



Notice of Proposed Amendment 2026-01 (A)

issued in accordance with Article 6 of Management Board Decision 01-2022

Regular update of the aerodrome rules for the transposition of ICAO SARPs amendments

RMT.0746

WHAT THIS NPA IS ABOUT

The amendments proposed with this NPA are based on Amendment 18 to ICAO Annex 14 Volume I — Aerodrome Design and Operations, and on Amendments 9 and 10 to Annex 14 Volume II — Heliports. They can be summarised as follows:

- incorporation of criteria in the design of aprons for safe ground-handling activities;
- provision of runway and taxiway lights based on a new runway visual range (RVR) threshold of 300 m;
- provision of runway distance remaining signs (RDRSs);
- clarification of serviceability level for aerodrome lighting;
- provision of visual aids to denote temporarily closed runways and temporarily closed/restricted areas;
- revision of the apron management procedures to include guidance to aircraft departing from the stand and securing of parked aircraft to prevent unintended movement;
- revised design characteristics for the final approach and take-off area (FATO), touchdown and lift-off areas (TLOF), helicopter clearways, helicopter taxiway and taxi routes, heliport lights, sign markings and markers;
- revised design specifications for the obstacle limitation surfaces related to vertical procedures and point-in-space (PinS) approach or departure procedures with or without a proceed visually instruction.

Additionally, this NPA contains proposed amendments to address the safety recommendation issued by Malta's Bureau of Air Accident Investigation (BAAI) to EASA following a ground collision that involved two B737-800s. It also contains proposed amendments to address a discrepancy between the Aerodromes and the Air Operations requirements related to the assignment of the runway condition code when less than 25 % of a runway third is wet or contaminated (ahead of ICAO), the provision of aerodrome emergency grid maps and the allocation of aircraft to areas other than aircraft stands or apron areas and the height of signs (Amendment 15 to ICAO Annex 14 Volume I). Finally, some amendments of editorial nature are also made to ensure consistency and correctness of the requirements.

Overall, the proposed regulatory material is expected to increase the level of safety at aerodromes and collocated heliports, improve operational efficiency and ensure global interoperability of aerodrome operations and design. Furthermore, some of the proposals are expected to reduce the administrative burden for both competent authorities and aerodrome operators, as well as to provide for cost savings.

REGULATIONS INTENDED TO BE AMENDED

- [Commission Implementing Regulation \(EU\) No 139/2014 \(Aerodromes\)](#)
- [Commission Implementing Regulation \(EU\) 2017/373 \(ATM/ANS\)](#)

ED DECISIONS INTENDED TO BE AMENDED

ED Decisions that issued AMC and GM to support the implementation of Regulations (EU) No 139/2014 and 2017/373:

- [ED Decision 2014/012/R 'AMC & GM Aerodromes - Initial Issue'](#)
- [ED Decision 2017/001/R 'AMC/GM to Reg. \(EU\) 2017/373'](#)
- [ED Decision 2012/018/R 'AMC & GM to Part-CAT'](#)

ED Decisions that issued the CSs and GM:

- [ED Decision 2014/013/R 'CS-ADR-DSN - Initial issue'](#)
- [ED Decision 2019/012/R 'CS-HPT-DSN Issue 1'](#)

AFFECTED STAKEHOLDERS

National competent authorities; aerodrome operators; air crews; aerodrome equipment manufacturers; air traffic service providers; aircraft operators

WORKING METHODS

Development

By EASA

Impact assessment(s)

Light

Consultation

Public — NPA

RELATED DOCUMENTS/INFORMATION

[ToR RMT.0746 - Regular update of the aerodrome rules for the transposition of ICAO SARPs amendments | EASA](#)

PLANNING MILESTONES: Refer to the latest edition of EPAS *Volume II*.



Contents

1.	About this NPA.....	3
1.1.	How this regulatory material was developed	3
1.2.	How to comment on this NPA.....	3
1.3.	The next steps	4
2.	In summary — why and what.....	6
2.1.	Why we need to act	6
2.1.1.	Description of the issue.....	7
2.1.2.	Who is affected by the issue	10
2.1.3.	Conclusion on the need for rulemaking.....	10
2.2.	What we want to achieve — objectives.....	10
2.3.	How we want to achieve it — overview of the proposed amendments	11
2.3.1.	Proposed amendments.....	11
2.3.2.	Applicability of the amended regulatory material	15
2.3.3.	The legal basis	15
2.4.	Stakeholders' views.....	16
3.	Expected benefits and drawbacks of the proposed regulatory material.....	17
4.	Proposed regulatory material.....	19
5.	Monitoring and evaluation.....	20
6.	Actions to support implementation.....	21
7.	References	22
	Appendix — Quality of the NPA	23
1.	The regulatory proposal is of technically good/high quality.....	23
2.	The text is clear, readable and understandable.....	23
3.	The regulatory proposal is well substantiated	23
4.	The regulatory proposal is fit for purpose (achieving the objectives set).....	23
5.	The regulatory proposal is proportionate to the size of the issue	23
6.	The regulatory proposal applies the 'better regulation' principles	23
7.	Any other comments on the quality of this document (please specify)	23



1. About this NPA

1.1. How this regulatory material was developed

The European Union Aviation Safety Agency (EASA) identified the need to mitigate an issue (as described in Chapter 2), and after having assessed the impacts of the possible intervention actions identified rulemaking as the necessary intervention action.

This rulemaking activity is included in the 2026 edition of Volume II of the European Plan for Aviation Safety (EPAS)¹ under Rulemaking Task (RMT) 0746.

EASA developed the regulatory material in question in line with Regulation (EU) 2018/1139² (the Basic Regulation) and the Rulemaking Procedure³, as well as in accordance with the objectives and working methods described in the Terms of Reference (ToR) for this RMT⁴.

1.2. How to comment on this NPA

The draft regulatory material is hereby submitted for public consultation with all interested parties.

NPA 2026-01 is divided in five parts: (A), (B), (C), (D) and (E).

- **NPA 2026-01 (A)**, the explanatory note, contains the background information pertaining to the regulatory proposal
- **NPA 2026-01 (B)** contains the proposed amendments to the annexes to Commission Implementing Regulation (EU) No 139/2014⁵ and Commission Implementing Regulation (EU) 2017/373⁶

¹ [European Plan for Aviation Safety \(EPAS\) 2026 - 15th edition | EASA](#)

² 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 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (OJ L 212, 22.8.2018, p. 1, <http://data.europa.eu/eli/reg/2018/1139/oj>).

³ EASA is bound to follow a structured rulemaking process as required by Article 115(1) of Regulation (EU) 2018/1139. Such a process has been adopted by the EASA Management Board (MB) and is referred to as the 'Rulemaking Procedure'. See MB Decision No 01-2022 of 2 May 2022 on the procedure to be applied by EASA for the issuing of opinions, certification specifications and other detailed specifications, acceptable means of compliance and guidance material ('Rulemaking Procedure'), and repealing Management Board Decision No 18-2015 ([EASA MB Decision No 01-2022 on the Rulemaking Procedure, repealing MB Decision 18-2015 \(by written procedure\) | EASA \(europa.eu\)](#)).

⁴ [ToR RMT.0746 - Regular update of the aerodrome rules for the transposition of ICAO SARPs amendments | EASA](#)

⁵ Commission Regulation (EU) No 139/2014 of 12 February 2014 laying down requirements and administrative procedures related to aerodromes pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 44, 14.2.2014, p. 1, ELI: <http://data.europa.eu/eli/reg/2014/139/oj>).

⁶ Commission Implementing Regulation (EU) 2017/373 of 1 March 2017 laying down common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight, repealing Regulation (EC) No 482/2008, Implementing Regulations (EU) No 1034/2011, (EU) No 1035/2011 and (EU) 2016/1377 and amending Regulation (EU) No 677/2011 (OJ L 62, 8.3.2017, p. 1, ELI: http://data.europa.eu/eli/reg_impl/2017/373/oj).

- **NPA 2026-01 (C)** contains the proposed amendments to the AMC and GM to Commission Regulation (EU) No 139/2014, Commission Implementing Regulation (EU) 2017/373 and Commission Regulation (EU) No 965/2012⁷
- **NPA 2026-01 (D)** contains the proposed amendments to CS-ADR-DSN⁸
- **NPA 2026-01 (E)** contains the proposed amendments to CS-HPT-DSN⁹

Please, submit your comments using the **Comment-Response Tool (CRT)** available at <http://hub.easa.europa.eu/crt/>¹⁰.

To facilitate the collection and technically support EASA's subsequent review of comments in an efficient, controlled and structured manner, stakeholders are kindly requested to submit their comments to the respective predefined segments of the NPA within the CRT, and refrain from submitting specific comments or all their comments to the 'General comments' segment.

Further, once all comments are placed to the respective predefined segments, there is no need to submit them (as a pdf attachment) to the 'General comments' segment.

The deadline for the submission of comments is **23 June 2026**.

1.3. The next steps

Following the consultation of the draft regulatory material, EASA will review all the comments received and will duly consider them in the subsequent phases of this rulemaking activity.

Considering the above, EASA may:

- issue a decision amending the Certification Specifications and Guidance Material for Aerodrome Design (CS-ADR-DSN);
- issue a decision amending the Certification Specifications and Guidance Material for the design of surface-level VFR heliports located at aerodromes that fall within the scope of Regulation (EU) 2018/1139 (CS-HPT-DSN);
- issue an opinion proposing amendments to Commission Implementing Regulation (EU) No 139/2014 (Aerodromes) and Commission Implementing Regulation (EU) 2017/373 (ATM/ANS); the opinion will be submitted to the European Commission which shall consider its content and decide whether to issue amendments to those Regulations;
- following the amendment of Commission Implementing Regulation (EU) No 139/2014 (Aerodromes), issue a decision¹¹ amending:

⁷ Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 296, 25.10.2012, p. 1, ELI: <http://data.europa.eu/eli/reg/2012/965/oj>).

⁸ <https://www.easa.europa.eu/en/document-library/certification-specifications/reg/aerodromes-adr#cs-adr-dsn-aerodromes-design>

⁹ <https://www.easa.europa.eu/en/document-library/certification-specifications/reg/aerodromes-adr#cs-hpt-dsn-heliports-design>

¹⁰ In case of technical problems, please send an email with a short description to crt@easa.europa.eu.

¹¹ The amendment of some AMC and GM as well as CSs and GM depends on the adoption of the corresponding implementing acts (for example, while the CSs and GM contain design requirements for closed runway lighting, the implementing act contains the operational conditions for the use of this type of lighting).

- the AMC and GM to support the implementation of Regulation (EU) No 139/2014 (Aerodromes);
- the AMC and GM to support the implementation of Regulation (EU) No 965/2012 (Air Operations);
- CS-ADR-DSN and CS-HPT-DSN;
- following the amendment of Commission Implementing Regulation (EU) 2017/373 (ATM/ANS), issue a decision amending the AMC and GM to support the implementation of that Regulation.

When issuing the opinion and the decisions, EASA will also provide feedback to the commentators and information to the public on who engaged in the process and/or provided comments during the consultation of the draft regulatory material, which comments were received, how such engagement and/or consultation was used in rulemaking, and how the comments were considered.



2. In summary — why and what

2.1. Why we need to act

ICAO has recently adopted amendments to the standards and recommended practices (SARPs) of Annex 14 Volume I ‘Aerodrome Design and Operations’ and Volume II ‘Heliports’. The harmonisation of the EU requirements for aerodromes and heliports with the latest amendments adopted by ICAO will contribute to a more uniform global aviation system. This uniformity will ensure safety of operations and global interoperability, thus facilitating both international and domestic aviation at aerodromes that fall within the scope of the Basic Regulation¹². This NPA proposes the adoption of those amendments which have been assessed as contributing towards a high uniform level of civil aviation safety in Europe.

Malta’s Bureau of Air Accident Investigation (BAAI) issued a safety recommendation to EASA following a ground collision that involved two B737-800s. EASA decided to address this safety recommendation within the context of the regular update of the Aerodromes rules.

Following the implementation of the global reporting format (GRF), EASA has identified a discrepancy between the Aerodromes and the Air Operations requirements related to the assignment of the runway condition code when less than 25 % of a runway third is wet or contaminated, which needs to be addressed. The change is proposed to be implemented ahead of ICAO to mitigate the safety issue.

Additionally, some updates are necessary to clarify the provision of aerodrome emergency grid maps, to ensure safety when aircraft are parked to areas other than aircraft stands or apron areas, and to ensure harmonisation between Ground Handling and Aerodromes rules with respect to the establishment of formal arrangements between aerodrome operators and ground-handling organisations.

Finally, some changes of editorial nature are also necessary to ensure consistency and correctness of the requirements.

More details are provided in the following sections.

¹² See Article 2, point (1)(e) of 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 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (OJ L 212, 22.8.2018, p. 1, ELI: <http://data.europa.eu/eli/reg/2018/1139/oj>).

2.1.1. Description of the issue

2.1.1.1. Design and operation of aerodromes

A. Amendment 18 to ICAO Annex 14 Volume I ‘Aerodrome Design and Operations’

Amendment 18¹³ to ICAO Annex 14 Volume I ‘Aerodrome Design and Operations’, applicable as of 27 November 2025, introduced changes to the SARPs which aim to improve operational safety as well as to resolve discrepancies between the design of visual aids and their operational requirements. These changes can be summarised as follows:

- incorporation of criteria in the design of aprons for safe ground handling;
- provision of certain runway and taxiway lights based on a new RVR threshold of 300 m;
- provision of runway distance remaining signs (RDRSs);
- clarification of serviceability level for aerodrome lighting that requires higher intensity values than those prescribed by the current certification specifications (CSs);
- provision of specific visual aids to denote temporarily closed runways (lighted X) and temporarily closed or restricted areas;
- revision of the apron management procedures to include the requirements related to the provision of guidance to aircraft departing from the stand and securing parked aircraft to prevent any unintended movement.

Currently, the amendments listed above have not yet been transposed into the EU requirements for aerodrome design and operations, specifically in CS-ADR-DSN and in Regulation (EU) No 139/2014 and related AMC and GM.

The implementation of some of these amendments is also expected to contribute to the mitigation of the risks related to the safety issue¹⁴ ‘poor or inadequate apron/stand design and layout (SI-1003)’.

B. Safety Recommendation MALT-2019-002

In response to a ground collision at Malta International Airport on 17 January 2019 that involved two B737-800s (one stationary at a runway holding position and another passing on a parallel taxiway), Malta’s Bureau of Air Accident Investigation (BAAI) issued the following safety recommendation to EASA and the FAA:

‘It is recommended that the FAA and EASA reassess the need for mandatory winglet tip proximity warnings (for B737-800 comparable winglets), together with additional pilot aids and anti-collision aids on the ground.’

EASA found that from a safety risk management perspective the limited safety benefit of a taxi anti-collision system or aid does not justify mandating their installation on all large, fixed-wing aircraft. Regarding the additional pilot aids and anti-collision aids on the ground, EASA found that existing

¹³ ICAO State Letter AN 4/1.2.31-25/23, 24 April 2025. The amendments to the Obstacle Limitation Surfaces (OLS) are not within the scope of RMT.0746. Instead, they fall within the scope of RMT.0751 ‘Protection of aerodrome surroundings’ (see EPAS Volume II ‘EPAS Actions’, 2026 Edition).

¹⁴ See EPAS Volume III ‘Safety Risk Portfolio’, 2026 Edition.



specifications contained in CS-ADR-DSN ensure adequate clearance distances between certain types of aircraft and establish the provision of necessary visual cues.

However, the safety issues could be mitigated from an operational point of view at aerodromes and, therefore, EASA decided to address it within the context of the regular update of the Aerodromes rules. The issue on ground collisions was also raised by the Member States during the implementation support workshop which took place on 24 September 2025.

C. Global reporting format (GRF) discrepancy

Following the implementation of the GRF, EASA has identified a discrepancy between the Aerodromes and the Air Operations requirements related to the assignment of the runway condition code in the case where less than 25 % of a runway third is wet or contaminated.

This topic was also discussed with the Member States during the Aerodromes TeB meeting which took place on 25 September 2025. It was agreed to propose and implement the change ahead of ICAO to mitigate the safety issue.

D. Aerodrome emergency grid maps

AMC2 ADR.OPS.B.005(b) which concerns aerodrome emergency grid maps has not been updated since its initial publication and, therefore, is not fully harmonised with the content of ICAO Doc 9137 'Airport Services Manual', Part 1 'Rescue and Firefighting'. Consequently, it does not ensure sufficient clarity related to the provision of grid maps, their availability to external agencies or on the format (paper or electronic) they have to be provided. This topic was raised by the Member States and discussed during the implementation support workshop which took place on 24 September 2025. It was agreed to include the proposed amendments in the next regular update of the Aerodromes rules.

E. Allocation of aircraft to areas other than aircraft stands or apron areas

In cases of mass diversions, special events, infrastructure works, etc., and where there is no alternative aerodrome to accommodate excess traffic, aerodrome operators allocate aircraft to areas other than the standard ones (i.e. aircraft stands or apron areas). However, the current Aerodromes rules lack the necessary provisions to ensure that allocation is performed in a safe manner.

F. Formal arrangements between aerodrome operators and ground-handling organisations

Point ORGH.GEN.115 of Commission Delegated Regulation (EU) 2025/20¹⁵ on ground handling requires the establishment of formal arrangements between aerodrome operators and ground-handling organisations. However, while currently Regulation (EU) No 139/2014 (Aerodromes) includes requirements for the establishment of formal arrangements between aerodrome operators and other organisations that provide services at aerodromes (e.g. apron management service providers — point ADR.OR.F.085), there is no requirement to cover formal arrangements between aerodrome operators and ground-handling organisations.

¹⁵ Commission Delegated Regulation (EU) 2025/20 of 19 December 2024 supplementing Regulation (EU) 2018/1139 of the European Parliament and of the Council by laying down requirements for the safe provision of ground handling services and for organisations providing them (OJ L, 2025/20, 7.3.2025, ELI: http://data.europa.eu/eli/reg_del/2025/20/oj).

G. Height of signs

The majority of the changes to the SARPs introduced by Amendment 15¹⁶ to ICAO Annex 14 Volume I ‘Aerodrome Design and Operations’ have already been transposed in the Aerodromes rules. However, the changes to the height of signs, more specifically related to the face height, have not yet been transposed in CS-ADR-DSN.

H. Editorial amendments

Some editorial amendments are also made to ensure consistency and/or correctness of the requirements.

Such editorial changes include for example the removal of the obsolete terminology ‘taxiway intersection marking’. This terminology is no longer used in ICAO Annex 14, Volume I since edition 3 1999, when Standard 5.2.10 Taxiway intersection marking was renamed as 5.2.10 Intermediate holding position marking, retaining the same design characteristics (ICAO Annex 14, Volume I, Figure 5-6). However, ‘taxiway intersection marking’ is still used in the ATM/ANS and Aerodromes rules in parallel with ‘intermediate holding position marking’. Stakeholders have informed EASA that this creates confusion and consistency needs to be achieved between the ATM/ANS and the Aerodromes rules.

2.1.1.2. Design of heliports located at aerodromes falling in the scope of the Basic Regulation

The requirements for the design of heliports contained in EASA’s CS-HPT-DSN have not been updated since their initial publication in 2019. Consequently, CS-HPT-DSN does not reflect the relevant¹⁷ safety enhancements introduced by Amendments 9¹⁸ and 10¹⁹ to ICAO Annex 14 Volume II ‘Heliports’.

Amendment 9 introduced extensive changes to ICAO Annex 14 Volume II, aiming mainly to enhance safety and efficiency of heliport operations, but also to simplify and make the design characteristics more concrete. Amendment 10 introduced further changes aiming for greater safety and flexibility.

These amendments can be summarised as follows:

- new definitions of the terms used throughout the provisions;
- revised design characteristics for the final approach and take-off area (FATO), safety areas, touchdown and lift-off areas (TLOF), helicopter clearway, helicopter stands and protection areas;
- revised provisions for helicopter taxiways and taxi routes;
- revised provisions for heliport lights, signs, markings and markers;
- addition of objectives for each marking type (e.g. D-value marking, FATO perimeter marking, etc.) and lighting system (e.g. approach lighting system, FATO perimeter lights, etc.);

¹⁶ ICAO State Letter AN 4/1.2.28-20/35, 03 April 2020.

¹⁷ ICAO Annex 14 Volume II ‘Heliports’ contains provisions also for elevated heliports, helidecks or shipboard heliports which are not relevant for CS-HPT-DSN.

¹⁸ ICAO State Letter AN 4/16.10-20/22, 6 April 2020.

¹⁹ ICAO State Letter AN 4/16.11-25/28, 10 April 2025.



- revised provisions for obstacle limitation surfaces related to vertical procedures and the PinS approach or departure procedures with or without a proceed visually instruction;
- revised provisions for obstacle limitation requirements.

Furthermore, there is currently no requirement to provide aeronautical data concerning the helicopter landing area (e.g. declared distances, elevation of FATO, etc.) to the aeronautical information service providers for publication in the Aeronautical Information Publication (AIP).

Member States have requested during several meetings of the advisory bodies the of update CS-HPT-DSN to reflect the latest ICAO amendments regarding heliports.

2.1.2. Who is affected by the issue

The following stakeholders are expected to be affected by the proposed amendments:

- aerodrome operators since the proposed amendments will have an impact on their certification basis and operations;
- national competent authorities since they will have to approve the changes to the aerodrome's certification basis and oversee their implementation;
- flight crews: some of the proposed amendments (e.g. the introduction of runway distance remaining signs, closed runway lighting) will impact their training;
- aerodrome equipment manufacturers (e.g. the introduction of the runway distance remaining signs, the introduction of the design specifications for the closed runway lighting);
- air traffic service providers.

2.1.3. Conclusion on the need for rulemaking

EASA concluded, as explained further in Chapter 3, that intervention was necessary and that non-regulatory actions cannot effectively address the issue. Therefore, amendments are necessary to Regulation (EU) No 139/2014 (Aerodromes), Regulation (EU) 2017/373 (ATM/ANS), to the AMC and GM supporting the implementation of these Regulations, and Regulation (EU) No 965/2012, as well as to CS-ADR-DSN and CS-HPT-DSN.

2.2. What we want to achieve — objectives

The overall objectives of the EASA system are defined in Article 1 of the Basic Regulation. The regulatory material presented here is expected to contribute to achieving these overall objectives by addressing the issues described in Section 2.1.

The objective of this rulemaking task is to increase the level of safety at aerodromes, to ensure global interoperability of aerodrome operations and design, and to ensure a level playing field amongst aerodrome operators.

More specifically, the proposed amendments aim to:

- mitigate the risk of collisions between aircraft and between aircraft and ground handling vehicles and equipment;



- harmonise the provision of certain runway and taxiway lights based on a new RVR threshold of 300 m instead of 350 m to remove existing conflict and ambiguity between runway and taxiways capability;
- mitigate the risk of unintended landings on temporarily closed runways;
- clarify the serviceability level for aerodrome lighting that requires higher intensity values than those prescribed by the current certification specifications (CSs);
- mitigate the risk of confusion and enhance pilot and driver awareness during temporary changes to the movement area;
- enhance the safety and regularity of operations at heliports located at aerodromes falling in the scope of the Basic regulation;
- address GRF discrepancy regarding the assignment of a runway condition code when 25 % or less of a runway third is wet or contaminated.

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

A summary of the main proposed amendments is presented below.

Please, refer to **NPA 2026-01 (B), (C), (D) and (E)** for the full list of the proposed amendments, each with a detailed rationale explaining the amendment.

2.3.1. Proposed amendments

2.3.1.1. Regulation (EU) No 139/2014 (Aerodromes)

A new requirement is proposed in **ADR.OR.D.040** regarding **the formal arrangements** between the aerodrome operator and the ground-handling organisations providing services at the aerodrome. The proposed requirement completes point ADR.OR.D.040 and ensures consistency with Commission Delegated Regulation (EU) 2025/20 on ground handling, which already specifies the establishment of such formal arrangements in point ORGH.GEN.115.

A new requirement is proposed to be added in point (e) of **ADR.OPS.B.027** regarding the **prohibition of vehicles on the safety area** of the FATO, the taxi route or the protection area of the helicopter stand during the movement of helicopters to ensure the safety of helicopter operations.

Two new requirements are proposed to be added in point **ADR.OPS.B.071** related to the **provision of specific visual aids** to denote temporarily closed runways and temporarily closed or restricted areas. The first proposal concerns the addition of a new requirement in point (a)(2) to allow the use of the closed runway lighting (lighted X) as an alternative to the closed runway markings for the prevention of unintended landings. The second proposal concerns the addition of a new point (f) containing the requirement for the provision of variable message signs when there is an operational need to indicate temporarily closed or restricted areas, as well as to provide information to aerodrome users on operational restrictions.

Point (c)(1) of **ADR.OPS.C.015** is proposed to be amended to clarify the **serviceability level for aerodrome lighting** that requires higher intensity values than those prescribed by the current CSs. Moreover, for harmonisation purposes, the runway visual range (RVR) for the serviceability of the taxiway centre line lights contained in point (b)(5) is amended in line with the RVR for CAT II of 300 m, instead of 350 m.



Two new proposed requirements that need to be covered by the aerodrome operator's procedures are added as follows:

- a new point (g) in **ADR.OPS.D.035** to ensure that a **parked aircraft** is appropriately secured to prevent any unintended movement; and
- a new point (f) in **ADR.OPS.D.040** to ensure the provision of **guidance** to an **aircraft departing** from the **stand**.

2.3.1.2. Regulation (EU) 2017/373 (ATM/ANS)

Point (a)(1) of **ATS.TR.265** is proposed to be amended to replace the obsolete term '**taxiway intersection marking**' with '**intermediate holding position markings or lights**' to ensure consistency with the terminology used in the Aerodromes rules.

2.3.1.3. AMC and GM to Regulation (EU) No 139/2014 (Aerodromes)

- The references to the **ISO standards** regarding the management of security for aeronautical data included in AMC1 ADR.OR.D.007(b) are proposed to be removed following the introduction of point ADR.OR.D.005A 'Information security management system'.
- AMC1 ADR.OPS.A.005 and GM1 ADR.OPS.A.005 are proposed to be amended to also include the **provision of data** by the aerodrome operator on helicopter landing areas, where established.
- The obsolete term '**taxiway intersection marking**' in point (c)(3)(ii) of GM2 ADR.OPS.A.005(a) is proposed to be removed to ensure consistency throughout the terminology used in the Aerodrome rules, as well as consistency with the ATM/ANS rules.
- AMC2 ADR.OPS.B.005(b) is proposed to be amended to offer greater clarity regarding the provisions of the **aerodrome emergency grid maps**, their availability to externals and their format (paper or electronic). Additionally, a new GM6 ADR.OPS.B.005(b) is introduced containing additional guidance for the provision of aerodrome emergency grid maps.
- new GM8 ADR.OPS.B.010(a)(2) is added containing additional guidance on the amounts of **extinguishing agents** to ensure the safety of helicopter operations. The proposed guidance material concerns those aerodromes of lower RFFS category numbers (1, 2 and 3) and regularly used by helicopters, where the amounts of extinguishing agents determined in accordance with AMC4 ADR.OPS.B.010(a)(2) may not be sufficient because of the more demanding helicopter(s).
- new AMC1 ADR.OPS.B.030(a) and GM1 ADR.OPS.B.030(a) are added containing proposals related to the identification of **restrictions on the movement area** by the aerodrome operator, development of mitigation measures and coordination with the air navigation service providers regarding the restrictions identified. The proposed AMC1 and GM1 address Safety Recommendation MALT-2019-002.
- AMC1 ADR.OPS.B.037(a);(b) and GM1 ADR.OPS.B.037(b) are proposed to be amended to change the percentage of the runway third that can be wet or covered by a contaminant when assigning **runway condition code (RWYCC) 6 and 5**. The proposed amendment addresses the GRF discrepancy.
- new GM1 ADR.OPS.B.071(d) is added containing a proposed **clarification of the term 'runway lighting'**. The proposed amendment supports the implementation of point ADR.OPS.B.071.



- new AMC1 ADR.OPS.B.071(a)(2) is added introducing the **location** where the **closed runway lighting** needs to be placed and a new GM1 ADR.OPS.B.071(a)(2) is added too containing additional guidance on the purpose of this type of visual aid, as well as on the potential interference with radio navigation aids. The proposed amendment supports the implementation of point ADR.OPS.B.071.
- new AMC1 ADR.OPS.B.071(g) and GM1 ADR.OPS.B.071(g) are added containing the proposed conditions for the **use of variable message signs** and guidance to clarify the term ‘temporary changes’. The proposed amendment supports the implementation of point ADR.OPS.B.071.
- new AMC1 ADR.OPS.D.025(a) is added proposing a **risk assessment** to be performed by the aerodrome operator for those cases when an aircraft is parked on areas other than aircraft stands or apron areas.
- new AMC1 ADR.OPS.D.040(f) is added containing the **three means** which are acceptable **to guide an aircraft during departure from the stand**. The proposed amendment supports the implementation of point ADR.OPS.D.040.

2.3.1.4. AMC and GM to Regulation (EU) 2017/373 (ATM/ANS)

GM1 ATS.TR.265(a)(1) is proposed to be amended to replace the **obsolete term ‘taxiway intersection marking’** with **‘intermediate holding position markings or lights’** to ensure consistency throughout the terminology used in the ATM/ANS rules, as well as consistency with the Aerodromes rules.

2.3.1.5. AMC and GM to Regulation (EU) No 965/2012 (Air Operations)

GM1 CAT.OP.MPA.303 is proposed to be amended **in line with the amendment proposed to AMC1 ADR.OPS.B.037(a);(b)**. The proposed amendment addresses the GRF discrepancy.

2.3.1.6. CS-ADR-DSN

- Point (b) of CS ADR-DSN.C.215 is proposed to be amended in line with the corresponding ICAO Annex 14 Volume I SARPs so that the length of the runway end safety area (**RESA**) for a non-instrument runway code 1 or 2 cannot be reduced by installing an arresting system.
- The value in point (b)(4) of CS ADR-DSN.D.325 is proposed to be corrected in line with the **mathematical formula** used to calculate the graded portion of the taxiway strip.
- CS ADR-DSN.E.345 is proposed to be amended to include criteria in the **design of aprons for safe ground handling**.
- Figure L-6 of CS ADR-DSN.L.570 is proposed to be amended to ensure the **correct depiction of the enhanced taxiway centre line marking**.
- CS ADR-DSN.L.605 is proposed to be amended to ensure that **mandatory instruction markings** are provided in accordance with the correct categorisation of the taxiways based on the outer main gear wheel span (OMGWS).
- Point (k)(2) of GM1 ADR-DSN.M.615 is proposed to be amended to remove the value related to the **maximum acceptable luminance value for solar panels**. The value will be reviewed in the context of rulemaking task RMT.0751 ‘Protection of aerodrome surroundings’.
- Figure M-8 of CS ADR-DSN.M.685 is proposed to be amended to ensure the correct depiction of the **yellow runway edge lights** as required by point (c)(1) of CS ADR-DSN.M.675.

- CS ADR-DSN.M.690, GM1 ADR-DSN.M.700, CS ADR-DSN.M.710, CS ADR-DSN.M.715, CS ADR-DSN.M.725 and CS ADR-DSN.M.735 are proposed to be amended to ensure a **harmonised provision of the runway and taxiway lights** based on a new RVR threshold of 300 m, instead of 350 m, and to remove existing conflict and resultant ambiguity.
- The obsolete term **‘taxiway intersection marking’** in GM1 ADR-DSN.M.770 and CS ADR-DSN.N.800 is proposed to be removed to ensure consistency throughout the terminology used in the Aerodromes rules, as well as consistency with the ATM/ANS rules.
- a new point (b)(2)(iii) is added in CS ADR-DSN.N.775 to extend the **applicability** of the variable **runway message signs** to indicate temporarily closed or restricted areas in line with the proposed point (g) of ADR.OPS.B.071; additionally CS ADR-DSN.N.775 is amended with the revised **face height of the signs**.
- new CS ADR-DSN.N.801 and GM1 ADR-DSN.N.801 are added containing the proposed design specifications for the runway distance remaining signs (**RDRSs**).
- new specifications and guidance material are added within CS ADR-DSN.R.855 containing the proposed design specifications and guidance material for the **closed runway lighting** used to denote temporarily closed runways.
- CS ADR-DSN.U.940 contains proposed new maximum allowed **main beam average intensities** for the approach centre line and crossbars and runway edge.

2.3.1.7. CS-HPT-DSN

- The title of CS-HPT-DSN is proposed to be amended to replace the term **‘VFR’** with **‘visual’** in line with the terminology used in ICAO Annex 14 Volume II, and to avoid inconsistencies within CS-HPT-DSN due to the new proposed design specification that is related to the use of PinS approach and departure procedures (e.g. obstacle limitation surfaces). CS HPT-DSN.A.010 and GM1 HPT-DSN.A.010 are also amended for the same reasons.
- CS HPT-DSN.A.020 is proposed to be amended to include several **definitions** of terms used throughout CS-HPT-DSN.
- Specifications and guidance material contained in HPT-DSN.B100 and HPT-DSN.B.120 are proposed to be amended to include provisions regarding the **characteristics** (e.g. size, load bearing strength, slopes) of the FATO and the TLOF.
- In CS HPT-DSN.B.130, the specifications regarding the extent of the **safety area of a FATO** are proposed to be amended, especially in relation to non-rectangular FATOs and to the creation of a separate CS HPT-DSN.B.140 regarding the protected side slope.
- The new **taxiway** and **air and ground taxi routes** concepts are proposed to be included in Chapter C, leading to its extensive amendment. Consequently, CS HPT-DSN.F.590 and CS HPT-DSN.F.600 on markings and markers of taxiways and taxi routes are also amended.
- Chapter D on **helicopter stands** is proposed to be amended to separate the provisions related to the stand itself from the protection area around it, to remove the requirement for a central zone and to add new requirements, e.g. on the surface friction and resistance to downwash for both the stand and the protection area.

Several amendments are proposed to Chapter E (Obstacle limitation surfaces and requirements) as follows:



- Regarding the **approach and take-off climb surfaces**, the possibility to have two or more turns is proposed to be added in CS HPT-DSN.E.410(b), CS HPT-DSN.E.410(c)(4), CS HPT-DSN.E.420(b) and CS HPT-DSN.E.420(c)(5).
- New requirements are proposed to be added to enable the use of an **elevated helicopter clearway** and of **vertical procedures** and **PinS procedures**. With respect to the latter, a new CS HPT-DSN.E.425 is proposed to be added which contains provisions for transitional surfaces, which are required for the purpose of obstacle limitation, when utilising PinS procedures.
- Revised requirements for **obstacle limitation**: in particular, the requirement for at least two approach and take-off climb surfaces is proposed to be added in CS HPT-DSN.E.430(c)(6), while the possibility to accept a new object or the extension of an existing object only when this is shielded by an existing immovable object is proposed to be included in CS HPT-DSN.E.430(c)(4) and (c)(5).

Several amendments are proposed to Chapter F (Visual aids) as follows:

- The **D-value marking** is proposed to be added as new CS HPT-DSN.F.525.
- The provisions on the **touchdown/position marking** (CS HPT-DSN.F.570) and helicopter stand markings (CS HPT-DSN.F.610) are proposed to be updated to include unidirectional applications, to delete the possibility of an offset marking, and to delete the central zone requirements.
- The possibility for an **unpaved taxiway** is proposed to be added in CS HPT-DSN.F.590(d)(1).
- a new CS HPT-DSN.F.695 is proposed to be added related to **helicopter stand floodlighting design** requirements.
- References to CS-ADR-DSN are proposed to be added or extended regarding **taxi route lights** (CS HPT-DSN.F.700), **signs** (CS HPT-DSN.F.705), and **obstacle marking and lighting** (CS HPT-DSN.F.710).

Several **GM** related to newly proposed or existing CSs are proposed to be included as guidance for **heliport designers** and **operators** regarding which factors need to be considered in the design of a heliport.

2.3.2. Applicability of the amended regulatory material

For the proposed amendments to Regulation (EU) No 139/2014 (Aerodromes), EASA intends to propose a transition period of 1 year to allow affected stakeholders to prepare for the implementation of the new regulatory material.

For the AMC and GM and the CSs and GM which are dependent on the adoption of the amendments to Regulation (EU) No 139/2014, the same transition period is proposed as for the implementing regulation, i.e. 1 year.

Given the editorial nature of the amendments to Regulation (EU) 2017/373 (ATM/ANS), no transition period is foreseen.

2.3.3. The legal basis

The legal basis for amending:

- Annex III (Part Organisation Requirements (Part-ADR.OR)) to Regulation (EU) No 139/2014 is Article 39(1)(c) of the Basic Regulation;



- Annex IV (Part Operations Requirements — Aerodromes (Part-ADR.OPS)) to Regulation (EU) No 139/2014 is Article 39(1)(a) of the Basic Regulation;
- Annex IV (Specific requirements for providers of air traffic services (Part-ATS)) to Regulation (EU) 2017/373 is Article 43(1)(a) of the Basic Regulation.

2.4. Stakeholders' views

The proposed amendments stemming from ICAO amendments were coordinated with Member States during the ICAO State Letter consultation process. A pre-NPA consultation was performed specifically on the RDRS topic with the Commercial Aviation Community Steering Group (CA.CSTG). The consultation showed that these organisations, particularly those representing flight crews, support the implementation of such signs.

Furthermore, some topics such as the GRF discrepancy, the aerodrome emergency grid maps and ground collisions were raised by the Member States and discussed during the implementation support workshop which took place on 24 September 2025 and the Aerodromes TeB which took place on 25 September 2025. The inclusion of the proposed amendments in this NPA was supported.



3. Expected benefits and drawbacks of the proposed regulatory material

The proposed regulatory material is expected to support in the achievement of the objectives described in Section 2.2.

In addition, the following benefits have been identified:

The proposed amendments to the **serviceability level for aerodrome lighting** that requires higher intensity values than those prescribed by the current CSs are expected to improve the clarity of the requirement and eliminate uncertainty and different interpretations among competent authorities and aerodrome operators regarding its applicability.

The proposed removal of the **obsolete term ‘taxiway intersection marking’** and its replacement with **‘intermediate holding position markings or lights’** is expected clear up the confusion it currently creates among stakeholders and to ensure consistency between the terminology used in the ATM/ANS and the Aerodromes rules.

The proposed amendment regarding **aerodrome emergency grid maps** is expected to provide clarity concerning the provision of grid maps, their availability to external agencies, and additional flexibility in terms of the format (paper or electronic) they can be provided.

The proposed requirements related to the **identification of restrictions** aim to ensure a better coordination with the ANSPs, while the inclusion of specific design criteria for safe ground handling will ensure a better interface with the ground handling activities.

The proposed amendment related to **runway surface condition assessment and reporting** aims to resolve a discrepancy between the Aerodromes and the Air Operations rules regarding the assignment of a runway condition code when less than 25 % of a runway third is wet or contaminated, which is considered important for safety and, therefore, implemented ahead of ICAO.

The proposed amendment related to the **allocation of aircraft to areas other than aircraft stands or apron areas** is expected to provide aerodrome operators with greater flexibility in using the infrastructure during cases of mass diversions, special events, infrastructure works, etc., provided a risk assessment has been performed.

The proposed requirements on **closed runway lighting (lighted X)** are expected to provide aerodrome operators, aerodrome equipment manufacturers, flight crews and competent authorities with a set of certification specifications commonly applicable in the Member States. Additionally, the proposed requirements provide aerodrome operators with flexibility since they allow the use of closed runway lighting as an alternative to closed runway markings for the prevention of unintended landings.

The proposed amendments to certain **runway and taxiway lights** based on a new RVR threshold of 300 m, instead of 350 m, are expected to improve operational efficiency by removing existing conflict and resultant ambiguity between runway capability and supporting aerodrome visual aids infrastructure. They are also expected to eliminate missed approaches and associated risks, as well as diversions in conditions where a landing can be carried out but the aircraft cannot taxi to the apron as the taxiway lighting system is not compliant for operations below RVR 350 m despite the runway being compliant with CATII RVR. Furthermore, the proposed amendments will streamline the provision criteria, reducing the costs for aerodrome operators. This includes examples such as:



- allowing the 30-metre longitudinal spacing for runway centre line lights on runways used in RVR of 300 m or greater, instead of the current 350 m RVR, provided the maintenance objective is met;
- mandating the provision of rapid exit taxiway indicator lights, taxiway centre line lights (except for the case of night use), runway turn pad lights and intermediate holding position lights for RVR less than 300 m, instead of the current threshold of 350 m — in other words, the provision of these lights will only be required for CATIII and no longer for CATII conditions.

The proposed CSs and GM for RDRSs are expected to ensure harmonisation of the design requirements and consequently facilitate the equipment certification process in accordance with Commission Regulation (EU) No 139/2014. The introduction of commonly applicable design requirements for RDRSs may also alleviate the need for ‘special conditions’ when installing military equipment, thereby reducing the additional administrative burden for both competent authorities and aerodrome operators.

The revised CSs and GM for **heliports** located at aerodromes falling in the scope of the Basic Regulation, will ensure alignment with the latest amendments to ICAO Annex 14, Volume II, as well as commonly applicable design requirements within the Member States. In addition, several of the revised provisions (e.g. size of FATO, characteristics of the essential objects, visual aids requirements) will improve the safety of helicopter operations. Furthermore, the proposed revised certification specifications for obstacle limitation surfaces related to vertical procedures and PinS approach or departure procedures are expected to support the deployment of these procedures specifically designed and optimised for helicopters, thus contributing to the increased efficiency and usability of heliports.

Finally, the proposed regulatory material included in this NPA will ensure compliance with the relevant ICAO SARPs.



4. Proposed regulatory material

NPA 2026-01 (B) — Proposed amendments to the annexes to Commission Implementing Regulation (EU) 139/2014 and Commission Implementing Regulation (EU) 2017/373

NPA 2026-01 (C) — Proposed amendments to the AMC and GM to Commission Regulation (EU) 139/2014, Commission Implementing Regulation (EU) 2017/373 and Commission Regulation (EU) No 965/2012

NPA 2026-01 (D) — Proposed amendments to CS-ADR-DSN

NPA 2026-01 (E) — Proposed amendments to CS-HPT-DSN



5. Monitoring and evaluation

EASA plans to monitor as follows whether the objectives described in Section 2.2 will be achieved with the proposed regulatory material:

- feedback from standardisation inspections;
- feedback from the Advisory Bodies; and
- in the long term, the occurrence trend related to the objectives established in Section 2.2.



6. Actions to support implementation

To support affected stakeholders in the implementation of the new regulatory material, EASA may, as deemed necessary, provide clarifications during the Aerodromes Advisory Body meetings (ADR TeB and CSTG) and/or during annual implementation support workshops.



7. References

- ICAO Annex 14 Volume I 'Aerodrome Design and Operations', 9th edition, July 2022
- ICAO Annex 14 Volume II 'Heliports', 5th edition, July 2020



Appendix — Quality of the NPA

To continuously improve the quality of its documents, EASA welcomes your feedback on the quality of this document with regard to the following aspects:

Please provide your feedback on the quality of this document as part of the other comments you have on this NPA. We invite you to also provide a brief justification, especially when you disagree or strongly disagree, so that we consider this for improvement. Your comments will be considered for internal quality assurance and management purposes only and will not be published (e.g. as part of the CRD).

1. The regulatory proposal is of technically good/high quality

Please choose one of the options

Fully agree / Agree / Neutral / Disagree / Strongly disagree

2. The text is clear, readable and understandable

Please choose one of the options

Fully agree / Agree / Neutral / Disagree / Strongly disagree

3. The regulatory proposal is well substantiated

Please choose one of the options

Fully agree / Agree / Neutral / Disagree / Strongly disagree

4. The regulatory proposal is fit for purpose (achieving the objectives set)

Please choose one of the options

Fully agree / Agree / Neutral / Disagree / Strongly disagree

5. The regulatory proposal is proportionate to the size of the issue

Please choose one of the options

Fully agree / Agree / Neutral / Disagree / Strongly disagree

6. The regulatory proposal applies the ‘better regulation’ principles^[1]

Please choose one of the options

Fully agree / Agree / Neutral / Disagree / Strongly disagree

7. Any other comments on the quality of this document (please specify)

^[1] For information and guidance, see:

- https://ec.europa.eu/info/law/law-making-process/planning-and-proposing-law/better-regulation-why-and-how_en
- https://ec.europa.eu/info/law/law-making-process/planning-and-proposing-law/better-regulation-why-and-how/better-regulation-guidelines-and-toolbox_en

