



Notice of Proposed Amendment 2026-01 (C)

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

Proposed amendments to the AMC and GM to
Commission Implementing Regulation (EU) No 139/2014,
Commission Implementing Regulation (EU) 2017/373 and
Commission Regulation (EU) No 965/2012



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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)

AMC1 ADR.OR.D.005(b)(8) Management system

SAFETY MANAGEMENT SYSTEM TRAINING

[...]

- (c) The safety management system training programme should be developed in accordance with [AMC1 ADR.OR.D.017\(a\);\(b\)](#), and ~~AMC1 ADR.OPS.B.010(b);(c)~~ [AMC2 ADR.OPS.B.010\(d\)](#) and be incorporated in the training programme foreseen therein.

[...]

Rationale

Point (c) of AMC1 ADR.OR.D.005(b)(8) is amended with the correct reference since AMC1 ADR.OPS.B.010(b);(c) was amended to 'AMC2 ADR.OPS.B.010(d)' in 2021 (see [ED Decision 2021/003/R](#)).

AMC1 ADR.OR.D.007(b) Management of aeronautical data and aeronautical information

SECURITY MANAGEMENT FOR AERONAUTICAL DATA AND AERONAUTICAL INFORMATION PROVISION ACTIVITIES

~~(a)~~—The security management objectives should be:

- ~~(1)~~(a) to ensure the security of aeronautical data and aeronautical information received, produced, or otherwise employed, so that [they are](#) ~~it is~~ protected from interference, and access to [them](#) ~~it~~ is restricted only to those authorised; and
- ~~(2)~~(b) to ensure that the security management measures meet appropriate national, EU, or international requirements for critical infrastructure and business continuity, and international standards for security management, ~~including:~~
 - ~~(i) — ISO/IEC 17799:2005 — Information technology — Security techniques — Code of practice for information security management;~~
 - ~~(ii) — ISO 28000:2007: — Specification for security management systems for the supply chain.~~



~~(b) — Regarding the ISO standards, the relevant certificates issued by an appropriately accredited organisation, are considered as an Acceptable Means of Compliance.~~

Rationale

The references to specific ISO standards are proposed to be deleted based on the following reasoning:

ISO/IEC 17799:2005 has been replaced by ISO/IEC 27002:2022, which is a supporting standard to ISO 27001. Although the latter has influenced the development of Part-IS and many similarities exist between the two (i.e. Part-IS and ISO 27001), ISO 27002 provides a framework for implementing infosec controls for an organisation that follows ISO 27001. Unlike ISO 27001, a certification cannot be obtained for complying with ISO 27002. Furthermore, an ISO certificate does not necessarily capture the whole of the organisation's safety-related processes.

In addition, a certification based on an ISO standard is related mostly with business continuity instead of safety objectives.

*The above reasoning has already been included in recital (5) 'A significant number of organisations already use international standards, such as ISO 27001, in order to address the security of digital information and data. **Those standards may not fully address all the specificities of civil aviation**', and recital (6) 'Therefore, it is appropriate to set out requirements for the management of information security risks with a potential impact on aviation safety' of Delegated Regulation (EU) 2022/1645.*

Finally, point ADR.OR.D.005A 'Information security management system' has been included in Regulation (EU) No 139/2014, which makes reference to Delegated Regulation (EU) 2022/1645. All the required provisions can be found in this regulation and the accompanying regulatory material.

GM1 ADR.OR.D.040(b)(7) Formal arrangements with ground handling organisations providing services at the aerodrome

The following are a few examples of areas, premises and facilities that may be provided by the aerodrome operator to the ground-handling organisations. The list is not exhaustive.

- (a) Office space;
- (b) Parking area for GSE when not in operation;
- (c) Warehouse;
- (d) Storage area for ULD;
- (e) Storage facilities for fuel;
- (f) Storage facilities for de-icing / anti-icing fluids.

Rationale

See rationale provided for ADR.OR.D.040.



COMMISSION IMPLEMENTING REGULATION (EU) No 139/2014

ANNEX IV — PART-ADR.OPS

SUBPART A — AERODROME DATA (ADR.OPS.A)

AMC1 ADR.OPS.A.005 Aerodrome data

- (a) Data relevant to the aerodrome and available services should include, but may not be limited to, items in the following list:

[...]

(10) rescue and firefighting; ~~and~~

(11) visual approach slope indicator systems;

(12) helicopter landing area, where established.

[...]

GM1 ADR.OPS.A.005 Aerodrome data

[...]

HELICOPTER LANDING AREA

The information concerning the helicopter landing area provided at the aerodrome is made available in accordance with Part 3, AD2.16 of Appendix 1 to Annex VI of Commission Implementing Regulation (EU) 2017/373.

Rationale

The proposed amendments to AMC1 ADR.OPS.A.005 and GM1 ADR.OPS.A.005 ensure that the information concerning the helicopter landing area, if such an area has been established at the aerodrome (see CS-HPT-DSN), is made available.

GM2 ADR.OPS.A.005(a) Aerodrome data

SURVEYING REQUIREMENTS FOR RUNWAY THRESHOLDS, TAXIWAYS AND AIRCRAFT STANDS

[...]

- (c) Taxiways

[...]



- (3) In defining taxiways, the following points must be surveyed at the centre of the centre line marking of each taxiway, as appropriate:
- (i) intermediate holding positions and runway holding positions (including those associated with the intersection of a runway with another runway when the former runway is part of a standard taxi route) and for points established for the protection of sensitive areas for radio navigation aids;
 - ~~(ii) taxiway intersection markings;~~
 - (iii) intersection of other taxiways, including taxiways described in point (c) (2) above;
 - (iv) intersections of 'blocks' defined for surface movement, guidance and control systems;
 - (v) commencement and end of selectable taxiway lighting systems provided as part of the surface movement, guidance and control systems, where different from subparagraph ~~(iv)~~ (iii) above; and

[...]

Rationale

'Taxiway intersection marking' is no longer used in 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 avoid any confusion (term already included in point (c)(3)(i)).

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

AMC2 ADR.OPS.B.005(b) Aerodrome emergency planning

AERODROME EMERGENCY PLAN DOCUMENT

The aerodrome operator should include, at least, the following in the aerodrome emergency plan document:

[...]

- (e) A detailed grid map (or maps) of the aerodrome and its immediate surroundings (with date of revision), approximately at a distance of 8 km from the centre of the aerodrome, indicating topography, access roads and location of water supplies. The map(s) should be visibly posted in the control tower and the fire station(s), and should be available on RFF vehicles as well as on other supporting vehicles required to respond to an aircraft accident or incident. The map(s)



should also be made available to external agencies, such as police and medical services, as required. If the aerodrome operator is responsible to issue the detailed grid map(s), it should have a control process in place to ensure that all agencies are made aware of any changes to or reissues. The grid map(s) may be provided in paper or electronic format.

Rationale

Point (e) is amended at the request of the Member States to better reflect the content of ICAO Doc 9137 'Airport Services Manual', Part 1 – Rescue and Firefighting.

GM6 ADR.OPS.B.005(b) Aerodrome emergency planning

AERODROME EMERGENCY GRID MAPS

- (a) Detailed grid map(s) are helpful to locate and reach the accident site in minimum time. It is recommended that grid maps reflect a distance of at least 1 000 m beyond the runway threshold and the aerodrome's perimeter.
- (b) It is recommended that two grid maps are provided: one map depicting the confines of the aerodrome access roads, location of water supplies, rendezvous points, staging areas, railways, highways, difficult terrain, etc., and the other map of surrounding communities depicting appropriate medical facilities, access roads, rendezvous points, etc., within a distance of approximately 8 km from the centre of the aerodrome. In cases where more than one grid map is used, the grids should not conflict, and must be immediately identifiable to all participating agencies.
- (c) Copies of the map(s) are kept at the emergency operations centre, at the aerodrome operations office, at the air traffic control tower, at aerodrome and local fire stations in the vicinity, at local hospitals and at other similar emergency centres in the area. Maps of this type are presented in numbered grids and marked to easily identify any point within the map area.

Rationale

See rationale provided for AMC2 ADR.OPS.B.005(b).



GM8 ADR.OPS.B.010(a)(2) Rescue and firefighting services

EXTINGUISHING AGENTS FOR AERODROMES WITH REGULAR HELICOPTER MOVEMENTS

For some aerodromes of the lower RFFS category numbers (1, 2 and 3) and regularly used by helicopters, the amounts of the extinguishing agents determined in accordance with AMC4 ADR.OPS.B.010(a)(2) may not be sufficient because of the more demanding helicopter(s). Additional extinguishing agents may have to be considered as shown in Tables 1 and 2.

Table 1

Heliport category (1)	Helicopter maximum fuselage length (2)	Helicopter maximum fuselage width (3)
H0	0 m up to but not including 8 m	1.5 m
H1	8 m up to but not including 12 m	2 m
H2	12 m up to but not including 16 m	2.5 m
H3	16 m up to but not including 20 m	3 m

Table 2

Minimum usable amounts of extinguishing agents						
Heliport category (1)	Foam meeting performance level B		Foam meeting performance level C		Complementary agents	
	Water (L) (2)	Discharge rate foam solution/ minute (L) (3)	Water (L) (4)	Discharge rate foam solution/ minute (L) (5)	Dry chemical powders (kg) (6)	Gaseous media (kg) (7)
H0	500	250	330	165	23	9
H1	800	400	540	270	23	9
H2	1 200	600	800	400	45	18
H3	1 600	800	1 100	550	90	36

Note 1: The minimum discharge duration in Table 2 is assumed to be two minutes. The discharge rate of a performance level B foam is assumed to be based on an application rate of 5.5 L/min/m², and for a performance level C foam and for water, is assumed to be based on an application rate of 3.75 L/min/m².

Note 2: The practical critical area is calculated by multiplying the helicopter fuselage length (m) by the helicopter fuselage width (m) plus an additional width factor of 4 m. The minimum usable amounts of water required for foam production are calculated by multiplying the practical critical area by the applicable discharge rate and by the duration of applicability of 2 minutes.

Note 3: For helicopters which exceed one or both of the dimensions for a category H3 heliport, it will be necessary to recalculate the level of protection using the practical critical area, which is calculated based on the actual fuselage length (m) and the actual fuselage width (m) of the helicopter plus an additional width factor of 6 m.



Rationale

A comparison between the quantities of water required for foam production at aerodromes with aerodrome RFFS category 1, 2 or 3 and at heliports with RFFS category H0 – H3, has shown that in some cases the quantities required for helicopters are larger. If the extinguishing agents at an aerodrome are determined based exclusively on the aerodrome category, they may not be sufficient for all the types of helicopters regularly using the aerodrome. The proposed guidance material provides additional clarification in this regard.

AMC1 ADR.OPS.B.016~~(c)~~(b)(4) Foreign object debris control programme

[...]

GM1 ADR.OPS.B.016~~(c)~~(b)(4) Foreign object debris control programme

[...]

Rationale

Following the publication of the [Corrigendum to Commission Delegated Regulation \(EU\) 2020/2148](#) of 8 October 2020 amending Regulation (EU) No 139/2014 as regards runway safety and aeronautical data, point '(c)' of point ADR.OPS.B.016 became point '(b)(4)'.

AMC1 ADR.OPS.B.016(c) and its related GM are amended with the correct reference.

GM1 ADR.OPS.B.027(e)(3) Operation of vehicles

OPERATION OF VEHICLES AT HELICOPTER OPERATIONAL AREAS

For the establishment of a FATO safety area, a helicopter taxi route and a helicopter stand protection area, see CS HPT-DSN.B.130, CS HPT-DSN.B.210 and CS HPT-DSN.D.310 respectively.

Rationale

See rationale provided for ADR.OPS.B.027.

AMC1 ADR.OPS.B.030(a) Surface movement guidance and control system

IDENTIFICATION OF RESTRICTIONS AND COORDINATION WITH AIR NAVIGATION SERVICE PROVIDERS

When parts of the movement area are identified as not being suitable for use by certain aircraft types, or combinations of such aircraft types, the aerodrome operator should:

- (a) take appropriate mitigating measures;



- (b) provide the relevant air traffic service provider with the suitable aircraft types or combinations of aircraft types for each of these parts of the movement area; and
- (c) report any restrictions to the aeronautical information service provider.

GM1 ADR.OPS.B.030(a) Surface movement guidance and control system

IDENTIFICATION OF RESTRICTIONS AND COORDINATION WITH AIR NAVIGATION SERVICE PROVIDERS

Regardless of the aerodrome reference code that can be defined for an aerodrome and published in the terms of the certificate, there is the possibility that a part of the movement area of the aerodrome can accommodate only smaller aircraft than the ones corresponding to the aerodrome reference code (see point (e) of CS ADR-DSN.A.005). Such cases could include: narrower taxiways than required, areas where there is insufficient space for the simultaneous movement of two aircraft, a runway holding position which does not leave sufficient space for another aircraft to taxi behind it, or areas where the pavement does not have sufficient bearing strength for all aircraft types.

These cases, where restrictions to certain aircraft types would need to be determined, can be identified through a comparison between the facilities that are available and what would be required based on the aircraft that intend to use the aerodrome. Considering, for example, a reference code 4E aerodrome, such cases could include:

- (a) a taxiway with small width (e.g. 10.5 m);
- (b) presence of obstacles in a taxiway strip (e.g. at a distance of 30 m from the taxiway centre line);
- (c) a taxiway with reduced load bearing strength;
- (d) parallel taxiways with reduced spacing (e.g. with a distance of 55 m between their centre lines); and
- (e) a runway – taxiway separation such that when an aeroplane is holding on the runway holding point position, it does not leave sufficient space for another aeroplane to taxi behind it.

Regarding point (e), the forward field of view of the flight crews needs to be considered for the calculation of the space occupied by an aeroplane holding at a runway holding point position, assuming that the flight crews require to maintain the runway holding position marking or the stop bar in sight.

Strategies to mitigate the risk at such areas include but are not limited to the following:

- (a) additional visual aids (signs, intermediate holding position markings);
- (b) establishment of intermediate holding positions or alternative routings;
- (c) improvement of the load bearing strength of existing taxiways or the construction of new taxiways.

Section AD 2.20 of the AIP is normally the appropriate section for the publication of the above-mentioned restrictions.



Rationale

The proposed AMC and GM aim to ensure the aerodrome operator identifies any parts of the movement area which are not suitable for use by certain aircraft types and the information regarding any restrictions is communicated to the ATC.

The proposed regulatory material also aims to mitigate the risk associated with ground conflict events (Ground conflict during aircraft taxiing operations (SI-1001), also included in EPAS 2026 Volume III) and to address safety recommendation MALT-2019-002 issued by Malta's Bureau of Air Accident Investigation (BAAI) to EASA (see point 2.1.1 of the Explanatory Note (NPA (A))).

AMC1 ADR.OPS.B.037(a);(b) Assessment of runway surface condition and assignment of runway condition code

ASSIGNMENT OF RUNWAY CONDITION CODE

(a) The aerodrome operator should:

- (1) assign a RWYCC 6, if ~~25~~ less than 10 per cent ~~or less~~ of the area of a runway third is wet or covered by contaminant. If an area equal to or more than 10 per cent and up to 25 per cent of a runway third is wet or covered by contaminant, a RWYCC 5 should be assigned.

[...]

Rationale

The amendment is proposed to be implemented ahead of ICAO since it is considered important for safety and to rectify a discrepancy that has been identified between the Aerodromes and the Air Operations provisions (see GM1 CAT.OP.MPA.303) related to the assignment of a runway condition code when a runway third is less than 25 % wet or contaminated.

GM1 ADR.OPS.B.037(b) Assessment of runway surface condition and assignment of runway condition code

SINGLE AND MULTIPLE CONTAMINANTS

When single or multiple contaminants are present, the RWYCC for any third of the runway is determined as follows:

- (a) When the runway third contains a single contaminant, the RWYCC for that third is based directly on that contaminant in the RCAM as follows:
 - (1) If the contaminant coverage for that third is less than 10 per cent, a RWYCC 6 is to be generated for that third, and no contaminant is to be reported. If all thirds have less than 10 per cent contaminant coverage, no report is generated; or
 - (2) If the contaminant coverage for that third is greater than or equal to 10 per cent and less than or equal to 25 per cent, a RWYCC ~~6~~ 5 is to be generated for that third and the contaminant reported at 25 per cent coverage; or



- (3) If the contaminant coverage for that third is greater than 25 per cent, the RWYCC for that third is based on the contaminant present.

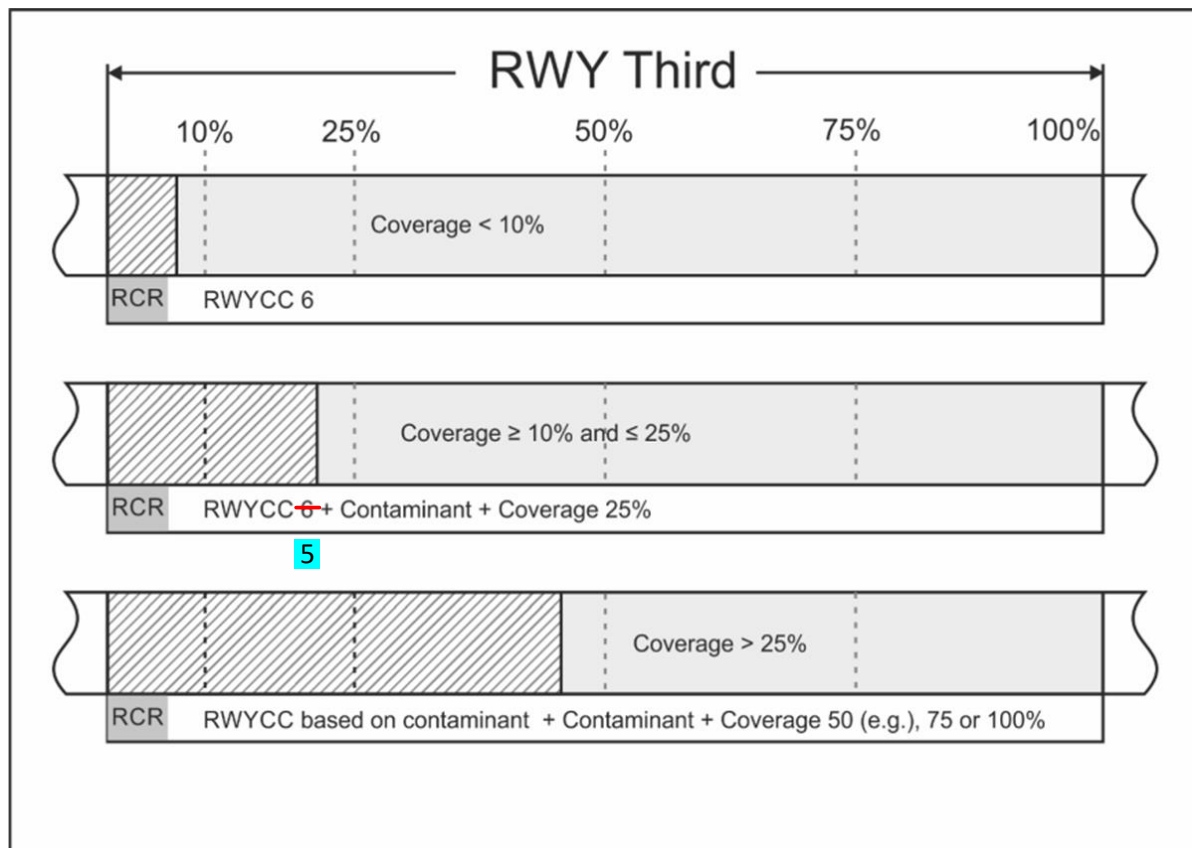


Figure 1: Single contaminant

[...]

Rationale

Consequential amendment following the amendment to AMC1 ADR.OPS.B.037(a);(b).

GM1 ADR.OPS.B.071(d) Closed runways and taxiways, or parts thereof

RUNWAY LIGHTING

Runway lighting includes both approach and runway lighting systems.

Rationale

The proposed guidance clarifies the meaning of 'runway lighting' in line with the Note to Standard 7.1.1.2 of ICAO Annex 14 Volume I Amendment 18 (ICAO State Letter 25/23).



AMC1 ADR.OPS.B.071(a)(2) Closed runways and taxiways, or parts thereof

CLOSED RUNWAY LIGHTING

- (a) A closed runway lighting should be placed on the centre line near each extremity of the runway declared temporarily closed.
- (b) The closed runway lighting should comply with CS ADR-DSN.R.855.

Rationale

The proposed AMC introduces the location where the closed runway lighting should to be placed in line with Standard 7.1.4.2 of ICAO Annex 14 Volume I Amendment 18 (ICAO State Letter 25/23).

GM1 ADR.OPS.B.071(a)(2) Closed runways and taxiways, or parts thereof

CLOSED RUNWAY LIGHTING

The purpose of the closed runway lighting is to reduce the likelihood of unintended landings during periods of poor visibility or whenever the runway lighting must be switched on for maintenance, or at aerodromes with multiple runways, in particular those with parallel or near-parallel runways.

At dusk or in poor visibility conditions by day or by night, lighting can be more effective than markings. The placement of a closed runway lighting aims to enhance flight crew situational awareness of the runway closure.

The closed runway lighting may lead to interference with the radio navigation aids (in particular the ILS localiser). Therefore, it is important to check and assess the location to prevent interference.

The closed runway lighting is intended to be controlled either automatically or manually by air traffic services or by the aerodrome operator.

Rationale

The proposed guidance clarifies the purpose of the closed runway lighting in line with the Notes to Recommendation 7.1.4.1 of ICAO Annex 14 Volume I Amendment 18 (ICAO State Letter 25/23). It also draws the attention to potential radio navigation interference.

AMC1 ADR.OPS.B.071(f) Closed runways and taxiways, or parts thereof

USE OF VARIABLE MESSAGE SIGNS

- (a) Variable message signs should be provided where there is an operational need to indicate temporary changes to the runway declared distances and/or taxiways and aprons.
- (b) Existing signs should be removed or obscured if they provide inadequate or misleading information regarding unserviceability areas.



- (c) The information provided by variable message signs should not conflict with the information provided by the appropriate aeronautical information services.
- (d) The location of variable message signs should not visually obscure or provide conflicting information with existing operationally required visual aids.

Rationale

The proposed amendment (stemming from ICAO State Letter 25/23 — Amendment 18 to Annex 14 Volume I) transposes the following SARPs: 7.4.3.1, 7.4.3.2, 7.4.3.3, 7.4.3.4 and 7.4.3.6 adjusted for variable message signs to reduce the risk of confusion and enhance the awareness of such temporary changes.

GM1 ADR.OPS.B.071(f) Closed runways and taxiways, or parts thereof

TEMPORARY CHANGES

Temporary changes to the movement area may include among others reduction in the runway length, reduction in the maximum allowable wingspan, taxiway closure or any other closure to the movement area. Variable message signs provide relevant information to aerodrome users to maintain an acceptable level of safety during aircraft and vehicle operations by reducing the risk of confusion and enhancing the awareness of such temporary changes.

Rationale

The proposed guidance material is based on Note 1 to 7.4.3 in Amendment 18 to ICAO Annex 14 Volume I, adjusted for variable message signs, to provide examples of cases where variable signs are required.

See also rationale provided for AMC1 ADR.OPS.B.071(g).

AMC2 ADR.OPS.B.080(a) Marking and lighting of vehicles and other mobile objects

[...]

LIGHTING OF MOBILE OBJECTS OTHER THAN VEHICLES

- (b) Lighting of mobile objects, other than vehicles, should be as follows:

[...]

- (2) Low-intensity obstacle lights on objects with limited mobility, such as ~~aerobridges~~ **passenger boarding bridges**, shall be fixed-red, and as a minimum be in accordance with the specifications for low-intensity obstacle lights, Type A, in Table Q-1 of CS-ADR-DSN. The intensity of the lights shall be sufficient to ensure conspicuity considering the intensity of the adjacent lights and the general levels of illumination against which they would normally be viewed.

Rationale

Replacement of the word 'aerobridges' with 'passenger boarding bridges' which is more appropriate and also in line with Amendment 18 (State Letter 25/23) to ICAO Annex 14 Volume I.



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

GM1 ADR.OPS.C.015(b);(c) Maintenance of visual aids and electrical systems

UNSERVICEABLE LIGHTS

[...]

The **maintenance** ~~higher~~ level gives aerodrome maintenance personnel advance warning that a light unit is beginning to produce an output significantly below the required value. This level is always above 50 per cent of the specified intensity, which is the level at which the light is classified as being outside specification tolerance and therefore to have failed from an operational perspective. Once the light output reaches the maintenance level, corrective action can be scheduled. This prevents lights from losing performance to the level where immediate maintenance action must be taken.

Guidance on maintenance criteria for aeronautical ground lights, on the use of a site standard and on using a higher main beam average intensity is contained in Part 4 of the Aerodrome Design Manual (ICAO Doc 9157).

Rationale

See rationale for point (c)(1) of ADR.OPS.C.015.

Additionally, 'higher' is replaced with 'maintenance' to avoid confusion with the terminology used in point (c)(1) of point ADR.OPS.C.015.

SUBPART D — APRON MANAGEMENT OPERATIONS

AMC1 ADR.OPS.D.025(a) Aircraft stand allocation

ALLOCATION OF AIRCRAFT TO AREAS OTHER THAN AIRCRAFT STANDS OR APRON AREAS

Sometimes it may be necessary to allocate aircraft to areas other than aircraft stands or apron areas because of mass diversions, special events, adverse weather conditions, contingency requirements and work in progress. In this case, the aerodrome operator should conduct a risk assessment to ensure that parking of aircraft is done in a safe manner.

Rationale

The purpose of this proposed AMC is to allow aerodrome operators to allocate aircraft to stands located other than the aircraft stand or apron areas when there is a high demand and no alternative aerodrome is available to accommodate excess traffic, following a risk assessment conducted by the aerodrome operator.



AMC1 ADR.OPS.D.040(f) Aircraft departure from the stand**GUIDANCE OF AIRCRAFT DURING DEPARTURE FROM THE STAND**

Either of the following means or a combination should be used to guide an aircraft during the departure from the stand:

- (a) marshaller; or
- (b) lights; or
- (c) markings.

Rationale

Proposed AMC1 ADR.OPS.D.040(f) contains acceptable means for aircraft guidance during departure from the stand. The proposal is based partly on the Note corresponding to Standard 9.5.10 stemming from Amendment 18 (State Letter 25/23) to ICAO Annex 14 Volume I; therefore, the docking guidance system is not included.

See also the rationale provided for point (f) of point ADR.OPS.D.040.



COMMISSION IMPLEMENTING REGULATION (EU) 2017/373 ANNEX IV — PART-ATS

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

GM1 ATS.TR.265(a)(1) Control of aerodrome surface traffic in low-visibility conditions

HOLDING POSITION LIMITS

The definition of holding position limits by intermediate holding position ~~s~~ markings or lights, or ~~stop bars~~ ~~or taxiway intersection marking~~ is established in accordance with EASA [ED Decision 2014/013/R](#) 'Certification Specification and Guidance Material for Aerodrome Design', as amended.

Rationale

'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 rationale provided for ATS.TR.265(a)(1), GM2 ADR.OPS.A.005(a), GM1 ADR-DSN.M.770 and CS ADR-DSN.N.800.



COMMISSION REGULATION (EU) No 965/2012

ANNEX IV (PART-CAT)

SUBPART B — OPERATING PROCEDURES

SECTION 1 — MOTOR-POWERED AIRCRAFT

GM1 CAT.OP.MPA.303 In-flight check of the landing distance at time of arrival - aeroplanes

GENERAL

[...]

Table 1: Association between the runway surface condition and the RWYCC based on the reported contaminant type and depth and on the OAT

Runway surface condition	Surface condition descriptor	Depth	Notes	RWYCC
Dry		n/a	Including wet and contaminated runways below 10 % coverage in each runway third	6
Wet	Damp (any visible dampness)	3 mm or less	Including wet and contaminated runways equal to or more than 10 % and up to below 25 % coverage in each runway third	5
	Wet			
[...]	[...]	[...]	[...]	[...]

Rationale

Consequential amendment following the amendment to AMC1 ADR.OPS.B.037(a);(b) and to rectify a discrepancy that has been identified between the Aerodromes provisions and Aerodromes provisions related to the assignment of a runway condition code when a runway third is less than 25 % wet or contaminated.

