



Explanatory Note to Decision 2014/013/R

Certification Specifications and Guidance Material for Aerodromes (CS-ADR-DSN)

RELATED NPA/CRD 2011-20 — OPINION No 01/2013 — RMT.0144 (ADR.003(a)) & RMT.0145 (ADR.003(b)) — 27/02/2014

EXECUTIVE SUMMARY

This Explanatory Note is devised in order to inform the reader about the core content of the prevalent EASA Decision 2014/013/R and about the changes performed after the CRD 2011-20 to the draft Certification Specifications and Guidance Material for Aerodromes pursuant to Regulation (EC) No 216/2008 of the European Parliament and Council. 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 Decision is based on strong consensus. It reflects the state of the art and best practices in the field of aerodromes and takes into account applicable ICAO SARPs. It allows for the establishment of Certification Basis of an aerodrome in accordance with the applicable Certification Specifications.

Applicability		Process map	
Affected regulations and decisions:	Commission Regulation (EU) No 139/2014 of 12 January 2014 Regulation (EC) No 216/2008 Art. 8a point 5	Concept Paper:	Yes
Affected stakeholders:	Member States, aerodrome operators	Rulemaking group:	Yes
Driver/origin:	Regulation (EC) No 216/2008 Art. 8a	RIA type:	Full
Reference:	N/A	Publication date of the NPA:	2011/Q4
		Duration of NPA consultation:	4 months
		Publication date of the CRD:	2012/Q4
		Review group:	No
		Focussed consultation:	Yes
		Publication date of the Opinion:	2013/Q1

Table of contents

1. How this Decision was developed	3
2. Structure of the related documents	4
3. Outcome of the consultation and development of changes	5
3.1. From NPA to CRD	5
3.2. General overview of reactions to the CRD.....	5
4. References	6
4.1. Related regulations.....	6
4.2. Reference documents	6
ATTACHMENT to Explanatory Note to Decision 2014/013/R.....	7

1. How this Decision was developed

1. Amended Regulation (EC) No 216/2008¹ (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. Opinion 01/2013 published in February 2013 is laying down Implementing Rules (IRs) for Aerodromes in handing over the final deliberations of the Agency on the matter at stake. Those IRs were adopted by the European Commission and entered into force 1 January 2013.
3. This Decision adopted by the Agency addresses non-binding material so called 'soft law' (Certification Specifications (CS) and Guidance Material (GM)) underpinning above mentioned IRs and enter into force at the same time as the IRs.
4. This Decision is published in parallel to the Decision addressing AMC/GM to Authority, Organisation and Operations Requirements for Aerodromes, which completes the package of soft law related to aerodrome domain.
5. This Explanatory Note is devised in order to help the reader understand the reasons and effects of last changes to aforementioned draft soft law (CS/GM). Those changes are recommended by the Agency in response to the reactions received to the CRD 2011-20. The European Aviation Safety Agency (hereinafter referred to as the 'Agency') developed ED Decision 2014/013/R in line with Regulation (EC) No 216/2008 and the Rulemaking Procedure².

¹ Regulation (EC) No 216/2008 of the European Parliament and 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), as last amended by Commission Regulation (EU) No 6/2013 of 8 January 2013 (OJ L 4, 9.1.2013, p. 34).

² The Agency is bound to follow a structured rulemaking process as required by Article 52(1) of the Basic Regulation. Such process has been adopted by the Agency's Management Board and is referred to as the 'Rulemaking Procedure'. See Management Board Decision concerning the procedure to be applied by the Agency for the issuing of opinions, certification specifications and guidance material (Rulemaking Procedure), EASA MB Decision No 01-2012 of 13 March 2012.

2. Structure of the related documents

Scope of the Decision

This Decision consists of the following document:

Certification Specifications and Guidance Material for Aerodromes:

- Book I - EASA Certification Specifications for Aerodromes
- Book II - EASA Guidance Material for Aerodromes.

Rule structure:

The following figure provides an overview of the annexes under ADR Regulation and soft law underneath subjected to adoption by the Executive Director of EASA:

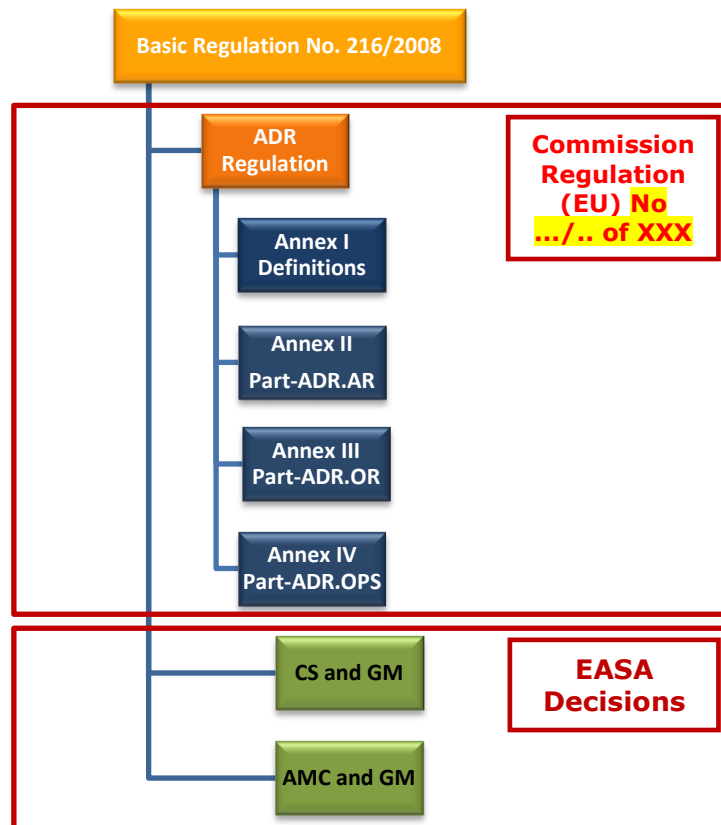


Figure 1: Regulatory structure for aerodrome safety

3. Outcome of the consultation and development of changes

3.1. From NPA to CRD

- (a) 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.
- (b) The Comment-Response Document (CRD) 2011-20 was published on the Agency's website (<http://easa.europa.eu/rulemaking/r-archives.php#crd>) 26 November 2011. The CRD contains detailed responses of the Agency to individual comments as well as resulting rule text.
- (c) The CRD was open for a reaction period ending 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 open discussion of topics between all parties with a goal of ensuring all parties understand the changes proposed and the justification for the change.
- (d) Comment summaries, related responses to summarised comments and the proposed revised text were discussed at thematic meeting for interested parties held on 27 June 2013 in Cologne.

3.2. General overview of reactions to the CRD

- (a) 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. 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.
- (b) The Certification Specifications of Book 1 and the related Guidance Material contained in Book 2 are applicable to the aerodromes that fall in the scope of Regulation (EC) No 216/2008

At an aerodrome, which falls in the scope of the Basic Regulation and has more than one runway, at least one runway should meet the criteria contained in Article 4 of the Basic Regulation. However, other runways at such an aerodrome might not meet the criteria of Article 4 of Basic Regulation. Such runways may be non-instrument runways, unpaved runways, shorter than 800 m runways, runways which are not open to public use or open to commercial air transport. By forming part of the aerodrome, however, the Certification Specifications and the Guidance Material should be applicable also to those runways.
- (c) In addition to the changes made in response to reactions to the CRD there were made number of editorial corrections and alignments with AMC/GM to Authority Requirements for Air Operations. EAPRI/EAPRE recommendations were also taken into account in a more explicit fashion.
- (d) In the Attachment to this Explanatory Note, more detailed information about most significant individual changes is provided.

4. References

4.1. Related regulations

- 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/EC³
- Regulation (EC) No 1108/2009 of the European Parliament and of the Council of 21 October 2009 amending Regulation (EC) No 216/ 2008 in the field of aerodromes, air traffic management and air navigation services and repealing Council Directive 06/23/EEC⁴

4.2. Reference documents

- ICAO Annex 14 (Aerodrome design and operations)
- ICAO Annexes (relevant parts) 2, 3, 4, 6, ,10, 11, 14, 15, 16, and 17;
- ICAO Doc 9157, Aerodrome Design Manual;
- ICAO Doc 9184, Airport Planning Manual;
- ICAO Doc 9137, Airport Services Manual;
- ICAO Doc 9426, Air Traffic Services Planning Manual;
- ICAO Doc 9640, Aircraft Ground De-icing/Anti-icing Operations;
- ICAO Doc 9774, Manual on Certification of Aerodromes;
- ICAO Doc 9476, Surface Movement Guidance and Control Systems (SMGCS);
- ICAO Doc 9815, Laser Emitters and Flight Safety;
- ICAO Doc 9643, Simultaneous Operations on Parallel or Near-Parallel Instrument Runways (SOIR);
- ICAO Doc 8168, Operations Manual (PANS-OPS);
- ICAO Doc 4444, Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM);
- ICAO Doc 9674, World Geodetic System — 1984 (WGS-84);
- ICAO Doc 9365, All Weather Operations;
- ICAO Doc 9870, Preventing Runway Incursions.
- European Action Plan for the Prevention of Runway Incursions (EAPPRI);

³ OJ L 79, 19/03/2008, p. 1.

⁴ OJ L 309, 24/11/2009, p. 51.

ATTACHMENT to Explanatory Note to Decision 2014/013/R

CHANGES TO THE CS/GM FOR AERODROMES FROM VERSION PUBLISHED AS CRD

Explanation of changes:

Reference	Explanation
CHAPTER B – RUNWAYS	
CS ADR-DSN.B.035 Actual length of runway and declared distances	Text is reviewed to indicate that 'inner edge' is used only when the threshold is displaced. In the case that the transverse stripe marking is placed on the extremity of RWY, the RWY length should be measured from the start of the pavement.
CS ADR-DSN.B.060 Longitudinal slopes of runways	The safety objective text is revised to better explain purpose of CS.
CS ADR-DSN.B.065 Longitudinal slope changes on runways	The safety objective text is revised to better explain purpose of CS.
CS ADR-DSN.B.070 Sight distance for slopes on runways	The safety objective text is revised to better explain purpose of CS.
CS ADR-DSN.B.095 Runway turn pads	B.095 (g) 'Where severe weather conditions and resultant lowering of surface friction characteristics prevail, a larger wheel-to-edge clearance of 6 m should be provided where the code letter is E or F' is moved to GM.
CS ADR-DSN.B.105 Strength of runway turn pads	The text of the CS is slightly revised to be less stringent and the wording 'at least equal to that of' will be changed with 'compatible with'.
CS ADR-DSN.B.170 Non-precision approach and non-instrument runway strips	The CS text is deleted and additional explanation will be added in GM.
CS ADR-DSN.B.190 Strength of runway strips	Additional explanation is added in GM.
GM1 ADR-DSN.B.195 Clearways	Text is revised.
CS ADR-DSN.B.205 Radio altimeter operating area	Possibility is left to install radio altimeter operating area in the pre threshold area of a precision approach runway category I 'where practicable'.
CHAPTER C – RUNWAY END SAFETY AREA	
CS ADR-DSN.C.215 Dimensions of runway end safety areas	The text is slightly revised to be in line with the ICAO Annex 14 and SL 20.
CS ADR-DSN.C.235 Strength of runway end safety areas	Additional explanation is added in GM text.
CHAPTER D – TAXIWAYS	
CS ADR-DSN.D.240 Taxiways general	Additional explanation is added in GM text.

Reference	Explanation
CS ADR-DSN.D.265 Longitudinal slopes on taxiways	The safety objective text is revised to better explain purpose of CS.
CS ADR-DSN.D.270 Longitudinal slope changes on taxiways	The safety objective text is revised to better explain purpose of CS.
CS ADR-DSN.D.275 Sight distance of taxiways	The safety objective text is revised to better explain purpose of CS.
CS ADR-DSN.D.320 Objects on taxiway strips	The reference sentence: 'The detailed requirements for siting objects on taxiway strips are in CS ADR-DSN.T.915.' is moved to GM.
CS ADR-DSN.D.330 Slopes on taxiway strips	The safety objective text is revised to better explain purpose of CS.
CS ADR-DSN.D.335 Holding bays, runway-holding positions, intermediate holding positions, and road-holding positions	Where a runway-holding or positions should be established is supplemented with 'on the taxiway'.
CS ADR-DSN.D.340 Location of holding bays, runway-holding positions, intermediate holding positions, and road-holding positions	Missing text in the table is added in the text: ' <i>d. Elevation of taxiway should be taken into account for possible increase of the distances indicated in this table.</i> '
CHAPTER L – VISUAL AIDS FOR NAVIGATION (MARKINGS)	
GM1 ADR-DSN.L.540 Aiming point marking	GM1 text is moved to CS.
CS ADR-DSN.L.570 Enhanced taxiway centre line marking	Dimensions at Figure L-6 is corrected.
CHAPTER M – VISUAL AIDS FOR NAVIGATION (LIGHTS)	
CS ADR-DSN.M.620 Aeronautical beacons	The text is revised in line the ICAO Annex 14 text and 'as when non-precision and/or non-instrument operations are in use' is deleted from the CS.
GM1 ADR-DSN.M.625 Approach lighting systems, general and applicability	The text in GM1 is revised.
CS ADR-DSN.M.635 Precision approach category II and III lighting system	Missing text from ICAO Annex 14: where the serviceability levels of the lights specified as maintenance objectives in CS ADR-DSN.S.895 can be demonstrated' is added in the Figure M-3B.
CS ADR-DSN.M.700 Rapid exit taxiway indicator lights	RETIL have more capacity than safety purpose; 'safety objective' is changed with 'purpose' of lights. The CS text is moved to GM.
CS ADR-DSN.M.710 Taxiway centre line lights	GM text is adjusted according to ICAO Annex 14 wording.
CS ADR-DSN.M.760 Advanced visual docking guidance system	Text from the CS M.760 which is drafted based on the annex 14 text 'Notes' is moved to GM text.
CHAPTER Q – VISUAL AIDS FOR DENOTING OBSTACLES	
CS ADR-DSN.Q.840 Objects to be marked and/or lighted	The previously deleted requirement 'the specifications below apply only to the area under control of the aerodrome operator' is returned back in the text.
CHAPTER R – VISUAL AIDS FOR DENOTING RESTRICTED USE AREAS	
GM1 ADR-DSN.R.855 Closed runways and taxiways, or parts thereof	Text in GM1 is deleted.

Reference	Explanation
CHAPTER T – AERODROME OPERATIONAL SERVICES, EQUIPMENT AND INSTALLATION	
CS ADR-DSN.T.910 Equipment frangibility requirements	The CS text is moved to GM.
CS ADR-DSN.T.915 Siting of equipment and installations on operational areas	It is more specified in the CS text which and where (aerodrome) equipment should be sited on operational areas.
GM1 ADR-DSN.T.920 Fencing	'Security requirements' are deleted from the text.