



News from ICAO/EASA/GASR

ICAO - International Civil Aviation Organisation

EASA - European Aviation Safety Agency

GASR – Group of Aerodrome Safety Regulators

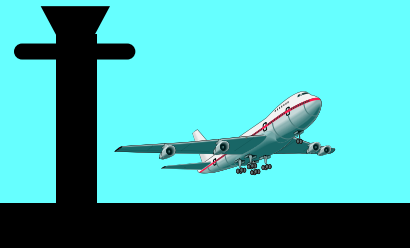


***CTIF – Commission
“Rescue and Fire Fighting at Airports”***

15 June 2011 - Linz

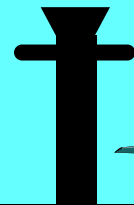


Peter Tschümperlin, Project Manager FOCA





European Safety Agency - EASA





EASA - ADR section

Manager:

➤ Gernot KESSLER

Team:

➤ 6 Rulemaking officers with ADR sector, authority or consultancy background

➤ 1 Seconded National Expert

For more information:

➤ Webpage: www.easa.europa.eu/atm

➤ Research on A14 implementation status:

<http://easa.europa.eu/safety-and-research/research-projects/airports.php>





EASA

Applicability of the rules

500 aerodromes throughout the 31 EASA member states (17 EU plus Norway, Iceland, Switzerland and Liechtenstein) are concerned.





EASA

The EASA Basic Regulations apply

- To “public” aerodromes with commercial traffic & instrument approach and / or departure procedures
- With 1 paved runway over 800 m long
or
- exclusively serving helicopters





EASA

Derogations

Member states may exempt airports with:

- Less than 10,000 pax / year &
- Less than 850 cargo mvts / year





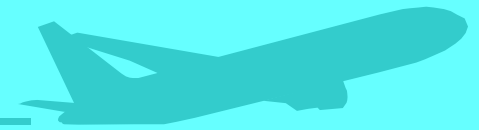
EASA

EU-Regulation (EC) No 216/2008

and

EU-Regulation (EC) 1108/2009





EASA

<http://www.easa.europa.eu/atm/total-system-approach.html>






ATM and Aerodromes Information Site - Windows Internet Explorer
http://www.easa.europa.eu/atm/total-system-approach.html

ATM and Aerodromes Information Site

European Aviation Safety Agency

ATM and Airports



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Total system approach and performance-based rulemaking

One of the main objectives of the Basic Regulation is to establish and maintain a high uniform level of civil aviation safety and environmental compatibility. The Community system gives legal certainty as one single set of requirements will be adopted at the same date by all 31 EASA Member States (27 EU plus Norway, Iceland, Switzerland and Liechtenstein). These requirements are directly applicable and will replace national law without creating an additional layer of legislation.

The total system approach is based on the fact that the aviation system components – products, operators, crews, aerodromes, ATM, ANS, on the ground or in the air - are part of a single network. Uniformity is achieved by common implementing rules adopted by the Commission. The "total system approach" eliminates the risk of safety gaps or overlaps, and seeks to avoid conflicting requirements and confused responsibilities. Regulations are interpreted and applied in a standardised manner and best practices are provided. At the same time, uniformity means to protect citizens and to provide the level playing field for the functioning of the internal market. Furthermore, it will allow for the realisation of increased interoperability of products and services. The "total system approach" also streamlines the certification processes and reduces the burden on regulated persons and organisations.

The Community system is in line with the EU concept of "better regulation". The system's ability to combine "hard" and "soft" law provides for the possibility to take decisions at the most appropriate level ("subsidiarity"), while at the same time considering the size and economic strength of regulated persons and organisations ("proportionality"). The Agency's approach of performance-based rulemaking implements these principles by placing essential safety elements in the rule, leaving non-essential implementation aspects to Certification Specifications (CS) or Acceptable Means of Compliance (AMC). Despite of their non-binding nature, these CS and AMC have an important role to play in providing for sufficient flexibility in the implementation of the community requirements.

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http://www.easa.europa.eu/atm/faq.html

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FAQ

- What is the comitology procedure?
- What does cover regulation mean?
- Where can I find definitions for "shall", "must", "should" and "may", as used in the Agency's rulemaking publications?
- Will the new rules be available in all official languages of the European Union and where are the rules published?
- Implementing Rules are available in all of the national languages of the EASA Member States. How is the quality of these translations assured? Who is responsible for the translations?
- Aerodrome FAQs can be viewed using the following [link](#)

What is the comitology procedure?

Under the Treaty the European Commission is responsible for implementing Community legislation. When exercising these delegated powers it is often obliged to work with national civil servants appointed by Member States in different committees. These committees, which are a forum for discussions and issue opinions, are chaired by the European Commission. For the implementation of Regulation (EC) No 216/2008 (the Basic Regulation) the European Commission is assisted by the EASA Committee. Other committees of importance for the Agency are the Single European Sky Committee and the Air Safety Committee.

The procedures which govern the work of these committees follow the standard procedures established in a Council decision, the so called "Comitology" decision. The first decision dates from 13 July 1987. It was replaced by Council Decision 1999/468/EC of 28 June 1999, which gave the European Parliament a right to review how legislative acts adopted by the co-decision are implemented (the right of scrutiny).

Since July 2006 a new Council Decision 2006/512/EC amending Council Decision 1999/468/EC of 28 June 1999 entered into force. The amendment was an answer to the longstanding request of the European Parliament to improve the right to scrutinise implementation of legislative acts adopted under the co-decision procedure. The Council already enjoys this right. Consequently, a new "Comitology" procedure was introduced: the regulatory procedure with scrutiny. This procedure puts the European Parliament in principle on an equal footing with the Council. It enjoys now real power of control on European Commission's most important implementing measures.

The new Comitology decision gives the European Parliament a veto right over the proposed implementing measures and also increases the transparency of committee proceedings for the European Parliament and the public. Lastly the time limits for members of the European Parliament to scrutinise the proposed decisions is increased from one month to three extendable to four for the most complex issues.

The consolidated version of the latest Comitology decision can be viewed using the following [link](#).

At the moment there are 5 committee procedures. For the adoption of EASA implementing measures only 4 procedures are relevant (Article 65 of the Basic Regulation): the Advisory procedure, the Safeguard procedure, the Regulatory procedure and the Regulatory procedure with scrutiny. The latter is the most important, since it applies to the adoption of implementing rules regarding airworthiness, flight crew licensing, air operations, third country air operations and fees and charges.

- Advisory procedure** [Art. 65(2) of the Basic Regulation]: The committee delivers its opinion to the Commission, which takes the utmost account of it. This "lightweight" procedure is generally used

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http://www.easa.europa.eu/atm/docs/EASA%20Q&A%20final.pdf - Windows Internet Explorer

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FREQUENTLY ASKED QUESTIONS

Question: What is the scope of the Basic Regulation regarding aerodromes foreseen under Art. 4 Para. 3a?

Art. 4 of Regulation (EC) No 216/2008

[3a] Aerodromes, including equipment, located in the territory subject to the provisions of the treaty, open to public use and which serve commercial air transport and where operations using instrument approach or departure procedures are provided, and:

- (a) have a paved runway of 800 metres or above; or*
- (b) exclusively serve helicopters;*

shall comply with this Regulation. Personnel and organisations involved in the operation of these aerodromes shall comply with this Regulation.

The term 'Commercial Air Transport (CAT)' is not defined in Regulation (EC) No 216/2008; however, to meet requirements (Regulation (EC) 1794/2006 laying down a common charging scheme for air navigation services,) the following definition applies:

'commercial air transport' means any aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire.

Question: What is the definition of an IR, AMC and CS and GM and what differences can be proposed?

Implementing Rules (IR) are binding in their entirety and used to specify a high and uniform level of safety and uniform conformity and compliance. The IRs are adopted by the European Commission in the form of Regulations.

Acceptable Means of Compliance (AMC) are non-binding. The AMC serves as a means by which the requirements contained in the Basic Regulation, and the IR, can be met. However, applicants may decide to show compliance with the requirements using other means. Both NAAs and organisations may propose alternative means of compliance. 'Alternative Means of Compliance' are those that propose an alternative to an existing AMC. Currently, NAAs may propose an 'Additional Means of Compliance' that propose new means to establish compliance with the Basic Regulation and its IR for which no associated AMC have been adopted by the Agency. However, the Agency has made a proposal to the Commission to merge the Alternative and the Additional Means of Compliance (to be jointly known as Alternative Means of Compliance). When an alternative means of compliance has been accepted by the NAA, the NAA will inform EASA and the information will be made publically available (e.g. through publication on the NAAs website). Those Alternative Means of Compliance proposals must be accompanied by evidence of

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EASA - Research on A14 implementation status:

<http://www.easa.eu.int/regulations/regulations-structure.php>

<http://easa.europa.eu/safety-and-research/research-projects/airports.php>





EASA

Implementing Rules (IR)

A high and uniform level of safety (adopted by European Commission) are binding.

Acceptable Means of Compliance (AMC)

Procedural solutions to comply with the IRs are non-binding (adopted by EASA)





EASA

Certification Specifications (CS)

Technical standards to be used to establish the certification basis are non-binding (adopted by EASA).

Should an aerodrome operator not meet the recommendations of the CS, they may propose an Equivalent Level of Safety (ELOS) which demonstrates how they intend to meet the CS.





EASA

Guidance Material (GM)

Interpretative and explanatory material to fulfill the requirements in BR, IRs, AMC and CSs is non-binding (adopted by EASA).





EASA

Rulemaking Groups

- ADR 001: Requirements for aerodrome operator organisations and oversight authorities
- ADR 002: Requirements for aerodrome operations
- ADR 003: Requirements for aerodrome design

- NPA planned in January 2012 (4 months time to comment)
- Implementation new rules 31/12/2013
- Transition period for implementation is planned for 4 years





GASR

Next Meeting in December 2011

Programme for 2011 by working groups

- Aerodrome surroundings
- Heliport design and operation





ICAO

- Proposal for new **Amendment ICAO Annex 14, Volume I**, applicability on 15 November 2012
- Drafting a new manual – PANS-AGA (Procedures for Air Navigation Services – Aerodrome Operations) 2013

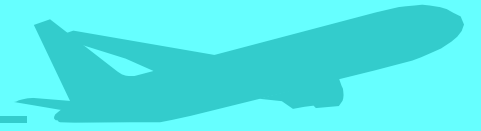




ICAO

- Emergency exercises (modular tests) instead of full scale exercises
- Safety assessment in approach and departure areas within 1,000 m to determine option for intervention
- New foam level C
- For categorie 1 and 2: 1 kg equivalent to 1.0L of water for foam production
- Reserve of supply foam
- Task analysis for number of staff





ICAO / EASA / GASR

Questions ?

