

## ANNEX VII

### Essential requirements for aerodromes

#### 1. PHYSICAL CHARACTERISTICS, INFRASTRUCTURE AND EQUIPMENT

##### 1.1. Movement area

1.1.1. Aerodromes shall have a designated area for the landing and take-off of aircraft, which satisfies the following conditions:

- (a) the landing and take-off area shall have dimensions and characteristics suitable for the aircraft intended to use the facility;
- (b) the landing and take-off area, where applicable, shall have a bearing strength sufficient to support repetitive operations of the intended aircraft. Those areas not intended for repetitive operations only need to be capable of supporting the aircraft;
- (c) the landing and take-off area shall be designed to drain water and to prevent standing water becoming an unacceptable risk to aircraft operations;
- (d) the slope and slope changes of the landing and take-off area shall not create an unacceptable risk to aircraft operations;
- (e) the surface characteristics of the landing and take-off area shall be adequate for use by the intended aircraft; and
- (f) the landing and take-off area shall be free from objects which might create an unacceptable risk to aircraft operations.

1.1.2. Where there are several designated landing and take-off areas, they shall be such that they do not create an unacceptable risk to aircraft operations.

1.1.3. The designated landing and take-off area shall be surrounded by defined areas. Those areas are intended to protect aircraft flying over them during take-off or landing operations or to mitigate the consequences of undershooting, running off the side or overrunning the take-off and landing area, and shall satisfy the following conditions:

- (a) those areas shall have dimensions appropriate to the aircraft operations anticipated;
- (b) the slope and slope changes of those areas shall not create an unacceptable risk to aircraft operations;
- (c) those areas shall be free from objects which might create an unacceptable risk to aircraft operations. This shall not preclude frangible equipment to be located in those areas, if required to assist aircraft operations; and
- (d) each of those areas shall have a bearing strength sufficient to serve its purpose.

1.1.4. Those areas of an aerodrome, with their associated immediate surroundings, that are to be used for taxiing or parking aircraft, shall be designed to permit safe operation of the aircraft expected to use the particular facility under all the conditions planned for, and shall satisfy the following conditions:

- (a) those areas shall have a bearing strength sufficient to support repetitive operations of the intended aircraft, except for areas which are expected for only occasional use which only need to be capable of supporting the aircraft;

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- (b) those areas shall be designed to drain water and to prevent standing water becoming an unacceptable risk to aircraft operations;
  - (c) the slope and slope changes of those areas shall not create an unacceptable risk to aircraft operations;
  - (d) the surface characteristics of those areas shall be adequate for use by the intended aircraft; and
  - (e) those areas shall be free from objects which might create an unacceptable risk to aircraft. This shall not preclude parking equipment required for that area in specifically identified positions or zones.
- 1.1.5. Other infrastructure intended for use by aircraft shall be so designed that use of that infrastructure does not create an unacceptable risk to aircraft using it.
- 1.1.6. Constructions, buildings, equipment or storage areas shall be located and designed so as not to create an unacceptable risk for aircraft operations.
- 1.1.7. Suitable means shall be provided to prevent unauthorised persons, unauthorised vehicles or animals large enough to create an unacceptable risk to aircraft operations from entering the movement area, without prejudice to national and international animal protection provisions.
- 1.2. Obstacle clearances
- 1.2.1. To protect aircraft proceeding to an aerodrome for landing or for their departure from an aerodrome, arrival and departure routes or areas shall be established. Such routes or areas shall provide aircraft with the required clearance from obstacles located in the area surrounding the aerodrome taking due account of the local physical characteristics.
- 1.2.2. Such obstacle clearance shall be appropriate to the phase of flight and type of operation being conducted. It shall also take into account the equipment being used for determining the position of the aircraft.
- 1.3. Safety-related aerodrome equipment, including visual and non-visual aids
- 1.3.1. Aids shall be fit for purpose, recognisable and provide unambiguous information to users under all intended operational conditions.
- 1.3.2. Safety-related aerodrome equipment shall function as intended under the foreseen operating conditions. Under operating conditions or in case of failure, safety-related aerodrome equipment shall not cause an unacceptable risk to aviation safety.
- 1.3.3. The aids and their electrical power supply system shall be so designed that failures do not result in inappropriate, misleading or insufficient information being given to users or in interruption of an essential service.
- 1.3.4. Suitable means of protection shall be provided to avoid damage or disturbance to such aids.
- 1.3.5. Sources of radiation or the presence of moving or fixed objects shall not interfere with or adversely affect the performance of aeronautical communications, navigation and surveillance systems.

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- 1.3.6. Information on operation and use of safety-related aerodrome equipment shall be made available to relevant staff, including clear indications of the conditions which may create unacceptable risks to aviation safety.
- 1.4. Aerodrome data
  - 1.4.1. Data relevant to the aerodrome and the available services shall be established and kept up to date.
  - 1.4.2. The data shall be accurate, readable, complete and unambiguous. Authenticity and appropriate integrity levels shall be maintained.
  - 1.4.3. The data shall be made available to the users and the relevant ANS providers in a timely manner, using a sufficiently secure and expeditious method of communication.

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