



Explanatory Note to Decision 2014/012/R

Acceptable Means of Compliance and Guidance Material to Authority, Organisation and Operations Requirements for Aerodromes

RELATED NPA/CRD 2011-20 — OPINION No 01/2013 — RMT.0136 (ADR.001(a)) & RMT.0137 (ADR.001(b)) and RMT.0140 (ADR.002(a)) & RMT.0141 (ADR.002(b)) — 27/02/2014

EXECUTIVE SUMMARY

This Explanatory Note is devised in order to inform the reader about the core content of the prevalent ED Decision 2014/012/R and about the changes performed after the CRD 2011-20 to the draft AMC and GM underpinning the Commission Regulation (EU) No 139/2014 of 12 January 2014 laying down requirements and administrative procedures related to aerodromes pursuant to Regulation (EC) No 216/2008 of the European Parliament and Council (hereinafter referred to as 'ADR Regulation'). 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 and presents a mature platform for implementation of the ADR Regulation.

Applicability		Process map	
Affected regulations and decisions:	Commission Regulation (EU) No 139/2014 of 12 January 2014 Basic Regulation Art. 8a point 5	Concept Paper:	Yes
Affected stakeholders:	Member States, aerodrome operators	Rulemaking group:	Yes
Driver/origin:	Basic Regulation 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

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1. How this Decision was developed

1. Amended Regulation (EC) No 216/2008¹, 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 01/2013² 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 published on 14 January 2014.
3. This Decision adopted by the Agency addresses non-binding material so called 'soft law' (Acceptable Means of Compliance (AMC) 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 Certification Specifications and Guidance Material 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 soft law (AMC and 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 2014/012/R in line with Regulation (EC) No 216/2008 and the Rulemaking Procedure³.

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 See: <http://easa.europa.eu/agency-measures/opinions.php#2013>.

³ 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:

Acceptable Means of Compliance and Guidance Material for Aerodromes:

- AMC/GM to Annex II – Part Authority Requirements – Aerodromes (Part-ADR.AR)
- AMC/GM to Annex III – Part Organisation Requirements – Aerodrome Operators (Part-ADR.OR)
- AMC/GM to Annex IV – Part Operations Requirements (Part-ADR.OPS)

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:

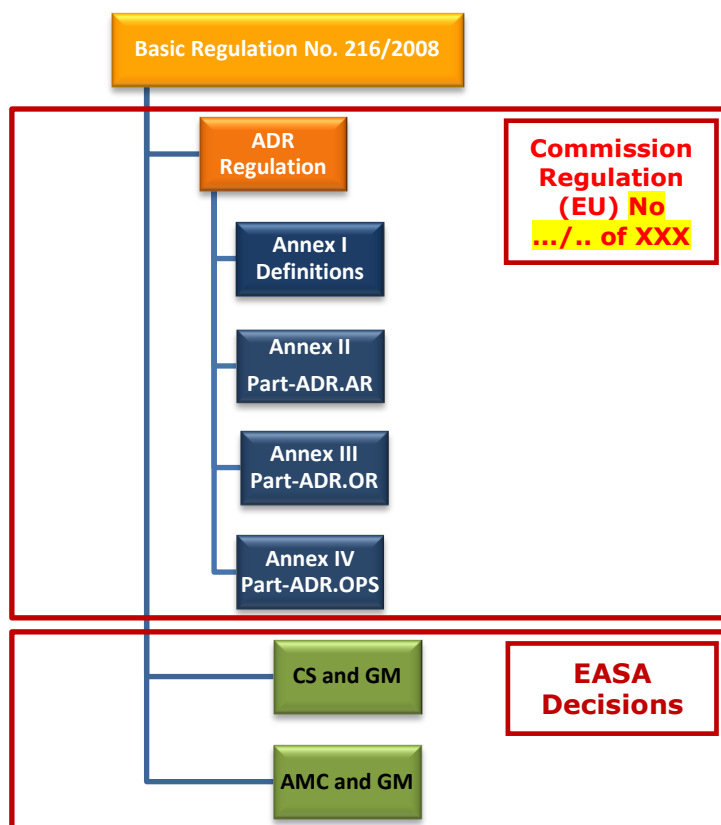


Figure 1: Regulatory structure for aerodrome safety

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 30th 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 the following events:

Thematic meetings for interested parties:

- AMC/GM to Part AR/OR 26 June 2013
- AMC/GM to Part OPS 17 June 2013.

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) EAPRI/EAPRE recommendations to oversight authorities and to airport operators were more explicitly taken into account and led to the amendment of a number of AMC/GM, as well as the creation of a few new GM.
- (c) In addition to the changes made in response to reactions to the CRD there were made number of editorial corrections, renumbering and alignments with some existing AMC/GM to Authority Requirements for Air Operations that are very close in content and intent and therefore are horizontal.
- (d) The stakeholders were not comfortable with the notion that the competent authority should decide on the suitability of an accountable manager and other nominated persons. This was, therefore, deleted from 2 AMCs and one relevant AMC was also downgraded to GM.
- (e) The text in the AMC related to ADR.AR.B.005 Management System was changed to suit the stakeholders wishes for a less restrictive set-up for ensuring the

independence of a compliance monitoring function from the functional department that it oversees.

- (f) The 2 AMC related to the compliance monitoring (AMC1 ADR.OR.D.005(b)(11) and AMC2 ADR.OR.D.005(b)(11)) were slightly amended, with a view to a) improve the readability of the text by removing unnecessary or repeated text; b) become less prescriptive in order to provide the necessary flexibility to the aerodrome operators, where needed; and c) take into account the need for the aerodrome operators to establish compliance monitoring programmes which follow a risk based approach, thus relying also on the outcome of the related processes of the management system of each aerodrome operator as well as its overall safety performance.
- (g) During the consultation phase concern was raised about the environmental impact of chemicals used for the removal of snow, slush, ice and other contaminants from operational surfaces. The environmental aspect was missing and after further consultation and discussion it was decided to include in AMC1 ADR.OPS.B.035 point (c) the requirement for the aerodrome operator to avoid whenever possible chemicals that may have a harmful effect on the environment.
- (h) 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/EC⁴
- 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/EEC⁵

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 9734, Establishment and Management of a State's Safety Oversight System;
- ICAO Doc 9137, Airport Services Manual;
- ICAO Doc 9774, Manual on Certification of Aerodromes;
- ICAO Doc 9859, Safety Management Manual;
- ICAO Doc 9157, Aerodrome Design Manual;
- ICAO Doc 9184, Airport Planning Manual;
- ICAO Doc 9640, Manual of Aircraft Ground De-icing/Anti-icing Operations;
- ICAO Doc 9476, Surface Movement Guidance and Control Systems (SMGCS);
- ICAO Doc 9830, Advanced Surface Movement Guidance and Control Systems (A-SMGCS);
- ICAO Doc 9815, Manual on Laser Emitters and Flight Safety;
- ICAO Doc 9643, Manual on Simultaneous Operations on Parallel or Near-Parallel Instrument Runways (SOIR);
- ICAO Doc 8168, Aircraft Operations (PANS-OPS);
- ICAO Doc 4444, Air Traffic Management (PANS-ATM);
- ICAO Doc 8126, Aeronautical Information Services Manual;
- ICAO Doc 9332, Manual on the ICAO Bird Strike Information System (IBIS);
- ICAO Doc 9674, World Geodetic System — 1984
- European Action Plan for the Prevention of Runway Incursions (EAPPRI);

⁴ OJ L 79, 19/03/2008, p. 1.

⁵ OJ L 309, 24/11/2009, p. 51.

ATTACHMENT to Explanatory Note to Decision 2014/012/R

CHANGES TO THE AMC/GM FOR AERODROMES COMPARED TO THE VERSION PUBLISHED WITH THE CRD

CHANGES TO AMC/GM TO ANNEX II - PART AUTHORITY REQUIREMENTS – AERODROMES (PART-ADR.AR)

Explanation of changes:

Reference in current ADR.AR	Explanation and reference to old AMC/GM (status CRD)
New: Terminology explanation for 'Guidance Material' (GM).	Requested by stakeholders.
New: GM1 to Article 3.2 Oversight of Aerodromes FUNCTIONAL SEPARATION	Requested by stakeholders.
New: GM1 to Article 8 Safeguarding of aerodrome surroundings OTHER SURFACES	Requested by stakeholders.
New: AMC1 ADR.AR.A.015(d)(3) Means of compliance	New for alignment with the AMC/GM to ARO.
Deletion: AMC1-ADR.AR.A.020 Notification of cases of equivalent level of safety and special conditions	Deleted as underlying ADR.AR.020 was deleted.
Moved: AMC2 ADR.AR.B.005(a)(1) Management system DOCUMENTED POLICIES AND PROCEDURES	Reference change compared to old: AMC1-ADR.AR.B.005(d) Management system PROCEDURES AVAILABLE TO THE AGENCY Also, as the point (d) in the IR was deleted the AMC content is now linked to (a)(1) and therefore now describes the procedures only and no longer speaks of the way in which the policies and procedures need to be provided. Hence the old point (b), (c) and (d) in the AMC were deleted. Instead there is a new (b) that speaks of the new to manage amendments to procedures properly inside the CA's management system. Only editorial as the same intent existed earlier under (a).
Editorial: AMC1 ADR.AR.B.005(a)(2) Management System	Numbering change compared to old: AMC3-ADR.AR.B.005(a)(2) Management System Changes reference and a clear point (b) that the training programme should cover the needs of the personnel and the CA, the sentence was before 'hidden' in (a).
Deletion: GM2 ADR.AR.B.005(a)(2) Management system	Deleted due to stakeholders finding that emphasising pilot experience while not giving

Reference in current ADR.AR	Explanation and reference to old AMC/GM (status CRD)
	other skill requirements would be one sided.
Change: AMC1 ADR.AR.B.005(a)(4) Management system COMPLIANCE MONITORING PROCESS	Due to Stakeholders wishes there is a change under (b) in this AMC in (b) 'who act independently of other managers within the organisation' becomes 'who perform compliance monitoring activities with functional independence from the units/ departments they oversee'.
Deletion: AMC1 ADR.AR.B.005(d) Management system PROCEDURES AVAILABLE TO THE AGENCY	Due to the deletion of (d) of ADR.AR.B.005 this AMC was moved to be now under AMC2 ADR.AR.B.005(a)(1) Management system DOCUMENTED POLICIES AND PROCEDURES
Alignment with AMC/GM to ARO: AMC1 ADR.AR.B.020(a) Record-keeping	Some small alignments in (a) and (b) to ensure similarity with ARO. (a) deletion of 'consistent'. (b) added 'or last amended.' at the end of the sentence.
Alignment with AMC/GM to ARO: AMC1 ADR.AR.B.020(a)(1);(a)(2);(a)(3) Record-keeping	Some small alignments in (d) to ensure similarity with ARO. In (d) the words 'to whom tasks have been allocated regarding' was replaced by 'performing'.
Alignment with AMC/GM to ARO and editorial: AMC1 ADR.AR.C.010 Oversight programme PROCEDURES FOR OVERSIGHT OF AERODROME OPERATORS AND PROVIDERS OF APRON MANAGEMENT SERVICES	Alignment with ARO for the sub-title of AMC1 ADR.AR.C.010(a) Oversight programme AUDITS, INSPECTIONS AND OVERSIGHT PROCEDURES Also some editorial changes under (a) to be more in line with the equivalent AMC under ARO. In order to realise some recommendations of the EAPPRI and EAPPRE we have added the new item (16) and added a sub-clause under (21) to emphasize the usefulness of joint audits for taking a holistic view on runway excursions and incursions. EASA also broke up a few paragraphs (f), (g), h) and (i) that were together before, but did not really match very well.
New: GM1 ADR.AR.C.010 Oversight programme PROCEDURES FOR OVERSIGHT OF AERODROME OPERATORS AND PROVIDERS OF APRON MANAGEMENT SERVICES	This extensive GM on national groups for the prevention of runway excursions and incursions as part of a national Runway Safety Steering Group was added to meet the recommendations of the EAPPRI and EAPPRE.
Editorial alignment with AMC/GM to ARO: GM2 ADR.AR.C.010(b) Oversight programme FINANCIAL SITUATION	Sub-title was changed to be more in line with the equivalent GM in the ARO. GM2 ADR.AR.C.010(b) Oversight programme AUDITS, INSPECTIONS AND OVERSIGHT PROCEDURES

Reference in current ADR.AR	Explanation and reference to old AMC/GM (status CRD)
<p>Change and editorial:</p> <p>AMC2 ADR.AR.C.015(c)</p> <p>Initiation of the certification process</p> <p>ESTABLISHMENT AND NOTIFICATION OF THE CERTIFICATION BASIS</p>	<p>This AMC was moved/numbered lower in the text, the cited AMC in (a) was adjusted and the reference was changed from (b) to (c) due to change in IR. old:</p> <p>AMC1 ADR.AR.C.015(b)(1);(2)</p> <p>Initiation of the certification process</p> <p>NOTIFICATION OF CERTIFICATION BASIS</p> <p>Also the content changed under point (b): it only refers to the relevant IR on the CB and no longer gives a possibly confusing other explanation for the elements that make up the CB. It now only says under (b) that:</p> <p>'The Competent Authority should establish the certification basis of the aerodrome in accordance with ADR.AR.C.020'.</p>
<p>New:</p> <p>AMC1 ADR.AR.C.020(b);(c)</p> <p>Certification Basis</p> <p>Cases of Equivalent level of safety and Special Conditions</p>	<p>This AMC is new and was introduced to provide additional clarity to the development of flexibility decisions.</p>
<p>Change from AMC to GM:</p> <p>GM1 ADR.AR.C.035(a)</p> <p>Issuance of certificates</p>	<p>AMC1 ADR.AR.C.035(a)</p> <p>Nominated persons</p> <p>The last part of the sentence 'before deciding on his/ her acceptability' was deleted.</p>
<p>Editorial:</p> <p>GM1 ADR.AR.C.035 (b)(2)</p> <p>Issuance of certificates</p> <p>Model for two separate certificates – (a) aerodrome operator certificate</p>	<p>Numbering change and only small editing change in the sub-title:</p> <p>GM2 ADR.AR.C.035 (b) (2)</p> <p>Issuance of certificate</p> <p>Model for the two separate certificates – (a) aerodrome operator certificate</p> <p>Also the mentioning of the Apron Management Service Provider on the certificates was deleted as it seems redundant given that the Terms of the Certificate sheet contains this information.</p>
<p>Change and editorial:</p> <p>GM1 ADR.AR.C.035(e)</p> <p>Issuance of certificates</p> <p>Model for the terms of the certificate to be attached to the certificates</p>	<p>Numbering, reference and small editorial change in the sub-title:</p> <p>GM3 ADR.AR.C.035(b)(1);(2)</p> <p>Issuance of certificate</p> <p>Model for the terms of the certificate to be attached to the certificate</p> <p>Also instructions on how to fill in point (9) of the terms of the certificate sheet now reads: 'To be specified: the name of the service provider, both in case such services are or are not provided by the aerodrome operator.'</p>
<p>New:</p> <p>GM2 ADR.AR.C.035 (d)</p>	<p>This GM was added to make clear that the assessment method in the AMC under the ADR.OPS.B.090 can be used also at the time of</p>

Reference in current ADR.AR	Explanation and reference to old AMC/GM (status CRD)
Issuance of certificates	the issuance of the first certificate.
Change and editorial: AMC1 ADR.AR.C.035(c) Issuance of certificates	Editorial changes under (2) to say that 'the established and notified certification basis (see AMC2 ADR.AR.C.015(c))'. Also under (f) the section of the AIP where to put the certification status is not mentioned anymore as it may change as a result of an Annex 15 change.
New: AMC2 ADR.AR.C.035(d) Issuance of certificates	This new AMC is a result of the recommendations of both the EAPPRI and the EAPPRE in their latest version in which they address safety oversight and regulators with this recommendation.
Editorial: AMC1 ADR.AR.C.040(a);(f) Changes	Numbering and reference was changed: AMC2 ADR.AR.C.040(a) Changes Also in line with the changes surrounding the nominated persons under now GM1 ADR.AR.C.035 (a) some editorial changes were made: deletion of '...before deciding on his/her acceptability.'
Change and editorial: GM1 ADR.AR.C.040(c) Changes AMENDMENT OF THE TERMS OF THE CERTIFICATE	Sub-title change from old as the Terms of the certificate is not included in the certificates but attached to it: GM1 ADR.AR.C.040(c) Changes AMENDMENT OF THE TERMS OF THE CERTIFICATE INCLUDED IN THE CERTIFICATE Also changes in the text to say that even small changes to the terms should be reflected.

CHANGES TO ANNEX III – PART ORGANISATION REQUIREMENTS - AERODROME OPERATORS (Part-ADR.OR)

Explanations of changes:

Reference	Explanation
AMC1 ADR.OR.B.015(b)(1);(2);(3);(4) Application for a certificate	The text regarding the information to be provided by the applicant has been further clarified, while a paragraph of the AMC became a new GM.
AMC1 ADR.OR.B.040(a);(b) Changes	The AMC was amended, in order to reflect the changes made to the relevant IR.
GM1 ADR.OR.B.040 (a);(b) Changes	The GM was amended, to reflect the changes that were made to the various IR.
GM2 ADR.OR.B.040(f) Changes	This GM was added in order to make more evident the role of LRST prior to the introduction of changes at the aerodrome, in line with EAPPRI and EAPPRE.
GM3 ADR.OR.B.040(f) Changes	This GM was added, in order to address the EAPPRI and EAPPRE.
GM1 ADR.OR.C.045 Use of alcohol, psychoactive substances and medicines	This GM was introduced to facilitate the application of the relevant IR, by providing related guidance.
AMC1 ADR.OR.D.005(b)(7) Management system	A part of the AMC was removed as unnecessary.
AMC1 ADR.OR.D.005(b)(8) Management system	A new reference was added in order to cover the cases of RFFS personnel.
AMC1 ADR.OR.D.005(b)(11) Management system	The text of the AMC on compliance monitoring was redrafted in order to become less prescriptive.
AMC2 ADR.OR.D.005(b)(11) Management system	The text of the AMC on compliance monitoring was redrafted in order to become less prescriptive.
AMC1 ADR.OR.D.007(a) Management of aeronautical data and aeronautical information	Clarifying text was added in the subtitle of the AMC.
GM1 ADR.OR.D.007(a) Management of aeronautical data and aeronautical information	Clarifying text was added in the subtitle of the GM.
AMC1 ADR.OR.D.017(a); (b) Training and proficiency check programmes	This AMC is the former AMC1 ADR.OR.D.017(a). The text has been slightly amended due to the fact that it is not applicable to the RFFS personnel anymore, as a result of the changes made to the relevant IR.
AMC3 ADR.OR.D.017(a);(b) Training and proficiency check programmes	This AMC is the former AMC1 ADR.OR.D.017(c)(1). The text has been amended due to the changes made to relevant IR, as well as due to the movement of text to AMC1 ADR.OR.D.015(d);(e).
GM1 ADR.OR.D.017(a);(b) Training and proficiency check programmes	This GM is the former GM1 ADR.OR.D.017(a). The text has been amended due to the fact that it is not applicable to the RFFS personnel anymore, as a result of the changes made to the relevant IR.
GM1 ADR.OR.D.017(c) Training and proficiency check	This is the former GM1 ADR.OR.D.017(c)(3). The text has been amended due to the fact that it is not applicable to the RFFS personnel anymore, as a result of

Reference	Explanation
programmes	the changes made to the relevant IR.
GM1 ADR.OR.D.017(e) Training and proficiency check programmes	This is the former GM1 ADR.OR.D.017(d). The text remained unchanged, with the exception of a point which was further elaborated.
AMC1 ADR.OR.D.027 Safety programmes	The text was slightly amended to address the EAPPRE.
GM1 ADR.OR.D.027 Safety programmes	The text was slightly amended for consistency reasons.
GM2 ADR.OR.D.027 Safety programmes	The text was slightly amended to address the EAPPRE/EAPPRI.
AMC1 ADR.OR.D.035 Record keeping	The text was slightly amended for consistency reasons.
GM1 ADR.OR.D.035(b) Record keeping	This is the former GM1 ADR.OR.D.035. The text remained unchanged, with the exemption of the subtitle.
AMC3 ADR.OR.E.005 Aerodrome manual	The text includes minor amendments to the AMC as a result of changes to relevant IR, and inclusion of previously missed items which however existed either at IR or soft law level (e.g. overload operations, monitoring of activities, operation of higher code letter aircraft etc).

CHANGES TO ANNEX IV – PART OPERATIONS REQUIREMENTS (PART-ADR.OPS)

I. Explanation of changes:

Reference	Explanation
GM1 ADR.OPS.A.005 Aerodrome Data STRENGTH OF PAVEMENTS (c) (3) (i);(ii);(iii);(iv)	Changes to the maximum allowable tire pressure category in order to include the upcoming changes in Annex 14.
GM1 ADR.OPS.A.005 Aerodrome Data CONDITION OF THE MOVEMENT AREA AND RELATED FACILITIES	Changes have been made in order to include the upcoming changes in Annex 14.
GM4 ADR.OPS.A.005(a) Aerodrome Data	Integrity levels in Tables 1 and 2 have been deleted based on the upcoming changes in Annex 14.
AMC1 ADR.OPS.A.010 Data quality requirements (a) (1);(2);(3)	Changes have been made in order to include the upcoming changes in Annex 14.
AMC1 ADR.OPS.A.010 Data quality requirement (b)	Numerical values for integrity classification in Tables 1 – 5 have been deleted based on the upcoming changes in Annex 14.
GM1 ADR.OPS.A.010 Data quality requirement	New guidance material based on the upcoming changes in Annex 14.
GM1 ADR.OPS.B.001 Provision of services	Text has been updated in order to make more clear the role and the responsibilities of the aerodrome operator.
GM1 ADR.OPS.B.005(a) Aerodrome emergency planning	Point (b) has been deleted since the requirement for the 5 nautical miles from the centre of the aerodrome refers to the grid map and not to the area that should be covered by the aerodrome emergency plan.
AMC1 ADR.OPS.B.010(a)(2) Rescue and fire fighting services	Point (c) has been re-written in a more general manner in order to include also other means for communication between the RFFS crew and the flight crew (e.g. hand signals) and point (h) has been deleted.
AMC2 ADR.OPS.B.010(a)(2) Rescue and fire fighting services	A new point (c) has been added to allow the use of the remission factor to the RFFS level of protection, following the acceptance of the Competent Authority.
AMC4 ADR.OPS.B.010(a)(2) Rescue and fire fighting services	The use of foam meeting the minimum performance level C has been re-introduced into the text and some subsequent changes have been made based on ICAO SL20-2013. Concerns about the environmental impact of level C foam haven't been followed because we are dealing with performance and not the ingredients of the foam.
GM1 ADR.OPS.B.010(a)(2) Rescue and fire fighting services	This is a new GM to provide further information on the means that could be used for the direct communication between the RFFS personnel and the flight crew.
AMC1 ADR.OPS.B.010(b);(c) Rescue and fire fighting services	This is the former AMC7 ADR.OPS.B.010 which had been renumbered due to the reordering of the AMCs and GM. The text has been revised to include also the provisions of AMC1 ADR.OR.D.017 (a);(b) due to the fact that the training requirements included in

Reference	Explanation
	ADR.OR.D.017 had been transferred to ADR.OPS.B.010.
AMC2 ADR.OPS.B.010(b);(c) Rescue and fire fighting services	This is a new AMC due to the fact that the training requirements included in ADR.OR.D.017 had been transferred to ADR.OPS.B.010.
AMC3 ADR.OPS.B.010(b);(c) Rescue and fire fighting services	This is a new AMC due to the fact that the training requirements included in ADR.OR.D.017 had been transferred to ADR.OPS.B.010.
GM1 ADR.OPS.B.010(b);(c) Rescue and fire fighting services	This is a new GM due to the fact that the training requirements included in ADR.OR.D.017 had been transferred to ADR.OPS.B.010.
GM2 ADR.OPS.B.010(b);(c) Rescue and fire fighting services	This is a new GM due to the fact that the training requirements included in ADR.OR.D.017 had been transferred to ADR.OPS.B.010.
GM3 ADR.OPS.B.010(b);(c) Rescue and fire fighting services	This is a new GM due to the fact that the training requirements included in ADR.OR.D.017 had been transferred to ADR.OPS.B.010.
GM1 ADR.OPS.B.010(c) Rescue and fire fighting services	This is a new GM due to the fact that the training requirements included in ADR.OR.D.017 had been transferred to ADR.OPS.B.010.
GM2 ADR.OPS.B.010(c) Rescue and fire fighting services	This is a new GM due to the fact that the training requirements included in ADR.OR.D.017 had been transferred to ADR.OPS.B.010.
AMC1 ADR.OPS.B.010(d) Rescue and fire fighting services	This is a new AMC due to the fact that the training requirements included in ADR.OR.D.017 had been transferred to ADR.OPS.B.010.
AMC1 ADR.OPS.B.010(e) Rescue and fire fighting services	This is a new AMC due to the fact that the training requirements included in ADR.OR.D.017 had been transferred to ADR.OPS.B.010.
GM1 ADR.OPS.B.010(e) Rescue and fire fighting services	This is a new GM due to the fact that the training requirements included in ADR.OR.D.017 had been transferred to ADR.OPS.B.010.
GM2 ADR.OPS.B.010(e) Rescue and fire fighting services	This is a new GM due to the fact that the training requirements included in ADR.OR.D.017 had been transferred to ADR.OPS.B.010.
AMC1 ADR.OPS.B.030 Surface movement guidance and control system	Point (a) has been revised in order to provide more flexibility concerning the responsibility of installing an SMGCS and focus mainly on the characteristics of the system.
AMC1 ADR.OPS.B.035 Operations in winter conditions	Point (c) has been revised to include also the environmental protection when using chemicals for the removal of snow, slush, ice and other contaminants from operational surfaces.
AMC1 ADR.OPS.B.045 Low visibility operations	Point (a) has been revised in order to list the cases where low visibility operations are required.
AMC1 ADR.OPS.B.060 Access to the movement area	Deleted due to the deletion of the IR, since it is covered by ADR.OR.D.017 and the subsequent AMCs.
GM1 ADR.OPS.B.060 Access to the movement area	Deleted due to the deletion of the IR, since it is covered by ADR.OR.D.017 and the subsequent GM.
AMC1 ADR.OPS.B.065 Visual Aids and Aerodrome Electrical Systems	In point (a) the word 'automatically' has been deleted.
GM3 ADR.OPS.B.070 Aerodrome works safety	Point (a) has been deleted.
GM5 ADR.OPS.B.070 Aerodrome works safety	The GM has been deleted since the prior approval of the Competent Authority for major works is not required

Reference	Explanation
AMC1 ADR.OPS.B.080 Marking and lighting of vehicles and other mobile objects	Point (b) has been revised and the selection of the colours has been moved to GM. Point (d) has been revised in order to clarify that Type C low-intensity obstacle lights are required for self-powered mobile objects.
GM1 ADR.OPS.B.080 Marking and lighting of vehicles and other mobile objects	New GM to provide guidance on the colours that could be used for the marking of vehicles and other mobile objects.
GM2 ADR.OPS.C.005 General	GM has been deleted since major maintenance activities do not require approval by the Competent Authority.
GM1 ADR.OPS.C.010(b)(3) Pavements, other ground surfaces and drainage	Text has been revised to include upcoming changes in Annex 14.