

Förändringar EU (139/2014)

Seminarium för flygplatsernas ledningsfunktion

Arlanda Hotellby, 6-7 mars 2018

Jan Jardmark

Basic regulation (BR) – Grundförordning

Parlamentet
& Rådet

Essential Requirements (ER) – Grundläggande krav

Kommissionen

Implementing Rules (IR) - Tillämpningsförfordning

EASA

**Acceptable Means of Compliance (AMC) –
Godtagbara sätt att uppfylla kraven**

**Certification Specification
(CS) –
Certifieringsspecifikationer**

EASA

Guidance Material (GM) – Vägledande material

EASA

Rulemaking and Safety Promotion Programme

including the European Plan for Aviation Safety (EPAS)

2017–2021



Rescue and firefighting services (RFFS) at aerodromes

The objective of this rulemaking task is to ensure a high and uniform level of safety by establishing minimum medical standards for rescue and firefighting personnel required to act in aviation emergencies. It will also ensure that the level of protection for rescue and firefighting at aerodromes serving all-cargo or mail flights is proportionate to this type of traffic and their particular requirements. Finally, it will as well as ensure a clearer implementation of the remission factor in general.

The RMT has been split in two sub-tasks:

(a) 1st sub-task: Remission factor, cargo flights, etc.

(b) 2nd sub-task: RFFS personnel physical and medical fitness standards

Owner

Affected stakeholders

EASA FS.4.2

Aerodrome operators

PIA	PBR	3rdC	ToR	NPA	Opinion	Commission IR	Decision
B-	-	-	10/04/2014	09/07/2015	2017 Q2	2018 Q1	23/05/2016
				2016 Q4			2018 Q2

Certification requirements for VFR heliports located at aerodromes falling under the scope of the Basic Regulation

Ensure a high uniform level of safety at aerodromes by aligning Regulation (EU) No 139/2014 with ICAO Annex 14, Volume II, Heliports; develop necessary CS and GM for design and, if necessary, AMC/GM for operation and oversight of visual flight rules (VFR) heliports co-located at aerodromes (falling under the scope of the Basic Regulation).

Owner

Affected stakeholders

EASA FS.4.2

Aerodrome operators

PIA	PBR	3rdC	ToR	NPA	Opinion	Commission IR	Decision
B-	-	-	22/09/2014	2016 Q4	-	-	2017 Q2

RMT.0591 **Maintaining aerodrome rules (IR, CS, AMC and GM)**

Ensuring high uniform level of safety at aerodromes by aligning Regulation (EU) No 139/2014 with the ICAO developments and Amendments to Annex 14, PANS-ADR, Safety Recommendations and new technologies

Affected stakeholders

ToR	NPA	Opinion	Commission IR	Decision
29/07/2016	2021 Q1	2016 Q3	-	2021 Q3

Vad har förändrats avseende reglerna från EASA sedan 2014?

Acceptable Means of Compliance and Guidance Material

ADR

Remote tower
operations

11/07/2017

AMC/GM for Aerodromes — Amendment 2

*AMC/GM to Authority, Organisation and Operations
Requirements for Aerodromes – Amendment 2*

25/05/2016

AMC/GM for Aerodromes - Amendment 1

*Rescue and firefighting services - remission factor,
cargo flights, etc.*

05/03/2014

Aerodromes / AMC / GM

AMC & GM Aerodromes - Initial Issue

Certification Specification

CS-ADR-DSN

11/12/2017

CS-ADR-DSN Issue 4
Aerodromes Design

14/12/2016

CS-ADR-DSN Issue 3
Aerodromes Design

30/01/2015

CS-ADR-DSN - Issue 2
Aerodrome Design

05/03/2014

CS-ADR-DSN / Initial issue
Aerodromes Design

Issue 4

CS ADR-DSN.A.005 Aerodrome reference code (ARC)

Code element 1: Aeroplane reference field length (1, 2, 3, 4)

Code element 2: Wingspan (A, B, C, D, E, F)

~~Outer Main Gear Wheel Span~~

Issue 4

CS ADR-DSN.B.045 Width of runways

- (a) The width of a runway should be not less than the appropriate dimension specified in the Table B-1.

Code number	Outer Main Gear Wheel Span (OMGWS)			
	Up to but not including 4.5 m	4.5 m up to but not including 6 m	6 m up to but not including 9 m	9 m up to but not including 15 m
1 ^a	18 m	18 m	23 m	—
2 ^a	23 m	23 m	30 m	—
3	30 m	30 m	30 m	45 m
4	—	—	45 m	45 m

^a The width of a precision approach runway should be not less than 30 m where the code number is 1 or 2.

Table B-1. Width of runway

- (b) The width of the runway should be measured at the outside edge of the runway side stripe marking where provided, or the edge of the runway.

~~Code letter~~

~~60 meter är borttaget~~

Issue 4

CS ADR-DSN.B.095 Runway turn pads

Clearance	Outer Main Gear Wheel Span (OMGWS)			
	Up to but not including 4.5 m	4.5 m up to but not including 6 m	6 m up to but not including 9 m	9 m up to but not including 15 m
	1.50 m	2.25 m	3 m ^a or 4 m ^b	4 m

^a if the turn pad is intended to be used by aeroplanes with a wheel base less than 18 m.
^b if the turn pad is intended to be used by aeroplanes with a wheel base equal to or greater than 18 m.

Note: Wheel base means the distance from the nose gear to the geometric centre of the main gear.

- (d) The runway turn pad should be located on either the left or right side of the runway and adjoining the runway pavement at both ends of the runway and at some intermediate locations where deemed necessary.

~~Code letter~~

Issue 4

CS ADR-DSN.B.125 Runway shoulders

- (a) The safety objective of runway shoulder is that it should be so constructed as to mitigate any hazard to an aircraft running off the runway or stopway or to avoid the ingestion of loose stones or other objects by turbine engines.
- (b) Runway shoulders should be provided for a runway where the code letter is D, E or F, for aeroplanes with an OMGWS from 9 m up to but not including 15 m.

~~< 60 meter för D och E~~

~~Skuldra för kod F~~

Issue 4

CS ADR-DSN.B.135 Width of runway shoulders

For aeroplanes with an OMGWS from 9 m up to but not including 15 m the runway shoulders should extend symmetrically on each side of the runway so that the overall width of the runway and its shoulders is not less than:

- (a) 60 m where the code letter is D or E;
- (b) 60 m where the code letter is F with two- or three-engined aeroplanes; and
- (c) 75 m where the code letter is F with four (or more) engined aeroplanes.

~~75 m where the code letter is F~~

Issue 4

CS ADR-DSN.B.140 Strength of runway shoulders

CS ADR-DSN.B.145 Surface of runway shoulders

- (b) Runway shoulders for code letter F aeroplanes should be paved to a minimum overall width of runway and shoulder of not less than 60 m.

Issue 4

CS ADR-DSN.B.160 Width of runway strip

- (a) A strip including a precision approach runway should extend laterally to a distance of at least:
- (1) 140 m where the code number is 3 or 4; and
 - (2) 70 m where the code number is 1 or 2;
- on each side of the centre line of the runway and its extended centre line throughout the length of the strip.
- (b) A strip including a non-precision approach runway should extend laterally to a distance of at least:
- (1) 140 m where the code number is 3 or 4; and
 - (2) 70 m where the code number is 1 or 2;
- on each side of the centre line of the runway and its extended centre line throughout the length of the strip.

~~150 meter respektive 75 meter~~

Issue 4

CS ADR-DSN.D.240 Taxiways general

Clearance	Outer Main Gear Wheel Span (OMGWS)			
	Up to but not including 4.5 m	4.5 m up to but not including 6 m	6 m up to but not including 9 m	9 m up to but not including 15 m
	1.50 m	2.25 m	3 m ^{a,b} or 4 m ^c	4 m

^a on straight portions.

^b on curved portions if the taxiway is intended to be used by aeroplanes with a wheel base of less than 18 m.

^c on curved portions if the taxiway is intended to be used by aeroplanes with a wheel base equal to or greater than 18 m.

Note: Wheel base means the distance from the nose gear to the geometric centre of the main gear.

~~A, B, C, D, E, F~~

Issue 4

CS ADR-DSN.D.245 Width of taxiways

A straight portion of a taxiway should have a width of not less than that given by the following tabulation:

	Outer Main Gear Wheel Span (OMGWS)			
	Up to but not including 4.5 m	4.5 m up to but not including 6 m	6 m up to but not including 9 m	9 m up to but not including 15 m
Taxiway width	7.5 m	10.5 m	15 m	23 m

~~A, B, C, D, E, F~~

Issue 4

CS ADR-DSN.D.260 Taxiway minimum separation distance

Ändrade (tillförda eller mindre) avstånd mellan CL TWY och CL RWY

CS ADR-DSN.D.305 Taxiway shoulders

Lägre krav på bredd på skuldra

Issue 4

CS ADR-DSN.D.325 Grading of taxiway strips

Lägre krav på bredd på utjämnad yta

OBSTACLE LIMITATION REQUIREMENTS

CS ADR-DSN.J.480 Precision approach runways

Smärre förändringar i vissa av ytorna

Issue 4

CS ADR-DSN.L.605 Mandatory instruction marking

CS ADR-DSN.L.610 Information marking

Vissa ändringar av siffror och bokstäver

Issue 4

Ljussystem kopplat mot användande av LED

CS ADR-DSN.M.700 Rapid exit taxiway indicator lights (RETILs)

CS ADR-DSN.M.706 Runway status lights (RWSL)

CS ADR-DSN.T.921 Autonomous runway incursion warning system (ARIWS)