

# Certification Specifications for aerodromes design - April 2015

Fields marked with \* are mandatory.

## Introduction

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Dear Aerodrome stakeholders,

Based on the support received on the aerodrome advisory group meetings, EASA continues to investigate whether new regulatory provisions would be beneficial to the safety of aerodrome operations. Possible regulatory proposals are related to runway centre line lights for CAT I runways, windshear meteorological equipment, starter extension and objects in the runway strip.

With the aim to ensure that the proposed amendments on the aerodrome design rules will be of best quality and their implementation does not create any undue and unjustified burden to the Member States and the industry, the Agency is launching this questionnaire to gather sufficient information to draft quality regulatory proposals.

**Therefore, the Agency is kindly asking for your support by responding to the following questionnaire and by forwarding it to the relevant organisations.**

The information collected will support the Agency in preparing an NPA on the “Maintaining Aerodrome Rules” task. The Agency envisages to reach a mature draft proposal and achieve general consensus before launching the formal consultation.

The Agency would like to take this opportunity to thank you in advance for responding to the questionnaires, your support in this task and for your continuous contribution to improving aviation safety within EASA Member States.

Please return all completed questionnaires latest 30th April 2015.

Please do not hesitate to contact the following EASA focal points should you have any questions regarding this questionnaire:

-Mr Predrag Sekulic (predrag.sekulic@easa.europa.eu)

Aerodromes Regulations Officer and focal point for rulemaking task ‘Maintaining aerodromes rules’.

-Mr Gilles GARDIOL (gilles.gardiol@easa.europa.eu)

EASA Impact Assessment officer.

Note:

- Information received, if presented in public, will be de-identified and used only for the purposes described above;
- Your contact details will provide the opportunity to contact you in case of need of clarifications.

We would like to draw your attention to the fact that you may receive the same request through different channels, as individual recipients may be members to several groups (NAAs, organisations, associations, etc.).

Yours sincerely,

Jussi MYLLARNIEMI

## Contact details

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\*Country

France

\*Organisation

Union des aéroports français (UAF)

\*Title

Mrs

Ms

Mr

\*Family name

Philippe ALIOTTI

Position

Délégué général

\*Email address

p.aliotti@uaf.aeroport.fr

Which type of organisation/job are you working for/in?

- Aerodrome Operator
- National Aviation Authority
- Pilot
- Other (please specify)

## RWY Centerline Lights for CAT I RWYs

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\*Do you operate RWYs under CAT I without centerline lights?

- Yes
- No

\*If yes, at which airports?

La plupart des aérodromes français exploités avec un approche de précision de Cat 1 ne sont pas équipés d'un balisage axial. Ce n'est qu'un dispositif facultatif dans le référentiel national (arrêté CHEA du 14 mars 2007, annexes chapitre V.5.3.1.1, tableau 5.2 : Dispositifs lumineux de piste avec approche de précision de catégorie I )

\*Did you experience any incidents, accidents or other safety relevant occurrences, where RWY centre line lights could have helped to mitigate the hazard/result?

Non

\*Do you see any risks, negative impacts on installation of RWY centre line lights for CAT I RWY?

L'investissement est très important et disproportionné pour être installé sur tous les aérodromes exploités en Cat 1 alors que la nécessité d'un tel dispositif n'est pas avérée

**If you have already implemented such solution**, could you describe briefly the solution chosen from a technical point of view and its associated cost impacts?

If you have already assessed the economic impacts of such solution **at the level of a project** (without implementation), could you describe briefly the solution chosen from a technical point of view and its associated cost impacts?

**\*Do you have any other comment, concern or proposal on creating Certification Specifications for centre line lights for CAT I runways?**

Il n'apparaît pas nécessaire d'avoir un CS sur ce point, mais seulement un GM

**\*In your opinion, to improve visual conspicuity and guidance for pilots, are there other suitable alternative possibilities than centre line lights at landing portions?**

on peut penser à des systèmes embarqués.

## Starter Extension

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**\*Do you operate RWYs with Starter Extensions?**

- Yes  
 No

\*Have you published national guidelines/rules setting the frame for planning, implementing and operation Starter extensions?

Ce dispositif est traité dans la réglementation française dans un document appelé ITAC (Instruction Technique de l'Aviation Civile) et permet d'augmenter la TORA et la TODA par l'utilisation d'un tiroir (voir chap3, § A2-3, pages 12 et 13).

You may upload a file (<1MB) related to these rules:

If the file is larger than 1MB, you may send it by email to gilles.gardiol@easa.europa.eu

- **184b5e77-3333-4e07-961e-67b3f9474cd5/311ab.pdf**

\*Have you experienced any risk/hazard in operating Starter extensions?

Non

\*Would you see an advantage / benefit in having the system of Starter Extension covered under Aerodrome rules in your state?

- Yes  
 No

\*The existing schemes allow a length of max 150m and a width of 2/3 of RWY width. Do you agree to those dimensions?

- Yes  
 No

\*If no, which more suitable parameters would you see ?

La longueur d'un tel dispositif doit pouvoir être adapté au cas par cas à une longueur de plus de 150 m. La largeur doit être en cohérence avec le type d'opérations qui s'y déroule et donc la largeur de la piste pourrait être plus adaptée. C'est pourquoi, il ne semble ni nécessaire, ni opportun d'avoir un CS. En revanche, comme ce système peut être repris pour le traitement des RESA, il est utile que ce système soit mentionné en GM.

## Windshear and other MET Equipment

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\*Did you experience incidents, accidents or any other safety hazards caused by windshears?

- Yes  
 No

\*Would you see an advantage / benefit in having the system of Windshear covered under Aerodrome rules in your state?

Ce dispositif ne doit pas être obligatoire sur les aéroports et installé qu'en cas de nécessité.

\*Did you experience any other incidents, accidents or safety hazards linked to special meteorological conditions, which is not part of the standard aerodrome meteorological equipment?

- Yes  
 No

## Objects on RWY Strips

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**Currently CS ADR-DSN.B.165 defines the following parameters:**

CS ADR-DSN.B.165 Objects on runway strips

(a) An object situated on a runway strip which may endanger airplanes should be regarded as an obstacle and should, as far as practicable, be removed.

(b) No fixed object, other than visual aids required for air navigation or for aircraft safety purposes and satisfying the relevant frangibility requirement in Chapter T, should be permitted on a runway strip:

(1) within 77.5 m of the runway centre line of a precision approach runway category I, II or III where the code number is 4 and the code letter is F; or

(2) within 60 m of the runway centre line of a precision approach runway category I, II or III where the code number is 3 or 4; or

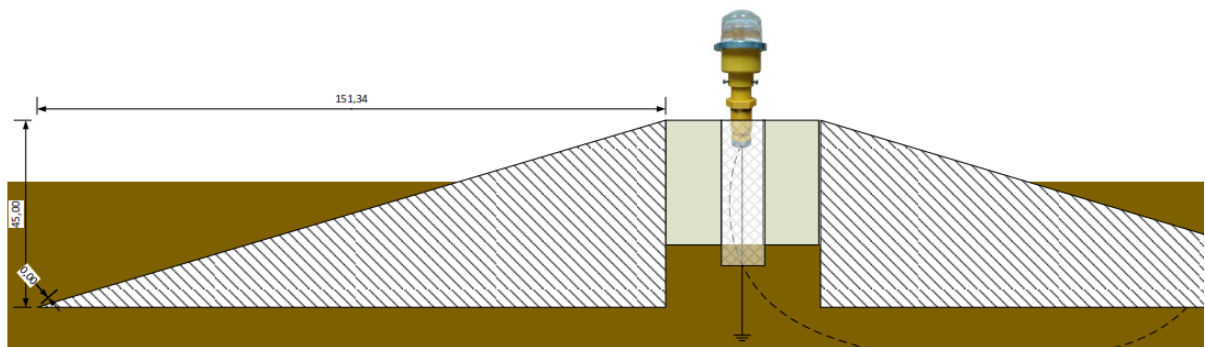
(3) within 45 m of the runway centre line of a precision approach runway category I where the code number is 1 or 2.

(c) To eliminate a buried vertical surface, a slope should be provided which extends from the top of the construction to not less than 0.3 m below ground level. The slope should be no greater than 1:10.

(d) No mobile object should be permitted on this part of the runway strip during the use of the runway for landing or take-off.

This means that, within the runway strip, buried and elevated (non-frangible) structures should provide a slope of 1:10 minimum as indicated below:

**Proposal** (flush-mounted slope i.e. 1:10 & min. 0,3m base):



This should avoid damage to aircraft (undercarriage) parts, when hitting those infrastructure (electrical manholes, electrical boxes, etc.) moving on soft soil.

During the process of "Maintenance of Aerodrome Rules"- RMT.0591 we would kindly request you to provide some information to streamline / adjust the wording and/or regulatory frame, if you find it required.

Do you already apply the flush-mounting principle for objects in the Runway Strip?

- Yes
- No

\*If no: Do you use alternative mitigation measures for buried non-frangible parts in the strip?  
Please specify.

Non

\*Do you consider the buried part of an elevated structure and/or completely buried structures as relevant for the slope?

- Yes
- No

\*Please justify

La pente devrait être mesurée à partir du niveau du sol et non pas en fonction d'une quelconque structure enterrée ou alors le point haut de départ de la pente devrait partir du niveau haut de la structure considérée.

\*If not considered, how would you rate the volume of work/expenses to reach compliance?

- High
- Moderate
- Low

\*Please justify

Le coût de mise en conformité est disproportionné pour les exploitants d'aérodromes au regard du gain escompté en terme de sécurité . Il s'agit en effet de traiter l'ensemble des regards et massifs situés dans la bande de 60 m de part et d'autre de l'axe d'une piste. Pour une piste, le nombre d'ouvrages à traiter est estimé supérieur à plusieurs dizaines d'unités.  
Ce dispositif ne doit pas faire l'objet d'un CS et peut éventuellement être mis en GM (Guidance Material) .

**If you have already implemented such solution**, could you describe briefly the solution chosen from a technical point of view and its associated cost impacts?

If you have already assessed the economic impacts of such solution **at the level of a project** (without implementation), could you describe briefly the solution chosen from a technical point of view and its associated cost impacts?



**\*Do you have any other comments on CS ADR-DSN.B.165?**

Si nous prenons en compte le risque, il s'avère que celui-ci est moindre pour des objets ponctuels que pour que pour des constructions longues. or, il n'y a aucune différence de faite dans ce CS. Cette notion d'objets ponctuels pour avoir une plus grande souplesse d'emploi devrait être prise en compte.

## Any other comments

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**Do you have any other comments to provide for this questionnaire?**

Les sujets traités dans ce questionnaire relèvent de solutions techniques pouvant servir de mesures de compensation ou alternatives mais ne sont pas des solutions de base. en ce sens, elles ne doivent pas être en CS mais en revanche être en GM.

## Contact

✉ [gilles.gardiol@easa.europa.eu](mailto:gilles.gardiol@easa.europa.eu)

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