



European Aviation Safety Agency

**EXPLANATORY NOTE TO**  
**OPINION No 01/2013**

RMT.0136 (ADR.001(a)) & RMT.0137 (ADR.001(b))

RMT.0140 (ADR.002(a)) & RMT.0141 (ADR.002(b))

RMT.0144 (ADR.003(a)) & RMT.0145 (ADR.003(b))

NPA/CRD 2011-20

**'Authority, Organisation and Operations  
Requirements for Aerodromes'**

## SUMMARY

This Explanatory Note is devised in order to inform the reader about the core content of the prevalent EASA Opinion No 01/2013 and about the changes to the draft ADR Regulation performed after the CRD. Those changes are based on reactions which were given to the CRD and indicated room for further fine-tuning of the draft provisions. Changes and their motivation are indicated in this document. Based on extensive coordination with Member States and stakeholders, EASA believes that this Opinion is based on strong consensus and presents a mature platform for adopting the future ADR Regulation.

## INTRODUCTION

### I. General

1. Amended Regulation (EC) No 216/2008 (hereafter referred to as the 'Basic Regulation'), extended the responsibilities of the European Aviation Safety Agency (hereafter referred to as the 'Agency') to the areas of ATM/ANS and aerodromes. This new responsibility mandated the Agency to prepare draft safety rules for aerodromes as well as common rules for certification and oversight by the National Aviation Authorities (NAAs) in support of the European Commission.
2. The purpose of this Opinion is to assist the European Commission in laying down Implementing Rules (IRs) for Aerodromes in handing over the final deliberations of the Agency on the matter at stake. Those IRs are supposed to be adopted by the European Commission and to enter into force by the end of the year 2013.
3. Non-binding material (Acceptable Means of Compliance (AMC), Guidance Material (GM) and Certification Specifications (CS)) underpinning these future IRs has been developed in parallel and is envisaged to be adopted by the Agency and enter into force at the same time as the IRs. Different from the process for the IRs above, this underpinning material remains with the Agency before adoption and therefore is given more time to be adjusted and finalised during the year 2013.
4. This Explanatory Note is devised in order to help the reader understand the reasons and effects of last changes to the draft Implementing Rules (IRs). Those changes are recommended by the Agency in response to the reactions received to the CRD to NPA 2011-20. Both a 'clean' and a 'tracked changes' version of the future draft IRs are offered.
5. Furthermore, as Attachment to this Explanatory Note, for information only and not forming formal part of this Opinion, a list is offered detailing those parts of underpinning AMC, GM and CS which the Agency intends to shape further. This non-exhaustive list is also emerging from reactions to the CRD and is not understood to be final. In individual cases, new draft text is offered.

### II. Scope of the Opinion

6. This Opinion consists of the following documents:
  - Draft Cover Regulation on Aerodromes with the following annexes:
    - Annex I — Part Authority Requirements (Part-ADR.AR)
    - Annex II — Part Organisation Requirements (Part-ADR.OR)
    - Annex III — Part Operations Requirements (Part-ADR.OPS)

### III. Rule structure

7. The following figure provides an overview of the annexes under the future Aerodromes Regulation:

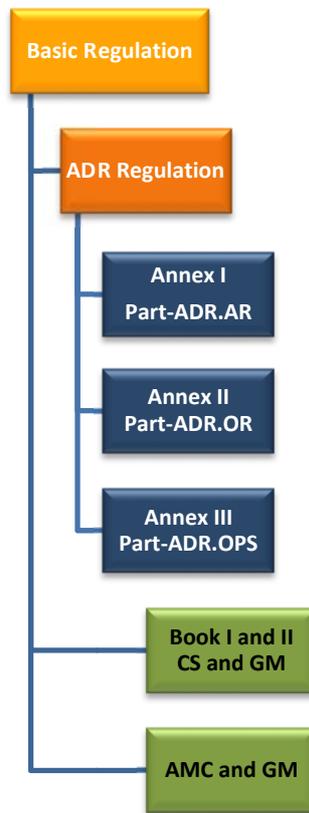


Figure 1: Annexes of the Aerodromes Regulation

### IV. Consultation

8. NPA 2011-20 was published on the Agency's website (<http://easa.europa.eu/rulemaking/notices-of-proposed-amendment-NPA.php>) on 13 December 2011. The consultation period ended, following a request for an extension, on 30 April 2012.
9. Comment summaries, related responses to summarised comments and the proposed revised rule text were discussed at the following events:
- Aerodrome conference 21/22 May 2012
- Thematic review meetings
- Draft Regulation & Part AR 12 June 2012
  - Part OR 13 June 2012
  - Part OPS 19 June 2012
  - Book I CS 20 June 2012
10. Based on the above and on extensive consultations with authorities, associations and aerodrome operators, the Agency published the CRD to the NPA 2011-20 on 26 November 2012. The reaction period ended on 3 February 2013. Within this reaction period, the Agency has maintained a constant high level of coordination with all parties to ensure all reactions are adequately dealt with. Many meetings, both formal and informal, have taken place to allow for the free discussion of topics

between all parties with a goal of ensuring all parties understand the changes proposed and the justification for the change.

#### **V. General overview of reactions to the CRD**

11. It is worth noting that a significant number of reactions relayed the appreciation felt by both the authorities and the aerodrome operators for the efforts shown by the Agency in trying to respond positively to the comments received during the NPA public consultation. The CRD was felt to address many of the concerns forwarded to the Agency. Many reactions raised concerned the adoption of the rules and the discontinuity that surfaced as a result of changing some rules without fully addressing the consequence of that action on related or supporting rules. The following text will endeavour to highlight the changes on each part undertaken by the Agency in response to the reactions received and indicate the justification of that decision.
12. A repeating reaction expressed by industry concerned the interpretation of the use of the phrase 'shall ensure'. There appeared to be a general understanding that this term meant that aerodrome operators are directly responsible for the development of the procedures and the verification that the procedures have been followed by all concerned. This was not the intention of the phrase and does not align with the scope intended by the Agency for the aerodrome operator. The Agency's intention when the term 'ensure' is used is that the aerodrome operator should satisfy itself that procedures are in place, suitably promulgated and included in the aerodromes' overall safety management systems. It is understood by the Agency that other organisations may take an active role in delivering the effective procedure in line with the rule but it still remains the aerodrome operators responsibility to initiate, oversee and review the effectiveness of the procedure.
13. In response to a request for clarification of the aerodrome operators liability when operational services are provided by other entities, the Agency has included further guidance material that indicates the level of responsibility and liability they are expected to maintain during these coordination arrangements. As mentioned, it is expected that the aerodrome operator will coordinate with the various entities; however, it is understood that in ensuring that coordination they have delivered their responsibility and therefore are not liable for the actions of those other entities.
14. In the subsequent sections of this Explanatory Note, more detailed information about the development of the Draft Regulation is provided.

## CHANGES TO THE DRAFT REGULATION ON AERODROMES

### I. Scope

15. The draft Regulation on aerodromes defines the general applicability of the Parts it covers, provides for the conversion of existing certificates, defines the use of the exemptions under Article 4(3b) of the Basic Regulation and proposes specific measures in the form of conversion times and the Deviation Acceptance and Action Document (DAAD) intended to ease the transition to the new Certification Specifications.

### II. Overview of reactions

16. Reactions on the draft Regulation focused mainly on the definitions, oversight of aerodromes, and the applicability of the rules prior to certification.

### III. Explanation of changes

*New recital (15):*

17. This new recital gives an explanation to the aerodrome operator's responsibility when an aerodrome service required under Annex III to the Regulation is provided by a state entity or organisation other than the aerodrome operator itself.

*New recital (16):*

18. This new recital clarifies that the non-safety aspects of existing national aerodrome certificates remain unaffected.

*Article 1: Subject matter and scope*

19. Article 1 has been amended to clarify which entity has to comply with which of the annexes. The delay by which different entities have to comply with the annexes has been moved to Article 12.

*Article 2: Definitions*

20. There appeared to be some misunderstanding over the definition of 'oversight planning cycle' using the term 'all applicable requirements shall be verified during the oversight cycle' and that this would increase the burden on some competent authorities. The Agency reviewed the text and realised that the current definition omits the oversight of the Acceptable Means of Compliance and Certification Specification, which are not requirements, and has amended the text to reflect that some items remain stable and may not be subjected to regular oversight if unaffected by change. The new definition states that the oversight cycle is a period within which continued compliance is verified. This definition does not go into the means by which such verification needs to be done with. The definition of the 'terms of certificate' was reduced by two elements.

*Article 3: Oversight capabilities*

21. The article has been changed to clarify that Member States designate a competent authority to be responsible for the certification and oversight of the aerodromes and their operation rather than aerodrome operations in general. This better defines the scope and alignment with the Basic Regulation. Other changes to the article allow the competent authority to take but also to only initiate enforcement measures that would then be taken by other relevant entities.

The rule regarding the oversight coordination of aerodromes located near national borders has been redrafted, hereby reduced to 'safeguarding' and moved to Article 8.

*Article 4: Information to the Agency*

22. The reaction to Article 4 identified that 'names of aerodromes' could lead to problems of correct identification if the Member State used the terms suggested in the Article. Therefore, to avoid confusion, the Agency has adopted the ICAO requirement and now states that the information given to the Agency should contain the 'name, location and ICAO code of the aerodromes'.

*Article 5: Exemptions in accordance with Article 4(3b) of Regulation (EC) No 216/2008*

23. The change to Article 5 reflects the efforts by the Agency to clarify the time period over which the Member State assesses the aerodrome's conformity with the exemption requirements. The Agency is attempting to maintain flexibility within the Article to allow the Member State to decide whether an aerodrome meets the exemption requirements. However, there was a slight inconsistency within the Article that may have led to some confusion. Therefore the Agency has inserted the word 'the last three consecutive years' in Article 5(2) so that it is the same as in Article 5(3)(c).

*Article 6: Conversion of certificates*

24. The article has been changed to clarify the validity of existing certificates.

*Article 7: Deviations from Certification Specifications*

25. This Article has changed to reflect two reactions received. The first one concerns the use of the term 'first' certificates. It was felt that this places those aerodromes that have applied for early certification at a disadvantage against those that are certified later. The disadvantage identified against those that have not yet been issued their new certificate meant that any 'genuine' deviations identified post-certification could not use the DAAD, whereas those that have yet to be certified could place those 'missed' deviations on the DAAD. This has resulted in the deletion of the word 'first' to allow the DAAD to be used in genuine cases of error in identifying the applicable deviations at the time of certification. The second reaction involved the inconsistency of the end date used in the Article and that used in the Explanatory Note. The Article has been changed to reflect the correct date.

*Article 8: Safeguarding of aerodrome surroundings*

26. As mentioned in Article 3 above, this article now includes under (3) the requirement for coordination of the safeguarding of aerodromes located near national borders rather than the oversight as described in the earlier proposed Article 3.

*Article 9: Monitoring of aerodrome surroundings*

27. The change to Article 9 reflects the reaction that the creation of an area for wildlife activity could in fact be positive in drawing wildlife away from areas where they would pose a danger to aerodrome operations. Therefore the Agency inserted the word 'harmful to aircraft activities' in the bullet regarding wildlife activity.

*Article 12: Entry into force*

28. The article has been changed to clarify the entry into force requirements for those aerodromes currently certified under their national legislation and those

aerodromes that may be within the certification process that began prior to entry into force of this Regulation.

## **CHANGES TO ANNEX I – PART AUTHORITY REQUIREMENTS (PART-ADR.AR)**

### **I. Scope**

29. This part describes the requirements for competent authorities. The material developed defines:
- a. the requirements for competent authorities' management systems;
  - b. the procedure for reviewing and accepting a proposed applicable aerodrome certification basis submitted by an applicant;
  - c. the acceptance process for the aerodrome manual defining aerodrome particulars, services and operations;
  - d. the requirements for the issuing, maintaining, amending, suspending or revoking certificates for aerodromes and aerodrome operators (as applicable in a Member State);
  - e. the authority requirements in relation to continuing safety oversight of aerodromes, its operations and services and the aerodrome operator;
  - f. the conditions under which operations shall be prohibited, limited or subject to certain conditions in the interest of safety.

### **II. Overview of reactions**

30. The reaction on Authority Requirements focused mainly on the subjects of the management system, oversight programme, issuance of the certificate and changes. Based on the reactions received the text has been reviewed with the aim of reducing the burden on the competent authorities and clarifying their obligations with regard to oversight programme and issuance of the certificate and changes.

### **III. Explanation of changes**

#### *ADR.AR.A.005: Competent authority*

31. The Implementing Rule (IR) has been changed to clarify that the competent authority (CA) does not automatically issue a certificate unconditionally, which the previous text unintentionally may have suggested.

#### *ADR.AR.B.020: Record keeping*

32. The IR now reflects that records shall be kept for the lifespan of the certificate or declaration, as appropriate. This change was done to allow the CA to decide what records should be kept.

#### *ADR.AR.C.005: Oversight*

33. The IR now includes the provision for the CA to include other infrastructure and activities within the areas monitored by the aerodrome operator in accordance with ADR.OPS.B.075 within its oversight. This may include prior approval agreements.

#### *ADR.AR.C.015: Initiation of certification process*

34. The IR has been changed to reflect that the certification process is an iterative process and not the 'ping-pong' process that was originally promoted. The certification process should be a collaborative process that requires both parties to

interact and develop the certification basis and certification requirements. It is not intended as a bureaucratic procedure and should not be operated as one.

*ADR.AR.C.020: Certification basis*

35. The IR has been changed to describe the certification basis (CB) more accurately. The process to arrive at the CB is placed in an AMC under ADR.AR.C.015 where the term first appears.

## **CHANGES TO ANNEX II – PART ORGANISATION REQUIREMENTS (PART-ADR.OR)**

### **I. Scope**

36. Part-ADR.OR contains the requirements to be fulfilled by the aerodrome operator. The part contains five sections covering General Requirements, Certification — Declaration, Operator Responsibilities, Management and Aerodrome Manual. It includes:
- a. the conditions for operating an aerodrome in compliance with the essential requirements (ERs) of Annex Va and, if applicable, Annex Vb to the Basic Regulation;
  - b. the responsibilities and privileges of an aerodrome operator organisation;
  - c. the process for the development and the content of the aerodrome manual and the requirements to operate the aerodrome in accordance with it;
  - d. the requirements for an aerodrome management system, containing the Safety Management System;
  - e. the responsibilities of the aerodrome operator and third parties providing aerodrome operational services, including procedures for the aerodrome operator's monitoring and supervision of third parties' operations on the movement area.

### **II. Overview of reactions**

37. As with the reaction on the authority requirements the operator requirements comments also focussed on the rules on oversight of third parties, changes and personnel requirements. Significant reactions to the training requirements were received and led to a substantial redrafting of these rules.

### **III. Explanations of changes**

*ADR.OR.B.015: Application for a certificate*

38. This IR has been changed to mirror the intent of the changes that have taken place to ADR.AR.C.015 described above in the AR section. The changes should add clarity to the requirements regarding the application for a certificate.

*ADR.OR.B.040: Changes*

39. Minor editorial change to the beginning of the IR to clarify the scope of the changes requirements and another change to clarify the scope of the assessment of the proposed change.

*ADR.OR.B.060: Declaration of providers of apron management services*

40. The IR was slightly adjusted for better clarity.

*ADR.OR.C.005: Aerodrome operator responsibilities*

41. The IR has been changed to reflect that some of the information listed in the rule should be published only where deemed necessary. The original IR would impose the requirement to publish information that should only need to be reflected in the aerodrome manual. Therefore the draft IR has been changed to indicate that all relevant information for the safety of aircraft shall be included in the aerodrome manual but that only appropriate information may need to be published. A further minor change was done to remove the 'formal' aspect in arrangements the aerodrome operator may have with other entities.

*ADR.OR.C.040: Prevention of fire*

42. The change to the IR clarifies that the aerodrome operator is not directly responsible for ensuring the requirement is met, but by merely ensuring they have procedures to ensure persons are aware of the requirement.

*ADR.OR.C.045: Use of alcohol, psychoactive substances and medicines*

43. The IR stated that aerodrome operators shall establish and promulgate a policy on the use of the substances included in this rule. Many reactions indicated that management should not be included in restrictions on the use of the substances mentioned in this rule. However, the Agency has not stated what should be included in the policy, but to remove any misconception, the Agency has removed the word 'management'.

*ADR.OR.D.015: Personnel requirements*

44. The significant change to ADR.OR.D.017 described below has resulted in a requirement to be included in this IR for the aerodrome operator to ensure that their personnel involved in the operation, maintenance and management of the aerodrome are adequately trained in accordance with the training programme. This inclusion adds clarity to the redrafted IR ADR.OR.D.017.

*ADR.OR.D.017: Training and proficiency check programmes*

45. The significant changes to this IR have clarified the scope of responsibilities of the aerodrome operator in ensuring its own staff are trained and maintain records and in ensuring that unescorted persons operating on the movement area or other operational areas of the aerodrome are adequately trained. The redrafted rule should now reflect that the aerodrome operator is not directly responsible for the training of the personnel of other organisations. However, the aerodrome operator has to ensure that other organisations' personnel are trained in accordance with the standards which are developed by the aerodrome operator (syllabus and frequencies), as it is required by the essential requirements. Therefore, it maintains a general administrative supervision of the training delivered to personnel of other organisations.

*ADR.OR.D.027: Safety programmes*

46. Minor change to reflect that the aerodrome operator cannot ensure that organisations operating on the aerodrome are involved in such programmes but only to encourage the organisation to be involved in such programmes.

*ADR.OR.D.035: Record keeping*

47. Minor change to reflect that records pertaining to the certification basis and alternative means of compliance in use need only be kept as long as the lifespan of the certificate and not for an unlimited duration.

*ADR.OR.E.005: Aerodrome manual*

48. Minor change to clarify the aerodrome operator's responsibility towards awareness of the aerodrome manual for other organisations' personnel. The CRD text implied the aerodrome operator has to make sure those other organisations' personnel are aware of the manual when the intent was that only the organisations need to be aware and it their responsibility to ensure the manual is brought to their own personnel's attention.

**CHANGES TO ANNEX III – PART OPERATIONS REQUIREMENTS  
(PART-ADR.OPS)****I. Scope**

49. Part-ADR.OPS contains the requirements to be fulfilled by the aerodrome operator. The part contains three sections covering Aerodrome Data, Aerodrome Operational Services, Equipment and Installations and Aerodrome Maintenance. It includes:
- a. requirements and processes for the safe operations of aerodromes, including aerodrome maintenance;
  - b. requirements and processes for safe aerodrome operational services, regardless of whether the aerodrome operator or a third party is providing them;
  - c. requirements for the safety of aircraft-related ground operations provided on the movement area.

**II. Overview of reactions**

50. The requirements for aerodrome operations attracted a number of reactions related to RFFS and Aerodrome Maintenance. Some clarification needed to address questions posed during the reaction period with regard to the level of obligation placed on the aerodrome operator to ensure safe operations during certain weather events.

**III. Explanation of changes***ADR.OPS.B.001: Provision of services*

51. Minor change to this IR to remove the word 'operational' from the services provided as the Subpart is titled 'operational services', therefore the scope is well defined and does not need to be repeated in the IRs. Additional material has been added to GM to support the IR (See Attachment 1).

*ADR.OPS.B.010: Rescue and firefighting services*

52. Changes to this IR include a minor change to clarify that the expected response time of the RFFS is not 'immediate' but 'in a timely manner'. Reactions received indicated that as long as they meet the response requirements there is no obligation for 'immediate' response as previously required in this IR. A significant change has been required following the changes to ADR.OR.D.017 described above that has resulted in the requirements for RFFS training and proficiency checks to be relocated back to this Part. The recent inclusion of ADR.OPS.B.011, that allows the concept of other parties being responsible for the service, has given the opportunity to relocate this rule back to a more suitable location.

*ADR.OPS.B.025: Operation of vehicles*

53. Minor change to remove the word 'formal' training. This should add clarity that the rule does not intend to obligate the aerodrome operator to provide the training directly but to establish and implement 'procedures'. There is also nothing in the rule that does not prevent the aerodrome operator from delegating other organisation to undertake these tasks.

*ADR.OPS.B.035: Operations in winter conditions*

54. The IR has been changed to better clarify the role of the operator.

*ADR.OPS.B.040: Night operations*

55. The IR has been changed to better clarify the role of the operator.

*ADR.OPS.B.045: Low visibility operations*

56. The IR has been changed to better clarify the role of the operator.

*ADR.OPS.B.060: Access to the movement area*

57. This IR has been deleted following the changes to ADR.OR.D.017 that now includes the intent of this rule.

*ADR.OPS.B.070: Aerodrome works safety*

58. The requirement for major constructions at the aerodrome to be prior approved by the competent authority has been removed from this IR. It has become obsolete following the inclusion of the change to ADR.AR.C.005 which covers the situation described in this rule.

*ADR.OPS.B.075: Safeguarding of aerodromes*

59. In paragraph (a)(1) the limitation of competence of the aerodrome operator has been added for clarification in line with Article 8a(4) of the Basic Regulation.

*ADR.OPS.C.005: Aerodrome maintenance — General*

60. The requirement for prior approval of the maintenance programme and of the major maintenance activities has been removed.

<b>FOR INFORMATION ONLY</b>
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**ATTACHMENT 1**

This attachment lists references to support material that will possibly be reviewed either due to the changes to the related proposed Implementing Rule (IR) or following reactions received affecting the supporting material and includes, where possible, new material that has already been developed.

This list is for information only and not to be understood as definite or exhaustive. The Agency will continue to liaise with external parties on the course to adoption to ensure best quality of this material.

<b>Authority Requirements</b>
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Possible changes to the AMC and GM supporting material include:

New <b>AMC1 ADR.AR.B.005(a)(1)</b>	Management system
<b>AMC1 ADR.AR.B.005(a)(4)</b>	Management system
<b>AMC1 ADR.AR.B.005(d)</b>	Management system
<b>GM1 ADR.AR.B.005(a)(1)</b>	Management system
<b>GM2 ADR.AR.B.005(a)(2)</b>	Management system
<b>AMC1 ADR.AR.C.015(b)(1)(2)</b>	Initiation of the certification process
<b>AMC1 ADR.AR.C.015(b)(1)</b>	Initiation of the certification process
New <b>GM1 ADR.AR.C.015(c)</b>	Initiation of the certification process
<b>AMC1 ADR.AR.C.035(a)</b>	Issuance of certificate
<b>GM1 ADR.AR.C.035(a)(2)</b>	Issuance of certificate
<b>GM3 ADR.AR.C.035(b)(1);(2)</b>	Issuance of certificate
<b>AMC3 ADR.AR.C.040(a);(f)</b>	Changes
<b>AMC3 ADR.AR.C.040</b>	Changes

<b>Organisation Requirements</b>
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Possible changes to the AMC and GM supporting material include:

<b>AMC1 ADR.OR.B.015(b)(4)</b>	Application for a certificate
<b>GM1 ADR.OR.B.015(b)(5)</b>	Application for a certificate

<b>AMC1 ADR.OR.B.040 (a)</b>	Changes
<b>GM1 ADR.OR.B.040 (a);(b)</b>	Changes
<b>AMC1 ADR.OR.D.005(b)(11)</b>	Management system
<b>AMC2 ADR.OR.D.005(b)(11)</b>	Management system
<b>AMC2 ADR.OR.D.005(c)</b>	Management system
<b>AMC1 ADR.OR.D.010</b>	Contracted activities
<b>AMC1 ADR.OR.D.015 (b)</b>	Personnel requirements
<b>AMC1 ADR.OR.D.017(a)</b>	Training and proficiency check programmes
<b>GM1 ADR.OR.D.017(a)</b>	Training and proficiency check programmes
<b>GM2 ADR.OR.D.025</b>	Coordination with other organisations
<b>AMC1 ADR.OR.D.030</b>	Safety reporting system

### Operations Requirements

Possible changes to the AMC and GM supporting material include:

<b>AMC2 ADR.OPS.B.010</b>	Provision of services
<b>GM5 ADR.OPS.B.010</b>	Provision of services

This GM shown below has been developed to explain the scope of the IR with regard to the responsibilities and liability of the Aerodrome operator when third Parties are involved in developing and delivering an operational service, e.g. RFFS, Driving Permits, etc.

<b>GM1 ADR.OPS.B.001</b>	Provision of services
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#### SERVICES

The services included in Part B of this Annex need to be provided at an aerodrome. In some cases, these services are not directly provided by the aerodrome operator, but by another organisation or State entity or combination of both. However, the aerodrome operator, being responsible for the operation of the aerodrome should have arrangements and interfaces with these organisations or entities to ensure the provision of services according to the legal requirements. The method described above meets with the intention of an integrated Safety Management System that helps the aerodrome operator to ensure the safety objective of the service provision is being met. In completing this action, the aerodrome operator should hereby been seen to discharge their responsibility by employing the procedures mentioned above, furthermore, the aerodrome operator should not be understood to be directly responsible or liable for non-compliances by another entity involved in the arrangement.

Further changes to the supporting material (**AMC & GM**) for RFFS will need to be reviewed as a consequence of moving the training requirements back into this Part.

<b>AMC1 ADR.OPS.A.010</b>	Data quality requirements
<b>AMC1 ADR.OPS.B.005</b>	Aerodrome emergency planning
<b>AMC5 ADR.OPS.B.010</b>	Rescue and firefighting services
<b>GM5 ADR.OPS.B.010</b>	Rescue and fire fighting services
<b>AMC1 ADR.OPS.B.020</b>	Wildlife strike hazard reduction
<b>AMC1 ADR.OPS.B.035</b>	Operations in winter conditions
<b>AMC1 ADR.OPS.B.045</b>	Low visibility operations
<b>AMC1 ADR.OPS.B.075</b>	Safeguarding of aerodromes

AMCs and GM related to **ADR.OPS.B.060** will be deleted

### **Book 1 and 2, Certification Specifications and Guidance material**

Certification Specifications that will possibly be reviewed in the Book 1 and 2 supporting material include:

#### **CHAPTER B – RUNWAYS**

CS ADR-DSN.B.035	Actual length of runway and declared distances
CS ADR-DSN.B.045	Width of runways
CS ADR-DSN.B.060	Longitudinal slopes of runways
CS ADR-DSN.B.065	Longitudinal slope changes on runways
CS ADR-DSN.B.070	Sight distance for slopes on runways
CS ADR-DSN.B.080	Transverse slopes on runways
CS ADR-DSN.B.095	Runway turn pads
CS ADR-DSN.B.105	Strength of runway turn pads
CS ADR-DSN.B.130	Slopes on runway shoulders
CS ADR-DSN.B.135	Width of runway shoulders
CS ADR-DSN.B.160	Width of runway strip
CS ADR-DSN.B.170	Non-precision approach and non-instrument runway strips
CS ADR-DSN.B.180	Longitudinal slopes on runway strips
CS ADR-DSN.B.185	Transverse slopes on runway strips
CS ADR-DSN.B.190	Strength of runway strips
CS ADR-DSN.B.205	Radio altimeter operating area

**CHAPTER C – RUNWAY END SAFETY AREA**

- CS ADR-DSN.C.215 Dimensions of runway end safety areas
- CS ADR-DSN.C.230 Slopes on runway end safety areas
- CS ADR-DSN.C.235 Strength of runway end safety areas

**CHAPTER D – TAXIWAYS**

- CS ADR-DSN.D.240 Taxiways general
- CS ADR-DSN.D.245 Width of taxiways
- CS ADR-DSN.D.265 Longitudinal slopes on taxiways
- CS ADR-DSN.D.270 Longitudinal slope changes on taxiways
- CS ADR-DSN.D.275 Sight distance of taxiways
- CS ADR-DSN.D.280 Transverse slopes on taxiways
- CS ADR-DSN.D.320 Objects on taxiway strips
- CS ADR-DSN.D.330 Slopes on taxiway strips
- CS ADR-DSN.D.340 Location of holding bays, runway-holding positions, intermediate holding positions, and road-holding positions

**CHAPTER L – VISUAL AIDS FOR NAVIGATION (MARKINGS)**

- CS ADR-DSN.L.540 Aiming point marking
- CS ADR-DSN.L.570 Enhanced taxiway centre line marking

**CHAPTER M – VISUAL AIDS FOR NAVIGATION (LIGHTS)**

- CS ADR-DSN.M.620 Aeronautical beacons
- CS ADR-DSN.M.700 Rapid exit taxiway indicator lights
- CS ADR-DSN.M.710 Taxiway centre line lights
- CS ADR-DSN.M.715 Taxiway centre line lights on taxiways, runways, rapid exit taxiways, or on other exit taxiways
- CS ADR-DSN.M.760 Advanced visual docking guidance system
- CS ADR-DSN.M.770 Road-holding position light

**CHAPTER Q – VISUAL AIDS FOR DENOTING OBSTACLES**

- CS ADR-DSN.Q.840 Objects to be marked and/or lighted

**CHAPTER S – ELECTRICAL SYSTEMS**

- CS ADR-DSN.S.880 Electrical power supply systems for visual aids

**CHAPTER T – AERODROME OPERATIONAL SERVICES, EQUIPMENT AND INSTALLATION**

- CS ADR-DSN.T.910 Equipment frangibility requirements
- CS ADR-DSN.T.915 Siting of equipment and installations on operational areas