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|  | **CERTIFICATION BASIS AERODROMES DESIGN** | | |  |  |
| ***Belgian Civil Aviation Authority***  ***Certification of Aerodromes*** | |  | *template reference:*  *template version:* | ***GDF14 annex1a***  ***CB-ADR-DSN Issue 6***  **16/12/2022** |
|  | |  |  |  |
|  | | | | | |
| **Aerodrome declaration** | | | | | |
|  | | | | | |
| On behalf of: | location indicator: | EBxx | | | |
|  | | | | | |
|  | aerodrome operator: |  | | | |
|  | | | | | |
| **I hereby confirm that the details provided within this Certification Basis are correct.** | | | | | |
|  | | | | | |
| Accountable Manager | name: |  | | | |
|  | | | | | |
|  | date: |  | | | |
|  | | | | | |
|  | signature: |  | | | |
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|  | | | | | |
| **BCAA approval** | | | | | |
|  | | | | | |
| Director General | name: |  | | | |
|  | | | | | |
|  | date: |  | | | |
|  | | | | | |
|  | signature: |  | | | |
|  | | | | | |
| **This Certification Basis is approved considering the remarks summarised on page 2 of this document.** | | | | | |

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| **Remarks:**   1. … 2. … 3. … |

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| **Legend to the CB** | | | | | |
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| *Compliance* | | | | | |
| * *FC:* | | | *Fully Compliant:* | *Complete compliance for all infrastructure with the reference code indicated above.* | |
| * *PC:* | | | *Partial Compliant:* | *Only a part of the provision is implemented or not all infrastructure is compliant with the reference code indicated above.* | |
| * *NC:* | | | *Non Compliant:* | *The provision is not implemented.* | |
| * *NP:* | | | *Not Provided:* | *The provision is not provided at the aerodrome.* | |
|  | | | | | |
| *Extent of implementation or explanation* | | | | | |
|  | | * *If relevant, motivate the extent of the implementation of the CS according GDF14 §5.4.2. This should aim to demonstrate to what extent the CS is implemented and provide motivation regarding the chosen extent.* | | | |
|  | | * *Reason for the NC or PC of the CS* | | | |
|  | | * *Motivation for the NP* | | | |
|  | | | | | |
| *ELOS, SC, DAAD* | | | | |  |
|  | | * *Reference to the applicable ELOS, SC or DAAD document.* | | | |
|  | | | | | |
| *Implementation plan* | | | | | |
|  | | | * *Reference to the implementation plan according GDF14 §5.4.2 or any other document & attachment for that purpose.* | | | |
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| CS | Description Rule | Issue ADR-DNS | Compliance CS-ADR-DSN | Extend of implementation or explanation | ELOS DAAD SC | Implementation plan |
| A.001 | Applicability | 5 |  |  |  |  |
| A.002 | Definitions | 5 |  |  |  |  |
| A.005 | Aerodrome reference code | 4 |  |  |  |  |
| B.015 | Number, siting and orientation of runways |  |  |  |  |  |
| B.020 blank | Choice of maximum permissible crosswind components |  |  |  |  |  |
| B.020 blank | Choice of maximum permissible crosswind components |  |  |  |  |  |
| B.025 blank | Data to be used |  |  |  |  |  |
| B.030 | Runway threshold |  |  | Is there a displaced threshold ? |  |  |
| B.035 | Length of runway and declared distances | 3 |  |  |  |  |
| B.040 | Runways with stopways or clearways |  |  | Are stopways or clearways provided? |  |  |
| B.045 | Width of runways | 4 |  |  |  |  |
| B.050 | Minimum distance between parallel non-instrument runways |  |  |  |  |  |
| B.055 | Minimum distance between parallel instrument runways | 3 |  |  |  |  |
| B.060 | Longitudinal slopes of runways | 3 |  |  |  |  |
| B.065 | Longitudinal slope changes on runways |  |  |  |  |  |
| B.070 | Sight distance for slopes on runways |  |  |  |  |  |
| B.075 | Distance between slope changes on runways |  |  |  |  |  |
| B.080 | Transverse slopes on runways |  |  | (b) Are flatter slopes used at runway or taxiway intersection? |  |  |
| B.085 | Runway strength |  |  |  |  |  |
| B.090 | Surface of runways | 3 |  |  |  |  |
| B.095 | Runway turn pads | 4 |  |  |  |  |
| B.100 | Slopes on runway turn pads |  |  |  |  |  |
| B.105 | Strength of runway turn pads |  |  |  |  |  |
| B.110 | Surface of runway turn pads | 3 |  |  |  |  |
| B.115 | Width of shoulders for runway turn pads | 6 |  |  |  |  |
| B.120 | Strength of shoulders for runway turn pads |  |  |  |  |  |
| B.125 | Runway shoulders | 6 |  |  |  |  |
| B.130 | Slopes on runway shoulders |  |  |  |  |  |
| B.135 | Width of runway shoulders | 4 |  |  |  |  |
| B.140 | Strength of runway shoulders | 4 |  |  |  |  |
| B.145 | Surface of runway shoulders | 4 |  |  |  |  |
| B.150 | Runway strip to be provided | 4 |  |  |  |  |
| B.155 | Length of runway strip | 3 |  |  |  |  |
| B.160 | Width of runway strip | 4 |  |  |  |  |
| B.165 | Objects on runway strips | 5 |  | Are there objects where removal isn’t possible? |  |  |
| B.170 | blank |  |  |  |  |  |
| B.175 | Grading of runway strips | 4 |  |  |  |  |
| B.180 | Longitudinal slopes on runway strips |  |  |  |  |  |
| B.185 | Transverse slopes on runway strips |  |  | Is it necessary for facilitation for drainage that the first 3m have a bigger slope up to 5%? |  |  |
| B.190 | Strength of runway strips |  |  |  |  |  |
| B.191 | Drainage characteristics of the movement area and adjacent areas | 3 |  |  |  |  |
| B.195 | Clearways | 3 |  | Are clearways provided? |  |  |
| B.200 | Stopways | 6 |  | Are stopways provided? |  |  |
| B.205 | Radio altimeter operating area | 3 |  | Is the RAOA provided for a approach Category I? |  |  |
| C.210 | Runway end safety areas (RESA) | 3 |  |  |  |  |
| C.215 | Dimensions of runway end safety areas | 3 |  |  |  |  |
| C.220 | Objects on runway end safety areas |  |  |  |  |  |
| C.225 | Clearing and grading of runway end safety areas |  |  |  |  |  |
| C.230 | Slopes on runway end safety areas |  |  |  |  |  |
| C.235 | Strength of runway end safety areas | 3 |  |  |  |  |
| C.236 | Engineered Materials Arresting System (EMAS) | 6 |  |  |  |  |
| D.240 | Taxiways general | 4 |  |  |  |  |
| D.245 | Width of taxiways | 4 |  |  |  |  |
| D.250 | Taxiways curves |  |  |  |  |  |
| D.255 | Junction and intersection of taxiways |  |  |  |  |  |
| D.260 | Taxiway minimum separation distance | 4 |  |  |  |  |
| D.265 | Longitudinal slopes on taxiways |  |  |  |  |  |
| D.270 | Longitudinal slope changes on taxiways |  |  |  |  |  |
| D.275 | Sight distance of taxiways |  |  |  |  |  |
| D.280 | Transverse slopes on taxiways |  |  |  |  |  |
| D.285 | Strength of taxiways |  |  |  |  |  |
| D.290 | Surface of taxiways | 3 |  |  |  |  |
| D.295 | Rapid exit taxiways |  |  |  |  |  |
| D.300 | Taxiways on bridges |  |  |  |  |  |
| D.305 | Taxiway shoulders | 4 |  |  |  |  |
| D.310 | Taxiway Strip |  |  |  |  |  |
| D.315 | Width of taxiway strips | 3 |  |  |  |  |
| D.320 | Objects on taxiway strips |  |  |  |  |  |
| D.325 | Grading of taxiway strips | 4 |  |  |  |  |
| D.330 | Slopes on taxiway strips |  |  |  |  |  |
| D.335 | Holding bays, runway-holding positions, intermediate holding positions, and road-holding positions | 3 |  | Are holding bay(s) or other bypasses assessed as necessary and applied? |  |  |
| D.340 | Location of holding bays, runway-holding positions, intermediate holding positions, and road-holding positions | 6 |  |  |  |  |
| E.345 | General |  |  |  |  |  |
| E.350 blank | blank |  |  |  |  |  |
| E.355 | Strength of aprons |  |  |  |  |  |
| E.360 | Slopes on aprons | 3 |  |  |  |  |
| E.365 | Clearance distances on aircraft stands | 3 |  | Are theminimum clearance distances for code letter D, E and F stands reduced? |  |  |
| F.370 | Isolated aircraft parking position |  |  |  |  |  |
| G.375 | General |  |  |  |  |  |
| G.380 | Location | 6 |  |  |  |  |
| G.385 | Size of de-icing/anti-icing pads |  |  |  |  |  |
| G.390 | Slopes on de-icing/anti-icing pads |  |  |  |  |  |
| G.395 | Strength of de-icing/anti-icing pads |  |  |  |  |  |
| G.400 | Clearance distances on a de-icing/anti-icing pad | 3 |  |  |  |  |
| H.405 | Applicability |  |  |  |  |  |
| H.410 blank | Outer horizontal surface |  |  |  |  |  |
| H.415 | Conical surface |  |  |  |  |  |
| H.420 | Inner horizontal surface | 3 |  |  |  |  |
| H.425 | Approach surface |  |  |  |  |  |
| H.430 | Transitional surface |  |  |  |  |  |
| H.435 | Take-off climb surface |  |  |  |  |  |
| H.440 blank | Slewed take-off climb surface |  |  |  |  |  |
| H.445 | Obstacle-free zone (OFZ) | 3 |  |  |  |  |
| H.450 | Inner approach surface |  |  |  |  |  |
| H.455 | Inner transitional surface |  |  |  |  |  |
| H.460 | Balked landing surface |  |  |  |  |  |
| J.465 | General |  |  |  |  |  |
| J.470 | Non-instrument runways | 3 |  | Are penetrating object known and assessed for regularity and safe operations? |  |  |
| J.475 | Non-precision approach runways | 3 |  | Are penetrating object known and assessed for regularity and safe operations? |  |  |
| J.480 | Precision approach runway | 4 |  | Are penetrating object known and assessed for regularity and safe operations? |  |  |
| J.485 | Runway meant for take-off | 3 |  | Are penetrating object known and assessed for regularity and safe operations? |  |  |
| J.486 | Other objects | 3 |  |  |  |  |
| J.487 | Objects outside the obstacle limitation surfaces | 3 |  |  |  |  |
| K.490 | Wind direction indicator |  |  |  |  |  |
| K.495 | Landing direction indicator |  |  | Is there a landing direction indicator provided? |  |  |
| K.500 | Signalling lamp |  |  |  |  |  |
| K.505 blank | Signal panels and signal area |  |  |  |  |  |
| K.510 blank | Location of signal panels and signal area ED Decision |  |  |  |  |  |
| K.515 blank | Characteristics of signal panels and signal area ED Decision 2014/013/ |  |  |  |  |  |
| L.520 | General — Colour and conspicuity |  |  |  |  |  |
| L.525 | Runway designation marking | 3 |  | Indicate what marking is used (Fig . L-1) |  |  |
| L.530 | Runway centre line marking | 3 |  |  |  |  |
| L.535 | Threshold marking | 3 |  |  |  |  |
| L.540 | Aiming point marking |  |  | Motivate if not provided |  |  |
| L.545 | Touchdown zone marking | 3 |  | Motivate if not provided |  |  |
| L.550 | Runway side stripe marking |  |  |  |  |  |
| L.555 | Taxiway centre line marking | 6 |  |  |  |  |
| L.560 | Interruption of runway markings |  |  | Are the runway side stripe markings of the most important runway at an intersection with another runway continued across the intersection or interrupted?  Are the runway side stripe markings an intersection with a taxiway continued across the intersection or interrupted? |  |  |
| L.565 | Runway turn pad marking | 4 |  |  |  |  |
| L.570 | Enhanced taxiway centre line marking ED Decision | 6 |  | Is enhanced taxiway centre line marking provided? |  |  |
| L.575 | Runway-holding position marking | 3 |  |  |  |  |
| L.580 | Intermediate holding position marking | 3 |  | Are intermediate holding position markings provided? |  |  |
| L.585 | VOR aerodrome checkpoint marking | 3 |  | Is a VOR aerodrome check-point established? |  |  |
| L.590 | Aircraft stand marking |  |  | Are there superimposed stand markings? If more than one turn bar and/or stop line is required, are they designated for the appropriate aircraft types? |  |  |
| L.595 | Apron safety lines |  |  |  |  |  |
| L.597 | Apron service road marking | 3 |  |  |  |  |
| L.600 | Road-holding position marking | 3 |  |  |  |  |
| L.605 | Mandatory instruction marking | 6 |  | Are mandatory instruction signs supplemented by mandatory instruction marking provided on taxiways exceeding 60 m in width or to assist in the prevention of a runway incursion? |  |  |
| L.610 | Information marking | 6 |  |  |  |  |
| M.615 | General |  |  |  |  |  |
| M.620 | Aeronautical beacons |  |  | Is it operational necessary to have an aeronautical beacon? |  |  |
| M.625 | Approach lighting systems | 3 |  | For other than Precision approach runway Categories II and III, is the approach lighting systems possible? |  |  |
| M.626 | Simple approach lighting systems | 5 |  | Are the center line lights extended as far as practicable?Is a additional crossbar provided at 150 m from the threshold? |  |  |
| M.630 | Precision approach Category I lighting system | 5 |  | Is it possible to extend the centre line of the runway over a distance of 900mfrom the runway threshold with a row of lights forming a crossbar 30 m in length at a distance of 300 m from the runway threshold? |  |  |
| M.635 | Precision approach Category II and III lighting system | 5 |  | Is it possible to extend the extended center line of the runway over a distance of 900 m from the runway threshold? Is the threshold displaced 300 m of more? Beyond 300 m from the threshold, does the center line light position consist of barrettes? If yes, are there supplemented flashing lights? |  |  |
| M.640 | Visual approach slope indicator systems |  |  |  |  |  |
| M.645 | Precision approach path indicator and Abbreviated precision approach path indicator (PAPI and APAPI) | 4 |  |  |  |  |
| M.650 | Approach slope and elevation setting of light units for PAPI and APAPI | 6 |  |  |  |  |
| M.655 | Obstacle protection surface for PAPI and APAPI | 6 |  |  |  |  |
| M.660 | Circling guidance lights | 3 |  |  |  |  |
| M.665 | Runway lead-in lighting systems | 4 |  | Is a runway lead-in lighting system necessary to avoid hazardous terrain? |  |  |
| M.670 | Runway threshold identification lights | 4 |  | Are runway threshold identification lights provided? |  |  |
| M.675 | Runway edge lights | 4 |  |  |  |  |
| M.680 | Runway threshold and wing bar lights | 4 |  |  |  |  |
| M.685 | Runway end lights | 4 |  |  |  |  |
| M.690 | Runway centre line lights | 6 |  |  |  |  |
| M.695 | Runway touchdown zone lights | 4 |  |  |  |  |
| M.696 | Simple touchdown zone lights | 4 |  | Are there no touchdown zone lights provided at a runway where the approach angle is greater than 3.5 degrees and/or the Landing Distance Available combined with other factors increases the risk of an overrun? |  |  |
| M.700 | Rapid exit taxiway indicator lights (RETILs) | 4 |  |  |  |  |
| M.705 | Stopway lights | 5 |  |  |  |  |
| M.706 | Runway status lights (RWSL) | 4 |  | Are RWSL provided? |  |  |
| M.710 | Taxiway centre line lights | 6 |  |  |  |  |
| M.715 | Taxiway centre line lights on taxiways, runways, rapid exit taxiways, or on other exit taxiways | 6 |  |  |  |  |
| M.720 | Taxiway edge lights | 4 |  | Are taxiway edge lights provided on taxiways intended for use at night or considering the nature of operations can adequate guidance be achieved by surface illumination or other means? |  |  |
| M.725 | Runway turn pad lights | 4 |  |  |  |  |
| M.730 | Stop bars | 4 |  |  |  |  |
| M.735 | Intermediate holding position lights | 4 |  |  |  |  |
| M.740 | De-icing/anti-icing facility exit lights | 4 |  |  |  |  |
| M.745 | Runway guard lights | 6 |  | ​ |  |  |
| M.750 | Apron floodlighting | 3 |  | Are there aprons primarily used for recreational flying? |  |  |
| M.755 | Visual docking guidance system |  |  |  |  |  |
| M.760 | Advanced visual docking guidance system | 4 |  |  |  |  |
| M.765 | Aircraft stand manoeuvring guidance lights |  |  | Is the aircraft stand used in poor visibility conditions and is adequate guidance not provided by other means? |  |  |
| M.770 | Road-holding position light | 3 |  |  |  |  |
| M.771 | No-entry bar | 6 |  |  |  |  |
| N.775 | General | 6 |  |  |  |  |
| N.780 | Mandatory instruction signs | 6 |  |  |  |  |
| N.785 | Information signs | 6 |  | Motivate if not provided |  |  |
| N.790 | VOR aerodrome checkpoint sign |  |  | Is a VOR aerodrome check-point established? |  |  |
| N.795 | Aircraft stand identification signs | 4 |  | Motivate if not provided |  |  |
| N.800 | Road-holding position sign | 4 |  |  |  |  |
| P.805 | Road-holding position sign |  |  |  |  |  |
| P.810 | Unpaved runway edge markers |  |  |  |  |  |
| P.815 | Stopway edge markers |  |  | Is the extent of a stopway insufficiently indicated? |  |  |
| P.820 | Edge markers for snow-covered runways |  |  |  |  |  |
| P.825 | Taxiway edge markers |  |  |  |  |  |
| P.830 | Taxiway centre line markers |  |  |  |  |  |
| P.835 | Unpaved taxiway edge markers |  |  |  |  |  |
| Q.840 | Objects to be marked and/or lighted within the lateral boundaries of the obstacle limitation surfaces | 3 |  | **Q.840(b)** A. Inside the airport field    B. Outside the airport field    **Q.840(d)(2)** Outside the airport field     **Q.840(e)** A. Inside the airport field    B. Outside the airport field |  |  |
| Q.841 | Objects to be marked and/or lighted outside the lateral boundaries of the obstacle limitation surfaces | 3 |  |  |  |  |
| Q.845 | Marking of fixed objects | 6 |  | Are there unmarked fixed objects where color marking isn’t possible |  |  |
| Q.846 | Lighting of fixed objects | 4 |  |  |  |  |
| Q.847 | Lighting of fixed objects with a height less than 45 m above ground level | 3 |  |  |  |  |
| Q.848 | Lighting of fixed objects with a height 45 m to a height less than 150 m above ground level | 3 |  |  |  |  |
| Q.849 | Lighting of fixed objects with a height 150 m or more above ground level | 3 |  |  |  |  |
| Q.850 blank | blank | 5 |  |  |  |  |
| Q.851 | Marking and lighting of wind turbines | 3 |  |  |  |  |
| Q.852 | Marking and lighting of overhead wires, cables, supporting towers, etc. | 6 |  |  |  |  |
| R.855 | Closed runways and taxiways, or parts thereof | 5 |  |  |  |  |
| R.860 | Non-load-bearing surfaces | 3 |  |  |  |  |
| R.865 | Pre-threshold area |  |  |  |  |  |
| R.870 | Unserviceable areas |  |  |  |  |  |
| S.875 | Electrical power supply systems for air navigation facilities |  |  |  |  |  |
| S.880 | Electrical power supply systems | 5 |  |  |  |  |
| S.885 | System design |  |  |  |  |  |
| S.890 | Monitoring | 5 |  |  |  |  |
| S.895 blank | blank | 5 |  |  |  |  |
| T.900 | Emergency access and service roads | 3 |  |  |  |  |
| T.905 | Fire stations |  |  |  |  |  |
| T.910 | Equipment frangibility requirements |  |  |  |  |  |
| T.915 | Siting of equipment and installations on operational areas | 6 |  |  |  |  |
| T.920 | Fencing |  |  |  |  |  |
| T.921 | Autonomous runway incursion warning system (ARIWS) | 4 |  | Is an ARIWS provided at the aerodrome? |  |  |
| U.925 | General | 4 |  |  |  |  |
| U.930 | Colours for aeronautical ground lights | 4 |  |  |  |  |
| U.935 | Colours for markings, signs and panels | 6 |  |  |  |  |
| U.940 | Aeronautical ground light characteristics | 4 |  |  |  |  |