

In Focus

Regulations and rules prepared by the European Aviation Safety Agency (EASA)

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European regulation and implementing rules for aerodromes

As mentioned in the previous 'In Focus', the European Commission published the Aerodrome Regulation and its Implementing Rules (Commission Regulation (EU) No 139/2014) in February 2014. To accompany this EASA published its supporting Acceptable Means of Compliance (AMC), Certification Specifications (CS) and Guidance Material, (GM). The new rules came into effect on 6 March 2014, at which time the conversion period began and applicable UK aerodromes are in the process of converting their current Licence to a Certificate issued in compliance with the new Regulation and rules. The conversion period will finish by 31 December 2017.

Not all UK aerodromes are covered by the regulations. A list of the aerodromes that are expected to fall within the scope of the regulation can be found on the [CAA website](#). For those that are covered this In Focus provides information on our continuing work to support the conversion process and how UK aerodromes can prepare for oversight.

What is happening now?

For an aerodrome operator, there are two phases involved in the change to the EU regulation; the transition phase, and the ongoing oversight phase. The first phase is now well underway and we are supporting the transition of two aerodromes per month. To support the second phase (ongoing oversight) we are developing procedures that will be used by the Aerodrome Inspectors for their oversight activities at those aerodromes that have transitioned. The oversight must address the requirements

as described in the regulation, and also meet our objective to become a performance-based regulator. The introduction of new performance based oversight processes and procedures will result in changes to the way Inspectors conduct oversight of aerodromes. The effect of the change should be recognised by the aerodrome operators, some of which you may already be aware of, the Accountable Manager meetings being one example. The new Regulation has placed more responsibility on the Aerodrome Operator to ensure the aerodrome maintains compliance with the regulation and that the Declaration of Compliance document signed by the Accountable Manager at Transition remains valid. In the future we will use information gathered during contact with the aerodrome and data supplied by various means to assess the continued safety performance of the aerodrome.

What can you expect to see in Oversight?

Oversight Programme – The European rules include a requirement for the CAA to plan and have in place an Oversight Programme for each aerodrome to ensure effective oversight of that aerodrome. The oversight programme includes within each planning cycle audits, inspections and visits as appropriate. The programme for each aerodrome will vary throughout the planning cycle according to their safety performance.

The oversight programme must take place over an oversight planning cycle.

Oversight Planning Cycle – The oversight planning cycle will cover a 48 month period, during which

we will assess all the processes included in the EU regulation for compliance. We will also monitor your safety performance throughout the cycle to ensure that both the oversight programme and planning cycle remain appropriate. The results of the monitoring may affect the level of oversight an aerodrome operator is exposed to.

The planning cycle will include meetings with the accountable manager.

Audit – The audit process that aerodrome operators experience today will change. Under the new EU regulation, audits can include site visits, desk-based oversight activity, (such as the review of aerodrome documents and safety data), or a combination of both.

To comply with the EU Regulation the focus of an audit will change to gathering evidence of the aerodromes' compliance with the regulation. We will ensure all processes required by the regulation have been addressed and are functioning as appropriate. . The audit will enable us to gather the evidence on how the aerodrome is performing to enable us to target our support and help that aerodrome with its safety performance.

Oversight General – The new Regulation places more responsibility on the aerodrome operator to ensure the aerodrome maintains compliance with the regulation, and to ensure that the Declaration of Compliance (signed by the Accountable Manager at transition) remains valid.

The CAA's oversight must address the requirements as described in the regulation, and also meet our objective to implement performance-based regulation (PBR) and for us to become a performance-based regulator. This will result in changes to the way Inspectors conduct oversight of aerodromes.

How we will conduct audit activity for a particular aerodrome will be determined according to the safety performance of that aerodrome. Another change is the removal of the Aerodrome Safety Report (ASR).

Building on the PBR element, the evidence we have gathered during the audit will feed into the Accountable Manager meeting to allow us to agree a strategy to raise the safety performance of the aerodrome as appropriate. In the future we will also use information gathered during any contact with the aerodrome, together with data supplied by various means (e.g. MORs), to assess the continued safety performance of the aerodrome and to identify areas

that need attention. So the focus will change with PBR looking beyond compliance with the EU Regulation.

How can I get ready for Oversight?

During the aerodrome workshops, we mentioned that aerodromes that have transitioned should expect an audit six months after their transition date.

We are still finalising the detail, but, the first audit after transition will focus on those items highlighted in the transition that required further work to ensure compliance, and also include new subjects introduced in the regulation. Examples of these include:

1. Review of items outstanding from transition:
 - a. Update to the CB including review of DAADs, SC and ELOS (including any outstanding safety assurance);
 - b. Update to the OB;
 - c. Update of the Aerodrome Manual (to remove any references to CAP 168, etc.)
2. New management items required by the regulation that were not previously required by UK.
 - a. Management of Change. (ADR.OR.B.040) (including a procedure for changes not requiring prior approval);
 - b. Compliance monitoring (ADR.OR.D.005);
 - c. Personnel requirements (ADR.OR.D.015);
 - d. Training requirements (ADR.OR.D.017 & ADR.OPS.B.010);
 - e. Record keeping (ADR.OR.D.035);
 - f. Use of alcohol/psychoactive substances (ADR.OR.C.045);
 - g. Contracted activities (ADR.OR.C.010);
 - h. Coordination with other organisations (ADR. OR.D.025);
 - i. Management of data (ADR.OPS.A.).

On top of these we will also focus on technical items across aerodrome operations included in ADR. OPS.B.. We also will look for feedback on how you are finding the EU Regulation.

We hope the above has given you a better understanding of what we have in mind for future oversight. Any questions should be directed to your Aerodrome Inspector, who will be able to answer your question or forward to the appropriate standardisation team member for an answer.