



EUROPEAN AVIATION SAFETY AGENCY
AGENCE EUROPÉENNE DE LA SÉCURITÉ AÉRIENNE
EUROPÄISCHE AGENTUR FÜR FLUGSICHERHEIT

EASA Conference on future aerodrome safety rules

The extension of EU competence to aerodrome safety

-

Main principles of the ADR rules development

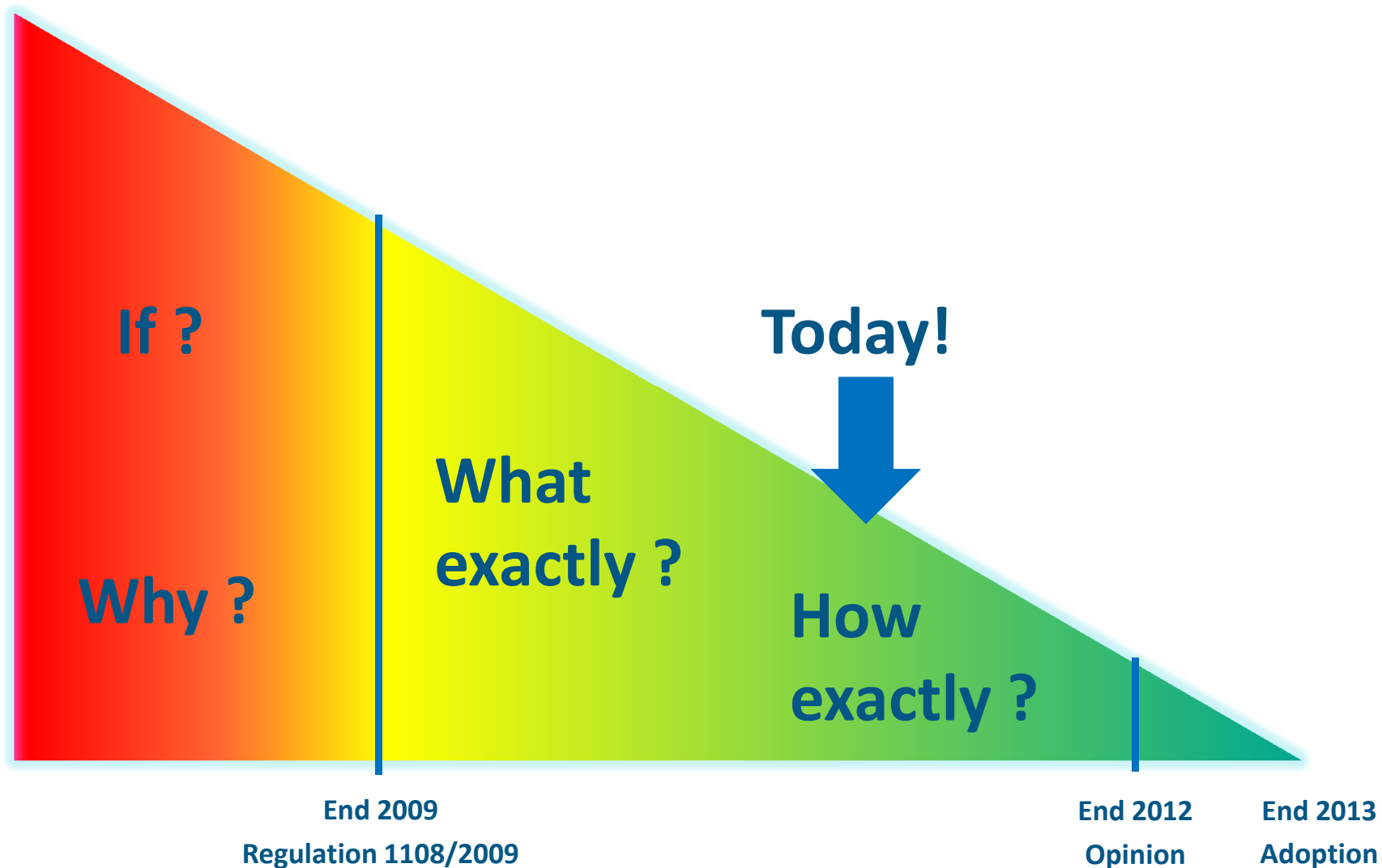
Gernot KESSLER

Your safety is our mission.

21 May 2012

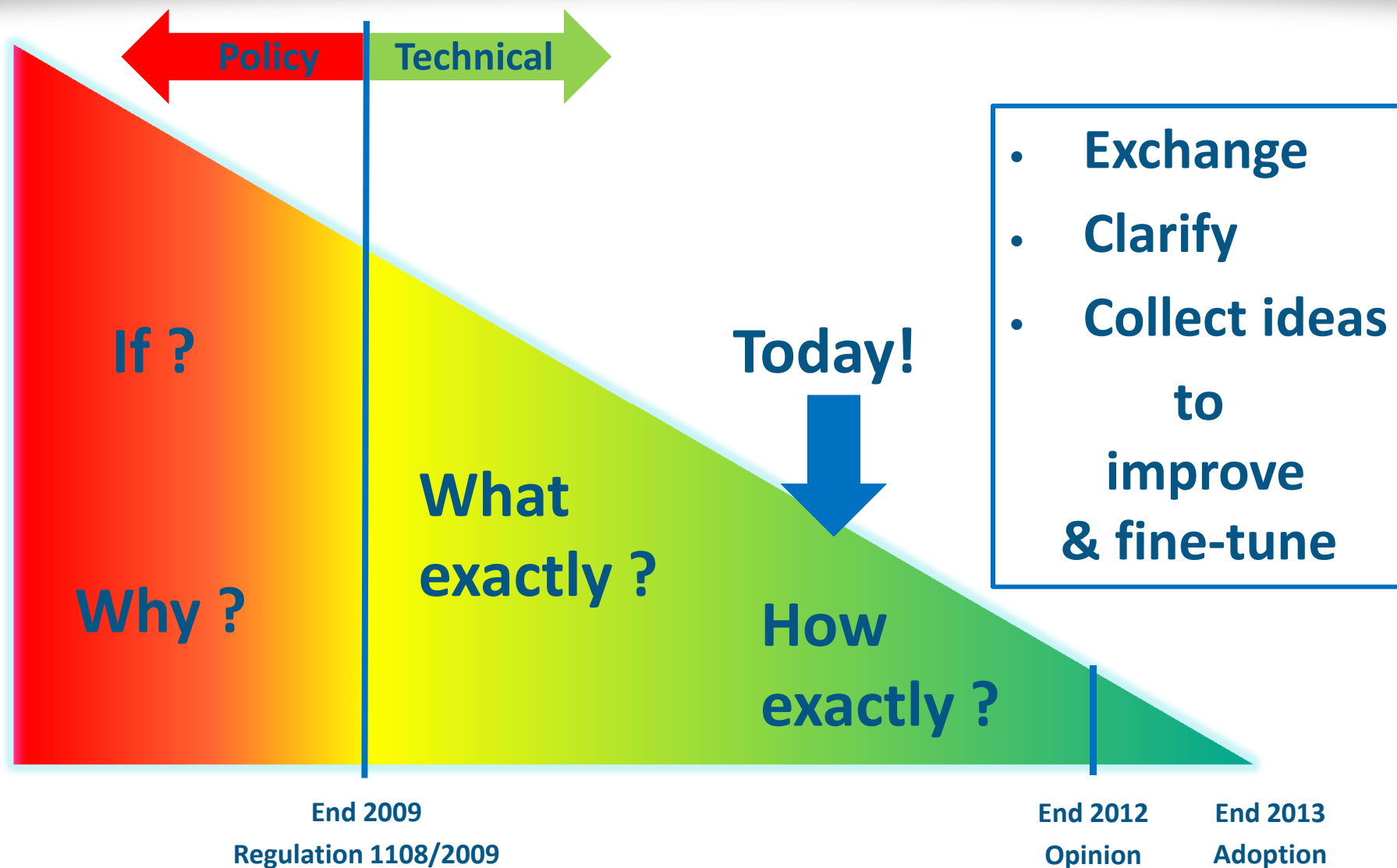


ADR Rule Development: Questions to be answered





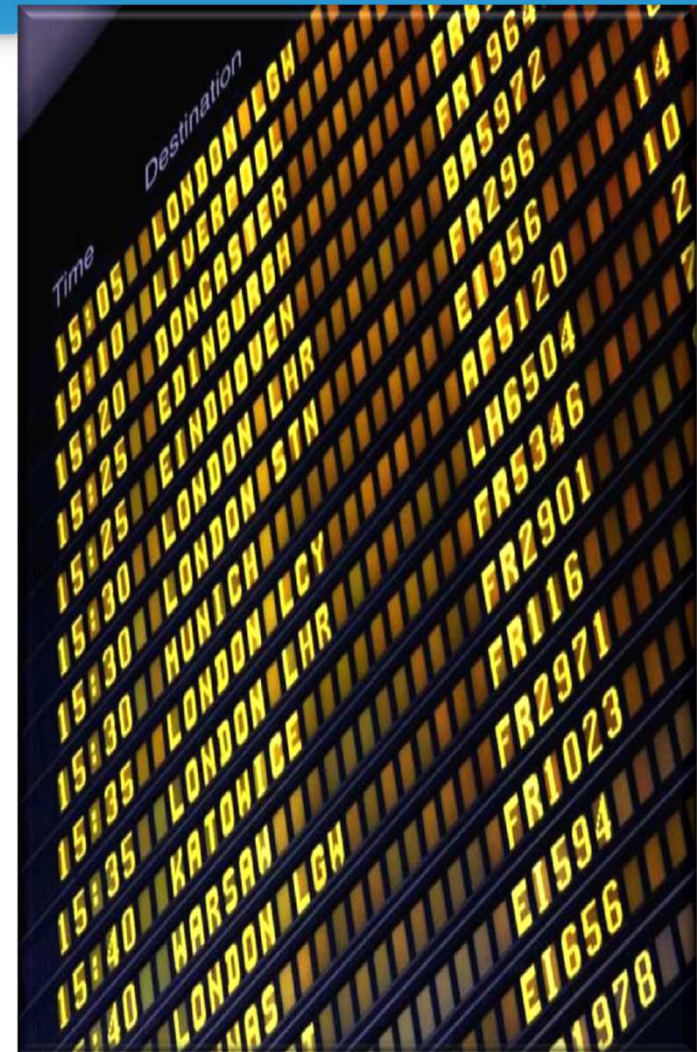
ADR Rule Development: Questions to be answered





Presentation's Outline

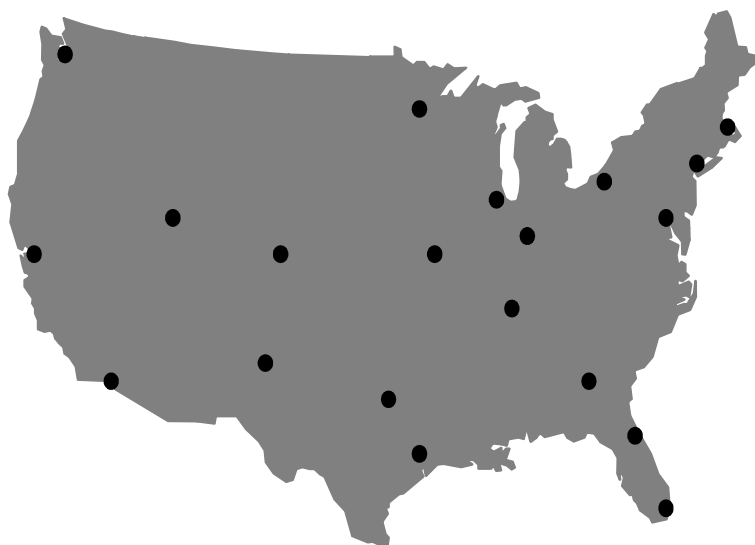
- ❑ **The SES thinking**
 - What is behind
 - Establishing EASA
 - Levels of EU rules
- ❑ **Development of ADR rules**
 - ADR Specificities
 - Intention and Spirit
 - The ADR NPA
 - Comments
 - What is ahead





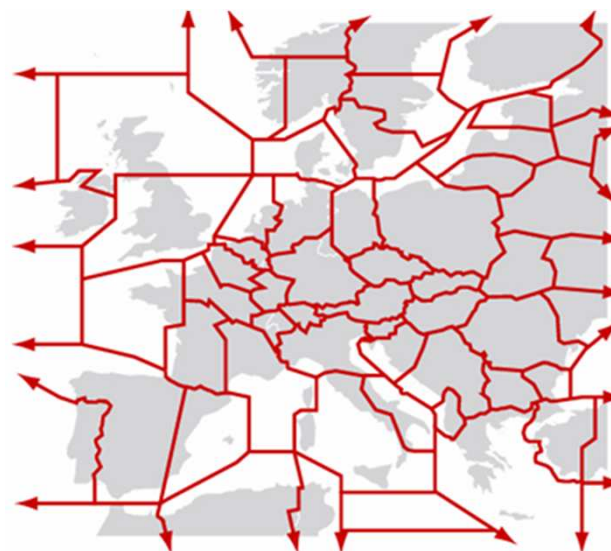
ATC Comparison USA vs. Europe: Let us harmonise!

USA: Airspace [Mio. km²] 9,8
 Hubs 31



1 ATC Organisation (civil + mil.)
21 En-route-Centers
1 System
1 Software solution
900 Flights / Controller
380 US \$ ATC cost / flight

Europa: Airspace [Mio. km²] 10,5
 Hubs 27



47 ATC Organisations (civil + mil.)
58 En-route-Centers
22 Systems
30 Software solutions
480 Flights / Controller
667 US \$ ATC cost / flight

[Source: Eurocontrol](#)



The Roots: Single European Sky II

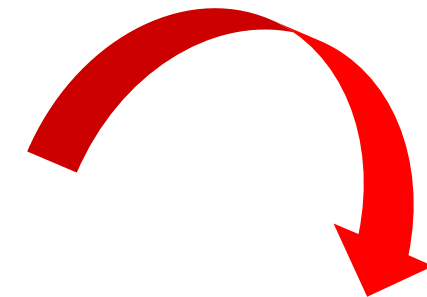
“Aviation regulatory approach”





The Roots: Single European Sky II

“Aviation regulatory approach”

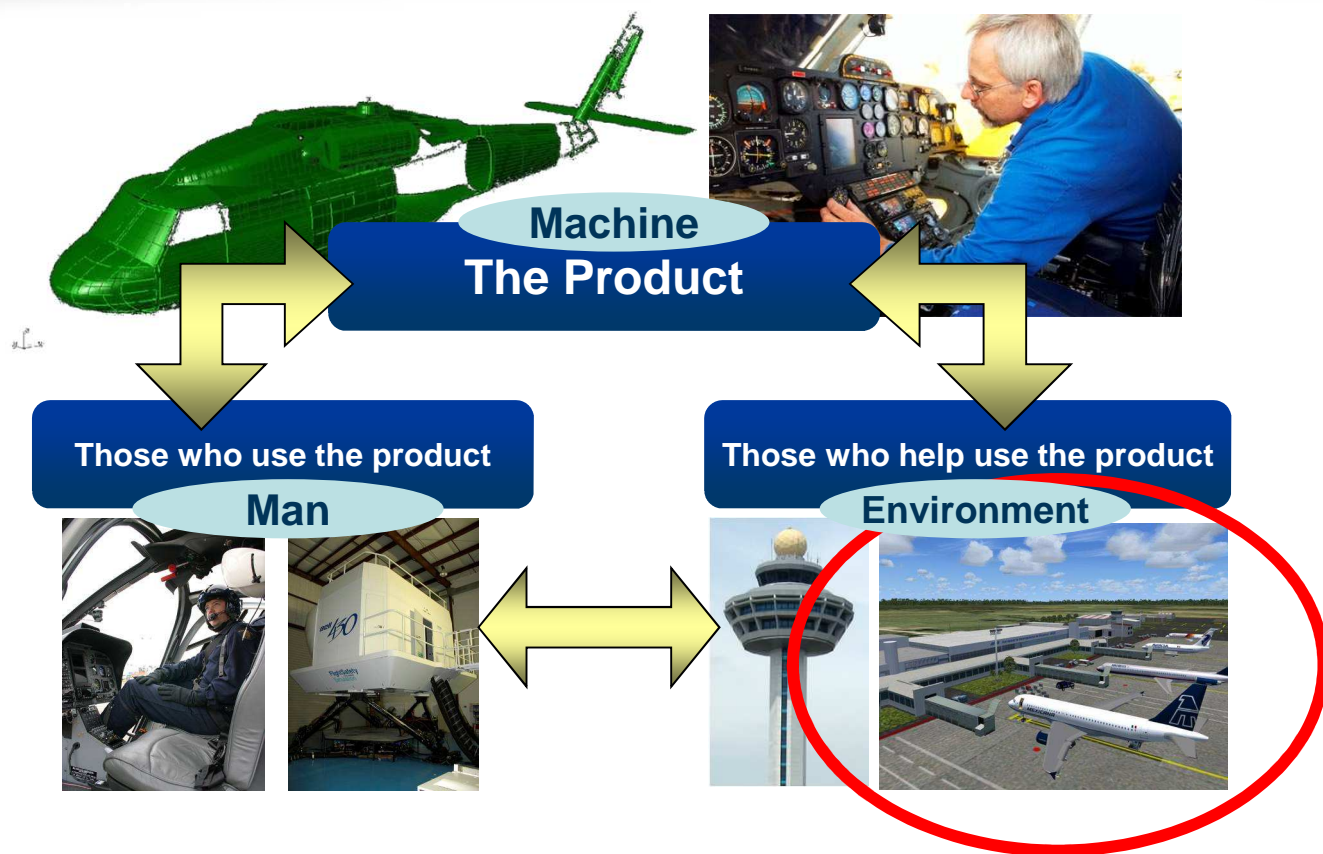


...in order to:

- Increase competitiveness
- Harmonise
- Facilitate
- Remove gaps and overlaps



The Principle: Building up the house of safety





The Principle: Building up the house of safety



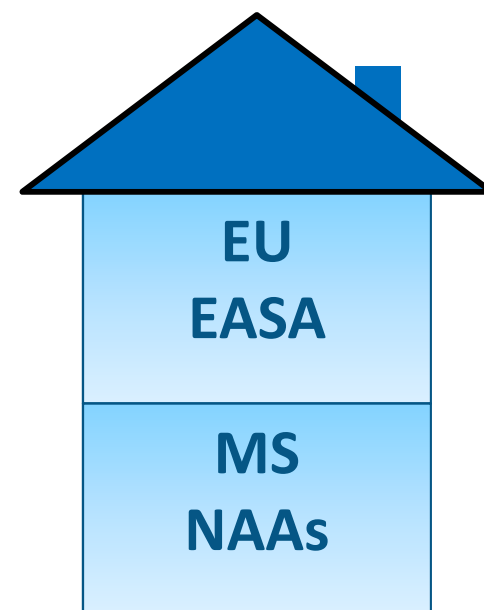
Complete the safety circle!



The Principle: Building up the house of safety



**All safety
under 1 roof:**



Complete the safety circle!



The Principle: Building up the house of safety

Economic
regulation

Performance
regulation

Airworthiness

*Operations &
FCL*

*3rd Country
Operations*

Aerodromes

ATM/ANS

**Safety
regulation**

**EASA total aviation system
approach**

Interoperability
regulation



The Principle: Building up the house of safety


The 2nd Extension

	EASA Regulation	Competence
Initial	Regulation (EEC) No 1592 / 2002	Airworthiness Environmental compatibility
1st ext.	Regulation (EEC) No 216 / 2008	Flight Crew Licensing (FCL) Operation of Aircraft (OPS) Safety of foreign operators
2nd ext.	Regulation (EEC) No 1108 / 2010	<u>Aerodromes</u> Air Traffic Management (ATM) Air Navigation Services (ANS)



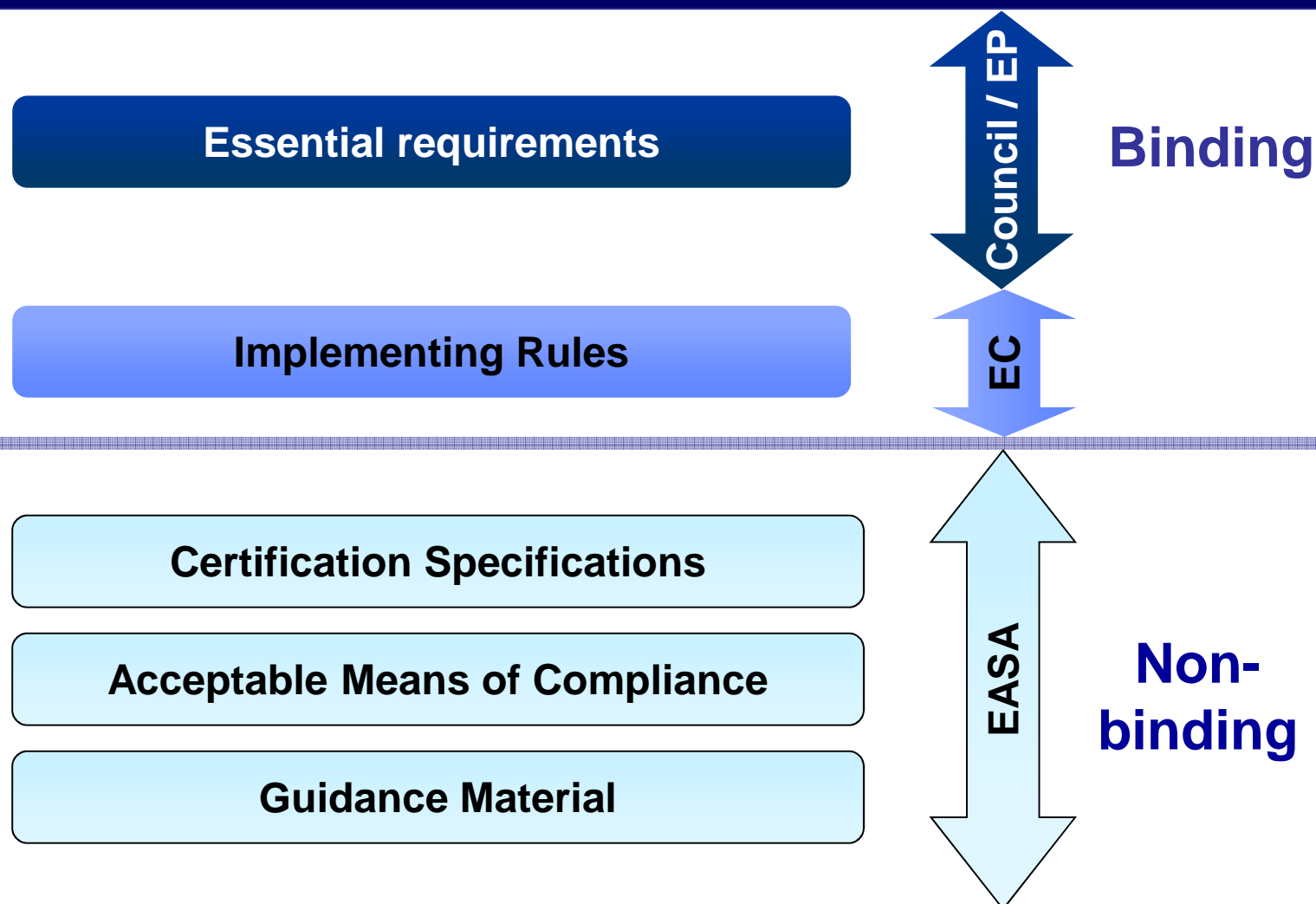
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 EASA “Basic Regulation” (“BR”)		

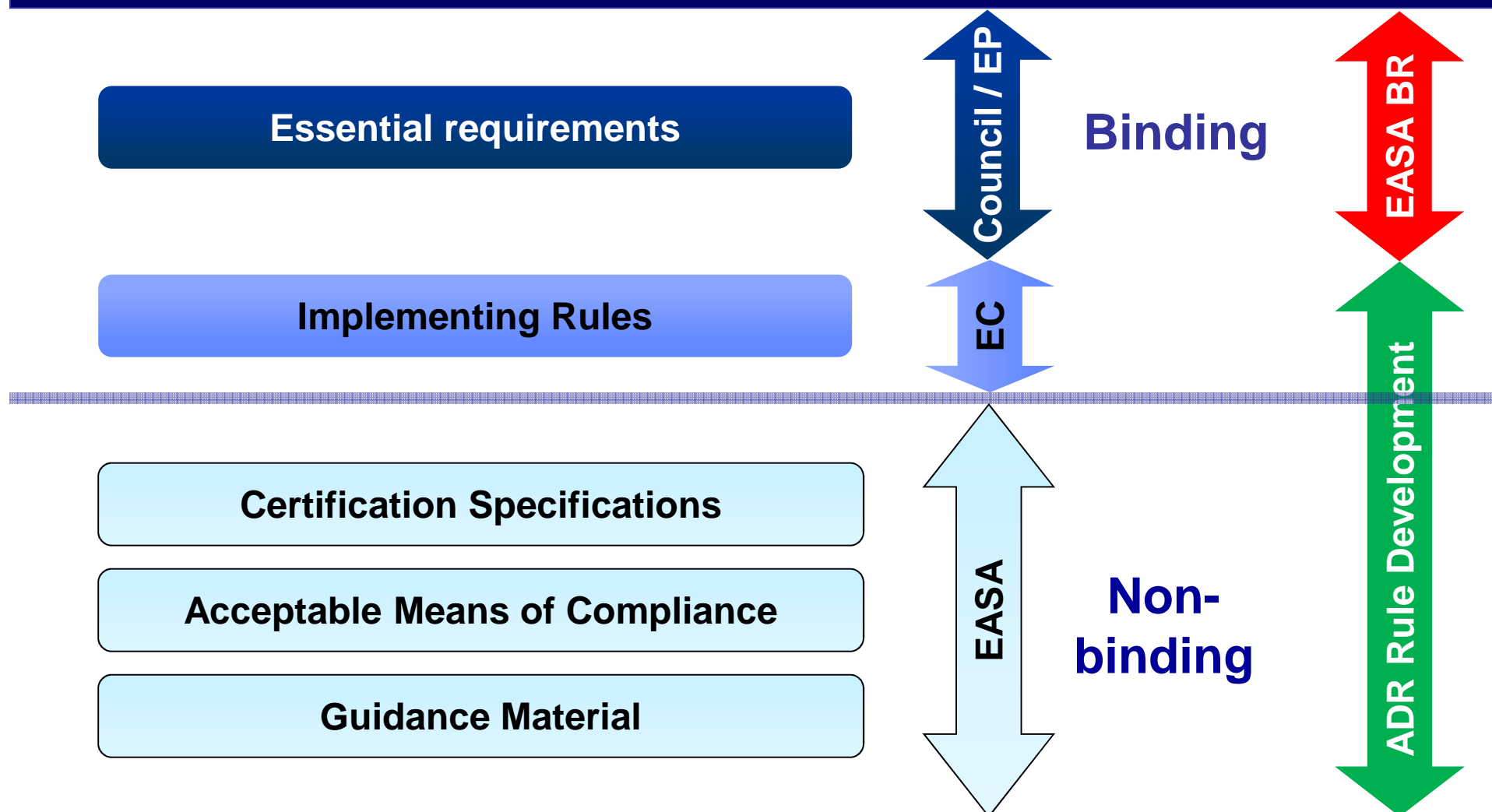


Hierarchy of EU / EASA rules and provisions





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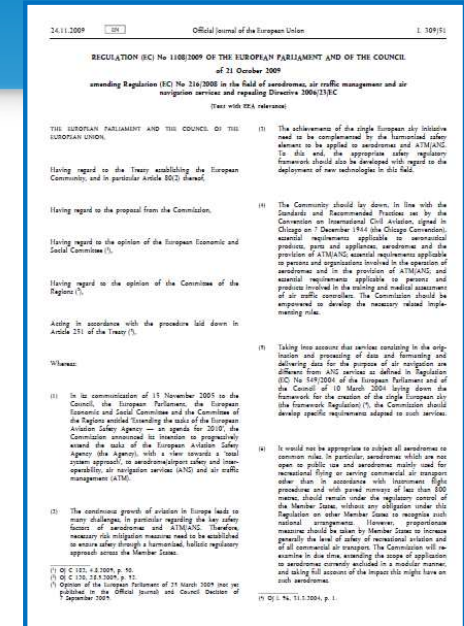
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ADR Rules: Context, Specials by BR

- New in EU, as no EU rules on ADR so far
- ICAO based
- Spirit: “light touch”
- “Hardware” , ADR design:
 - Continuity and individuality needed!
 - High level of discretion for authorities!
 - No hard law, but specifications only
- Timing: EC adoption end 2013

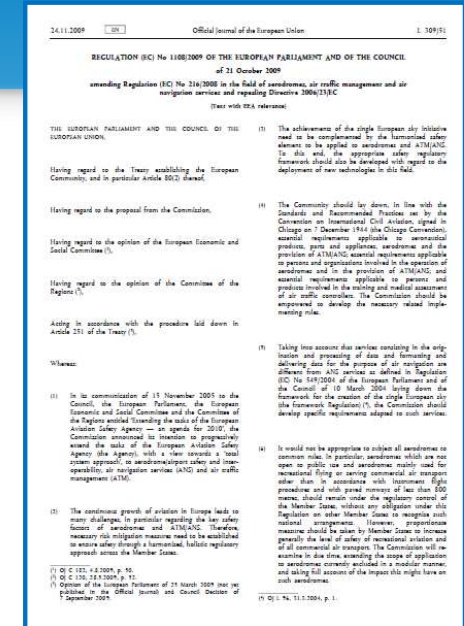




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...all to be reflected in our future ADR rules !





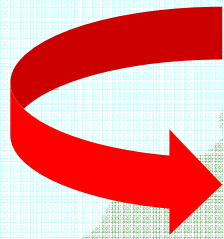
ADR Rules: Keys, Intention and Spirit

- Subsidiarity:
 - Certification at MS level,
 - Local solutions to local problems
- Continuity:
 - Minimized impact,
 - No undue burden,
 - No disruption of competences within MS,
 - Migration into future EU based regulatory system



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**Evolution only,
high level of stability and continuity**



ADR Rules: Lines taken for rule drafting

- Overall:
 - Mind
 - ICAO and GASR
 - Working Group expertise
 - Coordination and exchange
 - Install consensus carried NPA
- Content:
 - Closely based on ICAO Annexes and further ICAO, also GASR material
 - AR, OR, SMS involve parts of recently agreed / adopted EU rules (ATCO, OPS, LIC, ATM)
 - Crucial: ADR specific mechanisms for conversion and acceptance



ADR Rules: Overall timeline

ID	Task	2010		2011				2012				2013				2014	
		Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
1	Rulemaking Process Aerodromes																
2	Drafting of the rules																
3	NPA Published																
4	Consultation period																
5	Comment response period																
6	Opinion																
7	Comitology																
8	Entry into force																

**End of NPA Consultation:
30 April 2012**

**+ 48
months...**



ADR Rules: Overall timeline

“Get Keys right”

“Hone and improve”

ID	Task	2010		2011				2012				2013				2014	
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The NPA

Make it:

- Readable
- Designed for customer
- Clear
- “Short”..... but still complete!

A. EXPLANATORY NOTE

- INTRODUCTION
- PROCESS AND SCOPE
- OVERVIEW OF THE RULES
- RIA SUMMARY
- GUIDANCE TO THE READER
- HOW TO COMMENT ON THIS NPA
- NEXT STEPS

B. PROPOSED RULES

- DRAFT IMPLEMENTING RULE
 - Annex I — Part-AR
 - Annex II — Part-OR
 - Annex III — Part-OPS
- DRAFT AMC AND GM
 - AMC/GM to Annex I — Part-AR
 - AMC/GM to Annex II — Part-OR
 - AMC/GM to Annex III — Part-OPS
- DRAFT CS
 - CS-ADR-DSN Book 1
 - CS-ADR-DSN Book 2

C. CROSS REFERENCE TABLES

D. RIA

Facilitation:

- Executive Summary
- 20 pages Explanation
- Special reading tool
- No legalistic basics

Actual rule:

- EC Regulation and IRs
- Total ~ 65 pages

Facilitation:

- 160 pages AMC/GM
- 300 pages CS
- All amalgamated ICAO material

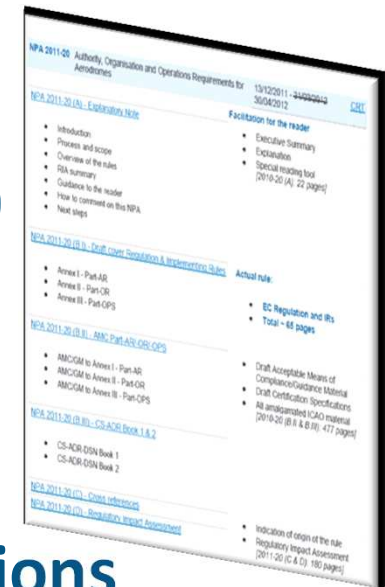
Facilitation:

- 60 pages indicating origin of rule
- 120 pages RIA



Comments to the NPA

- ❑ In more depth during subsequent presentations
- ❑ First analysis only
- ❑ No (final) position to be given (today)
- ❑ Review started
- ❑ Thematic meetings to be held
- ❑ Job to be done:
 - Find technical solutions
 - Establish agreements rather than compromises

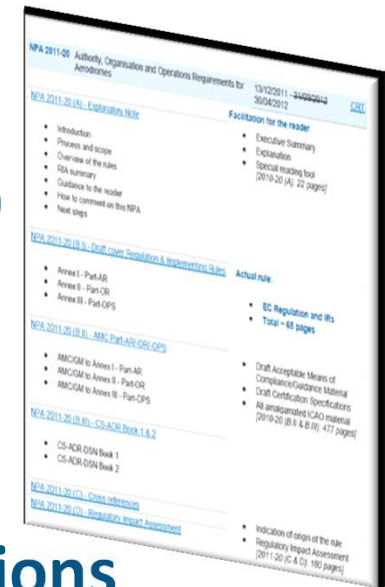
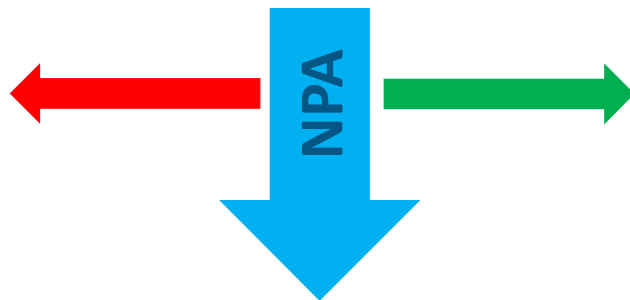




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- ❑ Job to be done:

- Find technical solutions
- Establish agreements rather than compromises
- Comments pointing both ways





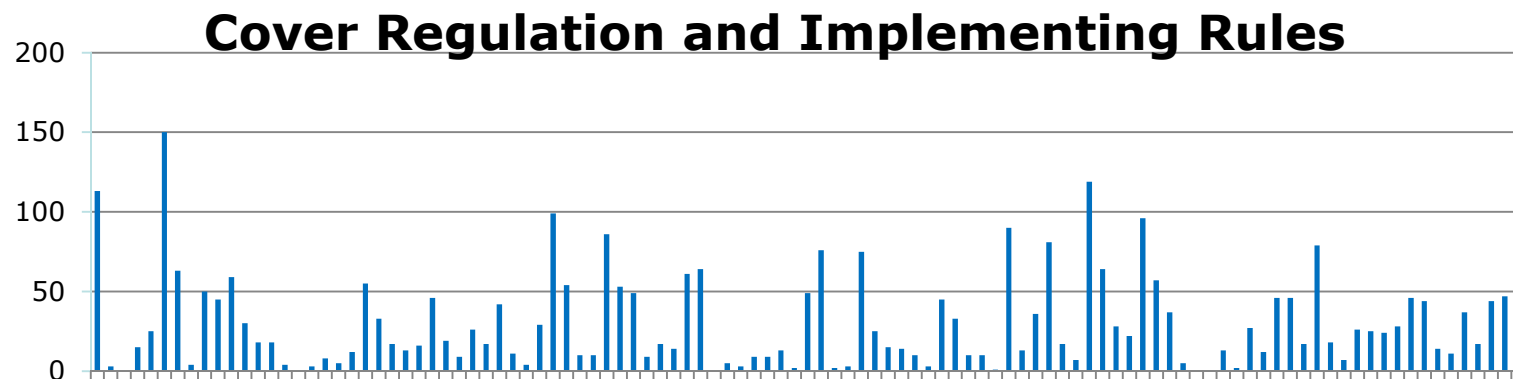
Comments: First analysis

Criteria:

- Number of comments
- Nationality
- Originator

To consider:

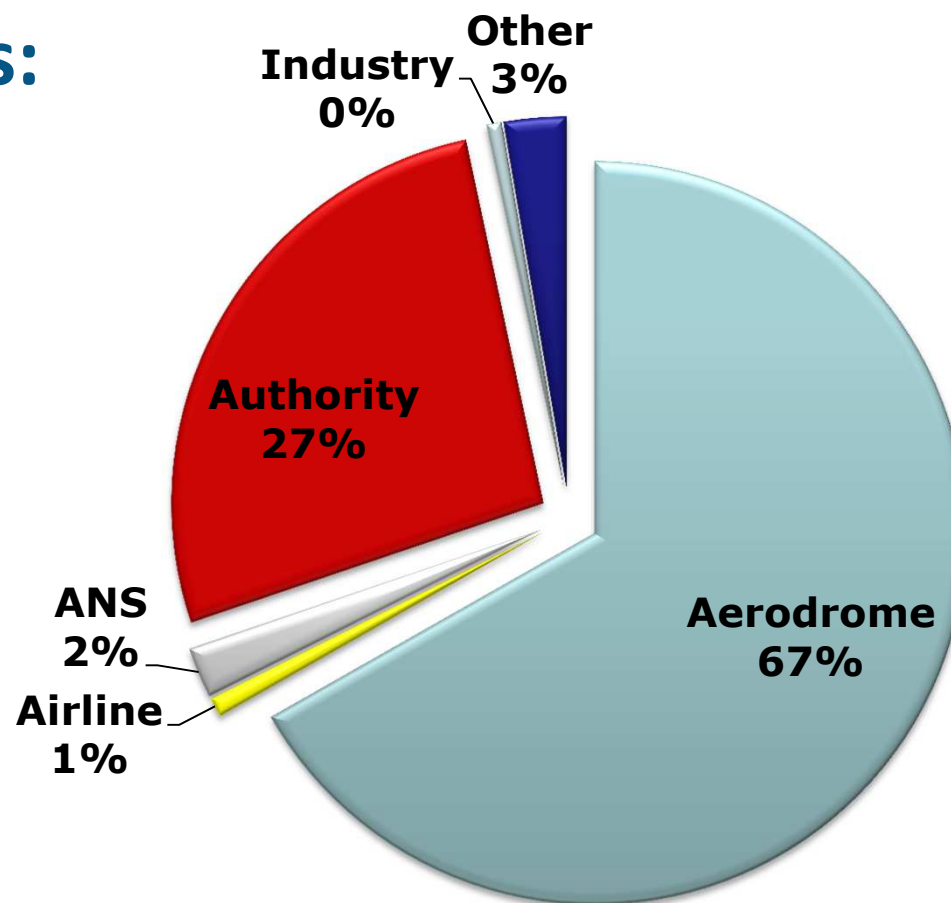
- Huge Level of Duplication
- Suggestions, Criticism, Support
- On substance as well as generic
- Congruence between Annexes
- Filter to identify peak areas





Comments: First analysis

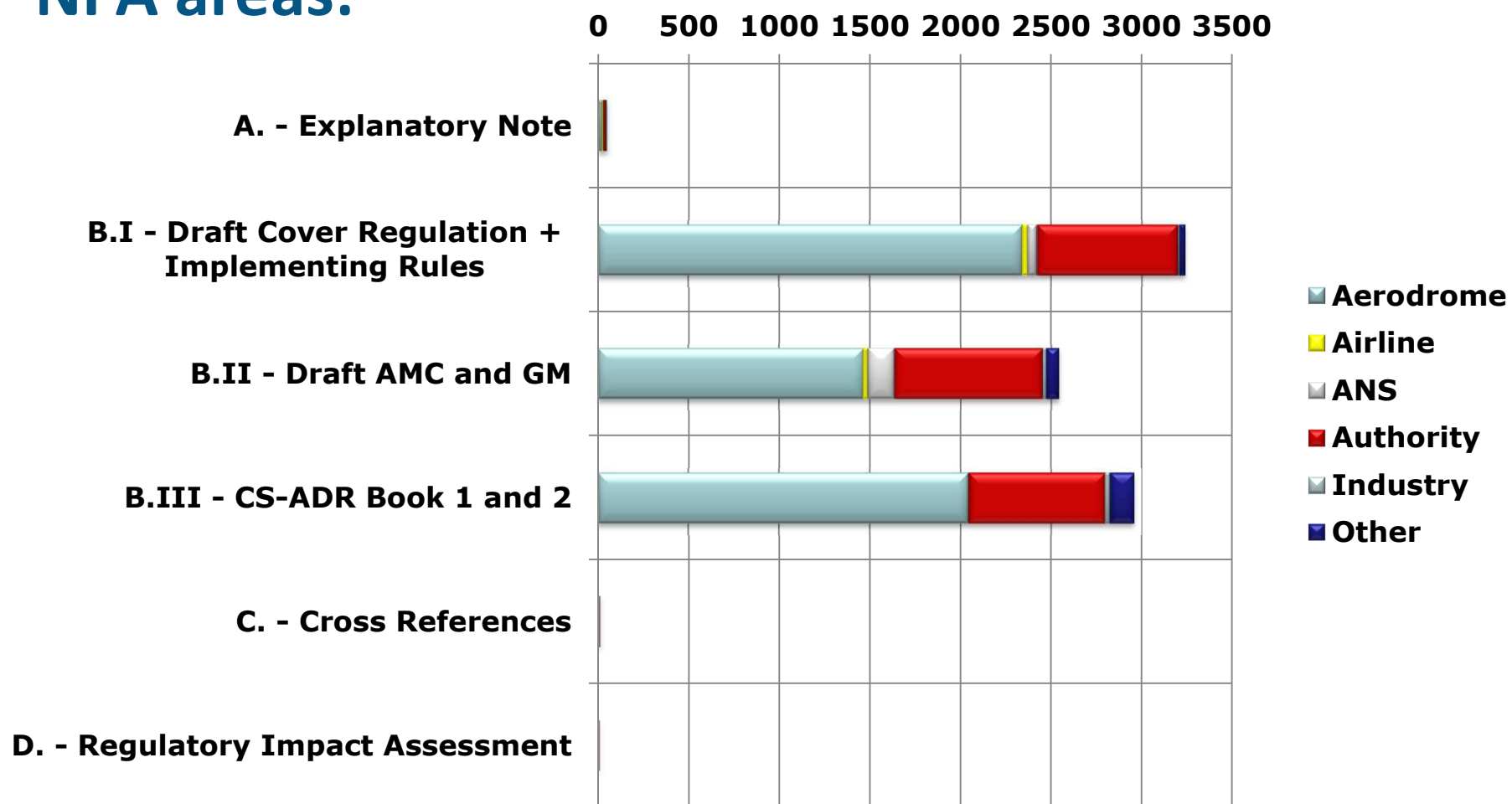
Contributors:





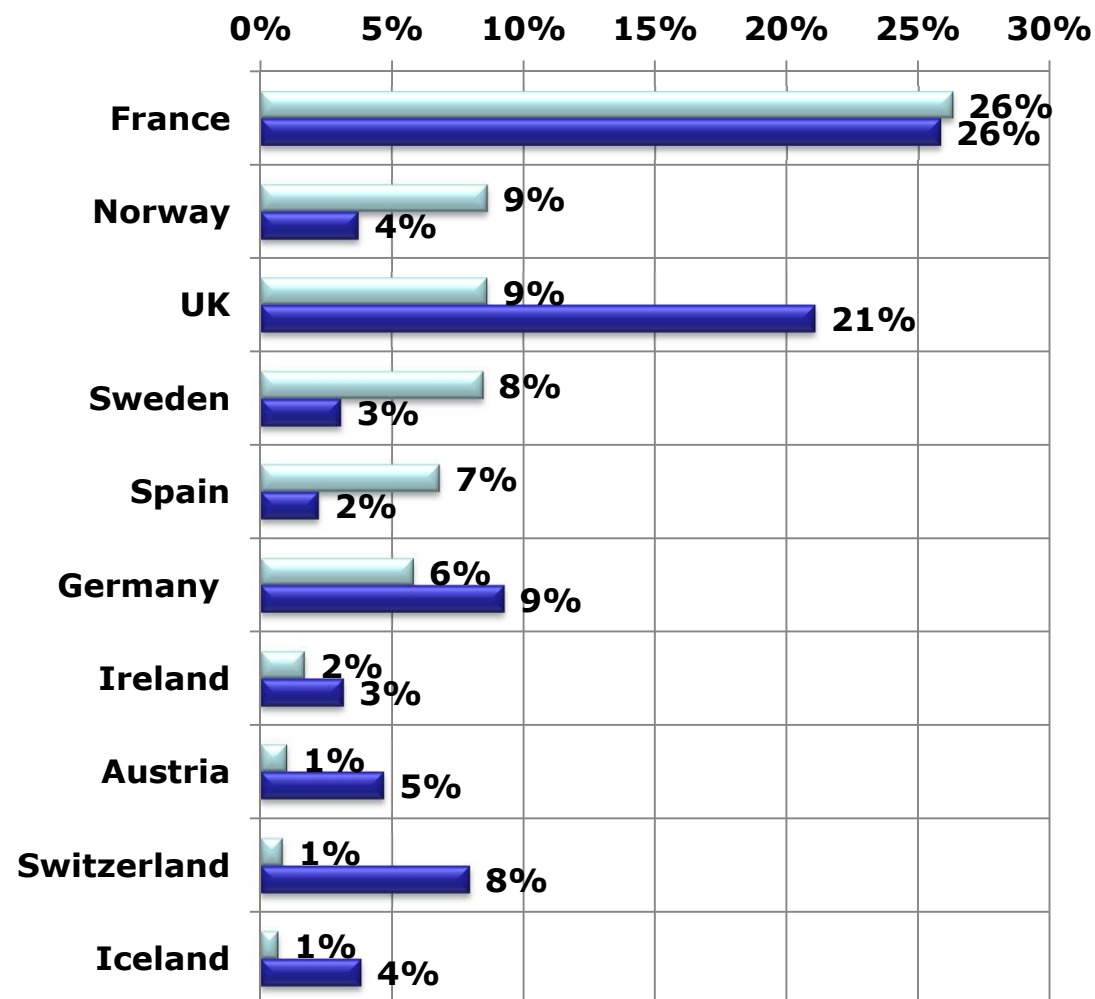
Comments: First analysis

NPA areas:





Comments: First analysis



- The number of aerodromes by country falling under the future EASA rules [%]
- Comments [%]



At the end of consultation period

Main issues...

- Undue cost, impact
- Scope of responsibilities
- ICAO Rec's vs. EU CSs, GM
- Adopted ICAO vs. SL 41
- Level of ARs
- Light Conversion
- Compliance Check
- Transition time
- Obstacles
- DAAD

...will be solved in cooperation!



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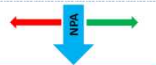
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version

Check

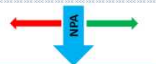
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ICAO P



Adopted



Level of A

DAAD

Intention agreed
—
**mere technical solutions to
be found!**

...will be solved in cooperation!



Technical solutions will be found

- **Short term perspective:**
 - Balanced, light migration and carry over
 - Avoiding undue burden
- **Mid and long term perspective:**
 - Install future framework
- **Therefore, final rules:**
 - Do even better on conversion, compliance check
 - Be clear, avoiding “nullum”
 - Benefit from cooperation and mutual exchange



Summary

- ✓ Stick to agreed spirit:
 - Light migration into future regulatory regime
 - Individual answers for infrastructure
 - Ensure Continuity
 - Local solutions to local problems
- ✓ At stake now: Technical answers
- ✓ Along key lines, solutions will be found
- ✓ Cooperation continues



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Thank you

gernot.kessler@easa.europa.eu

Your safety is our mission.
easa.europa.eu

21 May 2012