

Evaluation of the European aerodrome (ADR) safety framework (Regulation 139/2014) - 10 years after its adoption -

Workshop evaluation of ADR Regulation

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Your safety is our mission.

Aerodromes in the European Aviation Safety Framework



27 EU states



4 EFTA states (Iceland, Norway, Liechtenstein, Switzerland)

+ EASA as the European aviation safety agency

Total System Approach

Safety affects all aviation domains

Airworthiness

Air Operations
& Flight Crew
Licencing

3rd country
Operators

Aerodromes (ADR)
AMS &
Groundhandling

ATM/ANS

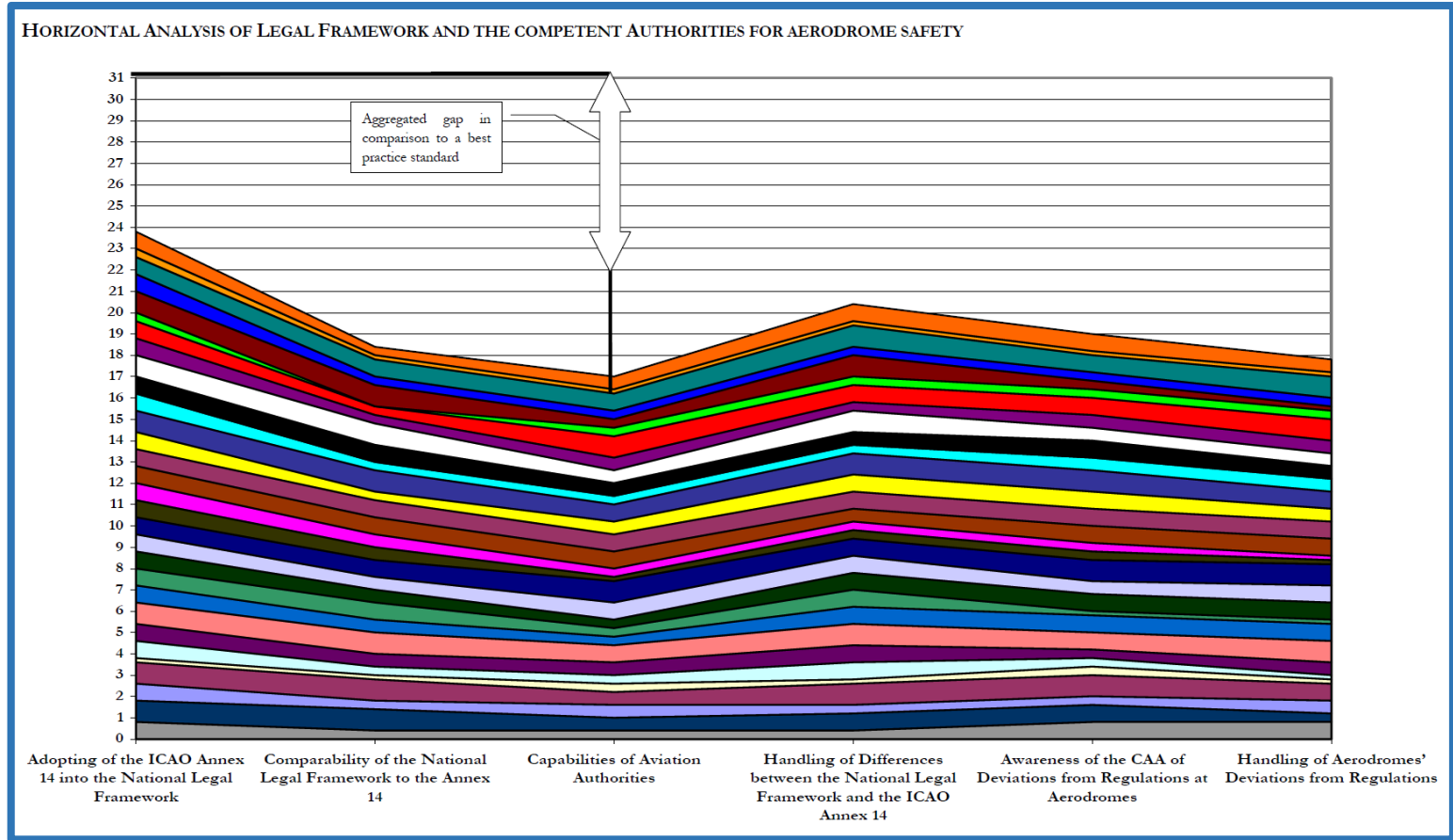
AMS = Apron Management Services

ATM = Air Traffic Management
ANS = Air Navigation Services

Where are we coming from? ICAO implementation

Main findings of 2009-10 [study](#): Peaks and valleys show strengths and weaknesses per State:

- 1 considerable differences how States transpose **ICAO**.
- 2 wide variety how ADRs use **deviations** with potential impact on operational safety.
- 3 Unsatisfactory **SMS** implementation of the ADR
- 4 Shortage of authority **staff**



Today: proportionate ADR rules with 3 different safety dimensions

Competent authority oversight

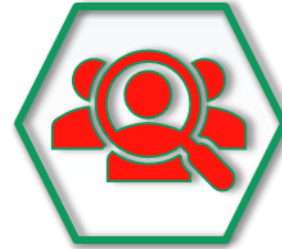
ADR operations

operations & management system

Apron Management, (Groundhandling)

Certification of ADR infrastructure
= Certification Basis (CB)

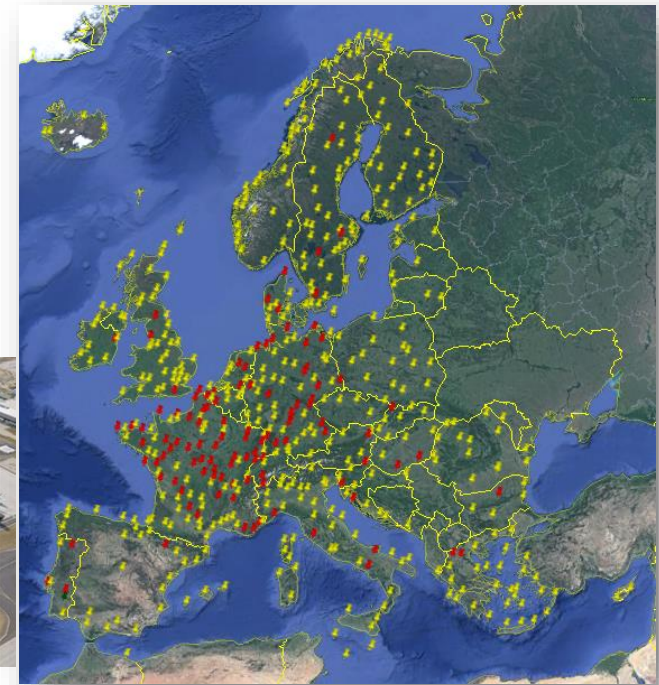
Based on EU Certification specifications in
CS.ADR.DSN



Σ 542 ADRs in the scope

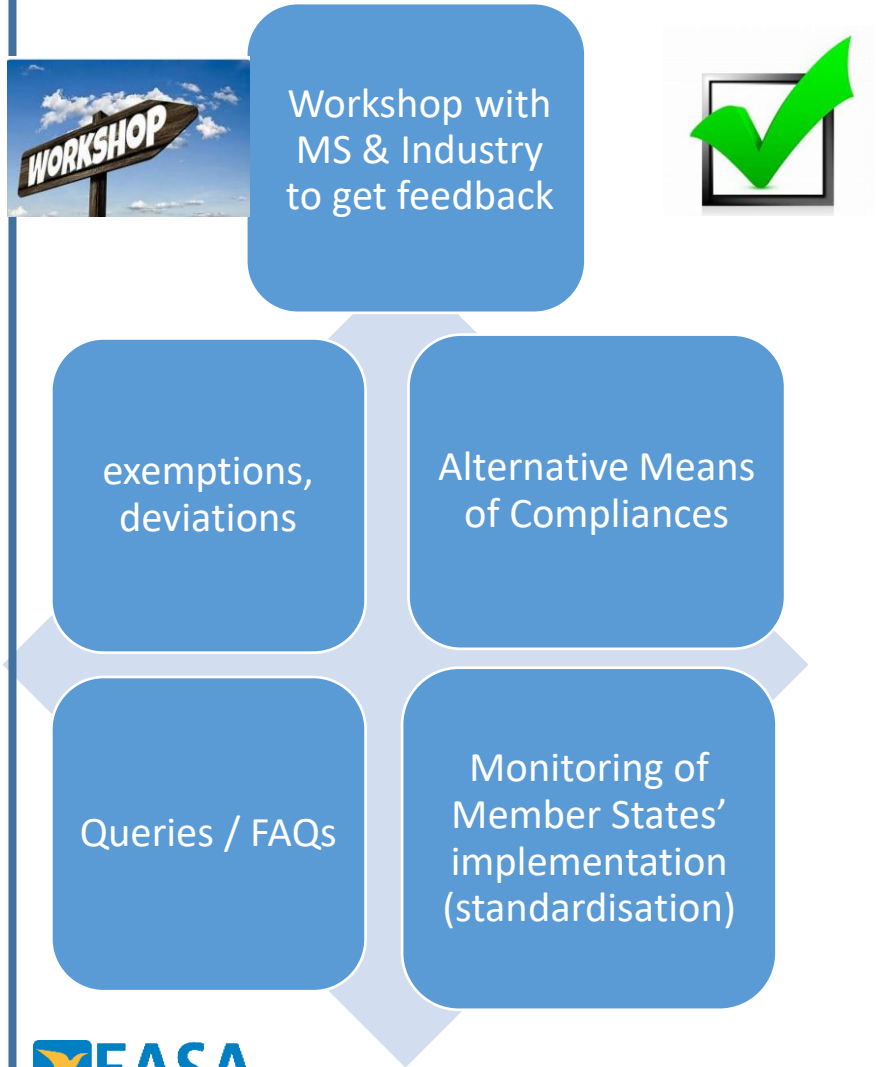
— minus 127 exempted

= 398 certified ADRs
(Note : 17 uncertified ADRs)



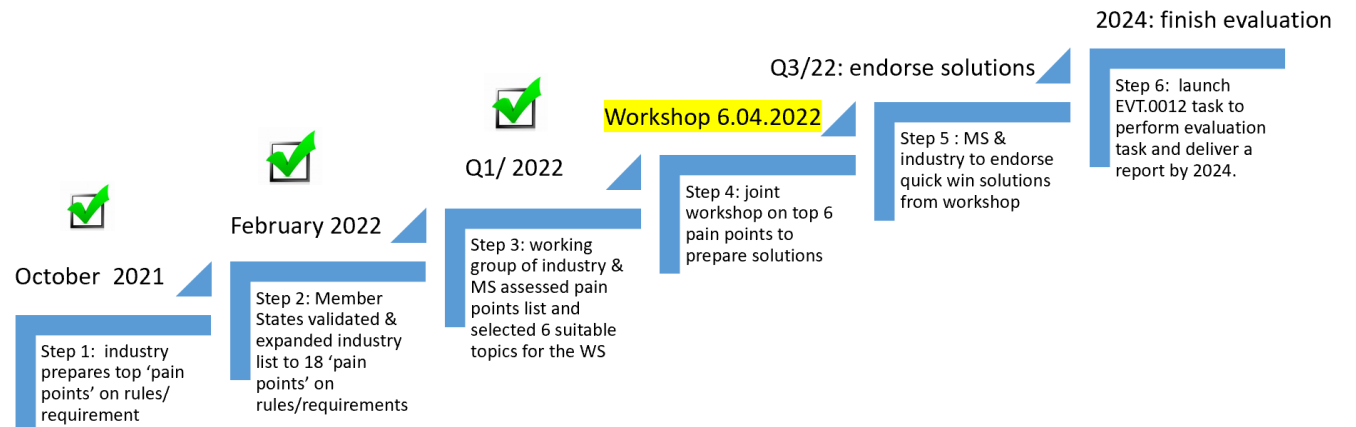
Where do we want to go? Evaluation after 10 years

Step 1: collect hard evidence



Step 2: EVT.012 assess if ADR rules are:

1. RELEVANT – compare objective with needs
2. EFFECTIVE – compare results/impacts with objectives
3. EFFICIENT – compare results/impacts with resources
4. COHERENT – with int'l ICAO framework & EU policies
5. EU ADDED-VALUE – compared to national regulation



We have questions, you have answers

Please raise hands to
speak up & use SLIDO

Block 1: Where do we need to change the rules?

- How to better transpose international (**ICAO**) safety standards?
- How to ensure that **Rescue and Firefighting** rules are clear and are interpreted in the same way across the EU?

Block 2: How can EASA better support industry and Member States to implement the rules?

- How can we better enable **new technological solutions**, e.g. runway inspections?
- How can aerodromes improve safety of aerodrome **surroundings** in the vicinity of the ADR?

Block 3: Where do we need to get better at sharing examples of good practices with all Member States and industry ?

- How can we create clear **implementation** plans for new rules or new infrastructure design specifications? What is a good implementation plan?
- What does a good **change management** system look like and what is the role of the competent authority in approving changes and of the ADR in notifying changes and assessing risks from changes?

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How can I recommend further rule changes to EASA after this workshop?

All stakeholders can submit a rulemaking proposal via the EASA website and fill in a candidate issue form.

EASA assesses all proposals



[Rulemaking proposals | EASA \(europa.eu\)](#)

[Candidate Issue Identification form | EASA \(europa.eu\)](#)

Looking forward to your answers

Contact: [aerodromes\(a\)easa.europa.eu](mailto:aerodromes(a)easa.europa.eu)

Your safety is our mission.

Step by step evaluation of the ADR Regulation

