

EUROPEAN AVIATION SAFETY AGENCY AGENCE EUROPÉENNE DE LA SÉCURITÉ AÉRIENNE EUROPÄISCHE AGENTUR FUR FLUGSICHERHEIT

# The multiple facets of runway safety:

## Aerodrome Certification

ICAO GRSS Montreal, 26 May 2011

Your safety is our mission.



### How to best ensure future runway safety: Aspects of regulations and oversight

Assist Member States in meeting ICAO commitments:

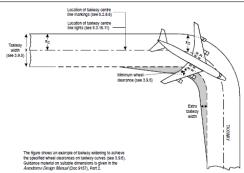


- Common binding requirements for certification, SMS a.o.
- Holistic approach across pertinent domains; covering ANSP and OPS aspects, fostering LRST etc.



How to best ensure future runway safety:
 Aspects of regulations and oversight (2)
 Harmonisation

Install and maintain a common high level of safety

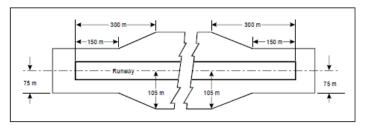


Maintain room for different,
 individual technical solutions leading
 to equivalent level of safety

• Example: A380, FLA: AN14 vs. AACG



- How to best ensure future runway safety:
  Aspects of regulations and oversight (3)
  Continuity:
  - Base on ICAO SARPS
  - Maintain existing and proven individual technical concepts and solutions



Example RESA: Fix figures vs. options of arresting systems; others



How to best ensure future runway safety:
Aspects of regulations and oversight (4)
Individuality and proportionality:

Local solutions to local problems

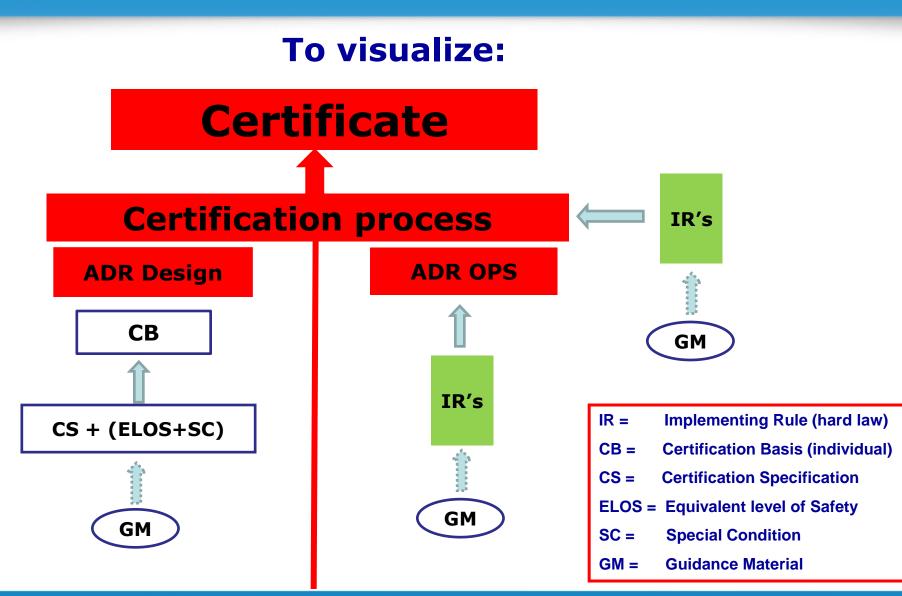


- Mindful of regional and operational differences
- Respond to new technologies and allow for their swift integration

#### **Subsidiarity and proportionality:**

- Certification to be performed by local authority
- Hard binding EU level law for aerodrome OPS, as OPS are more open to adjustment
- Room for more discretion and individual approach towards aerodrome Design
- Supports the intent of PANS-Aerodrome







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#### **Conclusions:**

- Best practice to implement pro-active, multidimensional and performance based approach
- Enables full scale harmonisation, yet allows for specific and individual solutions



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### Thank you!

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