

## **Acceptable Means of Compliance and Guidance Material to the Authority, Organisation and Operations Requirements for Aerodromes — Issue 1, Amendment 12**

### **Annex to ED Decision 2025/009/R**

This document shows deleted text, new or amended text as follows:

- deleted text is ~~struck through~~;
- new or amended text is highlighted in **blue**;
- an ellipsis '[...]' indicates that the rest of the text is unchanged.

#### **Note to the reader**

*In amended, and in particular in existing (that is, unchanged) text, 'Agency' is used interchangeably with 'EASA'. The interchangeable use of these two terms is more apparent in the consolidated versions. Therefore, please note that both terms refer to the 'European Union Aviation Safety Agency (EASA)'.*

## GM1 ADR.OR.C.020(d) Findings and corrective actions

### INFORMATION FOR GROUND HANDLING ORGANISATIONS

The information may be distributed through existing means or procedures, such as amendments to an aerodrome's procedures, and revisions of the aerodrome's manual and other documentation.

## AMC1 ADR.OR.D.005 Management system

### INTEGRATED MANAGEMENT SYSTEM

To ensure the implementation of an integrated management system, the aerodrome operator should identify the following elements in its management system's structure and documentation:

- (a) the organisations certified or declared under Regulation (EU) 2018/1139, and its delegated and implementing acts, that are covered by its management system;
- (b) the domains that are integrated in its management system, with the proper interfaces that enable effective functioning and communication between them; and
- (c) applicable requirements for each domain.

## AMC1 ADR.OR.D.017(a);(b);(g);(i) Training and proficiency checks

### DANGEROUS GOODS TRAINING

The aerodrome operator should implement a training programme for handling dangerous goods in accordance with the ICAO Technical Instructions (Doc 9284) as follows.

- (a) Minimum awareness training for the operational personnel performing tasks in areas of the aerodrome where dangerous goods may be found, but who are not involved in handling dangerous goods; such training should cover, as a minimum:
  - (1) the recognition of markings and labels on dangerous goods packages;
  - (2) safety precautions;
  - (3) reporting of dangerous goods events.
- (b) When the aerodrome operator personnel provide services for passengers with reduced mobility, they should receive training on handling of dangerous goods contained in the mobility devices.

## AMC1 ADR.OR.D.020(b) Facilities requirements

### STORAGE FACILITIES FOR DANGEROUS GOODS

Designated areas for the storage of dangerous goods may vary and may include facilities such as cargo areas, ~~or even open-air areas.~~

~~Aircraft stands should also be designated for aircrafts that carry dangerous goods.~~

## GM1 ADR.OR.D.020(b) Facilities requirements

### ADDITIONAL INFORMATION ON STORAGE FACILITIES FOR DANGEROUS GOODS

- (a) When deciding on the construction and location of storage facilities for dangerous goods, it is recommended that the aerodrome operator considers applying safety measures to ensure adequate distance from personnel rooms and offices and consider the geographical positioning of the facilities relative to the following, for example:
- (1) geographical relief, such as mountains, hills and flat areas, and the position of forests, rivers, lakes and sea;
  - (2) highly seismic areas;
  - (3) the prevailing direction of the wind;
  - (4) public or residential areas or buildings in the vicinity.
- (b) Aerodrome operators should obtain in advance any necessary approvals of location and for building from the relevant state entities concerning environmental protection, structural safety, emergency response, public health, etc. If the building of a dangerous goods storage facility requires compliance with additional regulations including specific criteria for the storage of explosive or radioactive material, toxic or highly flammable gas, liquids or solids, etc., those regulations and criteria should also be met.
- (c) More details on storage facilities for dangerous goods can be found in AMC1 ORGH.MGM.215 to Commission Delegated Regulation (EU) 2025/20.

## GM1 ADR.OR.D.027(e) Safety programmes and aerodrome safety committees

### TASKS OF THE AERODROME SAFETY COMMITTEES

The aerodrome safety committee may consider implementing a safety stack or a similar collaborative safety programme with the aim of improving the safety of operations, reducing the number of accidents and incidents at the aerodrome, enhancing communication among aerodrome users and with the aerodrome operator, and improving the safety and reporting culture among aerodrome users.

## AMC1 ADR.OPS.B.027(g) Operation of vehicles

### OPERATION OF GROUND SUPPORT EQUIPMENT TO AND FROM THE AIRCRAFT DURING TURNAROUND

Aerodrome operators that themselves provide ground handling services for passengers with reduced mobility (PRM) and/or ground transport for passengers and crews and are subject to the exemptions referred to in Article 2(3)(h) and (j) of Commission Delegated Regulation (EU) 2025/20 should:

- (a) apply a no-touch policy regarding the ground support equipment (GSE) used for the boarding and disembarkation of PRM unless the equipment has proximity or self-levelling sensors, depending on the GSE type, or in specifically accepted circumstances required by the type of GSE in operation;
- (b) ensure that the personnel operating GSE around the aircraft during turnaround, to provide PRM handling services and ground transportation of passengers and crews, also receive the following training courses, as applicable:
  - (1) awareness training on safety on the apron during turnaround activities;
  - (2) safety training for handling PRM to cover:
    - (i) correct positioning of GSE relative to the aircraft for PRM boarding and disembarkation;
    - (ii) aircraft operator procedures and instructions for the boarding and disembarkation of PRM.

## GM1 ADR.OPS.B.033(a);(a1) Control of pedestrians

### PROCEDURES FOR THE CONTROL OF PEDESTRIANS

- (a) Point (a) of ADR.OPS.B.033 requires the aerodrome operator to establish and implement procedures to limit access of persons in the movement area and other operational areas ((a)(1)), and ensure that the persons who are allowed unescorted access to such areas are properly trained ((a)(2)) and that the movement of persons on the apron is controlled ((a)(3)).
- (b) Differently from point (a), point (a1) requires the aerodrome operator only to establish procedures to ensure the safety of passengers between the aerodrome terminal and the apron, and not to implement them. As implementing those procedures is a ground handling activity, the responsibility for that task remains with the ground handling organisation providing passenger handling services, namely passenger boarding and disembarkation.

## AMC1 ADR.OPS.B.033(a);(a1) Control of pedestrians

### GENERAL

[...]

## GM1 ADR.OPS.B.035(a)(2) Operations in winter conditions

### PREPARATION FOR DE-ICING/ANTI-ICING OPERATIONS IN COOPERATION WITH THE STAKEHOLDERS CONCERNED

- (a) Coordination with ground handling organisations and aircraft operators to carry out winter operations includes the following elements for all stakeholders involved, as a minimum:
  - (1) exchanging the documents/procedures/manuals covering operations during the winter season,
  - (2) communicating local procedures for the aerodrome of operation, including instructions and procedures for operations during winter and cold weather, to the aircraft operators.
- (b) Resources for de-icing/anti-icing operations should be pooled whenever feasible and efficient.
- (c) The following activities should be carried out or checked, as a minimum:
  - (1) clearing snow and preventing the formation of ice and frost on aerodrome pavements,
  - (2) ensuring the adequate visibility of markings, signs and lights in winter conditions,
  - (3) forecasting weather and notifying the relevant parties of incoming adverse weather,
  - (4) providing refresher and/or continued training to personnel,
  - (5) arranging the recovery of used de-icing/anti-icing fluids in advance.

## AMC2 ADR.OPS.B.050 Operations in adverse weather conditions

### RISK MITIGATION

- (a) The operational procedures should cover the following key risk areas:
  - (1) ground collision between or with equipment, vehicles and aircraft,
  - (2) aircraft upset,
  - (3) taxiway/apron excursions,
  - (4) the environmental impact of the use of anti-icing chemicals,
  - (5) taxiway incursions,
  - (6) injury to persons,
  - (7) fire caused by thunderstorms.
- (b) The procedures should cover at least the following situations, as applicable to the operational and geographical contexts:
  - (1) slippery apron,
  - (2) storms, lightning and heavy rain,
  - (3) high winds,

- (4) low visibility,
- (5) volcanic ash,
- (6) intense heat,
- (7) winter conditions, including freezing,
- (8) working in confined spaces (e.g. the aircraft cargo compartment) in extreme temperatures,
- (9) the operation of GSE in conditions of poor friction and in the presence of snow banks,
- (10) additional guidance of vehicles around the aircraft and during push-back or towing in low-visibility conditions.

## GM1 ADR.OPS.B.055 Fuel quality

### COMPLIANCE AND RECOMMENDED REFERENCES FOR FUEL SUPPLY STANDARDS

The aerodrome operator, in order to ensure compliance, could use:

- (a) audit reports to organisations involved in storing and dispensing of fuel to aircraft; ~~or~~
- (b) relevant national procedures providing for the assurance of fuel quality;
- (c) the standards and instructions developed under the Joint Inspection Group (JIG) in relation to aviation fuel quality control:
  - (1) JIG 1 – Aviation Fuel Quality Control and Operating Standards for Into-Plane Fuelling Services,
  - (2) JIG 2 – Aviation Fuel Quality Controls and Operating Standards for Airport Depots and Hydrants,
  - (3) JIG 4 – Aviation Fuel Quality Control and Operating Standards for Smaller Airports,
  - (4) JIG/EI 1530 and EI 1533 – fuel quality assurance and traceability upstream to an aerodrome facility.

## GM1 ADR.OPS.C.007 Maintenance of vehicles

### VEHICLES AND OTHER EQUIPMENT USED FOR THE GROUND TRANSPORT OF PASSENGERS AND CREW MEMBERS AND FOR HANDLING PASSENGERS WITH REDUCED MOBILITY

The implementing rule also applies to aerodrome operators that provide ground transport services for passengers and crew members and/or handling of PRM with their own personnel and are subject to the exemptions of Article 2(3)(h) and (j) of Commission Delegated Regulation (EU) 2025/20.

## GM1 ADR.OPS.D.040(e) Aircraft departure from the stand

### PERSONNEL THAT ASSIST AIRCRAFT TO DEPART FROM THE STAND

Personnel that assist aircraft to depart from the stand are, for example, tow-truck operators and push-back coordinators; wing walkers; personnel that remove wheel chocks, fixed and mobile ground power units and air start units ~~air-conditioning units~~.