OPS.B.010 (a)(2) Reg (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

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	<i>be sufficient to produce at least two loads of foam solution.</i>	139/2014 AMC4 ADR.OPS.B. 010 (a) (2) para (e)								
9.2.15	9.2.15 Recommendation. — <i>Supplementary water supplies, for the expeditious replenishment of rescue and firefighting vehicles at the scene of an aircraft accident, should be provided.</i>	ADR.OPS.B. 010 (a)(2) Reg (EU) 139/2014 AMC4 ADR.OPS.B. 010 (a) (2) para (n)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The wording of the AMC does not ensure that supplementary water supplies are to be provided. Subject to review by RMT.05 91.
9.2.16	9.2.16 Recommendation. — <i>When a combination of different performance level foams are provided at an aerodrome, the total amount of water to be provided for foam production should be calculated for</i>	ADR.OPS.B. 010 (a)(2) Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	<i>each foam type and the distribution of these quantities should be documented for each vehicle and applied to the overall rescue and firefighting requirement.</i>	AMC4 ADR.OPS.B. 010 (a) (2) para (f)								
9.2.17	9.2.17 The discharge rate of the foam solution shall not be less than the rates shown in Table 9-2.	ADR.OPS.B. 010 (a)(2) Reg (EU) 139/2014 AMC4 ADR.OPS.B. 010 (a) (2) para (g)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
9.2.18	9.2.18 The complementary agents shall comply with the appropriate specifications of the International Organization for Standardization (ISO).* ----- * See ISO Publication 7202 (Powder).	ADR.OPS.B. 010 (a)(2) Reg (EU) 139/2014 AMC4 ADR.OPS.B. 010 (a) (2) para (h)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
9.2.19	9.2.19 Recommendation. — <i>The discharge rate of complementary agents should be no less than the values shown in Table 9-2.</i>	ADR.OPS.B. 010 (a)(2) Reg (EU) 139/2014 AMC4 ADR.OPS.B.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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		010 (a) (2) para (i)								
9.2.20	<p>9.2.20 Recommendation.— <i>Dry chemical powders should only be substituted with an agent that has equivalent or better firefighting capabilities for all types of fires where complementary agent is expected to be used.</i></p> <p><i>Note.</i>— <i>Guidance on the use of complementary agents can be found in the Airport Services Manual (Doc 9137), Part 1.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has not been transposed. Subject to review by RMT.05 91.
9.2.21	<p>9.2.21 Recommendation.— <i>A reserve supply of foam concentrate, equivalent to 200 per cent of the quantities identified in Table 9-2, should be maintained on the aerodrome for vehicle replenishment purposes.</i></p> <p><i>Note.</i>— <i>Foam concentrate carried on fire vehicles in excess of the quantity identified in Table 9-2 can contribute to the reserve.</i></p>	ADR.OPS.B. 010 (a)(2) Reg (EU) 139/2014 AMC4 ADR.OPS.B. 010 (a) (2) para (j)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
9.2.22	<p>9.2.22 Recommendation.— <i>A reserve supply of complementary agent, equivalent to 100 per cent of the quantity identified in Table 9-2, should be maintained on the aerodrome for vehicle replenishment</i></p>	ADR.OPS.B. 010 (a)(2), Reg (EU) 139/2014	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Complementary agents carried

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	<i>purposes. Sufficient propellant gas should be included to utilize this reserve complementary agent.</i>	AMC4 ADR.OPS.B. 010 (a) (2) para (k)								on fire vehicles in excess of the required quantities may also contribute to the reserve.
9.2.23	9.2.23 Recommendation.— <i>Category 1 and 2 aerodromes that have replaced up to 100 per cent of the water with complementary agent should hold a reserve supply of complementary agent of 200 per cent.</i>	ADR.OPS.B. 010 (a)(2) Reg (EU) 139/2014 AMC4 ADR.OPS.B. 010 (a) (2) para (l)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
9.2.24	9.2.24 Recommendation.— <i>Where a major delay in the replenishment of the supplies is anticipated, the amount of reserve supply in 9.2.21, 9.2.22 and 9.2.23 should be increased as determined by a risk assessment.</i> <i>Note.— See the Airport Services Manual (Doc 9137), Part 1 for guidance on the conduct</i>	ADR.OPS.B. 010 (a)(2) Reg (EU) 139/2014 AMC4 ADR.OPS.B. 010 (a) (2) para	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	<i>of a risk analysis to determine the quantities of reserve extinguishing agents.</i>	(m)								
9.2.25	Rescue equipment 9.2.25 Recommendation. — <i>Rescue equipment commensurate with the level of aircraft operations should be provided on the rescue and firefighting vehicle(s).</i> <i>Note.— Guidance on the rescue equipment to be provided at an aerodrome is given in the Airport Services Manual (Doc 9137), Part 1.</i>	ADR.OPS.B. 010 (a)(2) Reg (EU) 139/2014 AMC3 ADR.OPS.B. 010 (a) (2) para (a)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
9.2.26	Response time 9.2.26 The operational objective of the rescue and firefighting service shall be to achieve a response time not exceeding three minutes to any point of each operational runway, in optimum visibility and surface conditions.	ADR.OPS.B. 010 (a)(2) Reg (EU) 139/2014 AMC5 ADR.OPS.B. 010 (a) (2) para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
9.2.27	9.2.27 Recommendation. — <i>The operational objective of the rescue and firefighting service should be to achieve a response time not exceeding two minutes to any point of each operational runway, in optimum visibility and surface conditions.</i>	ADR.OPS.B. 010 (a)(2) Reg (EU) 139/2014 AMC5 ADR.OPS.B. 010 (a) (2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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		para (a)								
9.2.28	<p>9.2.28 Recommendation.— <i>The operational objective of the rescue and firefighting service should be to achieve a response time not exceeding three minutes to any other part of the movement area, in optimum visibility and surface conditions.</i></p> <p><i>Note 1.— Response time is considered to be the time between the initial call to the rescue and firefighting service, and the time when the first responding vehicle(s) is (are) in position to apply foam at a rate of at least 50 per cent of the discharge rate specified in Table 9-2.</i></p> <p><i>Note 2.— Optimum visibility and surface conditions are defined as daytime, good visibility, no precipitation with normal response route free of surface contamination, e.g. water, ice or snow.</i></p>	<p>ADR.OPS.B. 010 (a)(2) Reg (EU) 139/2014 AMC5 ADR.OPS.B. 010 (a) (2) para (b)</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<p>The AMC does not include a certain response time to be achieved . In addition, the notes regarding the response time have not been fully transposed. Subject to review RMT.05 91.</p>

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
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9.2.29	<p>9.2.29 Recommendation.— <i>To meet the operational objective as nearly as possible in less than optimum conditions of visibility, especially during low visibility operations, suitable guidance, equipment and/or procedures for rescue and firefighting services should be provided.</i></p> <p><i>Note.</i>— <i>Additional guidance is available in the Airport Services Manual (Doc 9137), Part 1.</i></p>	ADR.OPS.B. 010 (a)(2) Reg (EU) 139/2014 AMC5 ADR.OPS.B. 010 (a) (2) para (d)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
9.2.30	<p>9.2.30 Any vehicles, other than the first responding vehicle(s), required to deliver the amounts of extinguishing agents specified in Table 9-2 shall ensure continuous agent application and shall arrive no more than four minutes from the initial call.</p>	ADR.OPS.B. 010 (a)(2) Reg (EU) 139/2014 AMC5 ADR.OPS.B. 010 (a) (2) para (c)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The AMC foresees the arrival of vehicles, other from the 1st responding vehicle, by taking into account the time that this 1st vehicle should respond	
9.2.31	<p>9.2.31 Recommendation.— <i>Any vehicles, other than the first responding vehicles(s), required to deliver the amounts of extinguishing agents specified in Table 9-2 should ensure continuous agent application</i></p>	ADR.OPS.B. 010 (a)(2) Reg (EU) 139/2014	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The AMC foresees the

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

	<i>and should arrive no more than three minutes from the initial call.</i>	AMC5 ADR.OPS.B. 010 (a) (2) para (c)								arrival of vehicles, other from the 1st respon ding vehicle, by taking into account the time that this 1st vehicle should respond.
9.2.32	9.2.32 Recommendation. — A system of preventive maintenance of rescue and firefighting vehicles should be employed to ensure effectiveness of the equipment and compliance with the specified response time throughout the life of the vehicle.	ADR.OPS.C. 007 (a)(1) Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The system of preventi ve mainten ance includes also human

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				Level of implementation of SARPs			Signi ficant Differ ence			
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				Annex Standard or Recommended Practice						

										factors principle s
9.2.33	<p>Emergency access roads</p> <p>9.2.33 Recommendation.— <i>Emergency access roads should be provided on an aerodrome where terrain conditions permit their construction, so as to facilitate achieving minimum response times. Particular attention should be given to the provision of ready access to approach areas up to 1 000 m from the threshold, or at least within the aerodrome boundary. Where a fence is provided, the need for convenient access to outside areas should be taken into account.</i></p> <p><i>Note.</i>— Aerodrome service roads may serve as emergency access roads when they are suitably located and constructed.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidance Material GM1 ADR-DSN.T. 900 para (c),(d),(e),(f),(g). Subject to review by RMT.05 91.
9.2.34	<p>9.2.34 Recommendation.— <i>Emergency access roads should be capable of supporting the heaviest vehicles which will use them, and be usable in all weather conditions. Roads within 90 m of a runway should be surfaced to prevent surface erosion and the</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transpos

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	<i>transfer of debris to the runway. Sufficient vertical clearance should be provided from overhead obstructions for the largest vehicles.</i>									ed as Guidanc e Material GM1 ADR- DSN.T. 900 para (g). Subject to review RMT.05 91.
9.2.35	9.2.35 Recommendation. — <i>When the surface of the road is indistinguishable from the surrounding area, or in areas where snow may obscure the location of the roads, edge markers should be placed at intervals of about 10 m.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specifica tion has been transpos ed as Guidanc e Material GM1 ADR DSN.T. 900 para (h). Subject to

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

										review by RMT.05 91.
9.2.36	Fire stations 9.2.36 Recommendation. — <i>All rescue and firefighting vehicles should normally be housed in a fire station. Satellite fire stations should be provided whenever the response time cannot be achieved from a single fire station.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.T.905 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
9.2.37	9.2.37 Recommendation. — <i>The fire station should be located so that the access for rescue and firefighting vehicles into the runway area is direct and clear, requiring a minimum number of turns.</i>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.T.905 para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
9.2.38	Communication and alerting systems 9.2.38 Recommendation. — <i>A discrete communication system should be provided linking a fire station with the control tower, any other fire station on the aerodrome and the rescue and firefighting vehicles.</i>	ADR.OPS.B. 010 (a)(2) Reg (EU) 139/2014 AMC1 ADR.OPS.B. 010 (a) (2) para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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9.2.39	<p>9.2.39 Recommendation.— <i>An alerting system for rescue and firefighting personnel, capable of being operated from that station, should be provided at a fire station, any other fire station on the aerodrome and the aerodrome control tower.</i></p>	ADR.OPS.B. 010 (a)(2) Reg (EU) 139/2014 AMC1 ADR.OPS.B. 010 (a) (2) para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>																								
9.2.40	<p>Number of rescue and firefighting vehicles</p> <p>9.2.40 Recommendation.— <i>The minimum number of rescue and firefighting vehicles provided at an aerodrome should be in accordance with the following tabulation:</i></p> <table><tr><td>Aerodrome category</td><td>Rescue and firefighting vehicles</td></tr><tr><td>1</td><td>1</td></tr><tr><td>2</td><td>1</td></tr><tr><td>3</td><td>1</td></tr><tr><td>4</td><td>1</td></tr><tr><td>5</td><td>1</td></tr><tr><td>6</td><td>2</td></tr><tr><td>7</td><td>2</td></tr><tr><td>8</td><td>3</td></tr><tr><td>9</td><td>3</td></tr><tr><td>10</td><td>3</td></tr></table> <p><i>Note.</i>— <i>Guidance on minimum characteristics of rescue and firefighting vehicles is given in the Airport Services Manual (Doc 9137), Part 1.</i></p>	Aerodrome category	Rescue and firefighting vehicles	1	1	2	1	3	1	4	1	5	1	6	2	7	2	8	3	9	3	10	3	ADR.OPS.B. 010 (a)(2) Reg (EU) 139/2014 AMC3 ADR.OPS.B. 010 (a) (2) para (a)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Aerodrome category	Rescue and firefighting vehicles																															
1	1																															
2	1																															
3	1																															
4	1																															
5	1																															
6	2																															
7	2																															
8	3																															
9	3																															
10	3																															

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
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9.2.41	<p>Personnel</p> <p>9.2.41 All rescue and firefighting personnel shall be properly trained to perform their duties in an efficient manner and shall participate in live fire drills commensurate with the types of aircraft and type of rescue and firefighting equipment in use at the aerodrome, including pressure-fed fuel fires.</p> <p><i>Note 1.— Guidance to assist the appropriate authority in providing proper training is given in Attachment A, Section 17, and the Airport Services Manual (Doc 9137), Part 1.</i></p> <p><i>Note 2.— Fires associated with fuel discharged under very high pressure from a ruptured fuel tank are known as “pressure-fed fuel fires”.</i></p>	ADR.OPS.B. 010, (a)(3), (b), (c), (d) Reg. (EU) 139/2014. AMC2 ADR.OPS.B. 010 (d) para (a)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Pressure fed-fuel fires may be substituted with other type of fuel, provided that they apply the same extinguishing techniques as for jet fuel.	
9.2.42	<p>9.2.42 The rescue and firefighting personnel training programme shall include training in human performance, including team coordination.</p> <p><i>Note.— Guidance material to design training programmes on human performance and team coordination can be found in the Human Factors Training Manual (Doc 9683).</i></p>	ADR.OPS.B. 010 (d) Reg (EU) 139/2014 AMC2 ADR.OPS.B. 010 (d) para (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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9.2.43	<p>9.2.43 Recommendation.— <i>During flight operations, sufficient trained and competent personnel should be designated to be readily available to ride the rescue and firefighting vehicles and to operate the equipment at maximum capacity. These personnel should be deployed in a way that ensures that minimum response times can be achieved and that continuous agent application at the appropriate rate can be fully maintained. Consideration should also be given for personnel to use hand lines, ladders and other rescue and firefighting equipment normally associated with aircraft rescue and firefighting operations.</i></p>	<p>ADR.OPS.B. 010 (a)(2) Reg (EU) 139/2014 AMC6 ADR.OPS.B. 010 (a) (2) para (a), (b)</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Personnel should also be available until at least 15 minutes after the departure of the last flight
9.2.44	<p>9.2.44 Recommendation.— <i>In determining the minimum number of rescue and firefighting personnel required, a task resource analysis should be completed and the level of staffing documented in the Aerodrome Manual.</i></p> <p><i>Note.— Guidance on the use of a task resource analysis can be found in the Airport Services Manual (Doc 9137), Part 1.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidance Material GM2 ADR.OPS.B.010 (a) (2). Subject to be reviewed by RMT.05

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
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										91.
9.2.45	9.2.45 All responding rescue and firefighting personnel shall be provided with protective clothing and respiratory equipment to enable them to perform their duties in an effective manner.	ADR.OPS.B. 010(a)(2) Reg (EU) 139/2014 AMC6 ADR.OPS.B. 010 (a) (2) para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
9.3.1	<p>9.3 Disabled aircraft removal</p> <p><i>Note.— Guidance on removal of a disabled aircraft, including recovery equipment, is given in the Airport Services Manual (Doc 9137), Part 5. See also Annex 13 — Aircraft Accident and Incident Investigation concerning protection of evidence, custody and removal of aircraft.</i></p> <p>9.3.1 Recommendation.— A plan for the removal of an aircraft disabled on, or adjacent to, the movement area should be established for an aerodrome, and a coordinator designated to implement the plan, when necessary.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidance Material GM5 ADR.OPS.B.005 (a) para (a). Subject to review by RMT.05

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
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										91.
9.3.2	<p>9.3.2 Recommendation.— <i>The disabled aircraft removal plan should be based on the characteristics of the aircraft that may normally be expected to operate at the aerodrome, and include among other things:</i></p> <p>a) <i>a list of equipment and personnel on, or in the vicinity of, the aerodrome which would be available for such purpose; and</i></p> <p>b) <i>arrangements for the rapid receipt of aircraft recovery equipment kits available from other aerodromes.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidance Material GM5 ADR.OPS.B.005 (a) para (b). Subject to review RMT.05 91.
9.4.1	<p>9.4 Wildlife strike hazard reduction</p> <p><i>Note.— The presence of wildlife (birds and other animals) on, or in the vicinity of an aerodrome poses a serious threat to aircraft operational safety.</i></p> <p>9.4.1 The wildlife strike hazard on, or in the vicinity of, an aerodrome shall be assessed through:</p>	Art.10 1 Reg. (EU) 139/2014. ADR.OPS.B.020 Reg. (EU) 139/2014. AMC1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	<p>a) the establishment of a national procedure for recording and reporting wildlife strikes to aircraft;</p> <p>b) the collection of information from aircraft operators, aerodrome personnel and other sources on the presence of wildlife on or around the aerodrome constituting a potential hazard to aircraft operations; and</p> <p>c) an ongoing evaluation of the wildlife hazard by competent personnel.</p> <p><i>Note.— See Annex 15, Chapter 5.</i></p>	ADR.OPS.B. 020 para (a), (b), (c)								
9.4.2	<p>9.4.2 Wildlife strike reports shall be collected and forwarded to ICAO for inclusion in the ICAO Bird Strike Information System (IBIS) database.</p> <p><i>Note.— The IBIS is designed to collect and disseminate information on wildlife strikes to aircraft. Information on the system is included in the Manual on the ICAO Bird Strike Information System (IBIS) (Doc 9332) (forthcoming).</i></p>	Art. 10 2 Reg. (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
9.4.3	<p>9.4.3 Action shall be taken to decrease the risk to aircraft operations by adopting measures to minimize the likelihood of collisions between wildlife and aircraft.</p> <p><i>Note.— Procedures on the management of wildlife hazards on and in the vicinity of an aerodrome, including the establishment of a wildlife hazard</i></p>	ADR.OPS.B. 020 (b) Reg. (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	<i>management programme (WHMP), wildlife risk assessment, land-use management and personnel training, are specified in the PANS-Aerodromes (Doc 9981), Part II, Chapters 1 and 6. Further guidance is given in the Airport Services Manual (Doc 9137), Part 3.</i>									
9.4.4	9.4.4 The appropriate authority shall take action to eliminate or to prevent the establishment of garbage disposal dumps or any other source which may attract wildlife to the aerodrome, or its vicinity, unless an appropriate wildlife assessment indicates that they are unlikely to create conditions conducive to a wildlife hazard problem. Where the elimination of existing sites is not possible, the appropriate authority shall ensure that any risk to aircraft posed by these sites is assessed and reduced to as low as reasonably practicable.	Annex VII Part 3, 3.2 (e) Reg. (EU) 2018/1139	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specification has not been fully transposed.	Subject to review by RMT.05 91.
9.4.5	9.4.5 Recommendation. — <i>States should give due consideration to aviation safety concerns related to land developments in the vicinity of the aerodrome that may attract wildlife.</i>	Annex VII Part 3, Reg. (EU) 2018/1139. Art. 9 Reg. (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
9.5.1	9.5 Apron management service 9.5.1 Recommendation. — <i>When warranted by the volume of traffic and operating conditions, an appropriate apron management service should be provided on an apron by an aerodrome ATS unit, by</i>	ADR.OPS.D. 001 (a)(1);(2);(3) Reg (EU) 139/2014	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Under apron management service are also included

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	<p><i>another aerodrome operating authority, or by a cooperative combination of these, in order to:</i></p> <p><i>a) regulate movement with the objective of preventing collisions between aircraft, and between aircraft and obstacles;</i></p> <p><i>b) regulate entry of aircraft into, and coordinate exit of aircraft from, the apron with the aerodrome control tower; and</i></p> <p><i>c) ensure safe and expeditious movement of vehicles and appropriate regulation of other activities.</i></p>									<p>aircraft stand allocation, marshalling service, aircraft parking procedure and departure from the stand, aircraft refuelling, jet blast precautions and engine test and start up clearances and taxi instructions. It will apply as of 20</p>
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	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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				Level of implementation of SARPs						
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										March 2022.
9.5.2	<p>9.5.2 Recommendation.— <i>When the aerodrome control tower does not participate in the apron management service, procedures should be established to facilitate the orderly transition of aircraft between the apron management unit and the aerodrome control tower.</i></p> <p><i>Note.</i>— <i>Procedures on apron safety are specified in the PANS-Aerodromes (Doc 9981). Guidance on an apron management service is given in the Airport Services Manual (Doc 9137), Part 8, and in the Manual of Surface Movement Guidance and Control Systems (SMGCS) (Doc 9476).</i></p>	ADR.OPS.D. 010 (a) Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		It will apply as of 20 March 2022.
9.5.3	<p>9.5.3 An apron management service shall be provided with radiotelephony communications facilities.</p>	ADR.OPS.D. 010 (a)(2) Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
9.5.4	<p>9.5.4 Where low visibility procedures are in effect, persons and vehicles operating on an apron shall be restricted to the essential minimum.</p> <p><i>Note.</i>— <i>Guidance on related special procedures is given in the Manual of Surface Movement Guidance and Control Systems (SMGCS) (Doc 9476).</i></p>	ADR.OPS.B. 045 Reg (EU) 139/2014 AMC1 ADR.OPS.B. 045 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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9.5.5	9.5.5 An emergency vehicle responding to an emergency shall be given priority over all other surface movement traffic.	ADR.OPS.B. 027 (b)(1) Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
9.5.6	9.5.6 A vehicle operating on an apron shall: a) give way to an emergency vehicle; an aircraft taxiing, about to taxi, or being pushed or towed; and b) give way to other vehicles in accordance with local regulations.	ADR.OPS.B. 027 para (g)(4);(5) Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
9.5.7	9.5.7 An aircraft stand shall be visually monitored to ensure that the recommended clearance distances are provided to an aircraft using the stand. <i>Note.— Procedures on the training of operational personnel, and on apron safety and operations, are specified in the PANS-Aerodromes (Doc 9981), Part II, Chapters 1 and 7.</i>	ADR.OPS.D. 035 (a) Reg (EU) 139/2014 AMC1 ADR.OPS.D. 035(a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		It will apply as of 20 March 2022.
9.6.1	9.6 Ground servicing of aircraft 9.6.1 Fire extinguishing equipment suitable for at least initial intervention in the event of a fuel fire and personnel trained in its use shall be readily available	ADR.OPS.D. 060 (b)(7) ADR.OPS.D. 050 (a) Reg (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		It will apply as of 20 March

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
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	Annex Standard or Recommended Practice									

	during the ground servicing of an aircraft, and there shall be a means of quickly summoning the rescue and firefighting service in the event of a fire or major fuel spill.	139/2014 AMC1 ADR.OPS.D. 050(a)(2)								2022.
9.6.2	<p>9.6.2 When aircraft refuelling operations take place while passengers are embarking, on board or disembarking, ground equipment shall be positioned so as to allow:</p> <p>a) the use of a sufficient number of exits for expeditious evacuation; and</p> <p>b) a ready escape route from each of the exits to be used in an emergency.</p>	ADR.OPS.D. 060 (b)(3)(6) Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		.
9.7.1	<p>9.7 Aerodrome vehicle operations</p> <p><i>Note 1.— Procedures on the establishment of an airside driver permit scheme and vehicle/equipment safety requirements, including detailed personnel training, are specified in the PANS-Aerodromes (Doc 9981), Part II, Chapter 9.</i></p> <p><i>Note 2.— Guidance on aerodrome vehicle operations is contained in Attachment A, Section 18, and on traffic rules and regulations for vehicles in the Manual of Surface Movement Guidance and Control Systems (SMGCS) (Doc 9476).</i></p>	ADR.OPS.B. 027 (a)(1) and (g)(1) Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
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	<p><i>Note 3.— It is intended that roads located on the movement area be restricted to the exclusive use of aerodrome personnel and other authorized persons, and that access to the public buildings by an unauthorized person will not require use of such roads.</i></p> <p>9.7.1 A vehicle shall be operated:</p> <p>a) on a manoeuvring area only as authorized by the aerodrome control tower; and</p> <p>b) on an apron only as authorized by the appropriate designated authority.</p>									
9.7.2	<p>9.7.2 The driver of a vehicle on the movement area shall comply with all mandatory instructions conveyed by markings and signs unless otherwise authorized by:</p> <p>a) the aerodrome control tower when on the manoeuvring area; or</p> <p>b) the appropriate designated authority when on the apron.</p>	ADR.OPS.B.027 (a)(2) and (g)(2) Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
9.7.3	<p>9.7.3 The driver of a vehicle on the movement area shall comply with all mandatory instructions conveyed by lights.</p>	ADR.OPS.B.027 (a)(3) and (g)(3) Reg (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
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				Annex Standard or Recommended Practice						

		139/2014								
9.7.4	<p>9.7.4 The driver of a vehicle on the movement area shall be appropriately trained for the tasks to be performed and shall comply with the instructions issued by:</p> <p>a) the aerodrome control tower, when on the manoeuvring area; and</p> <p>b) the appropriate designated authority, when on the apron.</p>	<p>ADR.OPS.B. 024 (a)(1) and (a)(3)</p> <p>ADR.OPS.B. 027 (a)(1) and (g)(1)</p> <p>Reg (EU) 139/2014</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
9.7.5	<p>9.7.5 The driver of a radio-equipped vehicle shall establish satisfactory two-way radio communication with the aerodrome control tower before entering the manoeuvring area and with the appropriate designated authority before entering the apron. The driver shall maintain a continuous listening watch on the assigned frequency when on the movement area.</p>	<p>ADR.OPS.B. 027 (c)(1) and (f)</p> <p>Reg (EU) 139/2014</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
9.8.1	<p>9.8 Surface movement guidance and control systems</p> <p>Application</p> <p>9.8.1 A surface movement guidance and control system (SMGCS) shall be provided at an aerodrome.</p>	<p>ADR.OPS.B. 030 Reg. (EU) 139/2014</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
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	Annex Standard or Recommended Practice									

	<i>Note.— Guidance on surface movement guidance and control systems is contained in the Manual of Surface Movement Guidance and Control Systems (SMGCS) (Doc 9476).</i>									
9.8.2	Characteristics 9.8.2 Recommendation.— <i>The design of an SMGCS should take into account:</i> a) <i>the density of air traffic;</i> b) <i>the visibility conditions under which operations are intended;</i> c) <i>the need for pilot orientation;</i> d) <i>the complexity of the aerodrome layout; and</i> e) <i>movements of vehicles.</i>	ADR.OPS.B. 030 (a) AMC1 ADR.OPS.B. 030 para (a) Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
9.8.3	9.8.3 Recommendation.— <i>The visual aid components of an SMGCS, i.e. markings, lights and signs, should be designed to conform with the relevant specifications in 5.2, 5.3 and 5.4, respectively.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specification has not been transposed.	Subject to review by RMT.05 91; Runway Safety.

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									

9.8.4	<p>9.8.4 Recommendation.— <i>An SMGCS should be designed to assist in the prevention of inadvertent incursions of aircraft and vehicles onto an active runway.</i></p>	<p>ADR.OPS.B. 030 (a) Reg (EU) 139/2014 AMC1 ADR.OPS.B. 030 para (b)</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
9.8.5	<p>9.8.5 Recommendation.— <i>The system should be designed to assist in the prevention of collisions between aircraft, and between aircraft and vehicles or objects, on any part of the movement area.</i></p> <p><i>Note.</i>— <i>Guidance on control of stop bars through induction loops and on a visual taxiing guidance and control system is contained in the Aerodrome Design Manual (Doc 9157), Part 4.</i></p>	<p>ADR.OPS.B. 030 (a) Reg (EU) 139/2014 AMC1 ADR.OPS.B. 030 para (c)</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
9.8.6	<p>9.8.6 Where an SMGCS is provided by selective switching of stop bars and taxiway centre line lights, the following requirements shall be met:</p> <p>a) taxiway routes which are indicated by illuminated taxiway centre line lights shall be capable of being terminated by an illuminated stop bar;</p> <p>b) the control circuits shall be so arranged that when a stop bar located ahead of an aircraft is</p>	<p>ADR.OPS.B. 030 (a) Reg (EU) 139/2014 AMC1 ADR.OPS.B. 030 para (d)</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
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	<p>illuminated, the appropriate section of taxiway centre line lights beyond it is suppressed; and</p> <p>c) the taxiway centre line lights are activated ahead of an aircraft when the stop bar is suppressed.</p> <p><i>Note 1.— See Sections 5.3.17 and 5.3.20 for specifications on taxiway centre line lights and stop bars, respectively.</i></p> <p><i>Note 2.— Guidance on installation of stop bars and taxiway centre line lights in SMGCSs is given in the Aerodrome Design Manual (Doc 9157), Part 4.</i></p>									
9.8.7	<p>9.8.7 Recommendation.— <i>Surface movement radar for the manoeuvring area should be provided at an aerodrome intended for use in runway visual range conditions less than a value of 350 m.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidance Material GM1 ADR.O PS.B.030 para (b). Subject to

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Significant Difference			
				Level of implementation of SARPs						
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				Annex Standard or Recommended Practice						

										review by RMT.0379 AWO.
9.8.8	<p>9.8.8 Recommendation.— <i>Surface movement radar for the manoeuvring area should be provided at an aerodrome other than that in 9.8.7 when traffic density and operating conditions are such that regularity of traffic flow cannot be maintained by alternative procedures and facilities.</i></p> <p><i>Note.— Guidance on the use of surface movement radar is given in the Manual of Surface Movement Guidance and Control Systems (SMGCS) (Doc 9476) and in the Air Traffic Services Planning Manual (Doc 9426).</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidance Material GM1 ADR.O PS.B.030 para (c). Subject to review by RMT.0379 AWO.
9.9.1	9.9 Siting of equipment and installations on operational areas	Article 34(5) Reg (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
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				Annex Standard or Recommended Practice						

	<p><i>Note 1.— Requirements for obstacle limitation surfaces are specified in 4.2.</i></p> <p><i>Note 2.— The design of light fixtures and their supporting structures, light units of visual approach slope indicators, signs, and markers, is specified in 5.3.1, 5.3.5, 5.4.1 and 5.5.1, respectively. Guidance on the frangible design of visual and non-visual aids for navigation is given in the Aerodrome Design Manual (Doc 9157), Part 6.</i></p> <p>9.9.1 Unless its function requires it to be there for air navigation or for aircraft safety purposes, no equipment or installation shall be:</p> <p>a) on a runway strip, a runway end safety area, a taxiway strip or within the distances specified in Table 3-1, column 11, if it would endanger an aircraft; or</p> <p>b) on a clearway if it would endanger an aircraft in the air.</p>	2018/1139 CS ADR- DSN.T.915 para (b)								
9.9.2	<p>9.9.2 Any equipment or installation required for air navigation or for aircraft safety purposes which must be located:</p> <p>a) on that portion of a runway strip within:</p> <p>1) 75 m of the runway centre line where the code number is 3 or 4; or</p>	Article 34(5) Reg (EU) 139/2014 CS ADR- DSN.T.915 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Significant Difference			
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				Annex Standard or Recommended Practice						

	<p>2) 45 m of the runway centre line where the code number is 1 or 2; or</p> <p>b) on a runway end safety area, a taxiway strip or within the distances specified in Table 3-1; or</p> <p>c) on a clearway and which would endanger an aircraft in the air;</p> <p>shall be frangible and mounted as low as possible.</p>									
9.9.3	<p>9.9.3 Recommendation.— Any equipment or installation required for air navigation or for aircraft safety purposes which must be located on the non-graded portion of a runway strip should be regarded as an obstacle and should be frangible and mounted as low as possible.</p> <p><i>Note.</i>— Guidance on the siting of navigation aids is contained in the Aerodrome Design Manual (Doc 9157), Part 6.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.T.915 para (g)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
9.9.4	<p>9.9.4 Unless its function requires it to be there for air navigation or for aircraft safety purposes, no equipment or installation shall be located within 240 m from the end of the strip and within:</p> <p>a) 60 m of the extended centre line where the code number is 3 or 4; or</p> <p>b) 45 m of the extended centre line where the code number is 1 or 2;</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.T.915 para (d)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	In addition to the cases foreseen in the relevant specification, the CS allows the presence of	Subject to review by RMT.05 91.

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
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	Annex Standard or Recommended Practice									

	of a precision approach runway category I, II or III.								equipment/ installations also after a safety assessment regarding safety and regularity.	
9.9.5	<p>9.9.5 Any equipment or installation required for air navigation or for aircraft safety purposes which must be located on or near a strip of a precision approach runway category I, II or III and which:</p> <p>a) is situated within 240 m from the end of the strip and within:</p> <p>1) 60 m of the extended runway centre line where the code number is 3 or 4; or</p> <p>2) 45 m of the extended runway centre line where the code number is 1 or 2; or</p> <p>b) penetrates the inner approach surface, the inner transitional surface or the balked landing surface;</p> <p>shall be frangible and mounted as low as possible.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR-DSN.T.915 para (e)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
9.9.6	<p>9.9.6 Recommendation.— Any equipment or installation required for air navigation or</p>	Article 34(5) Reg (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

	<i>for aircraft safety purposes which is an obstacle of operational significance in accordance with 4.2.4, 4.2.11, 4.2.20 or 4.2.27 should be frangible and mounted as low as possible.</i>	2018/1139 CS ADR- DSN.T.915 para (f)								
9.10.1	<p>9.10 Fencing</p> <p><i>Application</i></p> <p>9.10.1 A fence or other suitable barrier shall be provided on an aerodrome to prevent the entrance to the movement area of animals large enough to be a hazard to aircraft.</p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.T.920 para (c)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
9.10.2	<p>9.10.2 A fence or other suitable barrier shall be provided on an aerodrome to deter the inadvertent or premeditated access of an unauthorized person onto a non-public area of the aerodrome.</p> <p><i>Note 1.— This is intended to include the barring of sewers, ducts, tunnels, etc., where necessary to prevent access.</i></p> <p><i>Note 2.— Special measures may be required to prevent the access of an unauthorized person to runways or taxiways which overpass public roads.</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.T.920 para (c)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
9.10.3	9.10.3 Suitable means of protection shall be provided to deter the inadvertent or premeditated access of unauthorized persons into ground installations and	Article 34(5) Reg (EU) 2018/1139	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
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	facilities essential for the safety of civil aviation located off the aerodrome.	CS ADR- DSN.T.920 para (d)								
9.10.4	Location 9.10.4 The fence or barrier shall be located so as to separate the movement area and other facilities or zones on the aerodrome vital to the safe operation of aircraft from areas open to public access.	Article 34 (5) Reg (EU) 2018/1139 CS ADR- DSN.T.920 (a) (b)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The CS defines the distance with relation to runway and taxiway centreline, as opposed to the movement area and other facilities of the aerodrome.	Subject to review by RMT.05 91.
9.10.5	9.10.5 Recommendation. — <i>When greater security is thought necessary, a cleared area should be provided on both sides of the fence or barrier to facilitate the work of patrols and to make trespassing more difficult. Consideration should be given to the provision of a perimeter road inside the aerodrome fencing for the use of both maintenance personnel and security patrols.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specification has been transposed as Guidance

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
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				Annex Standard or Recommended Practice						

										Material GM1 ADR- DSN.T. 900 para (b)(7)(8) (10). Subject to review by RMT.05 91.
9.11.1	9.11 Security lighting Recommendation. — <i>At an aerodrome where it is deemed desirable for security reasons, a fence or other barrier provided for the protection of international civil aviation and its facilities should be illuminated at a minimum essential level. Consideration should be given to locating lights so that the ground area on both sides of the fence or barrier, particularly at access points, is illuminated.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specifica tion has not been transpos ed. Subject to review by RMT.05 91.
9.12.1	9.12 Autonomous runway incursion warning system	Article 34(5) Reg (EU) 2018/1139	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
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	<p><i>Note 1.— The inclusion of detailed specifications for an autonomous runway incursion warning system (ARIWS) in this section is not intended to imply that an ARIWS has to be provided at an aerodrome.</i></p> <p><i>Note 2.— The implementation of an ARIWS is a complex issue deserving careful consideration by aerodrome operators, air traffic services and States, and in coordination with the aircraft operators.</i></p> <p><i>Note 3.— Attachment A, Section 20, provides a description of an ARIWS and information on its use.</i></p> <p>Characteristics</p> <p>9.12.1 Where an ARIWS is installed at an aerodrome:</p> <p>a) it shall provide autonomous detection of a potential incursion or of the occupancy of an active runway and a direct warning to a flight crew or vehicle operator;</p> <p>b) it shall function and be controlled independently of any other visual system on the aerodrome;</p> <p>c) its visual aid components, i.e. lights, shall be designed to conform with the relevant specifications in 5.3; and</p>	CS ADR-DSN.T.921 para (b)								

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						Signi ficant Differ ence
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	Annex Standard or Recommended Practice									

	<p>d) failure of part or all of it shall not interfere with normal aerodrome operations. To this end, provision shall be made to allow the ATC unit to partially or entirely shut down the system.</p> <p><i>Note 1.— An ARIWS may be installed in conjunction with enhanced taxiway centre line markings, stop bars or runway guard lights.</i></p> <p><i>Note 2.— It is intended that the system(s) be operational under all weather conditions, including low visibility.</i></p> <p><i>Note 3.— An ARIWS may share common sensory components of an SMGCS or A-SMGCS, however, it operates independently of either system.</i></p>									
9.12.2	<p>9.12.2 Where an ARIWS is installed at an aerodrome, information on its characteristics and status shall be provided to the appropriate aeronautical information services for promulgation in the AIP with the description of the aerodrome surface movement guidance and control system and markings as specified in Annex 15.</p> <p><i>Note.— Detailed specifications concerning the AIP are contained in PANS-AIM (Doc 10066).</i></p>	Article 34(5) Reg (EU) 2018/1139 CS ADR- DSN.T.921 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
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10.1.1	<p>CHAPTER 10. AERODROME MAINTENANCE</p> <p>10.1 General</p> <p>10.1.1 A maintenance programme, including preventive maintenance where appropriate, shall be established at an aerodrome to maintain facilities in a condition which does not impair the safety, regularity or efficiency of air navigation.</p> <p><i>Note 1.— Preventive maintenance is programmed maintenance work done in order to prevent a failure or degradation of facilities.</i></p> <p><i>Note 2.— “Facilities” are intended to include such items as pavements, visual aids, fencing, drainage systems, electrical systems and buildings.</i></p>	ADR.OPS.C. 005 para (a) Reg (EU) 139/2014	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Human factors principle must be observed
10.1.2	<p>10.1.2 Recommendation.— <i>The design and application of the maintenance programme should observe human factors principles.</i></p> <p><i>Note 1.— Guidance material on human factors principles can be found in the Human Factors Training Manual (Doc 9683) and in the Airport Services Manual (Doc 9137), Part 8.</i></p>	ADR.OPS.C. 005 para (a) Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	<i>Note 2.— General principles and procedures on the training of aerodrome personnel, including training programmes and competence checks, are specified in the PANS-Aerodromes (Doc 9981).</i>									
10.2.1	<p>10.2 Pavements</p> <p>10.2.1 The surfaces of all movement areas including pavements (runways, taxiways and aprons) and adjacent areas shall be inspected and their conditions monitored regularly as part of an aerodrome preventive and corrective maintenance programme with the objective of avoiding and eliminating any foreign object debris (FOD) that might cause damage to aircraft or impair the operation of aircraft systems.</p> <p><i>Note 1.— See 2.9.3 for inspections of movement areas.</i></p> <p><i>Note 2.— Procedures on carrying out daily inspections of the movement area and control of FOD are given in the PANS-Aerodromes (Doc 9981), the Manual of Surface Movement Guidance and Control Systems (SMGCS) (Doc 9476) and the Advanced Surface Movement Guidance and Control Systems (A-SMGCS) Manual (Doc 9830).</i></p> <p><i>Note 3.— Additional guidance on sweeping/cleaning of surfaces is contained in the Airport Services Manual (Doc 9137), Part 9.</i></p>	ADR.OPS.C.010 (a), (b)(1) Reg. (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	Annex Standard or Recommended Practice									

	<p><i>Note 4.— Guidance on precautions to be taken in regard to the surface of shoulders is given in Attachment A, Section 8, and the Aerodrome Design Manual (Doc 9157), Part 2.</i></p> <p><i>Note 5.— Where the pavement is used by large aircraft or aircraft with tire pressures in the upper categories referred to in 2.6.6 c), particular attention should be given to the integrity of light fittings in the pavement and pavement joints.</i></p>									
10.2.2	<p>10.2.2 The surface of a runway shall be maintained in a condition such as to prevent formation of harmful irregularities.</p> <p><i>Note.— See Attachment A, Section 5.</i></p>	ADR.OPS.C. 010 (b)(2) Reg. (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
10.2.3	<p>10.2.3 A paved runway shall be maintained in a condition so as to provide surface friction characteristics at or above the minimum friction level specified by the State.</p> <p><i>Note.— Assessment, Measurement and Reporting of Runway Surface Conditions (Cir 355) contains further information on this subject.</i></p>	ADR.OPS.C. 010 (b)(3) Reg (EU) 139/2014 AMC1 ADR.OPS.C. 010(b)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
10.2.4	<p>10.2.4 Runway surface friction characteristics for maintenance purposes shall be periodically measured with a continuous friction measuring device using self-wetting features and documented. The frequency of these</p>	ADR.OPS.C. 010 (b)(4) Reg (EU) 139/2014 AMC1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to GM1 ADR.O PS.C.01

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
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	<p>measurements shall be sufficient to determine the trend of the surface friction characteristics of the runway.</p> <p><i>Note 1.— Guidance on evaluating the runway surface friction characteristics is provided in Assessment, Measurement and Reporting of Runway Surface Conditions (Cir 355).</i></p> <p><i>Note 2.— The objective of 10.2.3 to 10.2.8 is to ensure that the surface friction characteristics for the entire runway remain at or above a minimum friction level specified by the State.</i></p>	<p>ADR.OPS.C. 010(b)(4) AMC2 ADR.OPS.C. 010(b)(4) AMC3 ADR.OPS.C. 010(b)(4) AMC4 ADR.OPS.C. 010(b)(4)</p>								0(b)(4) and GM2 ADR.O PS.C.01 0(b)(4)
10.2.5	10.2.5 When runway surface friction measurements are made for maintenance purposes using a self-wetting continuous friction measuring device, the performance of the device shall meet the standard set or agreed by the State.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Standards for self-wetting continuous friction measuring devices have not been set or agreed	Standards for friction measuring devices will be developed under RMT.01 61 'Conformity assessment'

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						
				Level of implementation of SARPs			Signi ficant Differ ence			
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10.2.6	10.2.6 Personnel measuring runway surface friction required in 10.2.5 shall be trained to fulfil their duties.	ADR.OR.D.017 (a) Reg (EU) 139/2014 and AMC2 ADR.OPS.B.015 para (e)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Personnel must be competent not only trained	
10.2.7	10.2.7 Corrective maintenance action shall be taken to prevent the runway surface friction characteristics for either the entire runway or a portion thereof from falling below a minimum friction level specified by the State. <i>Note.— A portion of runway in the order of 100 m long may be considered significant for maintenance or reporting action.</i>	ADR.OPS.C.010 para (b)(5) Reg. (EU) 139/2014.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
10.2.8	10.2.8 Recommendation. — <i>The runway surface should be visually assessed, as necessary, under natural or simulated rain conditions for ponding or poor drainage and where required, corrective maintenance action taken.</i>	ADR.OPS.C.010 para (b)(3) Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Refer also to GM1 ADR.O PS.C.010(b)(3)
10.2.9	10.2.9 Recommendation. — <i>When a taxiway is used by turbine-engined aeroplanes, the surface of the taxiway shoulders should be maintained so as to be free of any loose stones or other objects that could be ingested by the aeroplane engines.</i>	ADR.OPS.C.010 (b)(1) Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	<i>Note.— Guidance on this subject is given in the Aerodrome Design Manual (Doc 9157), Part 2.</i>									
10.3.1	<p>10.3 Removal of contaminants</p> <p>10.3.1 Snow, slush, ice, standing water, mud, dust, sand, oil, rubber deposits and other contaminants shall be removed from the surface of runways in use as rapidly and completely as possible to minimize accumulation.</p> <p><i>Note.— The above requirement does not imply that winter operations on compacted snow and ice are prohibited. Information on snow removal and ice control and removal of other contaminants is given in the PANS-Aerodromes (Doc 9981).</i></p>	ADR.OPS.B.035 (a)(2) Reg (EU) 139/2014 AMC1 ADR.OPS.B.035 para (b) ADR.OPS.C.010 para (a) AMC1 ADR.OPS.C.010 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
10.3.2	<p>10.3.2 Recommendation.— Taxiways should be kept clear of snow, slush, ice, etc., to the extent necessary to enable aircraft to be taxied to and from an operational runway.</p>	ADR.OPS.B.035 (a)(2)Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
10.3.3	<p>10.3.3 Recommendation.— Aprons should be kept clear of snow, slush, ice, etc., to the extent necessary</p>	ADR.OPS.B.035(a)(2) Reg	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	<i>to enable aircraft to manoeuvre safely or, where appropriate, to be towed or pushed.</i>	(EU) 139/2014								
10.3.4	<p>10.3.4 Recommendation.— <i>Whenever the clearance of snow, slush, ice, etc., from the various parts of the movement area cannot be carried out simultaneously, the order of priority after the runway(s) in use should be set in consultation with the affected parties such as rescue and firefighting service and documented in a snow plan.</i></p> <p><i>Note.</i>— <i>See PANS-AIM (Doc 10066), Appendix 2, Part 3, AD 1.2.2 for information to be promulgated in an AIP concerning a snow plan. The Aeronautical Information Services Manual (Doc 8126) contains guidance on the description of a snow plan including general policy concerning operational priorities established for the clearance of movement areas.</i></p>	ADR.OPS.B. 035 Reg. (EU) 139/2014. AMC1 ADR.OPS.B. 035 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
10.3.5	<p>10.3.5 Recommendation.— <i>Chemicals to remove or to prevent the formation of ice and frost on aerodrome pavements should be used when conditions indicate their use could be effective. Caution should be exercised in the application of the chemicals so as not to create a more slippery condition.</i></p> <p><i>Note.</i>— <i>Information on the use of chemicals for aerodrome pavements is given in the PANS-Aerodromes (Doc 9981).</i></p>	ADR.OPS.B. 035(a)(1) Reg (EU) 139/2014 AMC1 ADR.OPS.B. 035 (a)(1) para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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10.3.6	10.3.6 Chemicals which may have harmful effects on aircraft or pavements, or chemicals which may have toxic effects on the aerodrome environment, shall not be used.	ADR.OPS.B. 035 (a)(1) Reg (EU) 139/2014 AMC1 ADR.OPS.B. 035 (a)(1) para(b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
10.4.1	<p>10.4 Runway pavement overlays</p> <p><i>Note.— The following specifications are intended for runway pavement overlay projects when the runway is to be returned temporarily to an operational status before resurfacing is complete. This may necessitate a temporary ramp between the new and old runway surfaces. Guidance on overlaying pavements and assessing their operational status is given in the Aerodrome Design Manual (Doc 9157), Part 3.</i></p> <p>10.4.1 The longitudinal slope of the temporary ramp, measured with reference to the existing runway surface or previous overlay course, shall be:</p> <p>a) 0.5 to 1.0 per cent for overlays up to and including 5 cm in thickness; and</p> <p>b) not more than 0.5 per cent for overlays more than 5 cm in thickness.</p>	ADR.OPS.B. 070 Reg (EU) 139/2014 AMC2 ADR.OPS.B. 070 para (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
10.4.2	10.4.2 Recommendation.— <i>Overlaying should proceed from one end of the runway</i>	ADR.OPS.B. 070 Reg (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	<i>toward the other end so that based on runway utilization most aircraft operations will experience a down ramp.</i>	139/2014 AMC2 ADR.OPS.B. 070 para (b)								
10.4.3	10.4.3 Recommendation. — <i>The entire width of the runway should be overlaid during each work session.</i>	ADR.OPS.B. 070 Reg (EU) 139/2014 AMC2 ADR.OPS.B. 070 para (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
10.4.4	10.4.4 Before a runway being overlaid is returned to a temporary operational status, a runway centre line marking conforming to the specifications in Section 5.2.3 shall be provided. Additionally, the location of any temporary threshold shall be identified by a 3.6 m wide transverse stripe.	ADR.OPS.B. 070 Reg (EU) 139/2014 AMC2 ADR.OPS.B. 070 para (b), (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
10.4.5	10.4.5 Recommendation. — <i>The overlay should be constructed and maintained above the minimum friction level specified in 10.2.3.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The specifi cation has not been transpos ed. SL 20 change. Subject to review

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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										by RMT.0591.
10.5.1	<p>10.5 Visual aids</p> <p><i>Note 1.— These specifications are intended to define the maintenance performance level objectives. They are not intended to define whether the lighting system is operationally out of service.</i></p> <p><i>Note 2.— The energy savings of light emitting diodes (LEDs) are due in large part to the fact that they do not produce the infra-red heat signature of incandescent lamps. Aerodrome operators who have come to expect the melting of ice and snow by this heat signature may wish to evaluate whether or not a modified maintenance schedule is required during such conditions, or evaluate the possible operational value of installing LED fixtures with heating elements.</i></p> <p><i>Note 3.— Enhanced vision systems (EVS) technology relies on the infra-red heat signature provided by incandescent lighting. Annex 15 protocols provide an appropriate means of notifying aerodrome users of EVS when lighting systems are converted to LED.</i></p> <p>10.5.1 A light shall be deemed to be unserviceable when the main beam average intensity is less than 50 per cent of the value specified in the appropriate figure in Appendix 2. For light units where</p>	ADR.OPS.C.015 para (c)(1) Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
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	the designed main beam average intensity is above the value shown in Appendix 2, the 50 per cent value shall be related to that design value.									
10.5.2	<p>10.5.2 A system of preventive maintenance of visual aids shall be employed to ensure lighting and marking system reliability.</p> <p><i>Note.— Guidance on preventive maintenance of visual aids is given in the Airport Services Manual (Doc 9137), Part 9.</i></p>	ADR.OPS.C. 015 (b) and (d) Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
10.5.3	<p>10.5.3 Recommendation.— <i>The system of preventive maintenance employed for a precision approach runway category II or III should include at least the following checks:</i></p> <p><i>a) visual inspection and in-field measurement of the intensity, beam spread and orientation of lights included in the approach and runway lighting systems;</i></p> <p><i>b) control and measurement of the electrical characteristics of each circuitry included in the approach and runway lighting systems; and</i></p> <p><i>c) control of the correct functioning of light intensity settings used by air traffic control.</i></p>	ADR.OPS.C. 015 (b) and (f) Reg (EU) 139/2014 AMC1 ADR.OPS.C. 015(b);(f) para (c)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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10.5.4	10.5.4 Recommendation. — <i>In-field measurement of intensity, beam spread and orientation of lights included in approach and runway lighting systems for a precision approach runway category II or III should be undertaken by measuring all lights, as far as practicable, to ensure conformance with the applicable specification of Appendix 2.</i>	ADR.OPS.C. 015 (b) and (f) Reg (EU) 139/2014 AMC1 ADR.OPS.C. 015(b);(f) para (c)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
10.5.5	10.5.5 Recommendation. — <i>Measurement of intensity, beam spread and orientation of lights included in approach and runway lighting systems for a precision approach runway category II or III should be undertaken using a mobile measuring unit of sufficient accuracy to analyse the characteristics of the individual lights.</i>	ADR.OPS.C. 015 (b) and (f) Reg (EU) 139/2014 AMC1 ADR.OPS.C. 015(b);(f) para (c)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
10.5.6	10.5.6 Recommendation. — <i>The frequency of measurement of lights for a precision approach runway category II or III should be based on traffic density, the local pollution level, the reliability of the installed lighting equipment and the continuous assessment of the results of the in-field measurements but, in any event, should not be less than twice a year for in-pavement lights and not less than once a year for other lights.</i>	ADR.OPS.C. 015 (b) and (f) Reg (EU) 139/2014 AMC1 ADR.OPS.C. 015(b);(f) para (c)(4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
10.5.7	10.5.7 The system of preventive maintenance employed for a precision approach runway category II or III shall have as its objective that, during any period of	ADR.OPS.C. 015 (b);(1);(2);(3) Reg (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	<p>category II or III operations, all approach and runway lights are serviceable and that, in any event, at least:</p> <p>a) 95 per cent of the lights are serviceable in each of the following particular significant elements:</p> <p>1) precision approach category II and III lighting system, the inner 450 m;</p> <p>2) runway centre line lights;</p> <p>3) runway threshold lights; and</p> <p>4) runway edge lights;</p> <p>b) 90 per cent of the lights are serviceable in the touchdown zone lights;</p> <p>c) 85 per cent of the lights are serviceable in the approach lighting system beyond 450 m; and</p> <p>d) 75 per cent of the lights are serviceable in the runway end lights.</p> <p>In order to provide continuity of guidance, the allowable percentage of unserviceable lights shall not be permitted in such a way as to alter the basic pattern of the lighting system. Additionally, an unserviceable light shall not be permitted adjacent to another unserviceable light, except in a barrette or a crossbar where two adjacent unserviceable lights may be permitted.</p>	139/2014								
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	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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	<p><i>Note.— With respect to barrettes, crossbars and runway edge lights, lights are considered to be adjacent if located consecutively and:</i></p> <p>— <i>laterally: in the same barrette or crossbar; or</i></p> <p>— <i>longitudinally: in the same row of edge lights or barrettes.</i></p>									
10.5.8	<p>10.5.8 The system of preventive maintenance employed for a stop bar provided at a runway-holding position used in conjunction with a runway intended for operations in runway visual range conditions less than a value of 350 m shall have the following objectives:</p> <p>a) no more than two lights will remain unserviceable; and</p> <p>b) two adjacent lights will not remain unserviceable unless the light spacing is significantly less than that specified.</p>	ADR.OPS.C. 015 (b)(4) Reg (EU) 139/2014	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specification applies for runway operations under 550m RVR	
10.5.9	<p>10.5.9 The system of preventive maintenance employed for a taxiway intended for use in runway visual range conditions less than a value of 350 m shall have as its objective that no two adjacent taxiway centre line lights be unserviceable.</p>	ADR.OPS.C. 015 (b)(5) Reg (EU) 139/2014	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The specification applies for operations under 550m RVR	

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Signi ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

10.5.10	<p>10.5.10 The system of preventive maintenance employed for a precision approach runway category I shall have as its objective that, during any period of category I operations, all approach and runway lights are serviceable and that, in any event, at least 85 per cent of the lights are serviceable in each of the following:</p> <ul style="list-style-type: none"> a) precision approach category I lighting system; b) runway threshold lights; c) runway edge lights; and d) runway end lights. <p>In order to provide continuity of guidance an unserviceable light shall not be permitted adjacent to another unserviceable light unless the light spacing is significantly less than that specified.</p> <p><i>Note.— In barrettes and crossbars, guidance is not lost by having two adjacent unserviceable lights.</i></p>	ADR.OPS.C. 015 (b)(6) Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
10.5.11	<p>10.5.11 The system of preventive maintenance employed for a runway meant for take-off in runway visual range conditions less than a value of 550 m shall have as its objective that, during any period of operations, all runway lights are serviceable and that in any event:</p>	ADR.OPS.C. 015 (b)(7) Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes						Signi ficant Differ ence
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
				Annex Standard or Recommended Practice						

	<p>a) at least 95 per cent of the lights are serviceable in the runway centre line lights (where provided) and in the runway edge lights; and</p> <p>b) at least 75 per cent of the lights are serviceable in the runway end lights.</p> <p>In order to provide continuity of guidance, an unserviceable light shall not be permitted adjacent to another unserviceable light.</p>									
10.5.12	10.5.12 The system of preventive maintenance employed for a runway meant for take-off in runway visual range conditions of a value of 550 m or greater shall have as its objective that, during any period of operations, all runway lights are serviceable and that, in any event, at least 85 per cent of the lights are serviceable in the runway edge lights and runway end lights. In order to provide continuity of guidance, an unserviceable light shall not be permitted adjacent to another unserviceable light.	ADR.OPS.C. 015 (b)(8) Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
10.5.13	10.5.13 Recommendation. — <i>During low visibility procedures the appropriate authority should restrict construction or maintenance activities in the proximity of aerodrome electrical systems.</i>	ADR.OPS.C. 015 (e) Reg (EU) 139/2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

	European Union Aviation Safety Agency-Annex 14 Amendment 17	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	AERODROMES - VOLUME I AERODROME DESIGN AND OPERATIONS		No	Yes			Sigini ficant Differ ence			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Annex Standard or Recommended Practice									