



Implementing R (UE) 139 / 2014 – Arad Airport

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21-22 SEP 2015, Cluj Airport**

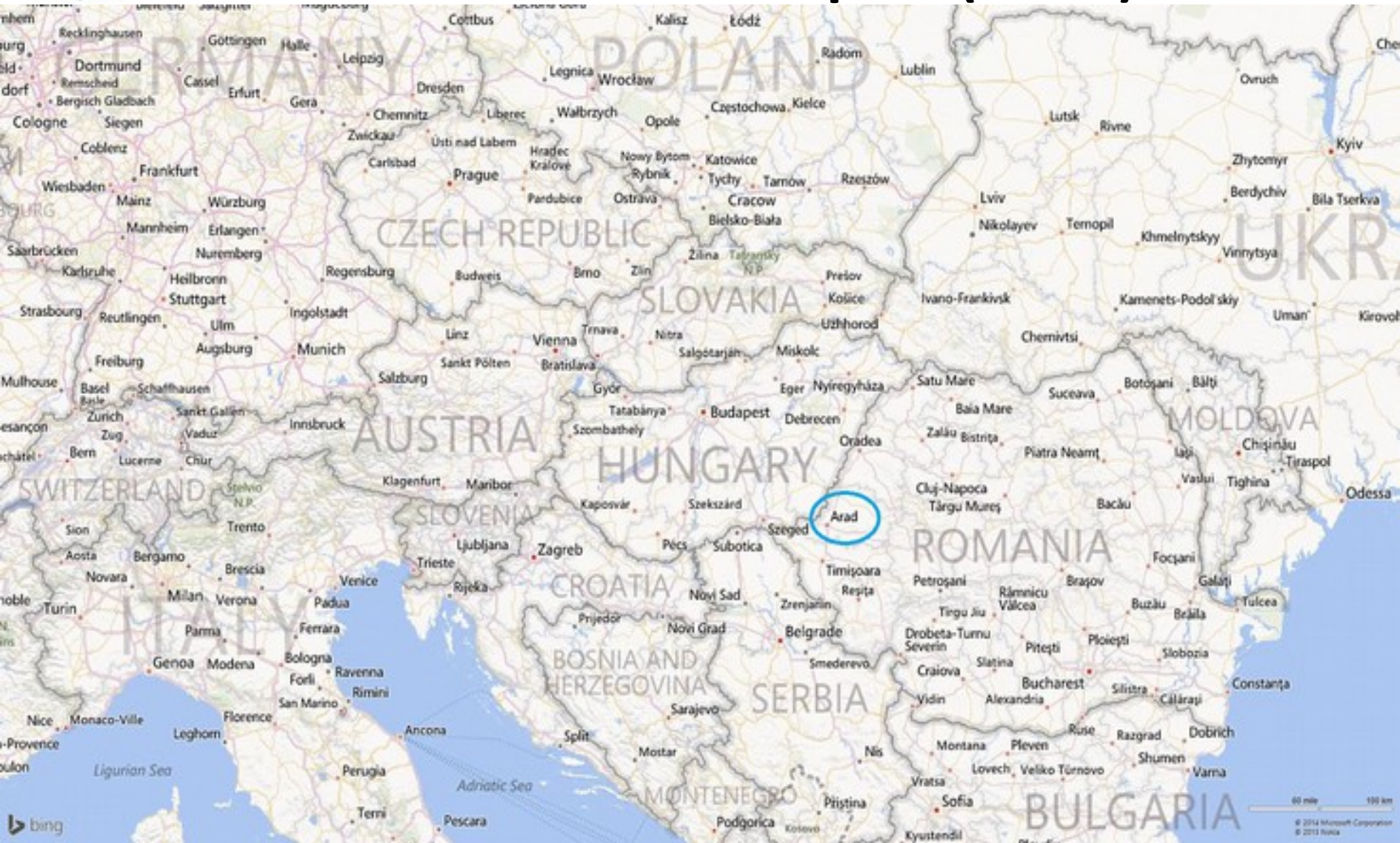


Agenda

- 1. Introduction - Arad Airport (LRAR)**
- 2. R (UE) 139/ 2014**
- 3. ARW Aerodrome Implementation Plan**
- 4. LRAR EASA Conversion Process**
- 5. Q&A**

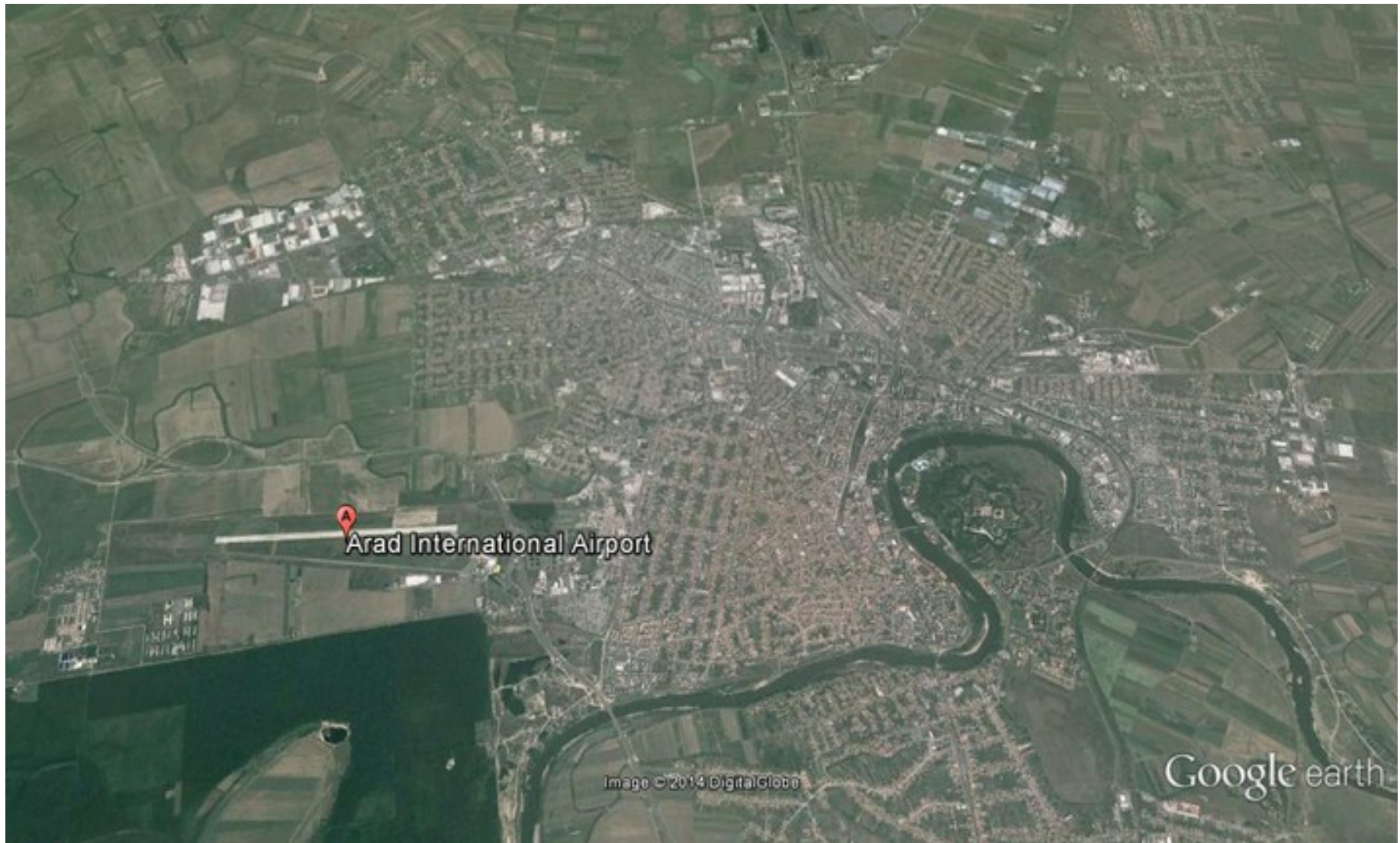


1. Introduction–Arad Airport (LRAR)





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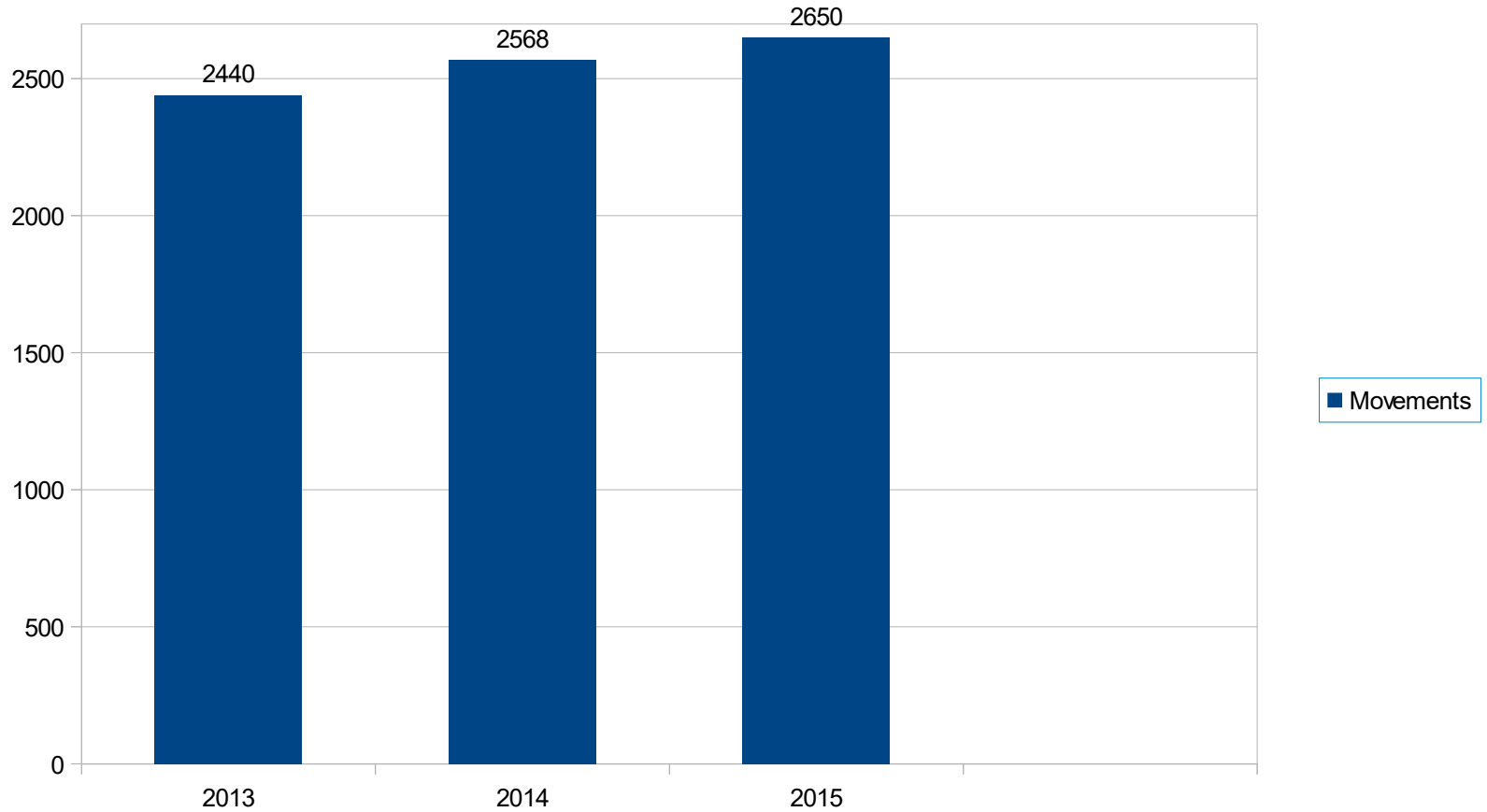


1. Introduction–Arad Airport (LRAR)



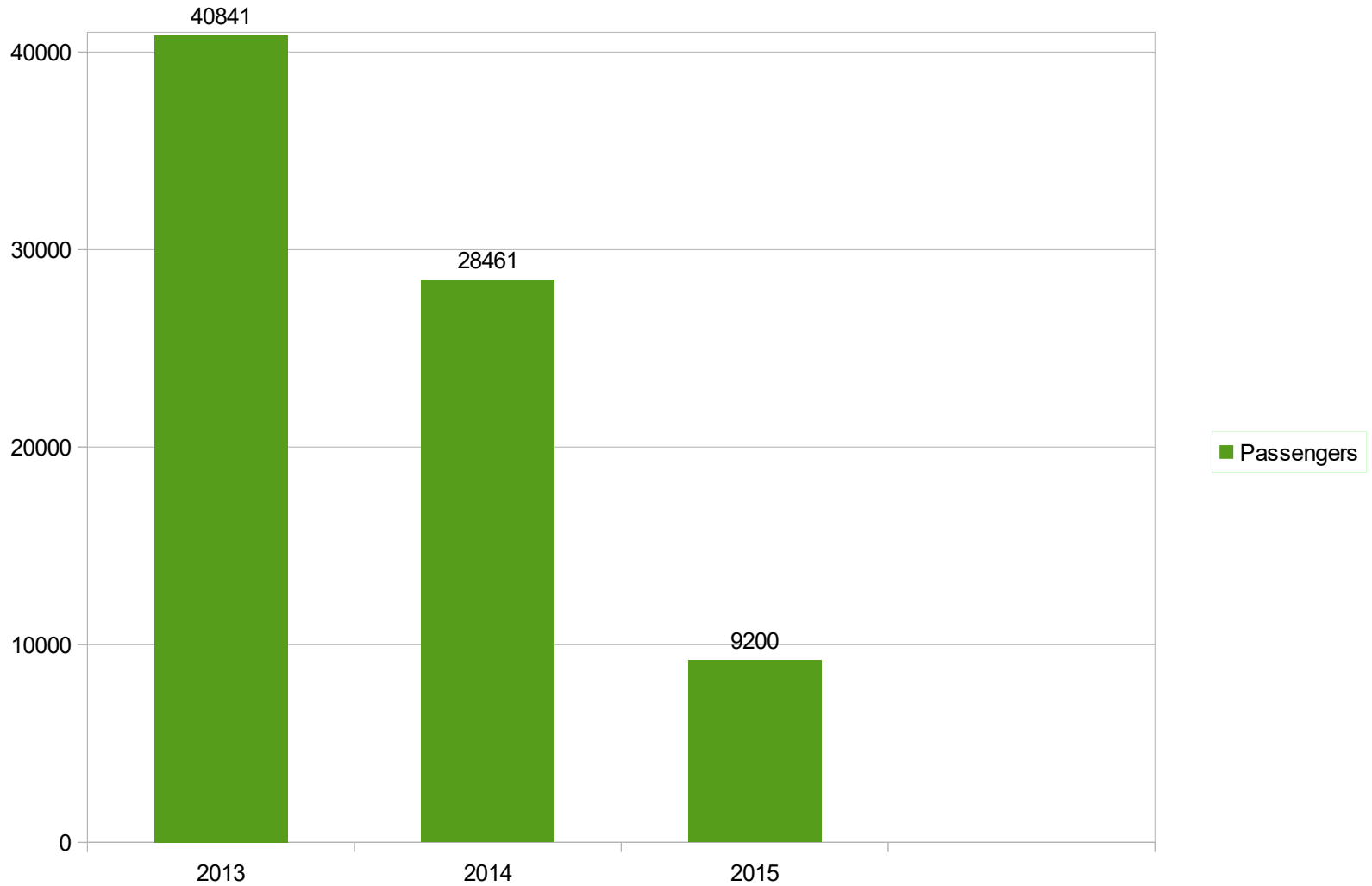


1. Introduction–Arad Airport (LRAR)





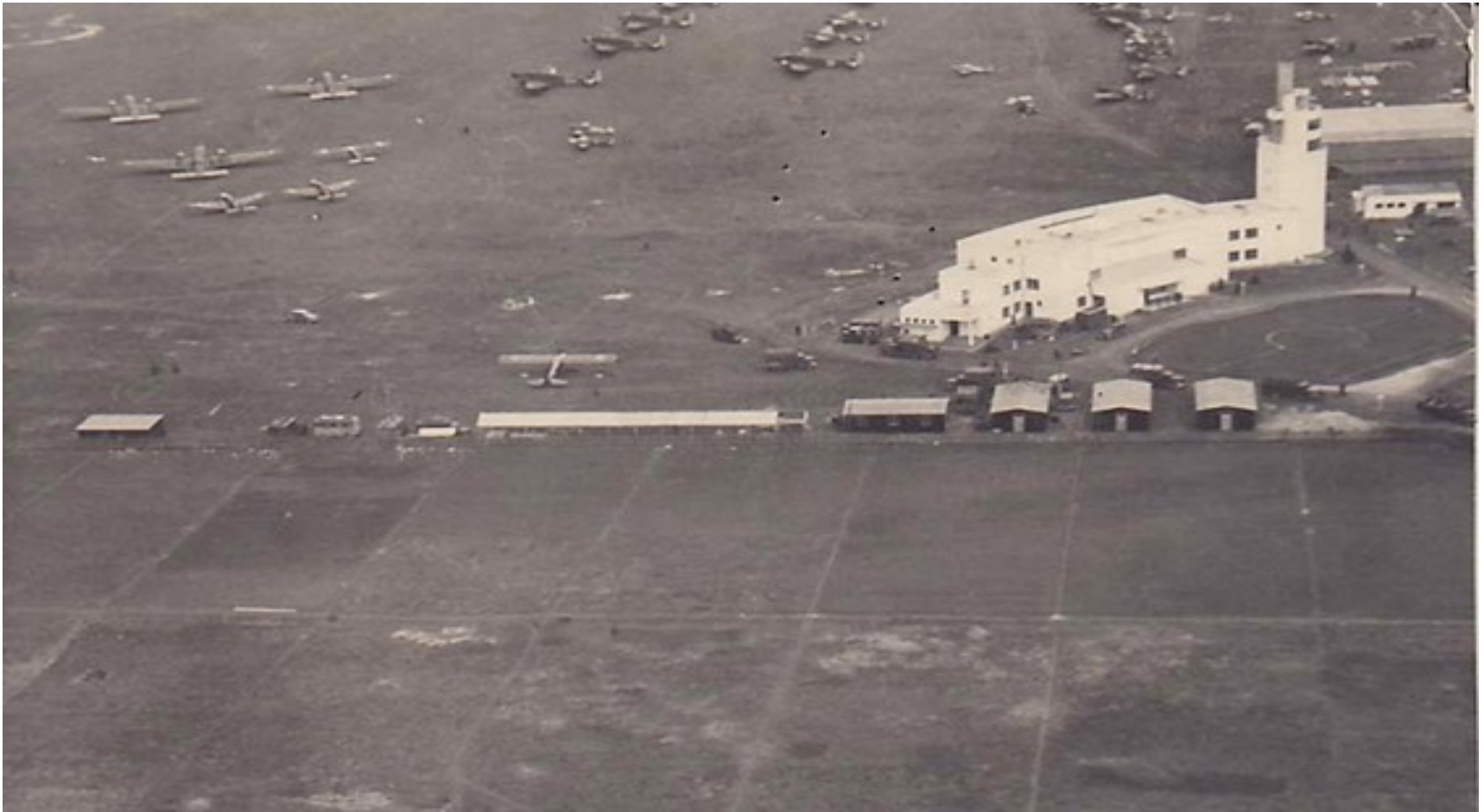
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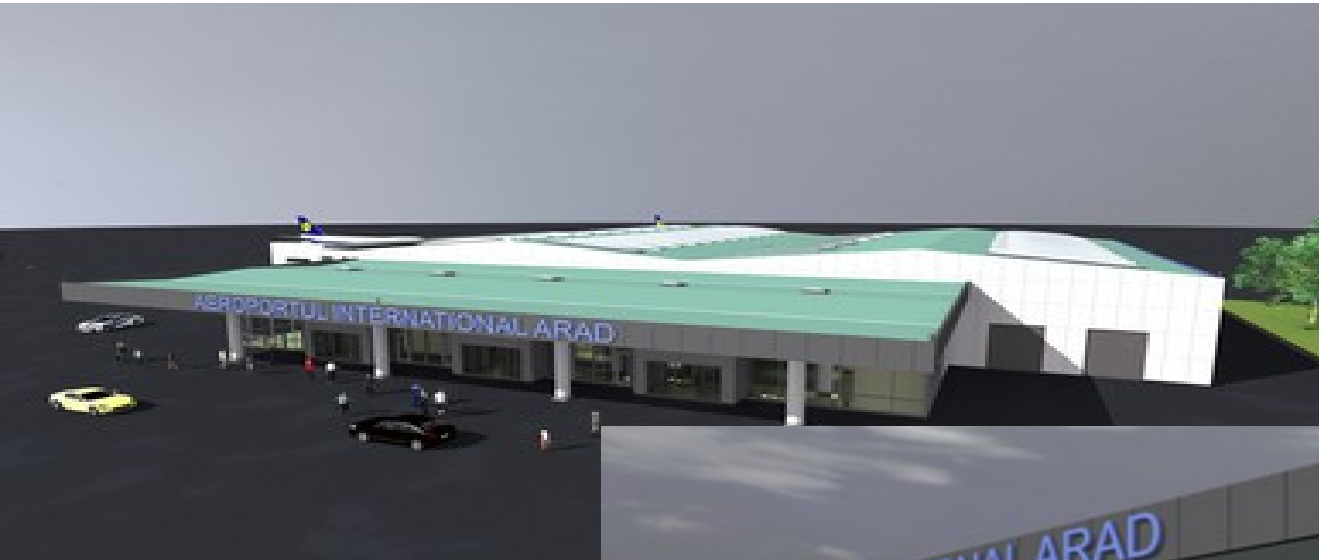
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1. Introduction–Arad Airport (LRAR)

- Q1 2016





1. Introduction–Arad Airport (LRAR)

- Q1 2016





1. Introduction–Arad Airport (LRAR)





1. Introduction–Arad Airport (LRAR)

Airport Infrastructure	Physical Characteristics
1. Runway (RWY 09/ 27)	<ul style="list-style-type: none">▪ Dimensions : 2000 x 45 m;▪ Displace thershold (180 m) on 27 approach (APP);▪ Strength (Pavement Classification Number – PCN) : 41R/C/W/T;▪ Lighting system :<ul style="list-style-type: none">- 27 APP : CAT II, 570 m- 09 APP : CAT I, 900 m.
2. Taxiways (TWY)	<ul style="list-style-type: none">▪ TWY A;▪ TWY B;▪ TWY C;▪ TWY D.
3. Aprons	<ul style="list-style-type: none">▪ APRON 1 : - 3 parking positions;▪ APRON 2 : - 4 parking positions & 3 alternative.



1. Introduction–Arad Airport (LRAR)

AUTORITATEA AERONAUTICĂ CIVILĂ ROMÂNĂ
ROMANIAN CIVIL AERONAUTICAL AUTHORITY

CERTIFICAT DE AUTORIZARE AERODROM CERTIFICATE
No. No. AP 01 / 2014

1. În baza prevederilor art. 26 din Ordonanța Guvernului nr. 29 din 1997 privind Codul Aerian Civil, republicată, cu modificările și completările ulterioare, a competențelor acordate prin OMTCT nr. 1195/2006, privind desemnarea AACR ca autoritate națională de supraveghere, organism tehnic specializat pentru îndeplinirea funcției de supraveghere a siguranței avionului în stație civilă, în nivel național, Hotărârea Guvernului României nr. 405 din 12.08.1993, privind înființarea AACR, cu modificările ulterioare, precum și a rezultatului evaluării, consemnate în raporturile de audit nr. AP-01 din 28.02.2014 și AP-012 din 03.11.2014, Autoritatea Aeronautică Civilă Română emite prezentul certificat pentru:

AEROPORTUL ARAD
Lat: 46°19'26" N Long: 21°15'43" E
Administral de **AEROPORTUL ARAD S.A.** Operated by
Arad, Calea Aeroportului nr. 4, cod 310558, juđ. Arad

2. Prezentul certificat atestă că Aeroportul Arad, administrat de Aeroportul Arad S.A., îndeplinește cerințele de autorizare prevăzute de legislația aeronautică aplicabilă și declarate în Manualul de Aerodrom.

3. Prezentul certificat nu este transferabil și este valabil până la data de **03.08.2016**.

4. Certificatul poate fi oprit, revocat, restricționat, suspendat, modificat sau anulat de Autoritatea Aeronautică Civilă Română în cazul în care deținătorul certificatului nu mai respectă condițiile de autorizare.

5. Condițiile specifice și restricțiile operaționale sunt menționate în edția a 2-a a anexei la prezentul certificat.

2. According to the provisions of the art. 26 of the Romanian Government Ordinance No. 29 from 1997 regarding the Civil Air Code, republished, with amendments and additional requirements, on the basis of the competences granted by OMTCT no. 1195/2006, concerning the appointment of the Romanian CAA as National supervisory authority - technical specialized body to execute at national level, the civil aviation safety supervision function, the Romanian Government Decision no. 405 of August 12, 1993, regarding the establishment of the AACR, with additional requirements, and on the assessment results of the audit reports No. AP-01 dated 28.02.2014 and AP-012 dated 03.11.2014, the Romanian Civil Aeronautical Authority hereby issues the present certificate for

3. The present certificate confirms that the Arad Airport, operated by Aeroportul Arad S.A., fulfills the authorization requirements according to the aeronautical legislation in force and declared in the Aerodrome Manual.

4. The present certificate is not transferable and is valid until **03.08.2016**.

5. The certificate can be revoke, restricted, suspended, modified or canceled at any time by the Romanian Civil Aeronautical Authority if the certificate's holder no longer meets the authorization requirements.

6. The specific terms and operational limitations are mentioned in the 2nd edition of the annex to the present certificate.

Date withdrawn / Date of issue: 01.11.2014

Director General
Armand PETRESCU

Ediția a 2-a / 2nd Edition

Privileges granted under AP 01/ 2014 :

- ICAO code reference : 4C;
- Authorized operating conditions :
 - open for public use;
 - public air transport operations;
 - general aviation & aerial work;
 - approach type;
 - RWY 09 : non-precision approach;
 - RWY 27: precision approach CAT II;
 - LVO/ LVTO only for RVR \geq 350 m;
- Valid until 03 AUG 2016;



1. Introduction–Arad Airport (LRAR)

R 216/ 2008 (&R 1108/ 2009) – Art. 3a	LRAR	Conclusion
Aerodromes, including equipment, located in the territory subject to the provisions of the Treaty :	- located in a Member State	LRAR has to comply with the substantive requirements & essential requirements of R 216/2008 (& R 1108/ 2009)
- open to public use and which	- open for public use	
- serve commercial air transport and where	- open for air transport operations	
- operations using instrument approach or departure procedures are provided	- instrument approach procedures for RWY 09&27	
- have a paved runway of 800 metres or above	- RWY 09/27 = 2000 m	
Personnel and organisations involved in the operation of these aerodromes		



2. R (UE) 139 / 2014

2.1 Differences between ICAO and EASA regulations applicable to ADR

a. Chicago Convention

Article 28: “**Each contracting State** undertakes, so far as it may it practicable, to:

a) **Provide on its territory, airports**, radio services, meteorological services an other air navigation facilities to facilitate international air navigation, **in accordance with the standards and practices recommended or established from time to time pursuant to this Convention.**”



2. R (UE) 139 / 2014

b. ICAO - Standards and Recommended Practices

Standard: Any specification for physical characteristics...personnel or procedure, the uniform application of which is recognized as necessary for the safety or regularity of international air navigation and to which **Contracting States will conform** in accordance with the Convention



2. R (UE) 139 / 2014

b. ICAO - Standards and Recommended Practices

Recommended Practice: Any specification for physical characteristics, configuration, matériel, performance, personnel or procedure, the uniform application of which is recognized as desirable in the interest of safety, regularity or efficiency of international air navigation, and to which **Contracting States will endeavour** to conform in accordance with the Convention



2. R (UE) 139 / 2014

c. R (UE) 139/ 2014

Article 1 Subject matter and scope :

....

2. **Competent Authorities** involved in the certification and oversight of aerodromes, aerodrome operators and apron management service providers **shall comply with the requirements laid down in Annex II.**
3. **Aerodrome operators and providers of apron management services shall comply with the requirements laid down in Annex III.**
4. **Aerodrome operators shall comply with the requirements laid down in Annex IV.**



2. R (UE) 139 / 2014

ICAO	R (UE) 139/ 2014 - EASA
Standards	Rules
<u>automatically binding on ICAO Contracting States</u>	Binding on entities (NAAs, aerodrome operators) <i>With some exceptions (applicable to Member States) :</i> <ul style="list-style-type: none">- <i>Safeguarding of aerodrome surroundings</i>- <i>Monitoring of aerodrome surroundings</i>- <i>Wildlife hazard management .</i>
<u>NOT</u> on legal or natural persons (unless transposed)	Rules are applicable to the citizens in all Member States



2. R (UE) 139 / 2014

R (UE) 139/ 2014

- no “ hard law “ for Certification Specification (CS)
- authority and organisations requirements from domains like OPS and FCL where material has already been produced (absence of ICAO SARPS for AR and OR)
- ADR personnel (e.g. RFF, marshalls, drivers, maintenance) is not considered a regulated profession
- no rules for ADR equipments



3. LRAR Implementation Plan

Starting point :

- as early as 2012 – working group for NPA 2011-20;
- good working relation with the Romanian CAA.



European Aviation Safety Agency

NOTICE OF PROPOSED AMENDMENT

NPA 2011-20 (A)

RMT.0136 (ADR.001 (a)) & RMT.0137 (ADR.001 (b))

RMT.0140 (ADR.002 (a)) & RMT.0141 (ADR.002 (b))

RMT.0144 (ADR.003 (a)) & RMT.0145 (ADR.003 (b))

**Authority, Organisation and Operations
Requirements for Aerodromes**



3. LRAR Implementation Plan

Step 1. - R (UE) 139/2014 Implementation Team

LRAR Implementation Team consisting of Head of Departments :

- Safety – Team Leader;
- Infrastructure;
- Rescue and Fire Fighting;
- Ground Operations;
- Human Resources.

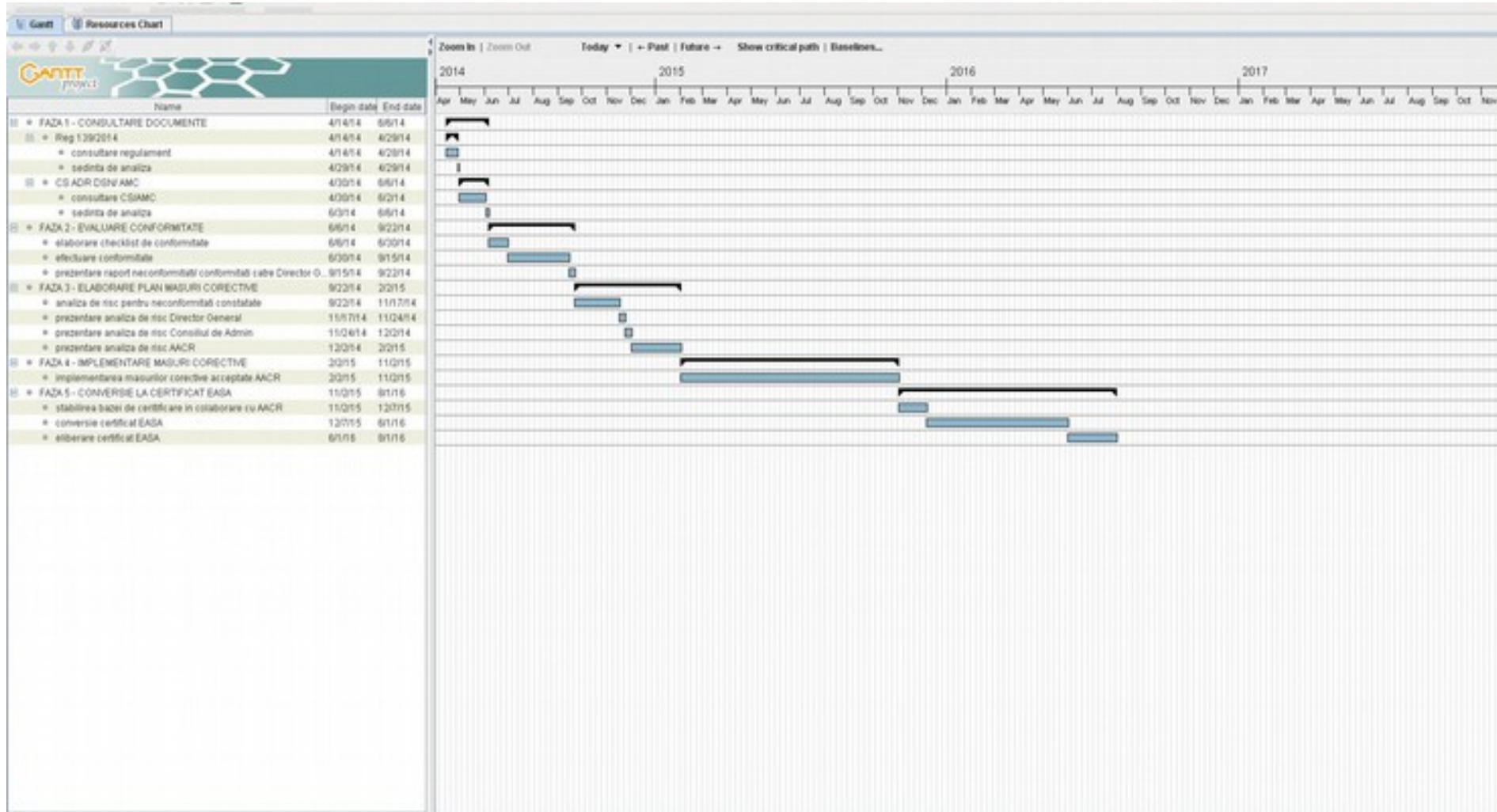
Step 2. - Developing the Implementation Plan

Implementation Plan – consisting of 5 phases with an estimated duration of 1 ½ years

- initiated in APR 2014;
- implementation estimated for 1 JAN 2016 (including a 6 months buffet time)



3. LRAR Implementation Plan





3. LRAR Implementation Plan

Step 2. - Developing the Implementation Plan

Phase 1 : Familiarising with the documents

- R 139/ 2014;
- CS;
- AMC/ GM.

Phase 2 : Self compliance

Phase 3 : Findings and possible mitigation measures

Phase 4 : Implementing the mitigation measures

Phase 5 : Conversion



3. LRAR Implementation Plan

1

- Identify the applicable rules

2

- Check compliance – checklistst provided by the Romanian CAA

3

- Defined actions for non-compliances

4

- Proposed Certification & Operations Basis (CB & OB)

5

- AACR reviewed and approved CB and OB



4. LRAR Conversion Process

LRAR Objectives :

1. to comply with the time frame agreed with the Romanian CAA;
2. to keep the current AP 01/ 2014 privileges.

EASA certification package – provided by the Romanian CAA included in PIAC-AD-139, 1st edition 2015 available at <http://www.caa.ro/reglementare/aeroporturi>

- Compliance checklists for EASA CS, OR and OPS;
- EASA ADR Manual Structure;
- Application Form;
- Declaration of Compliance Form;
- Criteria for EloS and SC;
- Guidance Material for Developing an Aeronautical Study.



4. LRAR Conversion Process

A	B	C	D	E	F	G	H	I	J
1	Annex to EASA ED Decision 2014-013-R - Certification Specifications	Ref. RACR-AD- PETA	OK / No / NA	Stare de conformare / nivel de remediere	Termen				
2	A. General								
3	CS ADR-DSN.A.001 Aerodrome reference code	(a) An aerodrome reference code, consisting of a code number and letter which is selected for aerodrome planning purposes, should be determined in accordance with the characteristics of the aeroplane for which an aerodrome facility is intended.	1.7.1.						
4		(b) The aerodrome reference code numbers and letters should have the meanings assigned to them in Table A-1.	1.7.2.						
5		(c) The code number for element 1 should be determined from Table A-1, column 1, selecting the code number corresponding to the highest value of the aeroplane reference field lengths of the aeroplanes for which the runway is intended. The determination of the aeroplane reference field length is solely for the selection of a code number and is not intended to influence the actual runway length provided.	1.7.3.						
6		(d) The code letter for element 1 should be determined from Table A-1, column 3, by selecting the code letter which corresponds to the greatest wingspan, or the greatest outer main gear wheel span whichever gives the more demanding code letter of the aeroplanes.	1.7.4.						
7	CS ADR-DSN.A.010	intentionally blank							
8	B. RWY								
9	CS ADR-DSN.B.011 Number, siting and orientation of runways	The number and orientation of runways at an aerodrome should be such that the usability factor of the aerodrome is optimised taking into account that safety is not compromised.	3.1.1.						
10	CS ADR-DSN.B.020 Choice of maximum permissible crosswind	intentionally blank							

A	B	C	D	E	F	G	H
11	CS ADR-DSN.B.021 Data to be used	intentionally blank					
12	CS ADR-DSN.B.030 Runway threshold	(a) A threshold should be provided on a runway. (b) A threshold needs not to be provided on a take-off runway. (c) A threshold should be located at the extremity of a runway unless of considerations justify the choice of another location. (d) When it is necessary to displace a threshold, either permanently or its normal location, account should be taken of the various factors which bear on the location of the threshold.	R110/2014 - CR	Annex to EASA ED Decision 2014-013-R - AAC	OK / No / NA	Stare de conformare / nivel de remediere	Termen
13							
14							
15							



4. LRAR Conversion Process

Findings following self-assessment :

Part ADR_OR and respective AMC	Minor deviations that can be resolved by the time of conversion
Part ADR_OPS and respective AMC	Minor deviations that can be resolved by the time of conversion
CS-ADR-DSN	Deviations (e.g.) : <ul style="list-style-type: none">- RWY strip;- RESA;- Surface of TWYs;- Monitoring.



4. LRAR Conversion Process

Flexibility Options – Infrastructure Deviations

Option	Criteria
Equivalent Level of Safety (ELOS)	Demonstrating the same level of safety as the CS
Deviation Acceptance and Action Document (DAAD)	Deviation from CS <ul style="list-style-type: none">• existed prior to entering into force of EASA regulation• intention to remove (under definition of a period)
Special Condition (SC)	CS unapplicable due to physical, topographical or similar limitations



4. LRAR Conversion Process

Flexibility Options – Organisation and Operations Deviations

Option	Criteria
<u>Exemption</u>	Deviation from IR under Art.14(4) BR (EASA approval required)
Derogation	Deviation from IR under Art.14(6) BR (EASA approval required)
Alternative Means of Compliance (AltMOC)	Alternative means to demonstrate compliance with AMCs



4. LRAR Conversion Process

Infrastructure Deviations Examples - DAAD

Article	CS ADR-DSN.C.210 Runway End Safety Areas CS ADR-DSN.C.225 Clearing and grading of runway end safety areas CS ADR-DSN.C.230 Slopes on runway end safety areas CS ADR-DSN.C.235 Strength of runway end safety areas
Deviation	RESA length and width according to the requirements, however slopes and strength unknown
Justification	<ul style="list-style-type: none">• Existed prior entering into force of R 139/2014;• Tender launched for feasibility study (required by the national law)- Q4 2015;• Tender for technical project (required by the national law) and actual works – Q2&Q3 2016.
Documentation	Aeronautical Study



4. LRAR Conversion Process

Infrastructure Deviations Examples - DAAD

Article	CS ADR-DSN.D.290
Deviation	Surface of TWY A presents isolated irregularities
Justification	<ul style="list-style-type: none">• Existed prior entering into force of R 139/2014;• Tender for technical project (required by the national law) and actual works – Q1& Q2 2016.
Documentation	Aeronautical Study



4. LRAR Conversion Process

Infrastructure Deviations Examples - DAAD

Article	CS ADR-DSN.S.890
Deviation	Monitoring of the electrical system not fully compliant and therefore not fully capable of indicating the exact position of the fault
Justification	<ul style="list-style-type: none">• Existed prior entering into force of R 139/2014;• Tender for technical project (required by the national law) and actual works – Q3&Q4 2016.
Documentation	Aeronautical Study developed and submitted for cat II Ops



4. LRAR Conversion Process

What have we learnt ? What challenges have we faced/ still facing ?

- Important to have all HoD actively involved in the Implementation Team;
- Serious issues in finding supporting documents to demonstrate compliance due to poor archiving system;
- 1st Romanian A/P to convert to the EASA Certificate – no previous experience, therefore significant attention should be given to attending conferences/ workshops;
- Establish a deviation prioritizing procedure based on safety impact;
- Difficulties in establishing a communication channel with the A/P Owner (Local County Council) for funding.



Thank you !



Q & A ?