



Terms of Reference

for rulemaking task RMT.0591

Regular update of aerodromes rules

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Issue/rationale

Rulemaking task RMT.0591 is intended to be used to regularly update the implementing rules (IRs) for aerodromes, the related acceptable means of compliance (AMC) and guidance material (GM), and the certification specifications (CS) and guidance material (GM) for aerodrome design.

Regular updates are issued based on the selection of non-complex, non-controversial or mature subjects originating from ICAO developments, stakeholders and expert groups or individuals, which EASA has assessed as beneficial.

The general objective of this rulemaking tasks is to ensure a high and uniform level of safety at aerodromes and to reflect the state of the art and best practices.

Action area:	Regular updates		
Affected rules:	Part-ADR, AMC/GM ADR, CS-ADR-DSN		
Affected stakeholders:	Aerodrome operators; National aviation authorities (NAAs)		
Driver:	Efficiency/proportionality]	Rulemaking group:	No
Impact assessment:	None	Rulemaking Procedure:	Standard



1. Why we need to change the rules — issue/rationale

EASA is facing a growing number of subjects that are candidate for the amendment of the implementing rules (IRs) for aerodromes, acceptable means of compliance (AMC)/guidance material (GM) or certification specifications (CS) and guidance material (GM) for aerodrome design.

The subjects vary in nature. Some of them may be directly driven by safety issues (e.g. safety recommendations related to aerodrome infrastructure and operations received from Accident Investigation Authorities, etc.), while others may be driven by other factors (e.g. ICAO developments, the introduction of new technologies, proposals from stakeholders or individuals, editorial changes and/or harmonisation of regulations, etc.).

In order to increase the efficiency of the rulemaking process, it has been decided to group some subjects that are considered non-complex, non-controversial, or mature into notice of proposed amendments (NPA) subsequently leading to EASA decisions or opinions. This concept was reintroduced in the revised EASA Management Board (MB) Decision 18-2015¹ (see Article 3.5. on ‘systematic rulemaking projects’).

On a regular basis, EASA will make a review of the availability of such eligible items and will eventually publish an NPA proposing an amendment of IR and/or AMC/GM and/or CS/GM.

2. What we want to achieve — objective

This rulemaking task is intended to be used in order to regularly update IR and/or AMC/GM and/or CS/GM. It would, therefore, lead to proposals for amendments based on the selection of non-complex, non-controversial or mature subjects originating from ICAO developments, stakeholders and expert groups or individuals, which EASA has assessed as beneficial. The ultimate goal is to increase safety and to reflect the state of the art and best practices.

Because of the generic nature of this rulemaking task, this ToR remains open and has no end date. Each NPA will, however, provide the specific planning and intended date for the ED decision to be issued.

3. How we want to achieve it

On a regular basis:

- select subjects meeting the criteria of the above-mentioned objectives;
- publish an NPA proposing an amendment of IR and/or AMC/GM and/or CS/GM;
- prepare a comment-response document (CRD);
- publish an ED decision amending AMC/GM and/or CS/GM; and/or
- publish an Opinion containing the proposed changes to the IR.

¹ Decision N° 18-2015 of 15 December 2015 replacing Decision 01/2012 concerning the procedure to be applied by the Agency for the issuing of opinions, certification specifications, acceptable means of compliance and guidance material (‘Rulemaking Procedure’)
(<https://www.easa.europa.eu/system/files/dfu/EASA%20MB%20Decision%2018-2015%20on%20Rulemaking%20Procedure.pdf>).

4. What are the deliverables

- An NPA describing the subjects that have been selected and proposing an amendment of IR and/or AMC/GM and/ or CS/GM;
- A CRD to the above-mentioned NPA;
- An ED decision amending AMC/GM and/ or CS/GM;
- An Opinion containing the proposed changes to the IR.

5. How we consult

Consultation, prior to the NPA and during the review of the comments to the NPA, will be determined during the drafting phase and may include:

- thematic meetings with affected stakeholders;
- technical workshops, if required; and/or
- MAB (Member States Advisory Body)/TeBs (Technical Bodies) and STeBs (Stakeholders Technical Bodies) consultations (written or meetings).

6. Reference documents

6.1. Affected regulations

- Commission Regulation (EU) No 139/2014 of 12 February 2014 laying down requirements and administrative procedures related to aerodromes pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 44, 14.2.2014, p. 1).

6.2. Affected decisions

- ED Decision 2014/012/R of 27 February 2014 adopting Acceptable Means of Compliance and Guidance Material to Regulation (EU) No 139/2014;
- ED Decision 2014/013/R of 27 February 2014 adopting Certification Specifications and Guidance Material for Aerodromes Design.

6.3. Reference documents

ICAO Annex 14 and related ICAO documents.

