



Electric & Hybrid Aviation Project

Session: Flight Standards

Topic 5 : Aerodromes

Presenter : Predrag Sekulic

Questions and Answers

30 minutes!

Scope:

- EU regulatory framework on aerodromes



Your safety is our mission.



NBR - aerodromes “in the scope”

REGULATION (EU) 2018/1139 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 4 July 2018

‘aerodrome’ means a defined area, on land or on water, on a fixed, fixed offshore or floating structure, including any buildings, installations and equipment thereon, intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft;

Article 2 Scope

- (e) the design, maintenance and operation of aerodromes, including the safety-related equipment used at those aerodromes, located in the territory to which the Treaties apply, which:
 - (i) are open to **public use**;
 - (ii) serve **commercial air transport**; and
 - (iii) have a **paved instrument runway of 800 metres** or more, or exclusively serve **helicopters** using instrument approach or departure procedures;
- (f) without prejudice to Union and national law on environment and land-use planning, the safeguarding of surroundings of the aerodromes referred to in point (e);

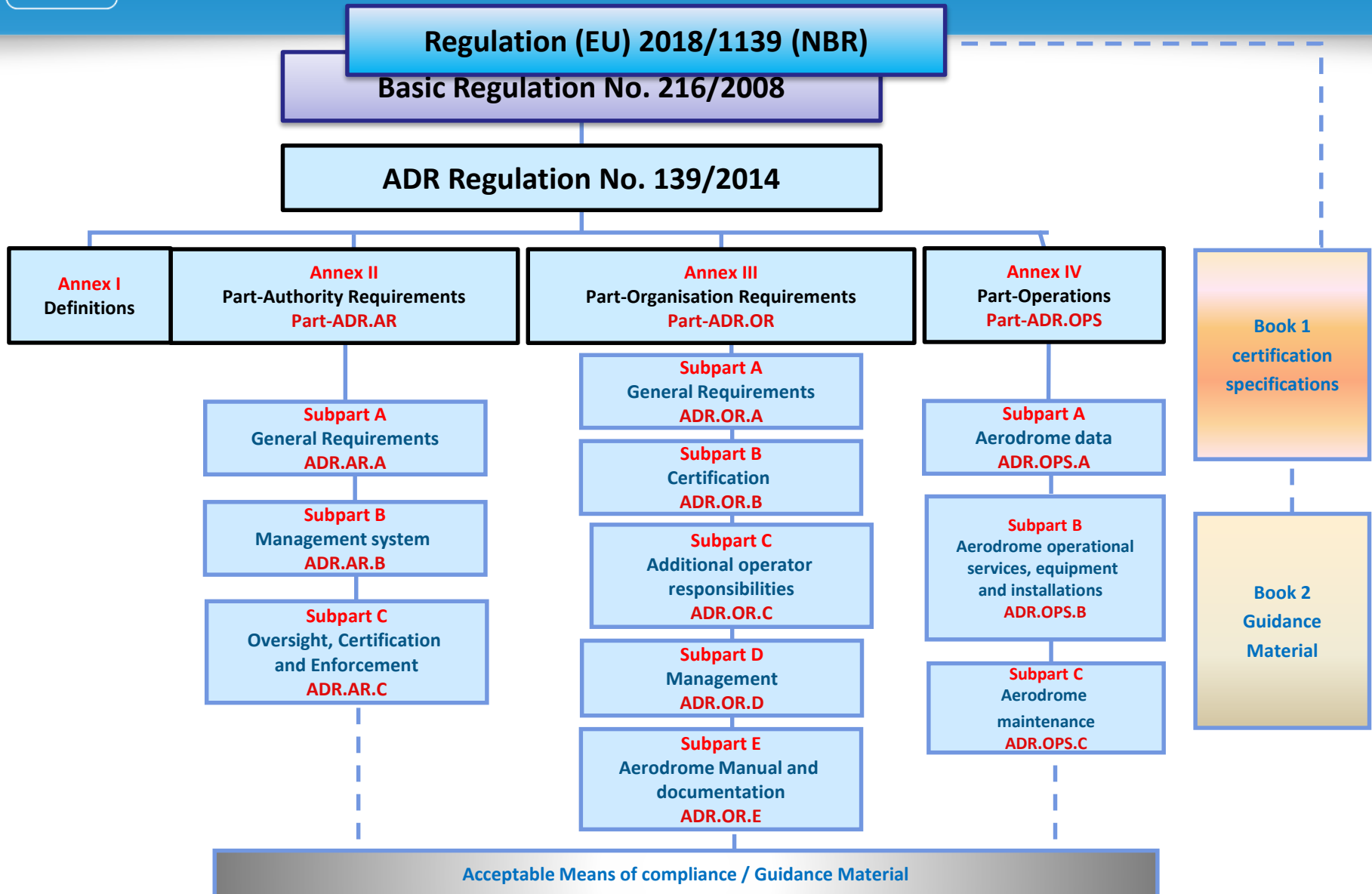
3. This Regulation shall not apply to:

- (b) aerodromes or parts thereof, as well as equipment, personnel and organisations, that are controlled and operated by the military;

7. Member States may decide to exempt from this Regulation the design, maintenance and operation of an aerodrome... where that aerodrome handles no more than 10 000 commercial air transport passengers per year and no more than 850 movements related to cargo operations per year....



Regulatory framework







Aerodromes in the EASA scope

457

certified/in
the process of
certification

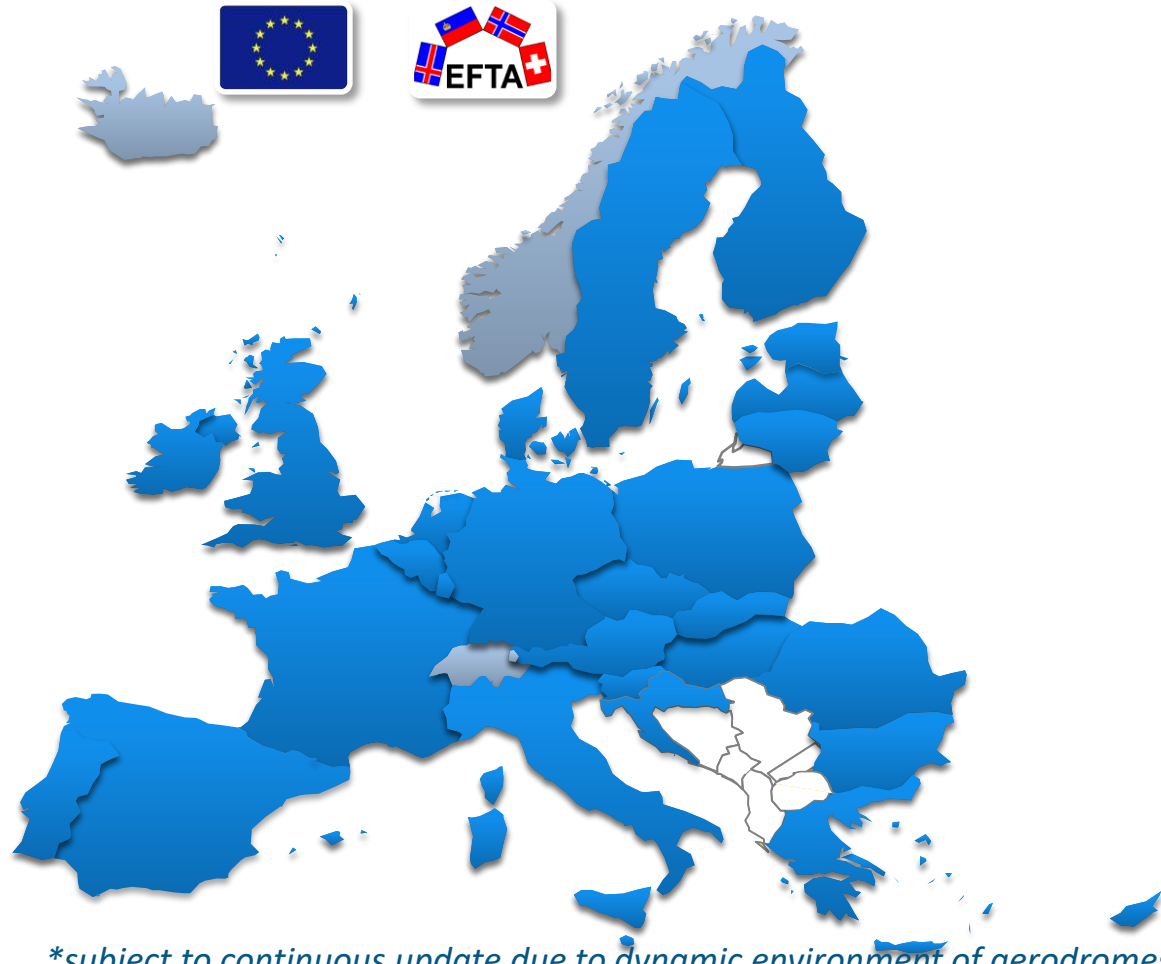
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exempted
based on low
traffic

1

flexibility
notifications

Σ aerodromes in the scope of BR = 577*



**subject to continuous update due to dynamic environment of aerodromes*



Aerodromes – Rulemaking developments

RMT.0485 – Requirements for apron management services at aerodromes

RMT.0591 – Regular update of aerodrome rules (CS Issue 5)

RMT.0638 – Certification Requirements for VFR heliports co-located at aerodromes

01
AUG
2017

NPA 2017-14

Certification specifications and guidance material for the design of surface-level VFR heliports located at aerodromes that fall under the scope of Regulation (EC) 216/2008 (CS-HPT-DSN - Issue 1)

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2017-14>

RMT.0589 – Rescue and Fire Fighting Services (RFFS)

RMT.0703 – Runway safety



Questions related to aerodromes / heliports:

- What kind of rules do you expect for air operations, licensing, continuing airworthiness, air traffic management, and take-off and landing sites?
- How would you do coordination between the city and the aviation authorities for establishment of these routes and ground infrastructure?
- What infrastructure is necessary on aerodromes / airfields / VertiPorts?
- In case, urban air mobility becomes reality, what kind of precautions should be introduced for persons on the ground?

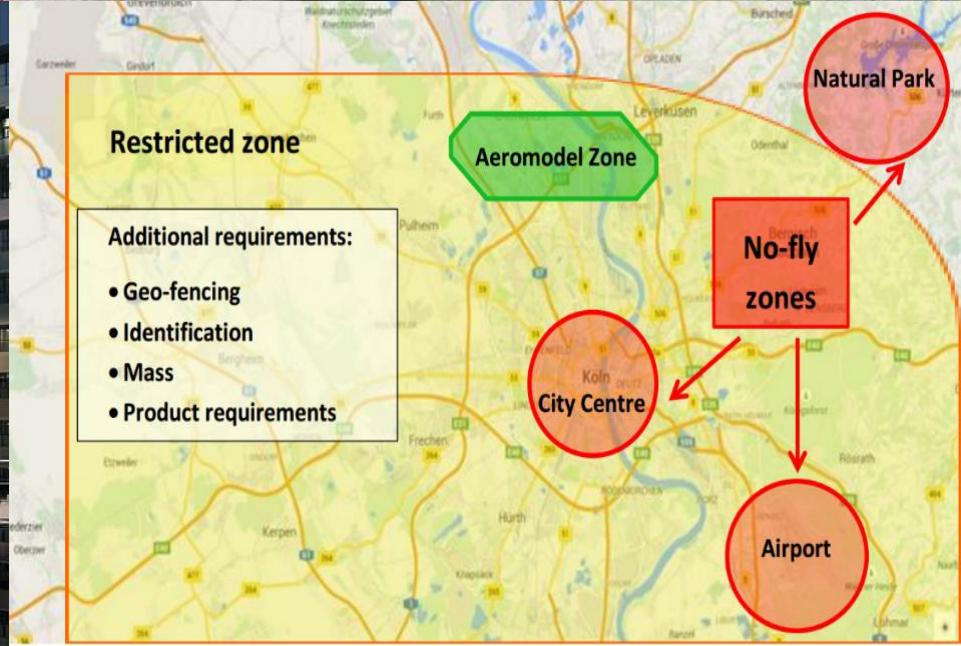
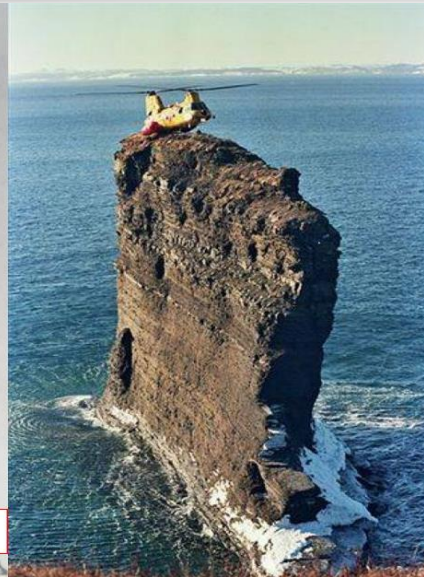
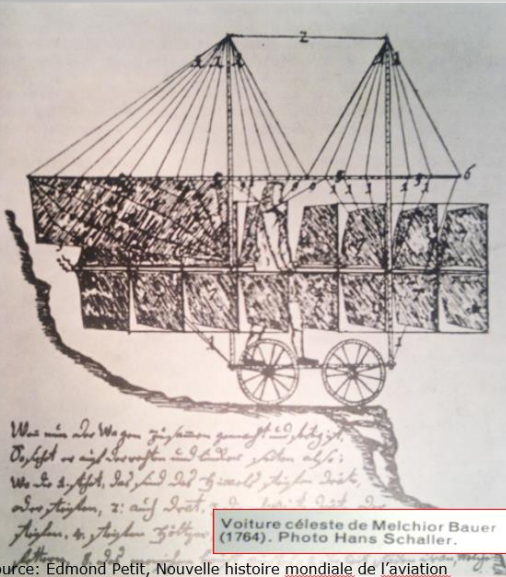


Replies (aerodromes related) on homework questions:

- **Heliports** with charging infrastructure,
- Not applicable for our electric motor glider project, should not be limited, this is up to the NAA to decide,
- Stick to the reality and to have an overall consistency,
- Current regulations for rotorcraft may provide adequate blueprints for eVTOL,
- **Safe operating areas** not different that current helicopter operations,
- Review of the ICAO standards,
- Ground infrastructure with its aviation authority, in compliance with EASA rules and local derogation,
- infrastructure is able to accommodate energy storage/loading, accessibility for ground transportation,
- On airport or airfield: no additional infrastructure; On **vertiport**: passenger and luggage control, protected area for take-off and landing,
- FATO (without equipment), charging (standardised), RFF,
- Designated emergency landing places,
- For beginning in cities only on heliports, outside also without heliports,
- Take-off and landing should be assigned aerodromes and **helistations**,
- It is important to increase the density of diverting airfields,
- Freely landing at any location (“on the parking lot of the mall”) is not considered reasonable for now,
- approach and t/o areas and procedures incl. obstacles clearance around **vertiports** to be considered and defined (both for surface-level and elevated vertiports). Approach zones need to be kept clear from persons on the ground, either by passive blocking means, or actively,



Developments: towards for Vport provisions?

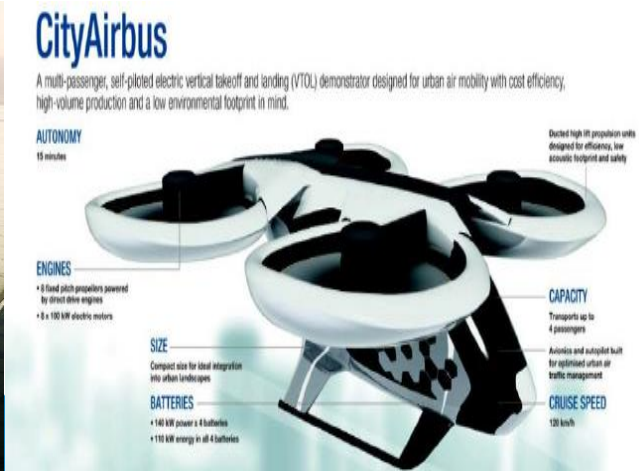




... and possible scenarios at aerodromes

With introduction of E&HAP / drones current aerodromes provisions are most likely to be further updated:

- ✓ Aerodrome infrastructure design, operation of aircraft
- ✓ Aerodromes planning and surveying



Thank you
QUESTIONS!



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