



Inspectie Leefomgeving en Transport
Ministerie van Infrastructuur en Milieu

EASA 139/2014

Implementation in the
Netherlands



Who are we?

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Department Enforcement Serviceproviders
- Klaas Monster (Q&A's)
Senior Inspector
Department Approvals, Permits and Certificates
- Monique Beernink (Q&A's)
Senior Inspector, Lead auditor
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Involvement of CAA with rulemaking

- CAA-NL (also Competent Authority) was not involved in rulemaking process EASA ADR
- Ministry of Transport (MoT) organized presentations to inform CAA on the upcoming EASA ADR
- CAA was approached for comments on the NPA by policy making (MoT)



Cooperation Amsterdam Airport Schiphol - CAA

- During 2013 Amsterdam Airport Schiphol (AAS) already made clear that they wanted to be certified under the new regulation in the course of 2014
- Management of AAS and the CAA agreed to aim for a transition audit in Q4 2014 (now planned for December 11, 2014)
- AAS and the CAA acknowledged their own independent responsibility in the transition process
- AAS and the CAA organised monthly meetings (as of November 2013) to identify subjects to be introduced and were to be included in the transition audit (gap analysis)



Actions CAA (1/2)

1. get acquainted with 139/2014
→ Airsight training in January 2014 (combined training with AAS, CAA-NL and military regulators)
2. Implementation of Authority Requirements
→ emphasize on relevant AR's to realise transition audit in December
→ implementation SMS (not completely finalized in December)
3. Classification of deviations from Certification Specifications (CS)
→ AAS inventory (95% already known)
→ classification : 'tennis game' between AAS & CAA
→ documentation not always available → temporary DAAD.
Documentation proportional to the severity of the deviation
→ No AltMOC's were identified



Actions CA (2/2)

4. Establish Certification Basis (ADR.AR.C.020)
→ define applicability technical specifications
5. Prescription Special Conditions (ADR.AR.C.025)



Discussions AAS – CAA on Implementing Rules

- Structure AM
 - Decision to use AMC 139/2014
- Safety assessment documentation not always available
 - Decision to classify known deviations temporary as a DAAD (expiry date 31/12/2015)
- Special Conditions (SC); ALOS required
 - MoT has been requested to define ALOS.
- Differences on ICAO
 - MoT to inform CAA how to deal with state differences on ICAO Annex 14 Volume I versus EASA 139/2014



Discussions on Certification Specifications

- Changes (ADR.OR.B.040), involvement of the CAA
 - Present national (Dutch) regulations allow more operator's responsibility
- Management of aeronautical data and aeronautical information (ADR.OR.D.007(a)): The operator shall implement and maintain a QMS
 - To be certifiable under ISO9001 is considered as a means of compliance
- Safeguarding of aerodromes (ADR.OPS.B.075)
 - definition surroundings



Remarks

- At introduction no GAP analysis available ICAO Annex 14 Volume I vs EASA 139/2014
- Introduction apron management services (??)
- Set up bureaucratic (legal), all actions/decisions have to be demonstrated.
- Uncertainty of future EASA audits → how will audits be set up? how will auditors be trained? what will be depth of audit? what has to be demonstrated



Questions?