



Explanatory Note to Decision 2016/027/R

CERTIFICATION SPECIFICATIONS AND GUIDANCE MATERIAL FOR AERODROME DESIGN (CS-ADR-DSN)

‘CS ADR-DSN — ISSUE 3’

RELATED NPA/CRD 2016-04— RMT.0591

EXECUTIVE SUMMARY

The objective of this Decision is to update the certification specifications for aerodromes design (CS-ADR-DSN) in line with the ICAO developments and other technical improvements, and to maintain a high level of safety of aerodrome design. EASA is proposing this re-issue of CS ADR-DSN in order to support and facilitate the aerodrome operators and airport industry together with the respective competent authorities that are currently performing a certification process following Commission Regulation (EU) No 139/2014.

This Decision amends CS ADR-DSN in accordance with the respective ICAO standards and recommended practices (SARPs) incorporated in ICAO State Letter AN 4/1.2.24-13/20 which includes Amendment 11-A to ICAO Annex 14, Volume I, Aerodromes. Amendment 11-A includes updates on some definitions, characteristics of surface of runways and of runway turn pads, objects on runway strips, blast pad, runway end safety areas, surface of stopways and of taxiways, enhanced taxiway centre line marking, simple touchdown zone lights, alternate taxiway centre line lights, stop bars, runway guard lights, no-entry bar, etc. This amendment incorporates reformatting of Chapter 6 of ICAO Annex 14 ‘Visual aids for denoting obstacles’, as well as siting of equipment and installations on operational areas, runway pavement overlays and visual aids, including light emitting diodes (LEDs), colours for aeronautical ground lights, markings, signs and panels, including white colour for LED lights, aeronautical ground light characteristics, including no-entry bar, integrity classifications, as well characteristics of movement area and adjacent areas and runway end safety areas.

This Decision also addresses some recommendations and comments received from stakeholders, and it encompasses corrections and some administrative changes for better clarity of the text, unification of references, etc.

The changes to the design characteristics emerging from Amendment 11-A to ICAO Annex 14 are of major significance to the aerodrome industry also in an economic sense and, besides the facilitating effect along the now on-going certification exercise, do provide better clarity and consistency with international standards. Additionally, these changes will also enable aerodrome operators to further develop their facilities within the existing infrastructure or future aerodrome extensions, and to reduce the overall costs of maintaining of existing or building new infrastructures.

Action area	Review of rules (ex post evaluation)				
Affected rules	ED Decision 2015/001/R.‘CS-ADR-DSN — Issue 2				
Affected stakeholders	Aerodrome operators and National Aviation Authorities				
Driver	Efficiency/Proportionality				
Rulemaking group	No	Impact assessment	None	Procedure	Standard

● EASA rulemaking process



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1. About this Decision

The European Aviation Safety Agency (EASA) developed ED Decision 2016/027/R in line with Regulation (EC) No 216/2008¹ and the Rulemaking Procedure².

This rulemaking activity is included in the EASA [5-year Rulemaking Programme](#) under RMT.0591 maintaining aerodrome rules. The scope and timescales of the task were defined in the related Terms of Reference.

The draft text of this Decision has been developed by EASA based on the consultation thematic meetings with the stakeholders. All interested parties were consulted through NPA 2016-04³. In total, 505 comments were received from all interested parties, including industry, national aviation authorities (NAAs) and individuals. EASA reviewed the comments received during the consultation process and the comments received through the focused consultations (thematic meetings) with the stakeholders concerning the proposed provisions for the runway starter extension. The final text of this Decision with the certification specifications (CSs) and guidance material (GM) has been developed by EASA. The comments received and the EASA's responses thereto are presented in Comment-Response Document (CRD) 2016-04⁴.

The process map on the title page summarises the major milestones of this regulatory activity.

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

⁴ See: <http://www.easa.europa.eu/document-library/comment-response-documents>



2. In summary: Why and what

2.1. Why we need to change the CS/GM

This Decision amends CS ADR-DSN in accordance with the respective ICAO standards and recommended practices (SARPs), incorporated in ICAO State Letter AN 4/1.2.24-13/20 which includes Amendment 11-A to ICAO Annex 14, Volume I, Aerodromes. It also addresses some recommendations and comments received from stakeholders, and it encompasses corrections and some administrative changes for better clarity of the text, unification of references, etc.

2.2. What we want to achieve — objectives

The overall objectives of the EASA system are defined in Article 2 of Regulation (EC) No 216/2008.

The objective of this Decision is to update the certification specifications for aerodromes design (CS-ADR-DSN) in line with the ICAO developments (Amendment 11 A) and other technical improvements, and to maintain a high level of safety of aerodrome design.

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

This Decision includes amendments on: definitions, characteristics of surface of runways and of runway turn pads, objects on runway strips, blast pad, runway end safety areas, surface of stopways and of taxiways, enhanced taxiway centre line marking, simple touchdown zone lights, alternate taxiway centre line lights, stop bars, runway guard lights, no-entry bar, etc. This Decision also incorporates reformatting of Chapter 6 of ICAO Annex 14 'Visual aids for denoting obstacles', as well as siting of equipment and installations on operational areas, runway pavement overlays and visual aids, including light emitting diodes (LEDs), colours for aeronautical ground lights, markings, signs and panels, including white colour for LED lights, aeronautical ground light characteristics, including no-entry bar, integrity classifications, as well characteristics of movement area and adjacent areas and runway end safety areas.

2.4. What are the stakeholders' views

This Decision does not create new requirements for applicants. Some new or updated requirements that are amended are mainly based on the already adopted Amendment 11 A to ICAO Annex 14, Volume I, Aerodromes.

During the preparation of this amendment and because of the possible economic impact, EASA performed focused consultations with its Advisory Bodies, NAAs, and industry via different communication platforms. Although the proposed amendments of ICAO State Letter AN 4/1.2.24-13/20, Amendment 11-A are not complex and considered as non-controversial, EASA performed thematic meetings on some of the proposed changes with its Advisory bodies, NAAs and industry representatives. The Advisory Bodies, in general, agreed on the proposed changes and gave some advice in order to further improve the requirements. Further to the thematic meetings with the Advisory Bodies, EASA performed two focused consultations with experts from NAAs and industry. These meetings focused on aerodrome physical characteristics, visual aids, and visual aids for denoting obstacles.



Based on the comments received on new provisions for RESA, the wording 'where practicable' has been added to the proposed requirements for the Runway End Safety Area (RESA) for non-instrument runways code 1 or 2 in order to avoid the economic impact on small aerodromes and to reflect the state of the art and current situation among aerodromes.

Amendment 11-B to ICAO Annex 14, Volume I, Aerodromes concerns revised instrument and non-instrument approach runway definitions as a result of new approach classification definitions. EASA decided to remove the proposed amendment of the definitions for instrument runway and non-instrument runway from the current update of aerodrome rules in CS Issue 3. The amended definitions will be included in the CS after the adoption of Annex I 'Definitions' of Regulation (EU) No 139/2014 by the European Commission.

The proposed amendments in NPA 2016-04, included also a new requirements for the runway starter extension which is already in use in some Member States, however, without harmonised requirements at EU level. EASA discussed and agreed with the stakeholders to propose harmonised provisions for the runway starter extension in NPA 2016-04. During the public consultation of the NPA EASA received different comments on the proposed runway starter extension requirements. After the subsequent consultation during the additional thematic meetings, EASA decided to remove the certification specifications for the runway starter extension from the current update of the aerodrome rules (CS Issue 3). EASA will perform focused consultation on the runway starter extension requirements to clarify all concerns and to get the common agreement on the proposed provisions. The provisions for the runway starter extension will be proposed in one of the following NPA as part of the regular updates of the aerodrome rules. The numbering of the Chapter C will remain unchanged.

Some of the comments received were not accepted for this amendment, however, the proposals will be assessed in one of the future NPAs on aerodrome rules.

2.5. What are the benefits and drawbacks

The amendments provide better clarity of the text and consistency with international standards, and are of major significance to the aerodrome industry in an economic sense. Additionally, this revision will enable aerodrome operators to further develop their facilities within the existing infrastructure or future aerodrome extensions and to reduce the overall costs of maintaining of existing or building new infrastructures.

2.6. How do we monitor and evaluate the rules

The CS-ADR-DSN Issue 3 will be monitored through the regular meetings with NAAs and the industry. EASA is collecting and evaluating the comments and proposals provided to the 'aerodromes' functional mailbox. The comments and proposals are stored into an inventory list and consulted at the thematic meetings for further amendments to the aerodrome rules. Where necessary, for complex issues, EASA will conduct surveys and/or focused consultation(s) to clarify/discuss the proposals for amendment of the rules.



3. References

3.1. Related regulations

N/A

3.2. Affected decisions

Executive Director Decision 2014/012/R of 27 February 2014 Certification Specifications and Guidance Material for Aerodrome Design — ‘AMC/GM for Aerodromes – Initial Issue’

3.3. Other reference documents

ICAO Annex 14, Aerodromes, Volume I Aerodrome Design and Operations, Sixth edition, July 2013



4. Appendix: Comment-Response Document 2016-04

