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**Annex I to EASA Opinion No 03/2019**

**COMMISSION DELEGATED REGULATION (EU) .../...**

**of **XXX****

**amending Commission Regulation (EU) No 139/2014 as regards requirements and administrative procedures related to aerodromes pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council**

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**of XXX**

**amending Commission Regulation (EU) No 139/2014 as regards requirements and administrative procedures related to aerodromes pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council**

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to 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 552/2014 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 <sup>(1)</sup>, and in particular Articles 37 and 39 thereof,

Whereas:

- (1) Aerodromes and the operation of aerodromes shall comply with the essential requirements set out in Annex VII (Essential requirements for aerodromes) and, if applicable, Annex VIII (Essential requirements for ATM/ANS and air traffic controllers) to Regulation (EU) 2018/1139.
- (2) Commission Regulation (EU) No 139/2014 <sup>(2)</sup> lays down requirements and administrative procedures related to aerodromes.
- (3) There is a need to ensure situational awareness of pilots, air traffic services personnel and vehicle drivers when operating on the manoeuvring area, as a measure to prevent runway incursions; therefore, in order to ensure effective radio communication, provisions should be in place to ensure the language proficiency of vehicle drivers that operate on the manoeuvring area of the aerodrome.
- (4) Training and proficiency check programmes for operational personnel should be harmonised by establishing a common training framework that should be followed by the aerodrome operators.
- (5) Records should be kept by aerodrome operators in regard to driving authorisations, vehicle authorisations and maintenance and language proficiency.
- (6) Investigations of accidents indicate that the standards for runway surface condition assessment and reporting are not harmonised, and have shown that this fact is a significant contributing factor to runway excursions, in particular when the runway is wet or contaminated.
- (7) The International Civil Aviation Organization (ICAO) has consequently amended a number of Standards and Recommended Practices (SARPs) in several of its Annexes to the Convention on International Civil Aviation, signed at Chicago on 7 December

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<sup>(1)</sup> OJ L 212, 22.8.2018, p. 1.

<sup>(2)</sup> OJ L 44, 14.2.2014, p. 1.

1944 (the ‘Chicago Convention’), and has produced extensive guidance material in order to establish a globally harmonised reporting format for runway surface condition assessment and reporting.

- (8) Commission Regulation (EU) No 139/2014 needs therefore to be amended, including the definitions of the new terms used and to implement the applicable ICAO SARPs on runway surface condition assessment and reporting. In order to achieve the objective of the global harmonisation intended by ICAO, the amended requirements need to enter into force on 5 November 2020 at the latest, which is the date set by ICAO.
- (9) Commission Regulation (EU) No 139/2014 should include requirements for the aerodrome operators in regard to the origination of notices to airmen (NOTAMs).
- (10) Foreign object debris (FOD) poses a significant safety risk to operations at aerodromes; therefore, measures should be taken to control such a risk. The measures should be based on ICAO SARPs and guidance material and internationally accepted practices.
- (11) Vehicle drivers and the condition and suitability of vehicles and their communication and surveillance equipment are contributing factors to runway safety events and damages to aircraft; therefore, measures should be taken for the authorisation of drivers and vehicles, and rules should be established for the operation of vehicles on the movement area and other operational areas of the aerodrome.
- (12) Investigations of accidents and serious incidents during aircraft towing operations indicate that the lack of situational awareness, insufficient aircraft clearances, and insufficient or improper lighting of the towed aircraft during night are contributing factors to damages to aircraft; therefore, measures should be taken to reduce the risk posed by such factors.
- (13) Measures should be taken for the safe, expeditious and efficient operation of aircraft at aerodromes. The measures should cater for the need to establish standard taxi routes at the aerodromes and the operation of aircraft transponders if they are supported by the surface movement guidance and control system of an aerodrome.
- (14) Investigations of runway incursion accidents and incidents indicate shortcomings in the communication procedures between air traffic services and vehicle drivers as well as pedestrians; therefore, measures should be taken to ensure effective communication.
- (15) The safety of pedestrians, including passengers, on the movement area of an aerodrome should be ensured.
- (16) Vehicles that operate on the movement area of an aerodrome should be identifiable by the use of appropriate markings and lights.
- (17) The maintenance programme of an aerodrome should ensure that the facilities, systems and equipment necessary for the operation of the aerodrome do not impair the safety regularity and efficiency of air navigation. The maintenance programme should observe human factors principles, and the aerodrome operator should have the means for the effective implementation of the maintenance programme.
- (18) Vehicles that operate at an aerodrome should be properly maintained.
- (19) The condition of pavements and other ground surfaces, as well as the drainage, at an aerodrome should be monitored and maintained in order to reduce the risk of damage to aircraft.

- (20) Visual aids at an aerodrome should be inspected and maintained in order to ensure the safety of flight operations at the aerodrome.
- (21) The European Union Aviation Safety Agency has prepared draft implementing rules and submitted them with Opinion No 03/2019 <sup>(3)</sup> in accordance with points (b) and (c) of Article 75(2) and with Article 76(1) of Regulation (EU) 2018/1139.
- (22) The measures provided for in this Regulation are in accordance with the opinion of experts in accordance with Article 128(4) of Regulation (EU) 2018/1139,

HAS ADOPTED THIS REGULATION:

#### *Article 1*

### **Amendments to Commission Regulation (EU) No 139/2014**

Commission Regulation (EU) No 139/2014 is amended in accordance with the Annex to this Regulation.

#### *Article 2*

### **Language proficiency transition measures**

Notwithstanding the provisions of ADR.OPS.B.024, an aerodrome operator may issue an authorisation to a person who has demonstrated compliance with the provisions of ADR.OPS.B.024, without that person having demonstrated language proficiency in accordance with ADR.OPS.B.25. In such cases, language proficiency:

- (a) in the English language shall be demonstrated in accordance with ADR.OPS.B.025, at the latest within 5 years after this Regulation has entered into force; and
- (b) in any language, other than the English language, shall be demonstrated in accordance with ADR.OPS.B.025, at the latest within 2 years after this Regulation has entered into force.

#### *Article 3*

### **Date of entry into force and application**

1. This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.
2. The following points, as amended by this Regulation, shall apply from 5 November 2020:
  - Appendix 2 to point ADR.OPS.A.057,
  - point ADR.OPS.A.060,
  - point ADR.OPS.A.065,
  - point ADR.OPS.B.036,
  - point ADR.OPS.B.037.
3. Definition (41b) in Annex I shall be replaced by the following as of 5 November 2020:  
'(41b) "SNOWTAM" means a special series NOTAM given in a standard format, which provides a surface condition report notifying the presence or cessation of hazardous

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<sup>(3)</sup> <https://www.easa.europa.eu/document-library/opinions>

conditions due to snow, ice, slush, frost or water associated with snow, slush, ice, or frost on the movement area;’

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels,

*For the Commission*  
*The President*  
[\[...\]](#)