



EASA

European Aviation Safety Agency

Aerodrome rules

“certification and conversion”

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Aerodromes Regulations Officer
Cluj, 21 September 2015

Your safety is our mission.

An agency of the European Union 

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II

(Non-legislative acts)

REGULATIONS

COMMISSION REGULATION (EU) No 139/2014 of 12 February 2014

laying down requirements and administrative procedures related to aerodromes pursuant to
Regulation (EC) No 216/2008 of the European Parliament and of the Council

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

design and safe operation of aerodromes referred to in
Article 8a(5) before 31 December 2013.

Having regard to the Treaty on the Functioning of the European
Union,

Having regard to Regulation (EC) No 216/2008 of the European
Parliament and of the Council of 20 February 2008 on
common rules in the field of civil aviation and establishing a
European Aviation Safety Agency, and repealing Council
Directive 91/670/EEC, Regulation (EC) No 1592/2002 and
Directive 2004/36/EC⁽¹⁾, amended by Regulation (EC) No
1108/2009⁽²⁾, and in particular Article 8a(5) thereof,

Whereas:

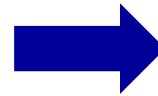
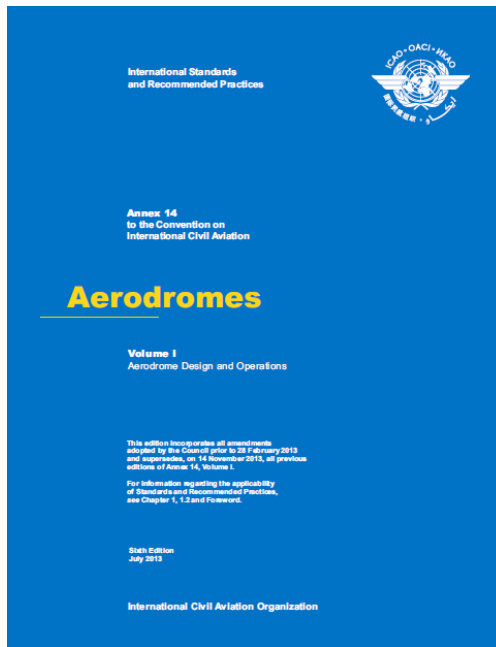
- (4) In order to ensure a smooth transition and a high level of civil aviation safety in the Union, the Implementing Rules should reflect the state of the art and the best practices in the field of aerodromes; take into account the applicable International Civil Aviation Organization (hereinafter referred to as 'ICAO') Standards and Recommended Practices, thereby respecting ICAO's respective classification throughout the system of rules; and worldwide aerodrome operation experience, and scientific and technical progress in the field of aerodromes; be proportionate to the size, traffic, category and complexity of the aerodrome and nature and volume of operations thereon; provide for the necessary flexibility for customised compliance; and cater for the cases of aerodrome infrastructure which has been developed, prior to the entry into force of this Regulation, in accordance with the different requirements contained in the national legislations of the Member States.





Background

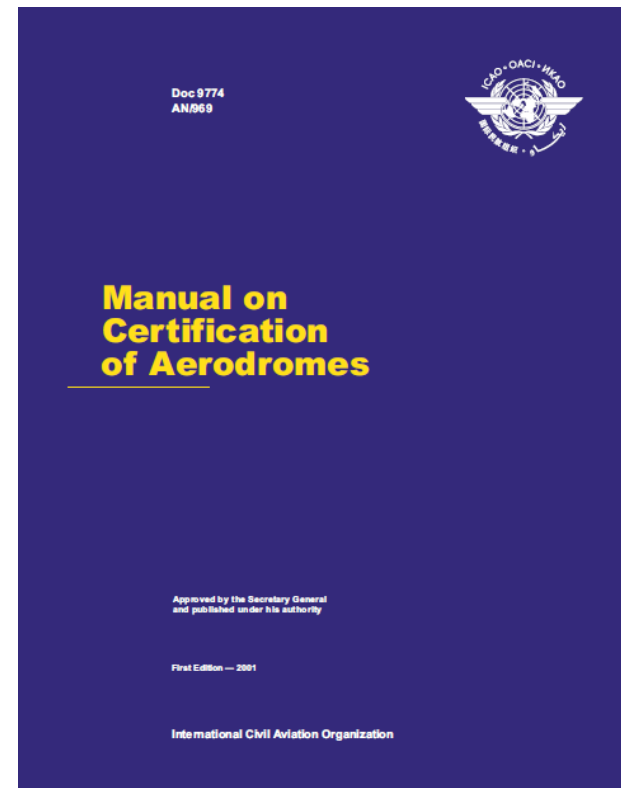
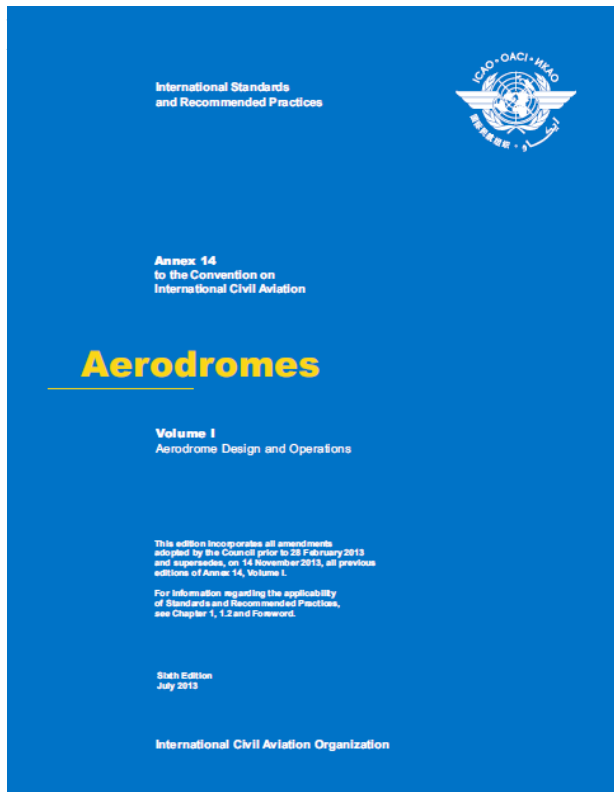
➤ The aerodrome rules in Europe then: a fragmented picture





Background

- Different approaches in implementing the same ICAO provisions with regard to aerodrome certification
 - who, what, how, when



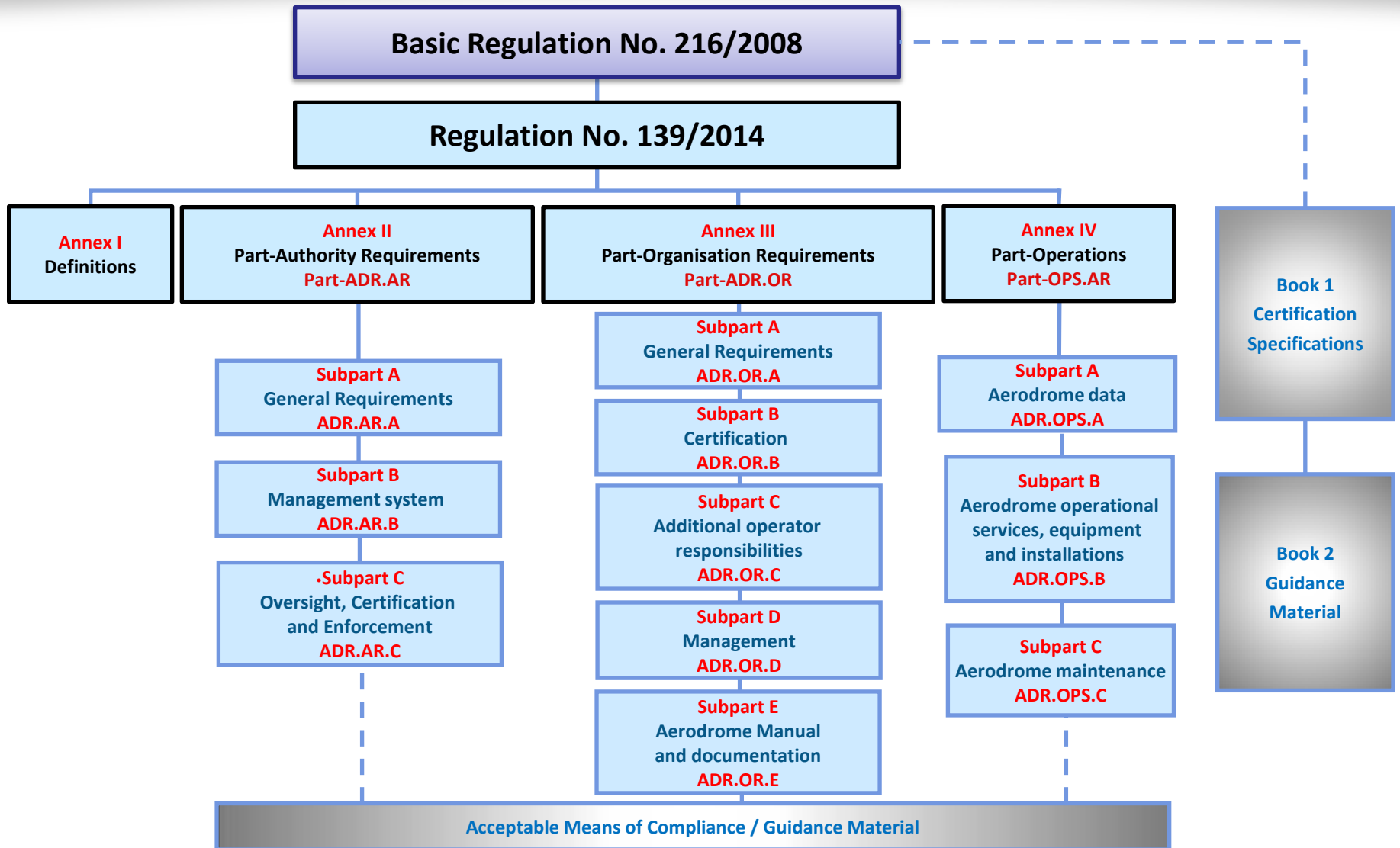


Background

- **In 14-02-2014 the first-ever common European rules on aerodrome safety were a fact**
- **Another common European effort to overcome differences**
 - such as applicable regulations, legal systems, long-established practices, topography, geography, ways aerodromes had been built and operated for years
- **The outcome of this process is widely accepted to be a success**
 - building on our common basis: ICAO
 - flexibility, proportionality, room for innovation, performance-based oversight, and other elements, embedded in the rules and the aerodrome certification scheme
 - the situation is now evolving, e.g. new ICAO SARPs, pending issues, emerging safety issues, etc. ... but this is normal



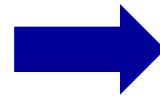
Background





Background

➤ Regulatory framework evolution

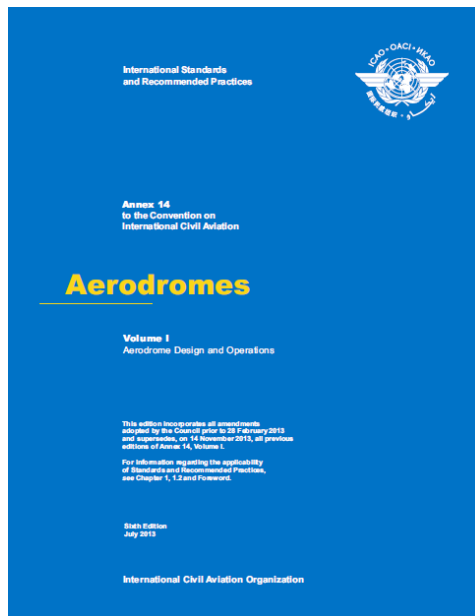


➤ First, significant, step was accomplished



Implementation phase

- Applying Regulation 139/2014 for the first time means moving from the national versions of Annex 14 and certification schemes, towards EASA rules



31/12/2014

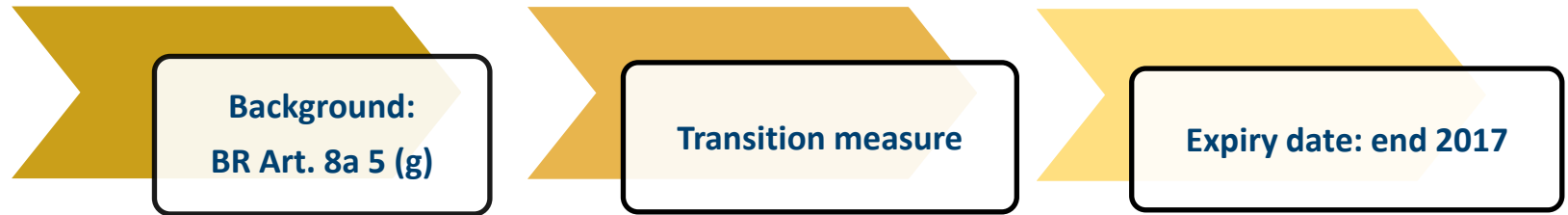
31/12/2017

- There are also specific flexibility tools to be used in this transition process



Implementation phase: 1st tool

Art. 6 of Regulation of 139/2014 - Conversion of certificates



- All national certificates issued before 31/12/2014 remain valid until they are issued in accordance with Art. 6 or at least until end 2017.
- CB establishment and “gap analysis” (national rules v. “EASA” rules)
- Demonstration of compliance with different rules (CS & IR’s); but
- Demonstration of compliance with CS’s may be waived by the CAA (but not actual compliance - Art. 6.3) .
- “EASA based” certificate is issued



Implementation phase: 2nd tool

Art. 7 of Regulation of 139/2014 - DAAD

Background:
BR Art. 8a 5 (g)

Transition measure

**Expiry date: new
Applications until end of
2024**

- Deviations from the CS's can be accepted by the CAA under certain conditions and noted in a special document (DAAD):
 - used when a deviation is neither ELOS or Special Condition;
 - deviation is pre-existing (before 06/03/2014),
 - deviation at least respects the objectives set in the ER's of Annex Va,
 - for such deviation/s a safety assessment has been completed and mitigation measures & corrective actions been developed as appropriate.
- Validity of DAAD is defined by the CAA and can exceed 2024.



Implementation phase: 3rd tool

Art. 11 of Regulation of 139/2014 - Entry into force and application

Background: good practice

Setting entry into force and legal applicability

20 days after publication & End of 2014

- 139/2014 came into force 20 days after publication (6th March 2014).
- Art. 11 allows addressed entities different dates to comply with the relevant annexes of 139/2014.
- CAAs shall comply with annex II by end of 2017.
- Aerodrome operators shall comply with Annex III and IV from date of issuance of an EASA based certificate/s to them.
- If an ongoing certification process did not lead to certificate by end of 2014, the process has to restart on basis of EASA rules.



Conclusions

- **Regulation 139/2014 establishes an aerodrome certification framework that builds on ICAO material**
- **Flexibility is embedded in the way Annex 14 SARPs have been transposed in the EU legal system**
- **Transition from national systems to the EU one is facilitated by additional flexibility tools for authorities but also for the aerodrome industry**



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Thank you for your attention!

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