



Explanatory Note to Decision 2019/012/R

Certification Specifications and Guidance Material for the design of surface-level VFR heliports located at aerodromes that fall under the scope of Regulation (EU) 2018/1139 ‘CS-HPT-DSN — Issue 1’

NPA 2017-14 — RMT.0638

EXECUTIVE SUMMARY

The objective of this Decision is to introduce certification specifications (CSs) and guidance material (GM) for the design of surface-level visual flight rules (VFR) heliports (CS-HPT-DSN) located at aerodromes that fall under the scope of Regulation (EU) 2018/1139 (‘Basic Regulation’). EASA is issuing CS-HPT-DSN in order to support the competent authorities that carry out the certification of aerodromes in accordance with Commission Regulation (EU) No 139/2014, as well as to support aerodrome operators to demonstrate compliance with the notified certification basis for both, aerodromes and VFR heliports located at these aerodromes. Where aerodromes that are within the scope of the Basic Regulation contain located surface-level VFR heliports, the certification process of these heliports would need to take into account CS-HPT-DSN.

CS-HPT-DSN along with CS-ADR-DSN provisions provide the package of rules pertaining to aerodromes and VFR heliports located at these aerodromes in line with Commission Regulation (EU) No 139/2014. This package will reduce the regulatory burden and improve harmonisation of certification processes for aerodromes and VFR heliports located at these aerodromes.

The CS-HPT-DSN provisions are mostly based on the respective ICAO Standards and Recommended Practices (SARPs) of ICAO Annex 14, Aerodromes, Volume II, Heliports, Fourth edition (Including Amendment 7). Some Member States proposals and best industry practices have been also taken into account.

Action area:	Aerodrome design and operations		
Affected rules:	N/A (Issue 1)		
Affected stakeholders:	Aerodrome operators		
Driver:	Efficiency/proportionality	Rulemaking group:	No
Impact assessment:	Light	Rulemaking Procedure:	Standard

● EASA rulemaking process



Table of contents

1. About this Decision	3
2. In summary — why and what	4
2.1. Why we need CS and GM	4
2.2. What we want to achieve — objectives	4
2.3. How we want to achieve it — overview of CS-HPT-DSN	4
2.4. What are the stakeholders' views	4
2.5. What are the benefits and drawbacks	5
3. How do we monitor and evaluate the rules.....	6
4. References.....	7
4.1. Related regulations.....	7
4.2. Affected decisions	7
4.3. Other reference documents.....	7
5. Appendix	8



1. About this Decision

The European Union Aviation Safety Agency (EASA) developed ED Decision 2019/012/R in line with the Basic Regulation¹ and the Rulemaking Procedure².

This rulemaking activity is included in the latest European Plan for Aviation Safety (EPAS)³ under rulemaking task (RMT).0638. The scope and timescales of the task were defined in the related Terms of Reference⁴.

The draft text of this Decision has been developed by EASA based on the input received during the advisory body consultation and the thematic meetings with the representatives of national aviation authorities (NAAs), aerodrome operators and other industry stakeholders (e.g. a helicopter association) that took place before the publication of Notice of Proposed Amendment (NPA) 2017-14. All interested parties were consulted through NPA 2017-14⁵. In total, 180 comments were received from interested parties, NAAs, aerodrome operators, other industry stakeholders and individuals.

EASA reviewed the comments received during the public consultation. In addition, following the end of the public consultation, EASA performed a focused consultation with the affected stakeholders (NAAs and industry). The comments received and EASA's responses to them are presented in Comment-Response Document (CRD) 2017-14⁶.

The final text of this Decision with the CSs and the GM has been developed by EASA following the focused consultation.

The major milestones of this rulemaking activity are presented on the title page.

¹ Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (OJ L 212, 22.8.2018, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1536149403076&uri=CELEX:32018R1139>)

² EASA is bound to follow a structured rulemaking process as required by Article 115(1) of Regulation (EU) 2018/1139. Such a process has been adopted by the EASA Management Board (MB) and is referred to as the 'Rulemaking Procedure'. See MB Decision No 18-2015 of 15 December 2015 replacing Decision 01/2012 concerning the procedure to be applied by EASA for the issuing of opinions, certification specifications and guidance material (<http://www.easa.europa.eu/the-agency/management-board/decisions/easa-mb-decision-18-2015-rulemaking-procedure>).

³ https://www.easa.europa.eu/document-library/general-publications?publication_type%5B%5D=2467

⁴ <https://www.easa.europa.eu/document-library/terms-of-reference-and-group-compositions/tor-rmt0638>

⁵ In accordance with Article 115 of Regulation (EU) 2018/1139 and Articles 6(3) and 7 of the Rulemaking Procedure.

⁶ <https://www.easa.europa.eu/document-library/comment-response-documents>

2. In summary — why and what

2.1. Why we need CS and GM

This Decision provides along with the CS-ADR-DSN provisions the package of rules pertaining to the aerodromes and heliports located at these aerodromes in line with Commission Regulation (EU) No 139/2014⁷. The aerodromes which are within the scope of Basic Regulation and have heliports located at them will be certified with the same set of EU aerodrome rules. It will also harmonise the certification process and reduce the burden for NAAs and aerodrome operators.

2.2. What we want to achieve — objectives

The overall objectives of the EASA system are defined in Article 1 of the Basic Regulation. This proposal will contribute to the achievement of the overall objectives by addressing the issues outlined in Section 2.1.

The specific objective of this Decision is to propose requirements in the field of surface-level VFR heliports that ensure:

- a smooth transition from national-based to European regulation, maintain the existing level of safety, and harmonisation with the relevant SARPs of ICAO Annex 14, Aerodromes, Volume II, Heliports; and
- cost-efficiency and level playing field.

2.3. How we want to achieve it — overview of CS-HPT-DSN

The CSs and the related GM (CS-HPT-DSN) are applicable to the design of surface-level VFR heliports or parts thereof located at aerodromes that fall under the scope of the Basic Regulation.

Where relevant, the CSs and the GM for aerodrome design (CS-ADR-DSN) are applicable to the helicopter operations being conducted at such aerodromes.

The current aerodrome AMC and GM, relevant for the fixed-wing aircraft operations, are accordingly relevant for the helicopter operations. EASA will develop AMC and GM specifically for helicopters and heliports operations in forthcoming amendments of the rules.

CS-HPT-DSN is mostly based on ICAO SARPs of Annex 14, Aerodromes, Volume II, Heliports (Fourth edition, including Amendment 7). Some Member States proposals and best industry practices have been also taken into account.

2.4. What are the stakeholders' views

Following the public consultation of NPA 2017-14, EASA received a total of 180 comments, some of which including more than one comment or question, from 16 different users, NAAs, aerodrome operators and individuals.

The majority of comments agreed with the proposal of establishing requirements in the field of surface-level VFR heliports located at the aerodromes within the scope of Regulation (EU) 2018/1139.

⁷ Commission Regulation (EU) No 139/2014 of 12 February 2014 laying down requirements and administrative procedures related to aerodromes pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 44, 14.2.2014, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32014R0139>).

No disagreement with the proposed provisions was expressed. Some of the comments refer to the need for providing operational requirements for helicopters (AMC & GM). Operational requirements for helicopters at the heliports located at the aerodromes within the scope of the Basic Regulation should be taken into account in conjunction with the current operational requirements for aerodromes. EASA at this stage has focused on the CSs and the associated GM. Further development of helicopter operational requirements will be evaluated and, if justified, provided in the following updates of the aerodrome/heliport rules.

For 84 comments, EASA accepted the comment proposal. 60 comments contained general views of the commentator or some administrative corrections. There were 37 comments that are not accepted because the proposal is either not in the remit of this RMT task or not in line with Annex 14, Volume II, Heliports. EASA provided adequate explanation and clarification or requested the commentators to provide further justifications. For additional proposals, EASA invited the commentator to provide a proposal for the amendment of CS-HPT-DSN with the explanation and justification to be considered in one of the forthcoming NPAs. The overall conclusion is that the proposed heliport provisions in NPA 2017-14 are supported and accepted by the stakeholders and thus resulted in CS-HPT-DSN.

Concerning the comments received on applicability provisions contained in CS-HPT-DSN, EASA performed focused consultations with stakeholders in order to receive better view on the issue. The applicability clauses are amended in line with the same principle as in Annex 14, Volume II and Volume I, i.e. in addition to the requirements contained in CS-HPT-DSN, where it is found relevant, the requirements of CS-ADR-DSN will also apply to the helicopter operations being conducted at such an aerodrome.

2.5. What are the benefits and drawbacks

To a large extent, the proposed heliport requirements are regarded as positive by the stakeholders. The largest benefits identified include higher compliance levels and a less demanding certification process. A positive impact on the cost-efficiency of the certification process was indicated since the proposed requirements will allow aerodrome operators to have one certification basis, which includes any heliport located at an aerodrome that falls under the scope of the Basic Regulation. No additional burden will be created for the NAAs and aerodrome operators.



3. How do we monitor and evaluate the rules

The implementation of CS-HPT-DSN will be monitored through regular standardisation visits and regular meetings with NAAs and industry. EASA is collecting and evaluating the comments and proposals provided to the 'aerodromes' functional email box. The comments and proposals are added to an inventory and will be consulted through thematic meetings for further amendment of the aerodrome rules.

In addition, EASA will initiate an evaluation through a survey (or surveys) (indicatively in 5 years' time) with the following indicators:

- Number of aerodromes operating with a collocated heliport;
- Number and the content of the comments received during the certification process; and
- Comments received on the operation of heliports.



4. References

- ICAO Annex 14, Aerodromes, Volume I, Aerodrome Design and Operations, Seventh Edition, July 2016
- ICAO Annex 14, Aerodromes, Volume II, Heliports, Fourth Edition, July 2013

4.1. Related regulations

- Regulation (EU) No 139/2014 laying down requirements and administrative procedures related to aerodromes pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 44, 14.2.2014, p. 1)

4.2. Related decisions

- Executive Director Decision 2017/021/R of 8 December 2017 Issuing Certification Specifications and Guidance Material for Aerodrome Design (CS ADR-DSN) 'CS ADR-DSN — Issue 4'

4.3. Other reference documents

N/A



5. Appendix

Appendix to Decision 2019/012/R 'CS-HPT-DSN — Issue 1' — CRD 2017-14

