



# EASA Aerodromes Conference

Tony Heap  
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# AGENDA

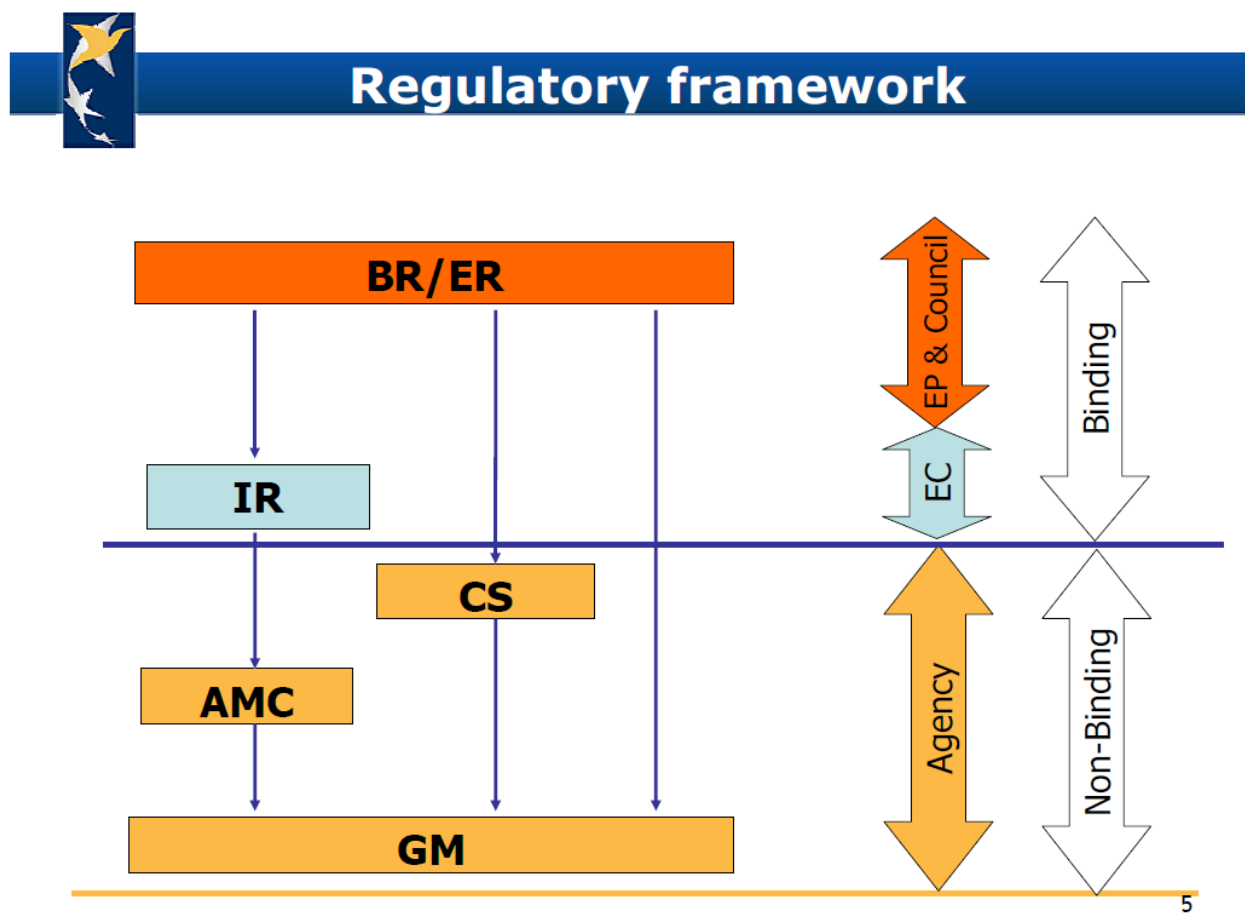


- The rulemaking structure
- The transition project
- The transition trials
- Summary and final Q&A

# EASA Rulemaking Structure

# Rulemaking Structure

- Rulemaking Structure



# Rulemaking structure (1)



## Implementing Rules

- Legally binding standards used to implement the Essential Requirements in the Basic Regulation;
- This means that Member States cannot require more or less than the Implementing Rule
- Implementing rules relate to activities (imposed on an operator or authority)

# Rulemaking structure (2)



## Acceptable Means of Compliance (AMC)

- not legally binding technical / procedural information, which constitutes one way to comply with the rules but not necessarily the only way;

## Guidance Material (GM)

- not legally binding explanatory material on how to interpret the rule

## Rulemaking structure (3)

### Certification Specifications

- Not legally binding technical standards to be used in the certification / approval process
- They are the building blocks for the certification basis and therefore are necessarily detailed technical specifications
- Become binding once CB agreed



# UK Transition Project



# UK Transition Plan



- 1. The Process**
- 2. The Activities**
- 3. Principles/Assumptions**
- 4. Transition timelines**

# The Process

- **Workshops were held Summer 2011 to scope out the project**
- **Over a series of meetings a detailed scope was created**
- **Each item was broken down into individual Workspecs**
  - **Detailing what, when, how & who would achieve each task**



Microsoft Office  
Word 97 - 2003 Document

- **The Workspecs formed the basis for the project plan**
- **The project formally kicked off at the end of March 2012**

# The Process

- A project team was created in the Autumn 2012:

**Graeme Ritchie,  
Owen Healey,  
Dean White,  
Inez Bartolo,  
Tony Heap,  
Nick Yearwood,  
James Eales**

**Simon Webb,  
Sue Mason-Brown,  
Kate Bromley-Fox,  
Tommy Murney,  
Angela Osbourn,  
Denise Ridgway,**

- Specialist project manager (Kim Tuddenham)

# The Process

- **Project Governance was put in place:**
  - **Project Team – meetings at least weekly**
  - **Project Board – met monthly**
  - **Project Board AOA Coordination Group**
  - **Risk review, Action log, Decision log,**
  - **Milestones report**
  - **Monthly highlight report**

# The Process

**The project is split into 4 phases:**

**Phase 1 - Transition Preparation** – 2013/2014

**Phase 2 - Transition** – 2014/2017

**Phase 3 - Oversight** – 2015/2017

**Phase 4 - National Alignment** – 2015/2017

# Activities

- The current activity is focused on Phase 2
- Phase 1 was split into 5 Core Elements:
  1. Rule Making
  2. Rules Application
  3. Transition
  4. Communications
  5. Training



# 1 - Rule Making

## Air Navigation Order

- **Changes required to accommodate EASA rules and for national alignment**
- **Impact Assessment**

## EASA Regulations

- **Tracking key EASA timelines and milestones**
- **Continued development of AMC, GM and CS**

## 2 - Rules Application (1)

### Scope

- **Confirm aerodromes within EASA scope**
- **Confirm aerodromes within national scope**
- **Identify unlicensed aerodromes that may fall in scope**
- **Identify aerodromes that could be derogated**
- **Agree a policy on derogation – involved Department for Transport (DfT)**
- **Military aerodromes not in scope**

## 2 - Rules Application (2)

### Policy

- Review each IR, AMC and CS to identify UK compliance
- Create a compliance matrix
- Create policy on action in event of non-compliance or existing (different) UK practice (AltMoC)
  - Variations – e.g. Taxiway lights
  - UK AltMoC – e.g. Emergency Plan testing
- Proportionality – when is corrective action required?
- Conversation with inspectors to agree, then with industry



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Document

## 2 - Rules Application (3)

### **Publications**

- **Identify all CAPs, Notices etc**
- **Create a process for industry publications**
  - **Relevant CAPs, publications**
  - **Process to keep CAPs, publications updated**

### **Finance**

- **Project budget – workshops, travel, training, resources**

## 3 – Transition (1)

### Set Up

- **Scope applicable IRs, AMC and GM**
- **Develop compliance documents:**
  - **Application form, Declaration of Compliance, Certification Basis & Ops Basis, Certificate, Terms of the Certificate**
  - **Transition pack**
- **CB and OB will use detailed questionnaires to assess the aerodrome against the applicable CS/IR & AMC**
- **Pre-transition request ADRs to identify non-compliances**

## 3 - Transition (2)

### Transition

- Revised CAA oversight management processes
- Revised audit process
- Trial exercises/tests
  - This will inform how the transition will work in phase 2
- Transition schedule – impact on oversight audit cycle



## **3 - Transition (3)**

### **Transition Programme**

- **Window open until December 2017**
- **Transition unlikely to start before June 2014**
  - **Trials to be reviewed and transition processes finalised**
  - **Inspectors to be trained and aerodromes informed**
  - **Transition schedule to be agreed and teams allocated**
- **Sign off by the Project Board before transition commences**

## 4 - Communications

### Communications

- **Create strategies for EASA and national aerodromes**
- **Industry coordination, updates and seminars – to advise about how the regulations will be applied**
  - **AOA Transition Coordination Group**
  - **Seminars (internal and external)**
  - **Internal updates**
  - **Website**

# 5 - Training



## Training

- **Create training course(s) and material – internal only**
- **Train transition, policy and support teams**
- **Training records, including continuing compliance**
- **CAP 700**

# Principles/Assumptions – Rule Application



- Harmonise where practicable, but may need to hold UK requirement (based on safety case or cost benefit)
- UK/CAA AMoC should match or could exceed EASA's AMC
- GM primarily retained from current CAA publications
- Review UK CAPS to assess compliance against IRs - if the publications achieve compliance we plan that they remain as AltMoC/GM
- Agree our position, then work with industry to develop/agree UK AltMoC

# Principles/Assumptions – Transition (1)



- **Declaration of Compliance used for EASA & national ADRs**
- **Operators will declare compliance**
- **Transition involves desk top review & possible inspection**
- **The transition process will be used for National aerodromes moving into the EASA scheme**
- **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**

# Principles/Assumptions – Transition (2)



- In year of transition, oversight activity will be the transition process – to minimise impact
- Impact on audit cycle yet to be determined:
  - To be reviewed following trial audits
  - CAA will decide on audit dates
- Do not foresee additional audits as result of transition
- Trial aerodromes will be the first 3 to transition
- CAA Priorities:
  - EASA transition
  - Continuing oversight



# Phase 1 - Timelines

- **Project kicked off – 25 March 2012**
- **EASA Committee – 23 April 2013, voted to adopt Opinion**
- **Industry Seminars – June 4 2013 (EDI), 6 (BHX) and 7 (LGW)**
- **Trial transition exercises – Q3/Q4 2013**
- **Industry Seminars – (outputs from trials) Q4 or Q1 2014**
- **EC Decision expected December**
- **There are 48 months granted for the transition**
- **Intended start of transition – June 2014**

## Phases 2-4 Timelines

- **Phase 2 – Transition 2014-17**
  - Transition process – events/actions required
  - Support procedures
- **Phase 3 – Oversight – 2015-2017**
  - Risk indicators to extend audit cycle at aerodromes
- **Phase 4 – Align National Regime 2015-2017**
  - EASA and National schemes will aim to become as consistent as reasonably practicable – including oversight

So what's new

# So what's new? (1)

- **Clear format**
- **Flexibility within AMC**
- **Requirements for Member States, Authorities, Operators & Operations**
- **Terms of Certificate**
- **Demonstration of, and continuing compliance**
- **Adoption of ICAO SARPs**
- **Fewer UK differences to physical characteristics**

## So what's new? (2)

- **Personnel requirements, including training**
- **Compliance monitoring and record keeping**
- **Coordination with other organisations (including contracted activities and safety programmes)**
- **Procedures for fire prevention and use of alcohol etc**
- **Use of aerodrome by larger aircraft (OPS)**

## So what's new (3)

- **Fewer UK differences:**
  - **Aerodrome Reference Code**
  - **Runway Holding Points**
  - **Location of edge lights**
  - **Road holding position lights**
  - **Aircraft Stand Identification Signs**

## So what's new (4)

- **Compliance Matrices & differences lists being developed for IRs, AMC and CS**



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- **Conversation with industry will follow**

# The Transition Trials



# Transition trials





# Transition trials





# Transition trials



# Transition trials

- **Purpose:**
  - **To test and evolve CAA and aerodrome procedures**
  - **To ensure that the transition process works**
  - **To ensure that participants understand it**
  - **To ensure the correct documentation and procedures are provided**

# Transition Pack



- Pack being finalised for testing at Bristol
  - Application Form
  - Certification Basis Form
    - Certification Specifications checklist
  - Operators and Operations Basis Form
  - Aerodrome Manual checklist
  - Declaration of Compliance

# Transition Trials

- **Bristol will start early July 2013 – 8-10 weeks**
- **Highly interactive – regular contact**
- **Complete and review – September**
- **Aberdeen and Norwich will follow in parallel or closely overlapping**
- **Aim to complete and reviews by year end**
- **Trial coordinator**
- **Critical success factors**

# Key Messages

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- **EASA vs UK Requirements**
  - **Wider debate needed into keeping UK requirements**
    - **Above EASA requirements**
    - **Not mentioned in EASA regulation**
  - **Aim to determine and agree national AltMoC**
- **Balance between standardisation and implementation**
- **Transition not recertification**



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Word Document



# Key Messages

- EASA draft the rules - States/industry implement them
- Transition is dynamic – things will change but not too much
- Transition is our highest priority
- CAA will promote flexibility to reduce UK non-compliances
- Compliance with CAP 168 remains - until certificate issued
- EASA rules and certification scheme are manageable
- **Project involves CAA and aerodromes working together**

# Current



- All transition documents including guidance material can be downloaded from the CAA website.
- Transition Pack includes:
  - Certification Basis (CB)
  - Operations Basis (OB)
  - DAAD
  - Declaration of Compliance
  - Aerodrome Manual checklist
  - Criteria for Deviations

# Current - CAA



## Regulatory Implementation Coordination Group (RICG)

VCS 1079/2012	IFPL 1033/2006
MSI 262/2009	ATCO Licence 805/2011
SPI 1207/2011	Safety O/S 1034/2010
ADQ 73/2010	CR 1035/2010
DLS 29/2009	Perf Scheme 691/2010
FMTP 633/2007 & 283/2011	AMS NPA 24/2013
ACID 1206/2011	ADR 139/2014
ATFM 255/2010	
COTR 1032/2006 & 30/2009	

# Current - CAA

	<b>RICG Relevant Regulation Action (Questions)</b>
1	Do we need to change our policy and/or procedures?
2	Do we need to initiate a change to National legislation?
3	Do we need to amend CAPs and/or other associated documents?
4	Do we need to alert the Military to any aspects of the regulation?
5	Do we need to amend approval documentation such as licences, certificates, letters of approval, Article 169 approvals?
6	Are there any implications for the CAA scheme of charging/cost recovery?
7	Do we, as NSA, satisfy published 'Acceptable Means of Compliance' or will we need to develop 'Alternative' or 'additional' means?
8	Do we anticipate that UK industry (ANSPs) will need to apply to us for approval of alternative or additional means of compliance?
9	Are there any new associated training requirements for CAA staff?
10	What are the implications for the UK/Ireland FAB and what actions need to be taken to amend FAB agreements & associated documents?
11	What are the implications for any associated support we provide to DGCA's with respect to UK Dependencies and/or overseas territories?
12	Which other CAA Divisions and/or Groups will be affected and will need to be consulted?
13	Does information and guidance on these regulatory aspects need to be publicised to UK industry?
14	Do we need to amend ICAO SARPs compliance checklists and notified Differences List?
15	Do we need to amend sections of the UK AIP?
16	Are the actions arising from this IR of such complexity and/or significance that, rather than progressing as separate management Plan actions, they need to be coordinated as a specific project with an appointed Project Manager?
17	Any other actions identified

# Current - CAA



- **Against each Article and Implementing Rule we are:**
  - **Defining action detail**
  - **Action Status**
  - **CAA Department responsible**
  - **Action Owner**
  - **Target date for completion**
  - **Target Status**

# Questions?

