



EUROPEAN AVIATION SAFETY AGENCY
AGENCE EUROPÉENNE DE LA SÉCURITÉ AÉRIENNE
EUROPÄISCHE AGENTUR FÜR FLUGSICHERHEIT

EASA Conference
on future aerodrome safety rules

Technical issues WORKSHOP II

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Your safety is our mission.

22 May 2012



- Runway End Safety Area (RESA)
- Fuel Quality
- Electronic Filing of Differences (EFOD)



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Runway End Safety Area (RESA)

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RESA (ICAO and EASA)

Runway end safety area (RESA). (means) An area symmetrical about the extended runway centre line and adjacent to the end of the strip primarily intended to reduce the risk of damage to an aeroplane undershooting or overrunning the runway.

General/CS-ADR-DSN.C.210 — Runway End Safety Areas 3.5.1 A runway end safety area shall be provided at each end of a runway strip where:

- the code number is 3 or 4; and
- the code number is 1 or 2 and the runway is an instrument one.



RESA dimensions (ICAO)

Dimensions of runway end safety areas (ICAO)

3.5.2 A runway end safety area shall extend from the end of a runway strip to a distance of at least 90 m.

3.5.3 **Recommendation.**— *A runway end safety area should, as far as practicable, extend from the end of a runway strip to a distance of at least:*

- *240 m where the code number is 3 or 4; and*
- *120 m where the code number is 1 or 2.*

3.5.4 The width of a runway end safety area shall be at least twice that of the associated runway.



RESA Dimensions (EASA)1

CS-ADR-DSN.C.215 — Dimensions of runway end safety areas (EASA)

(a) Length of RESA

A runway end safety area should, as far as practicable, extend from the end of a runway strip to a distance of at least:

- (1) 240 m where the code number is 3 or 4;
- (2) 120 m where the code number is 1 or 2; and
- (3) with a minimum distance of at least 90 m.

(a) (1) and (2) are the same as ICAO; (3) has the same meaning as ICAO 3.5.2



RESA Dimensions (EASA) 2

(b) Where a RESA exceeding the minimum distance, but less than the distance in (a)(1) and (a)(2) is considered necessary, the aerodrome operator should undertake a safety assessment to identify the hazards and appropriate actions to reduce the risk.

(c) Where an arresting system of demonstrated performance capability is installed, the specifications above may be reduced in accordance with the design specification of the arresting system.

(d) Width of RESA

The width of a runway end safety area should, wherever practicable, be equal to that of the graded portion of the associated runway strip. (*differs from 3.5.4*)



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Fuel Quality

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Current situation

- Aircraft refuelling is considered as an interaction between the aircraft operator and the fuel supplier
- Some MSs have requirements to ensure fuel quality
- Industry Standards are used (JIG, IATA)



Requirement

- BR 216/2008, Annex Va, B.1.(g)
 - The aerodrome operator, either by itself or by means of contracts with third parties, **shall ensure** that procedures exist to provide aircraft with fuel which is uncontaminated and of the correct specification



➤ Implementing Rule

ADR-OPS.B.055 — Fuel quality *ADD*

The aerodrome operator shall ensure that organisations involved in storing and dispensing of fuel to aircraft have procedures to verify that aircraft are provided with uncontaminated fuel and of the correct specification.



➤ Acceptable Means of Compliance

AMC-ADR-OPS.B.055 – Fuel quality^{ADD}

- (a) The aerodrome operator should ensure, either by itself or through formal arrangements with third parties, that organisations involved in storing and dispensing of fuel to aircraft, implement procedures to:
 - (1) Maintain the installations and equipment for storing and dispensing the fuel in such condition so as not to render unfit for use in aircraft;
 - (2) Mark such installations and equipment in a manner appropriate to the grade of the fuel;
 - (3) Take fuel samples at appropriate stages during the storing and dispensing of fuel to aircraft, and maintain records of such samples; and
 - (4) Use adequately qualified and trained staff in storing, dispensing and otherwise handling fuel on the aerodrome.



➤ Guidance Material

GM-ADR-OPS.B.055 – Fuel quality

The aerodrome operator, in order to ensure compliance, may use:

- (a) audit reports to organisations involved in storing and dispensing of fuel to aircraft, or
- (b) relevant national procedures providing for the assurance of fuel quality.



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Electronic Filing of Differences (EFOD)

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Introduction

- Article 38 of Chicago Convention
 - States obliged to notify ICAO of any differences between national regulations and ICAO Standards – FOD process
- USOAP MoU
 - States agree to supply information to ICAO on their compliance with SARPs in the form of Safety Oversight Compliance Checklists (CC)
- ICAO combined the CC and FOD process into a single data collection process for States - EFOD



Obligation on EC and EASA

- Article 2(d) of EASA Basic Regulation
 - To assist MSs in fulfilling their obligations under the Chicago Convention, by providing a common interpretation

- MSs look to EU/EASA to support them to identify differences between new regulations and ICAO SARPs



ADR Regulations

- EASA plans to publish together with the Opinion the differences between the new ADR Regulation and ICAO Annex 14 SARPs
- Work is underway, clear picture following the evaluation of the comments and the revision of the proposed text
- MSs have to notify ICAO on their differences to ICAO Annex 14



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Thank you

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