



## TERMS OF REFERENCE

<b>Task Nr:</b>	ADR.003 (a) and ADR.003 (b)
<b>Issue:</b>	1
<b>Date:</b>	18 June 2010
<b>Regulatory reference:</b>	<ul style="list-style-type: none"><li>• Basic Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC<sup>1</sup>.</li><li>• Regulation (EC) No 1108/2009 of the European Parliament and of the Council of 21 October 2009 amending Regulation (EC) No 216/ 2008 in the field of aerodromes, air traffic management and air navigation services and repealing Council Directive 06/23/EEC<sup>2</sup>.</li></ul>
<b>Reference documents:</b>	<ul style="list-style-type: none"><li>• ICAO Annex 14 and the following ICAO publications:<ul style="list-style-type: none"><li>◦ ICAO Doc 9157, Aerodrome Design Manual;</li><li>◦ ICAO Doc 9184, Airport Planning Manual;</li><li>◦ ICAO Doc 9137, Airport Services Manual;</li><li>◦ ICAO Doc 9426, Air Traffic Services Planning Manual;</li><li>◦ ICAO Doc 9640, Aircraft Ground De-icing/Anti-icing Operations;</li><li>◦ ICAO Doc 9774, Manual on Certification of Aerodromes;</li><li>◦ ICAO Doc 9476, Surface Movement Guidance and Control Systems (SMGCS);</li><li>◦ ICAO Doc 9815, Laser Emitters and Flight Safety;</li><li>◦ ICAO Doc 9643, Simultaneous Operations on Parallel or Near-Parallel Instrument Runways (SOIR);</li><li>◦ ICAO Doc 8168, Operations Manual (PANS-OPS);</li><li>◦ ICAO Doc 4444, Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM);</li><li>◦ ICAO Doc 9674, World Geodetic System — 1984 (WGS-84);</li><li>◦ ICAO Doc 9365, All Weather Operations;</li><li>◦ ICAO Doc 9870, Preventing Runway Incursions.</li></ul></li><li>• ICAO Annexes (relevant parts) 2, 3, 4, 6, 10, 11, 15, 16 and 17;</li><li>• Preliminary preparatory material produced by the Group of Aerodrome Safety Regulators (GASR) for the Agency;</li><li>• European Action Plan for the Prevention of Runway Incursions (EAPPRI);</li><li>• Appropriate and relevant regulatory material from the EASA Member States.</li></ul>

<sup>1</sup> OJ L 79, 19/03/2008, p. 1.

<sup>2</sup> OJ L 309, 24/11/2009, p. 51.

<p><b>1. Subject:</b> Implementing measures for the safety of aerodromes - <b>Requirements for aerodrome design</b></p>
<p><b>2. Problem/Statement of issue and justification; reason for regulatory evolution (regulatory tasks):</b></p> <p>The Basic Regulation (EC) 216/2008 (hereafter BR) was amended, with the adoption of Regulation (EC) 1108/2009 by the European co-legislators, in order to include the safety regulation of aerodromes and ATM/ANS into the European aviation safety regulatory system (henceforth the EASA system). Therefore, a series of implementing measures shall now be prepared by the European Aviation Safety Agency (EASA or the Agency) within a defined timeframe for the field of aerodrome safety.</p> <p>Altogether the amended BR requires the development of safety rules containing the detailed requirements with which related competent authorities, aerodrome operator organisations, aerodrome design and operations<sup>3</sup>, as well as aerodrome equipment<sup>4</sup> have to comply.</p>
<p><b>3. Objective:</b></p> <p><u>3.1 The overall objective</u></p> <p>The overall objective is to develop under ADR.003 a) and b) <u>Requirements for aerodrome design</u>, which encompass:</p> <ul style="list-style-type: none"> <li>a) provisions in Implementing Rules (IRs) on aerodrome design and the necessary procedures for the way in which an applicant constructs and updates the aerodrome certification basis; and</li> <li>b) the Certification Specifications (CS) and Guidance Material (GM) for aerodrome design, as well as the Acceptable Means of Compliance (AMCs) and GM, as appropriate, for the IRs under a) above.</li> </ul> <p>The above implementing measures shall provide the necessary requirements for the regulated entities to comply with the IRs for aerodrome design and use the certification specifications.</p> <p><u>3.2 Description of the rulemaking task ADR.003 a) and ADR.003 b):</u></p> <p>The amended BR, in Annex Va, chapter A (Aerodrome Physical Characteristics, Infrastructure and Equipment), contains essential requirements with regard to:</p> <ul style="list-style-type: none"> <li>a) Aerodrome movement area;</li> <li>b) Obstacle clearances;</li> <li>c) Visual aids, non-visual aids and aerodrome equipment; and</li> <li>d) Aerodrome data.</li> </ul> <p>The concept of the certification basis has been adopted in the amended BR. This concept requires the development of aerodrome design CS and procedures for an applicant to propose the aerodrome certification basis. For certain CS there is a need for Implementing Rules which link the CS with respective responsibilities of an aerodrome operator organisation and the relevant competent authorities (e.g. the obstacle limitation surfaces are meant to be established according to the CS, but also need to be monitored). Finally, in order to ensure global interoperability there may also be some technical requirements that have to become binding law and be included in the appropriate IRs.</p>

<sup>3</sup> Implementing measures for heliports (Annex 14, Volume II, Heliports) both in terms of stand-alone Instrument Flight Rule (IFR) heliports as well as Visual Flight Rules (VFR) heliports collocated at certified aerodromes will be done at a later stage. Until these implementing rules are in place, the respective national regulations will be applicable, to the extent they do not conflict with applicable community rules.

<sup>4</sup> Please note that the requirements for aerodrome equipment, as well as for the oversight over designers and producers of safety-critical aerodrome equipment will follow at a later stage possibly jointly with the work to be done for specific ATM systems and constituents.

Overall, the implementing measures for this task shall contain:

- requirements on the procedure for an applicant to propose to the competent authority the aerodrome certification basis, or its updates, which consists of:
  - the applicable CS; and/or
  - cases of equivalent level of safety; and/or
  - safety assessments for local special specifications (when the abovementioned applicable CS are inadequate or inappropriate);
- aerodrome physical characteristics<sup>5</sup>, and rules on siting of equipment and installations including fencing and security lighting;
- aerodrome data needs for aerodrome certification or conversion;<sup>6</sup>
- common reference systems and aerodrome reference code;
- technical specifications for obstacle restriction and removal, including obstacle protection surfaces for visual aids, as well as monitoring and treatment of objects and obstacles;
- technical specifications for visual aids<sup>7</sup> for navigation, denoting obstacles and restricted use areas;
- provisions on the use and availability of aerodrome equipment instructions necessary to ensure that the aerodrome is operated and maintained accordingly; and
- any IRs that may be needed for the use of the above technical specifications.

All of these implementing measures shall:

- reflect the state of the art in the field of aerodromes and take into account the applicable ICAO Standards and Recommended Practices;
- provide for the necessary flexibility for customised compliance due to aerodromes' highly individual infrastructure and environments by providing an adequate balance between IRs and CS's, supported where necessary by AMCs;
- integrate best practices from among the EASA Member States or other regulatory systems (e.g. FAA and TCCA);
- ensure that all relevant recommendations for the prevention of runway incursions are addressed;
- be proportionate to the size, traffic, category and complexity of the aerodrome and nature and volume of operations thereon;
- take into account worldwide aerodrome operation experience, and scientific and technical progress; and
- allow for immediate reaction to established causes of accidents and serious incidents.

In addition the following should be considered:

- Recommendations developed by relevant ICAO Panels in order to amend relevant ICAO Standards and Recommended Practices, Procedures for Air Navigation Services and Guidance Material;
- Interfaces between the regulatory materials to be developed, under the planned EASA

<sup>5</sup> This task also includes provisions contained in paragraph 1.6 of Annex 14.

<sup>6</sup> Aerodrome Data related provisions need to be also looked at by the task ADR.002 on requirements for aerodrome operations.

<sup>7</sup> Inside the category of visual aids there are in fact four elements: markings, lights, signs and markers. Out of the four, lights being more akin to equipment shall be treated under future Terms of Reference for equipment, while their positioning and configuration are meant to be part of the present Terms of Reference.

rulemaking task ATM.005 (*Requirements for systems and constituents*) need to be managed; During the development of all CS's it must be ensured that the interoperability objectives contained in ICAO Standards and Recommendations are also taken into consideration, so as to avoid disrupting the global system they underpin.

#### **4. Specific tasks and interface issues (Deliverables):**

Under ADR.003 a) development of Opinion(s), containing draft IR text for Commission regulations. Under ADR.003 b) Decision(s), of the Executive Director of the Agency containing AMC, CS and GM all of which are to be developed following the EASA rulemaking procedure:

##### EASA Deliverables:

1. Opinion on IRs for the requirements on aerodrome design.
2. Draft Decision of the EASA Executive Director for the CS and GM for:
  - Aerodrome physical characteristics, siting of equipment and installations including fencing and security lighting;
  - Obstacle restriction and removal;
  - Visual aids for navigation, denoting obstacles and restricted use areas.
3. Draft Decision(s) of the EASA Executive Director for the AMCs and GM accompanying the proposed IRs in the opinion under 1 above.
4. Matrices, stating the source and justification of each regulatory provision, which shall include any cross reference to the ER's in the amended BR, the ICAO SARP's and any applicable Community legislation. In particular, any proposed change to and non use of any of the above provisions shall be justified and presented in said matrices.

The output of this task will be part of a new Commission Regulation on Aerodrome design and also lead to Executive Director's Decisions on aerodrome CS's and AMC's and GM.

#### **5. Working Methods (in addition to the applicable EASA procedures):**

Use of a rulemaking group following EASA rulemaking procedure, with the Agency providing the secretariat and having the overall responsibility for achievement of the task. The secretariat will coordinate, facilitate and propose texts.

The rulemaking group composition will be defined based on the rulemaking procedure of the Agency and, in particular, will reflect the complexity of the related issues and will require the necessary expertise of the potentially affected stakeholders.

The experts involved in the work of the rulemaking group may be invited to participate in assessing the comments to be received on the Notice of Proposed Amendment (NPA), after the consultation with the public.

The rulemaking group might create sub-groups for specific topics with ad-hoc expertise invited, including expertise provided by the GASR. These sub-groups shall have a clear relationship and reporting line to the main rulemaking group.

Meetings of the rulemaking group(s) shall primarily be held at the Agency's premises, in Cologne.

#### **6. Time scale, milestones:**

Start of the work in 2010/Q3 (July 2010).

NPA for task ADR.003 a) and ADR.003 b) will be published in 2012/Q1 (January 2012).

Opinions on the IRs under ADR.003 a) will be issued eleven (11) months thereafter estimated in 2012/Q4 (December 2012).

Decisions on the associated AMC's and GM to be developed under task ADR.003 b) will be issued after the adoption of the IRs at the latest by 2013/Q4 (December 2013).