



The Implementing Rules are largely based on the corresponding ICAO texts, with some new parts in the AR and OR for areas which are not yet fully explored by ICAO. These are compatible with agreed European rules in other areas (OPS, air crew, ATM).

Annex I (Part-AR) covers the authority requirements – these are the rules with which the UK CAA will need to comply, including information that must be provided to EASA; issue of safety directives; establishing and changes to the management system; oversight, certification and enforcement; and example certificates.

Annex II (Part-OR) covers organisation requirements for aerodrome operators – these are the rules to be followed by aerodrome operators with respect to aerodrome certification, management and manuals. This includes rules on applying for a certificate; change management; aerodrome operator responsibilities including emergency planning and the provision of a rescue and fire fighting service; establishing and maintaining a safety management system; contracted activities; coordination with other organisations; and the aerodrome manual.

Annex III (Part-OPS) covers the operations requirements for aerodromes – these are the rules with which an aerodrome operator must comply when operating an aerodrome. This includes rules on emergency planning and airport rescue and fire fighting service provision.

### **(B.II) Acceptable Means of Compliance (AMC) and Guidance Material (GM):**

This section has been largely taken from existing ICAO material.

The EASA published Acceptable Means of Compliance is ONE way of meeting the intent of the associated Implementing Rule. By meeting the published AMC, this demonstrates compliance with the IR. For some IRs, there will be more than one published AMC – any one, or a combination of these AMCs can be used to demonstrate compliance with the rule.

**Note:** During the certification process, it would also be possible to submit Alternative Means of Compliance, the principles of which are explained in ADR.AR.A.015. These would need to be agreed with the CAA. Alternative means of compliance are not included in the NPA, as these would be derived by the aerodrome operator or the CAA.

B.II also includes Guidance Material, which is non-binding explanatory and interpretation material on how to achieve the requirements contained in the Basic Regulation, the IRs, and the AMCs. Guidance Material does not have to be complied with.



### **(B.III) Draft Certification Specifications:**

This details the technical specifications for aerodrome design. It is based closely on Annex 14 Standards and Recommended Practices (but with some differences) and contains the proposed technical standards for aerodromes, largely comparable with those in CAP 168.

Certification Specifications are non-binding technical standards and will be used to establish the certification basis (CB) of an aerodrome. Should an aerodrome operator not meet the Certification Specifications, it may propose other means (Equivalent Level of Safety, Special Condition or Accepted Deviation) that demonstrate how the intent of the Certification Specifications is met. As part of an agreed certification basis, the Certification Specifications become legally binding.

There are also a limited number of “alternative” Certification Specifications, where ICAO specifies more than one means or where a suitable means has been proposed by a Member State.

Document (BIII) is split into Book 1 containing the Certification Specifications and Book 2 containing the associated Guidance Material. Book 1 also contains definitions for various aerodrome technical terms.

The Certification Specifications and associated Guidance Material include, but are not limited to, the following topics:

- Runways and runway end safety areas (RESA);
- Taxiways;
- Aprons;
- De-icing and anti-icing facilities
- Obstacle limitations;
- Visual aids;
- Electrical systems;
- Aerodrome operational services, equipment and installation;
- Aeronautical ground lights, markings, signs and panels



### **(C) Cross References:**

This document, a total of 60 pages, can be used to identify the origin of and reason behind the proposed text.

### **(D) Regulatory Impact Assessment:**

The Regulatory Impact Assessment is supported by the example “case studies” of what the application of the rules could mean. There are around 120 pages of support material. The case studies were carried out by EASA and provide clear examples of how the rules would be applied in real life.

## Numbering system used in the NPA

EASA uses a standard numbering system across its regulatory documentation and the Aerodromes NPA is no different. The numbering system for Implementing Rules is in the following format:

ADR.OR.D.005(a) – Management

Where:

ADR means aerodromes

OR means aerodrome operator requirements

D is the subpart – in this example, this subpart is Management

005(a) is the specific sub-item – in this example, this is about implementing and maintaining a management system, including a safety management system.

The numbering system for Acceptable Means of Compliance is in the following format:

AMC1-ADR.OR.D.005(a) – Management

This is the same reference as for the associated Implementing Rule, but prefaced with the AMC reference. If there is more than one AMC associated with the Implementing Rule, the preceding references will be AMC1, AMC2, AMC3 etc.

A similar numbering system is used for Guidance Material, using GM as the prefix:

GM1-ADR.OR.D.005(a) – Management

The numbering system for Certification Specifications is as follows:

CS.ADR.DSN.L.530 – Runway Centre Line Marking

Where:

CS indicates that this is a Certification Specification

ADR means aerodromes

DSN means design

L is the subpart – in this example, this subpart is Visual Aids for Navigation (Markings)

530 is the specific sub-item – in this example, this is Runway Centre Line Marking

The associated Guidance Material follows a similar numbering system but, instead of the CS prefix, the GM prefix is used:

GM-ADR.DSN.L.530 – Runway Centre Line Marking

## Common terminology used in the NPA

Some terms used throughout the NPA are different to CAP 168. These include:

**Competent authority:** In the UK, this will be the CAA.

**Certificate:** In the UK, aerodromes hold a CAA licence. Under the EASA regime, those aerodromes in scope will be required to hold a certificate.

**Certification process:** This is the European term for the 'licensing' process.

**Certification Basis:** The set of applicable Certification Specifications against which the aerodrome must demonstrate compliance, or show an equivalent level of safety (ELOS) or special condition. This will be unique for each aerodrome and will need to be agreed with the CAA.

**Conversion:** Existing UK aerodrome licences will need to be converted to a certificate issued in line with European rules, for those aerodromes in the scope. EASA is proposing to allow 48 months for Member States to convert all of their existing licences into the new certificate.

**Acceptance:** The actual process used to convert the existing UK aerodrome licence to a new certificate will be known as 'acceptance'. Any existing UK aerodrome licence shall remain valid for a maximum period of 48 months once the European Regulations come into force (i.e. 4 years from the expected date of January 2014). In order to convert the existing UK licence to a certificate under the European Regulations, the aerodrome operator will need to demonstrate compliance with their own certification basis and with the Implementing Rules applicable to its organisation and operation. The acceptance process allows the CAA to transfer existing deviations to the new certificate, subject to certain requirements. Some deviations may be justified by using an equivalent level of safety; others may become special conditions. Those deviations that remain may be included in a document known as the Deviations Acceptance and Action Document (DAAD) which will be accompanied by an action plan that indicates the conditions for removing the deviation and/or any mitigation measures required while the deviations still exist. The DAAD has been developed to support the acceptance process only and EASA will not permit it to be used in any other circumstances. It is intended that the DAAD would be individual to each aerodrome, but may also contain state-wide elements as deemed appropriate by the CAA. For more information on the DAAD, see Article 7 and the executive summary of the draft Regulation, document (A).

## UK transition plan

Now that the NPA has been published, we will start working on the transition plan for UK industry (bearing in mind that the draft regulations are subject to change and will not be finalised until late 2012 at the very earliest). The plan will cover all of the 50 aerodromes currently identified as being within the EASA scope and that will therefore need to convert from a national licence to a new certificate in compliance with the European rules. An EASA Transition Steering Group, with joint CAA and AOA membership, has already been established and was involved in setting up the first round of industry seminars preparing for the EASA NPA in October 2011. The CAA will work together with aerodrome operators and the AOA on an industry transition plan.

## What happens next?

The CAA will be holding seminars in February 2012 for UK aerodrome operators. Invitations have already been sent directly to the accountable managers of those aerodromes expected to be in the scope. Priority will be given to those aerodromes in the EASA scope but if you would like to attend the seminar (and your aerodrome has not been invited) please contact the CAA at the following email address: [aerodromes@caa.co.uk](mailto:aerodromes@caa.co.uk)

## Website links

Acronyms: <http://easa.europa.eu/docs/faq/acronyms.pdf>

CAA website on EASA aerodromes:

<http://www.caa.co.uk/default.aspx?catid=620&pagetype=90&pageid=11193>

Further FAQ on EASA: <http://easa.europa.eu/frequently-asked-questions.php>

Further information on the conversion process can be found on the EASA website:

<http://easa.europa.eu/atm/faq.html>

then select Aerodrome. Conversion and DAAD FAQs

For further information please contact [aerodromes@caa.co.uk](mailto:aerodromes@caa.co.uk)

## List of Abbreviations

ADR	Aerodrome
Agency	European Aviation Safety Agency
AMC	Acceptable Means of Compliance
AR	Authority Requirement
ATM	Air Traffic Management
ATS	Air Traffic Services
BR	Basic Regulation (Regulation (EC) No. 216/2008)
CAA	Civil Aviation Authority
CRD	Comment Response Document
CB	Certification Basis
CS	Certification Specification
DAAD	Deviation Acceptance and Action Document (used for conversion only)
DSN	Design
EASA	European Aviation Safety Agency
EC	European Community
ELOS	Equivalent Level Of Safety
ER	Essential Requirement
EU-OPS	OPS 1: Commercial air transportation (aeroplanes), Annex III of Council Regulation (EEC) No 3922/91
GEN	General
GM	Guidance Material
IAW	In accordance with
ICAO	International Civil Aviation Organization
IR	Implementing Rule
MS	Member State
NAA	National Aviation Authority (i.e. CAA, in the UK)
NPA	Notice of Proposed Amendment
OPS	Operations
OR	Organisation Requirement
RESA	Runway End Safety Area
RIA	Regulatory Impact Assessment
RM / RMG	Rulemaking / Rulemaking Group
SARPs	Standards and Recommended Practices
SC	Special Condition
SMS	Safety Management System
ToR	Terms of Reference