



Explanatory Note to ED Decision 2025/004/R

issued in accordance with Article 4(2) of MB Decision No 01-2022

Certification Specifications and Guidance Material for Aerodrome Design (CS-ADR-DSN) — Issue 7

RMT.0591 (SUBTASK 3)

| WHAT THIS DECISION IS ABOUT | | |
|---|---|-------------------------------|
| <p>This Decision amends the Certification Specifications and the Guidance Material that contain provisions of operational nature that have been already transferred to the AMC & GM to Part-ADR.OPS of Regulation (EU) No 139/2014 (the Aerodrome Regulation) through ED Decision 2024/004/R. A few editorial changes have also been made.</p> <p>The regulatory material is expected to ensure consistency between the operational requirements of the Aerodrome Regulation (and its associated AMC & GM) and CS-ADR-DSN. By achieving this objective, ED Decision 2025/004/R will facilitate better understanding of the regulatory material related to the aerodrome domain.</p> | | |
| REGULATIONS INTENDED TO BE AMENDED N/A | ED DECISION TO BE AMENDED ED Decision 2014/013/R – CS-ADR-DSN | |
| AFFECTED STAKEHOLDERS Aerodrome operators; national competent authorities | | |
| WORKING METHODS | | |
| Development | Impact assessment(s) | Consultation |
| By EASA | Light | NPA — Public Focused — ABS |
| RELATED DOCUMENTS / INFORMATION <ul style="list-style-type: none">— ToR RMT.0591 - Issue 3— NPA 2020-10— CRD 2020-10 (Part 2)— ED Decision 2024/004/R | | |
| PLANNING MILESTONES: Refer to the 2025 edition of the EPAS <i>Volume II</i> . | | |



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1. About this Decision

The European Union Aviation Safety Agency (EASA) developed this Decision in line with Regulation (EU) 2018/1139¹ (the Basic Regulation) and the Rulemaking Procedure².

This Decision contains mainly the deletions of the regulatory material that was transposed from CS-ADR-DSN to the AMC & GM to Part-ADR.OPS of the Aerodrome Regulation³ through ED Decision 2024/004/R⁴ of 19 June 2024 and in particular Annex III thereto. The applicability date of these provisions is aligned with the applicability date of the related Commission Delegated Regulation (EU) 2024/1400⁵, that is 24 May 2025. Taking into account that the amendments to CS-ADR-DSN are published as consolidated, new issues, it was decided at the time of drafting of the aforementioned ED Decision that the update of CS-ADR-DSN should be postponed till approximately the applicability date, in order to avoid any confusion to the stakeholders.

In addition to the above-mentioned deletions, a few editorial changes have been included based on a focused written consultation with the Advisory Bodies for Aerodromes (ADR TeB and ADR.CSTG) that took place between 11 and 25 April 2024.

¹ Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (OJ L 212, 22.8.2018, p. 1) (<http://data.europa.eu/eli/reg/2018/1139/oj>).

² EASA is bound to follow a structured rulemaking process as required by Article 115(1) of Regulation (EU) 2018/1139. Such a process has been adopted by the EASA Management Board (MB) and is referred to as the 'Rulemaking Procedure'. See MB Decision No 01-2022 of 2 May 2022 replacing Decision No 18-2015 of 15 December 2015 concerning the procedure to be applied by EASA for the issuing of opinions, certification specifications and guidance material [EASA MB Decision No 01-2022 on the Rulemaking Procedure, repealing MB Decision 18-2015 \(by written procedure\) | EASA](#).

³ Commission Regulation (EU) No 139/2014 of 12 February 2014 laying down requirements and administrative procedures related to aerodromes pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 44, 14.2.2014, p. 1) (<http://data.europa.eu/eli/reg/2014/139/oj>).

⁴ Decision 2024/004/R of the Executive Director of the Agency of 19 June 2024 issuing Amendment 10 to Issue 1 of the Acceptable Means of Compliance and Guidance Material to Commission Regulation (EU) No 139/2014 ([ED Decision 2024/004/R - Regular update of the aerodrome rules: Aerodrome safety and change of aerodrome operator | Occurrence reporting | EASA](#)).

⁵ Commission Delegated Regulation (EU) 2024/1400 of 13 March 2024 amending Regulation (EU) No 139/2014 as regards aerodrome safety, change of aerodrome operator and occurrence reporting (OJ L, 2024/1400, 24.5.2024) (http://data.europa.eu/eli/reg_del/2024/1400/oj).



2. In summary — why and what

2.1. Why we need to act

With ED Decision 2024/004/R, as corrected with ED Decision 2024/005/R, a number of provisions contained in CS-ADR-DSN were transposed to the AMC & GM to Part-ADR.OPS with the applicability date being 24 May 2025. Therefore, the text containing these provisions need to be deleted from CS-ADR-DSN in order to maintain consistency between the operational requirements of the Aerodrome Regulation (and its associated AMC & GM) and CS-ADR-DSN.

In addition, a provision in CS-ADR-DSN that is not in line with a related operational requirement in Part-ADR.OPS needs to be amended.

Finally, a non-valid reference exists within CS-ADR-DSN that needs to be corrected.

2.2. What we want to achieve — objectives

The overall objectives of the EASA system are defined in Article 1 of the Basic Regulation. The regulatory material presented here is expected to contribute to achieving these overall objectives by addressing the issues described in Section 2.1.

The specific objective of this Decision is to ensure consistency between the operational requirements of Regulation (EU) No 139/2014 (and its associated AMC & GM) and CS-ADR-DSN.

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

ED Decision 2025/004/R amends CS ADR-DSN.R.855, ADR-DSN.R.870 and GM1 ADR-DSN.R.870 from which texts were extracted, in order to be transferred to the AMC & GM related to the operational aspects of marking unserviceable or closed parts of the movement area, already published with ED Decision 2024/004/R.

In addition, GM1 ADR-DSN.L.590 is modified, in order to align with the operational aspects of the entry of aircraft to stands as described in point ADR.OPS.D.035 of the Aerodrome Regulation and its AMC.

Finally, the Agency was informed of a non-valid reference in Table Q-1 'Characteristics of obstacle lights' of CS ADR-DSN.Q.852, which is now corrected.

2.4. What are the stakeholders' views

The comments received and the EASA responses to them are presented in Comment-Response Document (CRD) 2020-10 Part 2 (RMT.0591) and due to their nature (transposition to the AMC & GM to Part-ADR.OPS), the stakeholders' views are linked to the amendments to the AMC & GM to Part-ADR.OPS, which are presented in the Explanatory Note to ED Decision 2024/004/R.



3. Expected benefits and drawbacks of the regulatory material

The amendments contained in this Decision are mainly related to deletions of regulatory material in the Certification Specifications and related Guidance Material that has been already transferred to the AMC & GM to Part-ADR.OPS with ED Decision 2024/004/R. In this context, the benefits are consistency and clarity of the regulatory material, and no drawbacks are identified.



4. Monitoring and evaluation

EASA will monitor and evaluate the implementation of the CSs contained in CS-ADR-DSN through regular standardisation activities. This input will facilitate the assessment of how efficiently the adopted CSs are applied.



5. Proposed actions to support implementation

No implementation support is envisaged for the amended CS-ADR-DSN.



6. References

- ICAO Annex 14 to the Convention on International Civil Aviation, Aerodromes, Volume I 'Aerodrome Design and Operations', 9th Edition, July 2022, Amendment 17

