

# Regulation of ADRs National & European Approach



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## State of play in CZ

- ✈ State administration
  - Ministry of Transport – regulator
  - Civil Aviation Authority – regulation drafts, state supervision
- ✈ National regulatory framework
  - 83 airports (mainly small recreational aerodromes)
- ✈ Aerodromes falling under new EASA rules:
  - Prague Airport, Ostrava Airport, Brno Airport, Karlovy Vary Airport
- ✈ Other (non EASA) certified aerodromes opened for public use:
  - Pardubice Airport, Mnichovo Hradiste Airport



## Implementation of ICAO SARPs - national

- ✈ CAA CZ - long term goal to implement most of the ICAO SARPs into the national regulations
  - in particular for ADR area in relation with Annex 14 SARPs
  - ICAO Amendments usually implemented into Czech regulations with the same applicability date – no delay for end-users
- ✈ In addition to the ICAO SARPs
  - national specifications in L14 (Aerodromes) national regulation
  - some beyond the ICAO requirements – in particular in relation to the protection zones
- ✈ Exemptions or derogations from ICAO SARPs - very rare





# Global and European Harmonization

- ✈ CAA CZ sympathizes with the idea of maximal harmonization
  - on global and European levels
  - in the field of international aerodromes
- ✈ Czech Republic actively participated in the strategic meetings related to this harmonization
  - EASA scope extension – during the Czech EU presidency
  - Member of High Level Advisory Group for ADR
- ✈ New EASA rules
  - good step toward the better harmonization on the European playground
  - essential to implement procedures to allow EASA to keep the harmonization in line with long term ICAOs policy
  - to ensure the harmonization on the global level



# The real benefit of the European regulation?

- ✈ European rulemaking procedures
  - suitable for ensuring the flexible and timely implementation of global trends?
- ✈ National RM system without delays
  - Are the national requirements for small national aerodromes going to be more up-to-date and therefore safer?
  - Is this step forward?
- ✈ Safety should be mission of all of us...
  - most of the incidents and accidents happen at the airports or in their close vicinity!



## Flexibility and the impact on the aerodromes - pros

- ✈ CAA CZ appreciates the measures to ensure the minimal impact
  - on the existing aerodromes
  - aerodromes being built
- ✈ ELOS, Alt-AMCs, Special Conditions and DAADs offer the measures for nearly all aerodromes how to comply with the rule
- ✈ Transition periods
- ✈ Contact between operators and NAAs and decisions made by Authorities needed





## Flexibility and the impact on the aerodromes - cons

- ✈ Recent meetings with the aerodromes operators
  - these measures are not fully understood
  - it is not quite easy even for CAA to explain the small nuances in their use with certainty.
- ✈ Some additional information from EASA could be beneficial
  - not only for Czech aerodromes operators
  - global better understanding and ensuring the one common interpretation of the EU law



## Conclusions

- ✈ Harmonisation – positive issue
- ✈ New regulation system - good understanding
- ✈ Cooperation and discussions needed
- ✈ Flexibility for operators and authorities
- ✈ Safety is our **common** issue...





**Thank you for your attention**

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