

EASA Workshop for the evaluation of ADR Rules

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6th April 2022

**Agenda Item 3: ICAO
Transposition & Intl.
Harmonisation**



→ Prioritisation of Aerodrome Regulations - Transposition of ICAO Regulation

Agenda:

- 1) What is the issue?
- 2) What is ACI's Position?
- 3) What could be potential solutions?

→ What is the Issue?

- Since 31 December 2017 Aerodromes within the EASA scope have been certified to comply with EASA Regulations
 - > The bulk of Aerodrome Regulations required to achieve the highest levels of safety in a harmonized European regulatory framework ensuring a Level Playing field has been achieved
 - > The Covid-Pandemic has severely impacted the capacity of airports to develop and implement new regulations
 - > New regulations should therefore meet stringent test
 - Will the new regulation significantly enhance safety?
 - Do new technologies, new business models or newly emerging risks require new regulations?
 - If new regulations are required, can existing rules be replaced/scrapped?

ACI Position: Cooling down of new rulemaking where possible

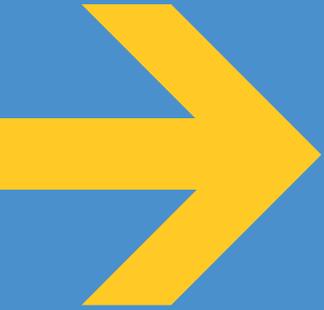
1) What is the Issue? (continued)

- New and updated aviation regulations emanate from ICAO. Where these have **direct and global implications** and/or ensure **operational flexibility or cost reductions**, a swift transcription into European Regulation should be ensured: e.g.
 - > adoption of Global Reporting Format
 - > Operational flexibility with earlier adoption of CS Issue 4 for large aircraft
 - > Reflect changes in technology that will improve safety / is more sustainable / has become a new standard replacing older technology (e.g. introduction of LED lighting to replace traditional systems)
 - > Changes in technology may require new or updated regulations: e.g. electrification of aircraft and vehicle fleets, new sensors, moving maps provide real time and accurate data and situational awareness

***ACI Position:* Requests for Cooling down & rule updates are not contradictory if safety, flexibility, clarity, efficiency, cost reduction or sustainability are strengthened.**

Possible solutions?

1. Cooling down of rulemaking in ADR sector should be the main premise
2. Regular review of rules with ACI & NAAs to identify needs for updating/simplifying/streamlining of rules
3. Stakeholder involvement in evaluation of potential new rulemaking from safety risk identification throughout the rulemaking process
4. Stakeholder involvement in identification of new rule requirements to accommodate changes in technology or business models
5. Where rulemaking is required implementation timelines for IR – AMC/GM need to be aligned → NAA audits of Aerodromes focusing on new regs should only be considered once AMC/GM have been issued and a reasonable transition period for implementation observed



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