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Establishment of a European certification/declaration system for safety-related aerodrome equipment

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An Agency of the European Union 

4th September 2024

Provisions in the BR



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- Article 33
 - Compliance with the Essential Requirements in Annex VII and if applicable Annex VIII.
- Article 34
 - Possibility to cover the safety-related ADR equipment under the ADR certificate.
- Article 35
 - Certification/declaration of safety-related ADR equipment;
 - Content of the certificate;
 - Possibility to limit/suspend/revoke the certificate;

Provisions in the BR



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→ Article 36

- notification of certification basis;
- rules and procedures for issuing, maintaining, amending, limiting, suspending or revoking the safety-related ADR equipment certificate;
- rules and procedures for establishing the detailed specifications applicable to safety-related ADR equipment;
- declaration procedure and when declaration is required;
- privileges and responsibilities of the holders of certificates or declarants;

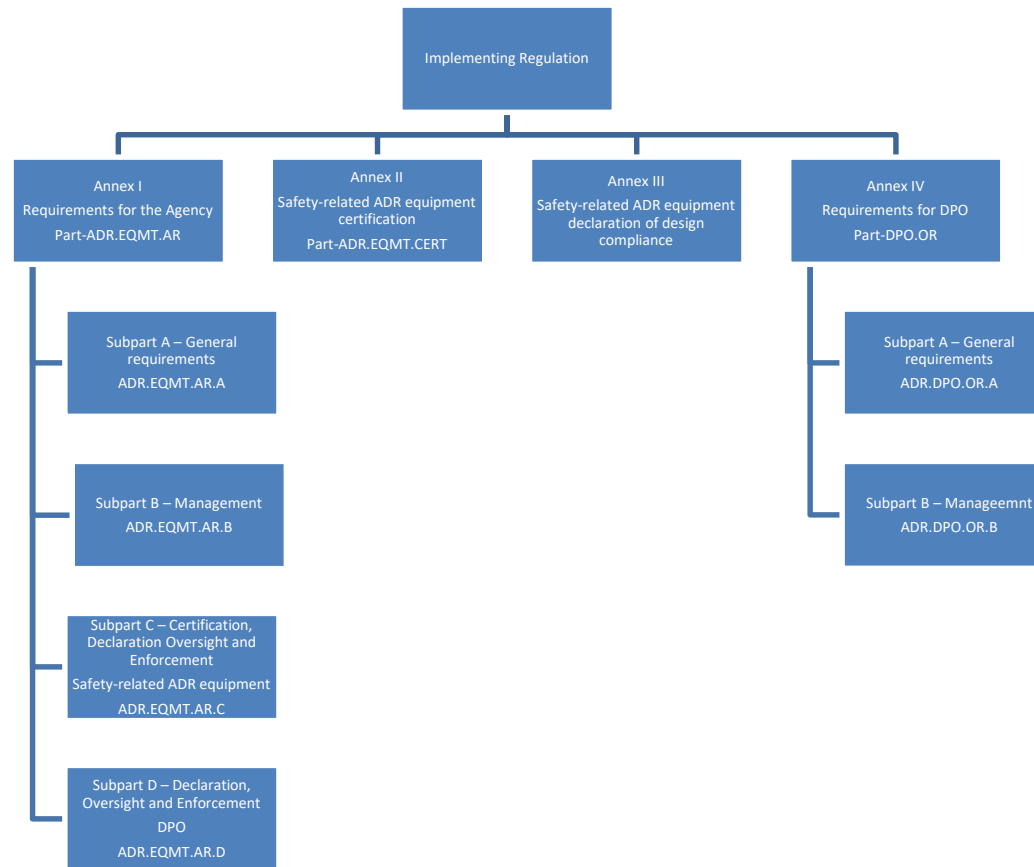
→ Article 79

- Responsibilities of the Agency.

Basic principles of the proposal

- Requirements for the Agency
 - Annex I – implementing acts for EASA
 - EASA - tasks related to certification, oversight and enforcement
- Requirements for certification/declaration of equipment
 - Annex II – criteria required for certification
 - Annex III – criteria required for declaration
- Requirements for the organisations
 - Annex IV – criteria for declaring design and production capabilities

Structure of the Rule



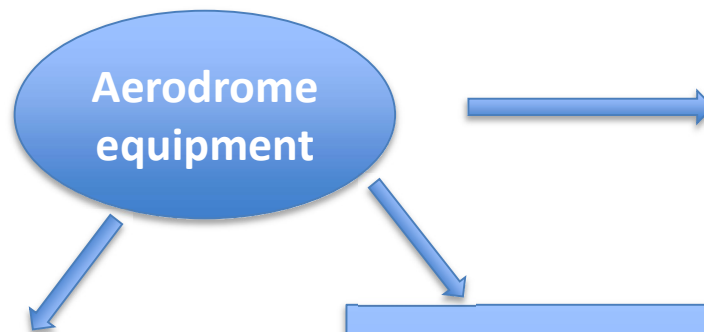
Why & what we regulate

→ Aerodrome equipment: *“any instrument, equipment, mechanism, apparatus, appurtenance, software or accessory that is used or intended to be used to contribute to the safe operation of aircraft at an aerodrome”.*



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Support to operations:

- Runway Weather Information Systems (related to GRF);
- FOD Detection Systems;
- Avian Radar;

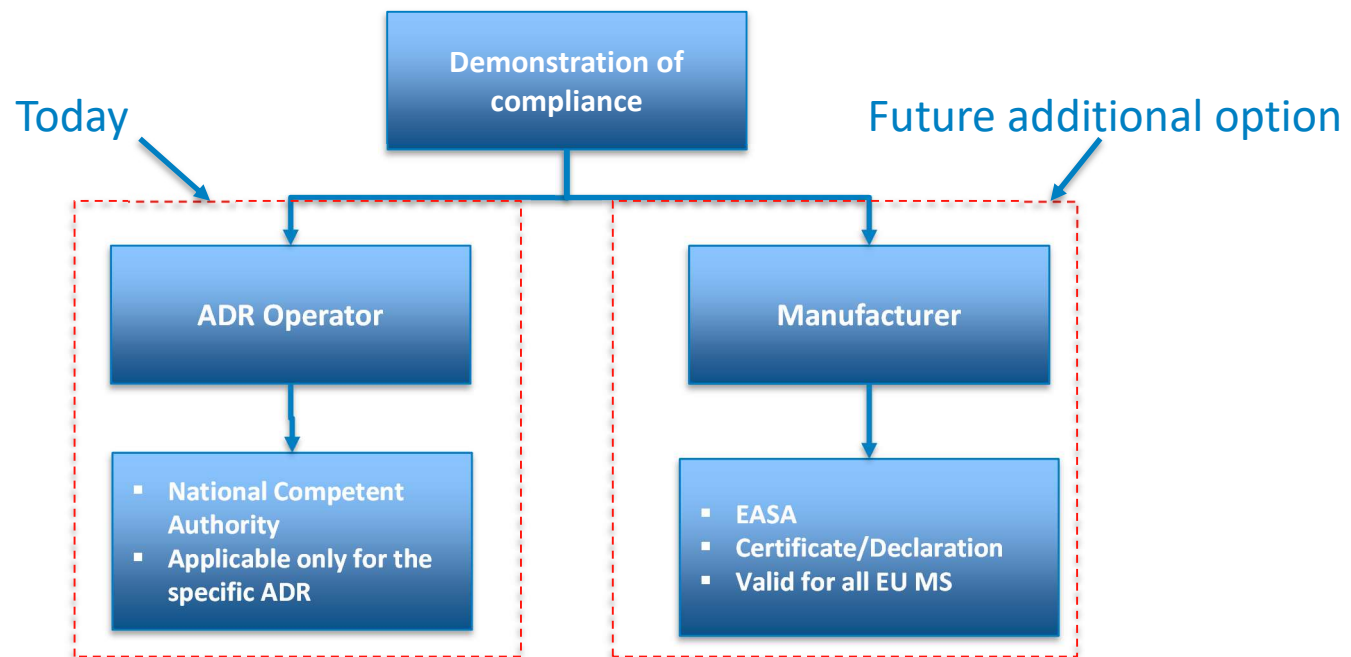
Support to maintenance:

- Friction measurement devices or equivalent

Part of aerodrome infrastructure:

- Aerodrome beacons;
- Approach lighting systems;
- Individual Lights;
- Precision Approach Path Indicators (PAPI);
- Stop bars;
- Runway Guard Lights;
- Closed Runway Lights;
- Signs;
- Visual and Advanced Visual Docking Guidance System (VDGS & A-VDGS);
- Wind direction indicators;
- Markers;
- Aircraft arresting systems

Situation – Today vs. Future



Key points

Criteria for certification/declaration

- Certification
 - Direct input to the flight crews, e.g. visual aids
- Declaration
 - Support tool to aerodrome operations
 - Avian radar, FOD Detection Systems, Runway Weather Information Systems, etc.
- Upon request of the manufacturer, equipment subject to declaration may be certified.

Organisations (Manufacturers)

- Eligibility
 - Demonstration of design and production capability
- Demonstration of capability
 - for design by using procedures setting out the specific design practices, resources and sequence of activities and for production by ensuring satisfactory coordination between design and production through appropriate procedures; or
 - Declaration of design and production capability

Manufacturers

- Organisations involved in the design or production of safety-related aerodrome equipment.
- Eligibility
 - Demonstration of design and production capability
- Demonstration of capability
 - for design by using procedures setting out the specific design practices, resources and sequence of activities and for production by ensuring satisfactory coordination between design and production through appropriate procedures; or
 - Declaration of design and production capability in accordance with Annex IV.

Manufacturers

- Declaration of design and production capability
 - Required if the organisation wants to manage changes
- Management system in place
 - Covers both design and production
 - Designation of an accountable manager
 - Design assurance system
 - Quality management for production
 - Independent CMF
 - Cooperation with contractors

Criteria for declaration/certification

- Criteria for declaration/certification
 - Safety-related aerodrome equipment that provides information directly to the flight crew – subject to certification.
 - Safety-related aerodrome equipment that supports the operations of aerodrome personnel – subject to declaration.
 - Opinion is asked through the NPA

Certification

- Application for a certificate
 - Descriptive data and intended use
 - Proposed Certification basis (CB) including means of compliance and proposed deviations
 - Compliance demonstration plan
 - Validity of the application: 3 years

- Demonstration of compliance with the CB
 - Compliance demonstration plan accepted by the Agency
 - Provision of recorded justifications in accordance with the plan
 - The Agency may witness or carry out tests
 - Declaration by the applicant that it has demonstrated compliance with the CB

Declaration



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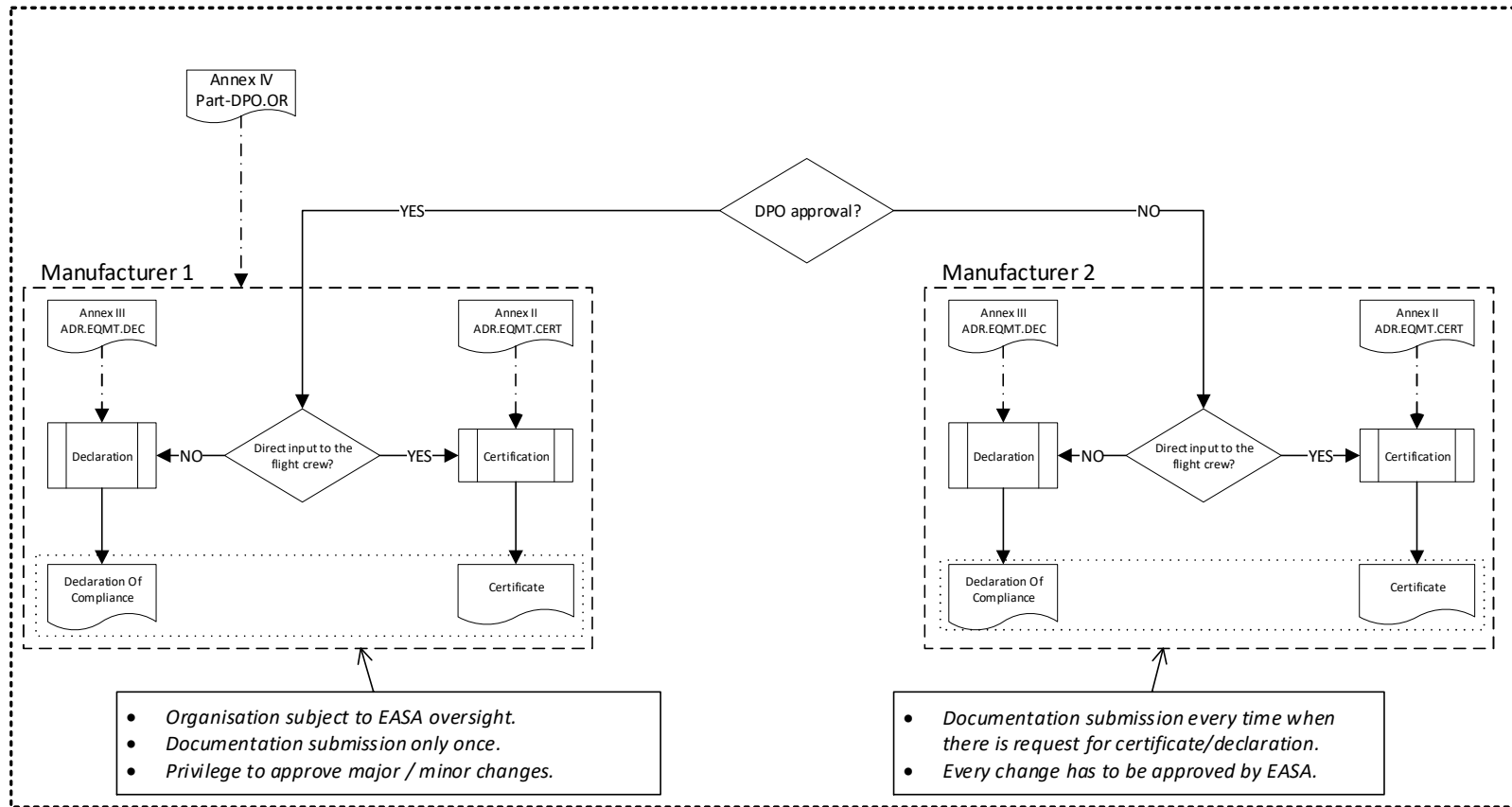
- Submission to the Agency
- No need for the Agency to verify compliance
- Changes may require a submission of a new declaration
- Upon request of the manufacturer, equipment subject to declaration may be certified

Changes – With or without DPO approval

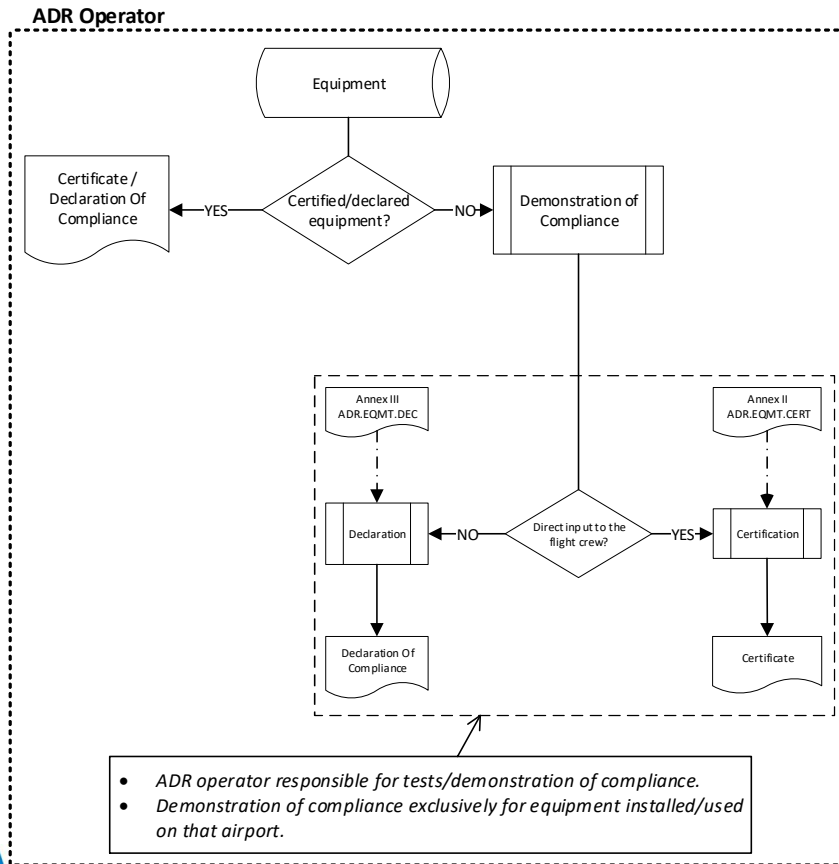
→ Changes to the CB

- All changes require prior approval by the Agency
- Declared design and production organisations (DPO) may manage the change following a management procedure accepted by the Agency
- The organisation shall have a system in place to categorize changes into 'major' and 'minor'

Changes - With or without DPO approval



Equipment not certified or declared to EASA



→ Aerodrome operator responsible for demonstrating the compliance through tests and inspections.

Transitional provisions



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- Publication of the regulation
- Transition period of 2 years
- Application of the regulation
 - all new applications submitted to EASA after 2 years
 - existing equipment – evaluation within 5 years
 - additional 3 years for application of the mitigation measures.
 - Statement of compliance for the equipment manufactured and put into operation during transition period.

Expected benefits



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- Enhancing harmonisation
 - improved efficiency
 - lower costs of equipment procurement
 - level playing field
 - enhanced level of safety

Expected benefits

- Optional concept
- Single, harmonised and mutually recognized mechanism
- EASA – single point of reference
- Certified equipment appropriate for use at all EU airports
- Reduced workload for competent authorities
- Reduced workload for aerodrome operators and manufactures
- Same requirements and specification

Future milestones

- NPA out for comments until 9th October 2024
- Comment-Response Tool (CRT)
 - <https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2024-05>
- 3rd Webinar – January 2025
- Opinion – first half of 2025

Questions

easa.europa.eu/connect



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