

EASA AERODROME CERTIFICATION

Project Planning Update

CTIF - Oslo

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Purpose

To describe the UK activities regarding the implementation of EASA ADR rules

- ★ Activities
- ★ Principles/Assumptions
- ★ Identify RFFS specific issues
- ★ Questions

So...Where were we?

- ★ **Single European Skies II**
- ★ **Basic Regulation**
- ★ **EASA Competence in the area of Aerodromes and Aerodrome Operations**
- ★ **Develop Implementing Rules (NPA)**
- ★ **NPA Consultation**
- ★ **CRD**

Activities

Five Core Elements: -

- ★ **Rule Making** – Legal Changes
- ★ **Rule Application** – How we implement the rules
- ★ **Certification** – New/revised process
- ★ **Communications Strategy** – Internal/external
- ★ **Training** - Internal

Rule Making

Air Navigation Order

- ★ Changes required to enable amendment

EASA Regulations – Timelines

- | | |
|---------------------|----------------------------------|
| ★ CRD | Out for consultation until 3 Feb |
| ★ EASA Opinion | Mid February |
| ★ Comitology | During 2013 at Commission |
| ★ Rules Published | December 2013 |
| ★ Entry into force | 1 January 2014 |
| ★ Conversion period | Ends 31 December 2017 |

Rules Application (1)

Scope

- ★ Confirm aerodromes within EASA scope
- ★ Confirm aerodromes within national scope
- ★ Identify uncertificated aerodromes that will fall into EASA scope
- ★ Identify aerodromes that could be derogated
- ★ Agree a policy on derogation – involves government

Rules Application (2)

Policy

- ★ Review EASA IR and AMC to identify UK compliance
- ★ Create a compliance matrix – RFFS is one element
- ★ Create policy on action in event of non-compliance or conflict with existing UK AMC
- ★ Proportionality – when is corrective action required?

Rule Application (3)

Publications

- ★ Identify all CAPs, Notices etc
- ★ Create a process for industry publications: -
 - ★ Relevant CAPs, publications
 - ★ Process to keep CAPs, publications updated
 - ★ Do we keep CAP 168?

Finance

- ★ Scheme of Charges

Certification

Set Up

- ★ Scope applicable IRs, AMC and GM (about certification)
- ★ Develop compliance documents:
 - ★ Declaration of Compliance, Certification Basis, Operations Basis, Aerodrome Manual
- ★ Pre-transition, request aerodromes to identify non-compliances



Certification (2)

Transition

- ★ Transition preparation – CAA and industry
- ★ Create transition process
- ★ Pilot exercises/tests
- ★ Create transition schedule (audit programme)

Continuing Oversight

- ★ Review current cycle to see if it can be extended
- ★ Review if any changes are required to complete audits
- ★ Consistent regimes for EASA and national aerodromes

Communication

Activities

- ★ Create communications strategies for EASA and national aerodromes
- ★ Industry coordination, updates and workshops:
 - ★ Workshops post opinion, and any trials/exercises
 - ★ In Focus, AOA updates, website
 - ★ Internal (CAA) updates

Messages

- ★ Advise industry about how regulations will be applied
- ★ Advise industry about transition (and progress)

Training and Support

Training

- ★ Create training courses(s) and material – internal only
- ★ Train certification, policy and support teams
- ★ Training and records, including continuing compliance

Support procedures

- ★ Update operational, divisional and general procedures

Principles/Assumptions – Rule Application

- ★ Harmonise where practicable, but may need to hold UK requirement (based on safety case or cost benefit)
- ★ UK/CAA AMC must match or exceed EASA's AMC.
- ★ Work with industry to develop/agree UK AMC
- ★ GM primarily retained from current CAA publications
- ★ In reviewing UK CAPS to assess compliance against IRs, if we deem the publications achieve compliance we need not change anything.

Principles/Assumptions – Certification

- ★ Declaration of compliance to be used for EASA and national regimes
- ★ Operators will declare compliance
- ★ Certification involves desk top review and audit/inspection
- ★ In year of certification oversight activity will be the certification process
- ★ Continue current audit cycle:
 - ★ Aerodromes have 3 opportunities for conversion
- ★ Do not foresee additional audits as a result of this process

Principles/Assumptions – Certification (2)

- ★ National regime will not change until the transition is either completed or well established
- ★ EASA and National schemes will aim to become as consistent as reasonably practicable
- ★ The transition process will be used if a National aerodrome wants to become an EASA aerodrome

Key Messages

- ★ EASA rules and certification scheme are manageable
- ★ Project involves CAA and aerodromes working together
- ★ Prepare early
- ★ CAP 168 remains in place - until certificate issued
- ★ Further information - **In Focus** and **EASA FAQ**

RFF Rules, AMC and GM

European Aviation Safety Agency OPINION No 01/2013 'Authority, Organisation and Operations Requirements for Aerodromes'

Consolidation of Emergency Planning and Rescue and Fire Fighting Service rules from the above

Note: These rules are proposed by EASA and now go to the European Commission and Parliament for amendment and/or approval.

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|--------------|--|
| Quick guide: | Authority Requirements e.g. CAA |
| AR | Organisation Requirements e.g. aerodrome operator |
| OR | Operational Requirements e.g. procedures, infrastructure, data |
| OPS | Acceptable Means of Compliance |
| AMC | Certification Specifications |
| CS | Guidance Material – where appropriate |
| GM | |

Applicable to the State

Article 11 of the proposed regulation
Local community emergency plan
Member States shall ensure that a local community plan for aviation emergency situations in the aerodrome local area is established.

IMPLEMENTING RULES - these will be direct EU law

ANNEX II Part Organisation Requirements - Aerodrome Operators (Part-ADR.OR) SUBPART D – MANAGEMENT (ADR.OR.D)

ADR.OR.D.017 Training and proficiency check programmes

- (a) The aerodrome operator shall establish and implement a training programme for the personnel involved in the operation, maintenance and management of the aerodrome.
- (b) The aerodrome operator shall ensure that unescorted persons operating on the movement area or other operational areas of the aerodrome are adequately trained.
- (c) The aerodrome operator shall ensure that persons referred to in (a) and (b) above have demonstrated their capabilities in the performance of their assigned duties through proficiency check at adequate intervals to ensure continued competence.
- (d) The aerodrome operator shall ensure that:
 - (1) adequately qualified and experienced instructors and assessors for the implementation of the training programme are used; and
 - (2) suitable facilities and means are used for the provision of the training.
- (e) The aerodrome operator shall:

Consolidation of Draft Emergency Planning and Rescue and Fire Fighting Service AMC and GM

Note: These will be published at the same time as the Implementing Rules

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AMC/GM to Annex II – Part –OR SUBPART D – MANAGEMENT (ADR.OR.D)

AMC1 ADR.OR.D.015(d) Personnel requirements
DETERMINATION OF PERSONNEL NEEDS AND QUALIFICATIONS

- (a) The aerodrome operator should determine the required personnel for the planned tasks.
- (b) The aerodrome operator should determine the required personnel qualifications, in accordance with the applicable requirements (and the national and European Union legislation where applicable), and include them in the aerodrome manual. A documented system with defined responsibilities should be in place, in order to identify any needs for changes with regard to personnel qualifications.

GM1 ADR.OR.D.015 (d) Personnel requirements
QUALIFICATION OF PERSONNEL

The term 'qualified' denotes fitness for the purpose. This may be achieved through fulfilment of the necessary conditions such as completion of required training, or acquisition of a diploma or degree, or through the gaining of suitable experience. It also, includes the ability, capacity, knowledge, or skill that matches or suits an occasion, or makes someone eligible for a duty, office, position, privilege, or status.

Certain posts may, by nature, be associated with the possession of certain qualifications in a specific field (e.g. rescue and firefighting, civil, mechanical or electrical engineering, wildlife biology, etc.). In such cases, the person occupying such a post is expected to possess the necessary qualifications at a level that is in accordance with the applicable national or European Union legislation.

AMC1 ADR.OR.D.017(a) Personnel Requirements
TRAINING PROGRAMME – GENERAL

- (a) The training programme should cover all personnel:
 - (1) involved in the operation, rescue and firefighting, maintenance, and management of the aerodrome (supervisors, managers, senior managers, and the accountable manager); and
 - (2) those persons operating unescorted on the movement area, and other operational areas of the aerodrome, related to other organisations which operate or provide services at the aerodrome, regardless of their level in the organisation.
- (b) The training of persons mentioned in paragraph (a) should be completed prior to the initial performance of their duties, or allowing them unescorted access on the movement area and other operational areas of the aerodrome, as appropriate.

THANK YOU

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