



EASA
European Aviation Safety Agency

Proposed changes to IRs for ADR & ATM/ANS

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TE.GEN.00409-001



Outline

- Current situation
- Objectives
- Challenges
- Proposed changes to ADR IRs
- Proposed IRs for ATM/ANS



Current situation

- CAT I/II/III well defined
- Runway requirements to support CAT I/II/III approach operations are included in CS-ADR.DSN
 - Same as in ICAO Annex 14, Volume 1
- Operations below RVR 550 m and/or DH below 200 ft require Low Visibility Procedures
 - Coordination between ADR Operator and ATS provider
- Well implemented for many years
 - Designed for the basic aircraft
 - Do not consider technology evolution



Objectives

- Allow standard operations to continue without any change
- Provide the regulatory basis to enable new types of operation and new technology to function
- Maintain safety
- Be technology neutral
 - Performance-based approach



Challenges

- SA CAT I approach operation on a CAT I runway
 - More demanding CAT I approach operation
 - Conducted within traditional CAT II approach operation
 - No ICAO SARPS for aerodrome design
 - Need to think out-of-the box
 - How
 - Consider which elements of a CAT II runway are essential
 - Flight Operations requirements
 - Establish a minimum set of requirements
 - On board technology should compensate missing elements



Proposed changes to ADR IRs

- Changes kept to the minimum
- Any type of operation below RVR 550 m require low visibility procedures
- No changes to the certification process
- Changes are mainly on:
 - Definitions
 - ADR.OPS.B.030 Surface Movement Guidance and Control System
 - ADR.OPS.B.045 Low Visibility Operations



Proposed changes to ADR IRs

➤ Definitions

- Definition of LVO added
- Definition of LVP amended to be consistent with the definition in Regulation 965/2012
- Definition of LVTO amended to align with ICAO
- Definition of LTS CAT I and OTS CAT II have been deleted because there is no reference in the regulation
- Definition of “operation with an operational credit” has been added identical to Regulation 965/2012



Proposed changes to ADR IRs

➤ ADR.OPS.B.030 SMGCS

- Current rule very general

- SMGCS is an important element for AWO

- Amended rule

- Contains high level requirements for system design

- Aerodrome design

- Operational and meteorological conditions

- Human factors

- Sets the objectives of the system

- Prevention of runway incursions

- Collision between aircraft and between aircraft and vehicles

- Requires the support of technological means and procedures

- Requires the coordination between aerodrome operator and air traffic services provider for the development of SMGCS procedures



Proposed changes to ADR IRs

➤ ADR.OPS.B.045 Low Visibility Operations

- Current rule very general and does not specify when low visibility procedures are required
- Amended rule:
 - Specifies conditions where low visibility procedures are required
 - Requires appropriate aerodrome equipment, facilities and procedures
 - Requires the coordination of aircraft and vehicles
 - Restricts or prohibits activities on the movement area
 - Requires the establishment of criteria for the preparation, initiation and termination of LVP
 - Requires the provision of information on the status of the aerodrome equipment and facilities
 - Requires the approval of the LVP and any change by the Competent Authority



Proposed IRs for ATM/ANS

- Handled through RMT.0464
 - Started well before RMT.0379
 - Transposes PANS-ATM into the EU Regulatory Framework
 - Includes provisions for Low Visibility Operations
 - Includes
 - Coordination between aerodrome operators and ATS providers
 - Provision of MET information
 - Information on aerodrome conditions and the operational status of associated facilities
 - Information on the operational status of navigation services
 - Operation of aeronautical ground lights
 - Use of ATC surveillance systems
 - Control of persons and vehicles
 - Use of A-SMGCS
 - Control of traffic during LVO
- Proposed rules available under NPA 2016-09



Technical details

- Technical details will be included in AMC
 - Under preparation
 - Depend on the outcome of the hazard identification
 - Some of them will be discussed during the 2nd day of the Workshop
 - Cross-domain consultation and consultation with experts is necessary



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attention**

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