



CONSIGLIO
DELL'UNIONE EUROPEA

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RELAZIONE

del: COREPER

al: Consiglio

n. doc. prec.: 16539/08 AVIATION 287 CODEC 1692

n. prop. Com: 11285/08 AVIATION 137 CODEC 900

Oggetto: Proposta di regolamento del Parlamento europeo e del Consiglio che modifica il regolamento (CE) n. 216/2008 per quanto riguarda gli aeroporti, la gestione del traffico aereo e i servizi di navigazione aerea e abroga la direttiva 2006/23/CE del Consiglio

- **Orientamento generale parziale/Situazione dei lavori**

I. Introduzione

1. L'Agenzia europea per la sicurezza aerea (AESA) è stata istituita dal regolamento (CE) n. 1529/2002¹, entrato in vigore nel settembre 2002. In origine il regolamento assegnava all'Agenzia funzioni in due settori: l'aeronavigabilità e la certificazione ambientale di prodotti aeronautici, parti e pertinenze. Il regolamento (CE) n. 216/2008² ha esteso le funzioni dell'AESA alle operazioni di volo, alle licenze dei piloti e, nei limiti fissati dalla convenzione di Chicago, alla sicurezza degli aeromobili dei paesi terzi.

¹ Regolamento (CE) n. 1592/2002 del 15 luglio 2002, recante regole comuni nel settore dell'aviazione civile e che istituisce un'Agenzia europea per la sicurezza aerea (GU L 240 del 7.9.2002, pag. 1)

² Regolamento (CE) n. 216/2008 del 20 febbraio 2008 (GU L 79 del 19.3.2008, pag. 1).

2. Il 2 luglio 2008 la Commissione ha presentato una proposta intesa a estendere il campo d'applicazione del regolamento (CE) n. 216/2008 in modo che nella competenza dell'Agenzia possano rientrare anche la sicurezza degli aeroporti nonché la gestione del traffico aereo (GTA) e dei servizi di navigazione aerea (SNA). La proposta di regolamento in oggetto è stata adottata dalla Commissione contemporaneamente ad alcune altre proposte relative a misure riguardanti il cielo unico europeo, tra le quali la modifica di quattro regolamenti del 2004 concernenti la creazione del cielo unico europeo, il piano direttore SESAR e la modifica dell'impresa comune SESAR. Queste proposte sono accompagnate da misure della Commissione relative alla capacità aeroportuali (osservatorio comunitario). Visto lo stretto collegamento tra questa proposta e la proposta di modifica dei quattro regolamenti "cielo unico" nonché il ruolo che l'ESA dovrà svolgere in questo contesto, la presidenza desidera ottenere un accordo quanto più ampio possibile su quest'ultimo fascicolo.

II. Lavori degli organi preparatori del Consiglio

3. Sotto la presidenza francese il gruppo di lavoro "aviazione" ha esaminato a più riprese la proposta in oggetto. Data la scarsità del tempo a disposizione e la complessità dell'argomento, la presidenza ha invitato il gruppo a focalizzarsi su determinati articoli della proposta riguardante la gestione del traffico aereo (GTA) e dei servizi di navigazione aerea (SNA) in vista dell'elaborazione di un orientamento generale parziale che potrebbe essere adottato dal Consiglio TTE del 9 dicembre 2008. Su vari articoli riguardanti gli argomenti succitati è stato raggiunto un ampio consenso. I risultati di detti lavori sono stati esaminati dal Coreper nella riunione del 5 dicembre.

Il Coreper è stato in grado di risolvere alcuni problemi, tuttavia, data la messa a punto tardiva del testo, tutte le delegazioni hanno emesso una riserva d'esame e alcune delegazioni hanno riserve specifiche su determinate disposizioni del testo (cfr. note in calce). Il risultato dell'esame è riportato nell'allegato I. Va rilevato che i riferimenti agli allegati nel testo dell'orientamento generale parziale non pregiudicano affatto il futuro esame degli allegati e un accordo sul loro contenuto.

Gli organi preparatori del Consiglio hanno anche elaborato una relazione sull'avanzamento dei lavori riguardanti la proposta in oggetto, che figura nell'allegato II della presente relazione. In quest'ultima, in particolare nella parte sugli aeroporti, risulta chiaramente che alcuni punti necessitano di un ulteriore esame approfondito e la relazione stessa non pregiudica i risultati dell'esame definitivo della proposta da parte del Consiglio.

4. Il gruppo di lavoro ha anche esaminato l'analisi d'impatto realizzata dai servizi della Commissione (doc. 11285/08 ADD 1).
5. UK ha emesso una riserva d'esame parlamentare sulla proposta della Commissione.

III. Richiesta al Consiglio

6. Si invita il Consiglio:
 - ad adottare un orientamento generale parziale sulla parte della proposta riportata nell'allegato I;
 - a prendere atto della relazione sulla situazione dei lavori svolti dagli organi preparatori del Consiglio, che figura nell'allegato II.

Proposal for a
REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

**amending Regulation (EC) No 216/2008 in the field of aerodromes, air traffic management
and air navigation services and repealing Council Directive 06/23/EEC**

(Text with EEA relevance)

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty establishing the European Community, and in particular Article 80(2) thereof,

Having regard to the proposal from the Commission³,

Having regard to the opinion of the European Economic and Social Committee⁴,

Having regard to the opinion of the Committee of the Regions⁵,

Acting in accordance with the procedure laid down in Article 251 of the Treaty⁶,

Whereas:

³ OJ C , , p. .

⁴ OJ C , , p. .

⁵ OJ C , , p. .

⁶ OJ C , , p. .

- (6) Aeronautical products, parts and appliances, aerodromes and their equipment, operators involved in commercial air transport and in the operation of aerodromes, ATM/ANS systems and providers, as well as pilots and air traffic controllers, and persons, products and organisations involved in their training and medical examination, should be certified or licensed once they have been found to comply with essential requirements to be laid down by the Community in line with standards and recommended practices set by the Chicago Convention. The Commission should be empowered to develop the necessary implementing rules for establishing the conditions for the issue of the certificate or the conditions for its replacement by a declaration of capability, taking into account the risks associated with the different types of operations or services.
- (6a) Implementing rules relating to the certification of the design, manufacture and maintenance of ATM/ANS systems and constituents as well as to organisations engaged in it should only be laid down when related to safety critical issues identified following a detailed impact assessment study.

- (8) The implementing rules to be developed by the Agency in the domain of ATM/ANS should be prepared in accordance with the consultation process of the Agency on a basis that should be adapted to new stakeholders, and build the provisions of Regulation (EC) No 549/2004 of the European Parliament and of the Council of 10 March 2004 laying down the framework for the creation for the single European sky⁷, Regulation (EC) No 550/2004 of the European Parliament and of the Council of 10 March 2004 on the provision of air navigation services in the single European sky⁸, Regulation (EC) No 551/2004 of the European Parliament and of the Council of 10 March 2004 on the organisation and use of the airspace in the single European sky⁹, Regulation (EC) No 552/2004 of the European Parliament and of the Council of 10 March 2004 on the interoperability of the European Air Traffic Management network¹⁰, in particular the transposed ESARRs. Such implementing rules should be adopted by the Commission in accordance with the procedure established in Article 5 of Regulation (EC) No 549/2004. Transitional mechanisms should be designed in order to provide for the continuity of approvals already granted under the rules of those Regulations.
- (8a) Regulation (EC) No 549/2004, 550/2204, 551/2004 and 552/2004 include several regulatory functions of ATM, such as, but not limited to interoperability and the management of air traffic flows and of the airspace. All these areas contain safety aspects, which need to be properly addressed. Therefore, when regulating on these subjects, Member States and the Commission should ensure proper coverage of such safety aspects by means of appropriate coordination with the Agency.

⁷ OJ L 96, 31.3.2004, p. 1.

⁸ OJ L 96, 31.3.2004, p. 10.

⁹ OJ L 96, 31.3.2004, p. 20.

¹⁰ OJ L 96, 31.3.2004, p. 26.

Article 1

Scope

1. This Regulation shall apply to:
 - (a) the design, production, maintenance and operation of aeronautical products, parts and appliances, as well as personnel and organisations involved in the design, production and maintenance of such products, parts and appliances;
 - (b) personnel and organisations involved in the operation of aircraft;
 - (c) the design, maintenance, and operation of aerodromes, as well as personnel and organisations involved therein and, without prejudice to Community and national legislation on environment and land-use planning, the safeguarding of surroundings of aerodromes;
 - (d) the design, production and maintenance of aerodrome equipment, as well as personnel and organisations involved therein;
 - (e) the design, production and maintenance of systems and constituents for Air Traffic Management and Air Navigation Services (hereinafter referred to as "ATM/ANS"), as well as personnel and organisations involved therein;
 - (f) ATM/ANS, as well as personnel and organisations involved therein.

2. This Regulation shall not apply to:
 - (a) products, parts, appliances, personnel and organisations referred to in paragraph 1 (a) and (b) while carrying out military, customs, police, search and rescue, fire fighting, coastguard or similar activities or services. The Member States shall undertake to ensure that such activities or services have due regard as far as practicable to the objectives of this Regulation;
 - (b) aerodromes or part thereof, as well as equipment, personnel, and organisations, referred to in paragraph 1 (c) and (d), that are controlled and operated by the military;
 - c) ATM/ANS, including systems and constituents, personnel and organisations, referred to in paragraph 1 (e) and (f), that are provided or made available by the military. The Member States shall undertake to ensure that aircraft referred to in point (a) are separated, where appropriate, from other aircraft.

3. (new) Member States shall ~~seek~~, as far as practicable, ~~to~~ ensure that any military facilities open to public use referred to in paragraph 2(b) or services provided by military personnel to the public referred to in paragraph 2(c), offer a level of safety that is at least as effective as that required by the essential requirements as defined in Annexes Va and Vb.

Article 4

Basic principles and applicability

3. Operations of aircraft referred to in paragraph 1(b), (c) or (d) shall comply with this Regulation.

- 3b. ATM/ANS provided in the airspace of the territory to which the Treaty applies, as well as in any other airspace where Member States apply Regulation (EC) No 551/2004 in accordance with Article 1.3 of that Regulation, shall comply with this Regulation. Systems and constituents, personnel and organisations involved in the provision of these ATM/ANS shall comply with this Regulation.

Article 8b

ATM/ANS

1. Provision of ATM/ANS shall comply with the essential requirements laid down in Annex Vb and, as far as practicable, Annex Va.

2. ATM/ANS providers shall be required to hold a certificate. The certificate shall be issued when the provider has demonstrated its capability and means of discharging the responsibilities associated with their privileges. The privileges granted and the scope of the services provided shall be specified in the certificate.

3. By way of derogation from paragraph 2, Member States may decide that providers of flight information services¹¹ are allowed to declare their capability and means of discharging the responsibilities associated with the services provided.

¹¹ Presidency suggests that this derogation for apron management services be inserted in Article 8a on aerodromes.

4. The measures referred to in paragraph 6 may lay down a requirement of certification in respect of organisations engaged in the design, manufacture and maintenance of safety critical ATM/ANS systems and constituents. The certificate for those organisations shall be issued when they have demonstrated their capability and means of discharging the responsibilities associated with their privileges. The privileges granted shall be specified in the certificate.
5. The measures referred to in paragraph 6 may lay down a requirement of certification, **or alternatively, validation by the ATM/ANS provider**, in respect of safety critical ATM/ANS systems and constituents. The certificate for those systems and constituents shall be issued, **or validation shall be given**, when the applicant has shown that the systems and constituents comply with the detailed specifications established to ensure compliance with the essential requirements referred to in paragraph 1. ~~This certificate may be issued by the accredited bodies referred to in Article 8d.~~¹²
6. The measures designed to amend non-essential elements of the requirements referred to in this Article, by supplementing it, shall be adopted in accordance with the procedure referred to in Article 5(x) of **Regulation (EC) 549/2004 as modified by Regulation [...]**¹³

¹² See new recital 6a. DK and FI have a reservation on this paragraph.

¹³ The choice of the comitology procedure to apply (regulatory with or without scrutiny) will be decided later on following legal advice from SGC. See recital 8.

Those measures shall specify in particular:

- (a) conditions to provide ATM/ANS in compliance with the essential requirements laid down in Annex Vb **and, if applicable, in Annex Va**;
- (b) conditions for establishing and notifying to an applicant the detailed specifications applicable to ATM/ANS systems, parts and appliances;
- (c) conditions for issuing, maintaining, amending, suspending or revoking the certificates referred to in paragraphs 2 and 4 and in Article 8d(2);
- (d) conditions under which the accredited bodies referred to in Article 8d may issue the certificates referred to in paragraph 5;
- (e) responsibilities of the holders of certificates;
- (f) conditions and procedures for the declaration by, and for the oversight of service providers referred to in paragraph 3;
- (g) conditions under which operations shall be prohibited, limited or subject to certain conditions in the interest of safety.

7. The measures referred to in paragraph 6 shall:
- (a) reflect the state of the art and the best practices in the field of ATM/ANS;
 - (b) be proportionate to the type and complexity of the services provided;
 - (c) take into account worldwide ATM/ANS experience, and scientific and technical progress;
 - (d) be developed using as far as practicable the relevant provisions of Regulation (EC) No 549/2004 and of Regulations (EC) No 550/2004**, (EC) No 551/2004*** and (EC) No 552/2004**** of the European Parliament and of the Council and provide for transitional mechanisms to ensure the continuity of approvals already granted under those Regulations; initially they shall include the safety provisions of these Regulations and, where appropriate, in case of future amendments, take into account latest scientific and technical progress.¹⁴
 - (e) allow for immediate reaction to established causes of accidents and serious incidents.
8. [...] ¹⁵

¹⁴ ES has a reservation on this paragraph.

¹⁵ This paragraph would be replaced by the addition of a new article 1a in the original version of the proposal (COM(2008) 390) as follow : “ *Article 1a* : *The following Article 13a is inserted in Regulation (EC) 549/2004 : Article 13a* : *When implementing this Regulation and Regulations (EC) No 550/2004, 551/2004 and 552/2004 , Member States and the Commission, in accordance with their respective roles as provided for by this Regulation, shall coordinate as appropriate with the European Aviation Safety Agency to ensure that all safety aspects are properly addressed*”. The title of the Regulation should be modified in order to indicate that it also amend Regulation (EC) 549/2004 of the European Parliament and of the Council of 10 March 2004 laying down the framework for the creation of the single European sky. The essential requirements in the annex of this Regulation will be adapted in order to reflect this. See also new recital 8a.

Air traffic controllers

1. Air traffic controllers as well as persons and organisations involved in the training, testing, checking or medical assessment of air traffic controllers, shall comply with the relevant essential requirements laid down in Annex Vb.
2. Air traffic controllers shall be required to hold a licence and a medical certificate appropriate to the service provided.
3. The licence referred to in paragraph 2 shall only be issued when the applicant for the licence demonstrates that he or she complies with the rules established to ensure compliance with the essential requirements regarding theoretical knowledge, practical skill, language proficiency and experience as set out in Annex Vb.
4. The medical certificate referred to in paragraph 2 shall **only** be issued when the air traffic controller complies with the rules established to ensure compliance with the essential requirements on medical fitness as set out in Annex Vb. The medical certificate may be issued by aero medical examiners or by aero medical centres.
5. The privileges granted to the air traffic controller and the scope of the licence and the medical certificate shall be specified in such licence and certificate.
6. The capability of air traffic controller training organisations, aero medical examiners and aeromedical centres to discharge the responsibilities associated with their privileges in relation to the issuance of licenses and medical certificates shall be recognised by the issuance of certificate.

¹⁶ Paragraphs 6 and 7 will be checked against the corresponding provisions concerning pilots in Regulation 216/2008 and eventually modified.

7. A certificate shall be issued to training organisations, aero medical examiners and aeromedical centres for air traffic controllers that have demonstrated that they comply with the rules established to ensure compliance with the relevant essential requirements as laid down in Annex Vb¹⁷. The privileges granted by the approvals shall be specified therein.
8. Persons responsible for providing practical training or for assessing air traffic controllers' skill shall hold a certificate. The certificate shall be issued when the person concerned has demonstrated that he or she complies with the rules established to ensure compliance with the relevant essential requirements as laid down in Annex Vb. The privileges granted by the certificate shall be specified therein.
9. Synthetic training devices shall comply with the relevant essential requirements laid down in Annex Vb. ~~The measures referred to in paragraph 10 may lay down a requirement of certification in respect of synthetic training devices used for the training of air traffic controllers. The certificate shall be issued when the applicant has shown that the device complies with the rules established to ensure compliance with the relevant essential requirements laid down in Annex Vb.~~¹⁸
10. The measures designed to amend non-essential elements of this Article by supplementing it, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 65(4).

¹⁷ Annex Vb should be modified to cover part 4b and 4c of current Annex III of Regulation 216/2008.

¹⁸ ES and CY would like to maintain the deleted text in order to provide for the possibility of certification of synthetic training devices.

Those measures shall specify in particular:

- (a) the different ratings and endorsements for air traffic controllers' licences;
 - (b) the conditions for issuing, maintaining, amending, limiting, suspending or revoking licences, ratings and endorsements for licences, medical certificates, approvals and certificates, and the conditions under which such certificates and approvals need not be requested while providing for transitional mechanisms to ensure the continuity of approvals and certificates already granted;
 - (c) the privileges and responsibilities of the holders of licences, ratings and endorsements for licences, medical certificates, approvals and certificates;
 - (d) the conditions for the acceptance and for the conversion of air traffic controllers' licences as well as the conditions for the acceptance and for the conversion of national medical certificates into commonly recognised medical certificates.
11. The measures referred to in paragraph 10 shall reflect the state of the art, including best practices and scientific and technical progress, in the field of air traffic controller training. They shall initially be developed on the basis of the provisions of Directive 2006/23/EC on a Community air traffic controller licence.

Article 8d¹⁹

Accredited bodies

[...]

¹⁹ ES has a reservation on the deletion of this article and Article 22d.

ATM/ANS [Certification]

With regard to air traffic management and air navigation services referred to in Article 4(3b) the Agency shall :

- (a) conduct, itself or through national aviation authorities or qualified entities, inspections, and audits of the organisations it certifies;
- (b) issue and renew certificates of organisations located outside the territory subject to the provisions of the Treaty, responsible for providing services in the territory of Member States to which the Treaty applies;
- (ba) issue and renew certificates of organisations providing pan-European services;
- (c) amend, suspend or revoke the relevant certificate, when the conditions according to which it was issued are no longer fulfilled or if the holder of the certificate fails to fulfil the obligations imposed on it by this Regulation or by its implementing rules.

Article 22c

Air Traffic Controller Certification

1. With regard to the personnel and organisations referred to in Article 8c(1), the Agency shall:
 - (a) conduct, itself or through national aviation authorities or qualified entities²⁰, investigations and audits of the organisations it certifies and, where relevant, their personnel;
 - (b) issue and renew the certificates of air traffic controller training organisations located outside the territory of the Member States and, where relevant, their personnel;
 - (c) amend, suspend or revoke the relevant certificate when the conditions according to which it was issued by it are no longer fulfilled, or if the legal or natural person holding the certificate fails to fulfil the obligations imposed on it by this Regulation or its implementing rules.

2. [...] ²¹

Article 22d²²

Accredited bodies

[...]

²⁰ The Presidency has suggested to replace the concept of "recognised organisation" by "qualified entities" in the proposal amending Regulation 550/2004

²¹ ES and CY would prefer to retain possibility of certification of synthetic training devices.

²² ES has a reservation on the deletion of Article 22d.

PROGRESS REPORT**A. GENERAL COMMENTS ON EASA**

The European Aviation Safety Agency ("EASA") has been entrusted by Regulation 216/2008 with responsibilities, in particular, in the fields of aeronautical products, maintenance operations and pilot licences, safety with respect to third countries operators and safety oversight. Five years after the setting up of EASA, the central role of EASA as the European safety agency has been confirmed, ensuring high and uniform safety standards whilst working in close cooperation with the national civil aviation authorities.

A high-performing EASA should provide cost-effective certification and approval services for industry, be proactive in identifying and mitigating safety risks, use best regulatory practice after wide and meaningful consultation and promote the EU safety culture at international level. A total system approach should be established with the scope of EASA encompassing all domains of aviation safety whilst taking into account the responsibilities of Member States. In that context, in principle, the successive extension of EASA's tasks to the safety of air traffic management (ATM), air navigation services (ANS) and aerodromes in accordance with the Single European Sky regulatory framework should be supported.

In this respect, the need for adequate and stable financing in line with the assignment of duties and for resources to be made available for EASA to fulfil its operational objectives and, furthermore, is underlined. The European Parliament and the Council should always take these aspects into consideration when deciding upon further strategic objectives of the Agency and its Community funding, while having due regard to the recommendations on the evaluation of the implementation of the Regulation of the European Parliament and of the Council.

The operational objectives related to the future tasks entrusted to EASA should be periodically assessed by its Management Board in the light of the resources available in order to provide a cost-efficient enhancement of safety.

The Council will deploy its best efforts, in cooperation with the European Parliament, to adopt the Regulation extending EASA's tasks by the end of 2009, so that new implementing rules on aerodromes and ATM/ANS can be adopted by the end of 2013 at the latest and allowing, in particular, that EASA is able at that date to certify pan-European systems that may emerge from the SESAR programme.

The Commission and EASA should concentrate on the preparation and adoption by 2010 of rules on operations and pilot licenses in order to be able to start with the drafting of implementing rules on aerodromes and ATM/ANS at that date, while ensuring full transparency in the regulatory process, allowing stakeholders and Member States sufficient time to be involved in and comment on the drafting of opinions and proposals.

Cooperation between EASA and Eurocontrol should be supported in order allow them to elaborate jointly by the end of 2009 a roadmap for the progressive and effective transition of responsibilities on ATM/ANS safety. This roadmap should take into account the development of EASA expertise in the fields of ATM/ANS and aerodromes, the list of planned implementing rules and the adaptation of EASA consultation mechanisms to the new domains and, furthermore, should take into account the need to maintain the current high level of safety.

B. AERODROMES

1. Introduction

A technical group of experts held two meetings on 19 and 25 November 2008 to examine the technical aspects in the field of aerodromes of the proposed Regulation. The group discussed, in particular, the scope of the regulation with regard to aerodromes, the issue of surrounding of aerodromes, the certification of equipment as well as the certification of the aerodrome and its operator. The current state of play reflects the conclusions proposed by the technical group.

2. Scope of the Regulation on aerodromes

A broad consensus was reached on the fact that the proposal of the Commission on the scope is too broad. Furthermore, it was considered that a specific treatment should be provided for military aerodromes when those aerodromes fall within the scope of the Regulation i.e. they are not exclusively used by military, customs, police, search and rescue, fire fighting, coastguard or similar activities.

a) adaptation of the scope concerning aerodromes²³

The criteria proposed by the Commission could be amended as follows:

- open to public use, serving commercial air transport and IFR, and
- with a paved runway of 800m length or more, or heliports

²³ Several delegations consider that the adapted scope would be too restrictive.

This should not prevent Member States to certify VFR aerodromes if they wish to do so.

Implementing rules (IR) and certification specifications shall take into account the fact that some aerodromes do have, for meteorological reasons, long runways but a very low traffic. Furthermore, the IR shall be proportionate to the size, the traffic and the complexity and type of operations.

3. Aerodrome equipment

The following two types of aerodrome equipment may exist:

- safety critical equipment that may need a certification by an authority and delivered to the manufacturer;
- safety related equipment that should be regulated only through the certification of the aerodrome;

Article 8a.2 shall be amended to reflect this distinction. Furthermore, the IR should specify the obligations of the operator. The equipment already installed at the aerodrome will be “grand-fathered”, unless found to be unsafe.

4. Surroundings of the aerodromes

The common understanding is that the safeguarding of the surroundings of the aerodromes does not fall within the responsibility of the aerodrome operators, but that of local or national authorities. However, the operators of the aerodromes should be responsible for the monitoring of the aerodrome surroundings. As a consequence, Articles 1, 8a.2, 8a.3 and Annex Va should be amended.

5. Certification process of the aerodromes

The principle of aerodrome certification will be a mix of "hard law" and "soft law". Certification will cover the infrastructure and may cover equipment and its installation as well as the operational procedures. As a consequence, Article 8a.2 should be redrafted.

EASA will define certification specifications for each type of aerodromes based on standards of ICAO Annex 14. The certification basis will be defined by the national civil aviation authorities on case by case basis, including the approval of technical specifications and procedures which would constitute means of compliance to the essential requirements of Annex Va part A. This certification basis will become binding. Furthermore, all certificates already granted will be “grand-fathered” at least during a transition period, unless found to be unsafe.

6. Single certification

There was a consensus in the technical group that a global safety approach should apply to the certification of the aerodrome and its operation and that a single certificate should be issued for the aerodrome and its operation. The choice to divide the certification process in two certificates should be left to the Member States, however, in case of two certificates, they should be issued by the same authority. To this end, Article 8a (2) may need to be redrafted.

7. Apron Management

There was a consensus in the technical group that discretion should be given to the Member States to decide whether this matter should be made subject to certification or self declaration. Furthermore, Apron Management should be moved to Article 8a.
