



EASA
European Aviation Safety Agency

EASA
The European Authority
in
aviation safety

Your safety is our mission.

An agency of the European Union 



Aviation landscape

- In 2013, EU airlines operated 6 Million commercial flights with 800 Million passengers
- Air Transport key contributor to the EU's overall economy:
 - 150 scheduled airlines
 - Ca. 600 airports
 - 60 air navigation providers
- Air Traffic over European skies and worldwide expected to grow around 5% annually until 2030



The European Aviation Safety Agency

- European Union Agency
- Technically independent
- Legal and financial autonomy

“Ever safer and greener civil aviation”





Facts and figures - EASA

Established

2002

10 years+

in operation

750

aviation experts
& administrators



Headquarters in

Cologne



Office in

Brussels

32 EASA member states
= 28 + 4

EU + Switzerland, Norway
Iceland, Liechtenstein



Facts and figures - EASA

- 700 aviation experts + administrators from all Member States
- Headquarters: Germany (Cologne)
- 3 international permanent representations:
 - USA (Washington)
 - ICAO (Montreal, Canada)
 - China (Beijing)
- Budget in 2014: 162 M€
 - 72% from fees paid by the EU Industry (> 2/3)
 - 21% from the EU Budget
 - 7% Others (e.g. 3rd Country contributions)





Scope of competences

EASA Safety Regulator

Safety significantly affects all aviation domains:

Total System Approach

Airworthiness

Operations
& FCL

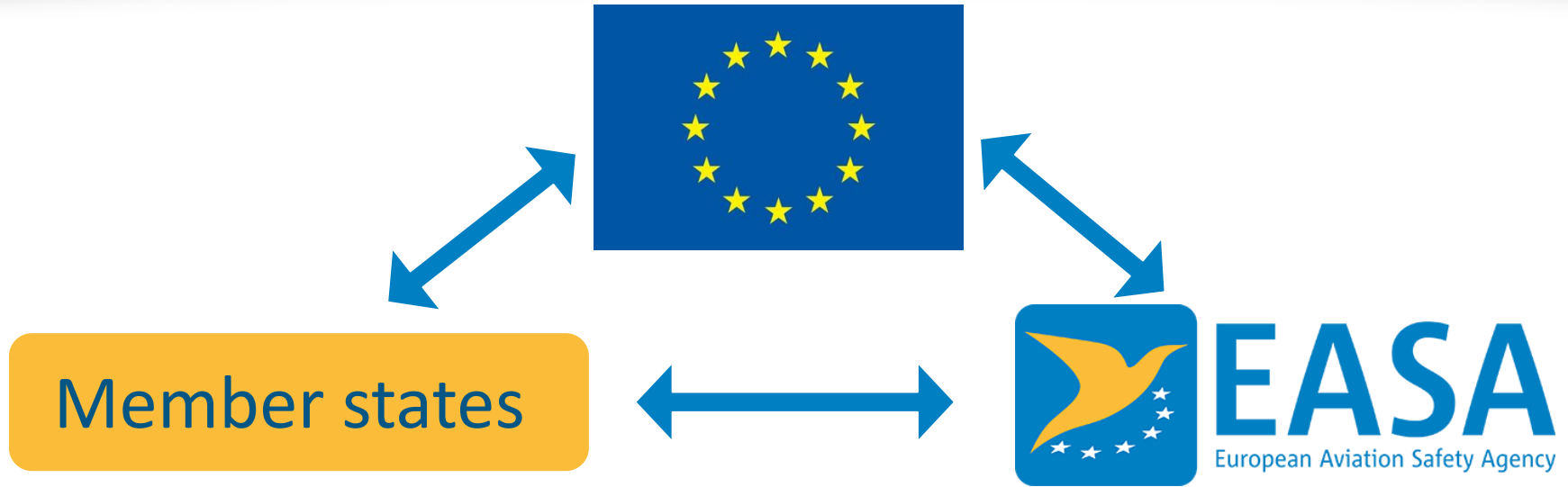
3rd Country
Operations

Aerodromes

ATM/ANS



Partnership with EU Member States

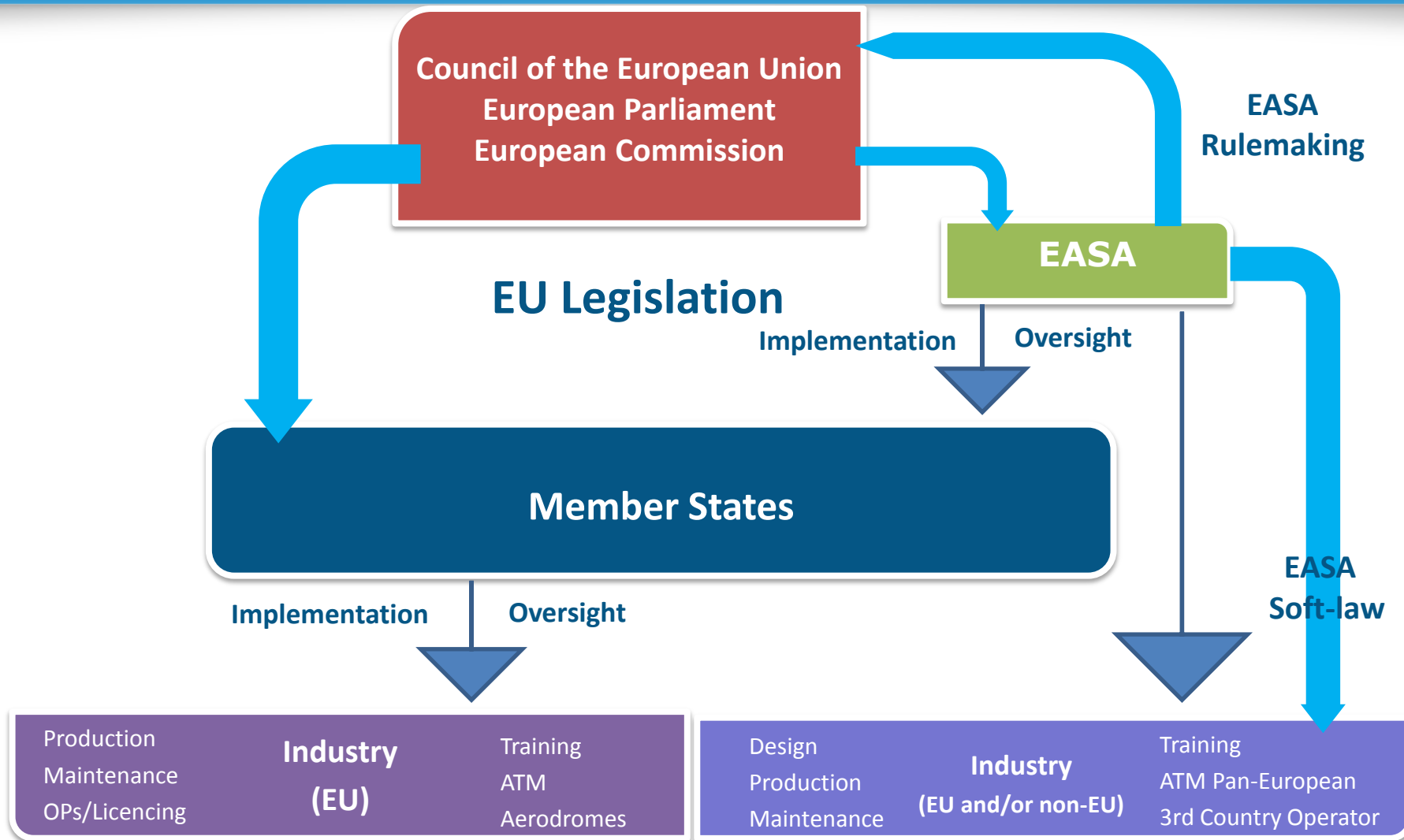


- Applying EU Legislation
- Oversight of national organisations
 - Production
 - Maintenance
 - OPs/Licencing
 - Training
 - ATM
 - Aerodromes

- Implementing rules
- Oversight of Member States
- Aircraft and products certification
- Safety of non-EU operations
- Approval of non-EU organisations
 - *Production*
 - *Maintenance*
 - *Training*
 - *ATM*



The EASA system







EASA

European Aviation Safety Agency

EASA gearing up for new challenges

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TE.GEN.00409-001



New challenges

The past

- ▶ Setting up a regulatory framework

The future

- ▶ Shifting focus to supporting States and Industry with implementation
- ▶ Data driven, risk based approach to defining priorities
- ▶ Single point of contact for dedicated domains



Identifying the priorities

- Publication of the first European-wide Safety Plan





Towards a European aviation authority

- A performance-based and integrated approach to safety
- Modernising and updating the EASA's safety remit
 - General Aviation Roadmap
 - Regulation of state services and state-owned aircraft
 - Integration of remotely piloted aircraft
 - Ground handling service providers
 - Common licences repository
- Extending the EASA's remit beyond safety
 - Aviation security
 - Crisis Management
 - Contribution to Single European Sky and Single Performance Scheme
 - Environment Protection
 - Research
 - International
- Optimising the use of available resources
- Ensure an adequate and stable Agency funding
- Further integration of aviation aspects
- Aviation regulation beyond the EASA's facets



EASA
European Aviation Safety Agency

European Aerodromes Regulatory framework

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TE.GEN.00409-001



Content of 139/2014 & related rules

6.3.14 Start of transition

1.1.18 End of transition

**Aerodrome
Rules**
(IR, AMC, CS)



Oversight &
Authority



Operator &
Operations



Design
Specifications



Aerodromes in the scope of 139/2014

589 Total in scope

incl. 102 exemptions



28 EU states

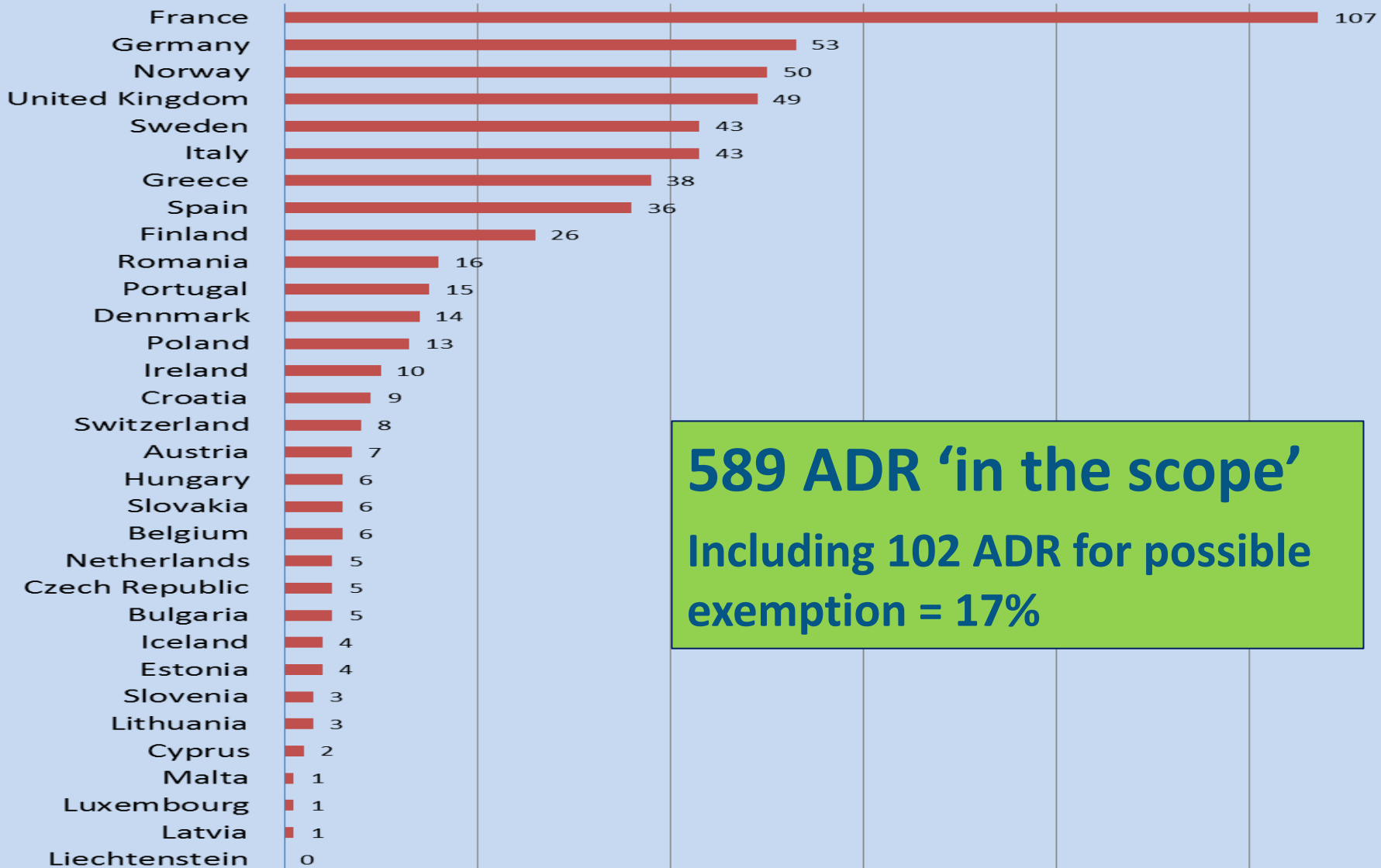


4 EFTA states



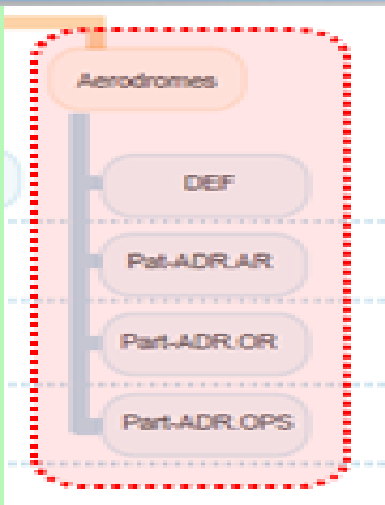


Art. 4 report on ADR's in scope





ADR tasks on-going



ADR Operators & Operations



ADR Design



ADR Oversight



Commission Regulation (EU) No 139/2014 of 12 February 2014
Entry into force: 6 March 2014

AMC/CS/GM ED Decisions (27 February 2014)
Entry into force: 6 March 2014

Apron Management Services

- Discussed at EASA Committee on 9 Oct 2014
- Possible vote on 28 Jan 2015

Rescue and Fire Fighting Services

- NPA to be issued – in 2015

ADR Rules maintenance

- ICAO Am 11, safety recommendations, ...
- Update of CS (taxi-way minima), Decision to be issued
- NPA, Q1 2015

VFR Heliports at aerodromes

- NPA, Q1 2015

ADR equipment

Aerodrome Conference, 26/27 Nov 2014, Cologne



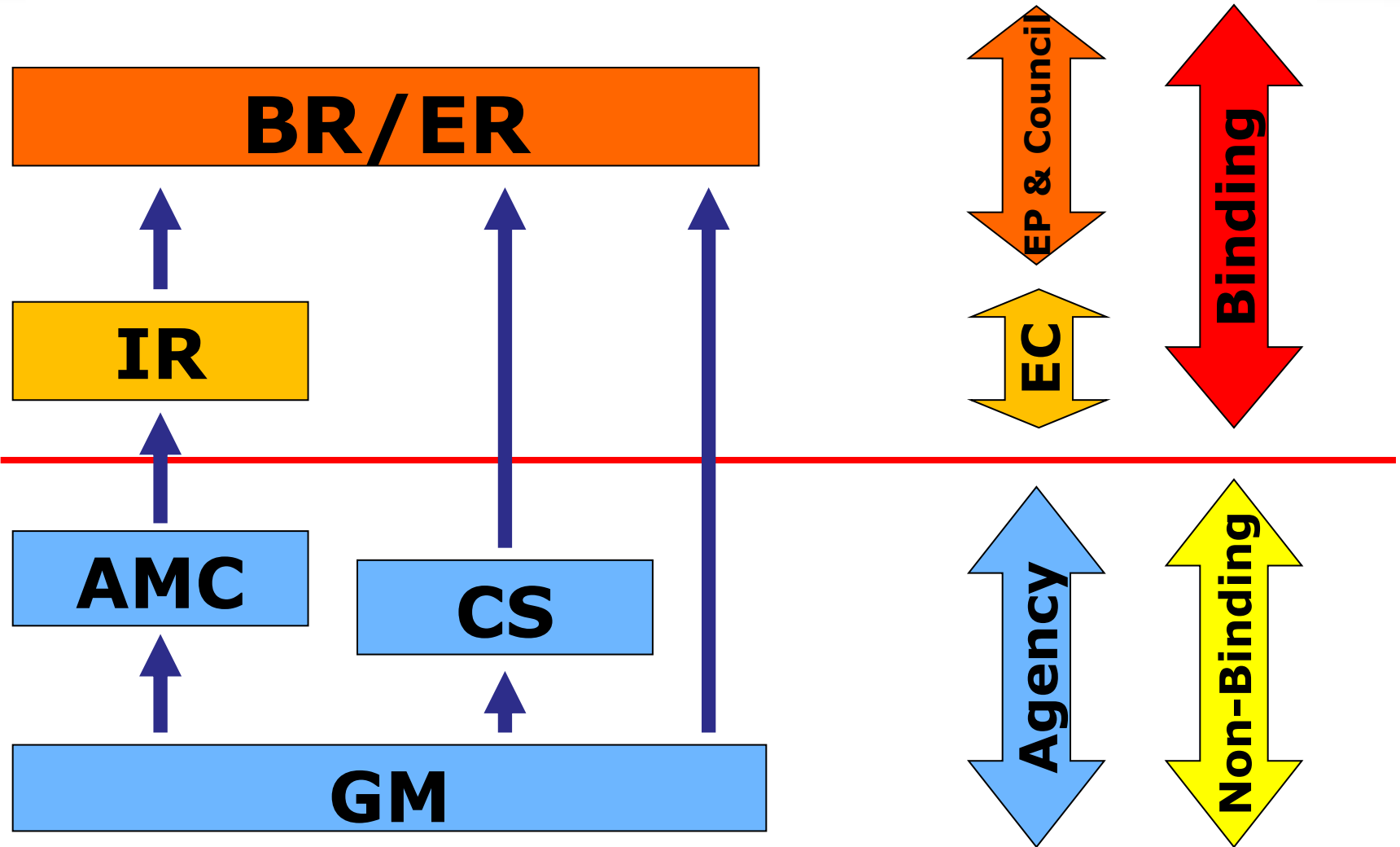
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Understanding the legal system for aerodromes

easa.europa.eu

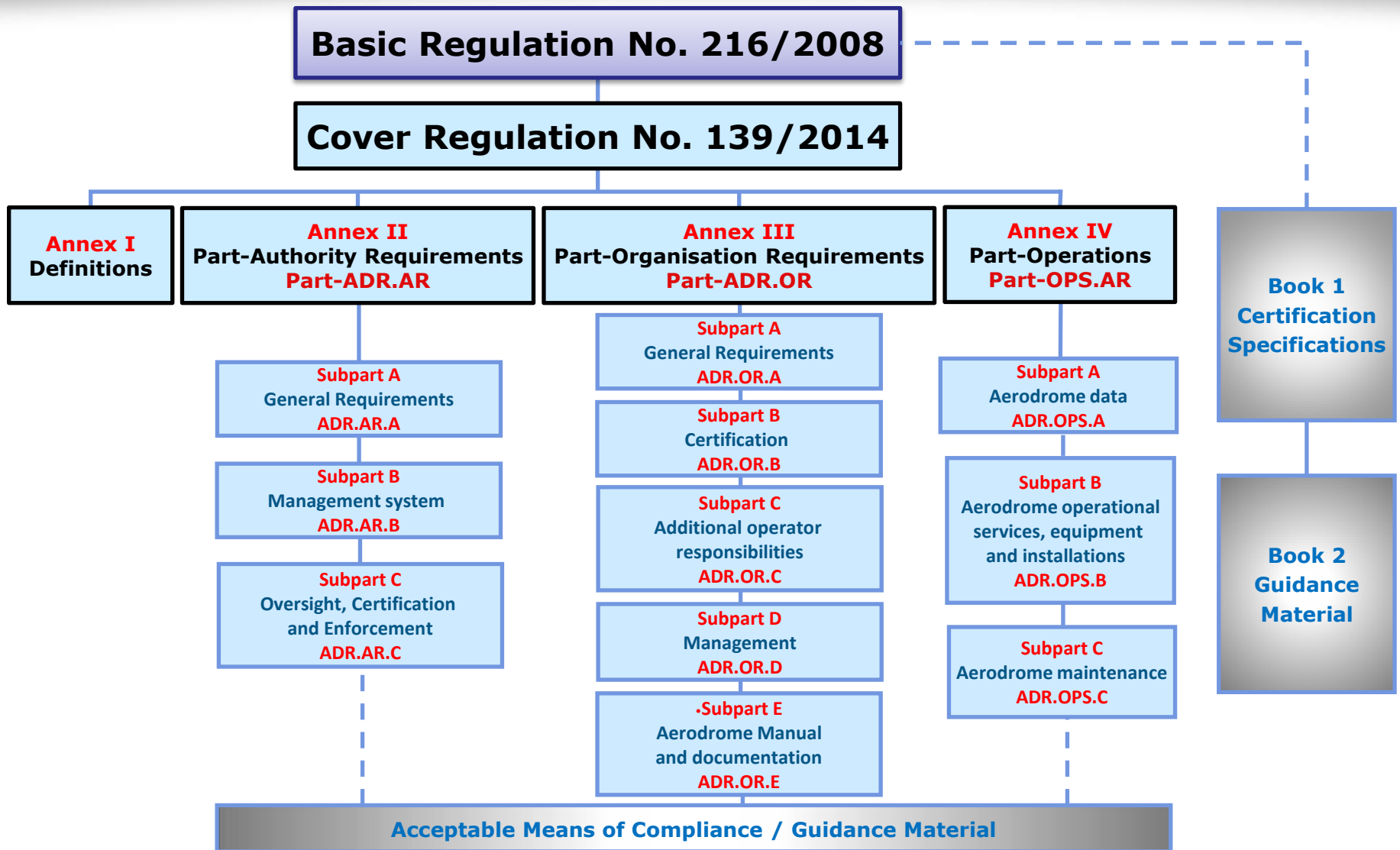


Regulatory framework



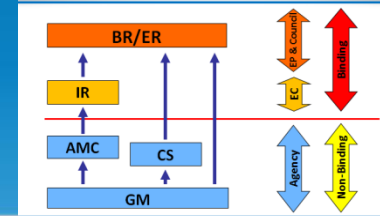


Structure of the rules





Legal instruments

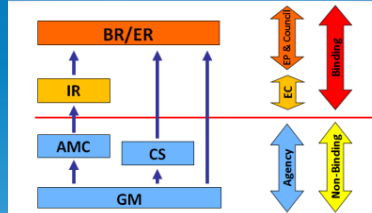


Implementing Rules (IR) are binding in their entirety and are used to specify a high and uniform level of safety and uniform conformity and compliance, without variation.

Acceptable Means of Compliance (AMC) are non-binding standards adopted by the Agency which illustrate the means to establish compliance with Regulation (EC) No 216/2008 and its Implementing Rules.



Legal instruments



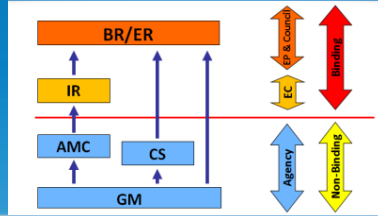
Certification Specifications (CS) are technical standards adopted by the Agency which indicate the means to show compliance with Reg. 216/2008 and its Implementing Rules (139/2014) and which can be used by organisations for the purpose of certification.

Their legal hook is in ADR.AR.C.020 where it is said that the Agency

CS are used to establish the certification basis (CB). However, CSs, become binding on an individual basis to the aerodrome operator as part of an agreed CB.



Legal instruments



Guidance Material (GM) is non-binding material developed by the Agency which helps to illustrate the meaning of a requirement or specification and is used to support the interpretation of Regulation (EC) No 216/2008, its Implementing Rules, Certification Specifications and Acceptable Means of Compliance.

Where an aerodrome cannot comply with the CS

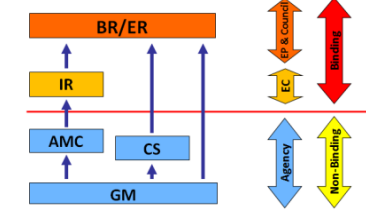
the aerodrome operator has two options:

- to ask the CA to be permitted to demonstrate an **Equivalent Level of Safety (ELOS)** for a given CS by showing how it meets the intent of related CS, thereby showing compliance with the ER.
- to propose an **alternative technical specification** when the **CS is inadequate or inappropriate** for use at the ind. aerodrome. This may result in the competent authority introducing a **Special Condition (SC)**.

SC = detailed technical specifications determined by the CAA for an aerodrome if the relevant CS are not adequate or are inappropriate to ensure conformity of the aerodrome with the ERs. Such inadequacy or inappropriateness may be due to:

- the **design features** of the aerodrome; or
- **experience in the operation** of that or other aerodromes, having similar design features, has shown that safety may be compromised.

SCs and cases of ELOS, like CSs, become binding on an individual basis to the aerodrome operator as part of an agreed CB.



Reg 216/2008 (BR): Art 8a

2. The compliance of aerodromes, aerodrome equipment and operation of aerodromes with the essential requirements shall be established in accordance with the following: → **Certification basis**

BR, ER, Annex Va

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

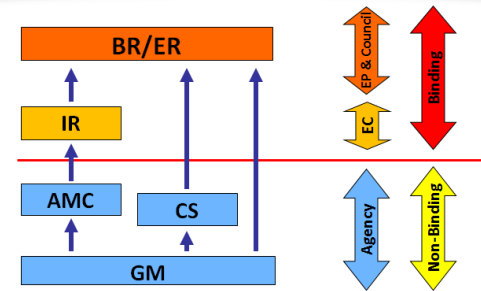
Reg 139/2014, Art 6 (2)

2. Before the end of the period specified in paragraph 1, the Competent Authority shall issue certificates for the aerodromes and aerodrome operators concerned, if the following conditions are met:

→ **Certification basis is established ! (among others)**



Legal instruments – ex.



Reg 139/2014, Annex I, Definitions

(38) 'runway' means a defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft;

Reg 139/2014, Annex II, Part Authority Requirements

ADR.AR.C.020 Certification basis

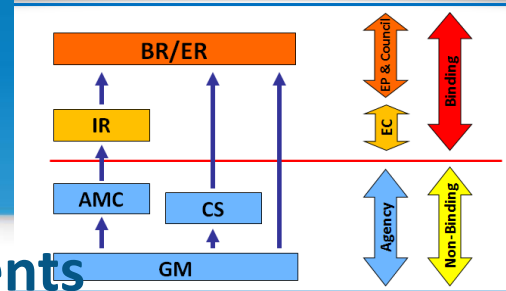
The certification basis is to be established and notified to an applicant by the Competent Authority and shall consist of: ...

Reg 139/2014, Annex III, Part Organisation Requirements

ADR.OR.B.005 Certification obligations of aerodromes and aerodrome operators

Prior to commencing the operation of an aerodrome or when an exemption in accordance with Article 5 has been revoked, the aerodrome operator shall obtain the applicable certificate(s) issued by the Competent Authority.

Legal instruments – ex.



Reg 139/2014, Annex IV, Part Operations Requirements

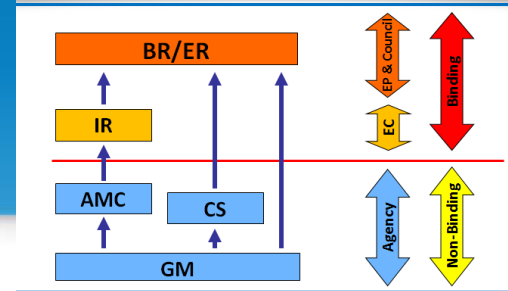
ADR.OPS.B.045 Low visibility operations

The aerodrome operator shall ensure that means and procedures are established and implemented for providing safe conditions for aerodrome operations in low visibility conditions.

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



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

CERTIFICATION BASIS — PROPOSALS FOR EQUIVALENT LEVEL OF SAFETY

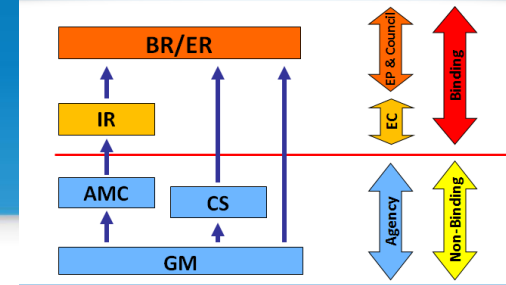
When the Competent Authority assesses a proposal of an applicant who has requested to demonstrate an equivalent level of safety, the Competent Authority should pay, amongst others, particular attention to:

(a) the identification of the **intent of the Agency's certification specifications in question**, and assess if the proposal satisfies that intent;

...



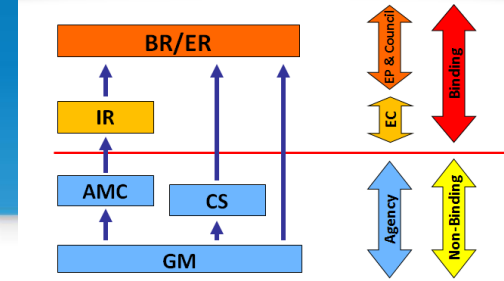
Legal instruments – ex.



CS ADR-DSN.B.035

Actual length of runway and declared distances

- (a) The length of a runway should provide declared distances adequate to meet the operational requirements for the aircraft which the runway is intended to serve.
- (b) The following distances should be calculated to the nearest metre for each runway:
- (1) Take-off run available;
 - (2) Take-off distance available;
 - (3) Accelerate-stop distance available; and
 - (4) Landing distance available.



GM1 ADR-DSN.B.035 Actual length of the runway and declared distances

(a) Length of the runway:

- (1) This specification does not necessarily mean providing for operations by the critical aeroplane at its maximum mass.
- (2) Both take-off and landing requirements need to be considered when determining the length of runway to be provided and the need for operations to be conducted in both directions of the runway.
- (3) Local conditions that may need to be considered include elevation, temperature, runway slope, humidity, and the runway surface characteristics.



Comparison of laws

EASP (EU Official Journal)

Regulation (EU binding legisl. act)

Directive (legisl. act that sets a goal that all MS must achieve)

Decision (binding on addressee)

Recommendation (not binding)

Opinion (a statements in a non binding fashion)

EASA (EASA Off. Publication)

AMC (Acceptable Means of Compliance)

CS (Certification Specifications)

GM (Guidance Material)

(State Safety Programme)

Aviation Law Act of 3 July 2002 (the Journal of Law of 2013, **Reg. of Minister of Transport** on technical and operational requirements for aerodrome, subject of compulsory certification (OJ1020, 2013)

Reg. of the Minister of Transport on technical and operational requirements in relation to a public use aerodromes, for which a decision on limited certification was issued (OJ799, 2013)

Reg. of Minister of Transport on technical and operational requirements for aerodrome of exclusive use, conditions of conducting its control (OJ741, 2013)

Reg. of Minister of Transport on classification and registry of aerodromes (OJ810, 2013)

Reg. of Minister of Transport on the preparation of aerodromes for the states of emergency and aerodrome rescue and fire-fighting services (OJ 487,2013)

Reg. of the Minister of Infrastructure on the procedure of reporting and the manner of marking of aviation obstacles (OJ 03.130.1193 as amended)

Reg. of the Minister of Infrastructure on the conditions to be fulfilled by constructed or natural features in the vicinity of an aerodrome (OJ 03.130.1192 as amended)



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Questions for Poland



Questions to Poland

- **Have EASA Regulations been made into PL law before? Have EASA AMC's been made into PO law before? If so why?**
- **How many aerodromes were certified before now?**
- **Are among the 15 aerodromes that have to apply 139/2014 also some that NEVER had a certificate before?**
- **What is the number of staff concerned at CAA or ADR?**
- **Who many aerodromes will be converted using Art. 6?**
- **Has the comparison CS versus PL-version of Annex 14 been done?**
- **Has the comparison IRs, AMCs versus PL regulations been done?**
- **Have aerodromes been given help/ documents on how to do the CB?**



Questions to Poland

- **Do Poland have any national legislation covering planning applications? This could address Art 8 & 9**
- **Does the PL CAA currently audit the aerodromes in-scope and how regularly?**
- **Has the PL CAA assessed the risks associated with transition to EASA?**



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Thank you!

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