



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

EASA Conference
on future aerodrome safety rules

Regulatory Impact Assessment

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Your safety is our mission.

21 May 2012



Common EU safety requirements for aerodrome certification (NPA 2011-20-D)

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Drafting rules and their impacts - Overview

We need to take a decision on future rules

We need to justify this decision

We need to assess its impacts

We need a Regulatory Impact Assessment (RIA)





Issue analysis: starting point

Number of aerodromes and certification status

450 aerodromes above 10 000

passengers per year*:

77% certified in 2011

99% certified in 2014

Minimum of **150** aerodromes

below 10 000 passengers per
year*:

50% certified in 2011

54% certified in 2014

Aerodromes above 10 000
passengers per year



**We need
flexibility!**

Aerodromes below 10 000
passengers per year



*Basic Regulation 1108/2009 Article 4(3)(b):

Possibility for Member State to exempt aerodrome below 10 000 passengers per year and 850 cargo movements.

Geographical scope: EASA countries



Issues → Baseline scenario

Safety

2010-2030: Number of flights will **double**

80% of the accidents in commercial air transport occur **at or near aerodromes**

→ **Potential for future aerodrome safety issues**

Certification costs

19 EU countries have to check **differences with ICAO** Annex 14 (and notify if any).

For **only** 7 of these countries there are **1200** differences notified to ICAO.

→ **Cost efficiency & level playing field issues**

Time to act at EU level





Objectives for « aerodrome » rules

Meet safety objectives

Basic Regulation 216/2008:
to maintain the high safety level of air transport

Be flexible → Be cost-efficient

Proportionate to aerodrome size

Allow alternative solutions

Smooth conversion of national aerodrome certificate :

Ensure a regulatory coordination with ICAO Annex 14

Transition period





Do we meet these objectives?



At NPA stage:

- YES for a large part, but we don't pretend that this is all perfect!



Therefore there was a consultation to get **more** feedback

- from December 2011 to April 2012!



Approximately 9000 comments on NPA-2011-20 → room for improvement:

- amend relevant draft rules → Final rules
- clarify misunderstanding → Communication



Why are the draft rules (almost) adequate?

Careful wording to match:

- Safety + ICAO Annex 14 + EU legislation framework + Flexibility

Toolbox to manage airport deviations vis-à-vis ...

- **Certification Specifications :**
 - ELoS (Equivalent Level of Safety): alternative solutions
 - Special Condition (SC) → for example topographical constraints
 - DAAD (for conversion of national certificate)

These tools are based on a safety assessment:

- to be proportionate to the deviation case
- not to hereby necessarily involve quantifiable aspects



How did we assess the draft rules?

We did case studies on 5 Member States and 9 airports

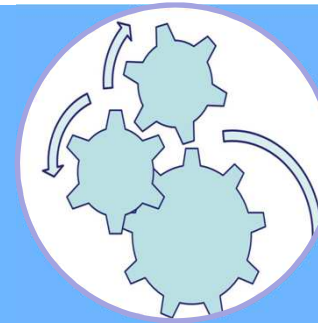
We looked how the national processes would be affected by the draft rules



Czech Republic
France
Italy
Poland
Switzerland



We tested if the rules can allow a smooth transition from national to European certificate





Case studies, Deviations and Justifications

RIA Report
Appendix I

Taxiway width

- Deviation: 22.5 m instead of 23m
- Justification: DAAD → Lyon*, Prague

Runway Safety End Area - RESA

- No available space: DAAD or SC → Annecy
- Available space: DAAD → Lyon*, Bergamo

Runway strip

- Special Condition → Karlovy Vary

Marking

- DAAD or ELoS → Warsaw & Fiumicino

Taxiway centreline marking

- ELoS → Warsaw

More to come in workshop 1.2

*LYS: Lyon Saint Exupéry



Aerodrome Operator Responsibility

RIA Report
Appendix G

Example in RIA report with Fuel Quality

Essential Requirement

- This was voted by Member States: this is our basis to work

Implementing Rule

- Scope of the procedures was better defined → storing and dispensing of fuel to aircraft

Acceptable Means of Compliance

- Adequate list of procedures: maintenance of installation and equipment, marking, training, checks

Guidance Material

More to come in workshop 2.2

- How the Aerodrome Operator may demonstrate compliance with the AMC? → Reference to national procedure is one possibility



Case studies on impact for NAA* process



Negative impacts? Various opinions:

For 1 NAA = no specific impact

For 1 NAA = minor impacts, very few significant impacts

For 1 NAA = some significant impacts

For 2 NAAs = significant impacts in several cases



Evidences?

When impacts were mentioned, no evidence was provided to value this impact



Therefore administrative impacts are as expected in the extension of the Basic Regulation 216/2008 with airport and air traffic management



Comments gathered during the **consultation period** will **clarify** this issue
(e.g. transition period for NAA, ...)

*NAA: National Aviation Authority



Cost efficiency with EU common rules

after the transition period (4 years)

International cooperation

EASA responsible to identify differences with ICAO Annex 14

19 MS will not have to handle anymore this activity

Increase strength for future EU proposals to amend Annex 14

Airport industry

Ensure level playing field at EU level

Increase opportunity to create EU major players for aerodrome operators

Reinforce EU position at world level in the field of airport operations.

Medium term
benefits



Long term
benefits



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Thank you

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