



**EASA**  
European Aviation Safety Agency

# Future Regulatory Development

## PANS Aerodromes ( ICAO Developments)

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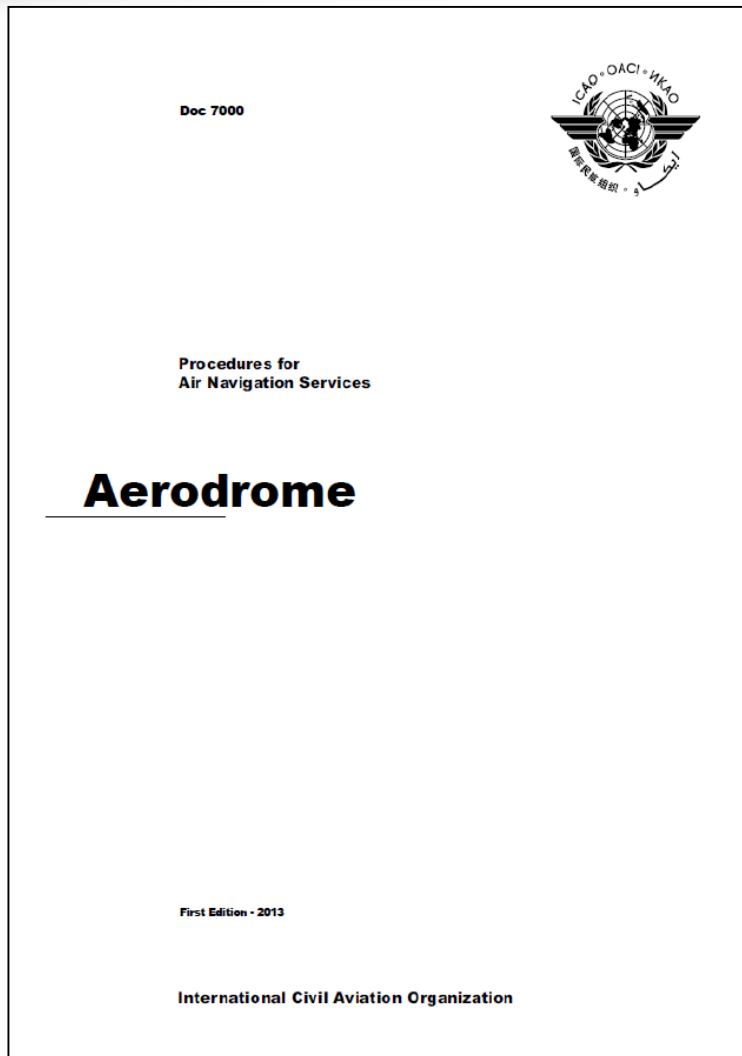
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# PANS ADR 1<sup>st</sup> ed.



- ☐ Adopted by Council in Oct. 2014
- ☐ Applicability date: Nov **2015**
- ☐ Doc. Nr.: 9981;
- ☐ Work on 2<sup>nd</sup> ed. is under way.



## Scope and Purpose

2.2 The **PANS-Aerodromes** are complementary to the **SARPs** contained in Annex 14, Volume I.

....

2.4 The **PANS-Aerodromes** do not substitute nor **circumvent the provisions contained in Annex 14, Volume I**. It is expected that infrastructure on an existing aerodrome or a new aerodrome will fully comply with the requirements in Annex 14, Volume I. (...)

.....

The contents of PANS-Aerodromes (is) designed to enable the use of the **procedures and methodologies described in the document to assess the operational issues faced by existing aerodromes....**



# Future “hook” in Annex 14

## NEW 1.7 Aerodrome Operations

*Introductory Note.— This section introduces Procedures for Air Navigation Services (PANS)–Aerodromes (Doc xxxx) for the use of aerodromes undertaking an assessment of its compatibility for the type of traffic or operation the aerodrome is intending to accommodate. The material in the PANS-Aerodromes addresses operational issues faced by existing aerodromes and provides the necessary procedures to ensure the **continued safety of operations**. Where alternative measures, operational procedures and operating restrictions have been developed, these should be detailed in the aerodrome manual and reviewed periodically to assess their continued validity. The PANS-Aerodromes is not intended to substitute nor circumvent the provisions contained in this Annex. **It is expected that new infrastructure on an existing aerodrome or a new aerodrome will fully comply with the requirements in this Annex.** See Annex 15, 4.1.2 (c) on States’ responsibilities on listing of differences with the related ICAO Procedures in the Aeronautical Information Publication.*



## Consequences of this sentence....

- New paradigm: first time distinction between new and existing infrastructure;
- New paradigm: more flexibility granted to “legacy” infrastructure;
- Fact: new infrastructure or new airports relatively rare;
- Question: right signal to the developing world?



# Chapter 2: Certification of Aerodromes

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## Future: work on PANS ADR 2<sup>nd</sup> ed.

- Additional chapter 5 “Airport operations” to be included (or Vol. 1 and Vol. 2)
- Work is coordinated by ACI
- Work distributed to NAAs, ACI reps. And others
- Likely applicability date: Nov. 2018 !



## Sub-chapters of future ch. 5

5.1 Airside inspections

5.2 Obstacle control and Management

**5.3 Wildlife hazard management**

(EASA and DGAC)

5.4 FOD control

5.5 Adverse weather operations

5.6 Work in progress at aerodromes

5.7 ????

5.8 ADR emergency preparedness and contingency planning



## Sub-chapters of future ch. 5

- 5.9 Rescue and Fire Fighting
- 5.10 Disabled aircraft removal
- 5.11 Apron management services (AMS)
- 5.12 Apron Safety
- 5.13 Aerodrome Safety Training
- 5.14 Runway safety** (EASA and IFALPA)
- 5.15 Aerodrome accident / incident safety occurrence reporting
- 5.16 Aerodrome vehicles and drivers
- 5.17 Aerodrome movement area maintenance



# Effect of the existence of PANS

- Future discussions: relationship of PANS ADR with Annex 14
- What function will PANS ADR take for rules on operations?
- Already ideas to bring some RFFS details down to PANS level.
- Result of the group on future of Annex 14 should give ideas/ guidance to this (results expected in Q2/2015)



## Inputs from and with EASA

Wildlife hazard  
management (author)

Runway safety  
(author)

PANS ADR  
2<sup>nd</sup> edition

Adverse weather  
operations  
(contribution)

Foreign Object Debris  
(contribution)



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## Thank you very much



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