



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

EASA Conference
on future aerodrome safety rules

Certification Specifications (CS)

Harry SEDDON

Your safety is our mission.

22 May 2012



Design Specifications

Design Specifications

are a commonplace feature throughout the aviation industry for harmonisation of a variety of applications.

EASA adopts this ethos in developing Certification Specifications.



Certification Specifications are technical standards adopted by the Agency indicating means to show compliance with the essential requirements of Annex Va and, if applicable, Annex Vb to Regulation (EC) No 216/2008.



ICAO SARPs 1

ICAO Standards: any specification for physical characteristics, configuration, equipment, performance, personnel or procedure ... and to which Contracting States will conform in accordance with the Convention;

impossibility of compliance:
notification to the Council is compulsory under Article 38.



ICAO SARPs 2

ICAO Recommended Practice: any **specification** for physical characteristics, configuration, equipment, performance, personnel or procedure, ... **is recognized as desirable** in the interest of safety, ... and to which Contracting States **will endeavour to conform** in accordance with the Convention.



Aerodrome Design CS

- **Book 1** – Certification specifications (CS)
- **Book 2** – Guidance Material (GM)
- Each Book has 19 Chapters; A-U (omitting I and O)
- Numbering/naming construction
 - Certification specification – CS
 - Aerodrome – ADR
 - Design – DSN
 - Chapter
 - Number of CS

CS- ADR- DSN. A. 001



Aerodrome Design CS

- CS numbering increment is in steps of 5, e.g.
 - CS-ADR-DSN.B.015; B.020; B.025; etc
- Naming convention for GM is mirrored in Book 2 as:
 - *GM-ADR-DSN.B.015*, etc



Certification Specifications

CS-ADR-DSN.A.001— Applicability

Regulation (EC) No 216/2008 (the 'Basic Regulation') and its amending regulations, states:

"Aerodromes, including equipment, located in the territory subject to the provisions of the Treaty, open to public use and which serve commercial air transport and where operations using instrument approach or departure procedures are provided, and:

- a) have a paved runway of 800 metres or above; or*
- b) exclusively serve helicopters."*

The applicable specifications should be used in constructing the aerodrome's Certification Basis.



Aerodrome Design CS

- CS and GM are derived **primarily from ICAO Annex 14** and have been formulated by a Working Group (WG) of airport, aviation and regulatory experts in collaboration with EASA
- Differences between NPA CS and ICAO Annex 14 are explained in the NPA document: **NPA 2011-20 (C)** Authority, Organisation and Operations Requirements for Aerodromes – **Cross references pages 29-50**



Aerodrome Design CS

- There are 188 CS in Book 1
- 81 CS are identical to ICAO Annex 14 **ICAO**
- The remaining 107 CS differ from ICAO in a number of ways, e.g. the text is:
 - amended **TXT**
 - deleted **DEL**
 - moved to GM **MOVE to GM**; or
 - additional text is inserted **ADD**
 - WG text has been reviewed and revised by EASA **REV**

These changes are mainly editorial and the ethos of ICAO Annex 14 is maintained to the greatest possible extent



CS example

CS-ADR-DSN.D.260 – Taxiway minimum separation distance TXT ADD

The separation distance between the centre line of a taxiway and the centre line of a runway, the centre line of a parallel taxiway or an object should not be less than the appropriate dimension specified in Table D-1, except that it may be permissible to operate with lower separation distances at an existing aerodrome if an aeronautical study indicates that such lower separation distances would not adversely affect the safety or significantly affect the regularity of operations of aeroplanes. **(same as ICAO Annex 14, 3.9.8, except "Table D-1" replaces "Table 3-1")**

CS-ADR-DSN.D.260 – Taxiway minimum separation distance TXT ADD

(Explanation from the NPA cross-reference document)

Separation distances in Table ADR-DSN-D-1, columns (10) and (11) for Code F have been modified to reflect imminent ICAO changes (small reduction 97.5 m and 57.5 m to 95 m and 55 m respectively). Note 3 has been added to the table to facilitate operation of large aeroplanes on existing Code E infrastructure .



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Thank you

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