



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

EASA Conference  
on future aerodrome safety rules

# Regulatory Impact Assessment

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Your safety is our mission.

21 May 2012



# Common EU safety requirements for aerodrome certification (NPA 2011-20-D)

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# Drafting rules and their impacts - Overview

We need to take a decision on future rules

We need to justify this decision

We need to assess its impacts

We need a Regulatory Impact Assessment (RIA)





# Issue analysis: starting point

## Number of aerodromes and certification status

**450** aerodromes above 10 000 passengers per year\*:  
**77%** certified in 2011  
**99%** certified in 2014

Aerodromes above 10 000 passengers per year



**We need flexibility!**

Minimum of **150** aerodromes below 10 000 passengers per year\*:  
**50%** certified in 2011  
**54%** certified in 2014

Aerodromes below 10 000 passengers per year



\*Basic Regulation 1108/2009 Article 4(3)(b):

Possibility for Member State to exempt aerodrome below 10 000 passengers per year and 850 cargo movements.

Geographical scope: EASA countries



# Issues → Baseline scenario

## Safety

**2010-2030:** Number of flights will **double**

**80%** of the accidents in commercial air transport occur **at or near aerodromes**

→ **Potential for future aerodrome safety issues**

## Certification costs

**19 EU countries** have to check **differences with ICAO Annex 14** (and notify if any).

For **only** 7 of these countries there are **1200** differences notified to ICAO.

→ **Cost efficiency & level playing field issues**

*Time to act at EU level*





# Objectives for « aerodrome » rules

**Meet safety objectives**

Basic Regulation 216/2008:  
to maintain the high safety level of air transport

**Be flexible → Be cost-efficient**

Proportionate to aerodrome size

Allow alternative solutions

Smooth conversion of national aerodrome certificate :

Ensure a regulatory coordination with ICAO Annex 14

Transition period





# Do we meet these objectives?



At NPA stage:

- YES for a large part, but we don't pretend that this is all perfect!



Therefore there was a consultation to get **more** feedback

- from December 2011 to April 2012!



Approximately 9000 comments on NPA-2011-20 → room for improvement:

- amend relevant draft rules → Final rules
- clarify misunderstanding → Communication



# Why are the draft rules (almost) adequate?

## Careful wording to match:

- Safety + ICAO Annex 14 + EU legislation framework + Flexibility

## Toolbox to manage airport deviations vis-à-vis ...

- **Certification Specifications :**
  - ELoS (Equivalent Level of Safety): alternative solutions
  - Special Condition (SC) → for example topographical constraints
  - DAAD (for conversion of national certificate)

## These tools are based on a safety assessment:

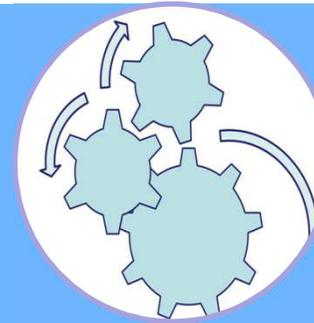
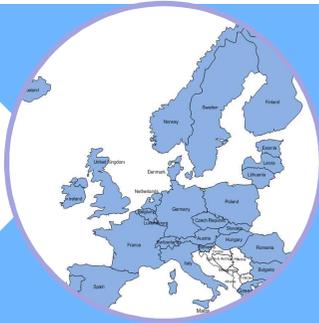
- to be proportionate to the deviation case
- not to hereby necessarily involve quantifiable aspects



# How did we assess the draft rules?

We did case studies on 5 Member States and 9 airports

We looked how the national processes would be affected by the draft rules



Czech Republic  
France  
Italy  
Poland  
Switzerland

We tested if the rules can allow a smooth transition from national to European certificate



# Case studies, Deviations and Justifications

RIA Report  
Appendix I

## Taxiway width

- Deviation: 22.5 m instead of 23m
- Justification: DAAD → Lyon\*, Prague

## Runway Safety End Area - RESA

- No available space: DAAD or SC → Annecy
- Available space: DAAD → Lyon\*, Bergamo

## Runway strip

- Special Condition → Karlovy Vary

## Marking

- DAAD or ELoS → Warsaw & Fiumicino

## Taxiway centreline marking

- ELoS → Warsaw

*More to come in workshop 1.2*

\*LYS: Lyon Saint Exupéry



# Aerodrome Operator Responsibility

RIA Report  
Appendix G

## Example in RIA report with Fuel Quality

### Essential Requirement

- This was voted by Member States: this is our basis to work

### Implementing Rule

- Scope of the procedures was better defined → storing and dispensing of fuel to aircraft

### Acceptable Means of Compliance

- Adequate list of procedures: maintenance of installation and equipment, marking, training, checks

### Guidance Material

*More to come in workshop 2.2*

- How the Aerodrome Operator may demonstrate compliance with the AMC? → Reference to national procedure is one possibility



# Case studies on impact for NAA\* process



## Negative impacts? Various opinions:

For 1 NAA = no specific impact

For 1 NAA = minor impacts, very few significant impacts

For 1 NAA = some significant impacts

For 2 NAAs = significant impacts in several cases



## Evidences?

When impacts were mentioned, no evidence was provided to value this impact



**Therefore** administrative impacts are as expected in the extension of the Basic Regulation 216/2008 with airport and air traffic management



Comments gathered during the **consultation period** will **clarify** this issue  
(e.g. transition period for NAA, ...)

\*NAA: National Aviation Authority



# Cost efficiency with EU common rules

*after the transition period (4 years)*

## International cooperation

EASA responsible to identify differences with ICAO Annex 14

19 MS will not have to handle anymore this activity

Increase strength for future EU proposals to amend Annex 14

## Airport industry

Ensure level playing field at EU level

Increase opportunity to create EU major players for aerodrome operators

Reinforce EU position at world level in the field of airport operations.

Medium term  
benefits



Long term  
benefits



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# Thank you

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