



Regular update of the aerodrome rules

Aerodrome safety and change of aerodrome operator

RELATED NPA/CRD: 2020-10 — RMT.0591

Occurrence reporting

RELATED NPA/CRD: 2016-19 — RMT.0681

EXECUTIVE SUMMARY

The objectives of this Opinion are to:

- maintain a high level of safety at aerodromes by ensuring that:
 - local runway safety teams (LRSTs) and other aerodrome safety committees are established, led and managed by the aerodrome operator;
 - safety is managed during work in progress and suspension of runway operations and runway closure;
 - closed runways or taxiways, either temporarily or permanently, are appropriately marked to prevent their use by aircraft;
 - locations on the movement area with a history or a potential risk of collision or runway incursions are identified and designated as ‘hot spots’;
 - the use of an aerodrome by an aircraft exceeding the certified design characteristics of the aerodrome is assessed and a prior approval is obtained from the competent authority;
- enhance the regularity of operations by ensuring a runway is returned to service as soon as possible in case an aircraft becomes immobilised and protect the pavement from excessive damage caused by aircraft that are not appropriate for the pavement strength; these amendments will also address the outstanding ICAO Universal Safety Oversight Audit Programme (USOAP) findings to EASA in the aerodromes domain and ensure compliance with the Standards and Recommended Practices (SARPs) on the removal of disabled aircraft and overload operations from ICAO Annex 14, Volume I ‘Aerodrome Design and Operations’;
- facilitate and ensure a safe, efficient and smooth transition when a change of aerodrome operator occurs;
- align the requirements for aerodrome operators and apron management service providers with regard to reporting, analysis and follow-up of occurrences in civil aviation with those of Regulation (EU) No 376/2014.

The proposed amendments are expected to enhance operational safety, reduce the risk of damage to aircraft and the risk of runway incursions, minimise the risk of collision between aircraft and between aircraft and vehicles, ensure the regularity of operations, and reduce the administrative burden while ensuring safety when a change of aerodrome operator occurs, as well as to support the implementation of effective occurrence-reporting systems.

Domain:	Aerodromes		
Related rules:	Commission Regulation (EU) No 139/2014 and related CSs, AMC and GM		
Affected stakeholders:	Aerodrome operators; national competent authorities		
Driver:	Efficiency/proportionality	Rulemaking group:	No
Impact assessment:	Light		

EASA rulemaking procedure milestones

Start Terms of Reference	Public consultation NPAs	Proposal to the Commission Opinion	Adoption by the Commission Implementing/delegated act	Decision Certification Specifications, Acceptable Means of Compliance, Guidance Material
RMT.0591 Issue 3: 6.3.2017	NPA 2020-10: 17.11.2020	1.9.2023	2024	2024
RMT.0681 Issue 1: 30.9.2015	NPA 2016-19: 19.12.2016			

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1. About this Opinion

1.1. How this Opinion was developed

The European Union Aviation Safety Agency (EASA) developed this Opinion in line with Regulation (EU) 2018/1139¹ (the Basic Regulation) and the Rulemaking Procedure².

Rulemaking tasks RMT.0591 ‘Regular update of aerodrome rules’ and RMT.0681 ‘Alignment of implementing rules and acceptable means of compliance/guidance material with Regulation (EU) No 376/2014 — Occurrence reporting’ are included in Volume II of the European Plan for Aviation Safety (EPAS) for 2023–2025³, which also includes the scope and timescales of the tasks. .

EASA developed the *draft* text of this Opinion and submitted it for consultation as follows:

- public consultation of Notice of Proposed Amendment (NPA) 2020-10 ‘Regular update of aerodrome rules’⁴, developed under RMT.0591, which included proposed amendments to Regulation (EU) No 139/2014⁵ and the related acceptable means of compliance (AMC) and guidance material (GM), as well as to CS-ADR-DSN and the related GM;
- public consultation of Notice of Proposed Amendment (NPA) 2016-19 ‘Alignment of implementing rules and acceptable means of compliance/guidance material with Regulation (EU) No 376/2014 — Occurrence reporting’⁶, developed under RMT.0681, which covered all aviation domains within the remit of the Basic Regulation; and
- focused written consultation with the Advisory Bodies for Aerodromes (ADR TeB and TEC) on additional items to those included in NPA 2020-10 and performed between 8–23 November 2022. The proposed amendments included in the focused written consultation are detailed in Sections 2.1.3 and 2.3.3.

EASA developed the *final* text of this Opinion and the draft delegated and implementing acts considering the input received during the above-mentioned public and focused consultations. With regard to occurrence reporting, the *final* text also considers the amendments to the aerodrome rules and the amendments following the comitology procedure on the alignment with Regulation (EU)

¹ Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (OJ L 212, 22.8.2018, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1535612134845&uri=CELEX:32018R1139>).

² EASA is bound to follow a structured rulemaking process as required by Article 115(1) of Regulation (EU) 2018/1139. Such a process has been adopted by the EASA Management Board (MB) and is referred to as the ‘Rulemaking Procedure’. See MB Decision No 01-2022 of 2 May 2022 replacing Decision No 18-2015 of 15 December 2015 concerning the procedure to be applied by EASA for the issuing of opinions, certification specifications and guidance material (<https://www.easa.europa.eu/the-agency/management-board/decisions/easa-mb-decision-no-01-2022-rulemaking-procedure-repealing-mb>).

³ [European Plan for Aviation Safety 2023-2025 | EASA \(europa.eu\)](https://www.easa.europa.eu/easa/press/european-plan-for-aviation-safety-2023-2025)

⁴ <https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2020-10>

⁵ 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) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32014R0139&qid=1683639594945>).

⁶ <https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2016-19>

No 376/2014 in other domains that have taken place since the publication of CRD 2016-19 (RMT.0681) on 24 May 2019.

EASA sought the advice of the Member States' Advisory Body (MAB) on the final draft Opinion in accordance with Article 6(9) of the Rulemaking Procedure via a written consultation on between 19 June – 03 July 2023.

The draft implementing and delegated act are published on the Official Publication of EASA⁷.

The major milestones of these RMTs are presented on the cover page.

1.2. The next steps

This Opinion contains the proposed amendments to Regulation (EU) No 139/2014 and their potential impacts. It is submitted to the European Commission, which will decide whether to amend that Regulation based on that Opinion.

For information, EASA will publish the decision that issues/amends the related AMC and GM once the European Commission adopts the draft implementing and delegated act.

2. In summary — why and what

2.1. Why we need to amend the rules — issue/rationale

2.1.1 Regular update of the aerodrome rules (RMT.0591)

Point ADR.OR.D.027 of Regulation (EU) No 139/2014 requires aerodrome operators to establish and lead safety programmes for their aerodromes and encourage organisations that operate or provide services at these aerodromes to participate in such safety programmes. The establishment and functioning of local runway safety teams (LRSTs) and other aerodrome safety committees (such as apron safety committees) have proved beneficial for the improvement of safety at aerodromes. This was recognised worldwide — therefore, ICAO has included specific provisions for the composition and functioning of these committees in its Doc 9981 'Procedures for Air Navigation Services — Aerodromes'. Furthermore, it is necessary to emphasise the leading role of aerodrome operators in defining the composition and the objectives of these committees.

Following the ICAO's audit of EASA in 2018 in the context of its Universal Safety Oversight Audit Programme (USOAP), it was identified that specific SARPs of ICAO Annex 14 Volume I regarding removal of disabled aircraft and overload operations had not been addressed properly. Therefore, there is a need to transpose those provisions in order to address the findings.

Amendment 3 to ICAO Doc 9981 'Procedures for Air Navigation Services — Aerodromes' introduced provisions for the training of aerodrome personnel in operational procedures, inspections of the movement area, work in progress, foreign object debris (FOD) control, wildlife management, apron safety, and runway safety. These provisions have already been transposed into the EU regulatory framework through the amendment of Regulation (EU) No 139/2014 by Delegated Regulation (EU) 2020/2148 on runway safety and aeronautical data⁸, apart from the provisions on work in progress

⁷ <http://easa.europa.eu/document-library/opinions>

⁸ Commission Delegated Regulation (EU) 2020/2148 of 8 October 2020 amending Regulation (EU) No 139/2014 as regards runway safety and aeronautical data (OJ L 428, 18.12.2020, p. 10) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32020R2148&qid=1683638423925>).

and suspension of runway operations and runway closure, which are also critical for runway safety and are, therefore, addressed in this Opinion.

Certain locations on the movement area of aerodromes, due to their configuration, may increase the risk of runway incursion as well as the risk of collision between aircraft and between aircraft and vehicles. These risks should be mitigated by the aerodrome operator, and if this is not done immediately, these locations should be published in the aeronautical information publication (AIP) and, therefore, this Opinion proposes a requirement for aerodrome operators to identify and designate hot spots at their aerodromes as well as to mitigate the associated risks.

The higher code letter operation requirements are also proposed to be updated as a result of the changes to the methodology of the aerodrome reference code (ARC). Since the outer main gear wheel span (OMGWS) is referenced directly in the relevant CSs and is no longer part of the ARC, it cannot be covered by the code letter referred to in point (a) of point ADR.OPS.B.090 of Regulation (EU) No 139/2014. This could lead to a situation where an aircraft might be using the infrastructure or parts of an aerodrome's infrastructure that is/are not designed to accommodate a specific aircraft type without a prior approval from the competent authority. To address this issue until the regulatory update proposed with this Opinion is completed and applicable, EASA issued SIB 2020-17 'Higher Code Letter Operations'⁹ to raise awareness and to ensure the safety of aerodrome operations.

The Basic Regulation introduced some amendments to the exemption of aerodromes with low traffic. Thus, it is necessary to align the requirements of Regulation (EU) No 139/2014 with the relevant requirements of the Basic Regulation to ensure consistency.

2.1.2 Alignment of the aerodrome rules with Regulation (EU) No 376/2014 — Reporting, analysis and follow-up of occurrences in civil aviation (RMT.0681)

Regulation (EU) No 376/2014 on the reporting, analysis and follow-up of occurrences in civil aviation lays down specific obligations for EASA, the Member States' competent authorities, individuals, and organisations. These obligations exist in parallel with the reporting obligations established by the Basic Regulation and the delegated and implementing acts adopted on its basis. This is because the essential requirements laid down in the annexes to the Basic Regulation require aviation organisations subject to that Regulation, such as aerodrome operators and providers of apron management services (AMS), to establish occurrence-reporting systems as part of their management system. The related requirements for occurrence reporting are further specified in the delegated and implementing acts adopted on the basis of the Basic Regulation, and as regards aerodromes, in Regulation (EU) No 139/2014, as amended by Delegated Regulation (EU) 2020/1234¹⁰, which includes detailed requirements for AMS providers.

Although the above-mentioned Regulations and Regulation (EU) No 376/2014 have the same scope, there are key differences, overlaps and ambiguities that should be addressed, resolved and aligned. In particular, the link between occurrence-reporting requirements and safety management/management system requirements applicable to competent authorities, aerodrome operators and AMS providers requires clarification.

⁹ [EASA Safety Publications Tool \(europa.eu\)](https://easa.europa.eu/easa/operations/easa-safety-publications-tool)

¹⁰ Commission Delegated Regulation (EU) 2020/1234 of 9 June 2020 amending Regulation (EU) No 139/2014 as regards the conditions and procedures for the declaration by organisations responsible for the provision of apron management services (OJ L 282, 31.8.2020, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32020R1234&qid=1683639016570>).

2.1.3 Additional items for which a focused consultation was performed with the ADR TeB and TEC

Change of aerodrome operator

Regulation (EU) No 139/2014 does not contain any provisions for situations where an operator of an aerodrome certified in accordance with that Regulation ceases its operations and a new aerodrome operator takes over. EASA has been approached by some Member States, which requested the revision of Regulation (EU) No 139/2014 to address this situation.

Alignment with Implementing Regulation (EU) 2017/373¹¹ as regards compliance monitoring

There are cases where aerodrome operators also provide air traffic services; therefore, it is not considered appropriate to have different compliance-monitoring requirements between Regulation (EU) No 139/2014 (the aerodromes Regulation) and Implementing Regulation (EU) 2017/373 (the air traffic management/air navigation services Regulation). For this reason, point (b)(11) of point ADR.OR.D.005 'Management system' of Regulation (EU) No 139/2014 is proposed to be revised and aligned with point (c) of point ATM/ANS.OR.B.005 'Management system' of Implementing Regulation (EU) 2017/373 to facilitate the integration of compliance monitoring into a single management system.

2.2. What we want to achieve — objectives

The overall objectives of the EASA system are defined in Article 1 of the Basic Regulation. This Opinion will contribute to achieving the overall objectives by addressing the issues described in Section 2.1.

The specific objectives of this proposal are to:

- maintain a high level of safety at aerodromes by ensuring that:
 - aerodrome operators establish, lead and manage local runway safety teams (LRSTs) and other aerodrome safety committees;
 - safety is managed during work in progress and suspension of runway operations and runway closure;
 - closed runways or taxiways, either temporarily or permanently, are appropriately marked to prevent their use by aircraft;
 - locations on the movement area with a history or a potential risk of collision or runway incursions are identified and designated as 'hot spots' and associated risks are mitigated;
 - the use of an aerodrome by an aircraft exceeding the certified design characteristics of the aerodrome is assessed and a prior approval is obtained from the competent authority.
- enhance the regularity of operations by ensuring a runway is returned to service as soon as possible when an aircraft becomes immobilised and protect the pavement from excessive damage caused by aircraft that are not appropriate for the pavement strength; these

¹¹ Commission Implementing Regulation (EU) 2017/373 of 1 March 2017 laying down common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight, repealing Regulation (EC) No 482/2008, Implementing Regulations (EU) No 1034/2011, (EU) No 1035/2011 and (EU) 2016/1377 and amending Regulation (EU) No 677/2011 (OJ L 62, 8.3.2017, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32017R0373&qid=1683639231646>).

amendments will also address the outstanding ICAO USOAP findings to EASA in the aerodromes domain and ensure compliance with the SARPs on the removal of disabled aircraft and overload operations of ICAO Annex 14 Volume I ‘Aerodrome Design and Operations’;

- facilitate and ensure a safe, efficient and smooth transition when a change of the aerodrome operator occurs;
- ensure the requirements for aerodrome operators which also provide air traffic services as regards compliance monitoring are aligned with those of point ATM/ANS.OR.B.005 ‘Management system’ of Implementing Regulation (EU) 2017/373;
- align Regulation (EU) No 139/2014 laying down common requirements for aerodrome operators and apron management service providers and their oversight with Regulation (EU) No 376/2014 on the reporting, analysis and follow-up of occurrences in civil aviation and clarify the reporting responsibilities;
- align the requirements of Regulation (EU) No 139/2014 laying down requirements and administrative procedures related to aerodromes with the corresponding requirements of the Basic Regulation as regards low traffic exemptions to ensure consistency.

2.3. How we want to achieve it — overview of the proposed amendments

This Opinion proposes the following amendments to Regulation (EU) No 139/2014:

2.3.1 Regular update of the aerodrome rules (RMT.0591)

A complete overview of the proposals may be found in included in NPA 2020-10 ‘Regular update of aerodromes rules’. The affected points are listed below for information:

- Articles 4 and 5 of Regulation (EU) No 139/2014;
- Annex I (Definitions);
- point ADR.OR.D.027 ‘Safety programmes and aerodrome safety committees;
- point ADR.OPS.B.011 ‘Removal of disabled aircraft;
- point ADR.OPS.B.070 ‘Aerodrome works safety;
- point ADR .OPS.B.071 ‘Closed runways and taxiways, or parts thereof;
- point ADR.OPS.B.090 ‘Use of the aerodrome by higher code letter aircraft;
- point ADR.OPS.B.095 ‘Hot spots;
- point ADR.OPS.B.100 ‘Suspension of runway operations and runway closure;
- point ADR.OPS.C.011 ‘Overload operations.

2.3.2 Alignment of the aerodrome rules with Regulation (EU) No 376/2014 on the reporting, analysis and follow-up of occurrences in civil aviation (RMT.0681)

For the full details of the proposed amendments to the aerodrome rules, please refer to Chapter 3 ‘Proposed amendments’ of NPA 2016-19¹². The affected points are listed below for information:

¹² <https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2016-19>

- point ADR.AR.A.025 ‘Information to the Agency’;
- point ADR.AR.A.030 ‘Immediate reaction to a safety problem’;
- point ADR.AR.B.005 ‘Management system’;
- point ADR.AR.B.015 ‘Changes in the management system’;
- point ADR.OR.C.030 ‘Occurrence reporting’;
- point ADR.OR.D.025 ‘Coordination with other organisations’;
- point ADR.OR.D.030 ‘Safety-reporting system’.

Since the publication of CRD 2016-19¹³ (RMT.0681) on 24 May 2019, the aerodrome rules laid down in Regulation (EU) No 139/2014 have been updated with the conditions and procedures for the declaration by organisations responsible for the provision of AMS and, therefore, point ADR.OR.F.055 ‘Safety-reporting system’ applying to these organisations has also been updated.

2.3.3 Additional items for which a focused consultation was performed with the Advisory Bodies for Aerodromes (ADR TeB and TEC)

The affected points are listed below:

- Article 7 ‘Deviations from certification specifications’ of Regulation (EU) No 139/2014;
- point ADR.AR.C.035 ‘Issuance of certificates’;
- point ADR.AR.C.060 ‘Change of aerodrome operator’;
- point ADR.OR.B.060 ‘Change of aerodrome operator’;
- point ADR.OR.D.005 ‘Management system’.

In Article 7 of Regulation (EU) No 139/2014, point 4 is added. It proposes the transfer of the Deviation Acceptance and Action Document (DAAD) to the new aerodrome operator, if the conditions in point 1 of that Article are still met. The DAAD is attached to the aerodrome certificate; however, EASA considers that if only the aerodrome operator changes, then the issues related to the aerodrome’s physical characteristics and infrastructure should remain unchanged.

Point (c) of point ADR.AR.C.035 is also revised. When the operation of the aerodrome is transferred to a new aerodrome operator, a new certificate is required. However, if during the transfer some elements which require demonstration of compliance remained unchanged, the proposed text gives the competent authority the discretion to not require such demonstration. The proposal is expected to reduce the administrative burden for both the aerodrome operator and the competent authority, and not have a negative effect on safety.

EASA also proposes two new points, points ADR.AR.C.060 and ADR.OR.B.060, as regards the change of aerodrome operator. EASA’s proposal is based on a simplified approach which builds upon the existing regulatory framework. A new aerodrome operator needs to be certified before assuming the operation of the aerodrome; therefore, the existing procedure should be followed. In line with point (c) of point ADR.AR.C.035, point ADR.OR.B.060 allows the potential aerodrome operator not to demonstrate compliance for items which have remained unchanged.

¹³ [CRD 2016-19 | EASA \(europa.eu\)](#)

Furthermore, point (b)(11) of point ADR.OR.D.005 is revised in order to align with point (c) of point ATM/ANS.OR.B.005 of Implementing Regulation (EU) 2017/373 to ensure that the requirements are the same for aerodrome operators which also provide air traffic services and integrate compliance monitoring into a single management system.

2.4. What are the stakeholders' views

During the public consultation of NPA 2020-10 'Regular update of aerodrome rules' (RMT.0591), 196 comments were submitted via the Comment-Response Tool (CRT) on the proposed amendments to Regulation (EU) No 139/2014 (including the related AMC and GM). The majority of the comments (62 %) was submitted by organisations representing aerodromes and aerodrome operators, while the rest (38 %) was submitted by national competent authorities (NCAs).

In relation to NPA 2016-19 'Alignment of implementing rules and acceptable means of compliance/guidance material with Regulation (EU) No 376/2014 — Occurrence reporting' (RMT.0681), EASA received via the CRT a total of 72 comments on the proposed amendments to the aerodrome rules from interested parties, including NCAs, organisations representing aerodromes and aerodrome operators.

Following the focused written consultation with the ADR TeB and TEC members on the additional items to those included in NPA 2020-10 'Regular update of aerodrome rules' (RMT.0591), EASA received a total of 27 comments (including comments on the related AMC and GM). The majority of the comments (78 %) was submitted by NCAs, while the rest (22 %) was submitted by organisations representing aerodromes.

The comments received and the EASA responses to them are presented in Comment-Response Document (CRD) 2020-10 Part 2 and 3 (RMT.0591), and in CRD 2016-19 'Alignment of EASA Basic Regulation (Regulation (EU) 2018/1139) with the specific obligations stemming from Regulation (EU) No 376/2014'¹⁴ (RMT.0681) respectively, and the main ones are summarised below.

2.4.1 Regular update of the aerodrome rules (RMT.0591)

A mixture of comments has been submitted to all parts of NPA 2020-10 'Regular update of aerodromes rules' supporting the proposed amendments or proposing improvements or changes to them. No comments expressing disagreement with the proposals have been recorded. The individual responses to the comments are provided in Part 2 of CRD 2020-10.

The comments submitted during the public consultation of NPA 2020-10 focused mainly on the following topics:

¹⁴ <https://www.easa.europa.eu/en/document-library/comment-response-documents/crd-2016-19>

Safety programmes and aerodrome safety committees

The proposed revision of the implementing rule has been generally supported by the commentators; however, there were comments questioning the participation of the competent authority on a regular basis in aerodrome safety committees because it could prevent the participants from discussing issues openly. EASA has accepted the comments and removed the requirement for the competent authority to participate in aerodrome safety committees, having also in mind that the competent authority, in the context of its oversight activities, has a legitimate right to participate in any meetings or to review decisions and actions. Furthermore, some commentators have requested to define at regulation level the frequency of meetings of the LRST and other aerodrome safety committees in order to ensure harmonisation. For this reason, EASA proposes a minimum number of meetings per year based on the traffic density of a given aerodrome, which is a practice followed regularly by ICAO.

Finally, there were some commentators who have requested that the aerodrome operator should be allowed to delegate the lead of the LRST to the ANSP. EASA has not accepted this proposal because aerodrome safety is the responsibility of the aerodrome operator and should not be outsourced to another organisation and, in addition, this would not be in line with the relevant ICAO provisions.

Use of the aerodrome by aircraft exceeding the certified design characteristics of the aerodrome

In general, the proposed revision of the implementing rule was supported by the commentators. It is to be noted that the proposed amendments have been triggered by a rulemaking proposal following the changes to the methodology of the aerodrome reference code (ARC).

Only one commentator stated that the proposed amendment of point (b) of point ADR.OPS.B.090 does not meet the intended objective since it would require to assess the impact rather than the compatibility between the operation of the aircraft and the aerodrome infrastructure and operations, and to develop appropriate measures in order to maintain an acceptable level of safety during operations. However, point (b) of point ADR.OPS.B.090 requires the aerodrome operator to perform an impact assessment of the aircraft characteristics specified in point (c) of point ADR.OPS.B.090 on the aerodrome infrastructure, its facilities, equipment, and operation, and vice versa. The measures are part of the point ADR.OR.B.040 process, and for this reason EASA has not agreed with the comment.

Aeronautical data

The proposed amendments to aeronautical data (points ADR.OPS.A.015 and ADR.OPS.A.120) are not included in this Opinion since EASA decided that aeronautical data will be addressed in a holistic manner via RMT.0722 'Provision of aeronautical data by the aerodrome operator'¹⁵. All comments on the proposed amendments regarding aeronautical data are noted and will be considered in the development of the related requirements under a future rulemaking task.

Provision of services

No comments have been received on the proposal to delete point ADR.OPS.B.001. However, after further assessment, EASA decided not to delete this requirement for the time being and to further

¹⁵ <https://www.easa.europa.eu/en/document-library/terms-of-reference-and-group-compositions/tor-rmt0722>

evaluate it with respect to the requirements on subcontracted activities. Therefore, the proposal to delete point ADR.OPS.B.001 is not included in this Opinion.

Closed runways and taxiways, or parts thereof

EASA proposes new point ADR.OPS.B.071 to address the issue of closed runways and taxiways, which was not included in NPA 2020-10. The issue is currently addressed in the AMC and GM to point ADR.OPS.B.070; however, it is not always related with construction works. For this reason, EASA decided to propose a separate rule which is based on the provisions of ICAO Annex 14 Volume I 'Aerodrome Design and Operations'.

Hot spots

The proposal for the designation of hot spots has been supported. EASA has changed the title of the implementing rule from 'Designation of hot spots' to 'Hot spots' because the rule does not only require their designation and the publication of the information in the AIP, but also to take mitigating measures. Furthermore, the rule has been revised to create a link with the safety programmes and the aerodrome safety committees and to delete the charts where hot spots are presented since this is the responsibility of the AIS provider.

2.4.2 Alignment of the aerodrome rules with Regulation (EU) No 376/2014 on the reporting, analysis and follow-up of occurrences in aviation (RMT.0681)

The main comments raised by the aerodrome stakeholders with regard to the proposed amendments included in NPA 2016-19 (RMT.0681) focused on point ADR.OR.D.030 'Safety reporting system'. A detailed response is provided in Section 4.7 of the related cross-domain CRD 2016-19¹⁶ (RMT.0681).

In addition, it is important to note the following key aspects:

1. On the requirements stemming from the Basic Regulation on occurrence-reporting systems as part of the management system:
 - the aerodrome operator is required to perform an analysis of the information from this occurrence-reporting system involving, as appropriate, aircraft operators, ANS providers, ground-handling service providers, AMS providers and other organisations whose activities or products may have an effect on aircraft safety; this means that the aerodrome operator needs to establish reporting arrangements with these organisations and a new point requiring such arrangements is proposed in point ADR.OR.D.030;
 - AMS providers are required to share reports from their reporting systems with the aerodrome operator to be analysed as explained above.
2. On the requirements stemming from Regulation (EU) No 376/2014 on occurrence reporting: Article 4(6) lists the natural persons who shall report the occurrences in accordance with that Regulation. While Article 4(6) specifies that occurrences shall be reported by a person who performs a function connected with the safety management of an aerodrome, it does not specify who shall report the occurrences stemming from the AMS activities. This means that the

¹⁶ [CRD 2016-19 | EASA \(europa.eu\)](#)

AMS provider will report these occurrences through the occurrence-reporting system of the aerodrome operator and a new point is proposed in point ADR.OR.F.055.

The resulting text of the proposed amendments on the alignment of the aerodrome rules with the occurrence-reporting requirements:

- considers the changes made following the comitology procedure on the alignment with Regulation (EU) No 376/2014 in other domains (e.g. ATM/ANS) that have taken place since the publication of CRD 2016-19 (RMT.0681); and
- shall be consistent with the respective requirements applicable in other domains, nevertheless considering the specificities of the aerodromes domain.

2.4.3 Additional items for which a focused consultation was performed with the Advisory Bodies for Aerodromes (ADR TeB and TEC)

EASA received only two comments during the focused consultation with the ADR TeB and TEC on the additional items, and more specifically on points ADR.AR.C.060 and ADR.OR.B.060. In point ADR.AR.C.060, there was no disagreement on the content but it was proposed to integrate the content in existing point ADR.AR.C.035. However, EASA decided to maintain the two points separate in order to be more clear and to include also the links to the other relevant articles of the Regulation.

As regards point ADR.OR.B.060, stakeholders proposed to clarify which aerodrome operator (current or potential) should be responsible for notifying the competent authority about the potential change, and the proposal has been accepted.

2.4.4 Additional advice received from the Member States Advisory Body (MAB)

In addition, EASA sought the advice of the Member States' Advisory Body (MAB) on the final draft Opinion in accordance with Article 6(9) of the Rulemaking Procedure via a written consultation between 19 June – 03 July 2023.

Four Member States have provided feedback as follows:

- two Member States informed EASA that they do not have any further comments;
- one Member State commented on the draft proposed AMC only which at this stage are provided 'for information only', however the comments are noted and will be considered in the preparation of the decision following the adoption of the Opinion; and
- one Member State commented on a small number of the draft proposed implementing rules and AMC.

The feedback from the MAB was reviewed and considered when developing the final draft regulatory material. Furthermore, EASA provided the MAB with detailed clarifications on their feedback

2.5. What are the expected benefits and drawbacks of the proposed amendments

2.5.1 Regular update of the aerodrome rules (RMT.0591)

The proposed revision of the rule related to safety programmes and aerodrome safety committees is expected to provide more clarity on the roles and responsibilities, and will give aerodrome operators the necessary power to ensure the participation of all involved stakeholders at local level. This will

result in a more effective monitoring of the aerodrome operational safety and will ensure that any measures taken are commonly accepted.

The provisions on the removal of disabled aircraft will enhance the regularity of operations because they establish certain obligations for aerodrome operators to ensure, to the extent possible, that a runway is returned to service as soon as possible in case an aircraft becomes immobilised on the runway, while the provisions on overload operations aim to protect the pavement from excessive damage caused by certain aircraft which are not appropriate for the pavement strength.

The provisions for aerodrome works safety and suspension of runway operations and runway closure impose certain requirements on the aerodrome operator to enhance operational safety during aerodrome works and to ensure that specific measures are in place when runway operations are suspended temporarily, or a runway is permanently closed. This will reduce the risk of damage to aircraft and the risk of runway incursions.

The provision concerning hot spot(s) at the aerodrome, the mitigating measures taken by the aerodrome operator and their proper publication in the AIP will minimise the risk of collision between aircraft and between aircraft and vehicles, and runway incursions.

The proposed update of the higher code letter operation requirements will ensure that the operation of aircraft on infrastructure or parts of an aerodrome's infrastructure that had not been designed to accommodate certain aircraft types is assessed and a prior competent authority approval is granted.

Furthermore, the Opinion proposes to transpose the relevant ICAO SARPs in the aerodromes domain ensuring global harmonisation and a high level of compliance with international aviation safety provisions.

2.5.2 Alignment of the aerodrome rules with Regulation (EU) No 376/2014 on the reporting, follow-up and analysis of occurrences in civil aviation (RMT.0681)

The proposed amendments as regards the alignment of Regulation (EU) No 139/2014 with Regulation (EU) No 376/2014 as regards occurrence reporting will increase legal certainty, support the implementation of effective occurrence-reporting systems as part of safety management, and clarify reporting responsibilities. The proposal supports the implementation of a consistent oversight system and procedures by the competent authorities by addressing the requirements stemming from Regulation (EU) No 376/2014 and those laid down in the Basic Regulation and the implementing rules for aerodromes.

2.5.3 Additional items for which a focused consultation was performed with the Advisory Bodies for Aerodromes (ADR TeB and TEC)

The proposed amendments as regards the change of aerodrome operator are expected to reduce the administrative burden for both aerodrome operators and competent authorities, and to ensure a safe, efficient and smooth transition when a change of aerodrome operator occurs.

The proposed amendment as regards the alignment of the compliance-monitoring requirements between the aerodromes Regulation and the air traffic management/air navigation services Regulation, for those cases where aerodrome operators also provide air traffic services, is expected to facilitate the integration of compliance monitoring into a single management system.

3. How we monitor and evaluate the proposed amendments

Once adopted, EASA will monitor and evaluate the implementation of the proposed implementing and delegated acts through regular standardisation activities. In addition, the implementation of the proposed implementing and delegated acts shall be monitored through regular feedback received from the EASA Advisory Bodies. Such feedback will facilitate the assessment of how efficiently the adopted implementing and delegated acts are implemented.

Cologne, 31 August 2023

For the European Union Aviation Safety Agency

The Executive Director

Patrick KY



4. References

4.1. Related EU 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)

4.2. Related EASA decisions

- Decision 2014/012/R of the Executive Director of the Agency of 27 February 2014 adopting Acceptable Means of Compliance and Guidance Material to Regulation (EU) No 139/2014 ‘AMC/GM for Aerodromes — Initial Issue’
- Decision 2014/013/R of the Executive Director of the Agency of 27 February 2014 adopting Certification Specifications and Guidance Material for Aerodromes Design ‘CS-ADR-DSN — Initial issue’

4.3. Other references

- ICAO Annex 14 to the Convention on International Civil Aviation, Aerodromes, Volume I ‘Aerodrome Design and Operations’, 8th Edition, July 2018, Amendment 15
- ICAO Doc 9981, Procedures for Air Navigation Services — Aerodromes’, Second Edition, 2016, Amendment 3
- Regulation (EU) No 376/2014 of the European Parliament and of the Council of 3 April 2014 on the reporting, analysis and follow-up of occurrences in civil aviation, amending Regulation (EU) No 996/2010 of the European Parliament and of the Council and repealing Directive 2003/42/EC of the European Parliament and of the Council and Commission Regulations (EC) No 1321/2007 and (EC) No 1330/2007 (OJ L 122, 24.4.2014, p. 18)
- EASA SIB 2020-17 ‘Higher Code Letter Operations’, issued on 25 September 2020

5. Related documents

- CRD 2020-10 'Regular update of the aerodrome rules'
- CRD 2016-19 'Alignment of EASA Basic Regulation (Regulation (EU) 2018/1139) with the specific obligations stemming from Regulation (EU) No 376/2014'

