

Regulation of ADRs National & European Approach



Vitezslav Hezky

Flight Standards Division Director
Civil Aviation Authority of the Czech Republic



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

Vitezslav Hezky

**Flight Standards Division Director
Civil Aviation Authority of the Czech Republic**

