



EASA
European Aviation Safety Agency

Deviation Cases HESSE CAA

Nuncio Lombardo
HESSE CAA

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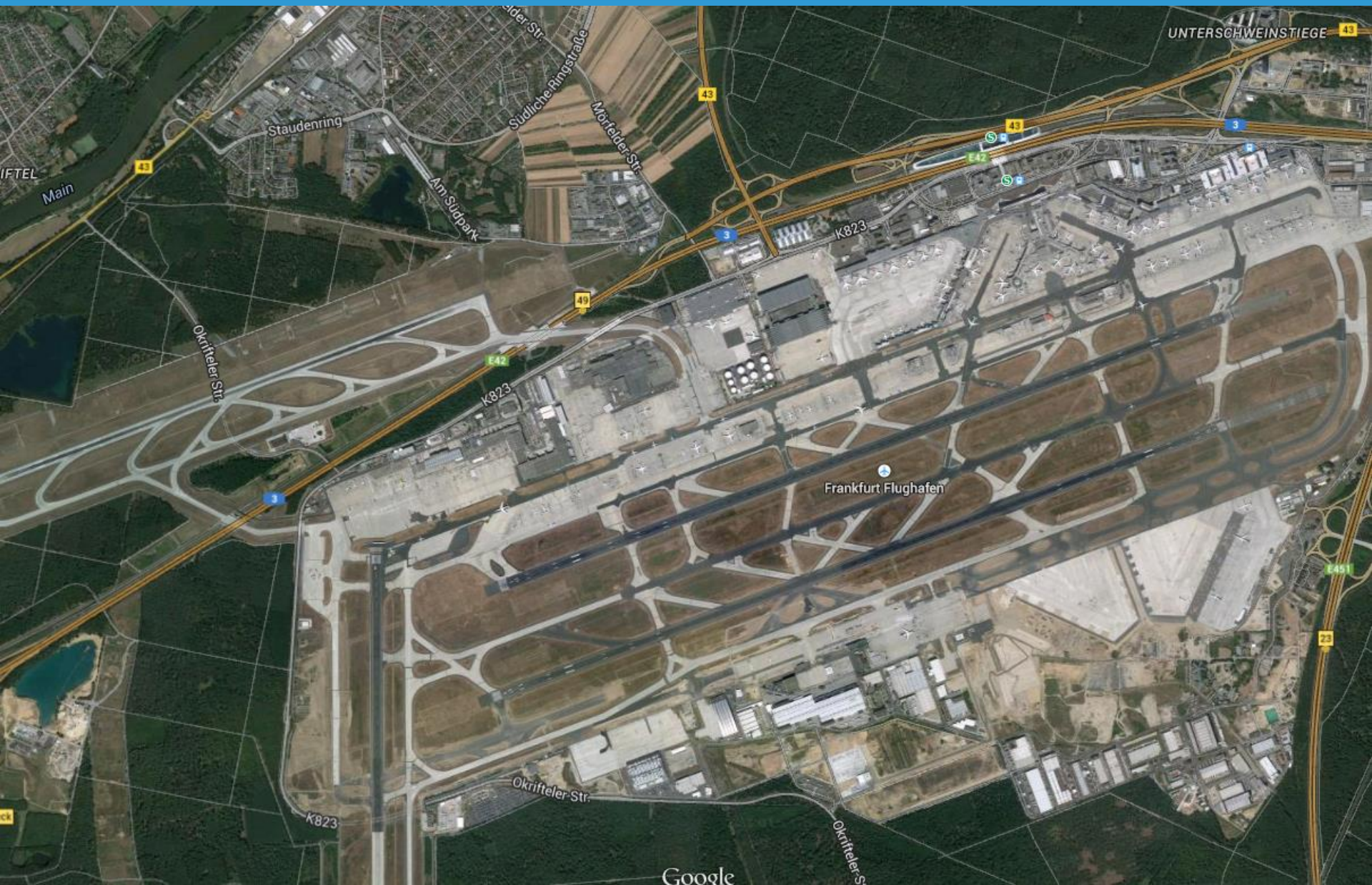
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Example 1



Example 1: Minimum distance between parallel RWY





Example 1: CS ADR-DSN.B.055

CS ADR-DSN.B.055 Minimum distance between parallel instrument runways

- (a) Where parallel instrument runways are intended for simultaneous use, the minimum distance between their centre lines should be:
(...)
(4) 760 m for segregated parallel operations.
- (b) Apart from provided in (a) above, for segregated parallel operations the specified minimum distance:
(...)
(2) should be increased by 30 m for each 150 m that the arrival runway is staggered away from the arriving aircraft.
- (c) Other combinations of minimum distances should apply taking into account ATM and operational aspects.

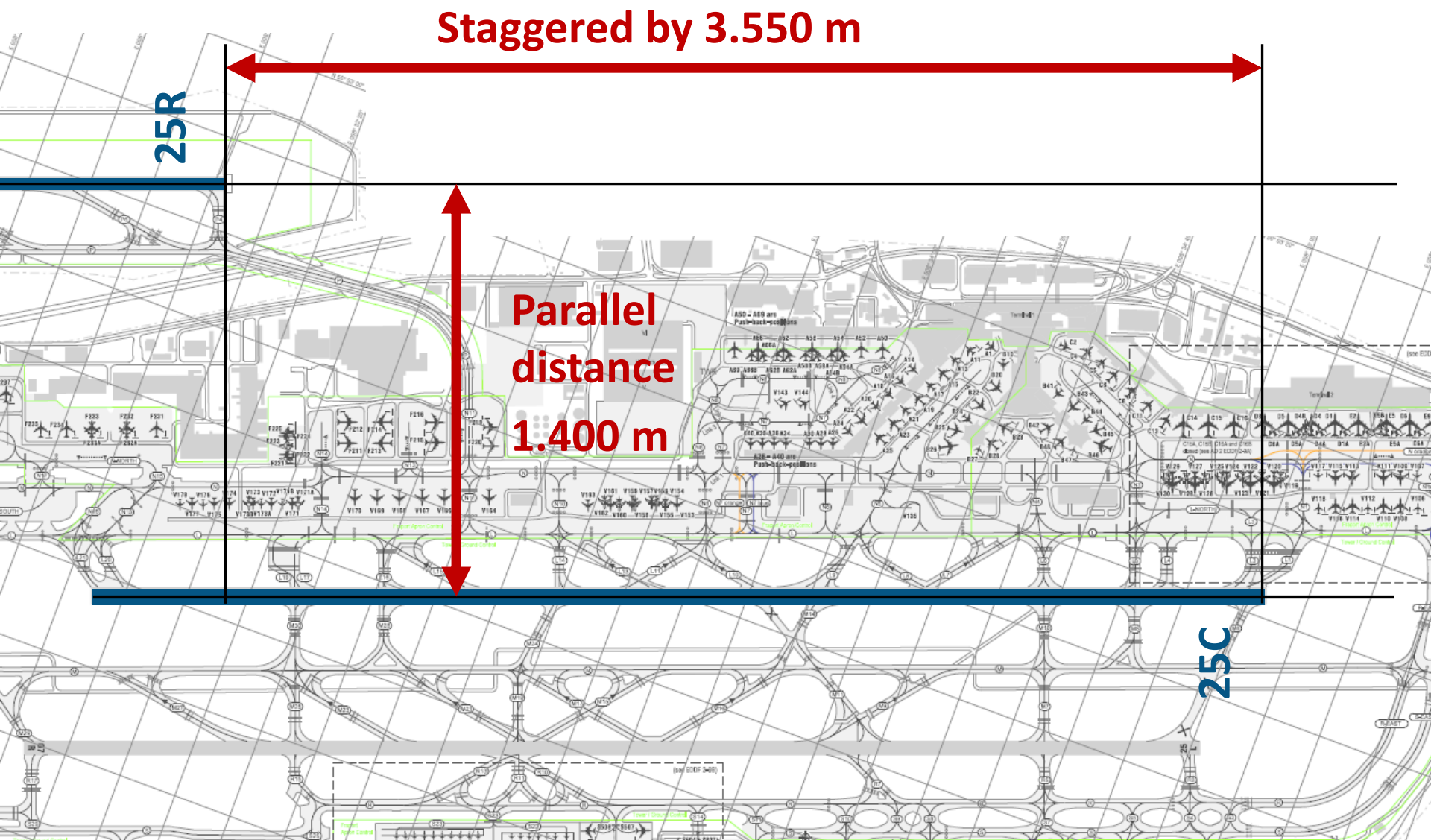


Example 1: Minimum distance - Situation

Segregated parallel operations on two runways (approach on 25R and independent departure on 25C)

Calculated minimum distance required is 1.470 m
(760 m + 30 m for each 150 m that the arrival runway is staggered away from approaching aircraft)

Aerodrome does not comply with the CS requirement as the distance of the parallel runways is 1.400 m.





Example 1: Minimum distance – Solution (1)

Step 1

- The aerodrome operator identified the non-compliance and approached the competent authority (CAA) as well as the ATM provider in the planning stage

Step 2

- The ATM provider assessed the impact on safety with a positive outcome – the reduced distance (70m) would not compromise safe operations

Step 3

- In the certification process, **an ELOS based on the safety assessment mentioned above was proposed** by the airport operator



Example 1: Minimum distance – Solution (2)

Step 4

- The competent authority assessed the issue to identify the appropriate tool under the regulation

Step 5

- Local restrictions (area available) due to the proximity of the existing surrounding constructions were the reason for the deviation

Step 6

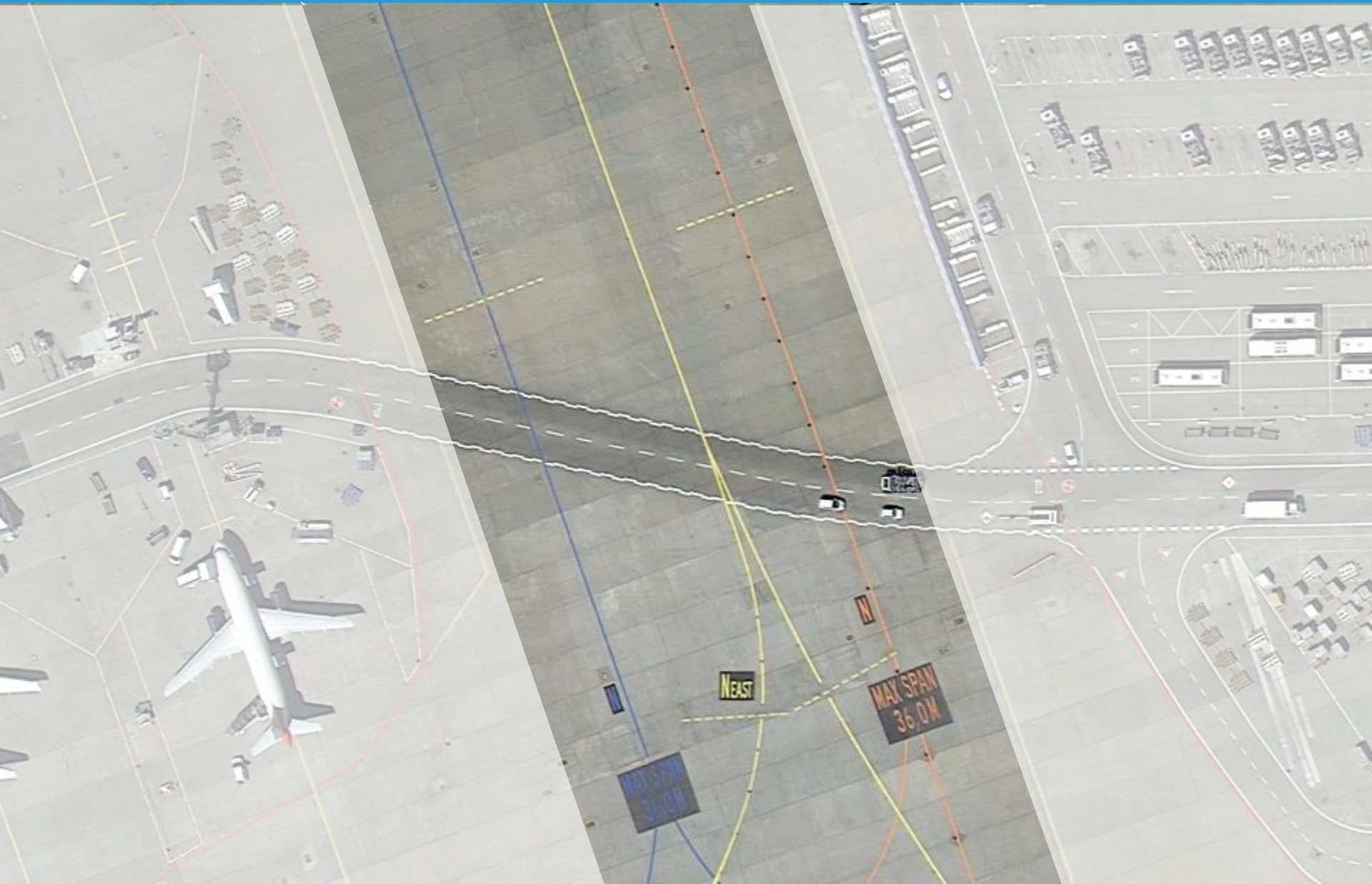
- As the ATM provider assessed the deviation to be **acceptably safe the CAA prescribed a special condition with the requirement to publish the deviation in the AIP**



Example 2



Example 2: Colour of taxiway centre line marking





Example 2: CS ADR-DSN.L.520

CS ADR-DSN.L.520 General - Colour and conspicuity

Markings should be of a conspicuous colour and contrast with the surface on which they are laid.

(a) Runway markings should be white.

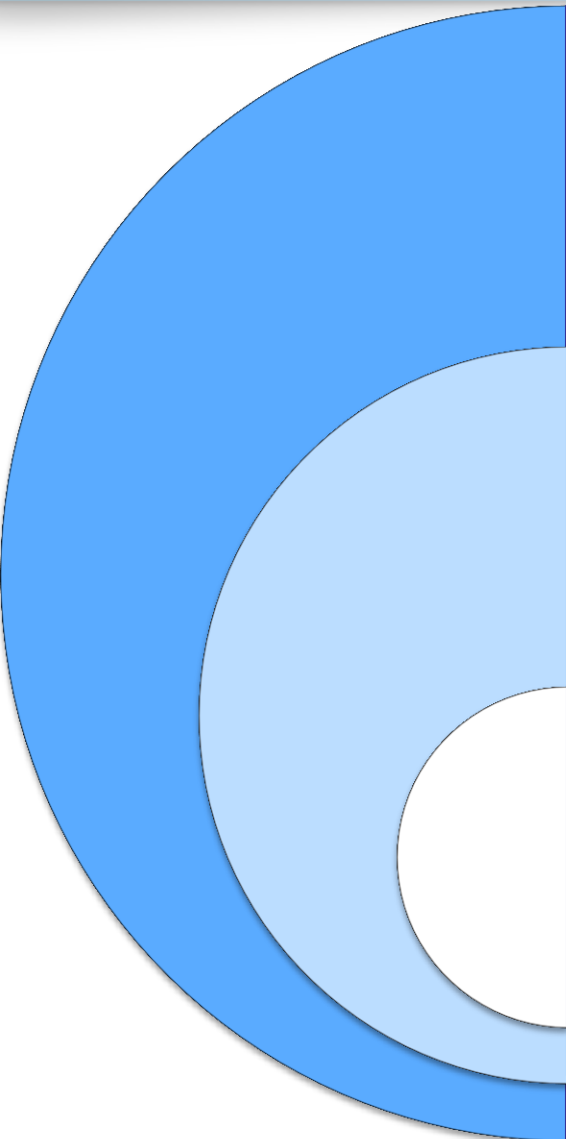
(b) Markings for taxiways, runway turn pads, and aircraft stands should be yellow.

(c) Apron safety lines should be of a conspicuous colour which should contrast with that used for aircraft stand markings.

(d) When it is operationally necessary to apply temporary runway or taxiway markings, those markings should comply with the relevant CS.



Example 2: Colour CL marking - Situation



Parallel to the main taxilane (TWY N-East, yellow marking) exist two taxilanes with CL markings in different colours (N-Orange and N-Blue). Those two taxilanes can be used independently by aircraft with max. span 36m.

The colours of the taxilane CL markings mentioned above don't comply with the relevant CS (yellow).

The deviation was proposed by Airports Council International (ACI) and introduced as option nationally, thus **the CA has accepted the use of this markings as ELOS.**

The information on how to understand the different colours and the restrictions on the use of those taxilanes is provided in the AIP in form of an aerodrome ground movement chart. **NB: the wing tip distance of the A/c using different taxilanes was in line with the CS**



Example 2: Colour of taxiway centre line marking

