



Study into Annex 14 implementation

Full name of the study:

Studies on the state of the implementation of the provisions contained in ICAO Annex 14 on Aerodromes in the EASA Member States

Tender procedure: EASA.2009. NP.25 in conjunction with EASA.2008.OP.01

Winning consortium: Airsight/ Tüv Nord (DE)



Background to the study

Article 28 of the said Convention **mandates ICAO Contracting States to undertake, as far as practicable, to provide airports in accordance with the applicable SARPs.** The fact that ICAO is an intergovernmental convention to which Contracting States have not transferred sovereignty, has the following consequences for the SARPs:

- The Chicago Convention **does not oblige States to apply recommended practices and procedures;**
- **Deviations are always possible** even from the mandatory standards, but these differences should be notified;
- When adopted, such ICAO standards **may be transposed at national level by instruments having force of basic law, but also by implementing rules or technical specifications with a lower legal status.**

This international regulatory framework has then lead to differences in the actual application of Annex 14 Volume 1 within the EASA States.



Description of the subject and scope of the contract

EASA wants to obtain an **overview of the state of implementation of Annex 14 Volume 1 SARPS** so as to know about the challenges of conversion towards binding common implementing rules and commonly used specifications, as EASA is starting to prepare them.

- The purpose of the contract is the production of comprehensive **individual studies (monographs)** on the status of the implementation in the EASA States.
- Furthermore, horizontal analysis is to be undertaken and be presented in a comprehensive **horizontal report**.
- The contractor will undertake the **collection, presentation, analysis, and comparison of information on the implementation of the ICAO Annex 14 Volume 1 SARPs for a group of 16 countries**, chosen by the Agency. These 16 States offer a sample of different juridical cultures, size of territory, complexity and volume of air operations and geographical areas.



Aims of the study into Annex 14 implementation

- Fact-finding about the actual implementation of ICAO Annex 14 implementation in the EASA states;
- Understanding the legal instruments that transpose annex 14 in the EASA Member States;
- Learning from best practices before developing the Community rules for the area;
- Obtaining a horizontal overview;
- Understanding the compliance challenge.



Countries to be studied

Group 1: Germany, France, UK, Italy, Netherlands, Portugal, Hungary, Sweden, Bulgaria, Denmark, Czech Republic, Lithuania, Estonia, Cyprus, Switzerland

= 15 countries in 2009

Group 2: Spain, Poland, Romania, Greece, Belgium, Slovakia, Austria, Finland, Ireland, Latvia, Slovenia, Luxembourg, Malta, Norway, Lichtenstein, Iceland

= 16 countries in 2010



Focus of the Questionnaires and Interviews with the **CAAs**

- **Structure and responsibilities** of the National Civil Aviation Authorities
- **Types of aerodromes** and criteria for their division
- **Aerodromes regulations**, especially the national transposition of ICAO Annex 14 Standards and Recommended Practices
- **Handling of differences between the national regulations** and the ICAO Annex 14 Standards and Recommended Practices
- **Aerodrome certification** national regulations, type of certificates or equivalent, scope, procedures, current status of certification
- **Aerodrome safety management system**, national regulations, scope, current status of implementation



Focus of the Questionnaires and Interviews with the **Aerodromes**

- **General information about the aerodrome**
- **Aerodrome certification requirements and applicable aerodrome regulations**, especially the applicability of ICAO Annex 14 Standards and Recommended Practices (SARPs)
- **Actual differences of the aerodrome with a subset of ICAO Annex 14 SARPs**, related to:
 - ✦ **Aerodrome infrastructure and design** (runways and runway strips, RESAs, Taxiways, Fencing, OLS, lights, signs...)
 - ✦ **Aerodrome Operations** (Safety Management System, Rescue and Fire Fighting...)
- **Handling of differences to ICAO Annex 14 SARPs** (documentation and notification procedures, use of **Alternative Means of Compliance...**)