



European Union Aviation Safety Agency

Notice of Proposed Amendment 2026-01 (B)

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

Proposed amendments to the annexes to
Commission Implementing Regulation (EU) No 139/2014
and to
Commission Implementing Regulation (EU) 2017/373



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Proposed amendments

The amendments are presented as follows:

- deleted text is ~~struck through~~;
- new text is highlighted;
- an ellipsis '[...]' indicates that the rest of the text is unchanged.

Where necessary, the rationale is provided in *italics*.



COMMISSION IMPLEMENTING REGULATION (EU) No 139/2014

ANNEX III — PART-ADR.OR

SUBPART D — MANAGEMENT — AERODROME OPERATORS (ADR.OR.D)

ADR.OR.D.040 Formal arrangements with ground handling organisations providing services at the aerodrome

- (a) The aerodrome operator shall have formal arrangements with the organisations providing or intending to provide ground handling services at the aerodrome.
- (b) The arrangements shall be concluded prior to the start of the provision of services by those organisations and shall include the following, as a minimum:
 - (1) duration of the arrangement;
 - (2) list of ground handling services to be provided at the aerodrome;
 - (3) method of exchanging operational information between the aerodrome operator and the GH organisation; representation of the ground handling organisation in the aerodrome safety committees and the aerodrome safety programmes;
 - (4) information regarding ground support equipment (GSE) or resource pooling;
 - (5) areas, premises and/or facilities to be used at the aerodrome necessary for the ground handling organisation to conduct its business;
 - (6) notification of termination of the provision of ground handling services.

Rationale

This new implementing rule proposes to address the formal arrangements that the aerodrome operator should conclude with ground handling organisations providing services at the aerodrome. Such a requirement exists today only for providers of apron management services. Formal arrangements concluded before the deployment of ground handling services ensures a smooth continuation of ground handling services or setting up of a new provider of services at the aerodrome. Commission Delegated Regulation (EU) 2025/20 on the safe provision of ground handling services and for organisations providing them already specifies such formal arrangements in point ORGH.GEN.115, and proposed point ADR.OR.D.040 closes the loop with the requirements on ground handling.



COMMISSION IMPLEMENTING REGULATION (EU) No 139/2014

ANNEX IV — PART-ADR.OPS

SUBPART B — AERODROME OPERATIONAL SERVICES, EQUIPMENT AND INSTALLATIONS (ADR.OPS.B)

ADR.OPS.B.027 Operation of vehicles

[...]

(e) The driver of a vehicle on the manoeuvring area:

[...]

- (3) where a FATO, helicopter taxi-route or helicopter stand have been established, shall not operate a vehicle on the safety area of the FATO, the taxi-route or the protection area of the helicopter stand, during the movement of helicopters.

Rationale

CS-HPT-DSN already contains specifications that prohibit the use of the safety area of a FATO, the ground taxi route, the air taxi route and the protection area of a helicopter stand by mobile objects. However, these specifications contain requirements of operational nature and are, therefore, better suited for inclusion in Part-ADR.OPS. It is proposed to incorporate them in point (e) of ADR.OPS.B.027, which already contains similar requirements.

ADR.OPS.B.071 Closed runways and taxiways, or parts thereof

(a) The aerodrome operator shall ensure that closed markings are displayed on:

- (1) a runway or a taxiway, or a portion thereof, which is permanently closed to use by all aircraft;
- (2) a temporarily closed runway or taxiway, or a portion thereof, except that such markings may be omitted when the closure is of short duration and adequate warning is provided by air traffic services. A closed runway marking may also be omitted when a closed runway lighting is provided.

[...]

- (f) The aerodrome operator shall ensure that variable message signs are used when there is an operational need to indicate temporarily closed or restricted areas, as well as to provide information on operational restrictions to aerodrome users.



Rationale

Amendment 18 (State Letter 25/23) to ICAO Annex 14 Volume I introduced the use of closed runway lighting as an effective measure to prevent unintended landings on closed runways (Recommendation 7.1.4.1). This is also supported by safety recommendations issued by accident investigation bodies.

Furthermore, with the same ICAO amendment the use of unserviceability signs is introduced to indicate temporary closed or restricted areas, as well as to provide information to aerodrome users on operational restrictions. EASA has already notified ICAO that unserviceability signs will not be implemented because the addition of a new colour (orange) will introduce additional complexity for flight crews. In addition, since there is no requirement of such signs to be lit, it restricts their usability during nights or at reduced visibility conditions. For this reason, EASA proposes the use of variable message signs because they can deliver different messages without the need to replace them. Moreover, they can be used in all visibility conditions and are widely used in road transport.

SUBPART C — AERODROME MAINTENANCE (ADR.OPS.C)

ADR.OPS.C.015 Maintenance of visual aids and electrical systems

[...]

- (b) The aerodrome operator shall establish and implement a preventive and corrective maintenance programme to ensure the serviceability of the individual lights and the aerodrome's lighting systems reliability, in a manner that ensures continuity of guidance to, and control of aircraft and vehicles, as follows:

[...]

- (5) For a taxiway intended for use in runway visual range conditions less than a value of ~~550~~ 300 m, the system of preventive maintenance shall have as its objective that no two adjacent taxiway centre line lights be unserviceable.

[...]

- (c) For the purposes of point (b), a light shall be deemed to be unserviceable if:

- (1) the main beam average intensity is less than 50 % of the value specified in the certification specifications issued by the Agency. ~~For light units where the designed main beam average intensity is above the value specified in the certification specifications issued by the Agency, the 50 % value shall be related to that design value~~ For light units where the main beam average intensity is required to be higher than the value specified in the certification specifications issued by the Agency, a light shall be deemed to be unserviceable when the main beam average intensity value is less than 50 per cent of this higher value and not the value specified in the certification specifications issued by the Agency;



- (2) the filter associated with the light is missing, damaged, or the light does not produce the correct colour light beam.

[...]

Rationale

See the rationale for CS ADR-DSN.M.710 regarding the changes to the RVR value in point (b)(5).

The proposed change to point (c)(1) stems from Amendment 18 (State Letter 25/23) to ICAO Annex 14 Volume I. The term 'design value' has created uncertainty and led to different interpretations among the competent authorities and aerodrome operators regarding its applicability.

The first part of point (c)(1) defines the serviceability for a light as a percentage of the minimum intensity values prescribed in CS-ADR-DSN. The main beam average intensity of a light shall not be less than 50 per cent of the intensity value provided in CS-ADR-DSN: this is for a lighting system where the initial new installation was done according to the intensity values — for example, if CS-ADR-DSN requires 10 000 cd (100 per cent), then a light should not measure below 5 000 cd (50 per cent).

The second part of point (c)(1) defines the serviceability for a light where the aerodrome requires the aeronautical ground lights supporting runway operations to have a main beam average intensity higher than what is required in CS-ADR-DSN. The term 'designed' in this case refers to the aerodrome or 'site' design of the lighting system, where an initial new installation of the aerodrome lighting system required higher intensity values than the intensity values required in CS-ADR-DSN. In this case, the serviceability of 50 per cent for a light shall not refer to the minimum intensity value prescribed in CS-ADR-DSN, but it shall refer to 'that design value' being an initial higher intensity value. For example, if CS-ADR-DSN requires 10 000 cd as the minimum for an installation but the operator identifies the need for 15 000 cd (the new 100 per cent), then a light should not measure below 7 500 cd (the revised 50 per cent).

SUBPART D — APRON MANAGEMENT OPERATIONS

ADR.OPS.D.035 Aircraft parking

The aerodrome operator shall establish and ensure the implementation of procedures to ensure that:

[...]

- (g) parked aircraft is appropriately secured to prevent any unintended movement.

Rationale

A new point (g) is proposed to be added in ADR.OPS.D.035 in line with Amendment 18 (State Letter 25/23) to ICAO Annex 14 Volume I to ensure the protection of aircraft, of the aerodrome infrastructure, of those aboard aircraft, and of those working around them.



ADR.OPS.D.040 Aircraft departure from the stand

The aerodrome operator shall establish and ensure the implementation of procedures to ensure that during the departure of an aircraft from the aircraft stand:

[...]

(f) the aircraft is guided.

Rationale

A new point (f) is proposed to be added in ADR.OPS.D.040 in line with Amendment 18 (State Letter 25/23) to ICAO Annex 14 Volume I to ensure the safety of aircraft during departure from the stand.



COMMISSION IMPLEMENTING REGULATION (EU) 2017/373

ANNEX IV — PART-ATS

SUBPART B — TECHNICAL REQUIREMENTS FOR PROVIDERS OF AIR TRAFFIC SERVICES (ATS.TR)

ATS.TR.265 Control of aerodrome surface traffic in low-visibility conditions

- (a) When there is a requirement for traffic to operate on the manoeuvring area in conditions of visibility which prevent the aerodrome control tower from applying visual separation between aircraft, and between aircraft and vehicles, the following shall apply:
- (1) at the intersection of taxiways, an aircraft or vehicle on a taxiway shall not be permitted to hold closer to the other taxiway than the holding position limit defined by intermediate holding positions **markings or lights, or** stop bars ~~or taxiway intersection marking~~, in accordance with the applicable aerodrome design specifications;

[...]

Rationale

‘Taxiway intersection marking’ 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 (Figure 5-6). However, ‘taxiway intersection marking’ is still used in the ATM/ANS and Aerodromes rules in parallel with ‘intermediate holding position marking’. Therefore, ‘taxiway intersection marking’ is proposed to be removed to ensure consistency with the terminology used in the Aerodromes rules and avoid any confusion. See also the rationale provided for GM1 ATS.TR.265(a)(1), GM2 ADR.OPS.A.005(a), GM1 ADR-DSN.M.770 and CS ADR-DSN.N.800.

