



EASA

European Aviation Safety Agency

AERODROMES WORKSHOP Cologne, Germany

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WS 5: Examples on different deviations from the CS

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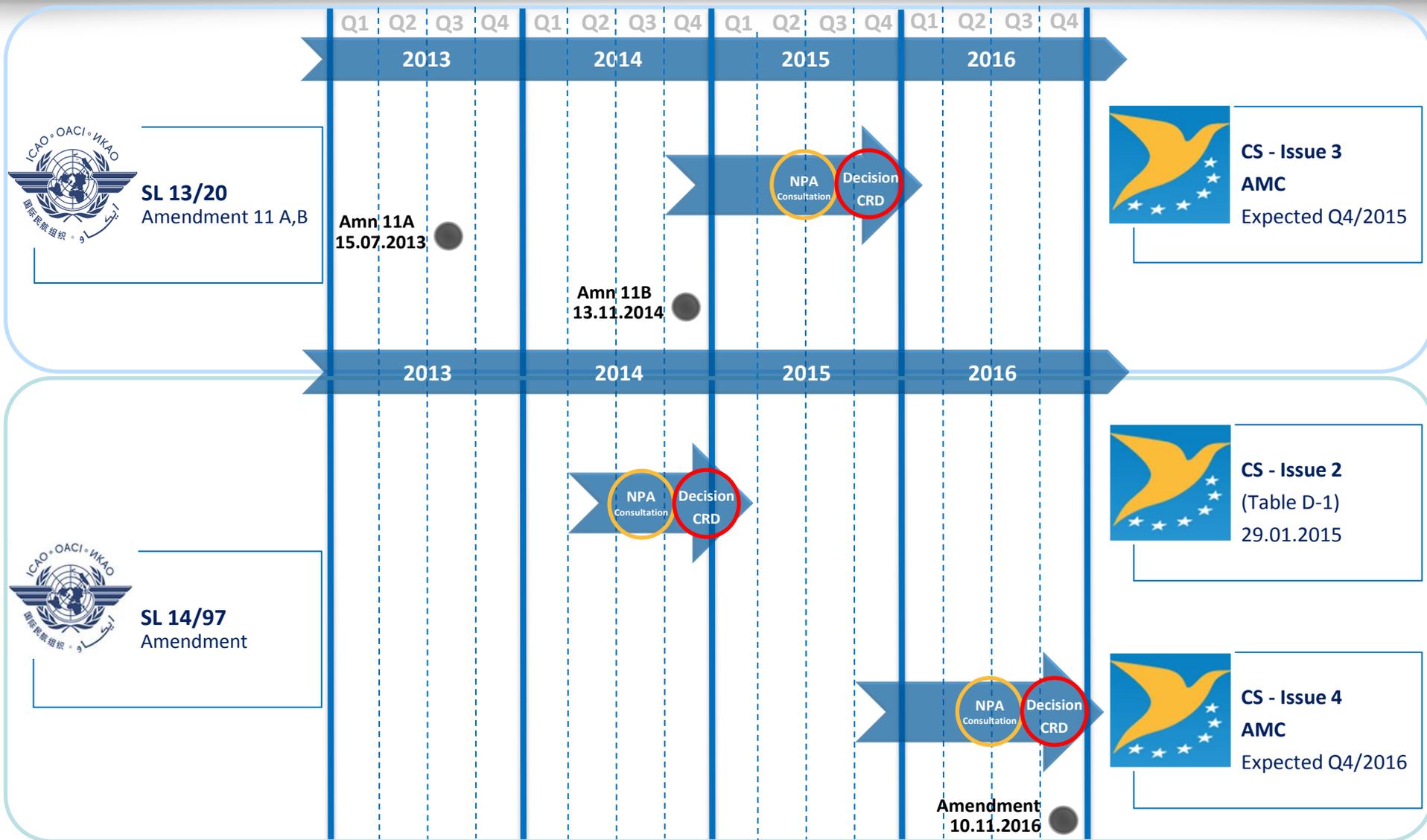
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Harmonising EASA rules with ICAO





Example: CS B.095 Runway turn pad



RWY 09/27 is used for both take off and landing. RWY 27 CAT II certified.
The standard taxi route published in AIP



Example: CS B.095 Runway turn pad

CS ADR-DSN.B.095 Runway turn pads

- (a) The safety objective of the runway turn pad is to facilitate a safe 180-degree turn by aeroplanes on runway ends that are not served by a taxiway or taxiway turnaround.
- (b) **Where the end of a runway is not served by a taxiway or a taxiway turnaround, and if required,** a runway turn pad should be provided to facilitate a 180-degree turn of aeroplanes.



Example: CS B.095 Runway turn pad

Situation:

RWY 27 is served by a TWY, however due to PCN restrictions the TWY can not be used by all type of aircraft (i.e. A320, B737) and thus backtrack is needed.

3 different possibilities of handling the deviation:

- Do nothing, turn pad not required
- The reconstruction of the TWY and installation of the turn pad. (**DAAD** & to meet the CS in future)
- **Special Condition (SC)** due to physical characteristics.

In all cases operational procedures and restrictions are needed.



Other questions on deviations

Width of TWY and TWY strip for A380/747-8 :
rationales/safety studies exist (e.g. AACG/BACG) for
justifying an **ELOS** when taxiing on Code E
taxiways/taxilanes with an extended strip (23 m-
wide bearing pavement with a 47.5/49 m strip).
Can a CAA still refuse an ELOS and impose a SC?



Other questions on deviations

What about fillets designed for very long ACFT (A340-600/777-300ER) based on the oversteering and not cockpit over centerline?

More of an ELOS or a SC?



Other questions on deviations

RETIL: UK CAA requests markings (white stripes just behind the RETIL lights) when RETILs are installed.

Why the CS ADR-DSN does not talk about them?



Other questions on CB

Some CAA clearly stated that, basically, they will refuse to consider any ELOS proposed by an airport for the moment.

Is this position compatible with the EASA philosophy?



Other questions on CB

Are the CS "De-icing facilities" applicable to aircraft de-icing on stand (where de-icing operations = a handling operation among many other)?

Or only to stands converted/used as de-icing facilities during the Winter season?



Other questions on CB

Should a CAA request elements of demonstration (e.g. on RWY longitudinal slopes) when the EU standards are the same than the previous national ones?



Other questions on CB

What about national specificities remaining active?
Do we have to mention them in the CB? Should we mention them in the new certificate?



Difficulties/ Questions II

- Handling of Deviations

„old“ deviations	„new“ deviations
Apron Floodlighting	Obstacle Limitation Surface
NO ENTRY sign	
Road-holding position light	
A/C stand identification sign?	
RESA	



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Thank you!

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