

CONVERSION IMPACT

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Topics

I. European Level

EASA perspective

Industry perspective / ACI Europe

II. National Level

RCAA perspective

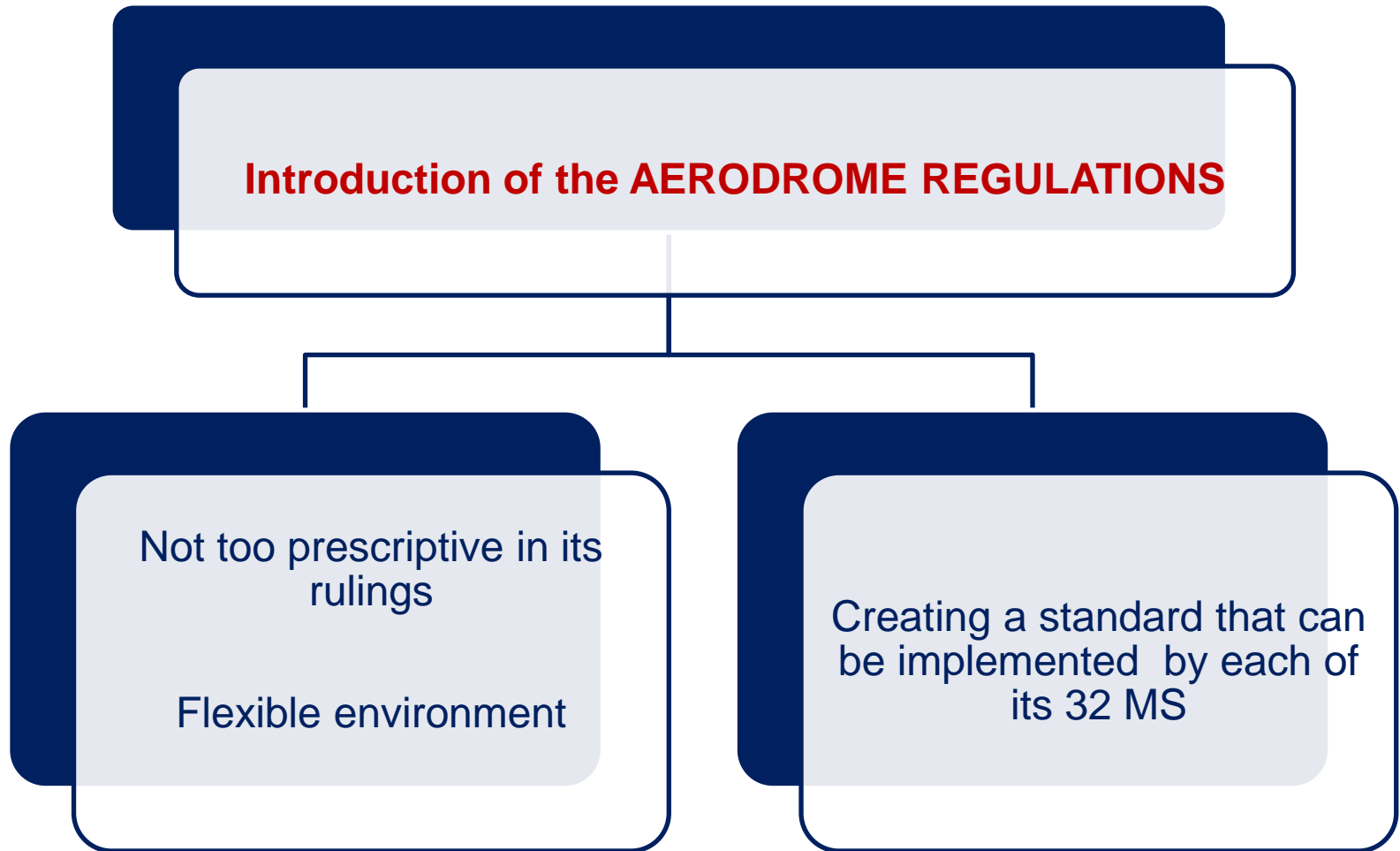
AP/ AP owners challenges

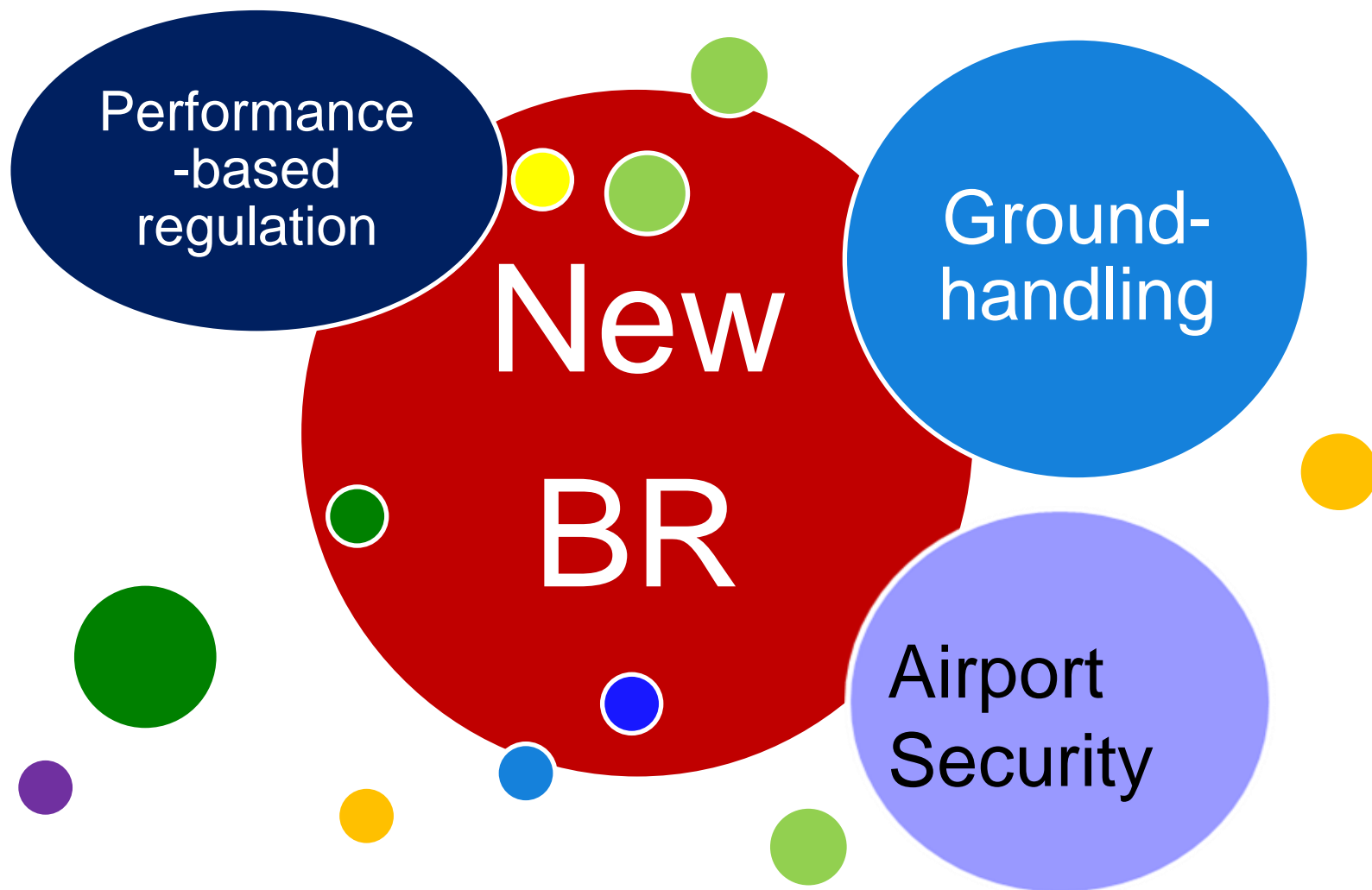
EASA PERSPECTIVE

Introduction of the AERODROME REGULATIONS

Enforcing the global ICAO Standards

Support from the industry has strengthened








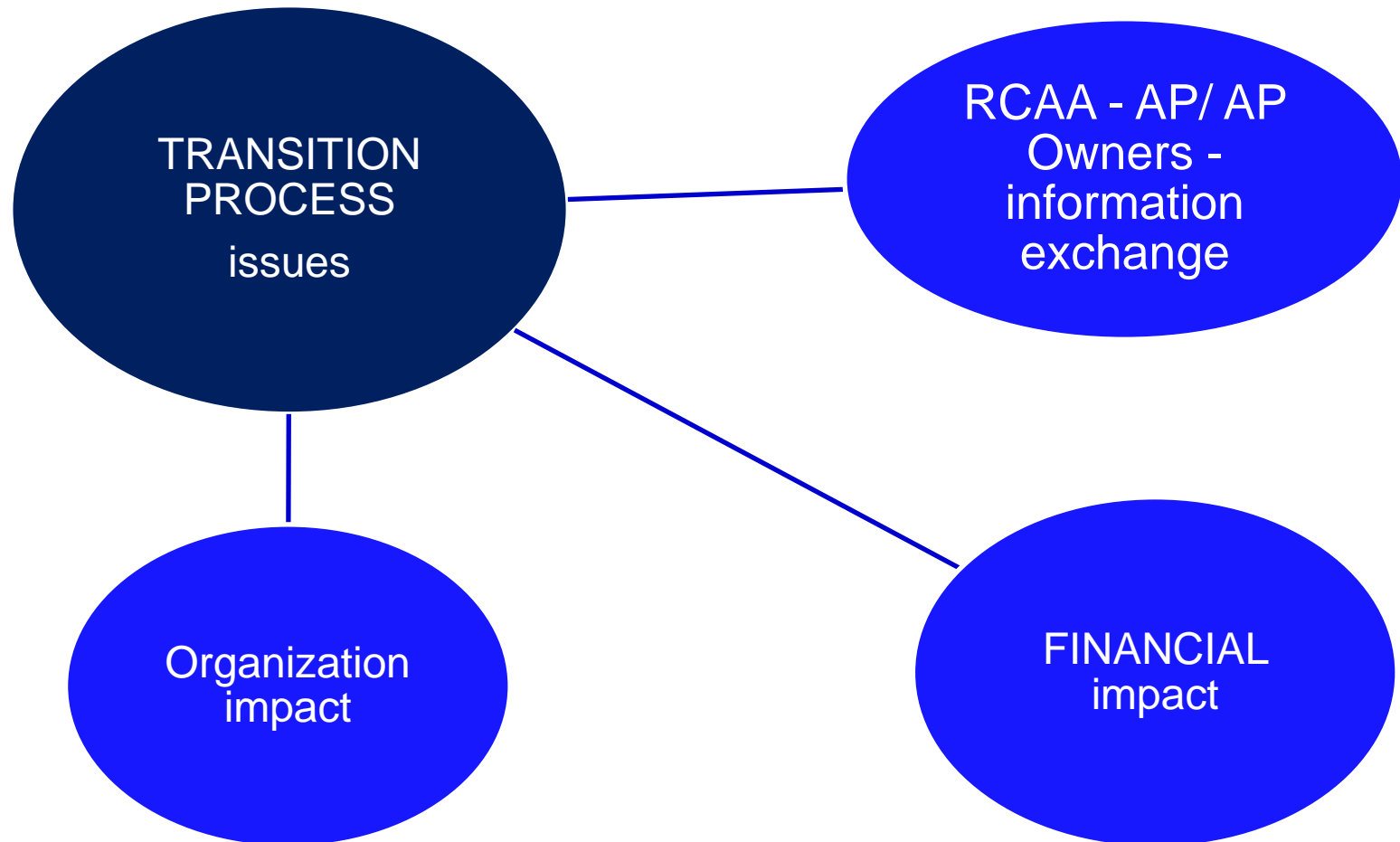
- **Airport Certification & EASA Aerodrome Rules**

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- R(EC)139/2014 & related soft law – to be applied with flexibility and harmonization across Europe

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- *Potential risk* -increased resources may be required by some airports
 - Flexibility tools to be used to allow ADRs to continue safe practices already in place for many years

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- Seamless transition to the new EASA rules
 - Setting up of an ADR Rules Implementation Exchange (ARIE)
 - **Constructive dialogue with EASA to guarantee safety and efficiency during implementation process**

II. NATIONAL LEVEL



Financial impact

- OR: organization changes / human resources:
 - Duties
 - Competencies (basic, training)
- OPS: actual vs. future operations (as required by UE)
- DSN: P.A.C. / framing deviations / infrastructure upgrade

Organisational Impact

Regulation (EC) no. 216/2008, Annex Va – *essential requirements*

B — Operations and management

1. *The aerodrome operator is responsible for operation of the aerodrome. The responsibilities of the aerodrome operator are as follows:*

(a) The aerodrome operator shall have, directly or under contracts, all the means necessary to ensure safe operation of aircraft at the aerodrome. These means shall include, but are not limited to, facilities, personnel, equipment and material, documentation of tasks, responsibilities and procedures, access to relevant data and record-keeping;

2. *Management systems*

(a) The aerodrome operator shall implement and maintain a management system to ensure compliance with these essential requirements for aerodromes and to aim for continuous and proactive improvement of safety. The management system shall include organisational structures, accountability, responsibilities, policies and procedures.

Organisational Impact

Regulation (EU) no. 139/2014 – *implementing rules*

(8) Specific services referred to in subpart B of Annex IV (Part ADR.OPS) should be provided at an aerodrome. In some cases these services are not directly provided by the aerodrome operator, but by another organisation or State entity, or combination of both. In such cases the aerodrome operator, being responsible for the operation of the aerodrome, should have arrangements and interfaces with these organisations or entities in place to ensure the provision of services according to the requirements stated in Annex IV. When such arrangements and interfaces are in place the aerodrome operator should be considered as having discharged their responsibility and should not be understood to be directly responsible or liable for any non-compliances by another entity involved in the arrangement, provided that it has complied with all applicable requirements and obligations laid down in this Regulation relevant to its responsibility under the arrangement.

Organisational Impact

Regulation (EU) no. 139/2014 – *implementing rules*

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(b) The aerodrome operator shall ensure directly, or coordinate through arrangements as required with the accountable entities providing the following services:

(1) the provision of air navigation services appropriate to the level of traffic and the operating conditions at the aerodrome; and

(2) the design and maintenance of the flight procedures, in accordance with the applicable requirements.

Organisational Impact

b) Responsibilities

■ **Direct:**

- Monitoring services (handling, ANSP, a/I, etc.)
- SMS
- Licenses/Permissions for aerodrome third part entities

■ **Alternative:** delegations / protocols

- Flight procedures
- Aeronautical data
- Equipment
- Apron management

RCAA - AP/ AP Owners - information exchange

- RCAA informed RO MoT about the **financial impact** of R(EU)139/2014 and R(EC) 73/2014 which need to be correlated with Romanian Master Plan on Transports (Oct 2014);
- RCAA informed Romanian ADRs to make sure that annual budgets take into account costs associated with **infrastructure & organisational changes/personal training**, according to the new regulatory requirements (Dec 2014-Jan 2015);
- RCAA informed the ADRs owners (local Counties Committees / MoT) about the needs involving costs and change management requirements and invited them to a close co-operation and dialogue within the transition process in order to reach common goals – **SUCCESSFUL CONVERSION TO EU CERTIFICATION** (Dec 2014 - Jan 2015)

Thank you !

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