



Explanatory Note to Decision 2017/017/R

Maintaining aerodrome rules – AMC/GM for Aerodromes – Amendment 2

RELATED NPA/CRD 2016-10 – RMT.0591

EXECUTIVE SUMMARY

The objective of this Decision is to maintain a high level of safety for aerodrome and flight operations.

This Decision amends AMC/GM to Part – ADR.OPS and, more specifically,:

- includes the publication of information by the aerodrome operator concerning the installation of an arresting system;
- transfers from CS-ADR-DSN to Part-ADR.OPS the provisions related to temporary runway and taxiway closures; and
- revises runway surface evenness criteria.

The amendments are expected to maintain a high level of safety and ensure alignment with ICAO Amendment 13 to Annex 14 Volume I. Aerodrome operators are mainly affected, however, the proposed changes are considered to have a minimal impact because the cost of their implementation is negligible.

Action area:	Regular updates		
Affected rules:	ED Decision 2014/012/R Acceptable Means of Compliance and Guidance Material to Regulation (EU) No 139/2014 (Aerodromes)		
Affected stakeholders:	Aerodrome Operators		
Driver:	Efficiency/Proportionality	Rulemaking group:	No
Impact assessment:	None	Rulemaking Procedure:	Standard

● EASA rulemaking process

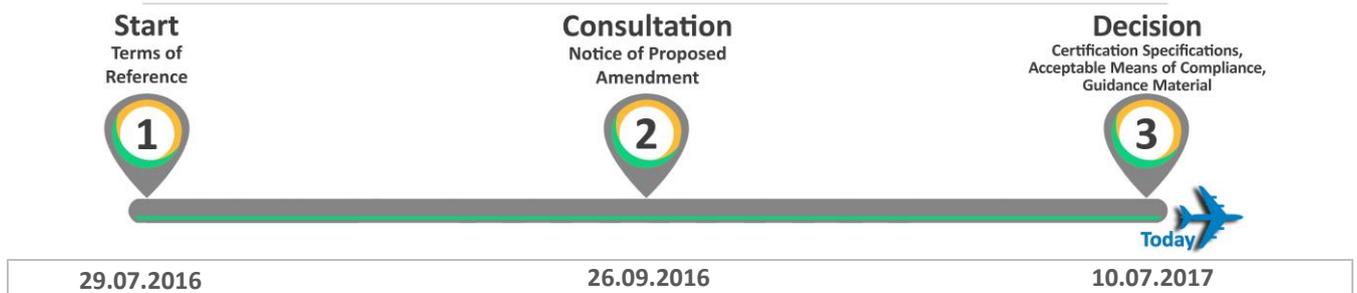


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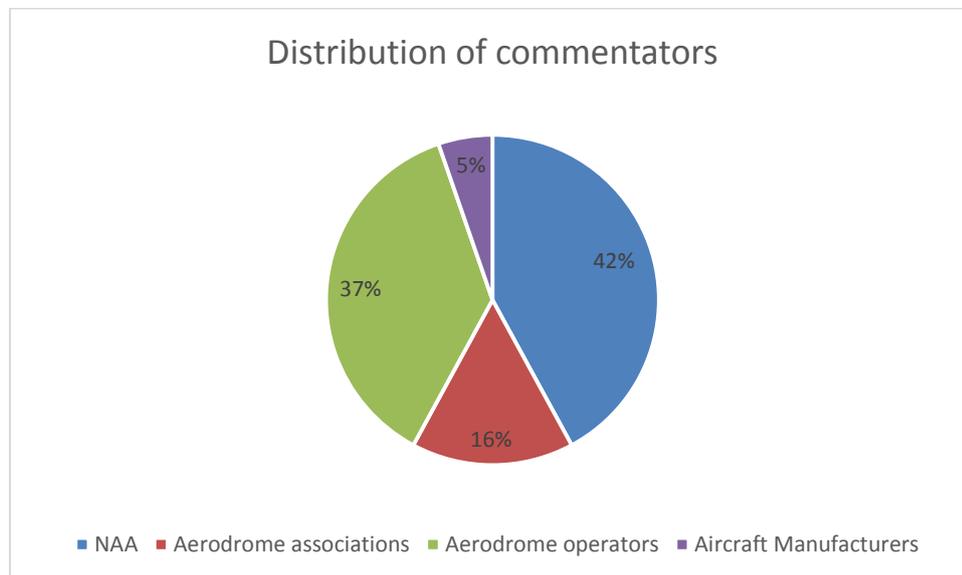


1. About this Decision

The European Aviation Safety Agency (EASA) developed ED Decision 2017/017/R in line with Regulation (EC) No 216/2008¹ (hereinafter referred to as the 'Basic Regulation') and the Rulemaking Procedure².

This rulemaking activity is included in the EASA 5-year Rulemaking Programme³ under rulemaking task (RMT).0591. The scope and timescales of the task were defined in the related Terms of Reference (ToR).

The draft text of this Decision has been developed by EASA. All interested parties were consulted through NPA 2016-10⁴. EASA received 55 comments from all interested parties, including national aviation authorities, aerodrome operators' associations, individual aerodrome operators, and aircraft manufacturers. The distribution of the commentators is shown in the following graph:



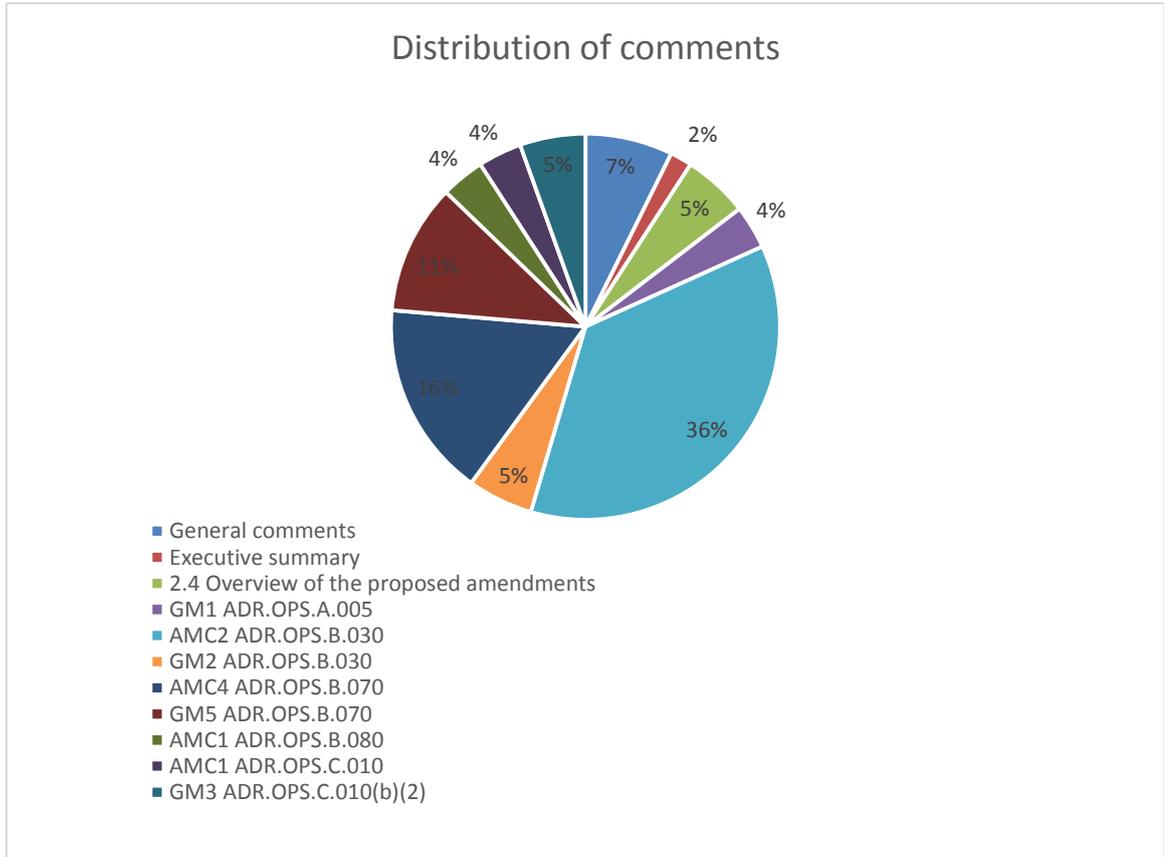
¹ Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC (OJ L 79, 19.3.2008, p. 1) <http://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1467719701894&uri=CELEX:32008R0216>.

² EASA is bound to follow a structured rulemaking process as required by Article 52(1) of Regulation (EC) No 216/2008. Such a process has been adopted by the EASA Management Board (MB) and is referred to as the 'Rulemaking Procedure'. See MB Decision No 18-2015 of 15 December 2015 replacing Decision 01/2012 concerning the procedure to be applied by EASA for the issuing of opinions, certification specifications and guidance material (<http://www.easa.europa.eu/the-agency/management-board/decisions/easa-mb-decision-18-2015-rulemaking-procedure>).

³ <http://easa.europa.eu/rulemaking/annual-programme-and-planning.php>

⁴ In accordance with Article 52 of Regulation (EC) No 216/2008 and 6(3) and 7) of the Rulemaking Procedure.

The distribution of the comments to the various parts of the NPA is shown in the following graph:



EASA reviewed the comments received during the consultation period. The comments received and EASA’s responses thereto were presented in Comment-Response Document (CRD) 2016-10⁵.

The final text of this Decision with the acceptable means of compliance (AMC)/guidance material (GM) has been developed by EASA.

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

⁵ See: <https://www.easa.europa.eu/document-library/comment-response-documents>



2. In summary — why and what

2.1. Why we need to change the AMC/GM

Amendment 13-A to ICAO Annex 14, Volume I introduced a number of changes. EASA reviewed the changes and decided to proceed with the following:

- the provision of information concerning the installation of an aircraft arresting system;
- the transfer of the existing provisions for marking temporary closed runways and taxiways from the CS-ADR-DSN to Part – ADR.OPS since they are considered operational and not related to aerodrome design; and
- the revision of runway surface evenness criteria

The implementation effort and cost of the proposed changes are considered negligible

2.2. What we want to achieve — objectives

The overall objectives of the EASA system are defined in Article 2 of the Basic Regulation. This proposal will contribute to the achievement of the overall objectives by addressing the issues outlined in Chapter 2.

The specific objective of this proposal is, therefore, to amend the AMC and GM for aerodromes in order to maintain a high level of safety for aerodromes and flight operations.

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

GM1 ADR.OPS.A.005 Aerodrome data

EASA added in this GM the provision of data by the aerodrome operator regarding the existence of an aircraft arresting system. The arresting system is considered to mitigate the risk of aircraft damage following a runway overrun in the absence of an adequate runway end safety area (RESA). The availability of such information is very useful for flight crews during take-off and landing.

AMC4 ADR.OPS.B.070 Aerodrome works safety

CS-ADR.DSN.R.855 describes the markings and operational procedures required when a runway or a taxiway is permanently closed. However, this does not cover cases where a runway or a taxiway is temporary closed. Since the provisions are similar, a new AMC has been developed in Part ADR-OPS to establish a link with the relevant certification specifications.

GM5 ADR.OPS.B.070 Aerodrome works safety

The GM transfers the content of GM1 ADR-DSN.L.520 from CS-ADR-DSN to Part-ADR.OPS. The guidance contains information on the temporary runway markings when the runway is resurfaced as well as their dimensions. The transfer was considered necessary because they do not relate with the certification of the aerodrome and, furthermore, the material is based on an accepted industry practice.

AMC1 ADR.OPS.B.080 Marking and lighting of vehicles and other mobile objects



Point (c) of the AMC is amended to align with ICAO Annex 14. It details how a mobile object should be marked by using flags, without increasing the hazard presented by the object itself. Furthermore, a new point (d) has been added to provide details of the characteristics of the flags.

AMC1 ADR.OPS.C.010 Pavements, other ground surfaces and drainage

Point (g) is added to align with ICAO Annex 14. EASA is proposing the evaluation of the runway surface when constructed or resurfaced in order to ensure that it meets the design objectives.

GM3 ADR.OPS.C.010(b)(2) Pavements, other ground surfaces and drainage

The AMC is amended to correct the surface irregularity bump heights corresponding to the applicable minimum lengths. Additionally, data is added to define the unacceptable region of the roughness criteria, thereby aiding in the planning or undertaking any corrective actions which may be required for a pavement.

2.4. What are the stakeholders' views

EASA received supporting comments for the proposed changes. The only points that raised questions were the transfer of certification specifications for temporary closure of runways and taxiways to the AMC, and the introduction of the autonomous runway incursion warning system (ARIWS).

For the first point EASA considers that temporary closure of taxiways and runways have an operational nature, and therefore, it is considered not appropriate to include them in the certification specifications.

For the second point, commentators asked EASA to clarify whether the system is mandatory and asked EASA to publish the AMC material together with the necessary certification specifications, in order to have a complete picture before providing comments. EASA had already clarified during the publication of the NPA that the system is not mandatory. Nevertheless, in order to provide a complete picture of the proposed changes, EASA accepted the proposal and included the proposed certification specification for ARIWS in NPA 2017-04 (CS-ADR-DSN Issue 4).

2.5. What are the benefits and drawbacks

The proposed changes, as explained before, are based on ICAO Annex 14 Amendment 13-A. More specifically:

- the publication of information concerning the installation of an aircraft arresting system is important for the flight crews when performing take-off and landing performance calculations; and
- the transfer of the provisions for the temporary closure of runways and taxiways from CS-ADR-DSN to Part-ADR.OPS, in practice does not add any new provisions, but it separates elements that have an operational nature from those that are used for the certification of the aerodrome in terms of design.

EASA does not foresee any drawback in the implementation of the above AMC and GM.



2.6. How do we monitor and evaluate the rules

The proposed amendments are neither controversial nor difficult to implement and do not impose any burden to the aerodrome operators.

EASA will monitor and evaluate the proposals through its regular standardisation activities.



3. References

3.1. Related regulations

N/A

3.2. Affected decisions

- Decision 2014/012/R of the Executive Director of the Agency of 27 February 2014, adopting Acceptable Means of Compliance and Guidance Material to Regulation (EU) No 139/2014 'AMC/GM for Aerodromes – Initial Issue'

3.3. Other reference documents

- ICAO Annex 14, Volume I, Seventh Edition, July 2016
- European Plan for Aviation Safety, 2016 – 2020, 25 January 2016



4. Appendix

Appendix to Decision 2017/017/R 'AMC/GM for Aerodromes – Amendment 2' — CRD 2016-10

