

Issued: 16 February 2015

Changes to Taxiway Minimum Separation Distances

This Information Notice contains information that is for guidance and/or awareness.

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information

Applicability:	
Aerodromes:	All Certificated/Licensed Aerodromes
Air Traffic:	Not primarily affected
Airspace:	Not primarily affected
Airworthiness:	Not primarily affected
Flight Operations:	Not primarily affected
Licensed/Unlicensed Personnel:	Not primarily affected

1 Introduction

- 1.1 The purpose of this IN is to draw attention to the amendment of the European Aviation Safety Agency (EASA) Certification Specifications and Guidance Material for Aerodrome Design - CS ADR-DSN.D.260 'Taxiway minimum separation distances'.
- 1.2 Existing taxiway centre line separation distances, detailed in Table 3.4 of CAP 168 Licensing of Aerodromes were created before the introduction of new modern aircraft and technologies used in aviation today. For many years ICAO's Aerodrome Design Working Group (ADWG) worked on the possibility of reducing these separation distances and, through analysis of actual aircraft movements, statistical assessments and several scientific studies they concluded that existing separation distances could be reduced without a negative impact on safety.
- 1.3 Consequently, EASA is publishing a revision of Table D-1 in CS ADR-DSN.D.260 to reduce taxiway separation distances for all aircraft code letters. The decision includes a new column in the table for separations between aircraft stand taxi lane centre lines. This update is in line with identical proposed changes in the respective ICAO provisions within Annex 14 Aerodromes (ICAO State letter AN 4/1.1.54-14/97), which were passed by the ICAO Aerodromes Panel in April 2014 and have been circulated for consultation with member states.
- 1.4 The changes to the design characteristics resulting from this amendment are of major significance.

1.5 This decision is published in advance of the formal adoption by ICAO, as the European airport industry, together with the respective competent authorities, is currently undertaking the aerodrome transition process following the entry into force of Commission Regulation (EU) No. 139/2014.

1.6 **The change is with immediate effect in order to avoid unnecessary, potentially significant increase in effort.**

2 Scope

2.1 The content of this IN applies to all UK Certificated/Licensed aerodromes.

3 Further Information

3.1 The following link [ED 2015/001/R](#) provides access through the EASA Document Library to the Decision, Explanatory Notes to the Decision and Issue 2 of the CS. Contemporaneously, the Comment Response Document preceding the decision has also been published <http://easa.europa.eu/document-library/comment-response-documents/crd-2014-21>.

4 Queries

4.1 Any queries or requests for further guidance as a result of this communication should be addressed to:

Airspace, ATM and Aerodromes
Safety & Airspace Regulation Group
Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

E-mail: asddocs@caa.co.uk

5 Cancellation

5.1 This Information Notice will remain in force until further notice.