

**European Aviation Safety Agency**

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**Acceptable Means of Compliance  
(AMC)  
and Guidance Material (GM)**

**to**

**Authority, Organisation  
and Operations Requirements  
for Aerodromes**

Initial Issue  
27 February 2014<sup>1</sup>

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<sup>1</sup> For the date of entry into force of this Amendment, kindly refer to Decision 2014/012/R in the [Official Publication](#) of the Agency

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Material to PART ADR-AR**

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## **Terminology**

'Guidance Material' (GM) means non-binding material developed by the Agency that helps to illustrate the meaning of a requirement or specification, and is used to support the interpretation of the Basic Regulation, its Implementing Rules, and AMC.

### **GM TO COMMISSION REGULATION (EU) No 139/2014**

#### **GM1 to Article 3.2 Oversight of Aerodromes**

##### **FUNCTIONAL SEPARATION**

Functional separation means that a Competent Authority may be engaged in operational activities and the oversight of organisations in the same domain provided that the different functions are clearly separated and that the organisational governance ensures effective oversight by avoiding conflicts of interest by personnel and prevent their engagement in operational activities of the entities that they are meant to oversee. This could be achieved by applying appropriate management and control mechanisms.

#### **GM1 to Article 8 Safeguarding of aerodrome surroundings**

##### **OTHER SURFACES**

Other surfaces associated with the aerodrome are surfaces that need to be established when operating in accordance with ICAO PANS-OPS Doc 8168 (Procedures for Air Navigation Services - Aircraft Operations), Volume II, as adopted into the national law. The term 'surfaces' in this meaning is not used uniformly in different sources of information where also terms 'area' or 'zone' may be used.

**AMC/GM TO ANNEX II – PART-ADR-AR**

*SUBPART A – GENERAL REQUIREMENTS*

**ANNEX II**

**ACCEPTABLE MEANS OF COMPLIANCE AND GUIDANCE MATERIAL TO PART ADR-AR**

**AUTHORITY REQUIREMENTS – AERODROMES**

**SUBPART A –GENERAL REQUIREMENTS (ADR.AR.A)**

**GM1 ADR.AR.A.010(b) Oversight documentation**

AVAILABILITY OF DOCUMENTATION TO THIRD PARTIES

The legislative acts, standards, rules, technical publications, and similar documents should be made available, in a timely manner, to the aerodrome operators and any other interested party in various ways and formats, such as via its website, the government’s official gazette, or any other similar means.

The way for making such material available, including possible application of fees, is for the Competent Authority to decide.

Making such documentation available is without prejudice to the application of rules regarding protection of intellectual property rights, or similar applicable legislation.

**AMC1 ADR.AR.A.015(d)(3) Means of compliance**

GENERAL

The information to be provided to other Member States following approval of an alternative means of compliance should contain a reference to the Acceptable Means of Compliance (AMC) to which such means of compliance provides an alternative, as well as a reference to the corresponding Implementing Rule, indicating as applicable the subparagraph(s) covered by the alternative means of compliance.

**GM1 ADR.AR.A.015 Means of compliance**

GENERAL

Alternative means of compliance used by a Competent Authority or by organisations under its oversight may be used by other Competent Authorities or organisations only if processed again in accordance with ADR.AR.A.015 (d) and (e).

**AMC1 ADR.AR.A.030(d) Immediate reaction to a safety problem**

NOTIFICATION OF MEASURES

When the Competent Authority directs a measure to a provider of apron management services, these measures should also be notified to the aerodrome operator.

**GM1 ADR.AR.A.040(b) Safety Directives**

FORWARDING OF SAFETY DIRECTIVES

The safety directives that should be forwarded to the Agency under ADR.AR.A.040 include, but are not limited to, cases like the following ones, where the Competent Authority has determined:

- (a) that it is necessary to include additional certification specifications in the certification basis of an aerodrome;
- (b) that aerodrome equipment has presented unusual, or frequent, or otherwise unjustified malfunctions or failures;

**AMC/GM TO ANNEX II – PART-ADR-AR**

*SUBPART A – GENERAL REQUIREMENTS*

- (c) that the certification specifications established by the Agency are such that under given conditions additional action is required to be undertaken in order to maintain the level of safety;
- (d) that there is immediate need to take certain action in order to respond to a safety recommendation or following an accident or serious incident; or
- (e) that this or a similar unsafe condition may be present at other aerodromes of the same Member State.

Member States' Competent Authorities may issue directives (which may be called operational directives, or otherwise) during its oversight activities, such as an instruction to the aerodrome operator to abstain from a certain activity, or a positive action (e.g. cutting of trees which are found to penetrate the OLS, or the removal of certain object from the aerodrome etc.) needed to maintain the level of safety. Such directives are not meant to be forwarded to the Agency.

**AMC/GM TO ANNEX II – PART-ADR-AR**

*SUBPART B – MANAGEMENT*

**SUBPART B – MANAGEMENT (ADR.AR.B)**

**AMC1 ADR.AR.B.005(a) Management system**

GENERAL

- (a) The following should be considered when deciding upon the required organisational structure:
- (1) the number of certificates and approvals to be issued;
  - (2) the number of declared organisations;
  - (3) the number and complexity of aerodromes, aerodrome operators, and providers of apron management services within that Member State;
  - (4) the possible allocation of tasks to third natural or legal persons of resources needed to fulfil the continuing oversight obligations;
  - (5) the level of civil aviation activity;
  - (6) the size of the Member State's aviation industry; and
  - (7) the potential growth of activities in the field of civil aviation.
- (b) The set-up of the organisational structure should ensure that carrying out the various tasks and obligations of the Competent Authority do not rely solely on individuals. A continuous and undisturbed fulfilment of these tasks and obligations of the Competent Authority should also be guaranteed in case of illness, accident, or leave of individual employees.

**GM1 ADR.AR.B.005(a) Management system**

GENERAL

- (a) The Competent Authority designated by each Member State should be organised in such a way that:
- (1) there is specific and effective management authority in the conduct of all relevant activities;
  - (2) the functions and processes described in the applicable requirements of Regulation (EC) No 216/2008 and its Implementing Rules, and AMCs, CSs, and GM may be properly implemented;
  - (3) the Competent Authority's organisation and operating procedures for the implementation of the applicable requirements of the Regulation (EC) No 216/2008 and its Implementing Rules are properly documented and applied;
  - (4) all Competent Authority personnel involved in the related activities are provided with training where necessary;
  - (5) specific and effective provision is made for the communication and interface as necessary with the Agency and the competent authorities of other Member States; and
  - (6) all functions related to implementing the applicable requirements are adequately described.
- (b) A general policy, in respect of activities related to the applicable requirements of Regulation (EC) No 216/2008 and its Implementing Rules, including certification specifications, should be developed, promoted, and implemented by the manager at the highest appropriate level; for example the manager at the top of the functional area of the Competent Authority that is responsible for such activities.

## **AMC/GM TO ANNEX II – PART-ADR-AR**

### *SUBPART B – MANAGEMENT*

- (c) Appropriate steps should be taken to ensure that the policy is known and understood by all personnel involved, and all necessary steps should be taken to implement and maintain the policy.
- (d) The general policy, whilst also satisfying additional national regulatory responsibilities, should in particular take into account:
  - (1) the provisions of Regulation (EC) No 216/2008;
  - (2) the provisions of the applicable Implementing Rules and their Acceptable Means of compliance, certification specifications, and Guidance Material;
  - (3) the needs of industry; and
  - (4) the needs of the Agency and of the Competent Authority.
- (e) The policy should define specific objectives for key elements of the organisation and processes for implementing related activities, including the corresponding control procedures and the measurement of the achieved standard.

#### **AMC1 ADR.AR.B.005(a)(1) Management system**

##### DOCUMENTED POLICIES AND PROCEDURES

- (a) The various elements of the organisation involved with the activities related to the applicable requirements of Regulation (EC) No 216/2008 and its Implementing Rules should be documented in order to establish a reference source for the establishment and maintenance of this organisation.
- (b) The documented policies and procedures should be established in a way that facilitates their use. They should be clearly identified, kept up to date, and made readily available to all personnel involved in the relevant activities.
- (c) The documented policies and procedures should cover, as a minimum, the following aspects:
  - (1) policy and objectives;
  - (2) organisation structure;
  - (3) responsibilities and associated authority;
  - (4) processes and procedures;
  - (5) internal and external interfaces;
  - (6) internal control procedures;
  - (7) training of personnel;
  - (8) cross references to associated documents; and
  - (9) assistance from other competent authorities or the Agency (where required).
- (d) Except for smaller competent authorities, it is likely that the information is held in more than one document, or series of documents, and suitable cross-referencing should be provided. For example, organisational structure and job descriptions are not usually in the same documentation as the policies and the detailed working procedures. In such cases, it is recommended that the documented procedures include an index of cross references to all such other related information, and the related documentation should be readily available when required.

#### **AMC2 ADR.AR.B.005(a)(1) Management system**

##### DOCUMENTED POLICIES AND PROCEDURES

- (a) The procedures in the Competent Authority's management system should provide, at least, the following information:

## **AMC/GM TO ANNEX II – PART-ADR-AR**

### *SUBPART B – MANAGEMENT*

- (1) regarding continuing oversight functions undertaken by the Competent Authority, the Competent Authority's organisational structure with description of the main processes. This information should demonstrate the allocation of responsibilities within the Competent Authority, and that the Competent Authority is capable of carrying out the full range of tasks regarding the size and complexity of the Member State's aerodrome industry. It should, also, consider overall proficiency and authorisation scope of Competent Authority personnel;
  - (2) changes which significantly affect the Competent Authority's oversight capabilities;
  - (3) for personnel involved in oversight activities, the minimum professional qualification requirements and experience, and principles guiding appointment (e.g. assessment);
  - (4) how the following are carried out: assessing applications and evaluating compliance, issuance of certificates, performance of continuing oversight, follow-up of findings and observations, enforcement measures, and resolution of safety concerns;
  - (5) principles of managing exemptions, derogations, cases of equivalent level of safety, and special conditions;
  - (6) systems used to disseminate applicable safety information for timely reaction to a safety problem;
  - (7) criteria for planning continuing oversight (oversight programme), including adequate management of interfaces when conducting continuing oversight (aerodrome operations and ATS operations for example); and
  - (8) outline of the initial training of newly recruited oversight personnel (taking future activities into account), and the basic framework for continuation training of oversight personnel.
- (b) The procedures in the Competent Authority's management system should include any amendments to these procedures

### **AMC1 ADR.AR.B.005(a)(2) Management System**

#### TRAINING PROGRAMME AND RECURRENT TRAINING

- (a) The Competent Authority should establish a training programme for its personnel, including its aerodrome inspectors, and a plan for its implementation.
- (b) The training programme should cover the specific needs of the personnel and the Competent Authority.
- (c) The training programme should include, as appropriate to the role, current knowledge, experience and skills of the personnel, at least the following:
  - (1) aviation legislation, organisation, and structure;
  - (2) the Chicago Convention, relevant ICAO Annexes and documents, the applicable requirements of Regulation (EC) No 216/2008, its Implementing Rules and related Acceptable Means of Compliance, certification specifications and Guidance Material, as well as assessment methodology of the alternative means of compliance, and the applicable national legislation;
  - (3) the applicable requirements and procedures;
  - (4) areas of particular interest that include, but are not limited to:
    - (i) management systems, including safety management systems, safety assurance principles, and quality and security management systems as applied to aeronautical data and aeronautical information;
    - (ii) acceptability and auditing of safety managements systems;



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### *SUBPART B – MANAGEMENT*

- (iii) change management;
  - (iv) aeronautical studies, safety assessments, and reporting techniques;
  - (v) human factors principles;
  - (vi) aerodrome design;
  - (vii) signs, markings, and lighting;
  - (viii) aerodrome maintenance;
  - (ix) aerodrome operations, including:
    - (A) aerodrome safeguarding, including obstacle assessment;
    - (B) rescue and firefighting;
    - (C) emergency planning;
    - (D) disabled aircraft removal;
    - (E) low visibility operations;
    - (F) adverse weather operations;
    - (G) wildlife management;
    - (H) apron management and apron safety management;
    - (I) handling of dangerous goods; and
    - (J) fuel, facilities, storage and handling;
  - (x) evaluation, approval, and review of aerodrome manuals;
  - (xi) other suitable technical training appropriate to the role and tasks of the personnel; and
  - (xii) enforcement measures.
- (5) The training programme and plan should be updated, as needed, to reflect, at least, changes in aviation legislation, and industry.
- (6) The Competent Authority should ensure that its personnel, including its aerodrome inspectors, undergo recurrent training at regular intervals defined by the Competent Authority or whenever deemed necessary, in order to be kept up to date.

### **AMC2 ADR.AR.B.005(a)(2) Management system**

#### **QUALIFICATION AND TRAINING -AERODROME INSPECTORS**

(a) Initial training should encompass:

(1) Initial theoretical training

The scope of the initial theoretical training is to familiarise the trainee aerodrome inspectors with the finding categorisation, reporting, follow-up procedures, and enforcement. The primary scope of the theoretical training is not the transfer of technical knowledge as the trainees should possess such knowledge, either from previous work experience or through specialised training, prior to attending the theoretical course (for the areas to be covered in the training programme see AMC1 ADR.AR.B.005(a)(2)). Amongst others, the theoretical training should cover theory of audits and inspections, as well as quality/safety assurance.

(2) Practical training

The scope of practical training is to instruct on audit/inspection techniques and specific areas of attention without interference with the operation of the aerodrome activities.

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### *SUBPART B – MANAGEMENT*

The Competent Authority should ensure that trainees have successfully completed the initial theoretical and practical training above by passing a relevant assessment.

#### (3) On-the-job training

The objective of the on-the-job training is to familiarise the trainees with the particularities of performing an aerodrome audit/inspection in a real, operational environment.

##### (a) Duration and conduct of the on-the-job training

The duration of the on-the-job training should be customised to the particular training needs of every trainee and cover, as much as possible, the audit/inspection items which the inspector will be privileged to inspect. The on-the-job training should include at least four aerodrome audits/ inspections.

##### (b) The scope and elements to be covered during the on-the-job training

###### (i) Preparation of an audit/inspection:

- (A) sources of information for preparation of audit/inspection;
- (B) areas of concern and/or open findings;
- (C) selection of aerodrome operator(s) to be audited/inspected; and
- (D) task allocation among members of the audit/inspection team.

###### (ii) Administrative issues of the inspection:

- (A) aerodrome inspector's credentials, rights, and obligations;
- (B) aerodrome access procedures;
- (C) safety and security airside procedures; and
- (D) aerodrome inspector's toolkit (fluorescent vest, checklists, clinometer, distance measurement devices, digital camera, GPS, etc.).

###### (iii) Audit/Inspection:

- (A) introduction – opening meeting;
- (B) on-site activities (audit/inspection according to the area of expertise of the trainee);
- (C) findings (identification, categorisation, evidencing, reporting); and
- (D) corrective actions – enforcement.

###### (iv) Closing meeting – debriefing on the audit/inspection conclusions

###### (v) Preparation, completion, and delivery of the audit/inspection report

###### (vi) Human factors elements:

- (A) cultural aspects;
- (B) resolution of disagreements and/or conflicts; and
- (C) auditee stress.

###### (vii) Team leading if required

###### (viii) Post-audit/inspection procedures, such as monitoring the status of open audit findings, follow-up audits/inspections, and closing the findings after appropriate action has been taken by the aerodrome operator.

#### (b) Assessment of trainee aerodrome inspectors

The assessment of the trainee should be done by the aerodrome inspector providing the training. A trainee should be considered to have successfully completed the on-the-job

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### *SUBPART B – MANAGEMENT*

training only after demonstrating to the aerodrome inspector providing the training that he/she possesses the professional competence, knowledge, judgement, and ability to perform aerodrome inspections in an operational environment, in accordance with the applicable requirements.

- (c) Aerodrome inspectors appointed to provide training and assessing trainees

The aerodrome inspectors providing the training, and assessing trainee aerodrome inspectors, should be appointed by the Competent Authority and should meet the qualification criteria established by that Competent Authority. These criteria should require that the appointee has been a qualified aerodrome inspector (see GM6 ADR.AR.B.005(a)(2), for the last three years prior to his/her appointment. Additional factors to be considered when nominating aerodrome inspectors to provide training, and assess trainee aerodrome inspectors include: knowledge of training techniques, professionalism, maturity, judgment, integrity, safety awareness, communication skills, and personal standards of performance.

### **AMC3 ADR.AR.B.005(a)(2) Management system**

#### QUALIFICATION OF AERODROME INSPECTORS AFTER SUCCESSFUL COMPLETION OF TRAINING

- (a) Upon the successful completion of the initial training (initial theoretical training, practical training, and on-the-job training) the Competent Authority should issue a formal qualification statement for each qualified aerodrome inspector listing their privileges. Credentials should also be issued for the aerodrome inspectors, to facilitate their work.
- (b) The background knowledge and/or working experience of the aerodrome inspectors determines their privileges (the scope of their inspection; what they are entitled to inspect). The Competent Authority should determine what the inspector is entitled to inspect taking into account the following considerations:
- (1) background knowledge; and
  - (2) working experience.
- (c) The inspecting authority should put in place a system that will ensure that their aerodrome inspectors meet at all times the qualification criteria with regard to the eligibility, training, and recent experience.

### **GM1 ADR.AR.B.005(a)(2) Management System**

#### SUFFICIENT PERSONNEL

- (a) This Guidance Material for the determination of the required personnel is limited to the performance of certification and oversight tasks, excluding personnel required to perform tasks subject to any national regulatory requirements.
- (b) The elements to be considered when determining required personnel and planning their availability, may be divided into quantitative and qualitative elements:
- (1) Quantitative elements:
    - (i) the number of initial certificates to be issued;
    - (ii) the number of aerodromes and aerodrome operators certified by the Competent Authority;
    - (iii) the number of providers of apron management services having declared their activity to the Competent Authority;
    - (iv) the number of planned aerodrome audits and inspections; and
    - (v) the number of expected changes to the aerodrome infrastructure.
  - (2) Qualitative elements:

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### *SUBPART B – MANAGEMENT*

- (i) the size, nature, and complexity of activities of aerodromes and aerodrome operators, as well as providers of apron management services:
    - (A) privileges of the aerodrome operator;
    - (B) type of approval, scope of approval;
    - (C) possible certification to industry standards;
    - (D) types of aerodromes operated;
    - (E) number of personnel; and
    - (F) organisational structure, existence of subsidiaries.
  - (ii) results of past oversight activities, including audits, inspections, and reviews, in terms of risks and regulatory compliance:
    - (A) number and level of findings; and
    - (B) implementation of corrective actions.
  - (iii) the size of the Member State's aviation industry, and the potential growth of activities in the field of civil aviation, which may be an indication of the number of new applications and changes to existing certificates to be expected.
- (c) Based on existing data from previous oversight planning cycles, and taking into account the situation within the Member State's aviation industry, the Competent Authority may estimate:
- (1) the standard working time required for processing applications for certificates;
  - (2) the standard working time required for processing declarations;
  - (3) the number of new declarations, or changed declarations;
  - (4) the number of new certificates to be issued for each planning period; and
  - (5) the number of changes to existing certificates to be processed for each planning period.
- (d) In line with the Competent Authority's oversight policy, the following planning data should be determined specifically for each aerodrome and aerodrome operator, as well as for declared providers of apron management services:
- (1) standard number of audits/inspections to be performed per oversight planning cycle;
  - (2) standard duration of each audit/inspection;
  - (3) standard working time for audit/inspection preparation, on-site audit/inspection, reporting and follow-up, per aerodrome inspector; and
  - (4) minimum number and required qualification of aerodrome inspectors for each audit/inspection.
- (e) Standard working time could be expressed either in working hours per aerodrome inspector, or in working days per aerodrome inspector. All planning calculations should, then, be based on the same unit (hours or working days).
- (f) It is recommended to use a spread sheet application to process data defined under (c) and (d) above, to assist in determining the total number of working hours/days per oversight planning cycle required for certification, oversight, and enforcement activities. This application could also serve as a basis for implementing a system for planning the availability of personnel.
- (g) For each aerodrome, aerodrome operator, and provider of apron management services, the number of working hours/days per planning period for each qualified aerodrome

## **AMC/GM TO ANNEX II – PART-ADR-AR**

### *SUBPART B – MANAGEMENT*

inspector that may be allocated for certification, oversight and enforcement activities should be determined, taking into account:

- (1) purely administrative tasks not directly related to oversight and certification;
  - (2) training;
  - (3) participation in other projects;
  - (4) planned absence; and
  - (5) the need to include a reserve for unplanned tasks or unforeseeable events.
- (h) The determination of working time available for certification, oversight, and enforcement activities should also consider the possible use of qualified entities.
- (i) Based on the elements listed above, the Competent Authority should be able to:
- (1) monitor dates when audits and inspections are due, and when they have been carried out;
  - (2) implement a system to plan the availability of its personnel; and
  - (3) identify possible gaps between the number and qualification of its personnel, and the required volume of certification and oversight.

Care should be taken to keep planning data up to date, in line with changes in the underlying planning assumptions, with particular focus on risk-based oversight principles.

#### **GM2 ADR.AR.B.005(a)(2) Management system**

##### **AERODROME INSPECTORS – DUTIES**

- (a) An aerodrome inspector is considered to be any person to whom the Competent Authority has formally assigned tasks related to the safety oversight of aerodromes.
- (b) Apart from the aerodrome oversight tasks, an aerodrome inspector may also undertake other tasks that the Competent Authority finds necessary.

#### **GM3 ADR.AR.B.005(a)(2) Management System**

##### **QUALIFICATION OF PERSONNEL**

The term 'qualified' denotes fitness for the purpose. This may be achieved through fulfilment of the necessary conditions, such as completion of required training, or acquisition of a diploma or degree, or through the gaining of suitable experience. It also includes the ability, capacity, knowledge, or skill that matches or suits an occasion, or makes someone eligible for a duty, office, position, privilege, or status.

Certain posts may by nature be associated with the possession of certain qualifications in a specific field (e.g. rescue and firefighting, civil, mechanical, or electrical engineering, wildlife biology etc.). In such cases, the person occupying such a post is expected to possess the necessary qualifications at a level that is in accordance with the applicable national or European Union legislation.

#### **GM4 ADR.AR.B.005(a)(2) Management system**

##### **QUALIFICATION AND TRAINING – GENERAL**

- (a) To ensure personnel remain competent, arrangements should be made for initial and recurrent training as required.
- (b) With regard to sequence of particular components of initial training, the Competent Authority should ensure that on-the-job training is undertaken only by trainees that have successfully completed the initial theoretical and practical training.

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### *SUBPART B – MANAGEMENT*

- (c) The basic capability of the Competent Authority's personnel is a matter of recruitment, and normal management functions in selection of personnel for particular duties. Moreover, the Competent Authority should provide training in the basic skills, as required for those duties. However, to avoid differences in understanding and interpretation, it is considered important that all personnel be provided with further training specifically related to the applicable requirements of Regulation (EC) No 216/2008, its Implementing Rules and related AMC, CS and GM, as well as related to the assessment of alternative means of compliance.
- (d) The Competent Authority may provide training through its own training organisation with qualified trainers or through another qualified training source (e.g. training provided by other competent authorities or the Agency).
- (e) When training is not provided through an internal training organisation, adequately experienced and qualified persons may act as trainers, provided their training skills have been assessed. If required, an individual training plan should be established covering specific training skills. Records should be kept of such training and of the assessment, as appropriate.

#### **GM5 ADR.AR.B.005(a)(2) Management System**

##### TRAINING PROGRAMME AND RECURRENT TRAINING

When preparing the training programme, the Competent Authority should determine the areas for which the training may include realistic training elements.

As an example, the RFFS training could include parts of, or be the same with that of an aerodrome operator's RFFS personnel. If an aerodrome operator provides such training, care should be taken to avoid any possible conflict of interest.

#### **GM6 ADR.AR.B.005(a)(2) Management system**

##### RECENT EXPERIENCE REQUIREMENTS FOR AERODROME INSPECTORS

- (a) An aerodrome inspector will remain qualified if he/she performs a minimum number of two aerodrome audits/inspections during the previous 12 months. In case the minimum number of audits/inspections are not achieved due to the number of aerodromes in a Member State, audits/inspections conducted on other aerodromes which are open to public use, but do not fall within the scope of Regulation (EC) No 216/2008, may also be taken into account.
- (b) If an aerodrome inspector loses his/her qualification as a result of not reaching the minimum number of inspections mentioned in paragraph (a), he/she may be re-qualified by the Competent Authority by performing the number of the missed audits/inspections under the supervision of a qualified aerodrome inspector. The missed audits/inspections should take place within a maximum period of three months following the end of the period within which he/she should have reached the minimum number of audits/inspections.
- (c) If an aerodrome inspector loses his/her qualification because he/she has not been engaged in performing audits/inspections for a period longer than that established in paragraph (a) but less than 24 months, he/she should be re-qualified by the Competent Authority only after successfully completing the on-the-job-training, and any recurrent training required.
- (d) If an aerodrome inspector loses his/her qualification because he/she has not been engaged in performing audits/inspections for more than 24 months, he/she should be fully re-qualified by the Competent Authority only after successfully completing initial theoretical, practical, and on-the-job training.

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### *SUBPART B – MANAGEMENT*

#### **GM1 ADR.AR.B.005(a)(3) Management system**

##### FACILITIES AND OFFICE ACCOMODATION

Facilities and office accommodation include but are not limited to:

- (a) adequate offices;
- (b) a technical library available for the Competent Authority personnel, or another method to ensure receipt, control, and distribution of necessary technical documentation;
- (c) office equipment, including computers and communication means;
- (d) transportation means;
- (e) personnel protective equipment; and
- (f) equipment necessary for auditing/inspecting the aerodrome and its facilities, such as cameras, clinometers, distance measurement devices, GPS etc.

#### **AMC1 ADR.AR.B.005(a)(4) Management system**

##### COMPLIANCE MONITORING PROCESS

The formal process to monitor compliance of the management system with the relevant requirements, and the adequacy of the procedures should:

- (a) include a feedback system of audit findings to ensure implementation of corrective actions as necessary; and
- (b) be the responsibility of a person, or group of persons who should be responsible to the senior management of the Competent Authority and who perform compliance monitoring activities with functional independence from the units/ departments they oversee and with direct access to the senior management of the Competent Authority and to appropriate management for safety matters.

#### **AMC1 ADR.AR.B.005(c) Management System**

##### COORDINATION WITH OTHER AUTHORITIES OF THE MEMBER STATE

The Competent Authority should establish coordination arrangements with other authorities of the Member State. Such coordination arrangements should, in particular, include the following authorities:

- (a) security agencies, in order to ensure:
  - (1) international civil aviation security measures are integrated into the design and construction of aerodromes, and their facilities; and
  - (2) the optimisation of civil aviation security measures.
- (b) environmental protection authorities, for the management of conflicts between safety and environmental requirements;
- (c) local planning and land use authorities.

#### **AMC1 ADR.AR.B.010(a)(1) Allocation of tasks to qualified entities**

##### QUALIFICATIONS OF PERSONNEL

- (a) A qualified entity, to which tasks related to the initial certification or continuing oversight tasks are to be allocated, should have an adequate number of qualified technical personnel to conduct aerodrome inspections and audits, and to perform any other task needed during the certification and oversight process, as required by the Competent Authority.

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### *SUBPART B – MANAGEMENT*

- (b) The personnel of a qualified entity, to whom such tasks are allocated, should meet the qualification criteria applicable for competent authorities' aerodrome inspectors prescribed in AMC1 ADR.AR.B.005(a)(2), AMC2 ADR.AR.B.005(a)(2), and AMC3 ADR.AR.B.005(a)(2), (see also GM6 ADR.AR.B.005(a)(2)).

#### **GM1 ADR.AR.B.010 Allocation of tasks to qualified entities**

##### CERTIFICATION TASKS

The tasks that may be performed by qualified entities on behalf of the Competent Authority may include any tasks related to the initial certification and continuing oversight of aerodromes and aerodrome operators, as well as declared providers of apron management services, with the exclusion of the issuance of certificates or approvals.

#### **AMC1 ADR.AR.B.020(a) Record-keeping**

##### GENERAL

- (a) The record-keeping system should ensure that all records are accessible whenever needed within a reasonable time. These records should be organised in a way that ensures traceability and retrievability throughout the required retention period.
- (b) Records should be kept in paper form, or in electronic format, or a combination of both media. Records stored on microfilm or optical disc form are also acceptable. The records should remain legible and accessible throughout the required retention period. The retention period starts when the record has been created or last amended.
- (c) Computer systems should have, at least, one backup system which should be updated within 24 hours of any new entry. Computer systems should include safeguards against unauthorised alteration of data.
- (d) All computer hardware used to ensure data backup should be stored in a different location from that containing the working data, and in an environment that ensures they remain in good condition. When hardware or software changes take place, special care should be taken that all necessary data continue to be accessible, at least, through the full period specified in ADR.AR.B.020(c) and (d).

#### **AMC1 ADR.AR.B.020(a)(1);(a)(2);(a)(3) Record-keeping**

##### COMPETENT AUTHORITY MANAGEMENT SYSTEM

Records related to the Competent Authority's management system should include, as a minimum, and as applicable:

- (a) the documented policies and procedures;
- (b) the personnel files of Competent Authority personnel, with supporting documents related to their training and qualifications;
- (c) the results of the Competent Authority's internal compliance monitoring and risk assessment, including audit findings and corrective actions; and
- (d) the contract(s) established with qualified entities performing certification or oversight tasks on behalf of the Competent Authority.

#### **AMC1 ADR.AR.B.020(a)(2) Record keeping**

##### DURATION OF RETENTION PERIOD OF RECORDS

Records related to the training and qualification of the personnel of the Competent Authority should be kept until the end of their employment.



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### *SUBPART B – MANAGEMENT*

#### **AMC1 ADR.AR.B.020(a)(4);(a)(5) Record keeping**

##### **AERODROMES — AERODROME OPERATORS — APRON MANAGEMENT SERVICE PROVIDERS**

Records related to a certified aerodrome and its aerodrome operator, or the provider of apron management services having declared its activity to the Competent Authority should include, as appropriate to the type of organisation:

- (a) the application for a certificate, approval, or declaration;
- (b) the documentation based upon which:
  - (1) the certificate or an approval has been granted with amendments; and
  - (2) the declaration has been registered;
- (c) the documentation related to notifications of changes by the applicant and their assessment;
- (d) the certificate or approval issued, including any changes;
- (e) a copy of the continuing oversight programme listing the dates when audits are due and when such audits were carried out;
- (f) continuing oversight records, including all audit and inspection records;
- (g) copies of all relevant correspondence;
- (h) details of any exemption or derogation, and enforcement actions;
- (i) any report from other competent authorities relating to the oversight of the aerodrome, the aerodrome operator, and the provider of apron management services, if applicable; and
- (j) a copy of any other document approved by the Competent Authority.

#### **AMC1 ADR.AR.B.020(c) Record keeping**

##### **AERODROMES — AERODROME OPERATORS — PROVIDERS OF APRON MANAGEMENT SERVICES**

- (a) Records which are considered to be related to the certification of an aerodrome, and to be maintained for the lifespan of the certificate include, but are not limited to, the following:
  - (1) applications submitted;
  - (2) notifications of the certification specifications for an initial certification and any changes thereof, including:
    - (i) any provisions for which an equivalent level of safety has been accepted; and
    - (ii) any special conditions.
  - (3) documentation related to alternative means of compliance used;
  - (4) documentation related to Deviation Acceptance and Action Documents (DAAD) if relevant;
  - (5) documentation related to exemptions or derogations granted;
  - (6) aeronautical studies and safety assessments;
  - (7) designs of the aerodrome;
  - (8) declarations made by the applicant;
  - (9) current version of an aerodrome manual, and evidence of its evaluation; and
  - (10) approvals granted.

**AMC/GM TO ANNEX II – PART-ADR-AR**

*SUBPART B – MANAGEMENT*

- (b) Records for aerodrome equipment, or parts of the aerodrome infrastructure which have been removed from the aerodrome need not be maintained.
- (c) For providers of apron management services, records include, but may not be limited to, the declarations, and the relevant documentation submitted by the providers.

**GM1 ADR.AR.B.020 Record keeping**

GENERAL

Records are required to document results achieved, or to provide evidence of activities performed. Records become factual when recorded. Therefore, they are not subject to version control. Even when a new record is produced covering the same issue, the previous record remains valid.

**GM1 ADR.AR.B.020(a) Record keeping**

MICROFILM AND OPTICAL STORAGE

Microfilming or optical storage of records may be carried out at any time. The records should be as legible as the original record, and remain so for the required retention period.

**GM2 ADR.AR.B.020(a) Record keeping**

AERODROMES — AERODROME OPERATORS — DOCUMENTATION

Documentation to be kept as records in support of the certificate or approval includes the management system documentation, including any technical manuals, such as the aerodrome manual, that have been submitted with the initial application, and any amendments to these documents.

## **AMC/GM TO ANNEX II – PART-ADR-AR**

### *SUBPART C – OVERSIGHT, CERTIFICATION AND ENFORCEMENT*

#### **SUBPART C – OVERSIGHT, CERTIFICATION AND ENFORCEMENT (ADR.AR.C)**

##### **AMC1 ADR.AR.C.005 Oversight**

###### GENERAL

- (a) The Competent Authority should assess the aerodrome operator, and monitor its continued competence to conduct safe operations in compliance with the applicable requirements and the certification basis. Similarly, the Competent Authority should monitor the continued competence of providers of apron management services. The Competent Authority should ensure that accountability for assessing and monitoring aerodrome operators, as well as providers of apron management services, is clearly defined. This accountability may be delegated or shared, in whole or in part.
- (b) It is essential that the Competent Authority has the full capability to adequately assess the continued competence of an aerodrome operator, or a provider of apron management services by ensuring that the whole range of activities is assessed by appropriately qualified personnel.

##### **GM1 ADR.AR.C.005 Oversight**

###### GENERAL

- (a) Responsibility for the safe operation of an aerodrome lies with the aerodrome operator. Under these provisions, a positive move is made towards devolving upon the aerodrome operator a share of the responsibility for monitoring the safety of operations. The objective cannot be attained unless aerodrome operators are prepared to accept the implications of this policy, including that of committing the necessary resources to its implementation. Crucial to success of the policy is the content of Part-ADR.OR which requires the establishment of a management system by the aerodrome operator.
- (b) The Competent Authority should continue to assess the aerodrome operator's or apron management service provider's compliance with the applicable requirements, including the effectiveness of its management system. If their management system is judged to have failed in its effectiveness, then this in itself is a breach of the requirements which may, among others, call into question the validity of the certificate or declaration, if applicable.
- (c) The accountable manager is accountable to the Competent Authority as well as to those who may appoint him/her. It follows that the Competent Authority cannot accept a situation in which the accountable manager is denied sufficient funds, manpower, or influence to rectify deficiencies identified by the management system.

##### **AMC1 ADR.AR.C.010 Oversight programme**

###### PROCEDURES FOR OVERSIGHT OF AERODROME OPERATORS AND PROVIDERS OF APRON MANAGEMENT SERVICES

- (a) The Competent Authority should assign an appropriate focal point for each aerodrome operator, and each provider of apron management services. . Where more than one aerodrome inspector is assigned to an aerodrome operator, one of them should be nominated as having overall responsibility for supervision of, and liaison with the aerodrome operator's management, and be responsible for reporting on compliance with the requirements for its operations as a whole.
- (b) Inspections, audits, and oversight procedures, on a scale and frequency appropriate to the operation, should include, but not be limited to, items from the following list:
  - (1) aerodrome infrastructure and equipment;

## **AMC/GM TO ANNEX II – PART-ADR-AR**

### *SUBPART C – OVERSIGHT, CERTIFICATION AND ENFORCEMENT*

- (2) visual aids and aerodrome electrical systems;
  - (3) obstacle restriction and control;
  - (4) aerodrome data reporting;
  - (5) aerodrome emergency planning;
  - (6) rescue and firefighting;
  - (7) removal of disabled aircraft;
  - (8) storage facilities and handling of dangerous goods and fuel, including fuel installations, fuel quality, and fuelling equipment;
  - (9) low visibility operations;
  - (10) winter and adverse weather operations;
  - (11) protection of radar, navigation aids, and other aerodrome equipment;
  - (12) apron management;
  - (13) apron safety management;
  - (14) vehicle control on the movement area;
  - (15) wildlife hazard management;
  - (16) runway excursion and incursion prevention programmes of the aerodrome operator, as part of the Competent Authority's runway safety programme;
  - (17) inspections of the movement area;
  - (18) maintenance of the aerodrome systems and the movement area;
  - (19) aerodrome works;
  - (20) protection against hazardous activities in the aerodrome surroundings;
  - (21) personnel training and records, including review of training programme on runway excursion and incursion prevention and its implementation;
  - (22) aerodrome manuals and documentation;
  - (23) operator's management system, including its safety management system and its quality, and security management system for aeronautical data; and
  - (24) operator's oversight of the compliance of the organisations operating, or providing services at the aerodrome (third parties).
- (c) An inspection or an audit should be a 'deep cut' through the items selected, and all findings and observations should be recorded.
- (d) Aerodrome inspectors should analyse and assess the root cause(s) identified by the aerodrome operator, and be satisfied that the corrective actions taken are adequate to correct the non-compliance, and to prevent reoccurrence.
- (e) Inspections and audits may be conducted separately or in combination. Inspections and audits may also be coordinated with inspections and audits conducted by the competent authorities responsible for other areas, to address areas of coordination between aerodrome operator and the providers of other services (e.g. ATM/ANS). Joint audits with competent authorities for other areas should also be performed because they are particularly effective to examine the interfaces between different actors at the aerodrome (e.g. airport and ATC), including the prevention of runway excursions and incursions.
- (f) Inspections may, at the discretion of the Competent Authority, be conducted with or without prior notice to the aerodrome operator, or the provider of apron management services.

## **AMC/GM TO ANNEX II – PART-ADR-AR**

### *SUBPART C – OVERSIGHT, CERTIFICATION AND ENFORCEMENT*

- (g) Where it is apparent to an aerodrome inspector that an aerodrome operator, or a provider of apron management services has permitted a breach of the applicable requirements, with the result that safety has been, or might have been compromised, the inspector should ensure that the responsible person within the Competent Authority is informed without delay.
- (h) In the first few months of a new operation, physical change of the aerodrome or organisational restructure, aerodrome inspectors should be particularly alert to any irregular procedures, evidence of inadequate facilities or equipment, or indications that management control of the operation may be ineffective.
- (i) Aerodrome inspectors should take account of any conditions that may indicate a significant deterioration in the operator's financial situation. When any financial difficulties are identified, aerodrome inspectors should increase technical surveillance of the operation with particular emphasis on the upholding of safety standards.
- (j) The number or the magnitude of the non-compliances identified by the Competent Authority will serve to support the Competent Authority's continuing confidence in the aerodrome operator's, or the of apron management services provider's competence, or, alternatively, may lead to an erosion of that confidence. In the latter case, the Competent Authority will need to review any identifiable shortcomings of the management system, and take appropriate action if required.

#### **GM1 ADR.AR.C.010 Oversight programme**

##### **PROCEDURES FOR OVERSIGHT OF AERODROME OPERATORS AND PROVIDERS OF APRON MANAGEMENT SERVICES**

In addition to its regulatory oversight the Competent Authority may establish national groups for the prevention of runway excursions and incursions as part of a national Runway Safety Steering Group. Membership of the groups could include representatives from industry such as aerodromes, aircraft operators, air traffic services, industry safety groups, (local) runway safety committee members and appropriate representatives from the Competent Authority.

The terms of reference for such a group might be to:

- Address specific hazards, identified nationally, coordinating this through sub-groups or external agencies as required;
- Promote good practice, information sharing and raise awareness through publicity and educate industry;
- Actively enhance work continuing in industry;
- Act as coordination point for industry;
- Identify and investigate which technologies are available that may reduce runway excursion and incursion risks;
- Review current aerodrome , ATC and aircraft operational policies and if necessary make recommendations on future policy to reduce the risk of runway excursions and incursions;
- Make recommendations for guidance and advisory material for industry on aerodrome, aircraft and ATC operational issues to reduce the risk of runway excursions and incursions;
- Oversee and promote the reporting of runway excursions and runway incursions incidents;
- Ensure the thorough analysis of data to identify and examine specific areas of concern.

## **AMC/GM TO ANNEX II – PART-ADR-AR**

### *SUBPART C – OVERSIGHT, CERTIFICATION AND ENFORCEMENT*

#### **AMC1 ADR.AR.C.010(b) Oversight programme**

##### AUDIT

- (a) The oversight programme should indicate which aspects will be covered with each audit.
- (b) Part of an audit should concentrate on the aerodrome operator's compliance monitoring reports to determine if the aerodrome operator is identifying the root causes and correcting its problems.
- (c) At the conclusion of the audit, an audit report should be completed by the auditing aerodrome inspector, including all findings raised.

#### **AMC1 ADR.AR.C.010(b);(c) Oversight programme**

##### OVERSIGHT PLANNING CYCLE

- (a) The safety performance should be continuously monitored in order to ensure that the oversight programme and the applicable oversight planning cycle remain appropriate.
- (b) The oversight planning cycle and related oversight programme for each aerodrome operator should be reviewed annually.
- (c) The oversight planning cycle and related oversight programme, and their annual review should be determined according to the following elements:
  - (1) the results of past certification and oversight activities;
  - (2) capability to effectively identify aviation safety hazards, and manage the associated risks;
  - (3) effective control over all changes in accordance with ADR.OR.B.040;
  - (4) absence of level 1 findings;
  - (5) response time to implement corrective actions requested by the Competent Authority in accordance with ADR.AR.C.055(d)(2); and
  - (6) risk exposure related to the aerodrome operated, such as traffic volume, type of aircraft or physical characteristics of the aerodrome.
- (d) During each oversight planning cycle, the Competent Authority should convene meetings with the accountable manager of the aerodrome operator, or his/her delegate.

#### **AMC2 ADR.AR.C.010(b);(c) Oversight programme**

##### OVERSIGHT PLANNING CYCLE

- (a) For each aerodrome operator certified by the Competent Authority all processes should be audited at periods not exceeding the applicable oversight planning cycle. The beginning of the first oversight planning cycle is normally determined by the date of issue of the first certificate. If the Competent Authority wishes to align the oversight planning cycle with the calendar year, it should shorten the first oversight planning cycle accordingly.
- (b) The interval between two audits for a particular process should not exceed the interval of the applicable oversight planning cycle.
- (c) Audits should include at least one on-site audit within each oversight planning cycle at each aerodrome.

## **AMC/GM TO ANNEX II – PART-ADR-AR**

### *SUBPART C – OVERSIGHT, CERTIFICATION AND ENFORCEMENT*

#### **GM1 ADR.AR.C.010(b) Oversight programme**

##### INDUSTRY STANDARDS

- (a) For aerodrome operators having demonstrated compliance with industry standards, the Competent Authority may adapt its oversight programme, in order to avoid duplication of specific audit items.
- (b) Demonstrated compliance with industry standards may not be considered in isolation from the other elements to be considered for the Competent Authority's risk-based oversight.
- (c) In order to be able to credit any audits performed as part of certification in accordance with industry standards, the following should be considered:
  - (1) the demonstration of compliance is based on certification auditing schemes providing for independent and systematic verification;
  - (2) the existence of an accreditation scheme and accreditation body for certification in accordance with the industry standards has been verified;
  - (3) certification audits are relevant to the requirements defined in Part-ADR.OR, Part ADR.OPS, or other regulations as applicable;
  - (4) the scope of such certification audits can easily be mapped against the scope of oversight;
  - (5) audit results are accessible to the Competent Authority; and
  - (6) the audit planning intervals are compatible with the oversight planning cycle.

#### **GM2 ADR.AR.C.010(b) Oversight programme**

##### FINANCIAL SITUATION

Examples of trends which may indicate problems in a new aerodrome operator's financial situation could be:

- (a) significant lay-offs or turnover of personnel; reduced staff resource; increased multi-tasking; changing shift patterns; and increased overtime;
- (b) delays in meeting payroll;
- (c) reduction of safe operating standards;
- (d) decreasing standards of training;
- (e) withdrawal of credit by suppliers;
- (f) inadequate maintenance of the aerodrome; and
- (g) shortage of supplies and spare parts.

#### **GM3 ADR.AR.C.010(b) Oversight programme**

##### PROCEDURES FOR OVERSIGHT OF AERODROME OPERATORS AND PROVIDERS OF APRON MANAGEMENT SERVICES

Normally the inspections that are carried out by the Competent Authority should be with prior notice to the aerodrome operator or the provider apron management services.

Such notice should be given in writing, and in good time before the inspection so that the inspected entity can make all the necessary arrangements and preparations, and to avoid the disruption of normal operations.

In case an inspection is conducted without prior notice (unannounced inspection), the aerodrome inspectors should ensure that the operations are affected to the minimum extent possible.

## **AMC/GM TO ANNEX II – PART-ADR-AR**

### *SUBPART C – OVERSIGHT, CERTIFICATION AND ENFORCEMENT*

#### **AMC1 ADR.AR.C.015(a) Initiation of the certification process**

##### PROCESSING OF APPLICATION

Upon receipt of an application, the Competent Authority should acknowledge receipt of that application, in writing, within the period defined in the applicable national legislation.

If the Competent Authority foresees a delay in processing the application, it should notify the applicant as soon as possible, and within the period defined in the applicable national legislation.

The Competent Authority should respond to any request made by the applicant within the period defined in the applicable national legislation.

If an applicant fails to submit all necessary documentation, the Competent Authority should inform him/her in writing, within the period defined in the applicable national legislation.

#### **AMC1 ADR.AR.C.015(c) Initiation of the certification process**

##### ESTABLISHMENT AND NOTIFICATION OF CERTIFICATION BASIS — DETERMINATION OF ELEVATION OF AERONAUTICAL BEACONS

If such beacons are operationally necessary, the Competent Authority should ensure that the elevation which is sufficient for the vertical light distribution of an aerodrome beacon or an identification beacon, as described in CS ADR-DSN.M.620, is determined.

#### **AMC2 ADR.AR.C.015(c) Initiation of the certification process**

##### ESTABLISHMENT AND NOTIFICATION OF THE CERTIFICATION BASIS

- (a) Upon receipt of the application, the Competent Authority should examine and assess the content of the application and the related documentation, including the proposed certification specifications and any provisions for which compliance is proposed to be demonstrated in a different way that provides for an equivalent level of safety. (See also paragraph (a)(2) of AMC1 ADR.AR.C.035(c)).
- (b) The Competent Authority should establish the certification basis of the aerodrome in accordance with ADR.AR.C.020;
- (c) The Competent Authority should document and notify the applicant of:
  - (1) the certification basis as established in paragraph (b) above; and
  - (2) any change thereto, as a result of certification specifications which became effective after the notification of the certification basis and which the applicant decided to comply with, or that the Competent Authority has found necessary to be complied with, or design changes made, compliance demonstration results, new special conditions that the Competent Authority considers necessary, etc.
- (d) In addition, the Competent Authority should assess the documentation demonstrating the way the applicant is proposing to comply with the applicable requirements of the Regulation (EC) 216/2008, Part-ADR.OR, and Part-ADR.OPS, and any other applicable requirements that are matching the aerodrome design and its operation.
- (e) When notifying the applicant in accordance with paragraph (c), the Competent Authority should also inform him/her of the right of appeal, as exists under the applicable national legislation.

#### **GM1 ADR.AR.C.015 Initiation of the certification process**

##### INITIAL INTEREST

Prior to initiating the application process for a certificate, the Competent Authority should arrange for a meeting with the applicant.



## **AMC/GM TO ANNEX II – PART-ADR-AR**

### *SUBPART C – OVERSIGHT, CERTIFICATION AND ENFORCEMENT*

During this meeting, the applicant should present to the authority its plans with regard to the aerodrome. The applicant should also make arrangements so that its key personnel are present during this meeting.

In addition, during this meeting, the Competent Authority should provide general information to the applicant about the applicable requirements for the aerodrome. It should also provide copies of the applicable requirements, application forms, and any other relevant documentation, and describe the procedures that are followed during the certification process.

Such information to be provided by the Competent Authority may also include information about approvals, permits, or clearances that the applicant may need to obtain from other competent authorities (such as security or environmental protection competent authorities, local planning authorities, etc.) of the Member State prior or during the certification process.

The Competent Authority should make arrangements so that representatives of all involved entities of the Competent Authority(ies) are present during this meeting.

#### **GM1 ADR.AR.C.015(b) Initiation of the certification process**

##### CERTIFICATION OF EXISTING AERODROMES

The certification period of an existing aerodrome should not exceed 18 months from the filing of the application by the applicant to the granting of the certificate.

#### **GM1 ADR.AR.C.015(c) Initiation of the certification process**

##### ESTABLISHMENT AND NOTIFICATION OF THE CERTIFICATION BASIS

Establishing the certification basis means that at the start of which the applicant proposes the certification specifications applicable to the aerodrome, the Competent Authority finalises the set of all applicable certification specifications. This means that it may change and also add additional applicable certification specifications to the applicant's proposal; this is typically an iterative process.

#### **AMC1 ADR.AR.C.020(a) Certification Basis**

##### EFFECTIVE CERTIFICATION SPECIFICATIONS

- (a) The certification specifications that the Competent Authority should use to establish and notify the certification basis to the applicant, should be those that were effective during the date of the application.
- (b) Notwithstanding paragraph (a) above, if at any point of the certification process the applicant requests to use certification specifications which came into force after the filing of his/her application, or the notification of the certification basis by the Competent Authority, then the Competent Authority should examine if it is necessary to also include in the certification basis other certification specifications, which also came into effect after the filling of the initial application and which are, in the opinion of the Competent Authority, directly related to those certification specifications that have been proposed by the applicant.
- (c) Notwithstanding paragraph (a) and (b) above, the Competent Authority may at any time, after the filing of the application, decide to include in the certification basis any certification specifications that it deems necessary.

#### **AMC1 ADR.AR.C.020(b);(c) Certification Basis**

##### CASES OF EQUIVALENT LEVEL OF SAFETY AND SPECIAL CONDITIONS

When deciding on cases of equivalent safety or special conditions and their respective underpinning justification material, the Competent Authority may consider whether any of the

## **AMC/GM TO ANNEX II – PART-ADR-AR**

### *SUBPART C – OVERSIGHT, CERTIFICATION AND ENFORCEMENT*

applicable certification specifications compares to a Standard or a Recommended Practice and their different implications foreseen by the ICAO Convention and its Annexes.

#### **GM1 ADR.AR.C.020(b) Certification basis**

##### **CERTIFICATION BASIS – PROPOSALS FOR EQUIVALENT LEVEL OF SAFETY**

When the Competent Authority assesses a proposal of an applicant who has requested to demonstrate an equivalent level of safety, the Competent Authority should pay, amongst others, particular attention to:

- (a) the identification of the intent of the Agency's certification specifications in question, and assess if the proposal satisfies that intent;
- (b) any possible interconnections/relationships between the Agency's certification specifications which the proposal is related to, with any other certification specifications or requirements, in order to:
  - (1) identify any implications of the proposal to other design, operational, human, or other elements of the system; and
  - (2) establish if such interconnections/relationships and implications have been properly and adequately addressed by the applicant.

The applicant's proposal may involve design, technical, procedural, or other suitable means.

The demonstration of an equivalent level of safety may involve various methodologies, quantitative or qualitative, whose magnitude and complexity may vary, depending on each case.

In any case, the applicant should demonstrate to the satisfaction of the Competent Authority that the proposed solution offers a level of safety, which is effectively not lower than that associated with the relevant Agency certification specifications.

#### **GM1 ADR.AR.C.035(a) Issuance of certificates**

##### **NOMINATED PERSONS**

When an aerodrome operator submits the name of a nominee for the nominated persons (see ADR.OR.D.015), the Competent Authority should assess his/her qualifications and may interview the nominee or call for additional evidence of his/her suitability.

#### **GM2 ADR.AR.C.035(a) Issuance of certificates**

##### **NOMINATED PERSONS - INTERVIEW WITH THE APPOINTED ACCOUNTABLE MANAGER, AND NOMINATED PERSONS**

Possible cases where an interview/meeting with nominated persons may be necessary are amongst others:

- (a) start of operations before issuing a first certificate for an aerodrome; and
- (b) change of nominated persons at an aerodrome already certified.

##### **Purpose of the meeting**

The aim of the interview and exchange of information between the intended nominated persons and the Competent Authority is, for the latter to acquire information on the intended work areas of the nominated persons and their respective competence level so as to verify their suitability for the posts.

The purpose of the information exchange is to create good contact and understanding between the both parties, and to come to a mutual conclusion on, if necessary, possible solutions for training and personal development over time.

Possible agenda items:

## **AMC/GM TO ANNEX II – PART-ADR-AR**

### *SUBPART C – OVERSIGHT, CERTIFICATION AND ENFORCEMENT*

- (a) information from the Competent Authority on organisation and mission of the Competent Authority, the regulatory framework, and specifically Safety Management System requirements;
- (b) information from the nominated person concerning the intended work area;
- (c) enforcement methodology of the Competent Authority;
- (d) the role and responsibility of the accountable manager/operational services manager/maintenance manager/ safety manager or other nominated persons;
- (e) expected competence requirement of the nominated person in relation to present personal status and experience presented in a CV or equivalent documentation;
- (f) interview/discussion concerning depth of knowledge, and understanding of the applicable legislation;
- (g) the role and responsibility of the Competent Authority and of the nominated person;
- (h) understanding of aviation in general and for the specific nominated post, how operators/activities at the aerodrome including Air Navigation Service Providers, and other aviation activities can impact aircraft safety; and
- (i) distribution of delegated powers depending on the organisational situation.

#### **GM3 ADR.AR.C.035(a) Issuance of certificates**

EVALUATION OF SAFETY ASSESSEMENTS PROVIDED BY THE AERODROME OPERATOR AT THE INITIAL CERTIFICATION OR ACCOMPANYING A REQUEST FOR PRIOR APPROVAL OF A CHANGE IN ACCORDANCE WITH ADR.OR.B.040.

- (a) The Competent Authority should evaluate the conclusion of a submitted safety assessment provided by the aerodrome operator to ensure compliance with the relevant requirement for the operator on how to assess changes under ADR.OR.B.040(f).
- (b) The Competent Authority should evaluate the safety assessment and, in particular, make sure that:
  - (1) the identified safety concern(s) has (have) been assessed through the safety assessment process and is (are) adequately documented.
  - (2) an appropriate coordination has been performed between the parties affected by the safety concern(s);
  - (3) the assessment covers the whole system and the interactions of its elements;
  - (4) the hazards have been properly identified and the level of risk assessed;
  - (5) the proposed mitigation measures are adequate and consistent with the objective of reducing the identified level of risk and the safety objectives, if relevant;
  - (6) the timeframes of the planned implementation of the proposed associated actions are appropriate.
- (c) After its evaluation, the Competent Authority should either:
  - (1) agree to the proposed associated actions, such as mitigation measures; or
  - (2) coordinate with the aerodrome operator to reach an agreement on revised mitigation measures if some risks have been underestimated, or have not been identified; or
  - (3) impose additional measures; or
  - (4) reject the proposal if no agreement can be reached.
- (d) The Competent Authority should define and undertake oversight actions that ensure that mitigation and/or additional measures are properly implemented so that the measures actually meet the risk reduction objectives, and that the planned timeframes are applied.

**AMC/GM TO ANNEX II – PART-ADR-AR**

*SUBPART C – OVERSIGHT, CERTIFICATION AND ENFORCEMENT*

- (e) When necessary, the Competent Authority should require the aerodrome operator to promulgate appropriate information, for use by the aerodrome organisation, various stakeholders, and notably by the air navigation service providers and aircraft operators.

**AMC/GM TO ANNEX II – PART-ADR-AR**

*SUBPART C – OVERSIGHT, CERTIFICATION AND ENFORCEMENT*

**GM1 ADR.AR.C.035(b)(1) Issuance of certificates**

MODEL FOR THE SINGLE CERTIFICATE

[MEMBER STATE]

A Member of the European Union<sup>2</sup>

**CERTIFICATE**

Certificate reference: [STATE CODE]: xxxxxx

Pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council and the Commission Regulation (EC) No .../... for the time being in force and subject to the conditions specified below, [THE COMPETENT AUTHORITY OF THE MEMBER STATE<sup>3</sup>] hereby certifies that:

[COMPANY NAME AND ADDRESS]

is authorised to operate aerodrome [NAME OF AERODROME], in accordance with the provisions of Regulation (EC) No 216/2008 and its Implementing Rules, the aerodrome certification basis, the terms of the certificate and the aerodrome manual.

This certificate shall remain valid for an unlimited duration, unless it is surrendered or revoked.

Date of original issue:.....

Revision No:.....

Signed:.....

For the Competent Authority[COMPETENT AUTHORITYIDENTIFICATION]

**AMC1 ADR.AR.C.035(b)(2) Issuance of certificates**

ISSUANCE OF SEPARATE CERTIFICATES

- (a) In case that there is a possibility to issue both separate and single certificates, the Competent Authority should act in accordance with the application made by the applicant.
- (b) In case that there is a possibility to issue separate certificates, both certificates should be issued by the same Competent Authority.
- (c) In case that an aerodrome operator operates several aerodromes, these should be listed on the aerodrome operator’s certificate.

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<sup>2</sup> Delete for non-EU Member States.

<sup>3</sup> Delete for non-EU Member States.

**AMC/GM TO ANNEX II – PART-ADR-AR**

*SUBPART C – OVERSIGHT, CERTIFICATION AND ENFORCEMENT*

**GM1 ADR.AR.C.035(b)(2) Issuance of certificates**

MODEL FOR TWO SEPARATE CERTIFICATES – (A) AERODROME OPERATOR CERTIFICATE

[MEMBER STATE]

A Member of the European Union<sup>4</sup>

**AERODROME OPERATOR CERTIFICATE**

Certificate reference: [STATE CODE]: xxxxxx

Pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council and the Commission Regulation (EC) No .../... for the time being in force and subject to the conditions specified below, [THE COMPETENT AUTHORITY OF THE MEMBER STATE<sup>5</sup>] hereby certifies that:

[COMPANY NAME AND ADDRESS]

is authorised to operate aerodrome [NAME OF AERODROME(S)]<sup>6</sup> in accordance with the provisions of Regulation (EC) No 216/2008 and its Implementing Rules, the aerodrome certification basis, the terms of the certificate attached to the aerodrome certificate and its aerodrome manual.

This certificate shall remain valid for an unlimited duration, unless it is surrendered or revoked.

Date of original issue:.....

Revision No:.....

Signed:.....

For the Competent Authority [COMPETENT AUTHORITY IDENTIFICATION]

<sup>4</sup> Delete for non-EU Member States.

<sup>5</sup> Delete for non-EU Member States.

<sup>6</sup> Delete as appropriate. If the operator operates more than one aerodrome, all aerodromes shall be listed.

**AMC/GM TO ANNEX II – PART-ADR-AR**

*SUBPART C – OVERSIGHT, CERTIFICATION AND ENFORCEMENT*

MODEL FOR THE TWO SEPARATE CERTIFICATES – (B) AERODROME CERTIFICATE

[MEMBER STATE]

A Member of the European Union<sup>7</sup>

**AERODROME CERTIFICATE**

Certificate reference: [STATE CODE]: xxxxxx

Pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council and the Commission Regulation (EC) No .../... for the time being in force and subject to the conditions specified below, [THE COMPETENT AUTHORITY OF THE MEMBER STATE] hereby certifies that:

[NAME OF AERODROME<sup>8</sup>]

is authorised to be operated as an aerodrome by [AERODROME OPERATOR COMPANY NAME AND ADDRESS], in accordance with the provisions of Regulation (EC) No 216/2008 and its Implementing Rules, the aerodrome certification basis, the terms of the certificate attached to this aerodrome certificate and the aerodrome manual.

This certificate shall remain valid for an unlimited duration, unless it is surrendered or revoked.

Date of original issue:.....

Revision No:.....

Signed:.....

For the Competent Authority [COMPETENT AUTHORITY IDENTIFICATION]

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<sup>7</sup> Delete for non-EU Member States.

<sup>8</sup> Delete as appropriate.

## **AMC/GM TO ANNEX II – PART-ADR-AR**

### *SUBPART C – OVERSIGHT, CERTIFICATION AND ENFORCEMENT*

#### **AMC1 ADR.AR.C.035(c) Issuance of certificates**

##### VERIFICATION OF COMPLIANCE

- (a) Upon receipt of an application for a certificate, the Competent Authority should:
- (1) nominate an individual to become the focal point for all aspects of the applicant's certification process, and to coordinate all necessary activities, including the Competent Authority's certification team. The nominated person should be responsible to the responsible person of the Competent Authority for confirming that all appropriate inspections and audits have been carried out. He/she should also ensure that the necessary prior approvals required are issued in due course;
  - (2) verify if the application shows compliance with the applicable requirements. The Competent Authority should also arrange for the steps to be followed during the certification process. This would, normally, start with the demonstration of compliance of the aerodrome with the established and notified certification basis (see AMC2 ADR.AR.C.015(c)) which will require the conduct of technical inspections by the Competent Authority and/or examination of submitted documentation, the participation to demonstrations, or tests conducted by the applicant, as the case may be, and the Competent Authority determines appropriate. This should also include the cases where the certification basis includes provisions for which the Competent Authority has accepted the applicant to demonstrate an equivalent level of safety to, or cases of special conditions, as applicable;  

If the Competent Authority is not satisfied with the outcome of the demonstration process for any elements of the certification basis, it should notify the applicant in writing. At the end of this phase, the Competent Authority should have documented evidence that the aerodrome meets the notified certification basis;
  - (3) review the aerodrome manual, which should be prepared in accordance with ADR.OR.D.005, and any other documentation provided by the applicant; and
  - (4) verify compliance with the applicable requirements of Part-ADR.OR, Part-ADR.OPS, as well as any other applicable requirement. When verifying compliance with such requirements, an audit should be conducted covering the following areas:
    - (i) compliance shown by the applicant with the applicable requirements of Part-ADR.OPS, or any other applicable requirements;
    - (ii) the applicant's management system and its organisation, including: detailed management structure, including names and qualifications of nominated personnel; adequacy of the organisation and management structure, including allocated resources and numbers of personnel allocated by the applicant to key management tasks and other positions. Care should be taken to verify that the system is comprehensive, and is likely to be effective. Of particular importance is a careful review of the qualifications of the applicant's nominated persons. Account should be taken of the relevance of the nominee's previous experience and known record;
    - (iii) safety management and compliance monitoring with applicable requirements;
    - (iv) documentation on which the certificate should be granted (organisation documentation as required by Part-ADR.OR, including technical manuals, such as the aerodrome manual etc.); and
    - (v) adequacy of facilities with regard to the applicant's scope of work.
  - (5) in case of non-compliance, the applicant should be informed, in writing, of the corrections or supplements which are required.
- (b) The Competent Authority should be satisfied with the demonstration of compliance of the aerodrome manual with the requirements referred to in ADR.OR.E.005 and the related AMCs.



## **AMC/GM TO ANNEX II – PART-ADR-AR**

### *SUBPART C – OVERSIGHT, CERTIFICATION AND ENFORCEMENT*

- (c) The Competent Authority should ensure that standardised and approved methods and tools are used by its personnel during the process described in paragraph a.
- (d) In cases where an application for a certificate is refused, the applicant should be informed of the right of appeal existing under national regulations.
- (e) Prior to issuing the certificate(s), the Competent Authority may require the conduct of one or more flights at the aerodrome, as well as any other test, or exercise it finds necessary.
- (f) When the verification process is complete, the Competent Authority should issue the certificate(s) and ensure the publication of the certification status of the aerodrome in the aeronautical information publication (AIP).

#### **GM1 ADR.AR.C.035(c) Issuance of certificates**

##### VERIFICATION OF COMPLIANCE

The technical inspections of the aerodrome should take place prior to the Competent Authority finding the aerodrome manual satisfactory in accordance with ADR.OR.E.005.

#### **AMC1 ADR.AR.C.035(d) Issuance of certificates**

##### OPERATING CONDITIONS OR LIMITATIONS

- (a) If, during the certification process, an operating condition or a limitation has been determined as necessary to be imposed on or implemented at the aerodrome, the Competent Authority should ensure that such limitation or procedure is also included in the aerodrome manual.
- (b) The Competent Authority should also ensure that the aerodrome manual contains all limitations, or any other similar information prescribed in the certification specifications included in the certification basis of the aerodrome.

#### **AMC2 ADR.AR.C.035(d) Issuance of certificates**

##### OPERATING CONDITIONS OR LIMITATIONS

- (a) Operating conditions and limitations, such as noise mitigation or abatement procedures, should not increase, but should seek to reduce where possible, the risk of runway incursions and excursions.
- (b) Operating conditions and limitations should undergo a safety risk assessment to determine if they may adversely affect runway incursion and excursion risk levels.

#### **GM1 ADR.AR.C.035(d) Issuance of certificates**

##### SCOPE OF AIRCRAFT OPERATIONS WITH A HIGHER AERODROME REFERENCE CODE LETTER

Any restrictions or mitigation measures for the use of aircraft type/s at the aerodrome should only be mentioned in the aerodrome manual. Notably any limitations arising from the assessment to be undertaken for the use of the aerodrome by higher code letter aircraft according to ADR.OPS.B.090 should be included there.

**AMC/GM TO ANNEX II – PART-ADR-AR**

*SUBPART C – OVERSIGHT, CERTIFICATION AND ENFORCEMENT*

**GM1 ADR.AR.C.035(e) Issuance of certificates**

MODEL FOR THE TERMS OF THE CERTIFICATE TO BE ATTACHED TO THE CERTIFICATES

<b>TERMS OF THE CERTIFICATE</b>	
<b>Certificate reference: [STATE CODE]<sup>1</sup>:</b>	
<b>Aerodrome name – ICAO location indicator <sup>2</sup>:</b>	
<b>Conditions to operate<sup>3</sup>:</b>	
<b>Runway – declared distances<sup>4</sup>:</b>	
<b>Types of approaches<sup>5</sup>:</b>	
<b>Aerodrome reference code<sup>6</sup>:</b>	
<b>Scope of aircraft operations with a higher aerodrome reference code letter<sup>7</sup>:</b>	
<b>Provision of apron management services <sup>8</sup>:</b>	
<b>Rescue and firefighting level of protection<sup>9</sup>:</b>	
<b>Other<sup>10</sup></b>	

<sup>1</sup> The certificate must be given the State Code [The two-letter ISO code should be used (ISO 3166 alpha-2), except for Greece and the United Kingdom, for which the abbreviations EL and UK are recommended] and a unique ascending number. Example: EL – 001

<sup>2</sup> To be specified: the official name of the aerodrome and the ICAO location indicator for the aerodrome.

<sup>3</sup> To be specified: day/ night and IFR/ VFR.

<sup>4</sup> To be specified: ASDA, LDA, TODA, TORA in metres for each direction of each runway, including intersection take-off if applicable.

<sup>5</sup> To be specified: approval of the runway for non-instrument, instrument, non-precision approach. In case of precision approach (-es) it is to be indicated, which of the following precision approach (-es) is (are) approved:

- Standard Category I;
- Lower than Standard Category I;
- Precision Approach Category II;
- Other than Standard Category II;
- Precision Approach Category III-A;

## **AMC/GM TO ANNEX II – PART-ADR-AR**

### *SUBPART C – OVERSIGHT, CERTIFICATION AND ENFORCEMENT*

- Precision Approach Category III-B;
  - Precision Approach Category III-C.
- <sup>6</sup> To be specified: Aerodrome Reference Code (Code number/Code letter).
- <sup>7</sup> To be specified: the approved type of aeroplanes with a higher code letter than indicated in point 7 above.
- <sup>8</sup> To be specified: the name of the service provider, both in case such services are t or are not provided by the aerodrome operator.
- <sup>9</sup> To be specified: the rescue and firefighting level of protection as per Annex IV (Part-ADR.OPS) of this Regulation.
- <sup>10</sup> To be specified: any other information that the Competent Authority finds necessary to include.

#### **AMC1 ADR.AR.C.035(h) Issuance of certificates**

##### APPROVAL OF THE PROCEDURE FOR THE MANAGEMENT AND NOTIFICATION OF CHANGES

The Competent Authority should establish and document its process to be followed by the aerodrome inspectors when assessing the scope of the changes in the procedure proposed by the aerodrome operator to be followed for the management and notification of the changes. Criteria to be used include, but are not limited to:

- (a) frequency of changes;
- (b) magnitude of changes;
- (c) complexity of the aerodrome and type of operations;
- (d) density of traffic at the aerodrome;
- (e) time required to assess the documentation of the changes notified by the aerodrome operator;
- (f) reasonable reaction times in relation to types of changes for the Competent Authority to object to a notification;
- (g) need for the timely publication of the changes and their notification by the AIRAC system;
- (h) previous conduct of the aerodrome operator; and
- (i) effectiveness of the safety management system of the aerodrome operator.

#### **AMC1 ADR.AR.C.040(a) Changes**

##### EFFECTIVE CERTIFICATION SPECIFICATIONS FOR CHANGES

- (a) The certification specifications that the Competent Authority should use to assess the application for or the notification of a change, should be those which were effective on the date of the notification of the change by the aerodrome operator.
- (b) Notwithstanding paragraph (a) above, at any point of the process the aerodrome operator may request to use certification specifications that came into force after the filing of the application for, or notification of a change. In such cases, the Competent Authority should examine if it is necessary to also notify the aerodrome operator of other certification specifications, which also came into effect after the date of the application for, or the notification of the change by the aerodrome operator, and which are, in the opinion of the Competent Authority, directly related to those already identified as being affected by the change.
- (c) Notwithstanding paragraph (a) and (b) above, the Competent Authority may at any time, after the application or notification of a change by the aerodrome operator, decide to notify the aerodrome operator of any certification specifications that it deems necessary for the proposed change.

## **AMC/GM TO ANNEX II – PART-ADR-AR**

### *SUBPART C – OVERSIGHT, CERTIFICATION AND ENFORCEMENT*

#### **AMC2 ADR.AR.C.040(a) Changes**

##### CHANGES REQUIRING PRIOR APPROVAL

- (a) Upon receiving an application for a proposed change that requires a prior approval, the Competent Authority should, in due time:
  - (1) assess the proposed change in relation to the certification basis, and the applicable requirements of Part-ADR.OR, Part-ADR.OPS, as well as any other applicable requirements;
  - (2) assess if the aerodrome operator has identified all the applicable certification specifications, applicable requirements of Part-ADR.OR, Part-ADR.OPS, or other applicable requirements which are related to or affected by the change, as well as any proposal of the applicant for the demonstration of an equivalent level of safety;
  - (3) assess the actions proposed by the aerodrome operator in order to show compliance with (1) and (2) above;
  - (4) review and assess the content of proposed changes to the aerodrome manual; and
  - (5) evaluate the safety assessment that has been submitted by the aerodrome operator, in accordance with GM3 ADR.AR.C.035(a) and verify its compliance with ADR.OR.B.040(f).
- (b) The Competent Authority should also determine, in due time:
  - (1) if the proposed change is directly related to any other certification specification which had been included in the certification basis. If the Competent Authority finds such a relationship, it should include these related certification specifications amongst those to be notified to the applicant; and
  - (2) if the proposed change is such that a special condition, or an amendment to an existing special condition is required.
- (c) The Competent Authority should document and notify, in writing, the aerodrome operator, in due time, of:
  - (1) the certification specifications that it has identified to be applicable in accordance with the previous paragraphs (a) and (b);
  - (2) any provisions for which the Competent Authority has accepted the applicant to demonstrate an equivalent level of safety; and
  - (3) any special conditions, or amendments to special conditions it finds necessary.
- (d) Any subsequent changes to the items mentioned in paragraph (c), should be documented and notified to the aerodrome operator, in writing, in due time.
- (e) The Competent Authority should, in due time, verify the compliance of the aerodrome operator and, depending on the change, examine the need for prescribing any condition for the operation of the aerodrome during the change.
- (f) When notifying the aerodrome operator in accordance with paragraph (c) or (d), the Competent Authority should also inform him/her of the right of appeal, as exists under the applicable national legislation.

#### **AMC1 ADR.AR.C.040(a);(f) Changes**

##### GENERAL

- (a) Changes in nominated persons: The Competent Authority should be informed of any changes to nominated persons (see ADR.OR.D.015) that may affect the certificate or the terms of approval attached to it. When an aerodrome operator submits the name of a nominee for the nominated persons, the Competent Authority should assess his/her qualifications, and may interview the nominee, or call for additional evidence of his/her suitability. (see GM1 ADR.AR.C.035(a)).

## **AMC/GM TO ANNEX II – PART-ADR-AR**

### *SUBPART C – OVERSIGHT, CERTIFICATION AND ENFORCEMENT*

- (b) The Competent Authority should receive from the aerodrome operator each management system documentation amendment, including amendments that do not require prior approval by the Competent Authority. A documented systematic approach should be used for maintaining the information on when an amendment was received by the Competent Authority and when it was approved.
- (c) Where the amendment requires the Competent Authority's approval, the Competent Authority, when satisfied, should indicate its approval in writing. Where the amendment does not require prior approval, the Competent Authority should acknowledge receipt in writing within the time limits existing under the relevant national legislation.
- (d) For changes requiring prior approval, in order to verify the aerodrome operator's compliance with the applicable requirements, the Competent Authority should consider the need to conduct an audit of the operator, limited to the extent of the changes. If required for verification, the audit should include additional interviews and inspections carried out at the aerodrome operator's facilities.

#### **GM1 ADR.AR.C.040(c) Changes**

##### AMENDMENTS TO THE TERMS OF THE CERTIFICATE

The Competent Authority should amend the terms of the certificate when the terms have changed, irrespective of the magnitude of the change.

#### **GM1 ADR.AR.C.040(d) Changes**

##### CONDITIONS UNDER WHICH TO OPERATE DURING A CHANGE

The conditions or limitations under which an aerodrome operator can operate during a change should be approved by the authority but should usually be elaborated between the operator and the authority upon suggestion of the aerodrome operator.

#### **GM1 ADR.AR.C.050 Declarations of providers of apron management services**

##### VERIFICATION OF COMPLIANCE — DECLARATIONS

The verification made by the Competent Authority upon receipt of a declaration does not necessarily imply an inspection. The primary aim is to check whether what is declared complies with applicable requirements.

#### **GM1 ADR.AR.C.055 Findings, observations, corrective actions, and enforcement measures**

##### ENFORCEMENT MEASURES — FINANCIAL PENALTIES

The Competent Authority may additionally, and depending on the nature and the repetitiveness of the findings, or the level of implementation of the corrective actions, impose financial penalties as appropriate, which are effective, proportionate, and dissuasive.

#### **GM2 ADR.AR.C.055 Findings, observations, corrective actions, and enforcement measures**

##### TRAINING

For a level 1 finding, it may be necessary for the Competent Authority to ensure that further training by the aerodrome operator, or the provider of the apron management services is carried out, and audited by the Competent Authority before the activity is resumed, dependent upon the nature of the finding.

**AMC/GM TO ANNEX II – PART-ADR-AR**

*SUBPART C – OVERSIGHT, CERTIFICATION AND ENFORCEMENT*

**GM3 ADR.AR.C.055 Findings, observations, corrective actions, and enforcement measures**

CATEGORIES OF FINDINGS — DOCUMENTARY EVIDENCE

Examples of documentary evidence include, but are not limited to:

- (a) aerodrome or equipment manuals;
- (b) contracts or other types of arrangements;
- (c) training, qualification, or medical records;
- (d) inspection records;
- (e) test or exercise results;
- (f) internal audit results;
- (g) maintenance records; and
- (h) other similar material required to be maintained by the aerodrome operator, or the provider of apron management services.

**AMC/GM TO ANNEX III – PART-ADR-OR**

*SUBPART A – GENERAL REQUIREMENTS*

**ANNEX III**

**ACCEPTABLE MEANS OF COMPLIANCE AND GUIDANCE MATERIAL TO PART ADR-OR**

**ORGANISATION REQUIREMENTS – AERODROME OPERATORS**

**SUBPART A – GENERAL REQUIREMENTS (ADR.OR.A)**

**AMC1 ADR.OR.A.015 Means of compliance**

DEMONSTRATION OF COMPLIANCE

In order to demonstrate that the Implementing Rules are met, a safety (risk) assessment should be completed and documented. The result of this safety (risk) assessment should demonstrate that an equivalent level of safety to that established by the Acceptable Means of Compliance (AMC) adopted by the Agency is reached.

**AMC/GM TO ANNEX III – PART-ADR-OR**

*SUBPART B – CERTIFICATION*

**SUBPART B – CERTIFICATION (ADR.OR.B)**

**AMC1 ADR.OR.B.015(a) Application for a certificate**

APPLICATION

The application should be made in writing, and be signed by the applicant, using a standardised form established by the Competent Authority.

**AMC1 ADR.OR.B.015(b)(1);(2);(3);(4) Application for a certificate**

INFORMATION TO BE PROVIDED TO THE COMPETENT AUTHORITY

- (a) The applicant should:
- (1) provide its telephone, and fax number, and e-mail address for communication with the Competent Authority;
  - (2) indicate the names of its employees whom the Competent Authority would contact in order to address any issues that might arise during the evaluation of the application, and the certification process.
- (b) The applicant should provide the Competent Authority with the following:
- (1) information about the location of the aerodrome: the exact location of the aerodrome should be depicted on a map of a suitable scale acceptable to the Competent Authority;
  - (2) information about the type of operations at the aerodrome, including:
    - (i) operations during the day and/or night, and type of approaches;
    - (ii) landing, and/or take-off operations on each runway;
    - (iii) the aircraft types to be served at the aerodrome, and the aircraft type to be used for the design of the aerodrome; and
    - (iv) any limitations to the operation of the aerodrome.
  - (3) the drawing(s) showing the design of the aerodrome, which should:
    - (i) be in a suitable scale, acceptable to the Competent Authority;
    - (ii) be in an electronic format if this is acceptable to the Competent Authority.
    - (iii) contain all the necessary information, including:
      - (A) runway(s) orientation;
      - (B) the dimensions of the aerodrome's physical characteristics;
      - (C) the visual and non-visual aids;
      - (D) the obstacle limitation surfaces, and any other surfaces applicable; and
      - (E) the aerodrome facilities, installations, and fixed equipment and their location.
  - (4) description, height, and location of obstacles, , in accordance with the applicable aeronautical data requirements (see ADR.OPS.A.005 and AMC1 ADR.OPS.A.005).
- (c) The applicant should identify the applicable certification specifications for the design and type of operations of the proposed aerodrome and provide the Competent Authority with evidence that the proposed design and operation complies with them. If relevant, the applicant should also provide the Competent Authority with:



## **AMC/GM TO ANNEX III – PART-ADR-OR**

### *SUBPART B – CERTIFICATION*

- (1) the certification specifications for which it proposes to show compliance in a different manner and demonstrate an equivalent level of safety. Such a proposal has to be acceptable to the Competent Authority. In such cases, the applicant should also propose the method that will be used to demonstrate compliance and achieve an equivalent level of safety, and submit all necessary documentation to support the proposal;
  - (2) any other proposal for which the applicant assumes that the certification specifications issued by the Agency are inadequate or inappropriate.
- (d) The applicant should provide the Competent Authority documentation to demonstrate how it will comply with the applicable requirements of the Basic Regulation, Part-ADR.OR, and Part-ADR.OPS, and any other applicable requirements that are matching the aerodrome design and its operation.

#### **GM1 ADR.OR.B.015(b)(2)(3)(4) Application for a certificate**

##### METEOROLOGICAL CONDITIONS

The applicant should provide the Competent Authority with a meteorological study of the area of the aerodrome, including temperature, visibility, ceiling and wind conditions; moreover, the study should provide information on wind conditions occurring with poor visibility and/or low cloud base at the aerodrome, and their frequency, as well as the accompanying wind direction and speed.

#### **AMC1 ADR.OR.B.015(b)(4) Application for a certificate**

##### EVIDENCE OF ARRANGEMENTS WITH THIRD PARTIES

The applicant should provide all necessary evidence for arrangements with third parties that provide, or intend to provide services, or undertake activities at the aerodrome, whose activities may have an impact on safety.

#### **AMC1 ADR.OR.B.015(b)(5) Application for a certificate**

##### ADEQUACY OF RESOURCES

(a) General

The applicant should provide all necessary information needed in order to demonstrate to the Competent Authority that its proposed organisation and management are suitable, and properly matched to the scale and scope of the operation.

The aerodrome operator should have the ability to discharge its responsibilities with regard to safety. The accountable manager should have access, as well as the authorisation, to the necessary resources to ensure that operations are carried out in accordance with the applicable requirements. The resources include, but are not limited to, personnel, tools and equipment, as well as financial resources.

(b) Arrangements with other parties

The applicant should indicate those services that are going to be provided directly by the applicant itself and those that will be provided by contracted third parties with regard to the adequacy of the resources.

The applicant should also provide evidence of arrangements if third parties are going to be involved in the provision of services. In addition, the applicant should provide any relevant information needed, or requested by the Competent Authority, regarding such third parties.

#### **GM1 ADR.OR.B.015(b)(5) Application for a certificate**

##### ADEQUACY OF RESOURCES

## **AMC/GM TO ANNEX III – PART-ADR-OR**

### *SUBPART B – CERTIFICATION*

#### (a) General

In demonstrating to the Competent Authority the suitability of its organisation and management, the applicant should, amongst others, take into account in its analysis the following:

- (1) the size and complexity of the aerodrome;
- (2) the type of traffic;
- (3) the type of operations;
- (4) the level and the density of the traffic;
- (5) the operating hours of the aerodrome;
- (6) the amount of full-time equivalents (FTEs) necessary for each activity;
- (7) human factors principles;
- (8) labour legislation; and
- (9) the degree of subcontracting.

#### (b) Adequacy of financial resources

The financial resources required are linked to the overall objective for the safe operation and maintenance of the aerodrome, including the aerodrome operator's capability to implement the corrective actions needed, in a timely manner. Information that may be provided to the Competent Authority includes audited accounts of the previous financial year, business plans etc.

### **AMC1 ADR.OR.B.015(b)(6) Application for a certificate**

#### RELATIONSHIP OF THE APPLICANT WITH THE AERODROME OWNER

The applicant should demonstrate to the Competent Authority, in accordance with the applicable national legislation that he/she is duly authorised to undertake all activities necessary under the provisions of the Basic Regulation, and its Implementing Rules, and any other applicable national or European Union rule.

The applicant should also provide the Competent Authority with all information necessary, under the applicable national legislation, to demonstrate to the Competent Authority its relationship with the aerodrome owner, and/or the owner of the land to be used for the aerodrome development.

Such documentation should include, but is not limited to, contracts, lease agreements, authorisations between the persons involved, etc.

### **AMC1 ADR.OR.B.015(b)(7) Application for a certificate**

#### INFORMATION TO BE PROVIDED FOR MANAGEMENT PERSONNEL

The applicant should provide information regarding the qualifications, and experience of the accountable manager, and the other nominated persons required.

### **AMC1 ADR.OR.B.015(b)(9) Application for a certificate**

#### AERODROME MANUAL

The aerodrome manual and its amendments may be submitted to the Competent Authority in electronic format if this is acceptable to the Competent Authority. If the aerodrome manual is submitted in electronic format, the format should be such that allows the Competent Authority to review, store, and reproduce it.

**AMC/GM TO ANNEX III – PART-ADR-OR**

*SUBPART B – CERTIFICATION*

**GM1 ADR.OR.B.015 Application for a certificate**

INITIAL INTEREST

Prior to submitting an application for a certificate to the Competent Authority, an applicant should arrange for a meeting with the Competent Authority.

The applicant should also make arrangements for its key personnel to be present during this meeting.

During this meeting, the applicant should present to the authority its plans with regard to the aerodrome.

During the meeting, the applicant may be:

- (a) provided by the Competent Authority with general information about the applicable requirements for the aerodrome;
- (b) provided with copies of the applicable requirements, and a description of the procedures that are followed during the certification process; and
- (c) informed by the Competent Authority about possible approvals, permits, or clearances that may be needed to be obtained from other competent authorities of the Member State.

**GM1 ADR.OR.B.015(b)(2) Application for a certificate**

AERODROME BOUNDARIES

The map submitted with the application should indicate the boundary of the aerodrome area. It should include, at least, runways, taxiways, aprons, associated strips, runway end safety areas, stopways, clearways, aerodrome visual aids, fixed aerodrome equipment, other aerodrome operational areas, areas adjacent to the movement area, etc, while maintenance areas may be excluded if acceptable to the Competent Authority.

The above aerodrome boundary should not be confused with the boundaries established for other purposes, such as fences, the land ownership boundaries used by local planning authorities, or those used to designate security restricted zones.

**AMC1 ADR.OR.B.025(a)(1) Demonstration of compliance**

USE OF THIRD PARTIES TO DEMONSTRATE COMPLIANCE

While performing the necessary actions, inspections, tests, safety assessments, or exercises necessary to demonstrate compliance, the aerodrome operator may also use contracted third parties.

In any case, the responsibility remains with the aerodrome operator.

**AMC2 ADR.OR.B.025(a)(1) Demonstration of compliance**

FLIGHT PROCEDURES

Evidence that the flight procedures of the aerodrome have been approved, as required by the applicable requirements, is considered to be an Acceptable Means of Compliance.

**GM1 ADR.OR.B.025 (a)(3) Demonstration of compliance**

MODEL FORM OF DECLARATION OF COMPLIANCE — AERODROME OPERATORS

**Declaration of compliance  
of aerodrome operator**

in accordance with Commission Regulation (EC) No ...../..... on aerodrome design  
and operation

**AMC/GM TO ANNEX III – PART-ADR-OR**

*SUBPART B – CERTIFICATION*

<b>Aerodrome name – Location indicator:</b>
<b>Aerodrome operator</b> Name: Place in which the operator is established or residing: Name and contact details of the accountable manager:
<b>Statements</b>
The certification basis is complied with, and the aerodrome, as well as its obstacle limitation and protection surfaces, and other areas associated with the aerodrome, have no features or characteristics making it unsafe for operation.
All personnel are qualified, competent, and trained in accordance with the applicable requirements.
The management system documentation, including the aerodrome manual, comply with the applicable requirements set out in Part-ADR.OR and Part-ADR.OPS.
The operation and maintenance of the aerodrome will be carried out in accordance with the requirements of Regulation (EC) No 216/2008 and its Implementing Rules, the terms of the certificate, and the procedures and instructions specified in the aerodrome manual.
The aerodrome operator confirms that the information disclosed in this declaration is correct.
<b>Date, name and signature of the accountable manager</b>

**AMC1 ADR.OR.B.040(a);(b) Changes**

CHANGES REQUIRING PRIOR APPROVAL

The aerodrome operator should ensure that prior to initiating any change to the aerodrome or its operation, which requires prior approval, an application is submitted to the Competent Authority. The applicant should provide documentation containing a description of the proposed change, in which the following are identified:

- (a) the terms of the certificate, and/or the elements of the certification basis, and/or the safety-critical aerodrome equipment and/or aerodrome operator’s management system (as required by ADR.OR.D.005 (b)), and the parts of aerodrome manual, which are affected by the change, including relevant appropriate detailed design drawings;
- (b) the certification specifications with which the proposed change has been designed to comply with, including the certification specifications for which the applicant proposes to show compliance in a different manner in order to demonstrate an equivalent level of safety (for such cases see AMC1 ADR.OR.B.015(b)(1);(2);(3);(4), paragraph (c)(1));
- (c) the requirements of Part-ADR.OR and Part-ADR.OPS, and any other applicable requirements that have to be complied with as a result of the proposed change, including the way in which compliance is intended to be demonstrated; and

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- (d) the safety assessment required under ADR.OR.B.040(f).

#### **GM1 ADR.OR.B.040(a);(b) Changes**

##### CHANGES REQUIRING PRIOR APPROVAL

The following is a list of items which should be granted prior approval by the Competent Authority, as specified in the applicable Implementing Rules.

- (a) Use of alternative means of compliance as required by ADR.OR.A.015 Means of Compliance.
- (b) Changes to the management and notification procedure for changes not requiring a prior approval, as required by ADR.OR.B.015 (b)(4) Application for a certificate.
- (c) Changes to the certification basis, or the terms of the certificate, as required by ADR.OR.B.040 (a)(1) Changes.
- (d) Changes to safety-critical aerodrome equipment as required by ADR.OR.B.040 (a)(1) Changes.
- (e) Changes significantly affecting elements of the aerodrome operator's management system as required by ADR.OR.B.040(a)(2) Changes.
- (f) Changes to the level of protection of rescue and firefighting services as required by ADR.OPS.B.010 (a)(1)(2) Rescue and firefighting services.
- (g) Changes to low visibility procedures as required by ADR.OPS.B.045 (b) Low Visibility Operations.
- (h) Operation of aircraft with higher code letter as required by ADR.OPS.B.090(a) Use of the aerodrome by higher code letter aircraft.

Moreover the Competent Authority may require prior approval for changes to any obstacles, developments and other activities within the areas monitored by the aerodrome operator in accordance with ADR.OPS.B.075, which may endanger safety and adversely affect the operation of an aerodrome, as required by ADR.AR.C.005 (e).

#### **GM1 ADR.OR.B.040(f) Changes**

##### ASSESSMENT OF CHANGES

- (a) Safety assessment for a change

A safety assessment for a change should include:

- (1) identification of the scope of the change;
- (2) identification of hazards;
- (3) determination of the safety criteria applicable to the change;
- (4) risk analysis in relation to the harmful effects or improvements in safety related to the change;
- (5) risk evaluation and, if required, risk mitigation for the change to meet the applicable safety criteria;
- (6) verification that the change conforms to the scope that was subject to safety assessment, and meets the safety criteria, before the change is put into operation; and

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- (7) the specification of the monitoring requirements necessary to ensure that the aerodrome and its operation will continue to meet the safety criteria after the change has taken place.

#### (b) Scope of the safety assessment

The scope of the safety assessment should include the following elements and their interaction:

- (1) the aerodrome, its operation, management, and human elements being changed;
- (2) interfaces and interactions between the elements being changed and the remainder of the system;
- (3) interfaces and interactions between the elements being changed and the environment in which it is intended to operate; and
- (4) the full lifecycle of the change from definition to operations.

#### (c) Safety criteria

The safety criteria used should be defined in accordance with the procedures for the management of change contained in the aerodrome manual.

The safety criteria used should, depending on the availability of data, be specified with reference to explicit quantitative acceptable safety risk levels, recognised standards, and/or codes of practice, the safety performance of the existing system, or a similar system.

#### **GM2 ADR.OR.B.040(f) Changes**

ASSESSMENT OF CHANGES - LOCAL RUNWAY SAFETY TEAM

For the role of the Local Runway Safety Team prior to implementing changes, see also GM2 ADR.OR.D.027.

#### **GM3 ADR.OR.B.040(f) Changes**

ASSESSMENT OF CHANGES – RUNWAY SAFETY

Particular attention should be given to changes which may have an effect on runway safety. This includes the introduction of, or changes to noise mitigation or noise abatement procedures.

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*SUBPART B – CERTIFICATION*

**GM1 ADR.OR.B.060 Declaration of providers of apron management services**

MODEL FORM OF DECLARATION OF COMPLIANCE — PROVIDERS OF APRON MANAGEMENT SERVICES

<b>Declaration of compliance of provider of Apron Management Services</b>
In accordance with Commission Regulation (EC) No XXX/2013 laying down requirements and procedures related to aerodromes pursuant to Regulation (EC) No 216/ 2008 of the European Parliament and of the Council
Provider of apron management services Company name and address: Name and contact details of the accountable manager:
Starting date of operation:
Aerodrome(s) at which the apron management services are provided:
Applicable requirements set out in Part-ADR.OPS on the provision of apron management services are documented and reflected in the aerodrome manual.
Attached to this declaration is a list of alternative means of compliance with references to the AMCs they replace, in accordance with ADR.OR.A.015(c).
The services are provided in accordance with the content of the relevant aerodrome manual.
Personnel of the apron management services provider have received the necessary initial training, and receive recurrent training to ensure continuing competence.
(If applicable) The operator has implemented and demonstrated conformance to an officially recognised industry standard. Reference of the standard: Certification body: Date of the last conformance audit:
Any change in the operation that affects the information disclosed in this declaration will be notified to the Competent Authority.
I hereby confirm that the information disclosed in this declaration is correct.
Date and signature of the accountable manager

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*SUBPART B – CERTIFICATION*

**AMC1 ADR.OR.B.065 Termination of operation**

TERMINATION OF OPERATION

In case of intended termination of the operation of the aerodrome, the aerodrome operator should notify, in writing, the Competent Authority and the Aeronautical Information Service provider. The notification should be done in such time in advance, so as to allow for the timely publication of the changes, and their notification by the Aeronautical Information Regulation And Control (AIRAC) system in accordance with the related timeframe.

Upon the termination of the operation, the aerodrome operator should apply closed runway markings, as well as any other measure the Competent Authority has found appropriate.



## **AMC/GM TO ANNEX III – PART-ADR-OR**

### *SUBPART C – ADDITIONAL OPERATOR RESPONSIBILITIES*

#### **SUBPART C – ADDITIONAL RESPONSIBILITIES (ADR.OR.C)**

##### **AMC1 ADR.OR.C.005(c) Aerodrome operator Responsibilities**

###### **PUBLICATION OF INFORMATION TO THE AERONAUTICAL INFORMATION PUBLICATION**

A description of cases involving exemptions, derogations, cases of equivalent level of safety, special conditions, including limitations with regard to the use of the aerodrome, should be published in the Aeronautical Information Publication (AIP), after coordination with the Competent Authority.

##### **AMC1 ADR.OR.C.020(b) Findings**

###### **GENERAL**

The corrective action plan defined by the aerodrome operator should address the effects of the non-compliance, as well as its root cause.

##### **GM1 ADR.OR.C.020 Findings**

###### **GENERAL**

- (a) Preventive action is the action to eliminate the cause of a potential non-compliance or other undesirable potential situation.
- (b) Corrective action is the action to eliminate or mitigate the root cause(s), and prevent recurrence of an existing detected non-compliance, or other undesirable condition or situation. Proper determination of the root cause is crucial for defining effective corrective actions to prevent recurrence.
- (c) Correction is the action to eliminate a detected non-compliance.

##### **AMC1 ADR.OR.C.030 Occurrence reporting**

###### **GENERAL**

The aerodrome operator and the provider of provider of apron management services should establish procedures to be used for reporting to the Competent Authority and any other organisation required which include:

- (a) description of the applicable requirements for reporting;
- (b) description of the reporting mechanism, including reporting forms, means, and deadlines;
- (c) personnel responsible for reporting; and
- (d) description of mechanism and personnel responsibilities for identifying root causes, and the actions that may be needed to be taken to prevent similar occurrences in the future, as appropriate.

##### **AMC1 ADR.OR.C.040 Prevention of fire**

The aerodrome operator should develop procedures and assign responsibilities for the control of smoking or activities that involve the use of fire hazard, as appropriate.

In addition, these procedures should address the adoption and use of mitigating measures when necessary activities (e.g. maintenance, etc.) which might involve fire hazard need to be authorised.

Such authorised activities may not include smoking within the movement area, other operational areas of the aerodrome, or areas of the aerodrome where fuel or other flammable material are stored.

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*SUBPART C – ADDITIONAL OPERATOR RESPONSIBILITIES*

**GM1 ADR.OR.C.045 Use of alcohol, psychoactive substances and medicines**

- (a) The procedures that the aerodrome operator should establish with respect to the level of consumption of alcohol, psychoactive substances and medicines are applicable to all persons referred to in paragraph (a) of ADR.OR.C.045. This includes the following:
- (1) personnel involved in the operation, rescue and firefighting, and maintenance of the aerodrome, irrespectively of the relationship they have with the aerodrome operator (e.g. directly employed by the aerodrome operator or by organisations contracted by the aerodrome operator);
  - (2) unescorted persons operating on the movement area or other operational areas of the aerodrome. This category of persons includes:
    - (i) persons employed directly by the aerodrome operator, or by organisations contracted by the aerodrome operator, which are not involved in the operation, rescue and firefighting, and maintenance of the aerodrome (e.g. aerodrome security personnel);
    - (ii) persons employed by other organisations (e.g. ground handling companies).
- (b) Notwithstanding the responsibilities of the organisations referred to in paragraph (a)(2)(ii), the aerodrome operator should ensure that these organisations establish appropriate procedures to comply with the provisions of ADR.OR.C.045 and the related requirements established by the aerodrome operator.

Further guidance on this issue may be found in the ICAO Manual on Prevention of Problematic Use of Substances in the Aviation Workplace (Doc 9654).

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### *SUBPART D – MANAGEMENT*

#### **SUBPART D – MANAGEMENT (ADR.OR.D)**

##### **AMC1 ADR.OR.D.005(b)(1) Management system**

###### **SAFETY MANAGEMENT SYSTEM**

The safety management system of an aerodrome operator should encompass safety by establishing an organisational structure for the management of safety proportionate and appropriate to the size of the aerodrome operator, and the nature and type of operations. The organisational structure should include a Safety Review Board, and depending on its organisational complexity and structure, a Safety Services Office to assist the work of the safety manager, in accordance with paragraph (a) and (b) below:

###### **(a) Safety Services Office**

- (1) The safety manager (see ADR.OR.D.015 and AMC1 ADR.OR.D.015(c)) should be responsible for the operation of the Safety Services Office which should be independent and neutral in terms of the processes and decisions made regarding the delivery of services by the line managers of operational units.
- (2) The function of the Safety Services Office should be to:
  - (i) manage and oversee the hazard identification system;
  - (ii) monitor safety performance of operational units directly involved in aerodrome operations;
  - (iii) advise senior management on safety management matters; and
  - (iv) assist line managers with safety management matters.
- (3) Operators of multiple aerodromes should either establish a central Safety Services Office and appropriate safety departments/functions at all aerodromes or separate Safety Services Office at each aerodrome. Arrangements should be made to ensure continuous flow of information and adequate coordination.

###### **(b) Safety Review Board**

- (1) The Safety Review Board should be a high level committee that considers matters of strategic safety in support of the accountable manager's safety accountability.
- (2) The Safety Review Board should be chaired by the accountable manager, and be composed of heads of functional areas.
- (3) The Safety Review Board should monitor:
  - (i) safety performance against the safety policy and objectives;
  - (ii) that any safety action is taken in a timely manner; and
  - (iii) the effectiveness of the organisation's safety management processes.
- (4) The Safety Review Board should ensure that appropriate resources are allocated to achieve the established safety performance.
- (5) The safety manager or any other relevant person may attend, as appropriate, Safety Review Board meetings. He/she may communicate to the accountable manager all information, as necessary, to allow decision making based on safety data.
- (6) Operators of multiple aerodromes should either establish a central Safety Review Board, or separate Safety Review Boards for each aerodrome or group of aerodromes. In the case of central or group Safety Review Groups, they should ensure that all aerodromes are represented in the Safety Review Board, at the appropriate management level. Arrangements should be made to ensure continuous flow of information and adequate coordination.

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### *SUBPART D – MANAGEMENT*

In less complex aerodrome organisations/operations, the aerodrome operator should nominate a person who fulfils the role of safety manager, and who is responsible for coordinating the safety management system (see ADR.OR.D.015 and AMC1 ADR.OR.D.015(c)).

#### **GM1 ADR.OR.D.005(b)(1) Management system**

##### **SAFETY REVIEW BOARD — SAFETY ACTION GROUP**

###### **(a) Safety Review Board**

Depending on the size of the organisation, the type and complexity of operations, the responsibilities of the Safety Review Board may be included in other high level committees of the organisation.

###### **(b) Safety Action Group**

- (1) A Safety Action Group may be established as a standing group, or as an ad hoc group to assist or act on behalf of the Safety Review Board.
- (2) More than one safety action group may be established depending on the scope of the task and specific expertise required.
- (3) A Safety Action Group should report to, and take strategic direction from the Safety Review Board, and should be comprised of managers, supervisors, and personnel from operational areas.
- (4) The Safety Action Group should:
  - (i) monitor operational safety;
  - (ii) resolve identified risks;
  - (iii) assess the impact on safety of operational services;
  - (iv) ensure that safety actions are implemented within agreed timescales.
- (5) The Safety Action Group should review the effectiveness of previous safety recommendations and safety promotion.

#### **GM2 ADR.OR.D.005(b)(1) Management system**

##### **SAFETY SERVICES OFFICE — SAFETY REVIEW BOARD — SAFETY ACTION GROUP**

Different titles may also be used for the Safety Services Office, the Safety Review Board, and the Safety Actions Group.

#### **AMC1 ADR.OR.D.005(b)(2) Management system**

##### **SAFETY POLICY**

###### **(a) The safety policy should:**

- (1) be endorsed by the accountable manager;
- (2) clearly identify safety as the highest organisational priority over commercial, operational, environmental, or social pressures;
- (3) reflect organisational commitments regarding safety and its proactive and systematic management;
- (4) be communicated, with visible endorsement, throughout the organisation;
- (5) include safety reporting principles; and
- (6) be periodically reviewed to ensure it remains relevant and appropriate to the organisation.

###### **(b) The safety policy should:**

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### *SUBPART D – MANAGEMENT*

- (1) include a commitment:
    - (i) to improve towards the highest safety standards;
    - (ii) to comply with all applicable legal requirements, meet all applicable standards, and consider best practices;
    - (iii) to provide appropriate resources;
    - (iv) to enforce safety as one primary responsibility of all managers and staff;
  - (2) include the safety reporting procedures;
  - (3) with reference to a just culture, clearly indicate which types of operational behaviours are unacceptable, and include the conditions under which disciplinary action would not apply; and
  - (4) be periodically reviewed to ensure it remains relevant and appropriate.
- (c) Senior management should:
- (1) continually promote the safety policy to all personnel, and demonstrate their commitment to it;
  - (2) provide necessary human and financial resources for its implementation; and
  - (3) establish safety objectives and performance standards.

#### **GM1 ADR.OR.D.005(b)(2) Management system**

##### SAFETY POLICY

###### (a) Safety policy – General

The safety policy is the means whereby the aerodrome operator states its intention to maintain and, where practicable, improve safety levels in all its activities, and to minimise its contribution to the risk of an aircraft accident as far as reasonably practicable.

The safety policy should state that the purpose of safety reporting, and internal investigations is to improve safety, not to apportion blame to individuals.

###### (b) Safety policy – Just culture

The safety policy should actively encourage effective safety reporting and, by defining the line between acceptable performance (often unintended errors) and unacceptable performance (such as negligence, recklessness, violations, or sabotage), provide fair protection to reporters. A safety or just culture may not, however, preclude the 'criminalisation of error', which is legally, ethically, and morally within the sovereign rights of any Member State, provided European Union law and established international agreements are observed. A judicial investigation, and consequences of some form, may be expected following an accident or serious incident especially if a failure resulted in lives lost or property damaged, even if no negligence or ill intent existed. A potential issue could, therefore, exist if voluntary hazard reports, which relate to latent deficiencies of a system or its performance, are treated in the same way as those concerning accident, and serious incident investigations. The intent of protecting hazard reports should not challenge the legitimacy of a judicial investigation, or demand undue immunity. However, legal argument does usually take precedence over any technical or safety-related argument.

#### **AMC1 ADR.OR.D.005(b)(3) Management system**

##### HAZARD IDENTIFICATION PROCESS

- (a) Hazard identification should be based on a combination of reactive, proactive, and predictive methods of safety data collection. Reactive, proactive, and predictive schemes for hazard identification should be the formal means of collecting, recording, analysing,

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### *SUBPART D – MANAGEMENT*

acting on, and generating feedback about hazards and the associated risks that affect safety.

- (b) All reporting systems, including confidential reporting schemes, should include an effective feedback process.

#### **GM1 ADR.OR.D.005(b)(3) Management system**

##### HAZARD IDENTIFICATION

##### (a) Hazard identification — General

- (1) Hazard identification may include the following factors and processes:
  - (i) design factors, including equipment and task design;
  - (ii) procedures and operating practices, including their documentation and checklists, and their validation under actual operating conditions;
  - (iii) communications, including means, terminology, and language;
  - (iv) personnel factors, such as company policies for recruitment, training, remuneration, and allocation of resources;
  - (v) organisational factors, such as the compatibility of production and safety goals, the allocation of resources, operating pressures, and the corporate safety culture;
  - (vi) work environment factors, such as ambient noise and vibration, temperature, lighting, and the availability of protective equipment and clothing;
  - (vii) regulatory oversight factors, including the applicability and enforceability of regulations, the certification of equipment, personnel, and procedures, and the adequacy of oversight;
  - (viii) defences, including such factors as the provision of adequate detection and warning systems, the error tolerance of equipment, and the resilience of equipment to errors and failures; and
  - (ix) human performance, restricted to medical conditions and physical limitations.
- (2) Hazard identification may use internal and external sources.
  - (i) Internal sources:
    - (A) voluntary occurrence reporting schemes;
    - (B) safety surveys;
    - (C) safety audits;
    - (D) normal operations monitoring schemes;
    - (E) trend analysis;
    - (F) feedback from training; and
    - (G) investigation and follow-up of incidents
  - (ii) External sources:
    - (A) accident reports;
    - (B) state mandatory occurrence reporting system; and
    - (C) state voluntary reporting system.
- (3) The methods used for hazard identification depends on the resources and constraints of each particular aerodrome operator, and on the size and the complexity of the operations. Nevertheless, hazard identification, regardless of implementation, complexity and size, is part of the aerodrome operator's safety

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documentation. Under mature safety management practices, hazard identification is a continuous, on-going daily activity. It is an integral part of the aerodrome operator's processes. There are three specific conditions under which special attention to hazard identification should be paid. These three conditions should trigger more in depth and far reaching hazard identification activities and include:

- (i) any time that the aerodrome operator experiences an unexplained increase in safety related events or regulatory infractions;
  - (ii) any time major operational changes are foreseen, including changes to key personnel or other major equipment or systems; and
  - (iii) before and during periods of significant organisational change, including rapid growth or contraction, corporate mergers, acquisitions, or downsizing.
- (4) Hazard identification may use the following tools and techniques:
- (i) brainstorming which is an unbounded but facilitated discussion with a group of experts;
  - (ii) Hazard and Operability (HAZOP) Study which is a systematic and structured approach using parameter and deviation guidewords. This technique relies on a very detailed system description being available for study, and usually involves breaking down the system into well-defined subsystems and functional or process flows between subsystems. Each element of the system is then subject to discussion within a multidisciplinary group of experts, against the various combinations of the guidewords and deviations;
  - (iii) checklists, which are lists of known hazards or hazard causes that have been derived from past experience. The past experience could be previous risk assessments, or similar systems, or operations, or from actual incidents that have occurred in the past. The technique involves the systematic use of an appropriate checklist, and the consideration of each item on the checklist for possible applicability to a particular system. Checklists should always be validated for applicability prior to use;
  - (iv) Failure Modes and Effects Analysis (FMEA), which is a 'bottom up' technique, used to consider ways in which the basic components of a system can fail to perform their design intent. The technique relies on a detailed system description, and considers the ways in which each sub-component of the system could fail to meet its design intent, and what the consequences could be for the overall system. For each sub-component of a system the FMEA should consider:
    - (A) all the potential ways that the component could fail;
    - (B) the effects that each of these failures would have on the system behaviour;
    - (C) the possible causes of the various failure modes; and
    - (D) how the failures might be mitigated within the system or its environment.The system level at which the analysis is applied can vary, and is determined by the level of detail of the system description used to support the analysis. Depending on the nature and complexity of the system, the analysis could be undertaken by an individual system expert, or by a team of system experts acting in group sessions.
  - (v) the Structured What-If Technique (SWIFT) is a simple and effective alternative technique to HAZOP and involves a multidisciplinary team of experts. It is a facilitated brainstorming group activity, but is typically carried out on a higher level system description, having fewer sub-elements, than for HAZOP and with a reduced set of prompts.

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- (5) Identified hazards should be registered in a hazard log (hazard register). The nature and format of such a hazard log may vary from a simple list of hazards to a more sophisticated relational database linking hazards to mitigations, responsibilities, and actions. The following information should be included in the hazard log:
- (i) unique hazard reference number against each hazard;
  - (ii) hazard description;
  - (iii) indication of the potential causes of the hazard;
  - (iv) qualitative assessment of the possible outcomes and severities of consequences arising from the hazard;
  - (v) qualitative assessment of the risk associated with the possible consequences of the hazard;
  - (vi) description of the existing risk controls for the hazard; description of additional actions that are required to reduce safety risks, as well as target date of completion; and
  - (vii) indication of responsibilities in relation to the management of risk controls.
- (6) Additionally, the following information may also be included in the hazard log:
- (i) a quantitative assessment of the risk associated with the possible consequences of the hazard;
  - (ii) record of actual incidents or events related to the hazard, or its causes;
  - (iii) risks tolerability statement;
  - (iv) statement of formal system monitoring requirements;
  - (v) indication of how the hazard was identified;
  - (vi) hazard owner;
  - (vii) assumptions; and
  - (viii) third party stakeholders.

#### (b) Hazard identification — Indicators

##### (1) Reactive (lagging) indicators:

Metrics that measure events that have already occurred and that impact on safety performance.

As reactive indicators only reflect system failures, their use can only result in determining a reactive response. Although they do measure failure to control hazards, they do not normally reveal why the system failed, or if there are any latent hazards.

##### (2) Proactive (leading) indicators:

Metrics that measure inputs to the safety system (either within an organisation, a sector, or across the total aviation system) to manage and improve safety performance.

Proactive indicators indicate good safety practices being introduced, developed, and adapted which by their inclusion seek to establish a proactive safety environment that engenders continuous improvement. They provide useful information when accident and incident rates are low to identify latent hazards and potential threats, and consequent opportunities for improvement.

There should always be a connection between a proactive indicator and the unwanted outcomes (or reactive indicators) that their monitoring is intended to warn against.



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#### (3) Predictive indicators (precursor events):

These metrics can be considered as indicators that do not manifest themselves in accidents or serious incidents. They indicate less severe system failures or 'near misses' which when combined with other events may lead to an accident or serious incident.

In a large organisation, a mature safety management system should include all of these measures. Risk management effort, however, should be targeted at leading indicators and precursor events.

#### **AMC1 ADR.OR.D.005(b)(4) Management system**

##### **SAFETY RISK ASSESSMENT AND MITIGATION**

- (a) A formal safety (risk) assessment and mitigation process should be developed and maintained that ensures analysis (in terms of probability and severity of occurrence), assessment (in terms of tolerability), and control (in terms of mitigation) of risks.
- (b) The levels of management who have the authority to make decisions regarding the tolerability of safety risks, in accordance with (a) above, should be specified in the aerodrome manual.

#### **GM1 ADR.OR.D.005(b)(4) Management system**

##### **SAFETY RISK ASSESSMENT AND MITIGATION**

Safety (risk) assessment is the analysis of the safety risks of the consequences of the hazards that have been determined. Safety risk analysis breaks down the risks into two components — the probability of occurrence of a damaging event or condition, and the severity of the event or condition, should it occur. Safety risk decision making and acceptance should be specified through a risk tolerability matrix. The definition and final construction of the matrix should be left to the operator to design, be documented in the aerodrome manual, and be subject to an approval by the Competent Authority.

#### **AMC1 ADR.OR.D.005(b)(5) Management system**

##### **SAFETY PERFORMANCE MONITORING AND MEASUREMENT**

- (a) Safety performance monitoring and measurement should be the process by which the safety performance of the aerodrome operator is verified in comparison to the safety policy and objectives, identified safety risks and the mitigation measures.
- (b) This process should include the setting of safety performance indicators and safety performance targets, and measuring the aerodrome operator's safety performance against them.

#### **GM1 ADR.OR.D.005(b)(5) Management system**

##### **SAFETY PERFORMANCE MONITORING AND MEASUREMENT**

- (a) The performance monitoring and measurement process should include:
  - (1) safety reporting, addressing also the status of compliance with the applicable requirements;
  - (2) safety studies which are rather large analyses encompassing broad safety concerns;
  - (3) safety reviews including trends reviews which are conducted during introduction and deployment of new technologies, change or implementation of procedures, or in situations of structural change in operations, or to explore increase in incidents or safety reports;

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### *SUBPART D – MANAGEMENT*

- (4) safety audits which focus in the integrity of the aerodrome operator's management system, and periodically assess the status of safety risk controls;
  - (5) safety surveys, which examine particular elements or procedures of a specific operation, such as problem areas or bottlenecks in daily operations, perceptions and opinions of operational personnel, and areas of dissent or confusion; and
  - (6) internal safety investigations whose scope should extend the scope of occurrences required to be reported to the Competent Authority;
- (b) The following generic aspects/areas could be considered:
- (1) accountability for management of the operational activities and its ultimate accomplishment;
  - (2) authority to direct, control, or change the procedures, as well as to make key decisions such as safety risk acceptance decisions;
  - (3) procedures for operational activities;
  - (4) controls, including hardware, software, special procedures or procedural steps, and supervisory practices designed to keep operational activities on track;
  - (5) interfaces, including lines of authority between departments, lines of communication between employees, consistency of procedures, and clear delineation of responsibility between organisations, work units, and employees; and
  - (6) process measures to provide feedback to responsible parties that required actions are taking place, required outputs are being produced, and expected outcomes are being achieved.

#### **AMC1 ADR.OR.D.005(b)(6) Management system**

##### THE MANAGEMENT OF CHANGE

The aerodrome operator should manage safety risks related to a change. The management of change should be a documented process to identify external and internal change that may have an adverse effect on safety.

It should make use of the aerodrome operator's existing hazard identification, safety (risk) assessment, and mitigation processes.

#### **GM1 ADR.OR.D.005(b)(6) Management system**

##### THE MANAGEMENT OF CHANGE

- (a) Change can introduce new hazards, impact the appropriateness and/or effectiveness of existing safety risk mitigation strategies. Changes may be external to the organisation, or internal.
- (b) A formal process for the management of change should take into account the following considerations:
  - (1) criticality of systems and activities;
  - (2) stability of systems and operational environments; and
  - (3) past performance.
- (c) System description is one of the fundamental preliminary activities in the planning of the safety management system, to determine a baseline hazard analysis for the baseline system.

As part of the formal process of the management of change, the system description and the baseline hazard analysis should be reviewed periodically, even if circumstances of change are not present, to determine their continued validity.

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### *SUBPART D – MANAGEMENT*

When changes to the system are made, and periodically thereafter, the aerodrome operator should go over its system and its actual operational environment, in order to make sure it continues to be fully aware of the circumstances under which the provision of services takes place.

With regard to the management of change and safety (risk) assessments related to changes, see also ADR.OR.B.040 and GM1 ADR.OR.B.040(f).

#### **AMC1 ADR.OR.D.005(b)(7) Management system**

##### CONTINUOUS IMPROVEMENT OF THE SAFETY MANAGEMENT SYSTEM

The aerodrome operator should continuously seek to improve its safety performance. The aerodrome operator should develop and maintain a relevant formal process. Continuous improvement should be achieved through:

- (a) proactive and reactive evaluation of facilities, equipment, documentation, and procedures;
- (b) proactive evaluation of an individual's performance, to verify the fulfilment of that individual's safety responsibilities; and
- (c) reactive evaluations in order to verify the effectiveness of the system for control and mitigation of safety risks.

#### **GM1 ADR.OR.D.005(b)(7) Management system**

##### CONTINUOUS IMPROVEMENT OF THE SAFETY MANAGEMENT SYSTEM

Continuous improvement of the safety management system, as part of the safety assurance, is achieved through the application of:

- (a) internal evaluations;
- (b) independent audits (both internal and external);
- (c) strict document controls; and
- (d) continuous monitoring of safety controls and mitigation actions.

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

##### SAFETY MANAGEMENT SYSTEM TRAINING

- (a) The aerodrome operator should establish a safety management system training programme for all aerodrome operations, rescue and firefighting, and maintenance personnel, including all management personnel of the aerodrome (e.g. supervisors, managers, senior managers, and the accountable manager), regardless of their level in the aerodrome operator's organisation.
- (b) The amount and level of detail of safety training should be proportionate and appropriate to the individual's responsibility and involvement in the safety management system.
- (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) and be incorporated in the training programme foreseen therein.

#### **GM1 ADR.OR.D.005(b)(8) Management system**

##### STAFF SAFETY MANAGEMENT SYSTEM TRAINING REQUIREMENTS

- (a) Operations, rescue and firefighting, and maintenance personnel
  - (1) Safety training should address safety responsibilities, including adherence to all operating and safety procedures, and recognising and reporting hazards;

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### *SUBPART D – MANAGEMENT*

- (2) The training objectives should include the organisation's safety policy and safety management system fundamentals, and overview;
- (3) The contents should include:
  - (i) definition of hazards;
  - (ii) consequences and risks;
  - (iii) the safety risk management process, including roles and responsibilities; and
  - (iv) safety reporting and the organisation's safety reporting system(s).
- (b) Managers and supervisors
  - (1) Safety training should address safety responsibilities, including promoting the SMS and engaging operational personnel in hazard reporting;
  - (2) In addition to the training objectives established for operational personnel, training objectives for managers and supervisors should include a detailed knowledge of the safety process, hazard identification and safety risk management and mitigation, and change management;
  - (3) In addition to the contents specified for operational personnel, the training contents for supervisors and managers should include safety data analysis.
- (c) Senior managers
  - (1) Safety training should include safety responsibilities, including compliance with European Union, national and the organisation's own safety requirements, allocation of resources, ensuring effective inter-departmental safety communication, and active promotion of the safety management system;
  - (2) In addition to the objectives of the two previous employee groups, safety training should include safety assurance and safety promotion, safety roles and responsibilities, and establishing acceptable levels of safety.
- (d) Accountable manager

The training should provide the accountable manager with a general awareness of the organisation's safety management system, including safety management system roles and responsibilities, safety policy and objectives, safety risk management, and safety assurance.

### **AMC1 ADR.OR.D.005(b)(9) Management system**

#### **SAFETY COMMUNICATION**

- (a) The aerodrome operator should communicate safety management system objectives and procedures to all operational personnel, and the safety management system and its application should be evident in all aspects of operations.
- (b) Communication should flow between the safety manager and operational personnel throughout the organisation. The safety manager should communicate the performance of the organisation's safety management system through suitable means. The safety manager should, also, ensure that lessons learned from investigations, safety related events, or other safety related experiences, both internally and from other organisations, are distributed widely.
- (c) Safety communication should aim to:
  - (1) ensure that all staff are fully aware of the safety management system;
  - (2) convey safety-critical information;
  - (3) explain why particular actions are taken; and
  - (4) explain why safety procedures are introduced or changed.

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### *SUBPART D – MANAGEMENT*

#### **GM1 ADR.OR.D.005(b)(9) Management system**

##### SAFETY COMMUNICATION

- (a) An aerodrome operator, may use the following tools to communicate safety information:
  - (1) Safety Management System Manual;
  - (2) safety processes and procedures;
  - (3) safety newsletters, notices, and bulletins; and
  - (4) websites or emails;
- (b) Regular meetings with personnel where information, actions, and procedures are discussed may be used to communicate safety matters.

#### **AMC1 ADR.OR.D.005(b)(10) Management system**

##### COORDINATION OF THE AERODROME EMERGENCY RESPONSE PLAN

The coordination of the aerodrome emergency response plan, established in accordance with the requirements contained in Part-ADR.OPS, with the safety management system should ensure continuous improvement of the systems and procedures contained within the plan.

#### **GM1 ADR.OR.D.005(b)(10) Management system**

##### COORDINATION OF THE AERODROME EMERGENCY RESPONSE PLAN

Continuous improvement of the systems and procedures contained within the aerodrome emergency response plan may, amongst others, be obtained by:

- (a) conducting a review of the relevant parts of the emergency response plan after a full or partial exercise;
- (b) debriefing and analysing the emergency response operations after an emergency situation; and
- (c) developing new emergency procedures or systems as part of the emergency response plan when new hazards are identified by the safety management system,

to ensure, amongst others, the coordination with the emergency response plans of other interfacing organisations.

#### **AMC1 ADR.OR.D.005(b)(11) Management system**

##### COMPLIANCE MONITORING

- (a) Compliance monitoring
  - (1) The implementation and use of a compliance monitoring process should enable the aerodrome operator to monitor compliance with the relevant requirements of this Part, Part-ADR.OPS, as well as any other applicable regulatory requirements, or requirements established by the aerodrome operator.

The aerodrome operator should specify the basic structure of the compliance monitoring applicable to the activities conducted.

The compliance monitoring should be properly implemented, maintained and continually reviewed and improved as necessary.

Compliance monitoring should be structured according to the size of organisation and the complexity of the activities to be monitored, including those which have been subcontracted.

## **AMC/GM TO ANNEX III – PART-ADR-OR**

### *SUBPART D – MANAGEMENT*

Compliance monitoring should include a feedback system of findings to the accountable manager to ensure effective implementation of corrective actions as necessary.

- (2) An aerodrome operator should monitor compliance with the procedures it has designed, to ensure safe activities. In doing so, an aerodrome operator should as a minimum, and where appropriate, monitor compliance with:
  - (i) privileges of the aerodrome operator;
  - (ii) manuals, logs, and records;
  - (iii) training standards;
  - (iv) required resources; and
  - (v) management system procedures and manuals.

#### (b) Organisational set-up

- (1) A person should be responsible for compliance monitoring.

The accountable manager, with regards to his/her direct accountability for safety, should ensure, in accordance with ADR.D.015 (a), that sufficient resources are allocated for compliance monitoring. In the case the person responsible for the compliance monitoring acts also as safety manager, the accountable manager should ensure that sufficient resources are allocated to both functions, taking into account the size of the aerodrome operator, and the nature and complexity of its activities.

- (2) The independence of the compliance monitoring should be established by ensuring that audits and inspections are carried out by personnel not responsible for the function, procedure, etc. being audited.
- (3) Personnel involved in compliance monitoring should have access to any part of the aerodrome organisation, and any contracted organisation as required.

#### (c) Compliance monitoring documentation

- (1) Relevant documentation should include the relevant part(s) of the aerodrome operator's management system documentation.
- (2) In addition, relevant documentation should also include the following:
  - (i) terminology;
  - (ii) specified activity standards;
  - (iii) a description of the organisation of the aerodrome operator;
  - (iv) the allocation of duties and responsibilities;
  - (v) procedures to ensure regulatory compliance;
  - (vi) the compliance monitoring programme, reflecting:
    - (A) schedule of the monitoring programme;
    - (B) audit procedures;
    - (C) reporting procedures;
    - (D) follow-up and corrective action procedures; and
    - (E) recording system;
  - (vii) the training syllabus referred to in (d)(2); and
  - (viii) document control.

#### (d) Training

## **AMC/GM TO ANNEX III – PART-ADR-OR**

### *SUBPART D – MANAGEMENT*

- (1) Correct and thorough training is essential to optimise compliance in every aerodrome operator. In order to achieve significant outcomes of such training, the operator should ensure that all personnel understand the objectives as laid down in the operator's management system documentation.
  - (2) Those responsible for managing the compliance monitoring should receive training on this task. Such training should cover the requirements of compliance monitoring, manuals and procedures related to the task, audit techniques, reporting, and recording.
  - (3) Time should be provided to train the personnel involved in compliance management, and for briefing the remaining of the personnel.
  - (4) The allocation of time and resources should be based on the volume and complexity of the activities concerned.
- (e) Compliance monitoring – audit scheduling
- (1) A defined audit schedule to be completed during a specified calendar period and a periodic review cycle for each area should be established. The compliance monitoring itself should also be audited according to a defined audit schedule. The schedule should allow for unscheduled audits when trends are identified. Follow-up audits should be scheduled to verify that corrective action was carried out, and that it was effective and completed, in accordance with the policies and procedures specified in the aerodrome manual.
  - (2) The aerodrome, its management system key processes, procedures and its operation should be audited within the first 12 months since the date of the issuance of the certificate.
  - (3) After that, the aerodrome operator should consider the results of its safety (risk) assessments and of its past compliance monitoring activities, in order to adapt the calendar period within which an audit or a series of audits should be conducted, to cover the whole aerodrome, its management system key processes, procedures and its operation in a manner, and at intervals set out in the aerodrome manual. This calendar period, should be consistent with the relevant competent authority's oversight planning cycle and may be increased, up to 36 months, in coordination with the competent authority, provided that there are no level 1 findings, and subject to the aerodrome operator having a good record of rectifying findings in a timely manner.

### **AMC2 ADR.OR.D.005(b)(11) Management system**

#### RESPONSIBILITY FOR COMPLIANCE MONITORING

- (a) The responsibility for the compliance monitoring should:
- (1) be with a person who has direct access to, and is responsible to the accountable manager;
  - (2) not be with one of the persons referred to in ADR.OR.D.015(b) or ADR.OR.D.015(c), except that in less complex aerodrome organisations/operations, it may also be with the accountable manager or the person referred to in ADR.OR.D.015(c).
- (b) Persons allocated the responsibility for the compliance monitoring should have:
- (1) adequate experience and expertise in aerodrome operations, or aerodrome maintenance, or similar area;
  - (2) adequate knowledge of, and experience in safety management and quality assurance;
  - (3) knowledge of the aerodrome manual; and

## **AMC/GM TO ANNEX III – PART-ADR-OR**

### *SUBPART D – MANAGEMENT*

- (4) comprehensive knowledge of the applicable requirements in the area of aerodromes.

#### **GM1 ADR.OR.D.005(b)(11) Management system**

##### COMPLIANCE MONITORING – GENERAL

- (a) The organisational set-up of the compliance monitoring should reflect the size of the aerodrome operator, and the nature and complexity of its activities. The person responsible for the compliance monitoring may perform all audits and inspections himself/herself, or appoint one or more auditors by choosing personnel having the related competence as defined in paragraph (b) of AMC2 ADR.OR.D.005(b)(11) either from within, or outside the aerodrome operator.
- (b) Regardless of the option chosen, it must be ensured that the independence of the audit function is not affected, in particular, in cases where those performing the audit or inspection are also responsible for other functions for the aerodrome operator.
- (c) In case external personnel are used to perform compliance audits or inspections:
  - (1) any such audits or inspections are performed under the responsibility of the person responsible for the compliance monitoring; and
  - (2) the aerodrome operator remains responsible to ensure that the external personnel has relevant knowledge, background, and experience as appropriate to the activities being audited or inspected, including knowledge and experience in compliance monitoring.
- (d) The aerodrome operator retains the ultimate responsibility for the effectiveness of the compliance monitoring, in particular for the effective implementation and follow-up of all corrective actions.

#### **AMC1 ADR.OR.D.005(c) Management system**

##### AERODROME OPERATOR MANAGEMENT SYSTEM DOCUMENTATION

The aerodrome operator should ensure that the documented management system key processes include a process for making personnel aware of their responsibilities, as well as its amendment procedure.

The aerodrome operator's management system documentation should, at least, include the following information:

- (a) a statement signed by the accountable manager to confirm that the aerodrome operator will continuously work in accordance with the applicable requirements and the operator's documentation;
- (b) the aerodrome operator's scope of activities;
- (c) the titles and names of persons referred to in ADR.OR.D.015 and AMC2 ADR.OR.D.005(b)(11);
- (d) an organisation chart showing the lines of responsibility between the nominated persons;
- (e) a general description and location of the facilities;
- (f) procedures specifying how the aerodrome operator ensures compliance with the applicable requirements;
- (g) the amendment procedure for the operator's management system documentation; and
- (h) safety management system outputs.

#### **AMC2 ADR.OR.D.005(c) Management system**

##### AERODROME OPERATOR SAFETY MANAGEMENT MANUAL



## **AMC/GM TO ANNEX III – PART-ADR-OR**

### *SUBPART D – MANAGEMENT*

- (a) In cases where safety management is set out in a Safety Management Manual, it should be the key instrument for communicating the approach to safety for the aerodrome operator. The Safety Management Manual should document all aspects of safety management, including the safety policy, objectives, procedures, and individual safety responsibilities.
- (b) The contents of the Safety Management Manual should include:
  - (1) scope of the safety management system;
  - (2) safety policy and objectives;
  - (3) safety responsibilities of key safety personnel;
  - (4) documentation control procedures;
  - (5) safety assessment process, including hazard identification and risk management schemes;
  - (6) monitoring of implementation and effectiveness of safety actions, and risk mitigation measures;
  - (7) safety performance monitoring;
  - (8) safety reporting (including hazard reporting) and investigation;
  - (9) coordination of emergency response planning;
  - (10) management of change (including organisational changes with regard to safety responsibilities);
  - (11) safety promotion; and
  - (12) safety management system outputs.

#### **GM1 ADR.OR.D.005(c) Management system**

##### AERODROME OPERATOR MANAGEMENT SYSTEM DOCUMENTATION

It is not required to duplicate information in several manuals. The Safety Management Manual is considered to be a part of the aerodrome manual.

#### **AMC1 ADR.OR.D.007(a) Management of aeronautical data and aeronautical information**

##### QUALITY MANAGEMENT SYSTEM FOR AERONAUTICAL DATA AND AERONAUTICAL INFORMATION PROVISION ACTIVITIES

- (a) A quality management system supporting the origination, production, storage, handling, processing, transfer, and distribution of aeronautical data and aeronautical information should:
  - (1) define the quality policy in such a way as to meet the needs of different users as closely as possible;
  - (2) set up a quality assurance programme that contains procedures designed to verify that all operations are being conducted in accordance with the applicable requirements, standards and procedures, including the relevant requirements of Part-ADR.OPS;
  - (3) provide evidence of the functioning of the quality system by means of manuals and monitoring documents;
  - (4) appoint management representatives to monitor compliance with, and adequacy of, procedures to ensure safe and efficient operational practices; and

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### *SUBPART D – MANAGEMENT*

- (5) perform reviews of the quality system in place, and take remedial actions, as appropriate.
- (b) An EN ISO 9001 certificate, issued by an appropriately accredited organisation, is considered as an Acceptable Means of Compliance.

#### **GM1 ADR.OR.D.007(a) Management of aeronautical data and aeronautical information**

##### QUALITY MANAGEMENT SYSTEM FOR AERONAUTICAL DATA AND AERONAUTICAL INFORMATION PROVISION ACTIVITIES

An aerodrome operator does not need to duplicate functions and activities in order to discharge the responsibilities related to the management of aeronautical data and aeronautical information provision activities.

In this respect, the compliance monitoring may be used for the purposes of ensuring compliance with the relevant requirements for management of aeronautical data and aeronautical information provision activities.

#### **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) to ensure the security of aeronautical data and aeronautical information received, produced, or otherwise employed so that it is protected from interference, and access to it is restricted only to those authorised; and
  - (2) 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.

#### **AMC1 ADR.OR.D.010 Contracted activities**

##### RESPONSIBILITY WHEN CONTRACTING ACTIVITIES

- (a) An aerodrome operator may contract certain activities to external organisations.
- (b) A written agreement should exist between the aerodrome operator and the contracted organisation, clearly defining the contracted activities and the applicable requirements.
- (c) The contracted safety related activities relevant to the agreement should be included in the aerodrome operator's safety management and compliance monitoring programmes.
- (d) The aerodrome operator should ensure that the contracted organisation has the necessary authorisation, declaration, or approval when required, and commands the resources and competence to undertake the task; to this end, a prior audit of the contracted party should be conducted to ensure that the contracted organisation meets the applicable requirements, and the requirements specified by the aerodrome operator itself.

## **AMC/GM TO ANNEX III – PART-ADR-OR**

### *SUBPART D – MANAGEMENT*

#### **GM1 ADR.OR.D.010 Contracted activities**

##### CONTRACTING – GENERAL

- (a) Contracted activities to external organisations for the provision of services may include areas such as:
  - (1) maintenance of the aerodrome and equipment;
  - (2) surveying for aeronautical data;
  - (3) apron management services;
  - (4) training;
  - (5) rescue and firefighting services;
  - (6) aerodrome design, etc.
- (b) In case of contracted activities, the aerodrome operator should define relevant management responsibilities within its own organisation.
- (c) The ultimate responsibility for the product or service provided by contracted organisations should always remain with the aerodrome operator.

#### **GM2 ADR.OR.D.010 Contracted activities**

##### RESPONSIBILITY WHEN CONTRACTING ACTIVITIES

- (a) Regardless of the approval status of the contracted organisation, the contracting aerodrome operator is responsible to ensure that all contracted activities are subject to hazard identification, safety (risk) assessment and mitigation, as well as compliance monitoring.
- (b) When the contracted organisation is itself certified to carry out the contracted activities, the aerodrome operator's compliance monitoring should at least check that the approval effectively covers the contracted activities, and that it is still valid.

#### **AMC1 ADR.OR.D.015(a) Personnel requirements**

##### ACCOUNTABLE MANAGER

- (a) Accountable Manager – General
  - (1) The accountable manager should:
    - (i) ensure that all necessary resources are available to operate the aerodrome in accordance with the applicable requirements and the aerodrome manual;
    - (ii) ensure that if there is a reduction in the level of resources or abnormal circumstances which may affect safety, the required reduction in the level of operations at the aerodrome is implemented;
    - (iii) establish, implement, and promote the safety policy; and
    - (iv) ensure compliance with relevant applicable requirements, certification basis, and the organisation's safety management system, as well as its quality management system with regard to aeronautical data and aeronautical information provision activities.
  - (2) The accountable manager should have:
    - (i) an appropriate level of authority within the aerodrome operator's organisation to ensure that activities are financed and carried out to the standard required;
    - (ii) knowledge and understanding of the documents that prescribe relevant aerodrome safety standards;
    - (iii) understanding of the requirements for competence of aerodrome management personnel, so as to ensure that competent persons are in place;

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### *SUBPART D – MANAGEMENT*

- (iv) knowledge and understanding of safety, quality, and security management systems related principles and practices, and how these are applied within the organisation;
  - (v) knowledge of the role of the accountable manager; and
  - (vi) knowledge and understanding of the key issues of risk management within the aerodrome.
- (b) Accountable manager — Delegation of responsibilities
- (1) The technical knowledge and understanding expected by an accountable manager is high level, with particular reference to his/her own role in ensuring that standards are maintained.
  - (2) During periods of absence, the day-to-day responsibilities of the accountable manager may be delegated; however, the accountability ultimately remains with the accountable manager.
  - (3) Depending on the size and the complexity of operations, the accountable manager may delegate his/her responsibilities in the area of training, by nominating a training manager whose responsibilities should be the establishment, coordination, implementation of training programmes, and relevant record keeping of personnel training, as well as of the proficiency check programmes.

In any case, the accountability, ultimately, remains with the accountable manager.

#### **GM1 ADR.OR.D.015(a) Personnel requirements**

##### ACCOUNTABLE MANAGER

Depending on the size, structure and complexity of the organisation, the accountable manager may be:

- (a) the chief executive officer (CEO);
- (b) the chief operating officer (COO);
- (c) the chairperson of the board of directors;
- (d) a partner; or
- (e) the proprietor.

The appointment of an accountable manager who is given the required authorities and responsibilities, requires that the individual has the necessary attributes to fulfil the role. The accountable manager may have more than one function in the organisation. Nonetheless, the accountable manager's role is to instil safety as a core organisational value, and to ensure that the safety management system is properly implemented and maintained through the allocation of resources and tasks.

#### **AMC1 ADR.OR.D.015(b) Personnel requirements**

##### NOMINATED PERSONS

- (a) General
  - (1) A description of the functions of the nominated persons, including their names, as well as clearly defined responsibilities and authorisations, should be contained in the aerodrome manual. Nominated persons should have adequate resources available to perform their duties.
  - (2) The aerodrome operator should make arrangements to ensure adequate continuity of supervision in the absence of nominated persons.

## **AMC/GM TO ANNEX III – PART-ADR-OR**

### *SUBPART D – MANAGEMENT*

- (3) The person nominated by the aerodrome operator should not be nominated by another aerodrome operator, unless agreed with the Competent Authority.
  - (4) Persons nominated should be foreseen to work sufficient hours to fulfil the management functions associated with the scale and complexity of the operation.
  - (5) A nominated person may hold more than one of the nominated posts if such an arrangement is considered suitable and properly matched to the aerodrome operator's organisation, and the complexity of its operations.
- (b) Competence of nominated persons
- The manager of Operational Services and the Maintenance manager should have:
- (1) adequate practical experience and expertise in aerodrome operations or maintenance (or similar area) respectively;
  - (2) comprehensive knowledge of the applicable requirements in the area of aerodromes;
  - (3) appropriate level of knowledge of safety and quality management; and
  - (4) knowledge of the aerodrome manual.

#### **GM1 ADR.OR.D.015(b) Personnel requirements**

##### COMBINATION OF NOMINATED PERSONS RESPONSIBILITIES

- (a) The acceptability of a single person holding more than one post, possibly in combination with being the accountable manager, should depend upon the aerodrome operator's organisation, and the complexity of its operations. The two main areas of concern should be competence, and an individual's capacity to meet his/her responsibilities.
- (b) As regards competence in different areas of responsibility, there should not be any difference from the requirements applicable to persons holding only one post.
- (c) The capacity of an individual to meet his/her responsibilities should primarily be dependent upon the complexity of the aerodrome operator's organisation and its operations. However, the complexity of the aerodrome operator's organisation, or of its operation may prevent, or limit, combinations of posts.

#### **AMC1 ADR.OR.D.015(c) Personnel requirements**

##### SAFETY MANAGER

- (a) The safety manager should be the focal point and responsible for the development, administration, and maintenance of an effective safety management system (see also AMC1 ADR.OR.D.005(b)(1)).
- (b) The role of the safety manager should be to:
  - (1) facilitate hazard identification, risk analysis, and management;
  - (2) monitor the implementation and functioning of the safety management system, including the necessary safety actions;
  - (3) manage the safety reporting system of the aerodrome;
  - (4) provide periodic reports on safety performance;
  - (5) ensure maintenance of safety management documentation;
  - (6) ensure that there is safety management training available, and that it meets acceptable standards;
  - (7) provide advice on safety matters; and
  - (8) initiate and participate in internal occurrence/accident investigations.

## **AMC/GM TO ANNEX III – PART-ADR-OR**

### *SUBPART D – MANAGEMENT*

- (c) The safety manager should have:
- (1) adequate practical experience and expertise in aerodrome operations, or aerodrome maintenance, or similar area;
  - (2) adequate knowledge of safety and quality management;
  - (3) adequate knowledge of the aerodrome manual; and
  - (4) comprehensive knowledge of the applicable requirements in the area of aerodromes.
- (d) The safety manager should not be one of the persons referred to in ADR.OR.D.015(b) or AMC2 ADR.OR.D.005(b)(11). However, in the case of less complex aerodrome organisations/operations, the safety manager may be the accountable manager, or one of the persons referred to in ADR.OR.D.015(b), or AMC2 ADR.OR.D.005(b)(11), or any other person at appropriate management level, provided that he/she can act independently of other managers within the organisation of the aerodrome operator, and has direct access to the accountable manager and to appropriate management for safety matters.

#### **AMC1 ADR.OR.D.015(d) Personnel requirements**

##### DETERMINATION OF PERSONNEL NEEDS AND QUALIFICATIONS

- (a) The aerodrome operator should determine the required personnel for the planned tasks.
- (b) The aerodrome operator should determine the required personnel qualifications, in accordance with the applicable requirements (and the national and European Union legislation where applicable), and include them in the aerodrome manual. A documented system with defined responsibilities should be in place, in order to identify any needs for changes with regard to personnel qualifications.

#### **GM1 ADR. OR.D.015(d) Personnel requirements**

##### QUALIFICATION OF PERSONNEL

The term 'qualified' denotes fitness for the purpose. This may be achieved through fulfilment of the necessary conditions such as completion of required training, or acquisition of a diploma or degree, or through the gaining of suitable experience. It, also, includes the ability, capacity, knowledge, or skill that matches or suits an occasion, or makes someone eligible for a duty, office, position, privilege, or status.

Certain posts may, by nature, be associated with the possession of certain qualifications in a specific field (e.g. rescue and firefighting, civil, mechanical or electrical engineering, wildlife biology, etc.). In such cases, the person occupying such a post is expected to possess the necessary qualifications at a level that is in accordance with the applicable national or European Union legislation.

#### **AMC1 ADR.OR.D.015(d);(e) Personnel requirements**

##### DISTRIBUTION OF RULES AND PROCEDURES

The aerodrome operator should have a system in place to distribute the rules and procedures to personnel to exercise their duties and responsibilities.

#### **GM1 ADR.OR.D.015(d);(e) Personnel requirements**

##### DISTRIBUTION MEANS OF RULES AND PROCEDURES

The aerodrome operator may use electronic means, or conventional means to distribute rules and procedures to personnel. The method used should verify that the information reached the intended recipient.

## **AMC/GM TO ANNEX III – PART-ADR-OR**

### *SUBPART D – MANAGEMENT*

#### **AMC1 ADR.OR.D.017(a);(b) Training and proficiency check programmes**

##### TRAINING PROGRAMME – GENERAL

- (a) The training programme should cover all personnel:
  - (1) involved in the operation, maintenance, and management of the aerodrome (supervisors, managers, senior managers, and the accountable manager); and
  - (2) operating unescorted on the movement area, and other operational areas of the aerodrome, and which are related to the aerodrome operator, or other organisations which operate or provide services at the aerodrome, regardless of their level in the organisation.
- (b) The training of persons mentioned in paragraph (a) should be completed prior to the initial performance of their duties, or allowing them unescorted access on the movement area and other operational areas of the aerodrome, as appropriate.
- (c) The training programme should include safety management system training whose level of detail should be appropriate to the individual's responsibility and involvement in the safety management system and should also include human and organisational factors; for those persons referred to in paragraph under (a)(2) employed by other organisations operating, or providing services at the aerodrome, the safety management system training may cover only the necessary elements (e.g. relevant procedures, safety reporting system, aerodrome safety programmes, etc.).
- (d) The training programme should consist of the following:
  - (1) a process to identify training standards, including syllabi, and frequency for each type of training and area of activity for the persons mentioned in paragraph (a), including for instructors and assessors, and track completion of required training;
  - (2) a validation process that measures the effectiveness of training;
  - (3) initial job-specific training;
  - (4) on-the-job training; and
  - (5) recurrent training.
- (e) The training programme should identify training responsibilities and contain procedures:
  - (1) for training and checking of the trainees;
  - (2) to be applied in the event that personnel do not achieve or maintain the required standards.
- (f) Training contents and syllabi should comply with the requirements prescribed in Part-ADR.OPS.
- (g) A training file should be developed for each employee, including management, to assist in identifying and tracking employee training requirements, and verifying that personnel have received the planned training.
- (h) Information related to paragraphs (d) and (e), including the identified training standards and the related syllabi and frequency, should be included in the aerodrome manual.

#### **AMC2 ADR.OR.D.017(a);(b) Training and proficiency check programmes**

##### TRAINING PROGRAMME – CHECKING OF TRAINEES

- (a) Checking required for each training course should be accomplished by the method appropriate to the training element to be checked.
- (b) Training elements that require individual practical participation may be combined with practical checks.

## **AMC/GM TO ANNEX III – PART-ADR-OR**

### *SUBPART D – MANAGEMENT*

#### **AMC3 ADR.OR.D.017(a);(b) Training and proficiency check programmes**

##### RULES AND PROCEDURES

- (a) The aerodrome operator should ensure that personnel are aware of the rules and procedures relevant to operation of the aerodrome and the relationship of their duties and responsibilities to the aerodrome operation as a whole.
- (b) Proficiency checks should verify that personnel are aware of the rules and procedures relevant to their duties and responsibilities.

#### **GM1 ADR.OR.D.017(a);(b) Training and proficiency check programmes**

##### TRAINING PROGRAMME – RECURRENT, REFRESHER, AND DIFFERENCES TRAINING

- (a) Recurrent training
  - (1) The initial training should be valid for a period not exceeding 12 months. Thereafter, the aerodrome operator should ensure that the persons mentioned under paragraph (a) of AMC1 ADR.OR.D.017(a);(b) complete recurrent training at intervals not exceeding 12 months since the initial completion of their training programme.
  - (2) If the recurrent training is undertaken within the last 3 calendar months of the 12-month period, the new validity period should be counted from the original expiry date.

- (b) Refresher training

When a person mentioned under paragraph (a) of AMC1 ADR.OR.D.017(a);(b) has not performed any duties for a significant period before the expiry date of its initial training programme, or its last recurrent training (as the case may be), the aerodrome operator should ensure that that person completes a relevant refresher training prior to:

- (1) being assigned duties; or
- (2) being allowed unescorted access on the movement area and other operational areas of the aerodrome, as appropriate.

- (c) Differences training – same aerodrome operator

The aerodrome operator should ensure that aerodrome personnel mentioned under paragraph (a) of AMC1 ADR.OR.D.017(a);(b) who have already completed the necessary training programme, and are to be assigned to different duties, complete an appropriate training which covers any differences between their previous and future duties. The differences training should be determined, as necessary, on the basis of a comparison of the required training programme with the training programme already completed by the relevant personnel, taking into account the personnel's previous training as documented in his/her training records.

- (d) Differences training – other aerodrome operator

When aerodrome personnel mentioned under paragraph (a) of AMC1 ADR.OR.D.017(a);(b) who have already completed the necessary training programme, are employed by another aerodrome operator, the latter may establish a differences training for such personnel to complete. Such a differences training should be determined, as necessary, on the basis of a comparison of the training already completed by the relevant individual, (taking into account its previous training as documented in his/her training records) with the training programme that is required for the post that the person will cover. In any case, such a differences programme should not give credit for training areas which are aerodrome specific.

#### **GM2 ADR.OR.D.017(a);(b) Training and proficiency check programmes**

##### TRAINING PROGRAMME – CHECKING OF TRAINEES



## **AMC/GM TO ANNEX III – PART-ADR-OR**

### *SUBPART D – MANAGEMENT*

The methods to be used for the checking of the trainees could include:

- (a) practical demonstration,
- (b) computer-based assessment,
- (c) oral or written tests,

or combinations of such methods, as appropriate.

#### **GM1 ADR.OR.D.017(c) Training and proficiency check programmes**

##### PROFICIENCY CHECKS

- (a) Proficiency checks should be conducted by nominated assessors in accordance with AMC1 ADR.OR.D.017(d).
- (b) The maximum interval between two proficiency checks should not exceed 24 months.  
The first proficiency check should be completed within two years since the completion of the initial training programme.
- (c) The proficiency check programme should include a validation process that measures the effectiveness of the programme.
- (d) The proficiency check programme should identify checking responsibilities and relevant checking methods, including procedures to be applied in the event that personnel do not achieve the required standards.
- (e) Information related to the proficiency check programme should be included in the aerodrome manual.

#### **GM2 ADR.OR.D.017(c) Training and proficiency check programmes**

##### PROFICIENCY CHECKS

The purpose of the proficiency check is to establish the ability of an individual to perform satisfactorily, in accordance with applicable requirements and the content of the aerodrome manual. To this end, the elements that each proficiency check should cover should be identified.

A proficiency check does not need to cover all associated elements at the same time; however, all elements of a proficiency check should be covered within the period specified in GM1 ADR.OR.D.017(c).

The person(s) to be checked should be aware about the relevant procedure.

Proficiency checks may be conducted during normal and/or abnormal/emergency conditions depending on the situation and the specialty of the person being checked.

#### **AMC1 ADR.OR.D.017(d) Training and proficiency check programmes**

##### INSTRUCTORS – ASSESSORS

- (a) The aerodrome operator should nominate instructors and assessors to be used for the implementation of the training and proficiency check programmes. The personnel to be nominated may also include contracted instructors for individual subjects.

The aerodrome operator may also nominate personnel proposed by organisations operating or providing services at the aerodrome to be used as instructors and assessors for the implementation of the respective part of the training and proficiency check programmes of these organisations' personnel. In any case, the responsibility to ensure the proper implementation of the programme is with the aerodrome operator.

- (b) A person may be qualified and nominated both as an instructor and as an assessor by the aerodrome operator. However, such a person may not provide assessment for own

## **AMC/GM TO ANNEX III – PART-ADR-OR**

### *SUBPART D – MANAGEMENT*

instruction, courses, or material.

#### (c) Instructors

- (1) Theoretical instruction should be given by appropriately qualified instructors. They should have:
  - (i) appropriate level and depth of knowledge in the field where instruction is to be given;
  - (ii) documented ability to use appropriate instructional techniques; and
  - (iii) adequate experience in the subject where instruction is to be given.
- (2) Instruction on practical skills should be given by appropriately qualified instructors who:
  - (i) meet the theoretical knowledge, and the working experience requirements appropriate to the instruction being given;
  - (ii) have demonstrated the ability to instruct, and to use appropriate instructional techniques;
  - (iii) are proficient in instructional techniques in the areas in which it is intended to provide instruction; and
  - (iv) receive regular refresher training to ensure that the instructional competences are maintained.

#### (d) Assessors

The persons who are responsible for assessing the competence and skills of the personnel should:

- (1) have demonstrated the ability to assess the performance of, and conduct tests and checks in the areas covered by the training;
- (2) receive regular refresher training to ensure that the assessment standards are maintained up to date; and
- (3) meet the theoretical knowledge requirements appropriate to the instruction being given and have adequate working experience in the area of instruction.

### **AMC1 ADR.OR.D.017(e) Training and proficiency check programmes**

#### PERSONNEL RECORDS

- (a) The aerodrome operator should use its record keeping system (see AMC1 ADR.OR.D.035) to record the following information for each person:
  - (1) starting date of employment/ending date of employment (if applicable);
  - (2) area of activity;
  - (3) previous working experience;
  - (4) qualifications;
  - (5) training (before entry and subsequent); and
  - (6) proficiency checks, including language proficiency as appropriate;
- (b) Latest changes should be reflected into personnel records.

### **GM1 ADR.OR.D.017(e) Training and proficiency check programmes**

#### TRAINING RECORDS

- (a) Training programme — general

## **AMC/GM TO ANNEX III – PART-ADR-OR**

### *SUBPART D – MANAGEMENT*

The aerodrome operator should maintain records of the training sessions that it has provided, including as a minimum the following:

- (1) area of training and subjects covered;
- (2) names of participants/signed list of participants;
- (3) date and duration of training; and
- (4) name of the instructor.

(b) Training records of individuals

The training records maintained for each individual should include as a minimum:

- (1) the name of the trainee;
- (2) the date(s) and the duration of the training;
- (3) the place where the training was received;
- (4) the name of the organisation that provided the training;
- (5) the subjects covered, and the methodology of the course;
- (6) any comments made by the instructor if applicable;
- (7) the performance evaluation of the trainee if applicable; and
- (8) the name and signature of the instructor.

### **GM2 ADR.OR.D.017(e) Training and proficiency check programmes**

#### PROFFICIENCY CHECK RECORDS

The proficiency check records maintained for each individual should include as a minimum:

- (a) the name of the person checked;
- (b) the date(s) and the duration of the proficiency check;
- (c) the methodology of the check conducted;
- (d) any comments made by the assessor;
- (e) the performance evaluation of the person checked; and
- (f) the name and signature of the assessor.

### **GM1 ADR.OR.D.020(a) Facilities requirements**

#### FACILITIES TO BE PROVIDED

Facilities should be provided to allow the performance of all tasks and activities in accordance with the applicable requirements. This includes, but is not limited to:

- (a) adequate offices, working space, and office equipment;
- (b) personnel protective equipment;
- (c) equipment necessary for inspecting the aerodrome and its facilities, such as clinometers, distance measurement devices, etc.; and
- (d) access to data sources necessary for the development and effective functioning of the safety management system and compliance monitoring of the aerodrome.

### **AMC1 ADR.OR.D.020(b) Facilities requirements**

Designated areas may vary and include facilities such as cargo areas, or even open-air areas.

Aircraft stands should also be designated for aircrafts that carry dangerous goods.

## **AMC/GM TO ANNEX III – PART-ADR-OR**

### *SUBPART D – MANAGEMENT*

#### **GM1 ADR.OR.D.025 Coordination with other organisations**

##### COORDINATION OF SAFETY PROCEDURES

Coordination and interface with the safety procedures of other relevant organisations that are active at the aerodrome include, but is not limited to the following: aircraft operators, air navigation service providers, providers of apron management services, ground handling service providers, providers of services to persons with reduced mobility, aircraft maintenance organisations, flying training organisations, public authorities that operate on the movement area, as well as other organisations that perform activities independently at the aerodrome.

#### **GM2 ADR.OR.D.025 Coordination with other organisations**

##### COMPLIANCE OF OTHER ORGANISATIONS

In order to ensure compliance of the organisations operating or providing services at the aerodrome, with the requirements of Regulation (EC) No 216/2008 and its Implementing Rules that are applicable to aerodromes and their operators, as well as with the content of the aerodrome manual, the aerodrome operator should:

- (a) conduct audits and inspections of such organisations through its compliance monitoring; and
- (b) establish procedures for the monitoring of related activities at the aerodrome.

#### **AMC1 ADR.OR.D.027 Safety programmes**

##### SAFETY PROGRAMMES – AERODROME SAFETY COMMITTEES

- (a) The aerodrome operator should:
  - (1) organise, coordinate and implement programmes to promote safety at the aerodrome. Such programmes should include, but are not limited to:
    - (i) runway safety, including runway incursion and excursion prevention;
    - (ii) apron safety; and
    - (iii) FOD prevention;
  - (2) coordinate and promote the exchange of information, and the joint investigation of occurrences, serious incidents, and accidents.
- (b) The aerodrome operator should establish, coordinate, and lead local aerodrome safety committees, and a Local Runway Safety Team, dealing with runway safety, apron safety, and the safety of the operations at the aerodrome in general. All relevant organisations operating or providing services at the aerodrome should participate to such aerodrome safety committees and the Local Runway Safety Team.

The local aerodrome safety committees and the Local Runway Safety Team should convene regularly, identify and review local safety issues, and examine possible solutions, and need for action. Minutes of such meetings should be kept. Procedures relevant to the functioning of local aerodrome safety committees and the Local Runway Safety Team should be included in the aerodrome manual.

#### **AMC2 ADR.OR.D.027 Safety programmes**

##### HOT SPOTS

Once hot spots have been identified at an aerodrome, suitable strategies should be implemented to remove the hazard and, when this is not immediately possible, to manage and mitigate the risk, including the publication of HOT SPOT charts in the Aeronautical Information Publication.

## **AMC/GM TO ANNEX III – PART-ADR-OR**

### *SUBPART D – MANAGEMENT*

#### **GM1 ADR.OR.D.027 Safety programmes**

##### **AERODROME SAFETY COMMITTEES**

- (a) Manoeuvring area/Apron Safety Committee
- (1) The aerodrome operator should establish (a) Manoeuvring area/Apron Safety Committee(s);
  - (2) The Manoeuvring area/Apron Safety Committee(s) should have an advisory role to the aerodrome operator;
- (b) Management of Manoeuvring area /Apron Safety Committee(s)
- (1) The Manoeuvring area /Apron Safety Committee(s) should be chaired by an aerodrome operator's official, responsible for aerodrome operations; and
  - (2) The aerodrome operator's safety manager should act as the secretary of the Committee(s).
- (c) Composition of Manoeuvring area /Apron Safety Committee(s)
- Participation should include, but not limited to representatives of:
- (1) aerodrome users active in flight operations;
  - (2) aircraft ground handling services providers;
  - (3) aerodrome rescue and firefighting services;
  - (4) aerodrome operations;
  - (5) aerodrome wildlife management;
  - (6) aerodrome maintenance; and
  - (7) air navigation service provider(s).
- (d) Tasks
- The tasks of the Manoeuvring area /Apron Safety Committee(s) should be:
- (1) to receive and evaluate reports on operational safety issues;
  - (2) to receive reports and statistical information on accidents and incidents, and propose solutions;
  - (3) to advise on manoeuvring area/apron safety issues such as:
    - (i) promotion of apron safety discipline;
    - (ii) FOD prevention;
    - (iii) developing measures for safe operations;
    - (iv) considering actions to resolve manoeuvring area/apron safety problems;
    - (v) apron equipment issues;
    - (vi) adherence to vehicle traffic issues;
    - (vii) new and/or updated safety instructions;
    - (viii) personal protective clothing/equipment issues;
    - (ix) methods to develop and promote apron safety awareness initiatives,
    - (x) snow and ice clearance issues;
    - (xi) proposed aerodrome works;
    - (xii) proposed changes/developments to the movement area;
    - (xiii) standard operating procedures, etc.

**GM2 ADR.OR.D.027 Safety programmes**

LOCAL RUNWAY SAFETY TEAM

(a) Context

As part of its runway safety programme, the aerodrome operator should establish and lead a Local Runway Safety Team and act on local runway safety issues, including runway incursion (including runway confusion) and excursion prevention.

A runway incursion is defined as 'Any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for the landing and take-off of aircraft<sup>9</sup>.'

A runway excursion occurs when 'An aircraft veers off or overruns the runway surface during either take-off or landing'.

(b) Local Runway Safety Team composition

Participation should include representatives from all interested parties with direct involvement in runway operations at the aerodrome, including, but is not limited, to:

- (1) aerodrome operations;
- (2) aerodrome engineering and maintenance;
- (3) air navigation service providers;
- (4) aircraft operators that operate of the aerodrome;
- (5) aerodrome rescue and firefighting services;
- (6) drivers having access on the manoeuvring area.

(c) Role

The role of the Local Runway Safety Team should be to advise the appropriate management on potential runway safety issues, and to recommend mitigating measures.

(d) Tasks

The Local Runway Safety Team may have the following tasks:

- (1) identification of potential runway safety issues, including the need for establishment of hot spots or other problem areas at the aerodrome and the review of the relevant entries of the AIP for accuracy;
- (2) developing and running local awareness campaigns, at suitable periods, including at the start of a busy season or before an unusual event, that focus on local issues, for example, producing and distributing local hot spot maps, or other guidance material considered as necessary; local awareness campaigns should be periodically refreshed to maintain interest and operational awareness of the relevant personnel;
- (3) monitoring the number, type and, the severity of runway incursions; disseminating safety recommendations delivered from accident and incident investigation findings as well as other relevant lessons learned e.g. from operational experience and best risk mitigation practices; sharing good practices to prevent runway incursions or excursions;

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<sup>9</sup> The 'protected area of a surface designated for the landing and take-off of aircraft' is to be interpreted as the physical surface of a runway, from the centreline to the holding point appropriate to the type of runway. Where operations are being conducted during low visibility operations this should be the holding point appropriate to the procedures in force. The 'protected surface' includes the ILS glide-path and localiser critical areas at all times, and the ILS sensitive areas during low visibility procedures.

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### *SUBPART D – MANAGEMENT*

- (4) assisting in verifying that communications between air traffic controllers, or other Air Traffic Services personnel, pilots, and vehicle drivers are satisfactory, or if any improvements could be suggested;
- (5) making observations on a regular basis in different weather and light conditions to assess whether all runway entrances and visual aids are adequate, correctly located and understandable by all parties concerned, with no possible ambiguity of their meaning, or identify potential aerodrome design issues;
- (6) understanding the operating difficulties of personnel working in other areas, and recommending areas for improvement; when reviewing operating procedures it is necessary to ensure that the procedures employed by different companies at the aerodrome are integrated and effective, so as to minimise the risk of runway incursions. Care should be taken when examining existing or proposed runway capacity enhancing procedures or noise abatement schemes involving runway preferential systems;
- (7) development of joint, initial and recurrent, training programmes and familiarisation on runway incursion and excursion prevention, for all relevant personnel (vehicle drivers and other personnel operating on the manoeuvring area, pilots, Air Traffic Services personnel); this may include visits to the manoeuvring area to increase awareness of the aerodrome layout, markings, signs, position of anemometers etc., where this is considered necessary;
- (8) providing advice prior to the implementation of changes to the aerodrome, practices and procedures to identify potential for runway incursion or excursion; and
- (9) assessing the effectiveness of implemented operational solutions periodically.

### **GM3 ADR.OR.D.027 Safety programmes**

#### **HOT SPOTS**

A hot spot is defined as 'a location on an aerodrome movement area with a history, or potential risk of collision, or runway incursion, and where heightened attention by pilots/drivers is necessary.'

Strategies to manage and mitigate the risk from hot spots, depending on the case, may include, but are not limited to:

- (a) awareness campaigns;
- (b) additional visual aids (signs, markings, and lighting);
- (c) establishment of alternative routings;
- (d) introducing changes to the design of parts of the aerodrome; and
- (e) the mitigation of blind spots in the aerodrome control tower.

Aerodrome charts showing hot spots should be produced locally, checked regularly for accuracy, revised as needed, distributed locally, and published in the AIP. The criteria used to establish and chart a hot spot are contained in the PANS-ATM (Chapter 7) and Annex 4 – Aeronautical Charts (Chapters 13, 14 and 15).

Examples of how hot spots are shown on charts are provided in Figures 1, 2, and 3 below.

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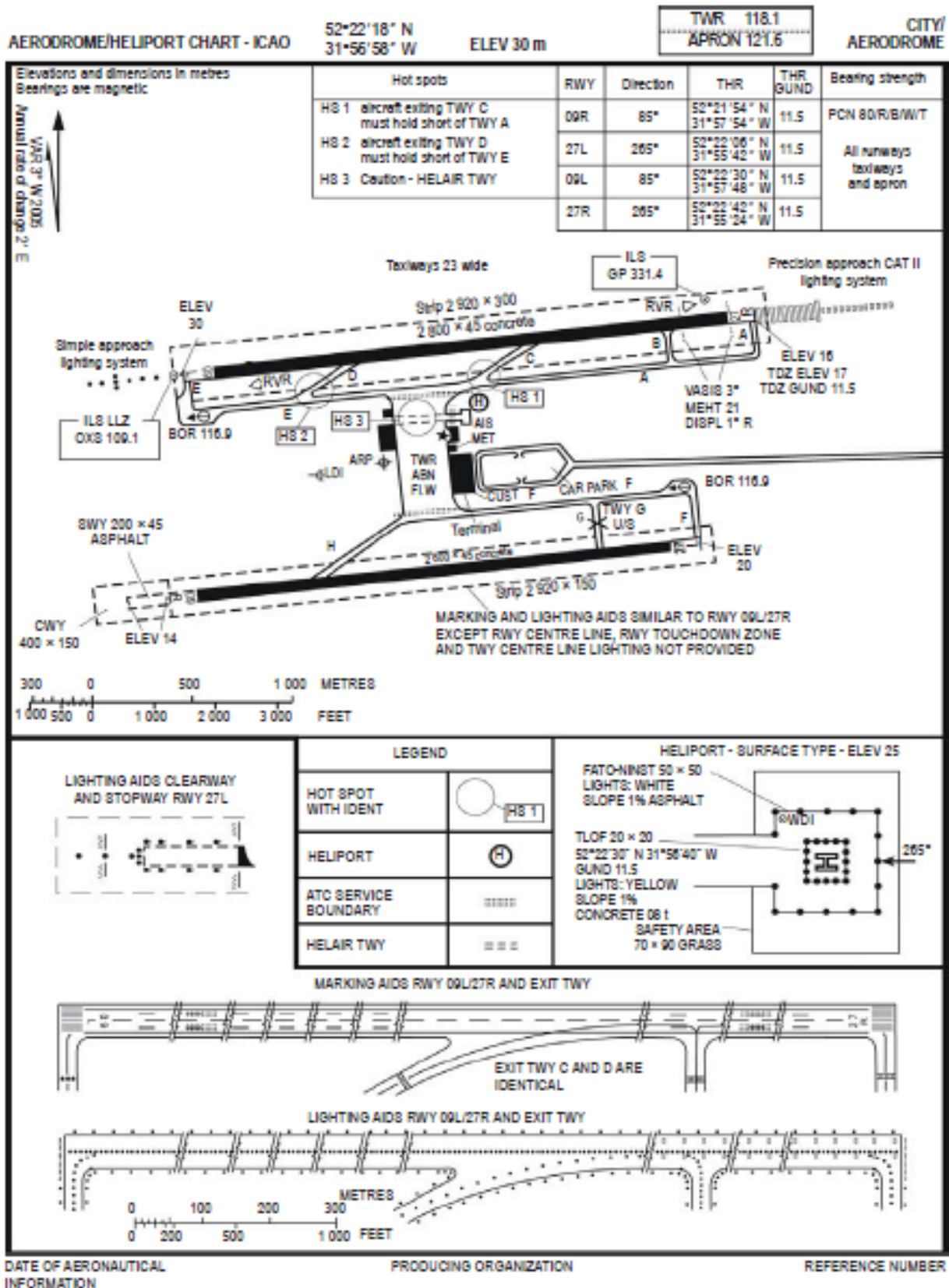


Figure 1



**AMC/GM TO ANNEX III – PART-ADR-OR**

**SUBPART D – MANAGEMENT**

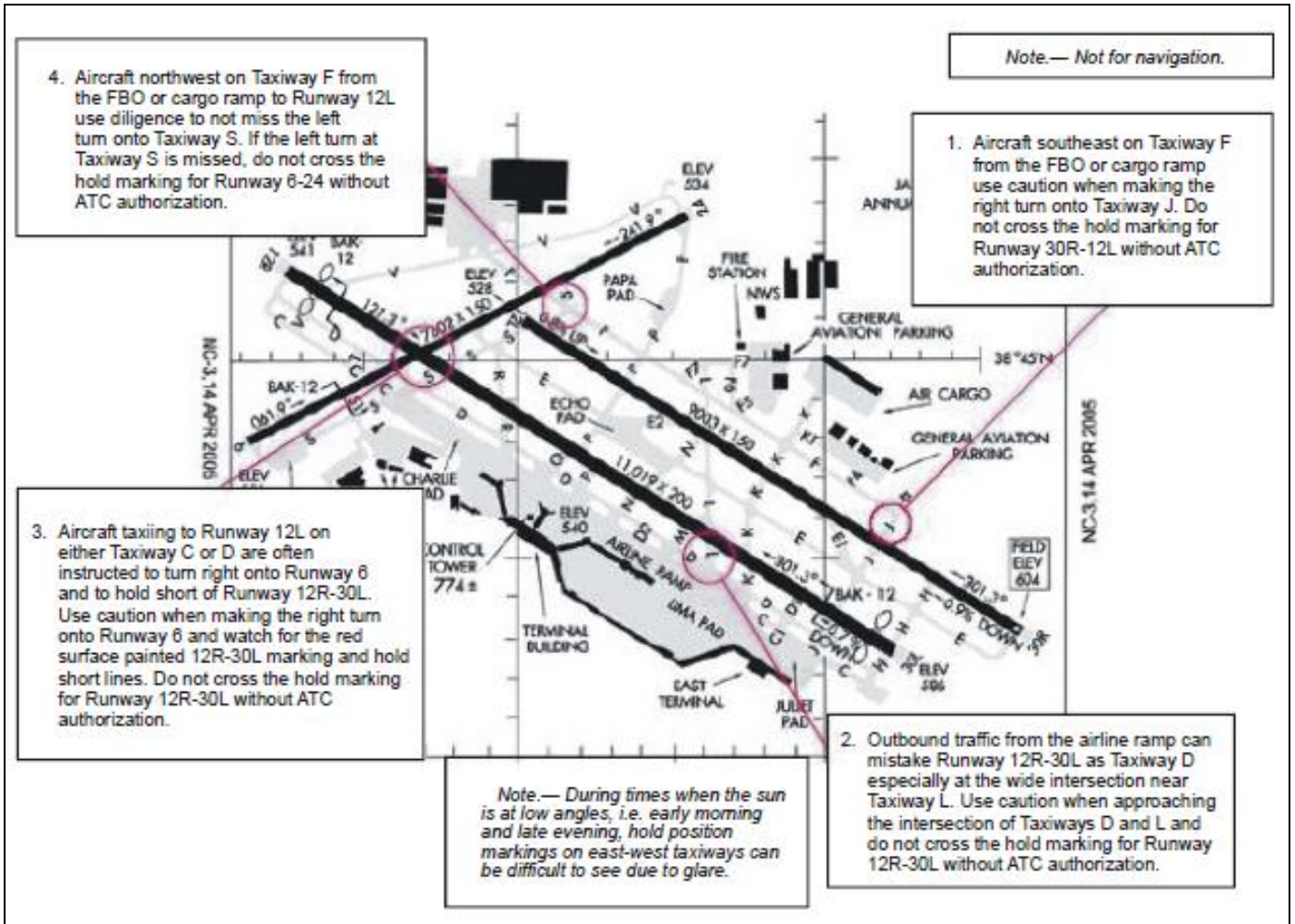


Figure 2

**AMC/GM TO ANNEX III – PART-ADR-OR**

**SUBPART D – MANAGEMENT**

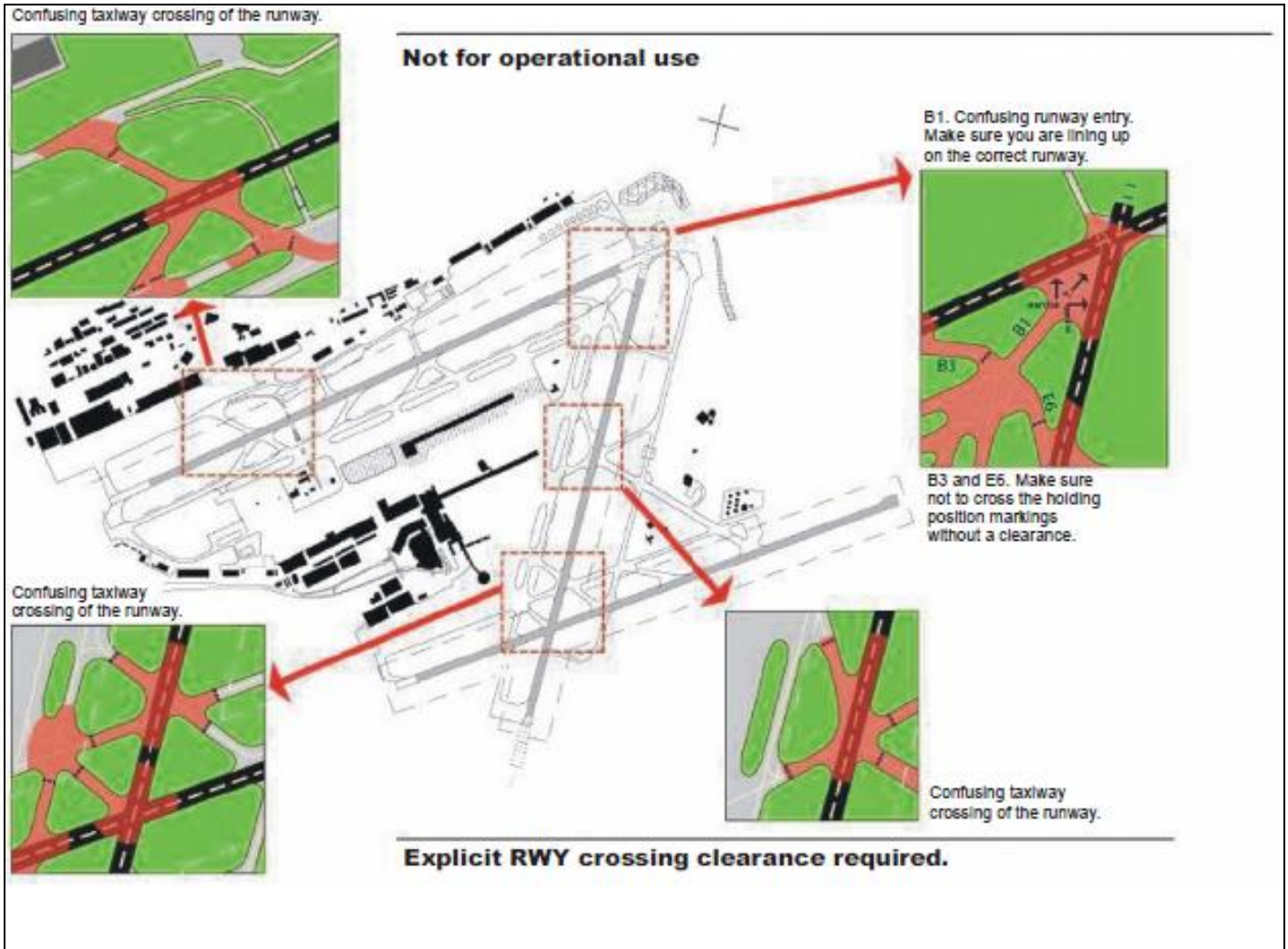


Figure 3

## **AMC/GM TO ANNEX III – PART-ADR-OR**

### *SUBPART D – MANAGEMENT*

#### **AMC1 ADR.OR.D.030 Safety reporting system**

##### SAFETY REPORTING SYSTEM

###### (a) Safety reporting system – General

- (1) An effective safety reporting system should include, apart from aerodrome operator's personnel, aircraft operators, ground handling service providers, air navigation service providers, and any other organisation operating on the aerodrome, or providing services at the aerodrome.
- (2) The safety reporting system should include voluntary reporting possibilities intended for safety hazards identified by the reporter, and that may have potential safety consequences.
- (3) The aerodrome operator should identify which events are mandatory to be reported.
- (4) The aerodrome operator should provide the means and the format for reporting which should be such that meets the existing reporting requirements foreseen in the applicable legislation in terms of time, format, and required information to be reported.
- (5) The safety reporting system should include an acknowledgement to the reporter for the submission of the report.
- (6) The reporting process should be as simple as possible, and well documented, including details as to what, how, where, whom, and when to report;
- (7) Regardless of the source or method of submission, once the information is received, it should be stored in a manner suitable for easy retrieval and analysis;
- (8) Access to the submitted reports should be restricted to persons responsible for storing and analysing them;
- (9) Protection of the identity of the reporter should be ensured, and the procedures established by the aerodrome operator to gather additional information for analyses, or investigations should respect this principle;
- (10) The safety reporting system should include a feedback system to the reporting person, on the outcome of the occurrence analysis.

###### (b) Wildlife hazard reporting

- (1) The aerodrome operator should ensure that its safety reporting system specifically addresses the requirement for all third parties (aircraft operators, aircraft mechanics, air traffic controllers, and other Air Traffic Services personnel, etc.) and all aerodrome personnel, to report to the aerodrome operator wildlife strikes, and relevant identified hazards.
- (2) The reporting of such third parties should be done irrespectively of any other requirements according to which they have to report to the Competent Authority of the aerodrome, or the state of registry of the aircraft involved, or any other Competent Authority in the context of the national occurrence reporting programme.

#### **GM1 ADR.OR.D.030 Safety reporting system**

##### NEED FOR SAFETY REPORTING

- (a) The overall purpose of the safety reporting system is to use reported information to improve the level of safety performance of the aerodrome, and not to attribute blame.
- (b) The objectives of the safety reporting system should be:

## **AMC/GM TO ANNEX III – PART-ADR-OR**

### *SUBPART D – MANAGEMENT*

- (1) to enable an assessment to be made of the safety implications of each relevant occurrence, serious incident and accident, including previous similar events, so that any necessary action can be initiated; and
- (2) to ensure that knowledge of relevant occurrences, serious incidents and accidents is disseminated, so that other persons and organisations may learn from them.

#### **AMC1 ADR.OR.D.035 Record keeping**

##### DOCUMENTATION TO BE RETAINED

- (a) The system employed by the aerodrome operator for record keeping should provide for adequate procedures, storage facilities, and reliable traceability, retrievability and accessibility of the records related to the activities of the aerodrome operator that are subject to the Basic Regulation and its Implementing Rules, throughout the required retention period.
- (b) Records should be kept in paper form, or in electronic format, or a combination of both. Records stored on microfilm or optical disc format are also acceptable. The records should remain legible throughout the required retention period. The retention period starts when the record has been created or last amended.
- (c) Paper systems should use robust material which can withstand normal handling and filing. Computer systems should have at least one backup system which should be updated within 24 hours of any new entry. Computer systems should include safeguards against the ability of unauthorised personnel to alter the data.
- (d) All computer hardware used to ensure data backup should be stored in a different location from that containing the working data, and in an environment that ensures they remain in good condition. When hardware or software changes take place, special care should be taken that all necessary data continues to be accessible, at least, through the full retention period. In the absence of any indication, all records should be kept for a minimum period of five years.

#### **AMC2 ADR.OR.D.035 Record keeping**

##### RECORDING OF AIRCRAFT MOVEMENTS

- (a) The aerodrome operator should employ a system to be used for recording the aircraft movements at the aerodrome.
- (b) Such a system should allow the aerodrome operator to record:
  - (1) the number of movements of each aircraft type using the aerodrome;
  - (2) the type of each aircraft movement (commercial air transportation, cargo, etc.);
  - (3) the date of each movement; and
  - (4) the number of passengers.
- (c) The system used should also satisfy the provisions of AMC1 ADR.OR.D.035.

#### **GM1 ADR.OR.D.035(b) Record keeping**

##### RECORDS

Microfilming or optical storage of records may be carried out at any time. The records should be as legible as the original record, and remain so for the required retention period.

**SUBPART E – AERODROME MANUAL (ADR.OR.E)**

**AMC1 ADR.OR.E.005 Aerodrome manual**

GENERAL

- (a) The aerodrome manual may vary in detail according to the complexity of the operation, and the type of the aerodrome.
- (b) The aerodrome manual or parts of it may be presented in any form, including electronic form. In all cases, the accessibility, usability, and reliability should be assured.
- (c) The aerodrome manual should be such that:
  - (1) all parts of the manual are consistent and compatible in form and content;
  - (2) the manual can be readily amended; and
  - (3) the content and amendment status of the manual is controlled and clearly indicated.
- (d) The aerodrome manual should include a description of its amendment and revision process specifying:
  - (1) the person(s) who may approve amendments or revisions;
  - (2) the conditions for temporary revisions and/or immediate amendments, or revision required in the interest of safety; and
  - (3) the methods by which all personnel and organisations are advised of changes to the aerodrome manual.
- (e) The aerodrome manual may contain parts of, or refer to other controlled documents, such as aerodrome equipment manual, which are available at the aerodrome for use by the personnel.

**AMC2 ADR.OR.E.005(i)(2) Aerodrome manual**

LANGUAGE OF THE AERODROME MANUAL

A translated version of the relevant parts of the aerodrome manual is an acceptable means to comply with the relevant requirement. In any case, the persons who are going to use the manual should be able to read and understand it.

**AMC3 ADR.OR.E.005 Aerodrome manual**

AERODROME MANUAL

- (a) The aerodrome manual should have the following structure, and include, at least, the following information; if an item is not applicable, the indication 'Not applicable' or 'Intentionally blank' should be inserted, along with the relevant reason:

A. PART A – GENERAL

- 0. Administration and control of the aerodrome manual including the following:

- 0.1. Introduction:

- 0.1.1 a statement signed by the accountable manager that the aerodrome manual complies with all applicable requirements, and with the terms of the certificate;
- 0.1.2 a statement signed by the accountable manager that the aerodrome manual contains operational instructions that are to be complied with by the relevant personnel;

## **AMC/GM TO ANNEX III – PART-ADR-OR**

### *SUBPART E – AERODROME MANUAL*

- 0.1.3 a list and brief description of the various parts, their contents, applicability, and use;
- 0.1.4 explanations, abbreviations, and definitions of terms needed for the use of the manual;
- 0.2 System of amendment and revision:
  - 0.2.1 details of the person(s) responsible for the issuance and insertion of amendments and revisions;
  - 0.2.2 a record of amendments and revisions with insertion dates, and effective dates;
  - 0.2.3 a statement that handwritten amendments and revisions are not permitted, except in situations requiring immediate amendment, or revision in the interest of safety;
  - 0.2.4 a description of the system for the annotation of pages, or paragraphs and their effective dates;
  - 0.2.5 a list of effective pages or paragraphs;
  - 0.2.6 annotation of changes (in the text and, as far as practicable, on charts and diagrams);
  - 0.2.7 temporary revisions; and
  - 0.2.8 description of the distribution system and a distribution list for the aerodrome manual, its amendments, and revisions.

#### 1. General information

General information including the following:

- 1.1 purpose and scope of the aerodrome manual;
- 1.2 legal requirements for an aerodrome certificate and the aerodrome manual as prescribed in Part-ADR.OR;
- 1.3 conditions for use of the aerodrome by its users;
- 1.4 the obligations of the aerodrome operator; rights of the Competent Authority and guidance to staff on how to facilitate audits/inspections by Competent Authority personnel.

#### B. PART B — AERODROME MANAGEMENT SYSTEM, QUALIFICATION AND TRAINING REQUIREMENTS

2. A description of the management system, including the following:

- 2.1 Aerodrome organisation and responsibilities including the following: a description of the organisational structure, including the general organogram and other departments' organograms. The organogram should depict the relationship between the departments. Subordination and reporting lines of all levels of organisational structure (Departments, Sections, etc.) related to safety should be shown.

Names, authorities, responsibilities, and duties of management and nominated persons; responsibilities and duties of other operational, maintenance personnel, as well of the aerodrome safety committees and the Local Runway Safety Team and their functioning, should also be included.

2.2. A description of the safety management system, including:

- 2.2.1 scope of the safety management system;
- 2.2.2 safety policy and objectives;

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### *SUBPART E – AERODROME MANUAL*

- 2.2.3 safety responsibilities of key safety personnel;
  - 2.2.4 documentation control procedures;
  - 2.2.5 safety risk management process, including hazard identification and risk assessment schemes;
  - 2.2.6 monitoring of implementation and effectiveness of safety actions, and risk mitigation measures;
  - 2.2.7 safety performance monitoring;
  - 2.2.8 safety reporting (including hazard reporting) and investigation;
  - 2.2.9 emergency response planning;
  - 2.2.10 management of change (including organisational changes with regard to safety responsibilities);
  - 2.2.11 safety promotion; and
  - 2.2.12 safety management system outputs.
- 2.3 A description of the compliance monitoring and related procedures.
- 2.4 A description of the quality management system for aeronautical data and aeronautical information provision activities and related procedures, including those for meeting the relevant safety, and security management objectives.
- 2.5 Procedures for reporting to the Competent Authority including handling, notifying and reporting accidents, serious incidents, and occurrences. This section should include, at least, the following:
- (a) definition of accident, serious incident and occurrence and of the relevant responsibilities of all persons involved;
  - (b) illustrations of forms to be used (or copies of the forms themselves), instructions on how they are to be completed, the addresses to which they should be sent and the time allowed for this to be done;
  - (c) procedures and arrangements for the preservation of evidence, including recordings, following a reportable event;
- 2.6 Procedures related to the use of alcohol, psychoactive substances and medicines.
- 2.7 Procedures for:
- 2.7.1 complying with safety directives;
  - 2.7.2 reaction to safety problems; and
  - 2.7.3 handling of safety recommendations issued by Safety Investigation Authorities.
- 2.8 A description of the method and procedures for recording aircraft movements, including movement and aircraft type, dates, and number of passengers.
3. Required aerodrome personnel qualifications (see GM1 ADR. OR.D.015 (d)). Moreover, procedures related to:
- 3.1 the training programme, including the following:
    - 3.1.1 responsibilities, frequencies, syllabi, and the identified training standards for all personnel involved in the operation, rescue and firefighting maintenance and management of the aerodrome, and those persons operating unescorted on the movement area and other operational areas of the aerodrome.
    - 3.1.2 procedures:

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- 3.1.2.1 for training and checking of the trainees;
- 3.1.2.2 to be applied in the event that personnel do not achieve the required standards.

3.1.3 description of documentation to be stored and storage periods.

3.2 the proficiency check programme, including responsibilities and frequencies;

3.2.1 procedures to be applied in the event that personnel do not achieve the required standards.

3.2.3 description of documentation to be stored and storage periods.

**C. PART C — PARTICULARS OF THE AERODROME SITE**

4. A description of the aerodrome site including in particular, the following information:

- 4.1 a plan showing the distance of the aerodrome from the nearest city, town, or other populous area;
- 4.2 detailed maps and charts of the aerodrome showing the aerodrome's location (longitude and latitude) and boundaries, major facilities, aerodrome reference point, layout of runways, taxiways and aprons, aerodrome visual and non-visual aids, and wind direction indicators;
- 4.3 a plan showing the location of any aerodrome facilities and equipment outside the boundaries of the aerodrome;
- 4.4 description of the physical characteristics of the aerodrome, elevations, visual and non-visual aids, as well as the information regarding the aerodrome reference temperature, strength of pavements, rescue and firefighting level of protection, ground aids and main obstacles;
- 4.5 description of any cases of exemptions or derogations, equivalent level of safety, special conditions, and operating limitations; and
- 4.6 description of the types of operations that the aerodrome is approved to conduct.

**D. PART D — PARTICULARS OF THE AERODROME REQUIRED TO BE REPORTED TO THE AERONAUTICAL INFORMATION SERVICE**

5. The aeronautical information services available and the procedures for the promulgation of general information, including the following:

- 5.1 the name of the aerodrome;
- 5.2 the location of the aerodrome;
- 5.3 the geographical coordinates of the aerodrome reference point determined in terms of the World Geodetic System — 1984 (WGS-84) reference datum;
- 5.4 the aerodrome elevation and geoid undulation;
- 5.5 the elevation of each threshold and geoid undulation, the elevation of the runway end, and any significant high and low points along the runway, and the highest elevation of the touchdown zone of a precision approach runway;
- 5.6 the aerodrome reference temperature;
- 5.7 details of the aerodrome beacon; and
- 5.8 the name of the aerodrome operator and contact details (including telephone numbers) of the aerodrome operator at which may be contacted at all times.

6. Aerodrome dimensions and related information, including the following:



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*SUBPART E – AERODROME MANUAL*

- 6.1 runway — true bearing, designation number, length, width, displaced threshold location, slope, surface type, type of runway and, for a precision approach runway, the existence of an obstacle free zone;
- 6.2 length, width and surface type of strip, runway end safety areas, stopways; length, width and surface type of taxiways; apron surface type and aircraft stands; clearway length and ground profile;
- 6.3 visual aids for approach procedures, approach lighting type and visual approach slope indicator system; marking and lighting of runways, taxiways, and aprons; other visual guidance and control aids on taxiways and aprons, location and type of visual docking guidance system; availability of standby power for lighting;
- 6.4 the location and radio frequency of VOR aerodrome checkpoints;
- 6.5 the location and designation of standard taxi routes;
- 6.6 the geographical coordinates of each threshold, appropriate taxiway centre line points, and aircraft stands;
- 6.7 the geographical coordinates, and the top elevation of significant obstacles in the approach and take-off areas, in the circling area and in the surroundings of the aerodrome (in the form of charts);
- 6.8 pavement surface type and bearing strength using the Aircraft Classification Number — Pavement Classification Number (ACN-PCN) method;
- 6.9 pre-flight altimeter check locations established and their elevation;
- 6.10 declared distances;
- 6.11 contact details (telephone/telex/fax numbers and e-mail address) of the aerodrome coordinator for the removal of disabled aircraft, and information on the capability to remove disabled aircraft, expressed in terms of the largest aircraft type;
- 6.12 rescue and firefighting level of protection; types and amounts of extinguishing agents normally available at the aerodrome; and
- 6.13 exemptions or derogations from the applicable requirements, cases of equivalent level of safety, special conditions, and limitations.

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**E. PART E — PARTICULARS OF OPERATING PROCEDURES OF THE AERODROME, ITS EQUIPMENT, AND SAFETY MEASURES**

7. Aerodrome reporting, including:
  - 7.1 arrangements and procedures for reporting changes to the aerodrome information set out in the AIP and requesting the issue of NOTAM, including reporting changes to the Competent Authority and recording of the reporting of changes;
  - 7.2 procedures and frequencies for aeronautical data surveying, including areas to be surveyed.
8. Procedures for accessing the aerodrome movement area, including:
  - 8.1 coordination with the security agencies;
  - 8.2 prevention of unauthorised entry into the movement area;
9. Procedures for the inspection, assessment and reporting of the condition of the aerodrome movement area and other operational areas and facilities, (including runway surface friction characteristics assessments and water-depth measurements), including:
  - 9.1 arrangements and means of communicating with the air traffic services unit during inspections;
  - 9.2 inspection checklists, logbook, and record-keeping; and
  - 9.3 inspection intervals and times; reporting results and follow-up actions.
10. Procedures for the inspection, and routine and emergency maintenance of visual and non-visual aids, as appropriate, and the aerodrome electrical systems, including:
  - 10.1 inspection checklists, logbook, and record keeping; and
  - 10.2 inspection intervals and times; reporting results and follow-up actions.
11. Operating, maintenance and repair instructions, servicing information, troubleshooting and inspection procedures of aerodrome equipment.
12. Procedures for:
  - 12.1 maintenance of the movement area, including paved areas; unpaved runways and taxiways; runways and runway strips and aerodrome drainage;
  - 12.2 overload operations.
13. Procedures for aerodrome works, including:
  - 13.1 coordinating, planning, and carrying out construction and maintenance work; and
  - 13.2 arrangements and means of communicating with air traffic services unit during the progress of such work.
14. Procedures for apron management, including:
  - 14.1 transfer of the aircraft between air traffic services unit, and the apron management unit;
  - 14.2 allocation of aircraft parking positions;
  - 14.3 engine start and aircraft push-back; and
  - 14.4 marshalling and 'follow-me' service.
15. Procedures for apron safety management, including:
  - 15.1 protection from jet blasts;
  - 15.2 enforcement of safety precautions during aircraft refuelling operations;
  - 15.3 FOD prevention, including apron cleaning/sweeping; and
  - 15.4 monitoring compliance of personnel on the apron with safety procedures.

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16. Procedures for the control of vehicles operating on or in the vicinity, or the movement area, including traffic rules, right of way, speed limits, and method for issuing driving permits, and enforcement means.
17. Procedures for wildlife hazard management, including assessing wildlife hazards and arrangements for implementation of the wildlife control programme, and promulgation of the relevant information to the AIS; wildlife strike form.
18. Procedures for:
  - 18.1 obstacle control and monitoring within and outside of the aerodrome boundaries, and notification to the Competent Authority, of the nature and location of obstacles, and any subsequent addition, or removal of obstacles for action as necessary, including amendment of the AIS publications; and
  - 18.2 monitoring and mitigating hazards related to human activities and land use, on the aerodrome and its surroundings.  
Relevant inspection checklists, logbook, and record keeping; inspection intervals and times; reporting results and follow-up actions.
19. Aerodrome emergency plan including:
  - 19.1 dealing with emergencies at the aerodrome or in its surroundings;
  - 19.2 tests for aerodrome facilities and equipment to be used in emergencies, including their frequency; and
  - 19.3 exercises to test emergency plans, including their frequency.
20. Rescue and firefighting, including description of facilities, equipment, personnel and procedures for meeting the firefighting requirements.
21. Removal plan of disabled aircraft, including relevant arrangements, equipment, and procedures for its implementation.
22. Procedures for ensuring the safe handling and storage of fuel and dangerous goods in the aerodrome, including:
  - 22.1 equipment, storage areas, delivery, dispensing, handling, and safety measures;
  - 22.2 quality and correct specification of aviation fuel; audit and inspection intervals, checklists, sampling and record keeping.
23. Low visibility operations: description of operational procedures, including coordination with air traffic services unit and apron management unit, standard taxiing routes, control of activities, and measurement and reporting of runway visual range.
24. Procedures for winter operations, including snow removal plan and procedures for its implementation as well as description of the available means and relevant arrangements.
25. Procedures for operations in adverse weather conditions.
26. Procedures for night operations.
27. Procedures for the protection of radar and other navigational aids, control of activities, and ground maintenance in the vicinity of these installations.
28. Procedures for the operation of aircraft with higher code letter at the aerodrome, including taxiing routes.
29. Procedures and measures for the prevention of fire at the aerodrome.
  - (b) All procedures contained in the aerodrome manual should include and clearly define the roles, responsibilities, and contact details of responsible aerodrome personnel, other persons or organisations, including the contracted ones, including the Competent Authority and other state agencies involved, as appropriate, and take into account the need for establishing direct communication during non-working hours.

**GM1 ADR.OR.E.005 Aerodrome manual**

AERODROME MANUAL

(a) Form of the aerodrome manual

The aerodrome manual is a key document both for the aerodrome operator and the Competent Authority. The manual is the source document describing how the aerodrome infrastructure, facilities, and operational procedures will operate safely.

As well as the operational procedures, the Competent Authority will expect the aerodrome manual to be an accurate reflection of the day-to-day functioning of the aerodrome's safety management system, and its safety culture. It will need to show how the aerodrome intends to measure its performance against safety targets and objectives. The reader of an aerodrome manual should be given a clear statement of how safety is developed, managed, and maintained on the aerodrome. All safety policies, operational procedures and instructions should be contained in detail when relevant or cross-referenced to other controlled, formally accepted or recognised, publications.

At larger aerodromes, the size and complexity of operations, and related procedures may dictate that these procedures could not easily be included in a single document. In such circumstances, it is acceptable to identify and reference within the aerodrome manual the procedures which are not included within it. If this system is to be successful, it is essential that any referenced information, documentation, and procedures are made available as necessary to all operational staff in a similar way as the aerodrome manual itself. For that purpose, a computerised database containing the referenced procedures and information could be suitable. For many small aerodromes, the aerodrome manual can be both simple and brief as long as it covers procedures essential for satisfactory day-to-day operations. Nevertheless, it is possible to adopt a common format embracing the essential elements that define a safety management system.

(b) Purpose of the aerodrome manual

An efficient management structure and a systematic approach to aerodrome operation is essential. The aerodrome manual should contain all the relevant information to describe this structure satisfactorily. It is one of the means by which all relevant operating staff can be informed as to their duties and responsibilities with regard to safety. It should describe the aerodrome infrastructure, services and facilities, all operating procedures, and any restrictions on aerodrome availability.

Accountability for safety must start at the very top of any organisation. One of the key elements in establishing safe working practices is the 'top down' approach where all staff should understand the safety aims of the organisation, the chain of command, and their own responsibilities and accountabilities. As safety management principles are applied, the aerodrome manual should be expanded to describe clearly how the safety of operations is to be managed. To a reader or user of the aerodrome manual, there should never be any doubt in terms of 'safety accountability' for each domain or activity described. Each section should define who is accountable, who is responsible, who has the authority, who has the expertise, and who actually carries out the tasks described in any section.

The principle objective of an aerodrome manual should be to show how management will accomplish its safety responsibilities. The aerodrome manual will set out the policy and expected standards of performance, and the procedures by which they will be achieved.

The aerodrome operator should ensure that:

- (1) the responsibilities of the aerodrome operator are clearly described;
- (2) the tasks and activities that are to be performed by the aerodrome operator or its subcontractors are listed; and

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### *SUBPART E – AERODROME MANUAL*

- (3) the means and procedures in order to complete these tasks and activities are described or appended, together with the necessary details on their frequencies and operating modes.

Where responsibilities are attributed to other stakeholders, the aerodrome manual should clearly identify them.

#### **GM2 ADR.OR.E.005 Aerodrome manual**

##### CONTENTS

The numbering system described in AMC3 ADR.OR.E.005 should be maintained even if there are sections that, because of the nature of the aerodrome or the types of operation, are not applicable.

#### **GM1 ADR.OR.E.005(j) Aerodrome manual**

##### HUMAN FACTORS PRINCIPLES

Guidance material on the application of human factors principles may be found in the ICAO Human Factors Training Manual (Doc 9683).

# **AMC/GM TO ANNEX IV – PART-ADR-OPS**

## *SUBPART A – AERODROME DATA*

### **ANNEX IV**

## **ACCEPTABLE MEANS OF COMPLIANCE AND GUIDANCE MATERIAL TO PART ADR-OPS**

### **OPERATIONS REQUIREMENTS**

#### **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:
- (1) aerodrome reference point;
  - (2) aerodrome and runway elevations;
  - (3) aerodrome reference temperature;
  - (4) aerodrome dimensions and related information;
  - (5) strength of pavements;
  - (6) pre-flight altimeter check location;
  - (7) declared distances;
  - (8) condition of the movement area and related facilities;
  - (9) disabled aircraft removal;
  - (10) rescue and firefighting; and
  - (11) visual approach slope indicator systems.
- (b) The aerodrome operator should measure and report to the aeronautical information services obstacles and terrain data in Area 3, and in Area 2 (the part within the aerodrome boundary) in degrees, minutes, seconds and tenths of seconds. In addition, the top elevation, type, marking and lighting (if any) of obstacles should be reported to the aeronautical information services.
- (c) Electronic obstacle data for all obstacles in Area 2 (the part within the aerodrome boundary) that are assessed as being a hazard to air navigation should be provided.
- (d) Electronic terrain and obstacle data should be provided for:
- (1) Area 2a, for those that penetrate the relevant obstacle data collection surface;
  - (2) penetrations of the take-off flight path area obstacle identification surfaces; and
  - (3) penetrations of the aerodrome obstacle limitation surfaces.
- (e) Electronic terrain and obstacle data should be provided for Area 4 for terrain and obstacles that penetrate the relevant obstacle data collection surface, for all runways where precision approach Category II or III operations have been established and where detailed terrain information is required by operators to enable them to assess the effect of terrain on decision height determination by use of radio altimeters.
- (f) The aerodrome operator should establish arrangements with the Air Traffic Services providers and the Competent Authority for the provision of obstacles and terrain data outside of the aerodrome boundary.

##### **GM1 ADR.OPS.A.005 Aerodrome data**

###### **AERODROME REFERENCE POINT**

## **AMC/GM TO ANNEX IV – PART-ADR-OPS**

### *SUBPART A – AERODROME DATA*

- (a) The aerodrome reference point should be located near the initial or planned geometric centre of the aerodrome and normally should remain where first established.
- (b) The aerodrome reference point should be measured and reported to the aeronautical information services in degrees, minutes, and seconds.

#### **AERODROME AND RUNWAY ELEVATIONS**

The following should be measured and reported to the aeronautical information services:

- (a) The aerodrome elevation and geoid undulation at the aerodrome elevation position to the accuracy of one-half metre or foot;
- (b) For non-precision approaches, the elevation and geoid undulation of each threshold, the elevation of the runway end and any significant high and low intermediate points along the runway, to the accuracy of one-half metre or foot;
- (c) For precision approach runway, the elevation and geoid undulation of the threshold, the elevation of the runway end and the highest elevation of the touchdown zone, to the accuracy of one-quarter metre or foot.

#### **AERODROME REFERENCE TEMPERATURE**

- (a) The aerodrome reference temperature should be determined in degrees Celsius.
- (b) The aerodrome reference temperature should be the monthly mean of the daily maximum temperatures for the hottest month of the year (the hottest month being that which has the highest monthly mean temperature), averaged over a period of five (5) years.

#### **AERODROME DIMENSIONS AND RELATED INFORMATION**

The following data are measured or described, as appropriate, for each facility provided on the aerodrome:

- (a) Runway
  - (1) true bearing to one-hundredth of a degree;
  - (2) designation number;
  - (3) length;
  - (4) width;
  - (5) displaced threshold location to the nearest metre or foot;
  - (6) longitudinal slope;
  - (7) surface type;
  - (8) type of runway; and
  - (9) for a precision approach runway category I, the existence of an obstacle free zone when provided.
- (b) Strip/Runway End Safety Area/Stopway
  - (1) Length, width to the nearest metre or foot; and
  - (2) Surface type.
- (c) Taxiway
  - (1) Designation;

## **AMC/GM TO ANNEX IV – PART-ADR-OPS**

### *SUBPART A – AERODROME DATA*

- (2) Width; and
- (3) Surface type.
- (d) Apron
  - (1) Surface type; and
  - (2) Aircraft stands.
- (e) The boundaries of the air traffic control service;
- (f) Clearway
  - (1) length to the nearest metre or foot; and
  - (2) ground profile.
- (g) Visual aids for approach procedures, marking and lighting of runways, taxiways and aprons, other visual guidance and control aids on taxiways and aprons, including runway holding positions, intermediate holding positions and stopbars, and location and type of visual docking guidance systems;
- (h) Location and radio frequency of any VOR aerodrome checkpoint;
- (i) Location and designation of standard taxi-routes;
- (j) Distances to the nearest metre or foot of localiser and glide path elements comprising an instrument landing system (ILS) or azimuth and elevation antenna of a microwave landing system (MLS) in relation to the associated runway extremities;
- (k) The geographical coordinates of:
  - (1) each threshold;
  - (2) appropriate taxiway centre line points; and
  - (3) each aircraft stand;are measured and reported to the aeronautical information services in degrees, minutes, seconds and hundredths of seconds.

#### **STRENGTH OF PAVEMENTS**

- (a) The bearing strength of a pavement intended for aircraft of apron (ramp) mass greater than 5 700 kg should be made available using the aircraft classification — pavement classification number (ACN-PCN) method, by reporting all of the following information:
  - (1) the pavement classification number (PCN);
  - (2) pavement type for ACN-PCN determination;
  - (3) subgrade strength category;
  - (4) maximum allowable tire pressure category or maximum allowable tire pressure value; and
  - (5) evaluation method.
- (b) For the purposes of determining the ACN, the behaviour of a pavement should be classified as equivalent to a rigid or flexible construction;
- (c) Information on pavement type for ACN-PCN determination, subgrade strength category, maximum allowable tire pressure category and evaluation method, should be reported using the following codes:
  - (1) Pavement type for ACN-PCN determination:
    - (i) Rigid pavement: Code R;



## **AMC/GM TO ANNEX IV – PART-ADR-OPS**

### *SUBPART A – AERODROME DATA*

- (ii) Flexible pavement: Code F;
- (2) Subgrade strength category:
  - (i) High strength: characterised by  $K = 150 \text{ MN/m}^3$  and representing all  $K$  values above  $120 \text{ MN/m}^3$  for rigid pavements, and by  $\text{CBR} = 15$  and representing all  $\text{CBR}$  values above 13 for flexible pavements — Code A;
  - (ii) Medium strength: characterised by  $K = 80 \text{ MN/m}^3$  and representing a range in  $K$  of 60 to  $120 \text{ MN/m}^3$  for rigid pavements, and by  $\text{CBR} = 10$  and representing a range in  $\text{CBR}$  of 8 to 13 for flexible pavements — Code B;
  - (iii) Low strength: characterised by  $K = 40 \text{ MN/m}^3$  and representing a range in  $K$  of 25 to  $60 \text{ MN/m}^3$  for rigid pavements, and by  $\text{CBR} = 6$  and representing a range in  $\text{CBR}$  of 4 to 8 for flexible pavements — Code C;
  - (iv) Ultra low strength: characterised by  $K = 20 \text{ MN/m}^3$  and representing all  $K$  values below  $25 \text{ MN/m}^3$  for rigid pavements, and by  $\text{CBR} = 3$  and representing all  $\text{CBR}$  values below 4 for flexible pavements — Code D;
- (3) Maximum allowable tire pressure category:
  - (i) Unlimited: no pressure limit — Code W;
  - (ii) High: pressure limited to 1.75 MPa — Code X;
  - (iii) Medium: pressure limited to 1.25 MPa — Code Y;
  - (iv) Low: pressure limited to 0.50 MPa — Code Z;
- (4) Evaluation method:
  - (i) Technical evaluation: representing a specific study of the pavement characteristics and application of pavement behaviour technology — Code T;
  - (ii) Using aircraft experience: representing a knowledge of the specific type and mass of aircraft satisfactorily being supported under regular use — Code U;
- (d) The bearing strength of a pavement intended for aircraft of apron (ramp) mass equal to or less than 5 700 kg, should be reported by reporting the following information:
  - (1) maximum allowable aircraft mass; and
  - (2) maximum allowable tire pressure.

#### PRE-FLIGHT ALTIMETER CHECK LOCATION

- (a) One or more pre-flight altimeter check locations should be established.
- (b) The elevation of a pre-flight altimeter check location should be given as the average elevation, rounded to the nearest metre or foot, of the area on which it is located. The elevation of any portion of a pre-flight altimeter check location should be within 3 m (10 ft) of the average elevation for that location.
- (c) Pre-flight check location could be located on an apron. Locating a pre-flight altimeter check location on an apron enables an altimeter check to be made prior to obtaining taxi clearance and eliminates the need for stopping for that purpose after leaving the apron. Normally an entire apron could serve as a satisfactory altimeter check location.

#### DECLARED DISTANCES

**AMC/GM TO ANNEX IV – PART-ADR-OPS**

**SUBPART A – AERODROME DATA**

- (a) The following distances should be calculated to the nearest metre or foot for a runway and reported to the aeronautical information services and Air Traffic Services:
  - (1) Take-off run available (TORA);
  - (2) Take-off distance available (TODA);
  - (3) Accelerate stop distance available (ASDA); and
  - (4) Landing distance available (LDA).
- (b) The take-off run available (TORA), take-off distance available (TODA), accelerate stop distance available (ASDA) and landing distance available (LDA) should be calculated according to the following (all declared distances are illustrated for operations from left to right):
  - (1) Where a runway is not provided with a stopway or a clearway and the threshold is located at the extremity of the runway, the four declared distances should normally be equal to the length of the runway

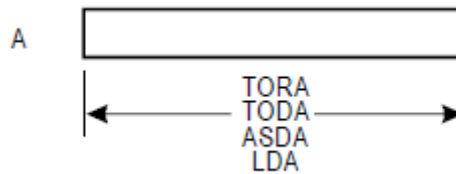


Figure 1

- (2) When a runway is provided with a clearway (CWY), then the TODA will include the length of clearway.

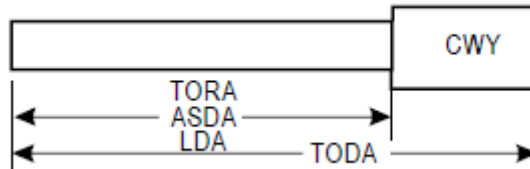


Figure 2

- (3) Where a runway is provided with a stopway (SWY), then the ASDA will include the length of stopway.

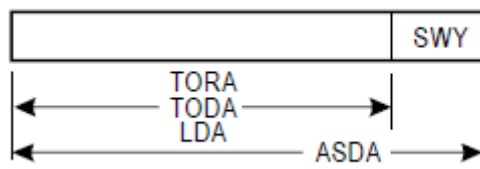


Figure 3

- (4) Where a runway has a displaced threshold, then the LDA will be reduced by the distance the threshold is displaced. A displaced threshold affects only the LDA for approaches made to that threshold; all declared distances for operations in the reciprocal direction are unaffected.

**AMC/GM TO ANNEX IV – PART-ADR-OPS**

**SUBPART A – AERODROME DATA**

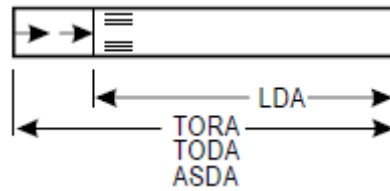


Figure 4

- (5) Where a runway is provided with more than one of the clearway, stopway, or having a displaced threshold, then more than one of the declared distances will be modified. The modification will follow the same principle as in (1)–(4)

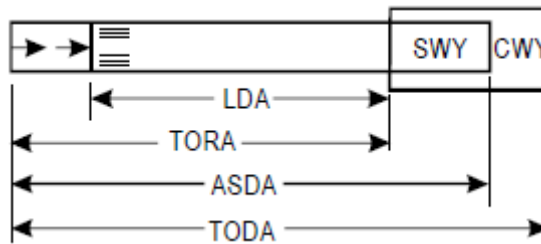


Figure 5

- (c) The information on declared distances should be provided according to the following table:

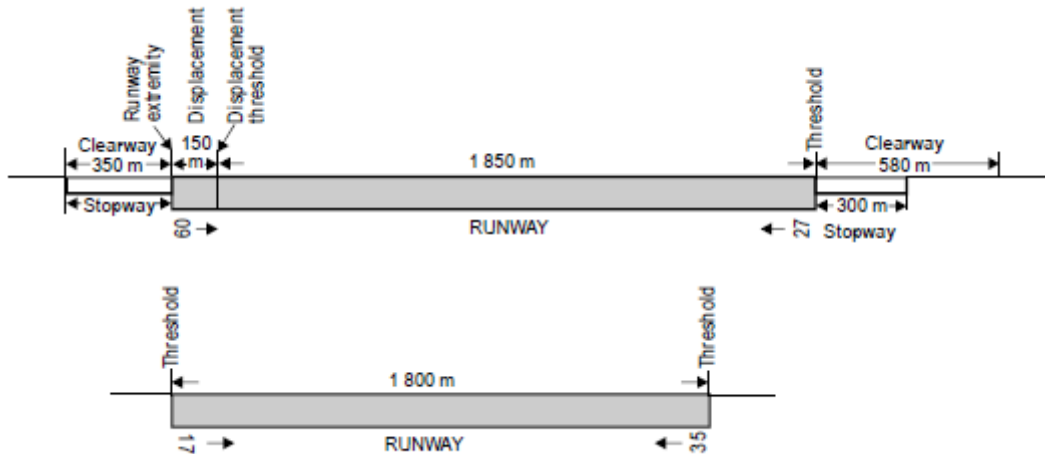


Figure 6

RUNWAY	TORA	ASDA	TODA	LDA
	m	m	m	m
09	2 000	2 300	2 580	1 850

## AMC/GM TO ANNEX IV – PART-ADR-OPS

### SUBPART A – AERODROME DATA

27	2 000	2 350	2 350	2 000
17	NU	NU	NU	1 800
35	1 800	1 800	1 800	NU

Table 1

If a runway direction cannot be used for take-off or landing, or both because it is operationally forbidden, then this should be declared and the words 'not usable' or the abbreviation 'NU' entered.

- (d) When intersection take-offs are performed, the datum line from which the reduced runway declared distances for take-off are determined, should be defined by the intersection of the downwind edge as shown in the figure below:

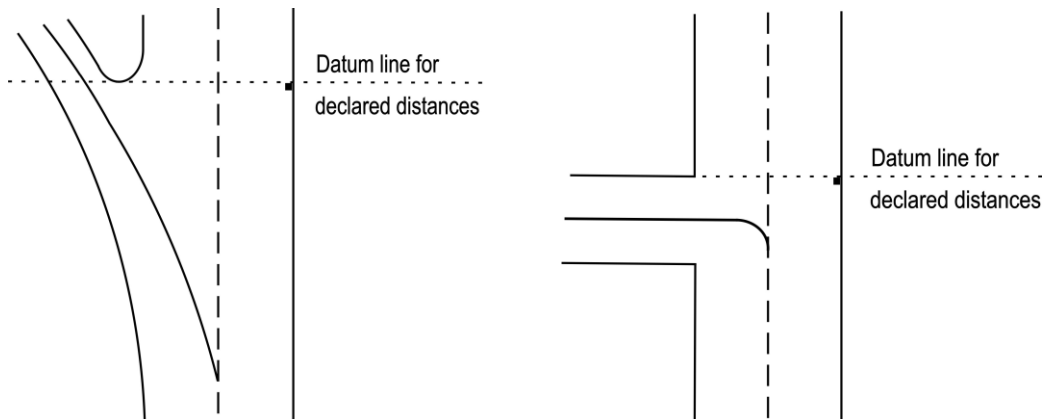


Figure 7

### CONDITION OF THE MOVEMENT AREA AND RELATED FACILITIES

The condition of the movement area and the operational status of related facilities should be monitored and reported, on matters of operational significance affecting aircraft and aerodrome operations, particularly in respect of the following:

- construction or maintenance work;
- rough or broken surfaces on a runway, a taxiway or an apron;
- snow, slush, ice, or frost on a runway, a taxiway or an apron;
- water on a runway, a taxiway or an apron;
- snow banks or drifts adjacent to a runway, a taxiway or an apron;
- anti-icing or de-icing liquid chemicals or other contaminants on a runway, taxiway or apron;
- other temporary hazards, including parked aircraft;
- failure or irregular operation of part or all of the aerodrome visual aids; and
- failure of the normal or secondary power supply.

## AMC/GM TO ANNEX IV – PART-ADR-OPS

### SUBPART A – AERODROME DATA

#### Water on a runway

Whenever water is present on a runway, a description of the runway surface should be made available using the following terms:

- (a) DAMP — the surface shows a change of colour due to moisture;
- (b) WET — the surface is soaked but there is no standing water;
- (c) STANDING WATER — for aeroplane performance purposes, a runway where more than 25 per cent of the runway surface area (whether in isolated areas or not) within the required length and width being used is covered by water more than 3 mm deep.

Information that a runway or portion thereof maybe slippery when wet, should be made available to the aerodrome users.

#### Snow, slush or ice or frost on a runway

- (a) Whenever an operational runway is contaminated by snow, slush, ice or frost, the runway surface condition should be assessed and reported. Runway condition assessment should be repeated as conditions change.
- (b) The contaminant type, distribution, and for loose contaminants, depth for each third of the runway, should be assessed. An indication of surface friction characteristics is helpful in conducting runway condition assessment however caution should be exercised when correlating the results obtained by friction measuring equipment with aircraft performance. Additionally, for contaminants such as slush, wet snow and wet ice, contaminant drag on the equipment's measuring wheel, amongst other factors, may cause readings obtained in these conditions to be unreliable.
- (c) Assessment of the friction of a runway should be made in descriptive terms of 'estimated surface friction'. The estimated surface friction should be categorised as good, medium to good, medium, medium to poor, and poor, and promulgated in SNOWTAM format as well as using appropriate RTF phraseologies.
- (d) The estimated surface friction, based on the measured coefficient, when the runway is covered by compacted snow or ice only, could be reported according to the following table (indicative), although these values may vary due to the friction measuring device as well as to the surface being measured and the speed employed:

Measured Coefficient ( $\mu$ )	Estimated surface friction	Code
0.40 and above	Good	5
0.39 to 0.36	Medium to good	4
0.35 to 0.30	Medium	3
0.29 to 0.26	Medium to poor	2
0.25 and below	Poor	1

Table 2

- (e) Assessed surface condition information, including estimated surface friction, should be reported for each third of a runway. The thirds are called A, B and C;
  - (1) For the purpose of reporting information to aeronautical service units, Section A should always be the section associated with the lower runway designation number;

## **AMC/GM TO ANNEX IV – PART-ADR-OPS**

### *SUBPART A – AERODROME DATA*

- (2) When giving landing information to a pilot before landing, the sections should be referred to as first, second or third part of the runway. The first part should always mean the first third of the runway as seen in the direction of landing;
  - (3) Assessments should be made along two lines parallel to the runway, i.e. along a line on each side of the centreline approximately 3 m, or that distance from the centreline at which most operations take place. The objective of the assessment is to determine the type, depth and coverage of the contaminants and its effect on estimated surface friction given the prevailing weather conditions for sections A, B and C;
  - (4) In cases where a continuous friction measuring device is used, the mean values are obtained from the friction values recorded for each section;
- (f) Whenever dry snow, wet snow, slush ice or frost is present and reported, the description of the runway surface condition should use the following terms:
- (1) dry snow;
  - (2) wet snow;
  - (3) compacted snow;
  - (4) wet compacted snow;
  - (5) slush;
  - (6) ice;
  - (7) wet ice;
  - (8) frost;
  - (9) dry snow on ice;
  - (10) wet snow on ice;
  - (11) chemically treated;
  - (12) sanded; and
- should include, where applicable, the assessment of contaminant depth.

#### **DISABLED AIRCRAFT REMOVAL**

- (a) The contact details (telephone/telex number(s), email address, etc.) of the office of the aerodrome coordinator of operations for the removal of an aircraft disabled on or adjacent to the movement area should be made available on request to aircraft operators.
- (b) Information concerning the capability to remove an aircraft disabled on or adjacent to the movement area should be made available.
- (c) The capability to remove a disabled aircraft may be expressed in terms of the largest type of aircraft which the aerodrome is equipped to remove.

#### **RESCUE AND FIREFIGHTING**

- (a) Information concerning the level of protection provided at an aerodrome for aircraft rescue and firefighting purposes during the hours of operation should be made available.

## **AMC/GM TO ANNEX IV – PART-ADR-OPS**

### *SUBPART A – AERODROME DATA*

- (b) The level of protection normally available at the aerodrome should be expressed in terms of the category of the rescue and firefighting services and in accordance with the types and amounts of extinguishing agents normally available at the aerodrome.
- (c) Changes in the level of protection normally available at the aerodrome for rescue and firefighting should be notified to the appropriate air traffic services units and aeronautical information services units to enable those units to provide the necessary information to arriving and departing aircraft. When such a change has been corrected, the above units should be advised accordingly.
- (d) Changes in the level of protection from that normally available at the aerodrome could result from a change in the availability of extinguishing agents, equipment to deliver the agents or personnel to operate the equipment, etc.
- (e) A change in the level of protection is expressed in terms of the new category of the rescue and firefighting services available at the aerodrome.

#### **VISUAL APPROACH SLOPE INDICATOR SYSTEMS**

The following information concerning a visual approach indicator system is made available:

- (a) associated runway designation number;
- (b) type of system; for a PAPI or APAPI installation, the side of the runway on which the lights are installed, i.e. left or right, is given;
- (c) where the axis of the system is not parallel to the runway centre line, the angle of displacement and the direction of displacement, i.e. left or right, is indicated;
- (d) nominal approach slope angle(s); and
- (e) minimum eye height(s) over the threshold of the on-slope signal(s).

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

##### **SURVEYING REQUIREMENTS FOR RUNWAY THRESHOLDS, TAXIWAYS AND AIRCRAFT STANDS**

- (a) Thresholds
  - (1) For surveying purposes, threshold positions must be taken as being at the geometric centre of the runway and at the beginning of the paved surface, i.e. the beginning of that portion of the runway usable for landing. Where thresholds are marked by appropriate threshold markings (e.g. displaced thresholds), these must be taken as the threshold points. Where threshold lighting is surveyed, the locations must be described on the diagram accompanying the report. Where there is no threshold lighting, an appropriate point for survey in accordance with the following figures must be selected.

**AMC/GM TO ANNEX IV – PART-ADR-OPS**

**SUBPART A – AERODROME DATA**

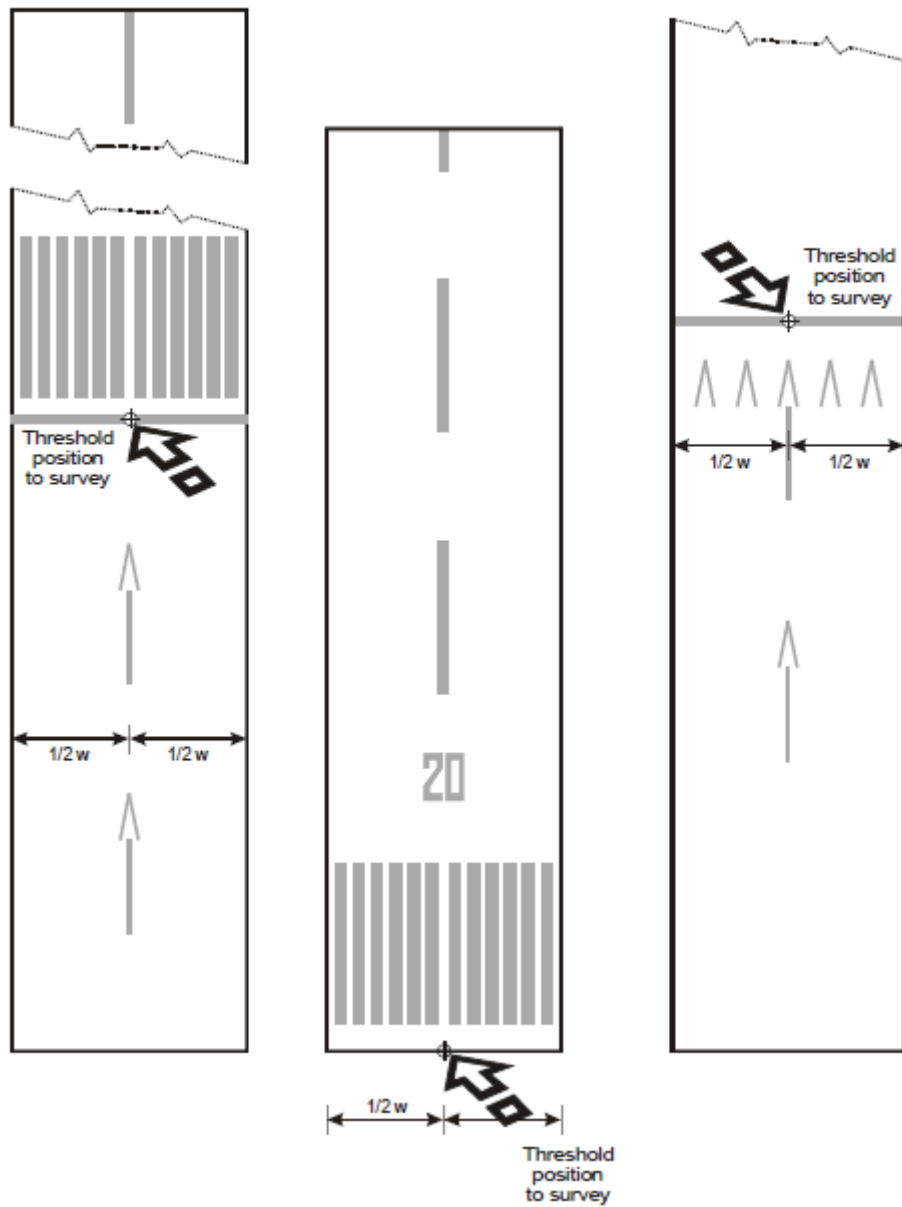


Figure 1



**AMC/GM TO ANNEX IV – PART-ADR-OPS**

**SUBPART A – AERODROME DATA**

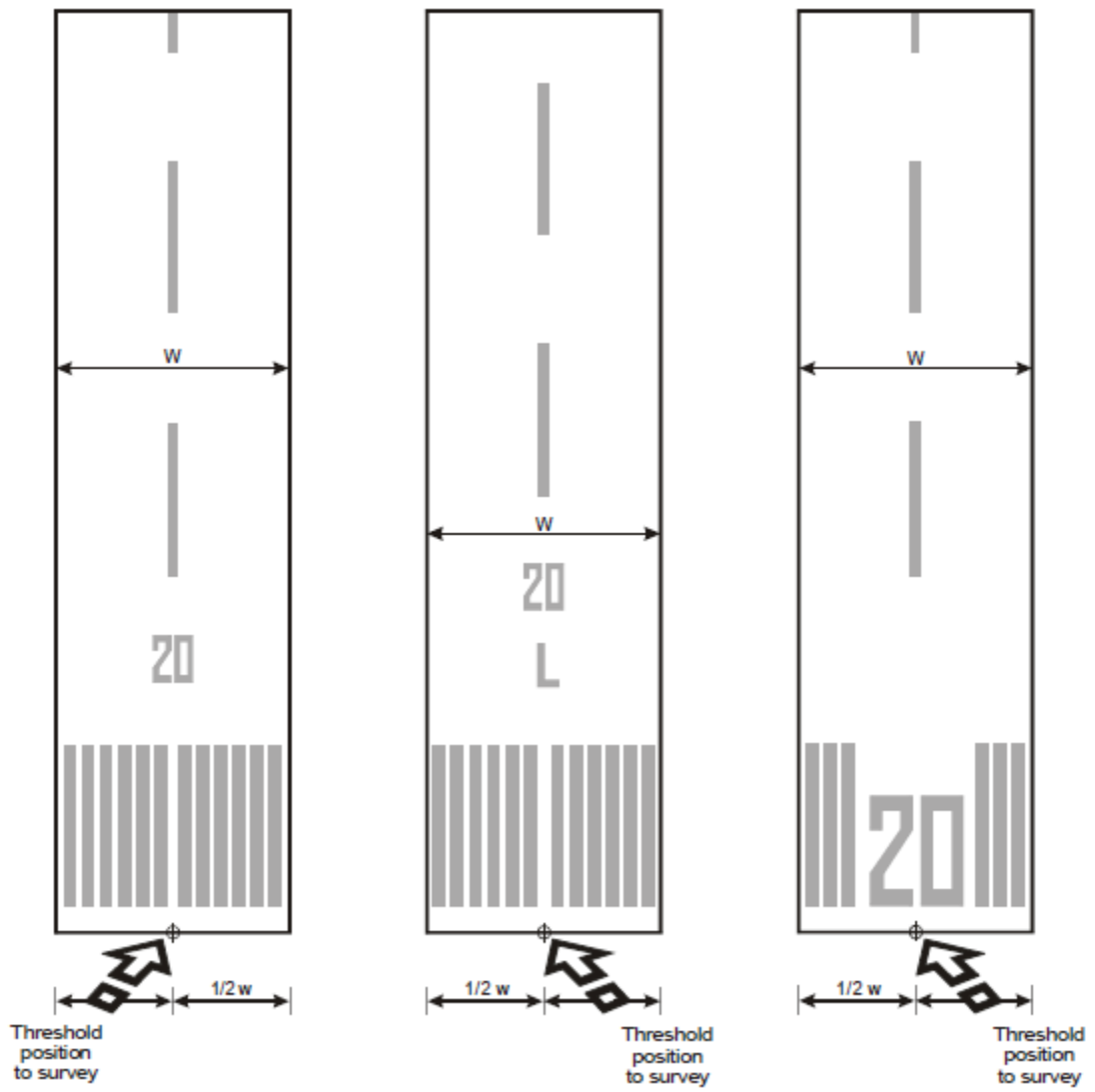


Figure 2

**AMC/GM TO ANNEX IV – PART-ADR-OPS**

**SUBPART A – AERODROME DATA**

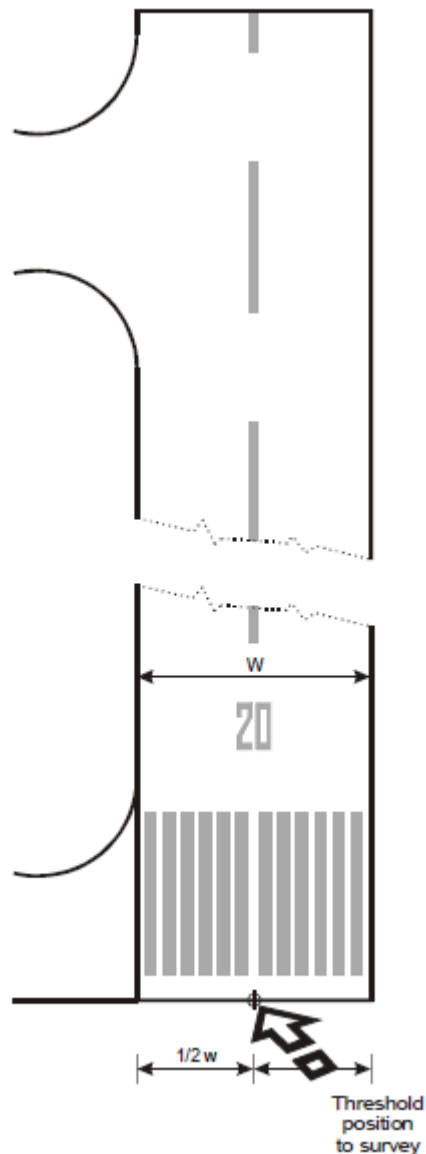


Figure 3

- (2) If the runway has only one threshold certified for landing, the runway end position must be surveyed. For surveying purposes, the runway end position (flight path alignment point) must be taken as being at the geometric centre of the runway and at the end of the paved surface, i.e. the end of that portion of the runway usable for landing.
- (b) Taxiways and stand/checkpoints — General
  - (1) Except as provided in (c) (1) below, for surveying purposes the centre (mid-width) of the taxiway centre line marking, apron taxilane marking or the aircraft stand guide line marking must be taken as the reference data.
  - (2) The points of commencement and ends of straight sections of taxiways, apron taxilanes and aircraft stand point guidance lines markings must be surveyed. Sufficient additional points must be surveyed to maintain the required accuracy along the lines.
  - (3) For curved sections of taxiways, apron taxilanes and aircraft stand guide line markings, the commencement and end of the curved section centre line must be surveyed together with the position of the centre point of the arc and its radius. In the case of a compound curve, the centre and radius of each arc and the commencement and end of each of the arcs must be surveyed. Where this is

## **AMC/GM TO ANNEX IV – PART-ADR-OPS**

### *SUBPART A – AERODROME DATA*

impracticable in the field, a series of sequential points must be surveyed along the curved section of the centre line with a maximum arc to chord distance not exceeding 0.25 m for taxiways and 0.10 m for apron taxilanes and aircraft stand guide line markings. Sufficient points must be surveyed to maintain the required accuracy along the lines. The surveyor must, in processing the data, conduct a graphical inspection of the survey points to ensure collinearity.

#### (c) Taxiways

- (1) To permit uninterrupted transition from the actual runway centre line to the taxiway centre line and to provide the required continuity of guidance for the aircraft navigation data base, differentiation must be made between the surface markings and the actual path the aircraft must follow. Therefore, for the guidance of aircraft entering or exiting the runway for take-off or landing, the following must be surveyed:

- (i) the point at which the radius of turn, prescribed by the appropriate authority for each taxiway, is tangential to the runway centre line, and the point at which that radius of turn joins the taxiway centre line marking at a tangent;
- (ii) the point that prescribes the centre of the arc; and
- (iii) the radius of the arc.

Where this is impracticable in the field, a series of sequential points must be surveyed along the curved section of the centre line of taxiways.

- (2) Where taxiway centre line marking is provided on a runway that is part of a standard taxi route, or a taxiway centre line is not coincident with runway centre line, the following points must be surveyed:

- (i) the point on the taxiway marking at which the taxiway enters the runway;
- (ii) the points at which the taxiway deviates from a straight line;
- (iii) the intersection of the taxiway centre line marking and boundary of each 'block' that has been published as part of the aerodrome movement and guidance control system; and
- (iv) the point on the taxiway marking at which the taxiway exits the runway.

- (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) above; and

#### (d) Aircraft stand points

- (1) In defining the aircraft stands, the following points must be surveyed at the centre of the guide line marking of the aircraft stands, as appropriate:

- (i) taxilane centre lines;

**AMC/GM TO ANNEX IV – PART-ADR-OPS**

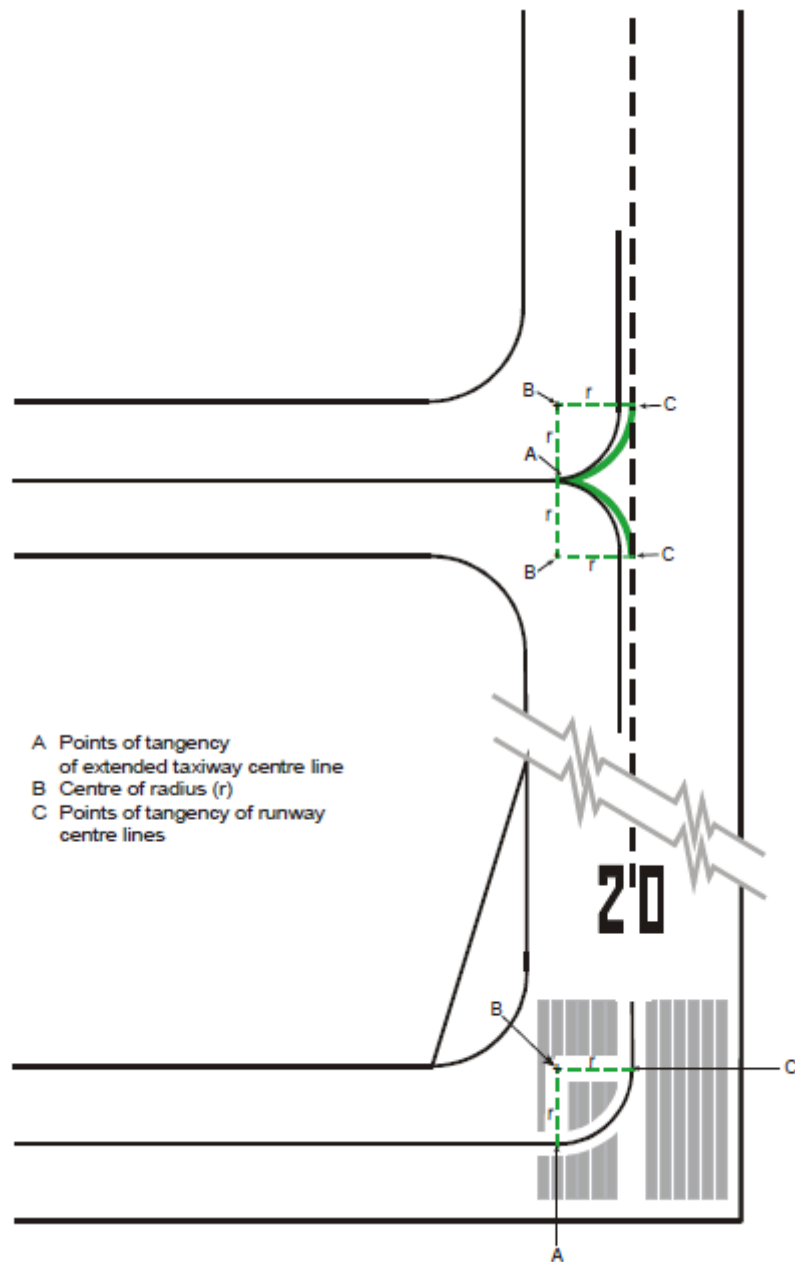
*SUBPART A – AERODROME DATA*

- (ii) lead-in line(s);
  - (iii) turning line;
  - (iv) straight section of the turning line;
  - (v) nose wheel stopping position;
  - (vi) true heading of the alignment bar; and
  - (vii) lead-out line(s).
- (2) Where aircraft stands are utilized by more than one aircraft type and different guide line markings exist, a diagram must be prepared by the surveyor showing the arrangement of the markings in use, together with an indication of the points surveyed. Where all the stands at an aerodrome/heliport are marked uniformly, only a single diagram needs to be prepared.

The points that should be surveyed for a taxiway or an aircraft stand, are shown in the following diagrams:

**AMC/GM TO ANNEX IV – PART-ADR-OPS**

**SUBPART A – AERODROME DATA**



Runway and taxiway intersections to be surveyed

Figure 4

**AMC/GM TO ANNEX IV – PART-ADR-OPS**

**SUBPART A – AERODROME DATA**

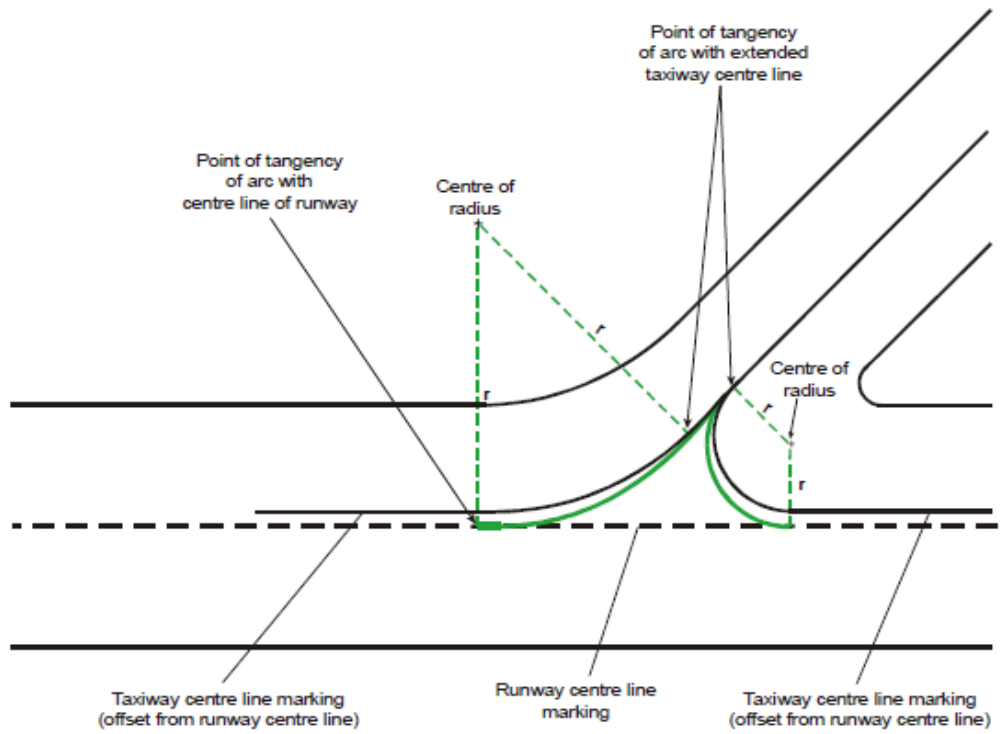


Figure 5 - Runway and taxiway intersections to be surveyed

**AMC/GM TO ANNEX IV – PART-ADR-OPS**

**SUBPART A – AERODROME DATA**

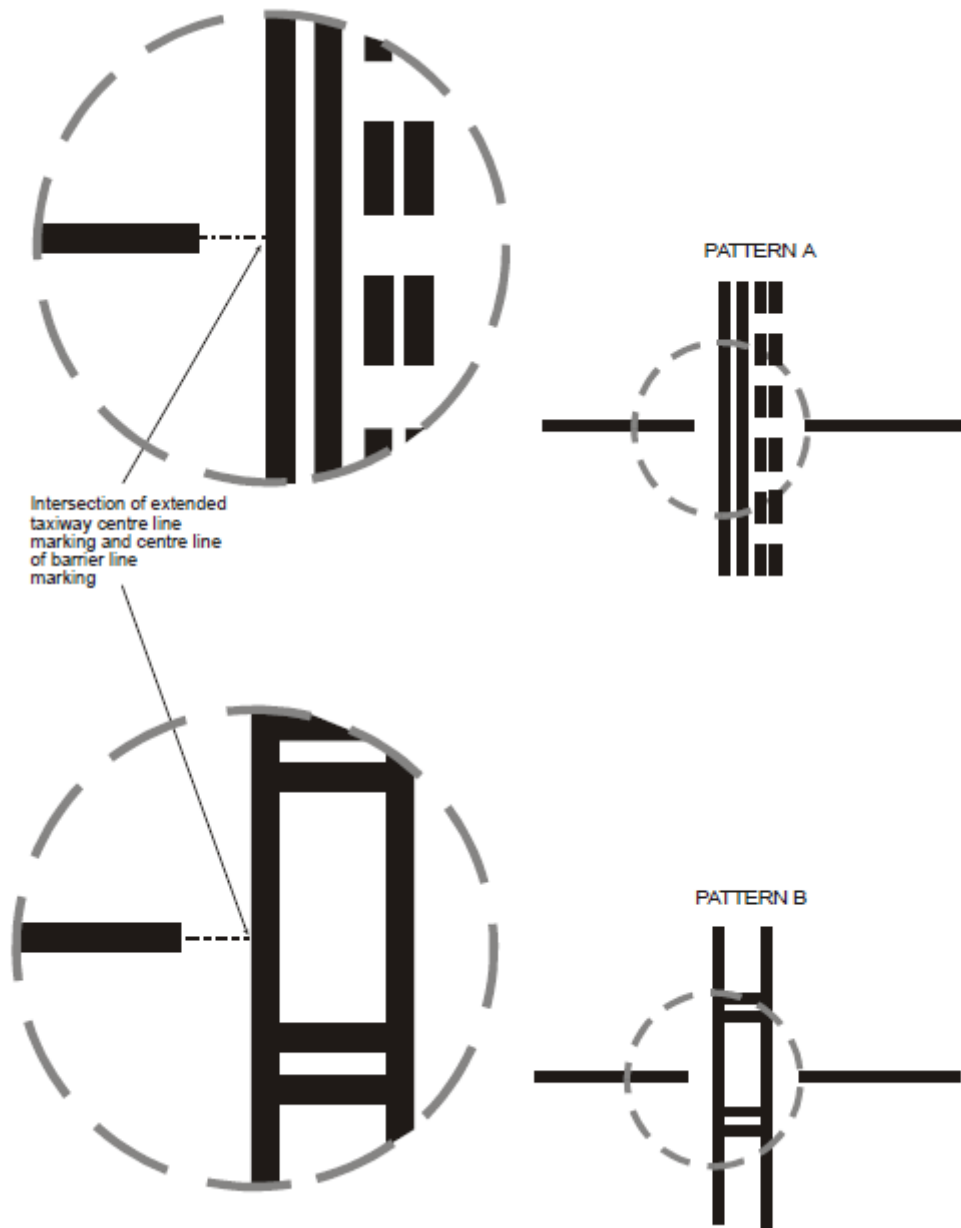


Figure 6 - Runway holding positions to be surveyed

**AMC/GM TO ANNEX IV – PART-ADR-OPS**

**SUBPART A – AERODROME DATA**

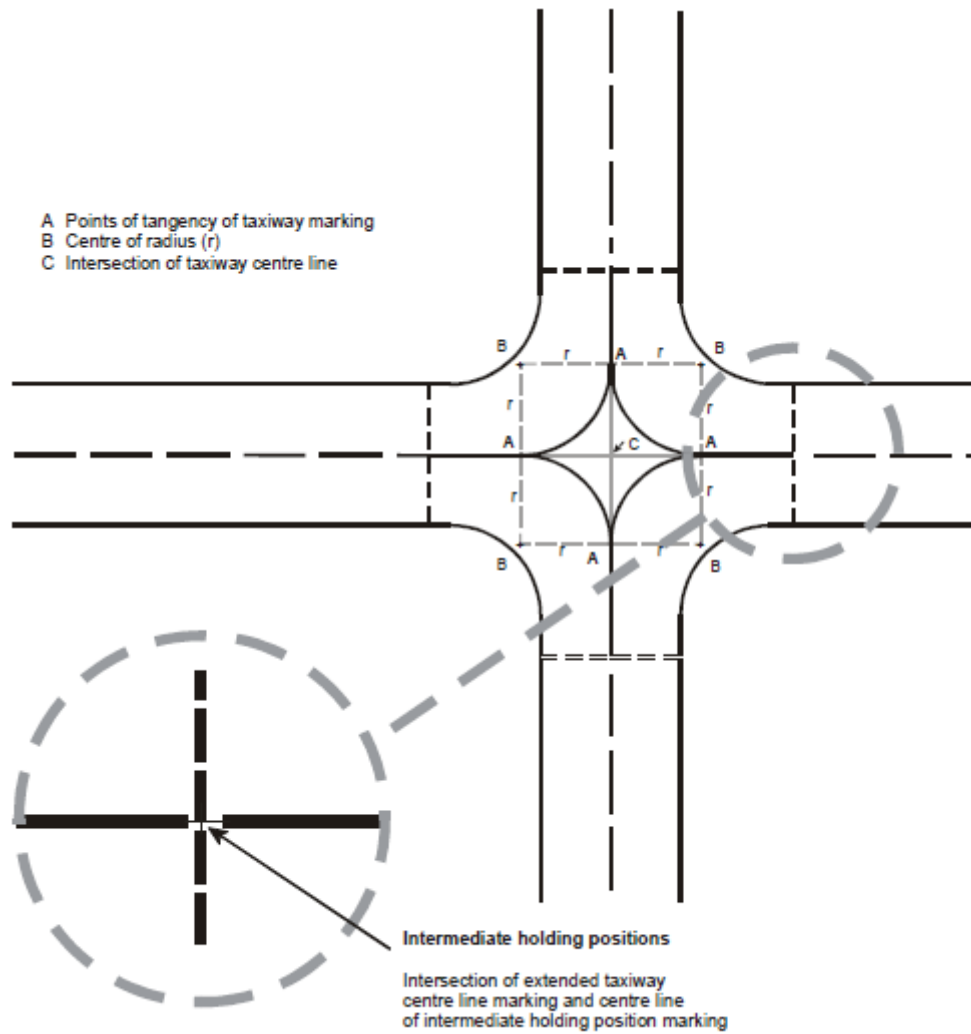


Figure 7 - Taxiway intersections to be surveyed



**AMC/GM TO ANNEX IV – PART-ADR-OPS**

**SUBPART A – AERODROME DATA**

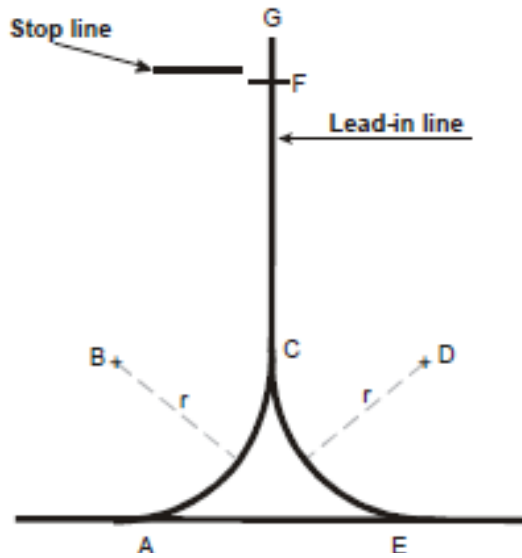


Figure 8 - Simple nose wheel lead-in line

Position	Description of point to be surveyed
A	Point of tangency of centre of lead-in marking with centre of taxilane marking
B	Centre of arc of lead-in line and radius
C	Point of tangency with centre of lead-in line marking
D	Centre of arc of lead-in line and radius
E	Point of tangency of centre of lead-in marking with centre of taxilane marking
F	Nose wheel position of parked aircraft
G	End of lead-in line marking

Table 1

**AMC/GM TO ANNEX IV – PART-ADR-OPS**

**SUBPART A – AERODROME DATA**

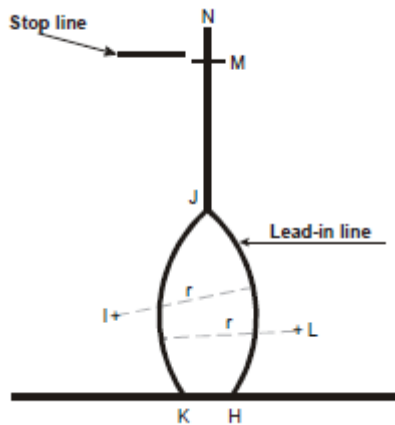


Figure 9 - Offset nose wheel lead-in line

Position	Description of point to be surveyed
H	Intersection of centre of lead-in line marking and centre of taxilane marking
I	Centre of arc of lead-in line and radius
J	Centre of commencement of straight section of lead-in line
K	Intersection of centre of lead-in line marking and centre of taxilane marking
L	Centre of arc of lead-in line and radius
M	Nosewheel position of parked aircraft
N	End of lead-in line marking

Table 2

**AMC/GM TO ANNEX IV – PART-ADR-OPS**

**SUBPART A – AERODROME DATA**

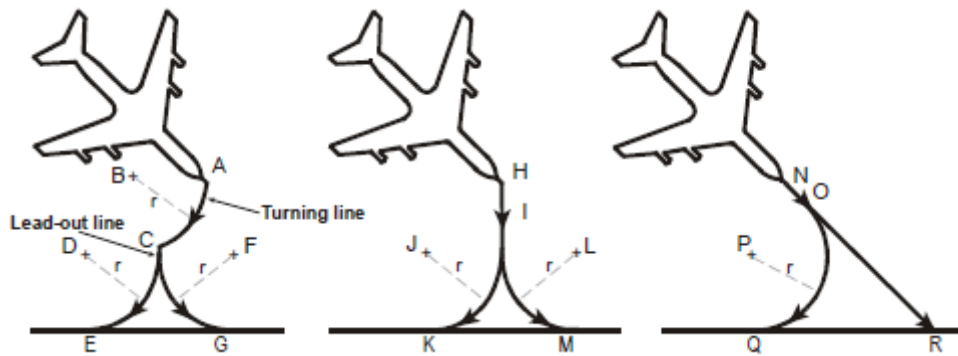


Figure 10 - Simple nose wheel lead-out lines

Position	Description of point to be surveyed
A	Centre of commencement of turning line marking
B	Centre of arc of turning line and radius
C	Centre of intersection of turning line marking and lead-out line marking
D	Centre of arc of lead-out line and radius
E	Point of tangency of centre of lead-out line marking and taxilane marking
F	Centre of arc of lead-out line and radius
G	Point of tangency of centre of lead-out line marking and taxilane marking
H	Commencement of lead-out line
I	Centre of commencement of curved section of lead-out line
J	Centre of arc of lead-out line and radius
K	Point of tangency of centre of lead-out line marking and taxilane marking
L	Centre of arc of lead-out line and radius
M	Point of tangency of centre of lead-out line marking and taxilane marking
N	Point of tangency of centre of lead-out line marking and taxilane marking
O	Centre of commencement of curved section of lead-out line
P	Centre of arc of lead-out line and radius
Q	Point of tangency of centre of lead-out line marking and taxilane marking
R	Intersection of centre of lead-out line marking and taxilane marking

Table 3

**AMC/GM TO ANNEX IV – PART-ADR-OPS**

**SUBPART A – AERODROME DATA**

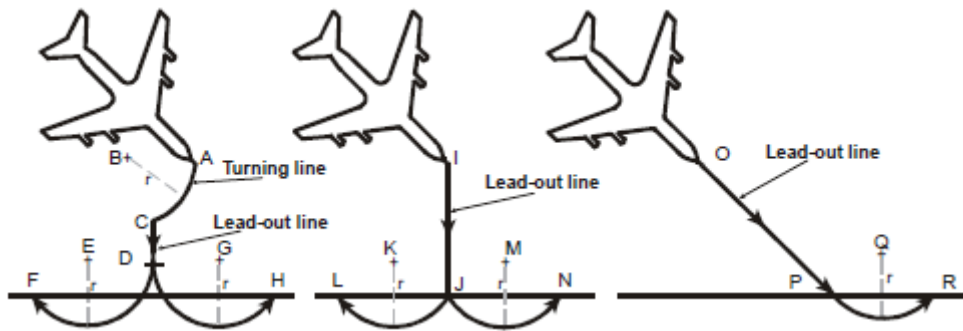


Figure 11 - Offset nose wheel lead-out lines

Position	Description of point to be surveyed
A	Centre of commencement of turning line marking
B	Centre of arc of turning line and radius
C	Centre of intersection of turning line marking and lead-out line marking
D	Centre of end of straight section of lead-out line marking
E	Centre of arc of lead-out line and radius
F	Intersection of centre of lead-out line marking and taxilane marking
G	Centre of arc of lead-out line and radius
H	Intersection of centre of lead-out line marking and taxilane marking
I	Commencement of lead-out line
J	Centre of commencement of curved section of lead-out line
K	Centre of arc of lead-out line and radius
L	Intersection of centre of lead-out line marking and taxilane marking
M	Centre of arc of lead-out line and radius
N	Intersection of centre of lead-out line marking and taxilane marking
O	Commencement of lead-out line
P	Centre of commencement of curved section of lead-out line
Q	Centre of arc of lead-out line and radius
R	Intersection of centre of lead-out line marking and taxilane marking

Table 4

**AMC/GM TO ANNEX IV – PART-ADR-OPS**

**SUBPART A – AERODROME DATA**

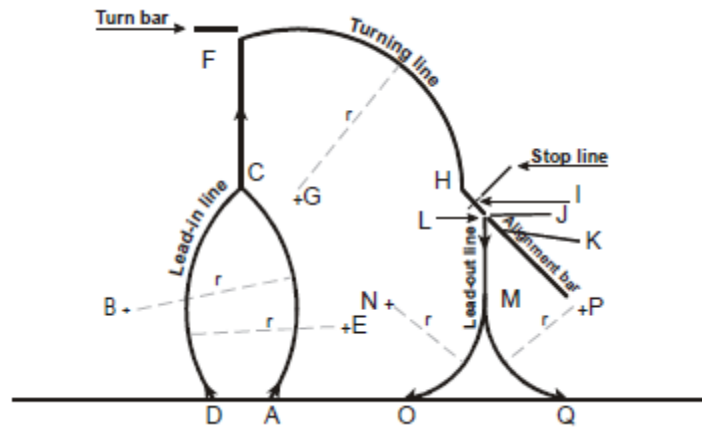


Figure 12 - Turning lines

Position	Description of point to be surveyed
A	Intersection of centre of lead-in line marking and centre of taxiway marking
B	Centre of arc of lead-in line and radius
C	Centre of commencement of straight section of lead-in line
D	Intersection of centre of lead-in line marking and centre of taxiway marking
E	Centre of arc of lead-in line and radius
F	End of straight section of lead-in line marking/commencement of turning line marking
G	Centre of arc of turning line and radius
H	Centre of commencement of straight section of turning line marking
I	Nose wheel position of parked aircraft
J	Centre of end of straight section or turning line marking
K	True bearing of alignment bar
L	Commencement of lead-out line
M	Centre of commencement of curved section of lead-out line
N	Centre of arc of lead-out line and radius
O	Point of tangency of centre of lead-out line marking and taxiway marking
P	Centre of arc of lead-out line and radius
Q	Point of tangency of centre of lead-out line marking and taxiway marking

Table 5

## **AMC/GM TO ANNEX IV – PART-ADR-OPS**

### *SUBPART A – AERODROME DATA*

#### **GM3 ADR.OPS.A.005(a) Aerodrome data**

##### FRICITION MEASURING DEVICES

A continuous friction measuring device (e.g. Skiddometer, Surface Friction Tester, Mu-meter, Runway Friction Tester or GripTester), can be used for measuring the friction values for compacted snow- and ice-covered runways. A decelerometer (e.g. Tapley Meter or Brakemeter – Dynamometer) may be used on certain surface conditions, e.g. compacted snow, ice and very thin layers of dry snow. Other friction measuring devices can be used, provided they have been correlated with, at least, one of the types mentioned above. A decelerometer should not be used in loose snow or slush, as it can give misleading friction values. Other friction measuring devices can also give misleading friction values under certain combinations of contaminants and air/pavement temperature.

#### **GM4 ADR.OPS.A.005(a) Aerodrome data**

##### COVERAGE AREAS FOR TERRAIN AND OBSTACLE DATA PROVISION

- (a) The coverage areas for sets of electronic and obstacle data should be specified as follows:
- (1) Area 1: the entire territory of the State;
  - (2) Area 2: within the aerodrome surroundings, sub-divided as follows:
    - (i) Area 2a: a rectangular area around a runway that comprises the runway strip plus any clearway that exists;
    - (ii) Area 2b: an area extending from the ends of Area 2a in the direction of departure, with a length of 10 km and a splay of 15 per cent to each side;
    - (iii) Area 2c: an area extending outside Area 2a and Area 2b at a distance of not more than 10 km from the boundary of Area 2a; and
    - (iv) Area 2d: an area outside the Areas 2a, 2b and 2c up to a distance of 45 km from the aerodrome reference point, or to an existing TMA boundary, whichever is nearest.
  - (3) Area 3: the area bordering an aerodrome movement area that extends horizontally from the edge of a runway to 90 m from the runway centre line, and 50 m from the edge of all other parts of the aerodrome movement area
  - (4) The area extending 900 m prior to the runway threshold, and 60 m each side of the extended runway centre line in the direction of the approach on a precision approach runway, Category II or III;
- (b) A graphical representation of the terrain data collection surfaces for Areas 1 and 2 is shown in the following figure:

**AMC/GM TO ANNEX IV – PART-ADR-OPS**

**SUBPART A – AERODROME DATA**

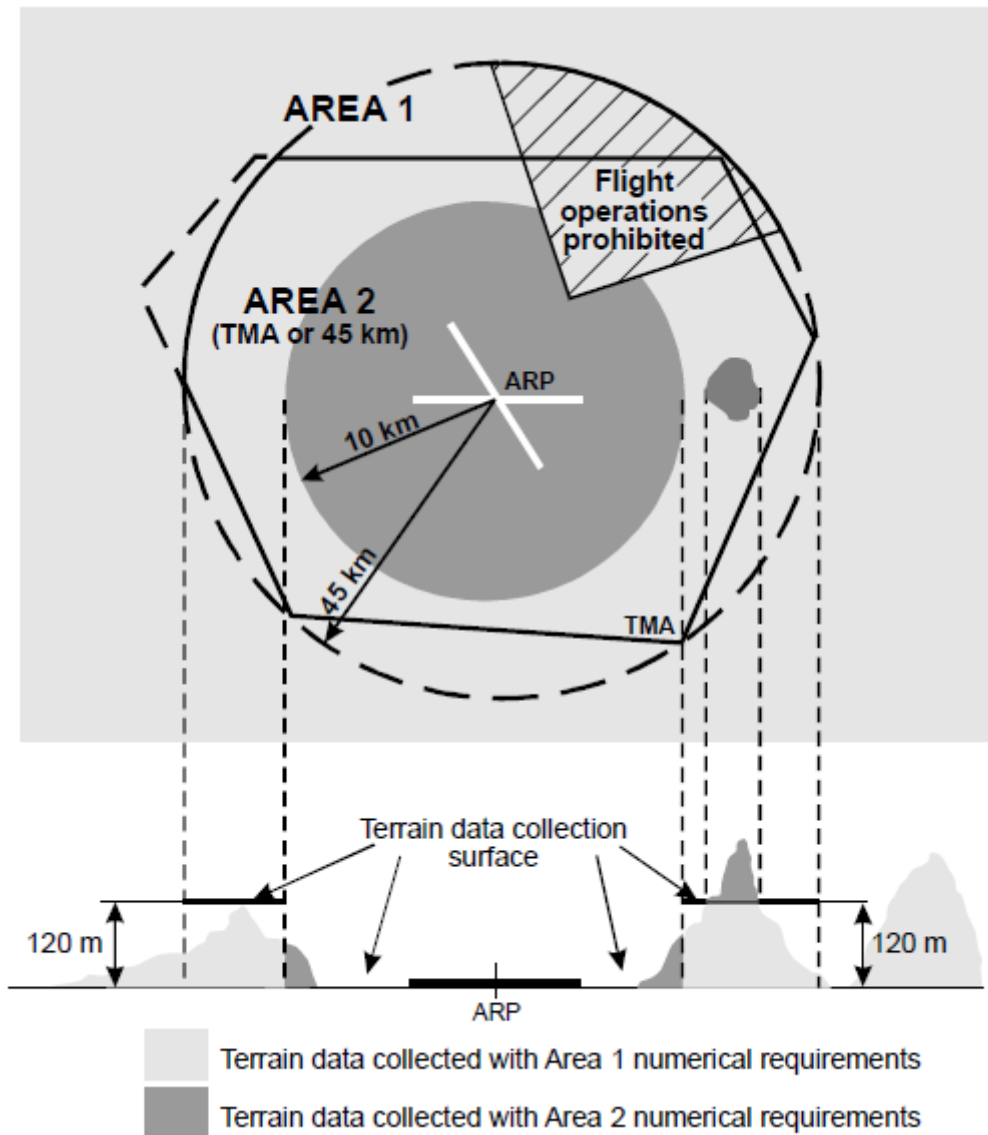


Figure 1 - Terrain data collection surfaces — Area 1 and Area 2

- (1) Within the area covered by a 10-km radius from the ARP, terrain data should comply with the Area 2 numerical requirements;
  - (2) In the area between 10 km and the TMA boundary or 45-km radius (whichever is smaller), data on terrain that penetrates the horizontal plane 120 m above the lowest runway elevation, should comply with the Area 2 numerical requirements;
  - (3) In the area between 10 km and the TMA boundary or 45-km radius (whichever is smaller), data on terrain that does not penetrate the horizontal plane 120 m above the lowest runway elevation, should comply with the Area 1 numerical requirements;
  - (4) In those portions of Area 2 where flight operations are prohibited due to very high terrain or other local restrictions and/or regulations, terrain data should comply with the Area 1 numerical requirements.
- (c) A graphical representation of the obstacle data collection surfaces for Areas 1 and 2 is shown in the following figure:

**AMC/GM TO ANNEX IV – PART-ADR-OPS**

**SUBPART A – AERODROME DATA**

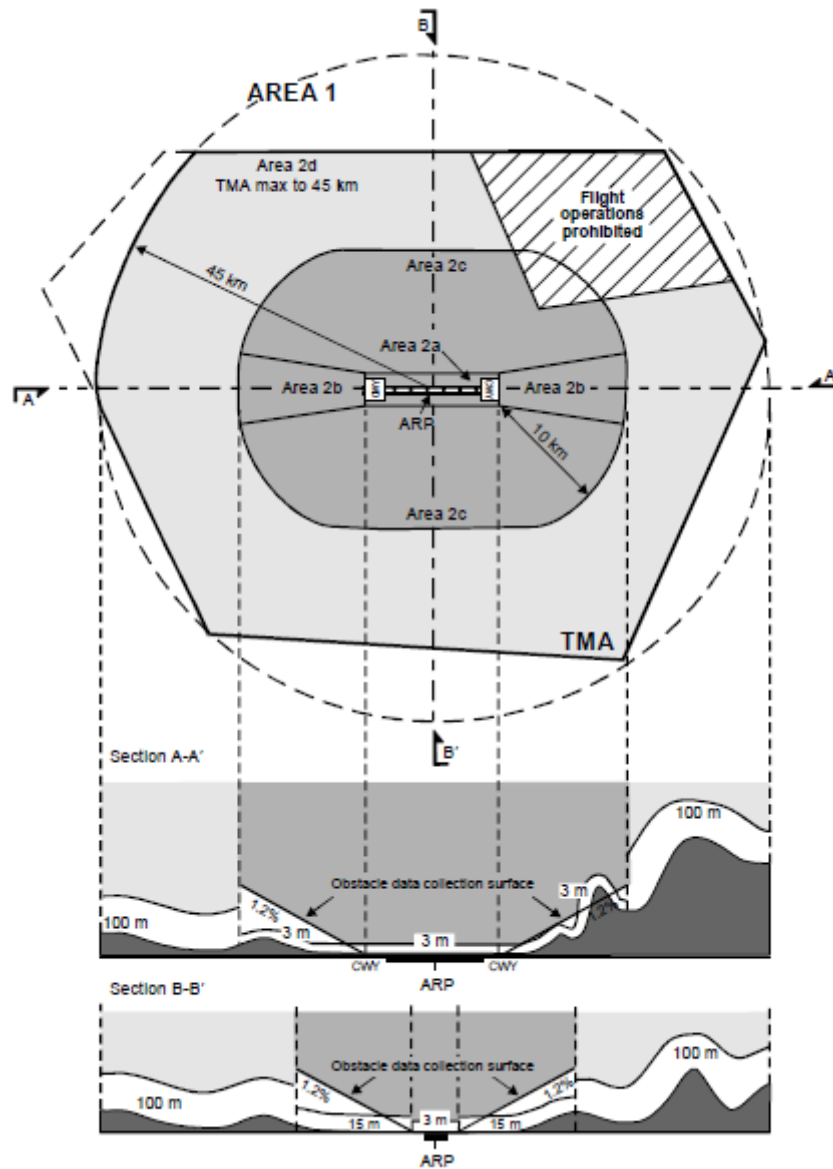


Figure 2 - Obstacle data collection surfaces — Area 1 and Area 2

- (1) Obstacle data should be collected and recorded in accordance with the Area 2 numerical requirements;
  - (i) The Area 2a obstacle collection surface should have a height of 3 m above the nearest runway elevation measured along the runway centre line, and for those portions related to a clearway, if one exists, at the elevation of the nearest runway end;
  - (ii) The Area 2b obstacle collection surface has an 1.2 % slope extending from the ends of Area 2a at the elevation of the runway end in the direction of departure, with a length of 10 km and a splay of 15 % to each side;
  - (iii) The Area 2c collection surface has an 1.2 % slope extending outside Area 2a and Area 2b at a distance of not more than 10 km from the boundary of Area 2a. The initial elevation of Area 2c should be the elevation of the point of Area 2a at which it commences; and



**AMC/GM TO ANNEX IV – PART-ADR-OPS**

**SUBPART A – AERODROME DATA**

- (iv) The Area 2d obstacle collection surface has a height of 100 m above ground.
- (2) In those portions of Area 2 where flight operations are prohibited due to very high terrain or other local restrictions and/or regulations, obstacle data should be collected and recorded in accordance with the Area 1 requirements;
- (3) Data on every obstacle within Area 1 whose height above the ground is 100 m or higher should be collected and recorded in the database in accordance with the Area 1 numerical requirements specified in Table 2.
- (d) A graphical representation of the terrain and obstacle data collection surfaces for Area 3 is shown in the following figure:

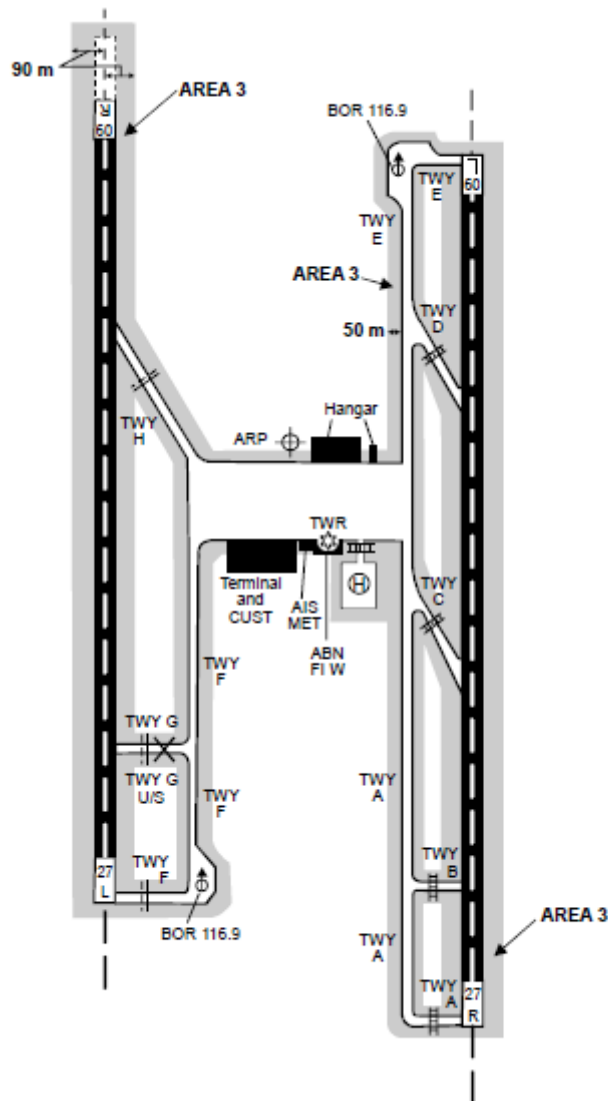


Figure 3 - Terrain and obstacle data collection surface — Area 3

- (1) The data collection surface for terrain and obstacles extends a half metre (0.5 m) above the horizontal plane passing through the nearest point on the aerodrome movement area;

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- (2) Terrain and obstacle data in Area 3 should comply with the numerical requirements specified in Tables 1 and 2, respectively;
- (e) A graphical representation of the obstacle data collection surfaces for Areas 4 is shown in the following figure:

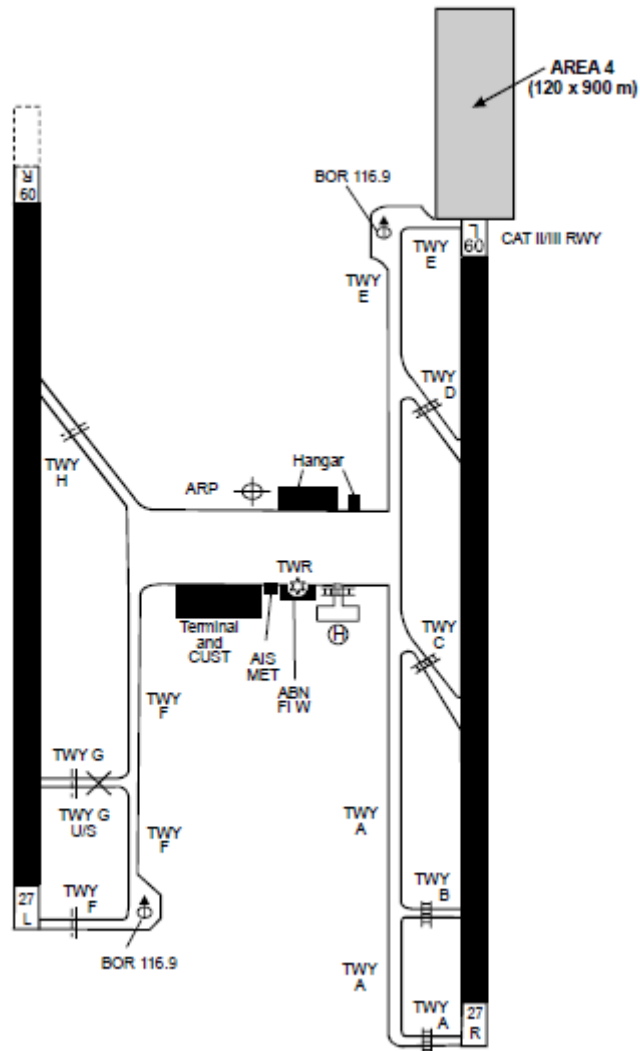


Figure 4 - Terrain and obstacle data collection surface — Area 4

- (1) Terrain data in Area 4 should comply with the numerical requirements specified in Table 1;
- (2) The horizontal extent of Area 2 covers Area 4. More detailed obstacle data may be collected in Area 4 in accordance with Area 4 numerical requirements for obstacle data specified in Table 2.
- (3) Where the terrain at a distance greater than 900 m (3000 ft) from the runway threshold is mountainous or otherwise significant, the length of Area 4 should be extended to a distance not exceeding 2000 m (6500 ft) from the runway threshold.

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### SUBPART A – AERODROME DATA

	Area 1	Area 2	Area 3	Area 4
Post spacing	3 arc seconds (approx. 90 m)	1 arc seconds (approx. 30 m)	0.6 arc seconds (approx. 20 m)	0.3 arc seconds (approx. 9 m)
Vertical accuracy	30 m	3 m	0.5 m	1 m
Vertical resolution	1 m	0.1 m	0.01 m	0.1 m
Horizontal accuracy	50 m	5 m	0.5 m	2.5 m
Confidence level	90 %	90 %	90 %	90 %
Data classification Integrity level	Routine	Essential	Essential	Essential
Maintenance period	as required	as required	as required	as required

Table 1 - Terrain data numerical requirements

	Area 1	Area 2	Area 3	Area 4
Vertical accuracy	30 m	3 m	0.5 m	1 m
Vertical resolution	1 m	0.1 m	0.01 m	0.1 m
Horizontal accuracy	50 m	5 m	0.5 m	2.5 m
Confidence level	90 %	90 %	90 %	90 %
Data classification Integrity level	Routine	Essential	Essential	Essential
Maintenance period	as required	as required	as required	as required

Table 2 - Obstacle data numerical requirements

### AMC1 ADR.OPS.A.010 Data quality requirements

#### GENERAL REQUIREMENTS

- (a) The integrity of aeronautical data should be maintained throughout the data process from survey/origin to the next intended user. Based on the applicable integrity classification, the validation and verification procedures should:
- (1) for routine data: avoid corruption throughout the processing of the data;
  - (2) for essential data: assure corruption does not occur at any stage of the entire process and may include additional processes as needed to address potential risks in the overall system architecture to further assure data integrity at this level; and
  - (3) for critical data: assure corruption does not occur at any stage of the entire process and include additional integrity assurance procedures to fully mitigate the effect of faults identified by thorough analysis of the overall system architecture as potential data integrity risks.
- (b) The aerodrome operator should determine and report aerodrome-related aeronautical data in accordance with the accuracy and integrity requirements set in the following tables:

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SUBPART A – AERODROME DATA

<b>Latitude and longitude</b>	<b>Accuracy Data Type</b>	<b>Integrity Classification</b>
Aerodrome reference point	30 m surveyed/calculated	routine
Nav aids located at the aerodrome	3 m surveyed	essential
Obstacles in Area 3	0.5 m surveyed	essential
Obstacles in Area 2 (the part within the aerodrome boundary)	5 m surveyed	essential
Runway thresholds	0.3 m surveyed	critical
Runway end (flight path alignment point)	1 m surveyed	critical
Runway centre line points	1 m surveyed	critical
Runway-holding position	0.5 m surveyed	critical
Taxiway centre line/parking guidance line points	0.5 m surveyed	essential
Taxiway intersection marking line	0.5 m surveyed	essential
Exit guidance line	0.5 m surveyed	essential
Apron boundaries (polygon)	1 m surveyed	routine
De-icing/anti-icing facility (polygon)	1 m surveyed	routine
Aircraft stand points/INS checkpoints	0.5 m surveyed	routine

Table 1 – Latitude and longitude

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<b>Elevation/altitude/height</b>	<b>Accuracy Data type</b>	<b>Integrity Classification</b>
Aerodrome elevation	0.5 m surveyed	essential
WGS-84 geoid undulation at aerodrome elevation position	0.5 m surveyed	essential
Runway threshold, non-precision approaches	0.5 m surveyed	essential
WGS-84 geoid undulation at runway threshold, non-precision approaches	0.5 m surveyed	essential
Runway threshold, precision approaches	0.25 m surveyed	critical
WGS-84 geoid undulation at runway threshold, precision approaches	0.25 m surveyed	critical
Runway centre line points	0.25 m surveyed	critical
Taxiway centre line/parking guidance line points	1 m surveyed	essential
Obstacles in Area 2 (the part within the aerodrome boundary)	3 m surveyed	essential
Obstacles in Area 3	0.5 m surveyed	essential
Distance measuring equipment/precision (DME/P)	3 m surveyed	essential

Table 2 – Elevation/Altitude/Height

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*SUBPART A – AERODROME DATA*

<b>Declination/variation</b>	<b>Accuracy Data type</b>	<b>Integrity Classification</b>
VHF Navaid Station Declination	1 degree surveyed	essential
Aerodrome magnetic variation	1 degree surveyed	essential
ILS localizer antenna magnetic variation	1 degree surveyed	essential
MLS azimuth antenna magnetic variation	1 degree surveyed	essential

Table 3 – Declination and magnetic variation

<b>Bearing</b>	<b>Accuracy Data type</b>	<b>Integrity Classification</b>
ILS localizer alignment	1/100 degree surveyed	essential
MLS zero azimuth alignment	1/100 degree surveyed	essential
Runway bearing (True)	1/100 degree surveyed	routine

Table 4 - Bearing

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SUBPART A – AERODROME DATA

<b>Length/distance/dimension</b>	<b>Accuracy Data type</b>	<b>Integrity Classification</b>
Runway length	1 m surveyed	critical
Runway width	1 m surveyed	essential
Displaced threshold distance	1 m surveyed	routine
Stopway length and width	1 m surveyed	critical
Clearway length and width	1 m surveyed	essential
Landing distance available	1 m surveyed	critical
Take-off run available	1 m surveyed	critical
Take-off distance available	1 m surveyed	critical
Accelerate-stop distance available	1 m surveyed	critical
Runway shoulder width	1 m surveyed	essential
Taxiway width	1 m surveyed	essential
Taxiway shoulder width	1 m surveyed	essential
ILS localizer antenna-runway end, distance	3 m calculated	routine
ILS glide slope antenna-threshold, distance along centre line	3 m calculated	routine
ILS marker-threshold distance	3 m calculated	essential
ILS DME antenna-threshold, distance along centre line	3 m calculated	essential
MLS azimuth antenna-runway end, distance	3 m calculated	routine
MLS elevation antenna-threshold, distance along centre line	3 m calculated	routine
MLS DME/P antenna-threshold, distance along centre line	3 m calculated	essential

Table 5 – Length/distance/dimension

- (c) Accuracy requirements for aeronautical data should be based upon a 95 % confidence level and, in that respect, three types of positional data should be identified: surveyed

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### *SUBPART A – AERODROME DATA*

points (e.g. runway threshold), calculated points (mathematical calculations from the known surveyed points of points in space, fixes) and declared points (e.g. flight information region boundary points).

- (d) Geographical coordinates indicating latitude and longitude should be determined and reported to the aeronautical information services in terms of the World Geodetic System – 1984 (WGS-84) geodetic reference datum, identifying those geographical coordinates which have been transformed into WGS-84 coordinates by mathematical means, and whose accuracy of original field work does not meet the requirements in Table 3.
- (e) The order of accuracy of the field work should be such that the resulting operational navigation data for the phases of flight will be within the maximum deviations, with respect to an appropriate reference frame, as indicated in the Tables 3–7.
- (f) In addition to the elevation (referenced to mean sea level) of the specific surveyed ground positions at aerodromes, geoid undulation (referenced to the WGS-84 ellipsoid) for those positions as indicated in Tables 3–7, should be determined and reported to the aeronautical information services authority.
- (g) Protection of electronic aeronautical data while stored or in transit, should be totally monitored by the cyclic redundancy check (CRC). To achieve protection of the integrity level of critical, and essential aeronautical data as classified in (a)(1) and (a)(2) above, a 32- or 24-bit CRC algorithm should apply respectively.
- (h) To achieve protection of the integrity level of routine aeronautical data as classified in (a)(3) above, a 16-bit CRC algorithm should apply.
- (i) The aerodrome operator should implement the procedures to:
  - (1) monitor data relevant to the aerodrome and available services originating from the aerodrome operator, and promulgated by the relevant air traffic services providers;
  - (2) notify the relevant aeronautical information services, and air traffic services providers of any changes necessary to ensure correct and complete data relevant to the aerodrome, and available services.

#### **AMC2 ADR.OPS.A.010 Data quality requirements**

##### FORMAL ARRANGEMENTS

- (a) Organisations concerned

The aerodrome operator should have formal arrangements with public or private entities providing:

- (1) air navigation services;
- (2) services for the origination and provision of survey data;
- (3) procedure design services;
- (4) electronic terrain data; and
- (5) electronic obstacle data,

with which it exchanges aeronautical data and/or aeronautical information.

- (b) Content of formal arrangements

Such formal arrangements should include the following minimum content:

- (1) the scope of aeronautical data or aeronautical information to be provided;



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### *SUBPART A – AERODROME DATA*

- (2) the accuracy, resolution, and integrity requirements for each data item supplied;
- (3) the required methods for demonstrating that the data provided conforms with the specified requirements;
- (4) the nature of action to be taken in the event of discovery of a data error, or inconsistency in any data provided;
- (5) the following minimum criteria for notification of data changes:
  - (i) criteria for determining the timeliness of data provision based on the operational or safety significance of the change;
  - (ii) any prior notice of expected changes;
  - (iii) the means to be adopted for notification;
- (6) the party responsible for documenting data changes;
- (7) the means to resolve any potential ambiguities caused where different formats are used to exchange aeronautical data or aeronautical information;
- (8) any limitations on the use of data;
- (9) requirements for the production of quality reports by data providers to facilitate verification of data quality by the data users;
- (10) metadata requirements; and
- (11) contingency requirements concerning the continuity of data provision.

#### **GM1 ADR.OPS.A.010 Data quality requirements**

Information in respect to the processing of aeronautical data and aeronautical information is contained in RTCA Document DO-200A and European Organization for Civil Aviation Equipment (EUROCAE) Document ED-76A – Standards for Processing Aeronautical Data.

#### **AMC1 ADR.OPS.A.015 Coordination between aerodrome operators and providers of aeronautical information services**

##### REPORTING

- (a) The aerodrome operator should report on matters of operational significance or affecting aircraft and aerodrome operations in order to take appropriate action, particularly in respect of the following:
  - (1) construction or maintenance work;
  - (2) rough or broken surfaces on a runway, a taxiway, or an apron;
  - (3) snow, slush ice or frost on a runway, a taxiway, or an apron;
  - (4) water on a runway, a taxiway, or an apron;
  - (5) snow banks or drifts adjacent to a runway, a taxiway, or an apron;
  - (6) anti-icing or de-icing liquid chemicals, or other contaminants on a runway, a taxiway, or an apron;
  - (7) other temporary hazards, including parked aircraft;
  - (8) failure or irregular operation of part or all of the aerodrome visual aids; and
  - (9) failure of the normal or secondary power supply.
- (b) A change in the level of protection normally available at an aerodrome for rescue and firefighting should be expressed in terms of the new category available at the aerodrome.

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*SUBPART A – AERODROME DATA*

When such a change has been corrected, the air traffic services provider and the aeronautical information services providers should be advised accordingly.

- (c) The aerodrome operator should observe the predetermined, internationally agreed AIRAC effective dates in addition to 14-day postage time when submitting the raw information/data to aeronautical information services that affect charts and/or computer-based navigation systems which qualify to be notified by the aeronautical information regulation and control (AIRAC) system.

## **AMC/GM TO ANNEX IV – PART-ADR-OPS**

### *SUBPART B – AERODROME OPERATIONAL SERVICES, EQUIPMENT AND INSTALLATIONS*

## **SUBPART B – AERODROME OPERATIONAL SERVICES, EQUIPMENT, AND INSTALLATIONS**

### **GM1 ADR.OPS.B.001 Provision of services**

#### SERVICES

The services included in Part B of this Annex, need to be provided at an aerodrome. In some cases, these services are not directly provided by the aerodrome operator, but by another organisation or State entity or combination of both. However, the aerodrome operator, being responsible for the operation of the aerodrome should have arrangements and interfaces with these organisations or entities to ensure that these services are provided according to the legal requirements. The method described above meets with the intention of an integrated Safety Management System that helps the aerodrome operator to ensure the safety objective of the service provision is being met. In completing this action, the aerodrome operator should hereby been seen to discharge its responsibility by employing the procedures mentioned above, furthermore, the aerodrome operator should not be understood to be directly responsible or liable for non-compliances by another entity involved in the arrangement.

### **AMC1 ADR.OPS.B.005(b) Aerodrome Emergency Planning**

#### GENERAL

- (a) The aerodrome operator should ensure that the aerodrome emergency plan includes the ready availability of, and coordination with, appropriate specialist rescue services to be able to respond to emergencies where an aerodrome is located close to water and/or swampy areas, and where a significant portion of approach or departure operations takes place over these areas.
- (b) The aerodrome operator should ensure that an assessment of the approach and departure areas within 1000 m of the runway threshold is carried out to determine the options available for intervention.

### **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:

- (a) Types of emergencies planned for;
- (b) Agencies involved in the plan, and details of the aerodrome and local emergency planning arrangements and forums;
- (c) Responsibility and role of each agency, the emergency operations centre, and the command post for each type of emergency;
- (d) Information on names and telephone numbers of offices or people to be contacted in the case of a particular emergency; and
- (e) A grid map of the aerodrome and its immediate surroundings, approximately at a distance of 8 km from the centre of the aerodrome.

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### *SUBPART B – AERODROME OPERATIONAL SERVICES, EQUIPMENT AND INSTALLATIONS*

#### **AMC1 ADR.OPS.B.005(c) Aerodrome emergency planning**

##### AERODROME EMERGENCY EXERCISE

The aerodrome operator should ensure that the emergency plan is tested with:

- (a) a full-scale aerodrome emergency exercise at intervals not exceeding two years; and
- (b) partial emergency exercises in the intervening year to ensure that any deficiencies found during the full-scale aerodrome emergency exercise have been corrected

and reviewed thereafter, or after an actual emergency, so as to correct any deficiency found during such exercises or actual emergency.

#### **GM1 ADR.OPS.B.005(a) Aerodrome emergency planning**

##### PURPOSE OF THE AERODROME EMERGENCY PLAN

- (a) In many cases the aerodrome emergency plan is part of a National or Local Emergency Plan, and the responsibility for its development is assigned to another entity, different from the aerodrome operator. However, this does not prevent the aerodrome operator from preparing its own plan describing the actions that should be taken during an emergency, in cooperation with the authorities which are responsible for the National or Local Emergency Plan.
- (b) Irrespective of whose responsibility is the establishment and implementation of an emergency plan covering emergencies at or in the surroundings of an aerodrome, the emergency plan should ensure that there are provisions for:
  - (1) orderly and efficient transition from normal to emergency operations;
  - (2) delegation of authority;
  - (3) assignment of emergency responsibilities;
  - (4) authorising key personnel for actions contained in the plan;
  - (5) coordination of efforts to cope with the emergency; and
  - (6) safe continuation of aircraft operations or return to normal operations as soon as possible.

#### **GM2 ADR.OPS.B.005(a) Aerodrome emergency planning**

##### AERODROME EMERGENCY PLAN DOCUMENT

- (a) The aerodrome emergency plan of the aerodrome operator should observe human factors principles to ensure optimum response in emergency operations.
- (b) In order to ensure that the aerodrome emergency plan document fully serves its purpose, it should include the following:
  - (1) plans for dealing with emergencies occurring at the aerodrome or in its surroundings, including the malfunction of aircraft in flight; structural fires; sabotage, including bomb threats (aircraft or structure); unlawful seizure of aircraft; and incidents on the aerodrome covering 'during the emergency' and 'after the emergency' considerations;
  - (2) details of tests for aerodrome facilities and equipment to be used in emergencies such as emergency operations centre, mobile command post, fire fighting vehicles

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### *SUBPART B – AERODROME OPERATIONAL SERVICES, EQUIPMENT AND INSTALLATIONS*

and equipment, communication means, first aid medical supplies, etc., including the frequency of those tests;

- (3) details of exercises to test emergency plans, including the frequency of those exercises;
- (4) a list of organisations, agencies, and persons of authority, both on and off-aerodrome, for site roles; their telephone and fax numbers, e-mail and SITA addresses, and the radio frequencies of their offices;
- (5) the establishment of an aerodrome emergency committee to organise training and other preparations for dealing with emergencies;
- (6) the appointment of an on-the-scene commander for the overall emergency operation; and
- (7) Details of the off aerodrome areas for which the aerodrome RFFS will provide a response, and the size and nature of the response.

### **GM3 ADR.OPS.B.005(a) Aerodrome emergency planning**

#### CONTENTS OF AN AERODROME EMERGENCY PLAN DOCUMENT

The purpose of the aerodrome Emergency Plan Document is to provide all the required information to agencies and staff involved in an emergency. The document should be structured in such a manner, that the required information is easily identifiable. For that purpose, the structure of the aerodrome emergency plan should be as follows:

#### **Section 1 – Emergency telephone numbers**

This section should be limited to essential telephone, numbers according to the aerodrome needs, including:

- (a) air traffic services unit;
- (b) rescue and firefighting services (fire departments);
- (c) airfield operations department;
- (d) police and security;
- (e) medical services:
  - (1) hospitals;
  - (2) ambulances; and
  - (3) doctors – business/residence;
- (f) aircraft operators;
- (g) ground handling agencies;
- (h) government authorities;
- (i) civil defence; and
- (j) others.

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### *SUBPART B – AERODROME OPERATIONAL SERVICES, EQUIPMENT AND INSTALLATIONS*

#### **Section 2 – Aircraft accident on the aerodrome**

- (a) Action by air traffic services unit;
- (b) Action by rescue and firefighting services;
- (c) Action by police and security services;
- (d) Action by the aerodrome operator:
  - (1) vehicle escort; and
  - (2) maintenance;
- (e) Action by medical services:
  - (1) hospitals;
  - (2) ambulances;
  - (3) doctors; and
  - (4) medical personnel.
- (f) Action by aircraft operator involved;
- (g) Action by emergency operations centre and mobile command post;
- (h) Action by government authorities;
- (i) Communication network (emergency operations centre and mobile command post);
- (j) Action by agencies organisations involved in mutual aid emergency agreements;
- (k) Action by transportation authorities (land, sea, air);
- (l) Action by public information officer(s);
- (m) Action by local fire departments when structures involved; and
- (n) Action by all other agencies.

#### **Section 3 – Aircraft accident off the aerodrome**

- (a) Action by air traffic services unit;
- (b) Action by rescue and firefighting services;
- (c) Action by local fire departments;
- (d) Action by police and security services;
- (e) Action by aerodrome operator;
- (f) Action by medical services:
  - (i) hospitals;
  - (ii) ambulances;
  - (iii) doctors; and
  - (iv) medical personnel.
- (g) Action by agencies involved in mutual aid emergency agreements;
- (h) Action by aircraft operator involved;

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- (i) Action by emergency operations centre and mobile command post;
- (j) Action by government authorities;
- (k) Action by communication networks (emergency operations centre and mobile command post);
- (l) Action by transportation authorities (land, sea, air);
- (m) Action by public information officer; and
- (n) Action by all other agencies.

#### **Section 4 – Malfunction of aircraft in flight (Full emergency or local standby)**

- (a) Action by air traffic services unit;
- (b) Action by aerodrome rescue and firefighting services;
- (c) Action by police and security services;
- (d) Action by the aerodrome operator;
- (e) Action by medical services:
  - (1) hospitals;
  - (2) ambulances;
  - (3) doctors; and
  - (4) medical personnel.
- (f) Action by aircraft operator involved;
- (g) Action by emergency operations centre and mobile command post; and
- (h) Action by all other agencies.

#### **Section 5 – Structural fires**

- (a) Action by air traffic services unit;
- (b) Action by rescue and firefighting services (local fire department);
- (c) Action by police and security services;
- (d) Action by aerodrome authority;
- (e) Evacuation of structure;
- (f) Action by medical services:
  - (1) hospitals;
  - (2) ambulances;
  - (3) doctors; and
  - (4) medical personnel.
- (g) Action by emergency operations centre and mobile command post;
- (h) Action by public information officer; and
- (i) Action by all other agencies.

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### *SUBPART B – AERODROME OPERATIONAL SERVICES, EQUIPMENT AND INSTALLATIONS*

#### **Section 6 – Sabotage including bomb threat (aircraft or structure)**

- (a) Action by air traffic services unit;
- (b) Action by emergency operations centre and mobile command post;
- (c) Action by police and security services;
- (d) Action by the aerodrome operator;
- (e) Action by rescue and firefighting services;
- (f) Action by medical services:
  - (1) hospitals;
  - (2) ambulances;
  - (3) doctors; and
  - (4) medical personnel.
- (g) Action by aircraft operator involved;
- (h) Action by government authorities;
- (i) Isolated aircraft parking position;
- (j) Evacuation;
- (k) Searches by dogs and trained personnel;
- (l) Handling and identification of luggage and cargo on board aircraft;
- (m) Handling and disposal of suspected bomb;
- (n) Action by public information officer; and
- (o) Action by all other agencies.

#### **Section 7 – Unlawful seizure of aircraft**

- (a) Action by air traffic services unit;
- (b) Action by rescue and firefighting services;
- (c) Action by police and security services;
- (d) Action by the aerodrome operator;
- (e) Action by medical services:
  - (1) hospitals;
  - (2) ambulances;
  - (3) doctors; and
  - (4) medical personnel.
- (f) Action by aircraft operator involved;
- (g) Action by government authorities;
- (h) Action by emergency operations centre and mobile command post;



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- (i) Isolated aircraft parking position;
- (j) Action by public information officer; and
- (k) Action by all other agencies.

#### **Section 8 – Incident on the aerodrome**

An incident on the aerodrome could require any, or all of the actions detailed in Section 2, 'Aircraft accident on the aerodrome'. Examples of incidents the aerodrome operator should consider to include: fuel spills at the ramp, passenger loading bridge, and fuel storage area; dangerous goods occurrences at freight handling areas; collapse of structures; vehicle/aircraft collisions; etc.

#### **Section 9 – Persons of authority – site roles**

To include, but not limited to, the following, according to local requirements:

- (a) On-aerodrome:
  - (1) Aerodrome chief fire officer;
  - (2) Aerodrome authority;
  - (3) Police and security – Officer-in-charge; and
  - (4) Medical coordinator.
- (b) Off-aerodrome:
  - (1) Local chief fire officer;
  - (2) Government authority; and
  - (3) Police and security – officer-in-charge.

The on-the-scene commander will be designated as required from within the pre-arranged mutual aid emergency agreement.

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### *SUBPART B – AERODROME OPERATIONAL SERVICES, EQUIPMENT AND INSTALLATIONS*

#### **GM4 ADR.OPS.B.005(a) Aerodrome Emergency Planning**

##### TYPES OF EMERGENCIES

- (a) At least the following types of emergencies may be included in the aerodrome emergency plan:
  - (1) Aircraft emergencies;
  - (2) Aircraft ground incidents, where an aircraft on the ground is known to have an emergency situation other than an accident, requiring the attendance of emergency services;
  - (3) Sabotage, including bomb threats;
  - (4) Unlawfully seized aircraft;
  - (5) Dangerous goods occurrences;
  - (6) Building fires;
  - (7) Natural disasters; and
  - (8) Public health emergencies.
- (b) The aircraft emergencies for which services may be required are generally classified as:
  - (1) 'aircraft accident': an aircraft accident which has occurred on or in the aerodrome surroundings;
  - (2) 'full emergency': an aircraft approaching the aerodrome is, or is suspected to be, in such trouble that there is imminent danger of an accident; and
  - (3) 'local standby': an aircraft approaching the aerodrome is known, or is suspected to have developed some defect, but the trouble is not such as would normally involve any serious difficulty in effecting a safe landing.

#### **GM5 ADR.OPS.B.005(a) Aerodrome emergency planning**

##### DISABLED AIRCRAFT REMOVAL

- (a) The aerodrome operator should establish a plan for the removal of an aircraft disabled on, or adjacent to, the movement area, and a coordinator designated to implement the plan, when necessary.
- (b) The disabled aircraft removal plan should be based on the characteristics of the aircraft that may normally be expected to operate at the aerodrome, and include among other things:
  - (1) a list of equipment and personnel on, or in the surroundings of, the aerodrome which would be available for such purpose; and
  - (2) arrangements for the rapid receipt of aircraft recovery equipment kits available from other aerodromes;

#### **GM1 ADR.OPS.B.005(b) Aerodrome emergency planning**

##### COORDINATION WITH OTHER AGENCIES AND ORGANISATIONS

- (a) The aerodrome emergency plan should describe the procedures for coordinating the response of different aerodrome agencies organisations or services (e.g. ground

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### *SUBPART B – AERODROME OPERATIONAL SERVICES, EQUIPMENT AND INSTALLATIONS*

handlers, airlines, security services) and those agencies in the surrounding community that could be of assistance in responding to an emergency.

- (b) If the aerodrome emergency plan is not part of a National or Local Emergency Plan, then it should be coordinated as required.
- (c) Emergency mutual aid agreements should be established to define responsibilities and/or liabilities of each external agency responding to an emergency. These agreements should include the following:
  - (1) clarification of the political and jurisdictional responsibilities of the several agencies (e.g. police, local fire fighting services, local authorities, accident investigation bodies, etc.) that could be involved in order to avoid problems when an emergency occurs;
  - (2) establishment of the command authority; i.e. a single on-the-scene commander (with designated alternates if necessary);
  - (3) designation of communication priorities at the accident site;
  - (4) organisation of emergency transportation facilities under (a) pre-designated coordinator(s);
  - (5) predetermination of the legal authorities and liabilities of all cooperating emergency personnel; and
  - (6) pre-arrangements for use of portable and heavy rescue equipment from available sources.
- (d) The aerodrome emergency plan should be implemented similarly whether it is an on-aerodrome or an off-aerodrome aircraft accident/incident.
- (e) Rendezvous signs and directional arrows should be consistent, and conform to national standards.
- (f) The aerodrome operator should assess the level of medical supplies to be held on the aerodrome for emergency purposes.

#### **GM2 ADR.OPS.B.005(b) Aerodrome emergency planning**

##### **INVOLVED AGENCIES IN EMERGENCIES**

The following agencies could participate in response to an emergency, depending on the type of emergency and local arrangements:

- (a) On the aerodrome:
  - (1) Air Traffic Control Unit;
  - (2) Rescue and firefighting services;
  - (3) Aerodrome administration;
  - (4) Medical and ambulance services;
  - (5) Aircraft operators;
  - (6) Ground handling agencies;
  - (7) Security services; and
  - (8) Police.

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- (b) Off the aerodrome:
  - (1) Fire departments;
  - (2) Police;
  - (3) Health authorities (including medical, ambulance, hospital and public health services);
  - (4) Military; and
  - (5) Harbour or coast guard, if applicable.

#### **GM3 ADR.OPS.B.005(b) Aerodrome emergency planning**

##### EMERGENCY OPERATIONS CENTRE

- (a) The practice had shown that emergencies are handled more efficiently centrally through an emergency operations centre and a command post.
- (b) The emergency operations centre could be a part of the aerodrome facilities, and responsible for the overall coordination and general direction of the response to an emergency. Depending on the size of the aerodrome and local procedures, more than one emergency centres could be established, but within the aerodrome emergency plan should be identified which of them has the overall responsibility for coordination.
- (c) A person should be assigned to assume control of the emergency operations centre and, when appropriate, another person the command post.
- (d) The role of the emergency operations centre should be to support the on-the-scene commander in the mobile command post for aircraft accidents/incidents.
- (e) The emergency operations centre, depending on relevant security plans and local procedures could be the command, coordination, and communication centre for unlawful seizure of aircraft and bomb threats.
- (f) The emergency operations centre should be operationally available 24 hours a day, or during the aerodrome's hours of operation, and procedures should be established for notifying its staff.
- (g) The location of the emergency operation centre is very important for its efficiency. Consideration should be given to establish its location having a clear view of the movement area and isolated aircraft parking position, wherever possible.
- (h) Adequate equipment and personnel should be available in order to communicate with the appropriate agencies involved in the emergency, including the mobile post, when this is deployed. The communication and electronic devices should be checked regularly, to identify any malfunctions.

#### **GM4 ADR.OPS.B.005(b) Aerodrome emergency planning**

##### MOBILE COMMAND POST

- (a) The command post is a facility capable of being moved rapidly to the site of an emergency, when required, and undertakes the local coordination of those agencies responding to the emergency.
- (b) The mobile command post, when established, should contain the necessary equipment and personnel to communicate with all agencies involved in the emergency, including the

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emergency operations centre. The communication and electronic devices should be checked regularly, in order to identify any malfunctions.

- (c) Maps, charts, and other relevant equipment and information should be available at the mobile command post.

#### **GM5 ADR.OPS.B.005(b) Aerodrome emergency planning**

##### COMMUNICATION SYSTEMS USED FOR EMERGENCIES

- (a) When established, adequate communication systems linking the command post and the emergency operations centre with each other and with the participating agencies should be provided in accordance with the plan, and consistent with the particular requirements of the aerodrome.
- (b) The communication systems used should include a sufficient number of radio transceivers, telephones, and other communication devices to establish and maintain a primary, and a secondary means of communication;
- (c) The role of the communication systems is to provide a primary, and, where necessary, an alternate means for effective direct communications between the following, as applicable:
  - (1) the alerting authority and the rescue and firefighting (RFF) units serving the aerodrome;
  - (2) air traffic services unit, the appropriate fire department alarm room/dispatch centre(s) and the firefighting and rescue crews en route to an aircraft emergency and at the accident/incident site;
  - (3) appropriate mutual aid agencies located on or off the aerodrome, including an alert procedure for all auxiliary personnel expected to respond; and
  - (4) the RFF vehicles, including a communication capability between crew members on each RFF vehicle.
- (d) A communications system should be established in order to provide rapid response of the emergency equipment to accidents and incidents occurring in the terminal areas, and at the apron. Apron accidents include aircraft cabin fires, refuelling spills and fires, aircraft and vehicle collisions, and medical emergencies.
- (e) Communication systems used during emergencies should be tested regularly to verify the operability of all radio and telephone networks.
- (f) A complete and current list of interagency telephone numbers should be available to all agencies and to personnel responsible for the aerodrome emergency plan, to ensure rapid notification in case of emergencies. These phone numbers should be verified frequently to ensure they are correct. Updated lists should be distributed to all emergency plan participants on a continual basis.

#### **GM1 ADR.OPS.B.005(c) Aerodrome emergency planning**

##### EMERGENCIES IN DIFFICULT ENVIRONMENT

At those aerodromes located close to water and/or swampy areas, or difficult terrain, the aerodrome emergency plan should include the establishment, testing, and assessment at regular intervals of a predetermined response for the specialist rescue services.

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### *SUBPART B – AERODROME OPERATIONAL SERVICES, EQUIPMENT AND INSTALLATIONS*

#### **GM2 ADR.OPS.B.005(c) Aerodrome emergency planning**

##### **EMERGENCY EXERCISES**

###### **(a) Full-scale exercises**

- (1) The purpose of a full-scale exercise is to ensure the adequacy of the plan to cope with different types of emergencies.
- (2) Full-scale emergency exercises should be supported by all aerodrome and community authorities concerned.
- (3) Objectives of the exercise should be defined.
- (4) Involved departments and agencies should be thoroughly familiar with the aerodrome emergency plan, and develop individual plans in coordination with the general plan.
- (5) The emergency exercises should be held in locations which will provide maximum realism while ensuring minimum disruption of the aerodrome operations. Different scenarios, as described in the aerodrome emergency plan document, should be used. The exercise could be held either during the day or at night on the aerodrome, and at different times of the year when seasonal changes may present additional challenges. Exercises may take place both on or near the aerodrome to test different scenarios.
- (6) In order to obtain the maximum benefit from a full-scale emergency exercise, the entire proceedings should be reviewed. An observer critique team should be organised, comprised of members who are familiar with mass casualty accident proceedings. Each member of the critique team should observe the entire exercise, and complete the appropriate emergency drill critique forms. As soon as convenient after the exercise, a critique meeting should be held so members of the team can present their observations and recommendations for improvement of the aerodrome emergency plan procedures and associated aerodrome emergency plan document.
- (7) The exercise should be followed by a full debriefing, critique, and analysis. It is important that representatives of all organisations which participate in the exercise actively participate in the critique.

###### **(b) Partial emergency exercises**

- (1) The purpose of a partial exercise is to ensure the adequacy of the response to individual participating agencies and components of the plan.
- (2) Partial emergency exercises should involve, at least, one unit, such as rescue and firefighting services, or medical, or combination of several units, as appropriate.
- (3) Partial emergency exercises should ensure that any deficiencies found during the full-scale aerodrome emergency exercise have been corrected.

###### **(c) Tabletop exercises**

Tabletop exercises should be held at regular intervals. The aim of these exercises should be to verify that roles and procedures are clear and understood. These exercises offer a good opportunity to test new or revised procedures, before implementation, or preparation for a full-scale emergency exercise.

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### *SUBPART B – AERODROME OPERATIONAL SERVICES, EQUIPMENT AND INSTALLATIONS*

#### **GM1 ADR.OPS.B.010(a)(1) Rescue and firefighting services**

##### AVAILABILITY AND SCOPE OF RESCUE AND FIREFIGHTING SERVICES

Public or private organisations, suitably located and equipped, could be designated to provide the rescue and firefighting service. The fire station housing these organisations should normally be located on the aerodrome, although an off-aerodrome location is not precluded, provided that the response time can be met. The scope of the rescue and firefighting services is to save lives in the event of an aircraft accident or incident occurring at, or in the immediate surroundings of, the aerodrome. The operational objective is to create and maintain survivable conditions, to provide egress routes for occupants, and to initiate the rescue of those occupants unable to make their escape without direct aid.

#### **AMC1 ADR.OPS.B.010(a)(2) Rescue and firefighting services**

##### COMMUNICATION AND ALERTING SYSTEMS

The aerodrome operator should ensure that:

- (a) a discrete communication system is provided linking a fire station with the control tower, any other fire station on the aerodrome, and the rescue and firefighting vehicles;
- (b) an alerting system for rescue and firefighting personnel, capable of being operated from that station, is provided at the fire station, any other fire station on the aerodrome, and the aerodrome control tower;
- (c) means are provided for communication between the rescue and firefighting service and the flight crew of an aircraft in emergency;
- (d) communication means are provided to ensure the immediate summoning of designated personnel not on standby duty;
- (e) communication means are provided to ensure two-way communication with the rescue and firefighting vehicles in attendance at an aircraft accident or incident.
- (f) communications during emergencies should be recorded;
- (g) communication means are provided between rescue and firefighting crew members; and

#### **AMC2 ADR.OPS.B.010(a)(2) Rescue and firefighting services**

##### RFFS LEVEL OF PROTECTION

- (a) The aerodrome operator should ensure that:
  - (1) the level of protection normally available at an aerodrome is determined and expressed in terms of the category of the rescue and firefighting services (RFF aerodrome category) as described below and in accordance with the types, amounts, and discharge rates of extinguishing agents normally available at the aerodrome; and
  - (2) the RFF aerodrome category is determined according to the Table 1, based on the longest aeroplanes normally using the aerodrome and their fuselage width. If, after selecting the category appropriate to the longest aeroplane's overall length, that aeroplane's fuselage width is greater than the maximum width in Table 1, column 3, for that category, then the category for that aeroplane should actually be one category higher.

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<b>Aerodrome category for rescue and fire fighting</b>		
<b>Aerodrome Category (1)</b>	<b>Aeroplane overall length (2)</b>	<b>Maximum fuselage width (3)</b>
1	0 m up to but not including 9 m	2 m
2	9 m up to but not including 12 m	2 m
3	12 m up to but not including 18 m	3 m
4	18 m up to but not including 24 m	4 m
5	24 m up to but not including 28 m	4 m
6	28 m up to but not including 39 m	5 m
7	39 m up to but not including 49 m	5 m
8	49 m up to but not including 61 m	7 m
9	61 m up to but not including 76 m	7 m
10	76 m up to but not including 90 m	8 m

Table 1

- (b) The aerodrome operator should ensure that during anticipated periods of reduced activity, the level of protection available is no less than that needed for the highest category of aeroplane planned to use the aerodrome during that time, irrespective of the number of movements.
- (c) Reduction of the level of protection for rescue and fire fighting as determined in accordance with Table 1, may be accepted by the Competent Authority.

**AMC3 ADR.OPS.B.010(a)(2) Rescue and firefighting services**

**NUMBER OF RFFS VEHICLES AND RESCUE EQUIPMENT**

- (a) The aerodrome operator should ensure that:
  - (1) the minimum number of rescue and firefighting vehicles at the aerodrome will be in accordance with the following table; and



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Aerodrome category	Rescue and firefighting vehicles
1	1
2	1
3	1
4	1
5	1
6	2
7	2
8	3
9	3
10	3

Table 1

- (2) rescue equipment commensurate with the level of aircraft operations is provided on the rescue and firefighting vehicles.
- (b) If the aerodrome is located near a water/swampy area, or other difficult environment, or a significant portion of the approach/departure operations takes over these areas, the aerodrome operator should coordinate the availability of suitable rescue equipment and services.

**AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services**

**EXTINGUISHING AGENTS**

The aerodrome operator should ensure that:

- (a) both principal and complementary extinguishing agents are provided at the aerodrome;
- (b) principal extinguishing agent includes:
  - (1) a foam meeting the minimum performance level A; or
  - (2) a foam meeting the minimum performance level B; or
  - (3) a foam meeting the minimum performance level C; or
  - (4) a combination of these agents;

except for aerodromes in categories 1 to 3, where it should preferably meet a performance level B or C foam;

- (c) the complementary extinguishing agent is a dry chemical powder suitable for extinguishing hydrocarbon fires, or any other alternate agent having equivalent firefighting capability;
- (d) the amounts of water for foam production, and of the complementary agents provided on the rescue and firefighting vehicles are in accordance with the determined aerodrome category and Table 1,

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<b>Minimum usable amounts of extinguishing agents</b>								
	Foam meeting performance level A		Foam meeting performance level B		Foam meeting performance level C		Complementary agents	
Aerodrome category (1)	Water (L) (2)	Discharge rate foam solution/minute (L) (3)	Water (L) (4)	Discharge rate foam solution/minute (L) (5)	Water (L) (6)	Discharge rate foam solution/minute (L) (7)	Dry chemical powders (kg) (8)	Discharge rate (kg/sec) (9)
1	350	350	230	230	160	160	45	2.25
2	1 000	800	670	550	460	360	90	2.25
3	1 800	1 300	1 200	900	820	630	135	2.25
4	3 600	2 600	2 400	1800	1 700	1 100	135	2.25
5	8 100	4 500	5 400	3 000	3 900	2 200	180	2.25
6	11 800	6 000	7 900	4 000	5 800	2 900	225	2.25
7	18 200	7 900	12 100	5 300	8 800	3 800	225	2.25
8	27 300	10 800	18 200	7 200	12 800	5 100	450	4.5
9	36 400	13 500	24 300	9 000	17 100	6 300	450	4.5
10	48 200	16 600	32 300	11 200	22 800	7 900	450	4.5

Note: The quantities of water shown in columns 2, 4 and 6 are based on the average overall length of aeroplanes in a given category

Table 1

except that for aerodrome categories 1 and 2, up to 100 % of the water may be substituted with complementary agent.

For the purpose of agent substitution, 1 kg of complementary agent is equivalent to 1 L of water for production of a foam meeting performance level A.

Note 1: The amounts of water specified for foam production are predicated on an application rate of 8.2 L/min/m<sup>2</sup> for a foam meeting performance level A, 5.5 L/min/m<sup>2</sup> for a foam meeting performance level B and 3.75 L/min/m<sup>2</sup> for a foam meeting performance level C.

Note 2: When any other complementary agent is used, the substitution ratios need to be checked.

- (e) the amount of foam concentrate provided on a vehicle should be sufficient to produce, at least, two loads of foam solution;
- (f) when a combination of different performance level foams are provided at the aerodrome, the total amount of water to be provided for foam production should be calculated for each foam type and the distribution of these quantities should be documented for each vehicle and applied to the overall rescue and firefighting requirement;
- (g) the discharge rate of the foam solution is not less than the rates shown in Table 1;
- (h) the complementary agents comply with the appropriate specifications of the International Organisation for Standardisation (ISO);
- (i) the discharge rate of complementary agents is not less than the values shown in Table 1;
- (j) a reserve supply of foam concentrate equivalent to 200 % of the quantities identified in Table 1 is maintained on the aerodrome for vehicle replenishment purposes. Foam concentrate carried on fire vehicles in excess of the quantity identified in Table 1 can contribute to the reserve;
- (k) a reserve supply of complementary agent equivalent to 100% of the quantity identified in Table 1 is maintained on the aerodrome for vehicle replenishment purposes and sufficient propellant gas is included to utilize this reserve complementary agent;

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- (l) for Category 1 and 2 aerodromes that have replaced up to 100% of the water with complementary agent a reserve supply of complementary agent of 200% is maintained;
- (m) where a major delay in the replenishment of the supplies is anticipated, the amount of reserve supply is increased as determined by a risk assessment;
- (n) a water need analysis is conducted to determine the availability of sufficient quantities of water for fire fighting;
- (o) quantities of water are recalculated and the amount of water for foam production and the discharge rates for foam solution are increased accordingly, where operations by aeroplanes larger than the average size in a given category are planned; and
- (p) arrangements are in place to manage extinguishing agents in terms of selection, storage, maintenance, and testing.

#### **AMC5 ADR.OPS.B.010(a)(2) Rescue and firefighting services**

##### RESPONSE TIME

The aerodrome operator should ensure that:

- (a) rescue and firefighting service achieves a response time not exceeding three minutes with an operational objective of not exceeding two minutes, to any point of each operational runway, in optimum visibility and surface conditions, and be in a position to apply foam at a rate of, at least, 50 % of the discharge rate specified in AMC4 ADR.OPS.B.010 Table 1;
- (b) response times to any other part of the movement area, in optimum visibility and surface conditions, are calculated and included in the Aerodrome Emergency Plan;
- (c) any vehicle, other than the first responding vehicle(s), required to achieve continuous agent application of the amount of extinguishing agents specified in Table 1 of AMC4 ADR.OPS.B.010 arrives no more than one minute after the first responding vehicle(s); and
- (d) suitable guidance, equipment and/or procedures for rescue and firefighting services are provided, to meet the operational objective, as nearly as possible, in less than optimum conditions of visibility, especially during low visibility operations.

#### **AMC6 ADR.OPS.B.010(a)(2) Rescue and firefighting services**

##### PERSONNEL

The aerodrome operator should ensure that:

- (a) during flight operations and, at least, 15 minutes after the departure of last flight, sufficient trained personnel is detailed and readily available to ride the rescue and firefighting vehicles, and to operate the equipment at maximum capacity;
- (b) personnel is deployed in a way that ensures the minimum response times can be achieved, and continuous agent application at the appropriate rate can be fully maintained considering also the use of hand lines, ladders, and other rescue and firefighting equipment normally associated with aircraft rescue and firefighting operations;
- (c) all responding rescue and firefighting personnel are provided with protective clothing and respiratory equipment to enable them to perform their duties in an effective manner; and

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- (d) any other duties carried out by rescue and firefighting personnel do not compromise the response, or their safety.

#### **GM1 ADR.OPS.B.010(a)(2) Rescue and fire fighting services**

##### COMMUNICATION AND ALERTING SYSTEMS

The aerodrome operator should examine the possibility of utilizing means allowing the direct communication between the rescue and fire fighting service and the flight crew of an aircraft in emergency. The decision could be based on the ability of the rescue and fire fighting personnel to communicate effectively with the flight crew either verbally or using hand signals. Two-way radio communication system may be used as well as the hand signals described in Appendix 1 of Commission Implementing Regulation (EU) No 923/2012.

#### **GM2 ADR.OPS.B.010(a)(2) Rescue and firefighting services**

##### NUMBER OF RFFS PERSONNEL

In determining the number of personnel required to provide for rescue and firefighting, a Task and Resource Analysis should be performed, taking into consideration the types of aircraft operating at the aerodrome, the available rescue and firefighting vehicles and equipment, any other duties required from RFFS personnel, etc.

#### **GM3 ADR.OPS.B.010(a)(2) Rescue and firefighting services**

##### NUMBER OF RFFS VEHICLES AND RESCUE EQUIPMENT

Special fire fighting equipment may not be provided for water areas; this does not prevent the provision of such equipment if it would be of practical use, such as when the areas concerned include reefs or islands. The objective should be to plan and deploy the necessary life-saving flotation equipment, as expeditiously as possible, in a number commensurate with the largest aeroplane normally using the aerodrome.

#### **GM4 ADR.OPS.B.010(a)(2) Rescue and firefighting services**

##### REDUCTION OF RFFS AERODROME CATEGORY

- (a) The level of protection could be one category below the determined category if the number of movements of the aeroplanes in the highest RFF aerodrome category normally using the aerodrome is less than 700 in the busiest consecutive three months.
- (b) The level of protection should be equal to the determined category if the number of movements of the aeroplanes in the highest RFF aerodrome category normally using the aerodrome is equal or above 700 in the busiest consecutive three months.
- (c) For aerodromes serving exclusively all-cargo aircraft operations, the RFF aerodrome category could be adjusted to a category lower than the one for passenger aircraft operations, provided that the principal objective, to save lives in the event of an aircraft accident or incident, is met.
- (d) Unforeseen circumstances leading to temporary reduction of the level of protection of the aerodrome rescue and fire fighting services are considered any unplanned events that lead to unavailability of facilities, equipment, and resources, such as:
- (1) breakdown of RFFS vehicles;
  - (2) staff shortage;

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- (3) unavailability of extinguishing agents;
- (4) RFFS response to an accident;
- (5) Etc.

#### **GM1 ADR.OPS.B.010(a)(3) Rescue and firefighting services**

##### TRAINING OF RESCUE AND FIREFIGHTING PERSONNEL

The training of rescue and firefighting personnel may include training in, at least, the following areas:

- (a) aerodrome familiarisation;
- (b) aircraft familiarisation;
- (c) rescue and firefighting personnel safety;
- (d) emergency communications systems on the aerodrome, including aircraft fire-related alarms;
- (e) use of the fire hoses, nozzles, turrets, and other appliances;
- (f) application of the types of extinguishing agents required;
- (g) emergency aircraft evacuation assistance;
- (h) firefighting operations;
- (i) adaptation and use of structural rescue and firefighting equipment for aircraft rescue and firefighting;
- (j) dangerous goods;
- (k) familiarisation with fire fighters' duties under the aerodrome emergency plan;
- (l) low visibility procedures;
- (m) human performance, including team coordination;
- (n) protective clothing and respiratory protection;
- (o) composite materials; and
- (p) recognition of aircraft ballistic parachute systems during emergency operations.

#### **AMC1 ADR.OPS.B.010(a)(4) Rescue and firefighting services**

##### MEDICAL STANDARDS FOR RFFS PERSONNEL

The aerodrome operator should ensure that appropriate medical standards are met by RFFS personnel.

#### **AMC1 ADR.OPS.B.010(b);(c) Rescue and firefighting services**

##### TRAINING PROGRAMME OF RFFS PERSONNEL - GENERAL

The provisions of AMC1 ADR.OR.D.017 (a);(b) apply also for the training programme of RFFS personnel.

In addition, the aerodrome operator should ensure that:

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- (a) rescue and fire fighting personnel actively participate in live fire drills commensurate with the types of aircraft, and type of rescue and firefighting equipment in use at the aerodrome, including pressure-fed fuel fire drills; and
- (b) the rescue and firefighting personnel training programme includes training in human performance, including team coordination.

#### **AMC2 ADR.OPS.B.010(b);(c) Rescue and firefighting services**

##### TRAINING PROGRAMME OF RFFS PERSONNEL – CHECKING OF RFFS TRAINEES

Checking of RFFS trainees should be made in accordance with AMC2 ADR.OR.D.017 (a);(b)

#### **AMC3 ADR.OPS.B.010(b);(c) Rescue and firefighting services**

##### RULES AND PROCEDURES

- (a) The aerodrome operator should ensure that rescue and firefighting personnel are aware of the rules and procedures relevant to operation of the aerodrome and the relationship of their duties and responsibilities to the aerodrome operation as a whole.
- (b) Proficiency checks should verify that rescue and firefighting personnel are aware of the rules and procedures relevant to their duties and responsibilities.

#### **GM1 ADR.OPS.B.010(b);(c) Rescue and firefighting services**

##### TRAINING PROGRAMME OF RFFS PERSONNEL – RECURRENT, REFRESHER AND DIFFERENCES TRAINING

The provisions of recurrent, refresher and differences training contained in GM1 ADR.OR.D.017 (a);(b) apply also for rescue and firefighting personnel.

#### **GM2 ADR.OPS.B.010(b);(c) Rescue and firefighting services**

##### TRAINING PROGRAMME OF RFFS PERSONNEL – CHECKING OF TRAINEES

The methods described in GM2 ADR.OR.D.017 (a);(b) apply also for rescue and firefighting trainees checking.

#### **GM1 ADR.OPS.B.010(c) Rescue and firefighting services**

##### PROFICIENCY CHECKS

- (a) Proficiency checks should be conducted by nominated assessors in accordance with AMC1 ADR.OPS.B.010 (d).
- (b) The maximum interval between two proficiency checks should not exceed 12 calendar months for rescue and firefighting personnel. The first proficiency check should be completed within the first year since the completion of the initial training programme.
- (c) The proficiency check programme should include a validation process that measures the effectiveness of the programme.
- (d) The proficiency check programme should identify checking responsibilities and relevant checking methods, including procedures to be applied in the event that personnel do not achieve the required standards.
- (e) Information related to the proficiency check programme should be included in the aerodrome manual.

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#### **GM2 ADR.OPS.B.010(c) Rescue and firefighting services**

##### PROFICIENCY CHECKS

The provisions contained in GM2 ADR.OR.D.017 (c) apply also for rescue and firefighting personnel.

#### **AMC1 ADR.OPS.B.010(d) Rescue and firefighting services**

##### INSTRUCTORS – ASSESSORS

The provisions contained in AMC1 ADR.OR.D.017 (d) for instructors and assessors apply also for rescue and firefighting personnel instructors and assessors.

#### **AMC1 ADR.OPS.B.010(e) Rescue and firefighting services**

##### RFFS PERSONNEL RECORDS

The provisions contained in AMC1 ADR.OR.D.017 (e) equally apply for RFFS personnel records.

#### **GM1 ADR.OPS,B.010(e) Rescue and firefighting services**

##### RFFS PERSONNEL – TRAINING RECORDS

The provisions contained in GM1 ADR.OR.D.017 (e) equally apply for RFFS personnel training records.

#### **GM2 ADR.OPS.B.010(e) Rescue and firefighting services**

##### RFFS PERSONNEL – PROFICIENCY CHECK RECORDS

The provisions contained in GM2 ADR.OR.D.017 (e) equally apply for RFFS personnel proficiency check records.

#### **AMC1 ADR.OPS.B.015 Monitoring and Inspection of movement area and related facilities**

##### GENERAL

- (a) The aerodrome operator should establish a monitoring and inspection program of the movement area which is commensurate with the traffic expected at the aerodrome in order to identify any default or potential hazards to the safety of aircraft or aerodrome operations.
- (b) Inspections of the movement area covering items such as the presence of FOD, the status of visual aids, wildlife and current surface conditions, should be carried out each day, at least, once where the code number is 1 or 2, and, at least, twice where the code number is 3 or 4.
- (c) Inspections covering other items such as other lighting systems required for the safety of aerodrome operations, pavements and adjacent ground surfaces, drainage and storm water collection systems, fencing and other access control devices, the movement area environment inside the aerodrome boundary and outside the aerodrome boundary within line of sight, should be carried out, at least, weekly.
- (d) The aerodrome operator, during excessive weather events (excessive heat, freeze and thaw periods, following a significant storm, etc.) should be conducting extra inspections

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of paved areas to check for pavement blow-ups and debris that could damage aircraft, or cause pilots to lose directional control.

- (e) The aerodrome operator should keep a log for all routine and non-routine inspections of the movement area and related facilities.

#### **AMC2 ADR.OPS.B.015 Monitoring and inspection of movement area and related facilities**

##### PERSONNEL REQUIREMENTS FOR MOVEMENT AREA INSPECTIONS

- (a) The aerodrome operator should designate the personnel responsible for carrying out movement area inspections.
- (b) The aerodrome operator should ensure that all vehicles on the manoeuvring area are in radio contact with the appropriate Air Traffic Services either directly or through an escort.
- (c) In order to prevent runway incursions, the aerodrome operator should have procedures in place for conducting runway inspections, including direction of runway inspection, communication procedures, actions in case of communication failure or vehicle brake down, stop bars crossing, runway crossings, etc.
- (d) The aerodrome operator should ensure that personnel conducting movement area inspections receive training in, at least, the following areas:
  - (1) aerodrome familiarisation, including aerodrome markings, signs, and lighting;
  - (2) Aerodrome Manual;
  - (3) Aerodrome Emergency Plan;
  - (4) Notice to Airmen (NOTAM) notification procedures;
  - (5) aerodrome driving rules;
  - (6) procedures of radiotelephony;
  - (7) aerodrome inspection procedures and techniques; and
  - (8) procedures for reporting inspection results and observations;

#### **GM1 ADR.OPS.B.015 Monitoring and inspection of movement area and related facilities**

##### PAVEMENTS AND ADJACENT GROUND SURFACES INSPECTION

- (a) Paved Areas Inspection

The following should be observed during an inspection of paved areas:

- (1) general cleanliness with particular attention to material which could cause engine ingestion damage. This may include debris from runway maintenance operations, or excessive grit remaining after runway gritting;
- (2) presence of contaminants such as snow, slush, ice, wet ice, wet snow on ice or frost, water, anti-icing or de-icing chemicals, mud, dust, sand, volcanic ash, oil, rubber deposits which may impair the runway surface friction characteristics; particular attention should be given to the simultaneous presence of snow, slush, ice, wet ice, wet snow on ice with anti-icing or de-icing chemicals;
- (3) signs of damage to the pavement surface including cracking and spall of concrete, condition of joint sealing, cracking and looseness of aggregate in asphalt surfaces, or break-up of friction courses;



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- (4) after rain, flooded areas should be identified and marked, if possible, to facilitate later resurfacing;
  - (5) damage of light fittings;
  - (6) cleanliness of runway markings;
  - (7) the condition and fit of pit covers; and
  - (8) the extremities of the runway should be inspected for early touchdown marks; blast damage to approach lights, marker cones and threshold lights; cleanliness and obstacles in the runway end safety area.
- (b) Adjacent ground surfaces inspection

The following may be observed during the inspection:

- (1) the general state of ground cover vegetation ensuring, in particular, that excessive length is not obscuring lights, signs, markers, etc.;
- (2) any developing depressions should be noted and plotted;
- (3) any unreported aircraft wheel tracks should be carefully plotted and reported;
- (4) the condition of signs and markers;
- (5) the general bearing strength of grass areas, particularly those close to aircraft pavement surface;
- (6) waterlogged grass areas; and
- (7) FOD and wildlife.

### **GM2 ADR.OPS.B.015 Monitoring and inspection of movement area and related facilities**

#### VISUAL AIDS INSPECTION

- (a) Flight checks of visual aids

Flight checks of approach and runway lighting systems should be carried out to ensure the pattern is correct and the lights are working, whenever a new system is commissioned, or after a major maintenance, and at least annually. The opportunity should also be taken to identify any confusing, or misleading lights in the aerodrome surroundings.

- (b) Ground checks of visual aids

Photometric testing of runway lighting and approach lighting that is accessible with the equipment to be used, should be carried out in a targeted manner aimed at maintaining high levels of serviceability. The regularity of testing should be adjusted to achieve the target level of serviceability applicable to the service being tested.

### **GM3 ADR.OPS.B.015 Monitoring and inspection of movement area and related facilities**

#### OBSTACLES

- (a) All authorised obstacles should be checked for proper lighting and marking.
- (b) Any unauthorised obstacles should be reported to the designated persons or organisations immediately.

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#### **GM4 ADR.OPS.B.015 Monitoring and inspection of movement area and related facilities**

##### INSPECTION LOG

The inspection log should include:

- (a) details of inspection intervals and times;
- (b) names of persons carrying out the inspection; and
- (c) results and observations, if any.

#### **GM5 ADR.OPS.B.015 Monitoring and inspection of movement area and related facilities**

##### FOLLOW-UP OF INSPECTIONS

Arrangements should exist for reporting the results of inspections, and for taking prompt follow-up actions to ensure correction of unsafe conditions. These arrangements could include, depending on the result or observation, notification to air traffic services and aeronautical information services, removal of FODs, wildlife control, recording of events for further analysis according to the aerodrome operator's SMS requirements, etc.

#### **GM6 ADR.OPS.B.015 Monitoring and inspection of movement area and related facilities**

##### PERSONNEL REQUIREMENTS FOR MOVEMENT AREA INSPECTIONS

- (a) Inspectors should use checklists covering the various inspection areas. A sketch of the aerodrome should accompany the checklist so that the location of problems can be marked for easy identification.
- (b) Inspectors should review the most recently completed checklist from the previous inspection cycle prior to beginning the inspection.
- (c) If construction or works are in progress, inspectors should be familiar with the safety plan of the construction or works.

#### **AMC1 ADR.OPS.B.020 Wildlife strike hazard reduction**

##### GENERAL

The aerodrome operator should:

- (a) participate in the national wildlife strike hazard reduction programme;
- (b) establish procedures to record and report to the appropriate authority wildlife strikes to aircraft occurred at the aerodrome, in close cooperation with organisations operating, or providing services at the aerodrome;
- (c) ensure that wildlife hazard assessments are made by competent personnel; and
- (d) establish, implement and maintain a wildlife risk management programme.

#### **GM1 ADR.OPS.B.020 Wildlife strike hazard reduction**

##### WILDLIFE RISK ASSESSMENT

- (a) The aerodrome operator should:

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- (1) conduct a risk assessment using strike data for each species, as well as information on the presence of species, the number of individuals, and their biology, and update this regularly;
  - (2) take into account the number of strikes for each species and the severity of damage arising from those strikes; and
  - (3) target actions on those species which are present with the highest frequency and create the greatest damage.
- (b) Wildlife risk assessments should be made by qualified personnel.

#### **GM2 ADR.OPS.B.020 Wildlife strike hazard reduction**

##### **WILDLIFE RISK MANAGEMENT PROGRAMME**

The wildlife risk management programme may cover an area of approximately 13 km (7 NM) from the aerodrome reference point, and should include, at least, the following elements:

- (a) assignment of personnel:
  - (1) a person who is accountable for developing and implementing the wildlife risk programme;
  - (2) a person who oversees the daily wildlife control activities, and analyses the collected data and carries out risk assessments in order to develop and implement the wildlife risk management programme; and
  - (3) trained and qualified staff who detect and record the birds/wildlife, and assess the bird/wildlife hazard, and expel hazardous birds/wildlife;
- (b) a process to report, collect, and record data of struck and living birds/wildlife;
- (c) a process to analyse the data and to assess the bird/wildlife hazard to develop mitigation, proactive, and reactive measures. This should include a risk assessment methodology;
- (d) a process of habitat and land management both on, and in its surroundings, whenever possible, in order to reduce the attractiveness of the area to birds/wildlife;
- (e) a process to remove hazardous birds/wildlife;
- (f) a process for liaison with non-aerodrome agencies and local landowners, etc. to ensure the aerodrome is aware of developments that may contribute to creating additional bird hazards within the surrounding of the aerodrome's infrastructure, vegetation, land use and activities (for example crop harvesting, seed planting, ploughing, establishment of land or water features, hunting, etc. that might attract birds/wildlife).

#### **GM3 ADR.OPS.B.020 Wildlife strike hazard reduction**

##### **TRAINING FOR WILDLIFE CONTROL**

- (a) The aerodrome wildlife control personnel should receive formal training prior to their initial engagement as wildlife controllers.
- (b) Training for aerodrome wildlife control should be documented and records of it should be retained to satisfy periodic reviews, audits, and competence checks;
- (c) Training of aerodrome wildlife control personnel should be conducted by qualified aerodrome wildlife control personnel, or specialists with proven experience in this field.

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- (d) Wildlife control initial training should, at least, address the following general areas:
- (1) an understanding of the nature and extent of the aviation wildlife management problem, and local hazard identification;
  - (2) an understanding of the national and local regulations, standards, and guidance material related to aerodrome wildlife management programs (use of best-practice models);
  - (3) appreciation of the local wildlife ecology and biology, including (where applicable) the importance of good airfield grass management policies, and the benefits they can deliver to wildlife control;
  - (4) the importance of accurate wildlife identification and observations, including the use of field guides;
  - (5) local and national laws and regulations relating to rare and endangered species, and species of special concern, and the aerodrome operators policies relating to them;
  - (6) wildlife strike remains collection, and identification policies and procedures;
  - (7) long-term (passive) control measures, including on and off aerodrome habitat management, including identification of wildlife attractions, vegetation policies, air navigation aids protection, and drainage system, and water body management practicalities;
  - (8) short-term (active) tactical measures, using well established effective wildlife removal, dispersal, and control techniques;
  - (9) documentation of wildlife activities and control measures, and reporting procedures (the aerodrome wildlife management plan);
  - (10) firearms and field safety, including the use of personal protective equipment; and
  - (11) wildlife strike risk assessment and risk management principles, and how these programs integrate with the aerodrome's safety management system.
- (e) Wildlife control staff should be fully aware of the conditions and terms of the operations of the aerodrome environment. Where this is not relevant, the wildlife control personnel should receive appropriate training, including:
- (1) aerodrome airside driver training, including aerodrome familiarisation, air traffic control communications, signs and marking, navigational aids, aerodrome operations, and safety and other matters the aerodrome operator deems appropriate; and
  - (2) aircraft familiarisation, including aircraft identification, aircraft engine design, and impact of wildlife strikes on aircraft systems.
- (f) It should be ensured that wildlife control staff maintains competence in the role. This could be achieved either by regular refresher training or another system of monitoring, acceptable to the appropriate authority. The maintenance of competence should include the areas in (d) and (e) above, and also include:
- (1) reviewing firearms safety;
  - (2) changes in the local environment;
  - (3) changes in risk management policy;

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- (4) recent wildlife events at the aerodrome;
- (5) improvements in active and passive measures; and
- (6) any other matters the aerodrome operator deems appropriate.

#### **GM4 ADR.OPS.B.020 Wildlife strike hazard reduction**

##### RECORDING AND REPORTING OF WILDLIFE STRIKES AND OBSERVED WILDLIFE

- (a) It is necessary to maintain a record of all wildlife activity or 'bird/wildlife log'. The log should include, at least, the following information:
  - (1) numbers, species, and location of birds/wildlife seen; and
  - (2) actions taken to disperse birds/wildlife, and the results of these actions.
- (b) The log should be completed at regular intervals by the wildlife control staff.
- (c) The log should be analysed to identify which species represent a hazard, at which times of day or year, or under which weather conditions, etc.
- (d) The aerodrome operator should have a system in place to collect bird/wildlife strike reports in close cooperation with data owners, like aircraft operators, air navigation service providers, aircraft engine maintenance departments, etc.

#### **AMC1 ADR.OPS.B.025 Operation of vehicles**

##### TRAINING PROGRAMME

- (a) Depending upon the scale and complexity of the aerodrome and the individual requirements of the driver, the training programme should take into account the following main areas:
  - (1) a generic airside vehicle driver training programme which covers operational safety of operating vehicles and equipment in close proximity to aircraft on the movement area, such as runways, taxiways, aprons, stands, airside roads, and areas adjacent to the movement area;
  - (2) specific training on the vehicle or equipment, e.g. car, tug, high loader, coach;
  - (3) additional training on the hazards associated with runways and taxiways, and in the correct use of RTF and standard phraseology should be received by drivers required to operate on the manoeuvring area.
- (b) An aerodrome operator should establish a system for issuing movement area driving authorisations, and the conditions of their renewal.

#### **AMC2 ADR.OPS.B.025 Operation of vehicles**

##### MOVEMENT AREA DRIVING TRAINING

The training for driving on the movement area should include the following:

- (a) the geography of the aerodrome;
- (b) aerodrome signs, markings and lights; and
- (c) radiotelephone operating procedures if the duties require to drive on the manoeuvring area;

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- (d) terms and phrases used in aerodrome control, including the ICAO spelling alphabet, if the duties require interaction with aerodrome control;
- (e) rules of air traffic services as they relate to ground operations;
- (f) aerodrome rules and procedures;
- (g) low visibility procedures; and
- (h) specialist functions as required, for example, in rescue and firefighting.

#### **GM1 ADR.OPS.B.025 Operation of vehicles**

##### **GRANT, SUSPENSION OR REVOCATION OF AN AIRSIDE DRIVING AUTHORISATION**

- (a) The aerodrome operator should grant an airside driving authorisation to persons provided that:
  - (1) their tasks involve driving on the movement area;
  - (2) they hold a State driving license or any other driving license recognised by the State;
  - (3) they hold a special State driving license if their duties involve the operation of a specialised vehicle;
  - (4) they meet the medical criteria according to the National Legislation;
  - (5) they hold a State Radiotelephony Operating License, or have a specific training on radiotelephony if their duties involve driving on the manoeuvring area;
  - (6) they have successfully completed an airside driving theoretical course, and passed the written exams;
  - (7) they have successfully demonstrated competency, as appropriate, in:
    - (i) the operation, or use of vehicle transmit/receive equipment;
    - (ii) understanding and complying with air traffic control and local procedures;
    - (iii) vehicle navigation on the aerodrome; and
    - (iv) special skills required for the particular function.
- (b) The airside driving authorisation should be valid for a limited period of time, and renewed thereafter, provided that the driver has successfully completed a refresher training course, and meets the requirements (a)(1)–(a)(4) above;
- (c) The aerodrome operator could suspend or revoke an airside driving authorisation when the person:
  - (1) does not fulfil the requirements stated in (a)(1)–(a)(4);
  - (2) has repeatedly been reported to violate movement area driving rules; and
  - (3) has been proved to drive under the effect of alcohol or drugs.
- (d) It is not necessary that all operators be trained at the same level. For example, operators whose functions are restricted to the apron. For the same reason, the aerodrome operator could establish different types of driving authorisations, e.g. one class for driving at the apron, and another one for the manoeuvring area which may also have different validity periods.

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#### **GM2 ADR.OPS.B.025 Operation of vehicles**

##### DEVELOPMENT OF A FRAMEWORK FOR A VEHICLE DRIVER TRAINING PROGRAMME

##### AIRSIDE VEHICLE DRIVER

The following elements could be considered when developing programs and knowledge requirements for an airside vehicle driver training programme:

- (a) Airside driving permit (ADP)
  - (1) the issuing authority, the validity of the permit in terms of time, conditions of use, and its transferability;
  - (2) ownership of the permit and control, and audit of permit issue;
  - (3) local enforcement, and driving offence procedures; and
  - (4) relationship to State driver licensing system.
- (b) National legislation and regulation
  - (1) government/State regulations related to general vehicle driving licenses;
  - (2) State/regional/local government requirements; and
  - (3) national aviation safety authority requirements/guidance for driving airside.
- (c) Aerodrome regulations and requirements
  - (1) rules of the air, and ATC procedures applicable to aerodromes as they relate to vehicles, particularly rights of way;
  - (2) specific aerodrome regulations, requirements, and local instructions;
  - (3) local methods used to disseminate general information, and instructions to drivers; and
  - (4) local methods used to disseminate information regarding works in progress.
- (d) Personal responsibilities
  - (1) agreed national or aerodrome requirements concerning fitness to drive (medical and health standards);
  - (2) issue and use of personal protective equipment, such as high visibility clothing and hearing protection;
  - (3) general driving standards;
  - (4) no-smoking/no-drinking requirements airside;
  - (5) responsibilities with respect to foreign object debris and fuel/oil spillage; and
  - (6) the responsibility to ensure that a vehicle is suitable for the task, and is used correctly.

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- (e) Vehicle standards
  - (1) condition and maintenance standards agreed at the aerodrome, and/or national level;
  - (2) the requirement to display obstruction lights and company insignia;
  - (3) the requirement for, and content of, daily vehicle inspections;
  - (4) agreed standards of aerodrome and company vehicle fault reporting and rectification; and
  - (5) local requirements for the issue and display of airside vehicle permits.
- (f) General aerodrome layout
  - (1) the general geography of the local aerodrome;
  - (2) aviation terminology used such as runway, taxiway, apron, roads, crossings, runway-holding points;
  - (3) all aerodrome signs, markings and lighting for vehicles and aircraft;
  - (4) specific reference to signs, markings and lighting used to guard runways, and critical areas; and
  - (5) specific reference to any controlled/uncontrolled taxiway crossing procedures.
- (g) Hazards of general airside driving
  - (1) speed limits, prohibited areas, and no parking regulations;
  - (2) the danger zones around aircraft;
  - (3) engine suction/ingestion and blast, propellers, and helicopters;
  - (4) aircraft refuelling;
  - (5) foreign object debris and spillages;
  - (6) vehicle reversing;
  - (7) staff and passengers walking across aprons;
  - (8) air bridges and other services such as fixed electrical ground power;
  - (9) the general aircraft turnaround process;
  - (10) aircraft emergency stop and fuel cut-off procedures;
  - (11) hazardous cargo;
  - (12) local vehicle towing requirements;
  - (13) requirements for driving at night; and
  - (14) requirements for driving in adverse weather conditions, particularly low visibility.
- (h) Local organisations
  - (1) the role of the aerodrome operator in setting and maintaining standards;
  - (2) the national aviation safety authority and its responsibilities;
  - (3) the national and/or local police, and their involvement with airside driving; and
  - (4) other enforcement authorities dealing with vehicles, driving, health, and safety.



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- (i) Emergency procedures
  - (1) actions and responsibilities in a crisis situation (any accident or significant incident occurring on the aerodrome);
  - (2) action in the event of a vehicle accident;
  - (3) specific action in the event of a vehicle striking an aircraft;
  - (4) action in the event of fire;
  - (5) action in the event of an aircraft accident/incident; and
  - (6) action in the event of personal injury.
- (j) Communications
  - (1) radio procedures and phraseologies to be used if applicable;
  - (2) light signals used by ATC;
  - (3) procedures to be used by vehicle drivers if lost or unsure of position;
  - (4) local emergency telephone numbers; and
  - (5) how to contact the local aerodrome safety unit.
- (k) Practical training (visual familiarisation)
  - (1) airside service roads, taxiway crossings, and any restrictions during low visibility;
  - (2) aprons and stands;
  - (3) surface paint markings for vehicles and aircraft;
  - (4) surface paint markings that delineate the boundary between aprons and taxiways;
  - (5) signs, markings and lighting used on the taxiway that indicate the runways ahead;
  - (6) parking areas and restrictions;
  - (7) speed limits and regulations; and
  - (8) hazards during aircraft turnarounds and aircraft movements.

#### **MANOEUVRING AREA VEHICLE DRIVER**

- (a) All drivers expected to operate on the manoeuvring area of the aerodrome should obtain an ADP covering the programme above. Any driver expected to drive on the manoeuvring area should, also, obtain an agreed period of experience in general airside driving before training to operate on the manoeuvring area.
- (b) All drivers should be trained initially and be provided with refresher training regularly, with particular additional emphasis on the following areas:
  - (1) Aerodrome regulations and requirements
    - (i) air traffic control rules, right of way of aircraft;
    - (ii) the definition of movement areas, manoeuvring areas, aprons, stands; and
    - (iii) methods used to disseminate information regarding works in progress.
  - (2) Air traffic control
    - (i) the aerodrome control function and area of responsibility;
    - (ii) the ground movement control function and area of responsibility;
    - (iii) normal and emergency procedures used by ATC relating to aircraft;
    - (iv) ATC frequencies used and normal handover/transfer points for vehicles;

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- (v) ATC call signs, vehicle call signs, phonetic alphabet, and standard phraseology; and
  - (vi) demarcation of responsibilities between ATC and apron control if applicable.
- (3) Personal responsibilities
- (i) fitness to drive with particular emphasis on eyesight and colour perception;
  - (ii) correct use of personal protective equipment;
  - (iii) responsibilities with respect to foreign object debris; and
  - (iv) responsibilities with respect to escorting other vehicles on the manoeuvring area.
- (4) Vehicle standards
- (i) responsibility for ensuring the vehicle used is fit for the purpose and task;
  - (ii) requirements for daily inspection prior to operating on the manoeuvring area;
  - (iii) particular attention to the display of obstruction and general lights; and
  - (iv) serviceability of all essential communications systems with ATC and base operations.
- (5) Aerodrome layout
- (i) particular emphasis on signs, markings and lighting used on the manoeuvring area;
  - (ii) special emphasis on signs, markings and lighting used to protect the runway;
  - (iii) description of equipment essential to air navigation such as instrument landing systems (ILS);
  - (iv) description of protected zones related to ILS antenna;
  - (v) description of ILS protected areas, and their relation to runway-holding points;
  - (vi) description of runway instrument/visual strip, cleared and graded area; and
  - (vii) description of lighting used on the manoeuvring area with particular emphasis on those related to low visibility operations.
- (6) Hazards of manoeuvring area driving
- (i) engine suction/ingestion and blast, vortex, propellers, and helicopter operations;
  - (ii) requirements for driving at night;
  - (iii) requirements for operations in low visibility and other adverse weather conditions;
  - (iv) procedures in the event of a vehicle or radio becoming unserviceable while on the manoeuvring area; and
  - (v) right of way of aircraft, towed aircraft, and rescue and fire fighting vehicles in an emergency.
- (7) Emergency procedures
- (i) actions to be taken in the event of a vehicle accident/incident;
  - (ii) actions to be taken in the event of an aircraft accident/incident;
  - (iii) actions to be taken if foreign object debris or other debris is found on runways and taxiways;
  - (iv) procedures to be used by vehicle drivers if lost or unsure of their position; and

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- (v) local emergency telephone numbers.
- (8) Aircraft familiarisation
  - (i) knowledge of aircraft types and ability to identify all types normally operating at the aerodrome;
  - (ii) knowledge of airline call signs; and
  - (iii) knowledge of aircraft terminology relating to engines, fuselage, control surfaces, undercarriage, lights, vents, etc.
- (9) Practical training (visual familiarisation)
  - (i) all runways (including access and exit routes), holding areas, taxiways and aprons;
  - (ii) all signs, surface markings and lighting associated with runways, holding positions, CAT I, II, and III operations;
  - (iii) all signs, surface markings and lighting associated with taxiways;
  - (iv) specific markings that demarcate the boundary between aprons and manoeuvring areas;
  - (v) navigation aids such as ILS, protected area, antenna, RVR equipment, and other meteorological equipment;
  - (vi) hazards of operating around aircraft landing, taking off or taxiing; and
  - (vii) any locally used naming convention for particular areas or routes.

### **RADIOTELEPHONY**

All drivers of vehicles operating on the manoeuvring area should be expected to display a high degree of competence with respect to the use of RTF phraseology and ICAO language requirements for air ground radiotelephony communications. Emphasis should be placed on the following areas:

- (a) Hierarchy of message priority
  - Message priorities, an understanding of distress, alerting, control and information messages.
- (b) Phonetic alphabet
  - Correct pronunciation of letters, words, and numbers.
- (c) Standard phraseology
  - (1) emphasis on the need for drivers to use standard phraseology; and
  - (2) the need for caution with certain phrases such as 'cleared' and 'go ahead'.
- (d) Call signs for aircraft, ATC, and vehicles
  - (1) an understanding of terminology and acronyms used by ATC and pilots;
  - (2) knowledge of the airline call signs used at the aerodrome; and
  - (3) knowledge of vehicle call signs, and that they should be appropriate to their function (e.g. 'Operations', 'Fire', 'Engineer') and numbered when more than one vehicle is used (e.g. 'Fire 2').
- (e) Read back procedures
  - The need for vehicle drivers to use standard readback, in the same manner as pilots, for instructions such as 'enter/cross the runway', and if conditional clearances are used.

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- (f) Readability scale  
Understanding and use of the readability scale from 1 to 5.
- (g) Lost or uncertain of position  
Understanding of local procedures for vehicle drivers lost or uncertain of their position on the manoeuvring area.
- (h) Vehicle breakdown
  - (1) local procedure for vehicle breakdown on runways and taxiways; and
  - (2) procedure for notifying ATC of vehicle failure.
- (i) Radio failure
  - (1) understanding of the local procedure if radio failure occurs while on the runway or taxiway; and
  - (2) understanding of the light signals that can be used by ATC to pass instructions to vehicles.
- (j) Transmitting techniques and use of RTF
  - (1) understanding the reasons for listening out prior to transmitting;
  - (2) use of standard phraseology and ICAO air-ground radiotelephony communications procedures;
  - (3) words and sounds to be avoided;
  - (4) correct positioning of microphones to avoid voice distortion;
  - (5) avoidance of 'clipped' transmissions;
  - (6) awareness of regional accents and variations of speech; and
  - (7) speed of delivery of RTF phraseology.
- (k) Portable radios
  - (1) correct use of radios;
  - (2) effective range and battery life;
  - (3) screening/shielding effects on the aerodrome; and
  - (4) use of correct call signs, either related to a vehicle or a person.
- (l) Safety while using radios
  - (1) local instructions regarding the use of portable radios and hand-held microphones while driving a vehicle; and
  - (2) local instructions on the use of mobile telephones while operating airside.

### GENERAL CONSIDERATIONS

- (a) All three training programmes should consist of two main parts, the first being the theoretical part which should include the use of prepared presentations, maps, diagrams, videos, booklets and checklists as appropriate. The second part should involve practical training and visual familiarisation on the aerodrome with a suitably trained person. This practical tuition will take time depending upon the complexity of the aerodrome.
- (b) Where the responsibility for vehicle driver training (apron and manoeuvring area) and RTF training is delegated to a third-party provider, the aerodrome management should institute a programme of audits, as part of its safety management system, to ensure that agreed standards are being maintained.

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- (c) The framework for a vehicle driver training programme outlined above is intended only as a guide, and is based on current 'good practice'. It is incumbent on aerodrome operators to regularly review their vehicle driver training programmes against programmes and documentation available across the industry.

#### **AMC1 ADR.OPS.B.030 Surface movement guidance and control system**

##### GENERAL

- (a) A surface movement guidance and control system should take into account:
- (1) the density of air traffic;
  - (2) the visibility conditions under which operations are intended;
  - (3) the need for pilot orientation;
  - (4) the complexity of the aerodrome layout; and
  - (5) movements of vehicles.
- (b) The surface movement guidance and control system should be designed to assist in the prevention of inadvertent incursions of aircraft and vehicles onto an active runway;
- (c) The system should be designed to assist in the prevention of collisions between aircraft, and between aircraft and vehicles or objects, on any part of the movement area.
- (d) Where a surface movement guidance and control system is provided by selective switching of stop bars and taxiway centre line lights, the following requirements should be met:
- (1) taxiway routes which are indicated by illuminated taxiway centre line lights should be capable of being terminated by an illuminated stop bar;
  - (2) the control circuits should be so arranged that when a stop bar located ahead of an aircraft is illuminated, the appropriate section of taxiway centre line lights beyond it is suppressed; and
  - (3) the taxiway centre line lights are activated ahead of an aircraft when the stop bar is suppressed.
- (e) The aerodrome operator should develop the surface movement guidance and control system (SMGCS) procedures in cooperation with the aerodrome air traffic services provider.

#### **GM1 ADR.OPS.B.030 Surface movement guidance and control system**

##### GENERAL

- (a) The SMGCS system should comprise an appropriate combination of visual aids, non-visual aids, procedures, control, regulation, management and information facilities. Systems range from the very simple at small aerodromes, with light traffic operating in good visibility conditions, to the complex systems necessary at large aerodromes with heavy traffic operating in low visibility conditions. The system selected for an aerodrome will be appropriate to the operational environment in which that aerodrome will operate.
- (b) Surface movement radar for the manoeuvring area could be provided at an aerodrome intended for use in runway visual range conditions less than a value of 350 m.

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- (c) Surface movement radar for the manoeuvring area could be provided at an aerodrome other than that in (b) above when traffic density and operating conditions are such that regularity of traffic flow cannot be maintained by alternative procedures and facilities.

#### **AMC1 ADR.OPS.B.035 Operations in winter conditions**

##### GENERAL

- (a) The aerodrome operator should prepare, in collaboration with air traffic services provider and other relevant parties, procedures for winter maintenance (snow plan). The procedures should include requirements for inspections, criteria for snow-clearing, priorities for snow-clearing, criteria for preparation of operational surfaces, requirements for marking of snow-covered operational surfaces, and methods for assessing and reporting the surface conditions. The criteria specified in the winter maintenance procedures should be minimum criteria for maintaining safe aerodrome operations, including criteria for suspension of runway operation.
- (b) The aerodrome operator should ensure that snow, slush, ice, standing water, and other contaminants are removed from the surface of a paved runway, as rapidly and completely as possible, to minimise accumulation.
- (c) The aerodrome operator should , as adequate, avoid harmful effects on environment, aircraft or pavements when using chemicals to remove snow, slush, ice, and other contaminants from operational surfaces.

#### **GM1 ADR.OPS.B.035 Operations in winter conditions**

##### AERODROME SNOW PLAN

- (a) The aerodrome snow plan should be published and made available to all concerned in snow clearance.
- (b) Details of the equipment available at the aerodrome should be published in the Aeronautical Information Publication (AIP).
- (c) The aerodrome snow plan should include the following:
  - (1) the Snow Committee members and the person in charge of the snow clearance operation, with a chain of command giving a breakdown in duties;
  - (2) methods of communication between aerodrome operations, air traffic control, and the Meteorological Office;
  - (3) the equipment available for snow clearance. This should include equipment for ploughing, sweeping, and blowing snow;
  - (4) priority of surfaces to be cleared, and clearance limits for aircraft using the aerodrome;
  - (5) collection of information for SNOWTAM and dissemination of this information;
  - (6) designated snow dumping or melting areas to avoid confusion during the actual clearance operations;
  - (7) an alerting system in order that sufficient warning is given to all bodies concerned;
  - (8) the manpower available, including staff for equipment maintenance arrangements for shifts, and call out procedures;
  - (9) deployment of equipment and tactical approaches to be used;

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- (10) general principles to be followed in deciding when to close runways for snow clearance and designation of management personnel authorised to make the decision;
- (11) methods of assessing and reporting the surface conditions; and
- (12) criteria for the suspension of runway operations.

#### **AMC1 ADR.OPS.B.040 Night Operations**

##### GENERAL

The aerodrome operator for aerodromes operated at night should, in collaboration with air traffic services provider, ensure that visual aids are installed, operated, and maintained to permit aircraft operations to be performed safely.

#### **AMC1 ADR.OPS.B.045 Low Visibility Operations**

##### GENERAL

- (a) The aerodrome operator should, in collaboration with air traffic services provider and the provider of apron management services, if applicable, establish procedures for low visibility operations when lower than Standard Category I, other than Standard Category II, Category II and III approaches and low visibility take-offs are conducted.
- (b) When low visibility procedures (LVP) are in effect, the aerodrome operator should make available to aeronautical information services and/or air traffic services, as appropriate, information on the status of the aerodrome facilities.
- (c) The aerodrome operator should establish and implement procedures to ensure that when low visibility procedures (LVP) are in effect, persons and vehicles operating on an apron are restricted to the essential minimum.
- (d) The procedures to be established by the aerodrome operator to ensure safe aerodrome operations during low visibility conditions should cover the following subjects:
  - (1) physical characteristics of the runway environment, including pre-threshold, approach and departure areas;
  - (2) obstacle limitation surfaces;
  - (3) surveillance and maintenance of visual aids;
  - (4) safeguarding of non-visual aids essential to low visibility procedures;
  - (5) secondary power supplies;
  - (6) movement area safety;
  - (7) RFFS.

#### **AMC1 ADR.OPS.B.050 Operations in adverse weather conditions**

##### PROCEDURES

The aerodrome operator should, together with the air traffic services and other relevant parties operating at the aerodrome, establish and implement procedures required to mitigate the risk of operation of the aerodrome under adverse weather conditions such as strong winds, heavy rain, and thunderstorms, including the suspension of operations on the runway(s) if deemed necessary.

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### *SUBPART B – AERODROME OPERATIONAL SERVICES, EQUIPMENT AND INSTALLATIONS*

#### **AMC1 ADR.OPS.B.055 Fuel quality**

##### GENERAL

The aerodrome operator should verify, either by itself or through arrangements with third parties, that organisations involved in storing and dispensing of fuel to aircraft, implement procedures to:

- (a) maintain the installations and equipment for storing and dispensing the fuel in such condition so as not to render unfit for use in aircraft;
- (b) mark such installations and equipment in a manner appropriate to the grade of the fuel;
- (c) take fuel samples at appropriate stages during the storing and dispensing of fuel to aircraft, and maintain records of such samples; and
- (d) use adequately qualified and trained staff in storing, dispensing, and otherwise handling fuel on the aerodrome.

#### **GM1 ADR.OPS.B.055 Fuel quality**

##### COMPLIANCE

The aerodrome operator, in order to ensure compliance, could use:

- (a) audit reports to organisations involved in storing and dispensing of fuel to aircraft, or
- (b) relevant national procedures providing for the assurance of fuel quality.

#### **AMC1 ADR.OPS.B.065 Visual Aids and Aerodrome Electrical Systems**

##### GENERAL

- (a) The aerodrome operator should establish a monitoring system of aerodrome ground lights so as to inform the air traffic services provider when safe operation is no longer possible.
- (b) The aerodrome operator should establish procedures for the operation of visual aids.
- (c) The aerodrome operator should establish procedures for the provision and removal of temporary markings, lights and signs.

#### **AMC1 ADR.OPS.B.070 Aerodrome works safety**

##### GENERAL

- (a) The procedures should be appropriate to the volume and nature of operations at the aerodrome.
- (b) Construction or maintenance work on the movement area, or work affecting aerodrome operations should be planned, established, implemented, or approved by the aerodrome operator.
- (c) The scope of work, physical extent, and time period should be notified to concerned relevant parties. If such work will render limitations to the use of a particular runway, additional measures should be implemented to ensure safety.
- (d) Roles and responsibilities for operations and tasks associated with the reduction of runway length available and the work in progress (WIP) are clearly understood and complied with.



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### *SUBPART B – AERODROME OPERATIONAL SERVICES, EQUIPMENT AND INSTALLATIONS*

- (e) The aerodrome operator should put in place appropriate measures to monitor the safety of the aerodrome and aircraft operations during aerodrome works such that timely corrective action is taken when necessary to assure continued safe operations.
- (f) The aerodrome operator should ensure the works site is returned to operational use in a safe and timely manner by ensuring:
  - (1) the works site is cleared of personnel, vehicles, and plant in a safe and timely manner;
  - (2) The works-affected area is inspected for operational serviceability in accordance with the hand-back procedures; and
  - (3) relevant authorities or organisations are notified of the restoration of aerodrome serviceability in accordance with procedures, using suitable means of communication.

#### **AMC2 ADR.OPS.B.070 Aerodrome works safety**

##### **RUNWAY PAVEMENT OVERLAYS**

The aerodrome operator should ensure that:

- (a) when a runway is to be returned temporarily to an operational status before resurfacing is complete, the longitudinal slope of the temporary ramp, measured with reference to the existing runway surface or previous overlay course, should be:
  - (1) 0.5 to 1.0 % for overlays up to and including 5 cm in thickness; and
  - (2) not more than 0.5 % for overlays more than 5 cm in thickness.
- (b) Before a runway being overlaid is returned to a temporary operational status, a runway centre line marking, conforming to the applicable specifications included in the aerodrome certification basis of the aerodrome, should be provided.
- (c) The location of any temporary threshold should be identified by a 3.6 m wide transverse stripe.

#### **AMC3 ADR.OPS.B.070 Aerodrome works safety**

##### **MARKING AND LIGHTING OF UNSERVICEABLE AREAS**

- (a) The aerodrome operator should ensure that:
  - (1) unserviceability markers are displayed whenever any portion of a taxiway, apron, or holding bay is unfit for the movement of aircraft but it is still possible for aircraft to bypass the area safely;
  - (2) on a movement area used at night, unserviceability lights should be used; and
  - (3) Unserviceability markers and lights are placed at intervals sufficiently close so as to delineate the unserviceable area.
- (b) Unserviceability markers should consist of conspicuous upstanding devices such as flags, cones, or marker boards.
- (c) Unserviceability markers and lights should meet the specifications described in CS ADR.DSN.R.870.

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### *SUBPART B – AERODROME OPERATIONAL SERVICES, EQUIPMENT AND INSTALLATIONS*

#### **GM1 ADR.OPS.B.070 Aerodrome works safety**

##### MAINTENANCE WORKS

- (a) Persons or sections entering the movement area to perform maintenance should have a written approval by the aerodrome operator.
- (b) Entrance to the movement area should be subject to clearance by the unit responsible for that area (ATC, apron management, aerodrome operator, etc.) using appropriate means (R/T, telephone, etc.).
- (c) Individuals carrying out maintenance works should comply with local rules concerning the control and operation of vehicles in the movement area.

#### **GM2 ADR.OPS.B.070 Aerodrome works safety**

##### MINOR CONSTRUCTION/MAINTENANCE WORK

- (a) A system of work permits should be established for minor works on the movement area.
- (b) The objectives of the work permits should be such that:
  - (1) no work is taking place on the movement area without the knowledge of aerodrome operator's staff and air traffic services;
  - (2) permitted times of work are strictly followed; and
  - (3) all individuals taking part in the work are briefed in detail on the following:
    - (i) precise areas in which work may be done;
    - (ii) the routes to be followed to and from the working area;
    - (iii) the R/T procedures to be used;
    - (iv) the safety precautions to be observed , the maintenance of a listening watch and the use of look-outs; and
    - (v) the reporting procedure to be followed on completion of work.
- (c) At the conclusion of work, aerodrome operator's staff, or other appropriate staff, should inspect the working area to ensure that it has been left in a satisfactory condition.

#### **GM3 ADR.OPS.B.070 Aerodrome works safety**

##### MAJOR CONSTRUCTION/MAINTENANCE WORK

- (a) Before the commencement of any substantial work on the movement area, a liaison group comprising representatives from the aerodrome operator, air traffic services, apron management services, if applicable, and subcontractors' agents should be established.
- (b) The group could meet, as often as considered necessary, to review progress, and consider the need for any change in working practices to meet operational requirements.
- (c) As far as practicable, working areas should be blocked off from the active parts of the movement area by the erection of physical barriers.
- (d) Consideration should be given to the marking and lighting of barriers.
- (e) The lights of taxiways leading into working areas should be permanently 'off'.
- (f) Before works commence, the following should be established:
  - (1) the hours of work;

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- (2) the authorised routes;
  - (3) the communications facilities to be used;
  - (4) the permitted heights of vehicles and equipment, and the limitations to be placed on operating heights of cranes; and
  - (5) any limitation to be placed on use of electrical equipment which might cause interference with navigational facilities or aircraft communications.
- (g) Contractors should be briefed for possible hazards to personnel working on aerodromes, in particular the jet blast problem and noise.
- (h) Where contractors work on or traverse aircraft pavement areas, these areas should be inspected thoroughly before they are opened again for aircraft use, with particular attention to the presence of debris and the general cleanliness of the surface.
- (i) Where aircraft are constantly using areas open to contractors, inspections at frequent intervals are required to ensure the continuing operational safety of the aerodrome.
- (j) Adequate marking arrangements should be provided for crane jibs when extra conspicuity is considered desirable.
- (k) If work is of prolonged duration, a constant watch is required to ensure that the marking and lighting of obstacles and unserviceable areas does not degrade below acceptable limits.
- (l) The effect of tall cranes on ILS and radar, in conjunction with those responsible for electronic landing aids and steps taken to reduce limitations to the minimum, should be considered.

#### **GM4 ADR.OPS.B.070 Aerodromes works safety**

##### USE OF UNSERVICEABILITY LIGHTS

When lights are used to mark temporary unserviceable areas at night or during reduced visibility conditions, these lights mark the most potentially dangerous extremities of the area. A minimum of four such lights could be used, except where the area is triangular in shape where a minimum of three lights may be employed. The number of lights may be increased when the area is large or of unusual configuration. At least one light should be installed for each 7.5 m of peripheral distance of the area. If the lights are directional, they should be orientated so that, as far as possible, their beams are aligned in the direction from which aircraft or vehicles will approach. Where aircraft or vehicles will normally approach from several directions, consideration should be given to adding extra lights or using omnidirectional lights to show the area from these directions. Unserviceable area lights should be frangible. Their height should be sufficiently low to preserve clearance for propellers and for engine pods of jet aircraft.

#### **AMC1 ADR.OPS.B.075 Safeguarding of aerodromes**

##### GENERAL

- (a) The aerodrome operator should have procedures to monitor the changes in the obstacle environment, marking and lighting, and in human activities or land use on the aerodrome and the areas around the aerodrome, as defined in coordination with the Competent Authority. The scope, limits, tasks and responsibilities for the monitoring should be

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### *SUBPART B – AERODROME OPERATIONAL SERVICES, EQUIPMENT AND INSTALLATIONS*

defined in coordination with the relevant air traffic services providers, and with the Competent Authority and other relevant authorities.

- (b) The limits of the aerodrome surroundings that should be monitored by the aerodrome operator are defined in coordination with the Competent Authority and should include the areas that can be visually monitored during the inspections of the manoeuvring area.
- (c) The aerodrome operator should have procedures to mitigate the risks associated with changes on the aerodrome and its surroundings identified with the monitoring procedures. The scope, limits, tasks, and responsibilities for the mitigation of risks associated to obstacles or hazards outside the perimeter fence of the aerodrome should be defined in coordination with the relevant air traffic services providers, and with the Competent Authority and other relevant authorities.
- (d) The risks caused by human activities and land use which should be assessed and mitigated should include:
  - (1) obstacles and the possibility of induced turbulence;
  - (2) the use of hazardous, confusing, and misleading lights;
  - (3) the dazzling caused by large and highly reflective surfaces;
  - (4) sources of non-visible radiation, or the presence of moving, or fixed objects which may interfere with, or adversely affect, the performance of aeronautical communications, navigation and surveillance systems; and
  - (5) non-aeronautical ground light near an aerodrome which may endanger the safety of aircraft and which should be extinguished, screened, or otherwise modified so as to eliminate the source of danger.

#### **GM1 ADR.OPS.B.075(a)(1) Safeguarding of aerodromes**

##### OTHER SURFACES

Other surfaces associated with the aerodrome are surfaces that need to be established when operating in accordance with ICAO PANS-OPS Doc 8168 (Procedures for Air Navigation Services - Aircraft Operations), Volume II, as adopted into the national law. The term 'surfaces' in this meaning is not used uniformly in different sources of information where also terms 'area' or 'zone' may be used.

#### **GM2 ADR.OPS,B.075(a)(1) Safeguarding of aerodromes**

##### OTHER AREAS TO BE MONITORED AND PROTECTED

Aeronautical communications, navigation and surveillance systems should be established and protected in accordance with the requirements of ICAO Annex 10.

#### **AMC1 ADR.OPS.B.080 Marking and lighting of vehicles and other mobile objects**

##### GENERAL

- (a) The aerodrome operator should ensure that all vehicles operating on the manoeuvring area are marked by colours or display flags.
- (b) When mobile objects are marked by colour, conspicuous colours should be used;
- (c) When flags are used to mark mobile objects, they should comply with the applicable CSs;

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### *SUBPART B – AERODROME OPERATIONAL SERVICES, EQUIPMENT AND INSTALLATIONS*

- (d) Low-intensity obstacle lights, Type C, should be displayed on vehicles and other self-powered mobile objects excluding aircraft;
- (e) Low-intensity obstacle lights, Type D, should be displayed on follow-me vehicles.

#### **GM1 ADR.OPS.B.080 Marking and lighting of vehicles and other mobile objects**

##### COLOURS TO BE USED

Red or yellowish green colour should preferably be used for marking emergency vehicles and yellow colour for service vehicles

#### **AMC1 ADR.OPS.B.090 Use of the aerodrome by higher code letter aircraft**

##### ELEMENTS TO BE ASSESSED

When assessing the possibility of operation of aircraft whose code letter is higher than the code letter of the aerodrome reference code, the aerodrome operator should, amongst other issues, assess the impact of the characteristics of the aircraft on the aerodrome, its facilities, equipment and its operation, and vice versa.

Aircraft characteristics to be assessed include, but are not limited to:

- (a) fuselage length;
- (b) fuselage width;
- (c) fuselage height;
- (d) tail height;
- (e) wingspan;
- (f) wing tip vertical clearance;
- (g) cockpit view;
- (h) distance from the pilot's eye position to the nose landing gear and to the main landing gear;
- (i) outer main gear wheel span;
- (j) wheelbase;
- (k) main gear steering system;
- (l) landing gear geometry;
- (m) engine data;
- (n) flight performance; and
- (o) technology evolution.

#### **GM1 ADR.OPS.B.090 Use of the aerodrome by higher code letter aircraft**

##### ELEMENTS TO BE ASSESSED

Further guidance on this issue is contained in ICAO Circular 305-AN/177 and ICAO Circular 301-AN/174.

In any case, the elements that have to be taken into account for the safety assessment are, without prejudice to other assessments that may have to be conducted, in accordance with other applicable requirements contained in Part ADR.OPS.

Such assessments should include, but are not limited to:

- (a) the aircraft mass, tire pressure and ACN values — with regard to overload operations; and

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*SUBPART B – AERODROME OPERATIONAL SERVICES, EQUIPMENT AND INSTALLATIONS*

- (b) maximum passenger and fuel carrying capacity — with regard to level of RFFS protection to be provided and the aerodrome emergency planning.

## **AMC/GM TO ANNEX IV – PART-ADR-OPS**

### *SUBPART C – AERODROME MAINTENANCE*

## **SUBPART C – AERODROME MAINTENANCE**

### **AMC1 ADR.OPS.C.005 General**

#### MAINTENANCE PROGRAMME

The aerodrome operator should ensure that a maintenance programme is established and implemented, including preventive maintenance where appropriate, to maintain aerodrome facilities in a condition which does not impair the safety of aeronautical operations. The scope of the maintenance programme should include, but may not be limited to, the following items:

- (a) visual aids and other lighting systems required for the safety of aerodrome operations;
- (b) power supply and other electrical systems;
- (c) pavements, other ground surfaces, and drainage systems;
- (d) fencing and other access control devices;
- (e) equipment and vehicles which are necessary for the safety of aerodrome operations; and
- (f) buildings which are necessary for the safety of aerodrome operations.

### **GM1 ADR.OPS.C.005 General**

#### HUMAN FACTORS

The design and application of the maintenance programme should observe human factors principles.

### **AMC1 ADR.OPS.C.010 Pavements, other ground surfaces, and drainage**

#### GENERAL

- (a) The aerodrome operator should maintain the surface of a paved runway in a condition so as to provide good friction characteristics and low rolling resistance. Mud, dust, sand, oil, rubber deposits, and other pollutants should be removed, as rapidly and completely as possible, to minimise accumulation.
- (b) Taxiways and aprons should be kept clear of pollutants to the extent necessary to enable aircraft to be taxied to and from an operational runway.
- (c) Drainage systems and storm water collection systems should be periodically checked and, if necessary cleaned or maintained, to ensure efficient water run-off.
- (d) The aerodrome operator should measure the runway surface friction characteristics for maintenance purpose with a continuous friction measuring device using self-wetting features. The frequency of these measurements should be sufficient to determine the trend of the surface friction characteristics of the runway.
- (e) The aerodrome operator should take corrective maintenance action to prevent the runway surface friction characteristics for either the entire runway, or a portion thereof from falling below the minimum friction level specified by the State.
- (f) When the friction of a significant portion of a runway is found to be below the minimum friction level value, the aerodrome operator should report such information in order to promulgate it in a NOTAM specifying which portion of the runway is below the minimum friction level and its location on the runway, and take immediate corrective action.

## **AMC/GM TO ANNEX IV – PART-ADR-OPS**

### *SUBPART C – AERODROME MAINTENANCE*

#### **GM1 ADR.OPS.C.010(b)(3) Pavements, other ground surfaces and drainage**

##### DETERMINATION OF FRICTION CHARACTERISTICS OF WET PAVED SURFACES

- (a) The surface friction characteristics of a paved runway should be:
  - (1) assessed to verify the surface friction characteristics of new or resurfaced paved runways; and
  - (2) assessed periodically in order to determine the slipperiness of paved runways;
- (b) The condition of a runway pavement is generally assessed under dry conditions using a self-wetting continuous friction measuring device. Evaluation tests of runway surface friction characteristics are made on clean surfaces of the runway when first constructed or after resurfacing.
- (c) Friction tests of existing surface conditions are taken periodically in order to avoid falling below the minimum friction level specified by the State. When the friction of any portion of a runway is found to be below this value, then such information should be promulgated in a NOTAM, specifying which portion of the runway is below the minimum friction level and its location on the runway. A corrective maintenance action must be initiated without delay. Friction measurements should be taken at time intervals that will ensure identification of runways in need of maintenance or special surface treatment before their condition becomes serious. The time intervals and mean frequency of measurements depend on factors such as: aircraft type and frequency of usage, climatic conditions, pavement type, and pavement service and maintenance requirements.
- (d) Friction measurements of existing, new, or resurfaced runways should be made with a continuous friction measuring device provided with a smooth tread tire. The device should use self-wetting features to allow measurements of the friction characteristics to be made at a water depth of 1 mm.
- (e) When it is suspected that the surface friction characteristics of a runway may be reduced because of poor drainage, owing to inadequate slopes or depressions, then an additional measurement should be made, but this time under natural conditions representative of a local rain. This measurement differs from the previous one in that water depths in the poorly cleared areas are normally greater in a local rain condition. The measurement results are, thus, more apt to identify problem areas having low friction values that could induce aquaplaning than the previous test. If circumstances do not permit measurements to be conducted during natural conditions representative of a rain, then this condition may be simulated.
- (f) When conducting friction tests using a self-wetting continuous friction measuring device, it is important to note that, unlike compacted snow and ice conditions, in which there is very limited variation of the friction coefficient with speed, a wet runway produces a drop in friction with an increase in speed. However, as the speed increases, the rate at which the friction is reduced becomes less. Among the factors affecting the friction coefficient between the tire and the runway surface, texture is particularly important. If the runway has a good macro-texture allowing the water to escape beneath the tire, then the friction value will be less affected by speed. Conversely, a low macro-texture surface will produce a larger drop in friction with increase in speed.
- (g) The design objective for new runway surfaces and maintenance planning, and minimum friction levels for runway surface in use, should be according to the following table:



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*SUBPART C – AERODROME MAINTENANCE*

Test equipment	Test tire		Test speed (km/h)	Test water depth (mm)	Design objective for new surface	Maintenance planning level	Minimum friction level
	Type	Pressure (kPa)					
Mu-meter Trailer	A	70	65	1.0	0.72	0.52	0.42
	A	70	95	1.0	0.66	0.38	0.26
Skidometer Trailer	B	210	65	1.0	0.82	0.60	0.50
	B	210	95	1.0	0.74	0.47	0.34
Surface Friction Tester Vehicle	B	210	65	1.0	0.82	0.60	0.50
	B	210	95	1.0	0.74	0.47	0.34
Runway Friction Tester Vehicle	B	210	65	1.0	0.82	0.60	0.50
	B	210	95	1.0	0.74	0.54	0.41
TATRA Friction Tester Vehicle	B	210	65	1.0	0.76	0.57	0.48
	B	210	95	1.0	0.67	0.52	0.42
Grip Tester Trailer	B	140	65	1.0	0.74	0.53	0.43
	B	140	95	1.0	0.64	0.36	0.24

Table 1

- (h) Other friction measuring devices can be used, provided they have been correlated with, at least, one test equipment mentioned in the table above.

**GM2 ADR.OPS.C.010(b)(1) Pavements, other ground surfaces, and drainage**

**OVERLOAD OPERATIONS**

- (a) Overloading of pavements can result either from loads too large, or from a substantially increased application rate, or both. Loads larger than the defined (design or evaluation) load shorten the design life, whilst smaller loads extend it. With the exception of massive overloading, pavements in their structural behaviour are not subject to a particular limiting load above which they suddenly or catastrophically fail. Behaviour is such that a pavement can sustain a definable load for an expected number of repetitions during its design life. As a result, occasional minor overloading is acceptable, when expedient, with only limited loss in pavement life expectancy, and relatively small acceleration of pavement deterioration. For those operations in which magnitude of overload and/or the frequency of use do not justify a detailed analysis, the following criteria are suggested:
- (1) for flexible pavements, occasional movements by aircraft with ACN not exceeding 10 % above the reported PCN should not adversely affect the pavement;
  - (2) for rigid or composite pavements, in which a rigid pavement layer provides a primary element of the structure, occasional movements by aircraft with ACN not exceeding 5 % above the reported PCN should not adversely affect the pavement;
  - (3) if the pavement structure is unknown, the 5 % limitation should apply; and
  - (4) the annual number of overload movements should not exceed approximately 5 % of the total annual aircraft movements.
- (b) Such overload movements should not normally be permitted on pavements exhibiting signs of distress or failure. Furthermore, overloading should be avoided during any periods of thaw following frost penetration, or when the strength of the pavement or its subgrade could be weakened by water. Where overload operations are conducted, the aerodrome operator should review the relevant pavement condition regularly, and should

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also review the criteria for overload operations periodically since excessive repetition of overloads can cause severe shortening of pavement life, or require major rehabilitation of pavement.

**GM3 ADR.OPS.C.010(b)(2) Pavements, other ground surfaces, and drainage**

**RUNWAY SURFACE EVENNESS**

- (a) The operation of aircraft and differential settlement of surface foundations will eventually lead to increases in surface irregularities. Small deviations in the above tolerances will not seriously hamper aircraft operations. In general, isolated irregularities of the order of 2.5 cm to 3 cm over a 45 m-distance are tolerable. Although maximum acceptable deviations vary with the type and speed of an aircraft, the limits of acceptable surface irregularities can be estimated to a reasonable extent. The following table describes maximum and temporarily acceptable limits.

Surface Irregularity	Minimum acceptable length of irregularity (m)								
	3	6	9	12	15	20	30	45	60
Maximum surface irregularity height (or depth) (cm)	3	3.5	4	5	5.5	6	6.5	8	10
Temporary acceptable surface irregularity height (or depth) (cm)	3.5	5.5	6.5	7.5	8	9	11	13	15

Table 1

If the maximum limits are exceeded, corrective action should be undertaken, as soon as reasonably practicable, to improve the ride quality. If the temporarily acceptable limits are exceeded, the portions of the runway that exhibit such roughness should have corrective measures taken immediately if aircraft operations are to be continued.

- (b) The term 'surface irregularity' is defined herein to mean isolated surface elevation deviations that do not lie along a uniform slope through any given section of a runway. For the purposes of this concern, a 'section of a runway' is defined herein to mean a segment of a runway throughout which a continuing general uphill, downhill, or flat slope is prevalent. The length of this section is generally between 30 and 60 m, and can be greater, depending on the longitudinal profile and the condition of the pavement.
- (c) Deformation of the runway with time may also increase the possibility of the formation of water pools. Pools as shallow as approximately 3 mm in depth, particularly if they are located where they are likely to be encountered at high speed by landing aeroplanes, can induce aquaplaning which can then be sustained on a wet runway by a much shallower depth of water. Improved guidance regarding the significant length and depth of pools relative to aquaplaning is the subject of further research. It is, of course, especially necessary to prevent pools from forming whenever there is a possibility that they might become frozen.
- (d) Macrotexture and microtexture are taken into consideration in order to provide the required surface friction characteristics. This normally requires some form of special surface treatment.

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*SUBPART C – AERODROME MAINTENANCE*

**AMC1 ADR.OPS.C.015 Visual aids and electrical systems**

GENERAL

- (a) The aerodrome operator should establish a system of corrective and preventive maintenance which ensures that a light is deemed unserviceable when the main beam average intensity is less than 50 % of the value specified in the applicable CSs. For light units where the designed main beam average intensity is above the specified in the applicable CSs, the 50 % value should be related to that design value.
- (b) The aerodrome operator should establish a system of preventive maintenance of visual aids to ensure lighting and marking system reliability and serviceability as required for the intended operations.