



Legal Framework

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CAA International, part of the UK Civil Aviation Authority

- Detail the legal framework necessary to support the certification system and regulatory regime that meets ICAO and EASA requirements

Note – UK requirements are same as EASA at 31 December 2020

ICAO Requirements for Aerodrome Certification (1)



Annex 14 – Para 1.4.1

- States **shall** certify aerodromes used for international operations in accordance with the specifications contained in this Annex as well as other relevant ICAO specifications through an appropriate regulatory framework.

Annex 14 – Para 1.4.2

- States **should** certify aerodromes open to public use in accordance with these specifications as well as other relevant ICAO specifications through an appropriate regulatory framework.

ICAO Requirements for Aerodrome Certification (2)



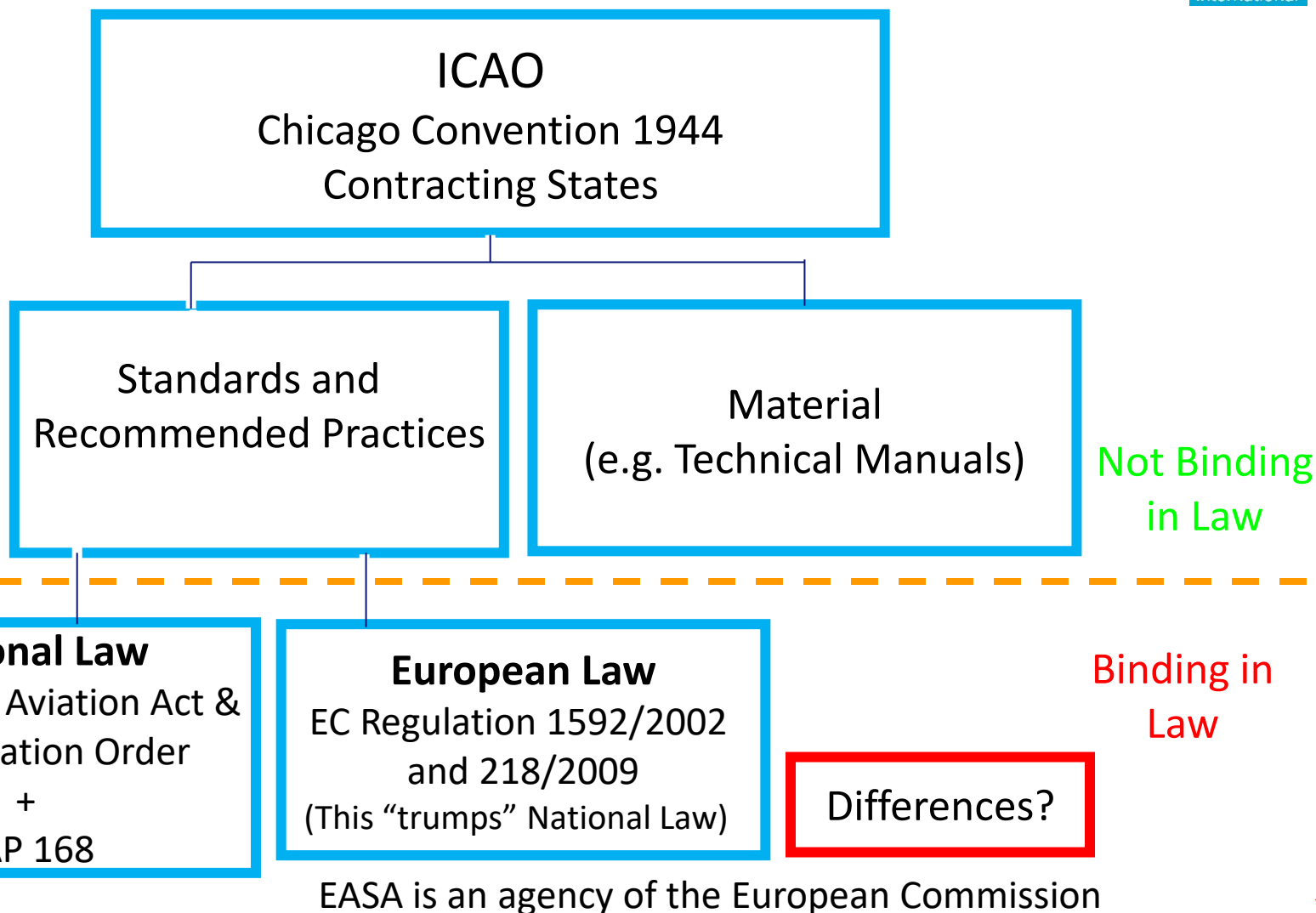
Annex 14 – Para 1.4.3

- The regulatory framework **shall** include the establishment of criteria and procedures for the certification of aerodromes.
- So what does this look like and need to include?

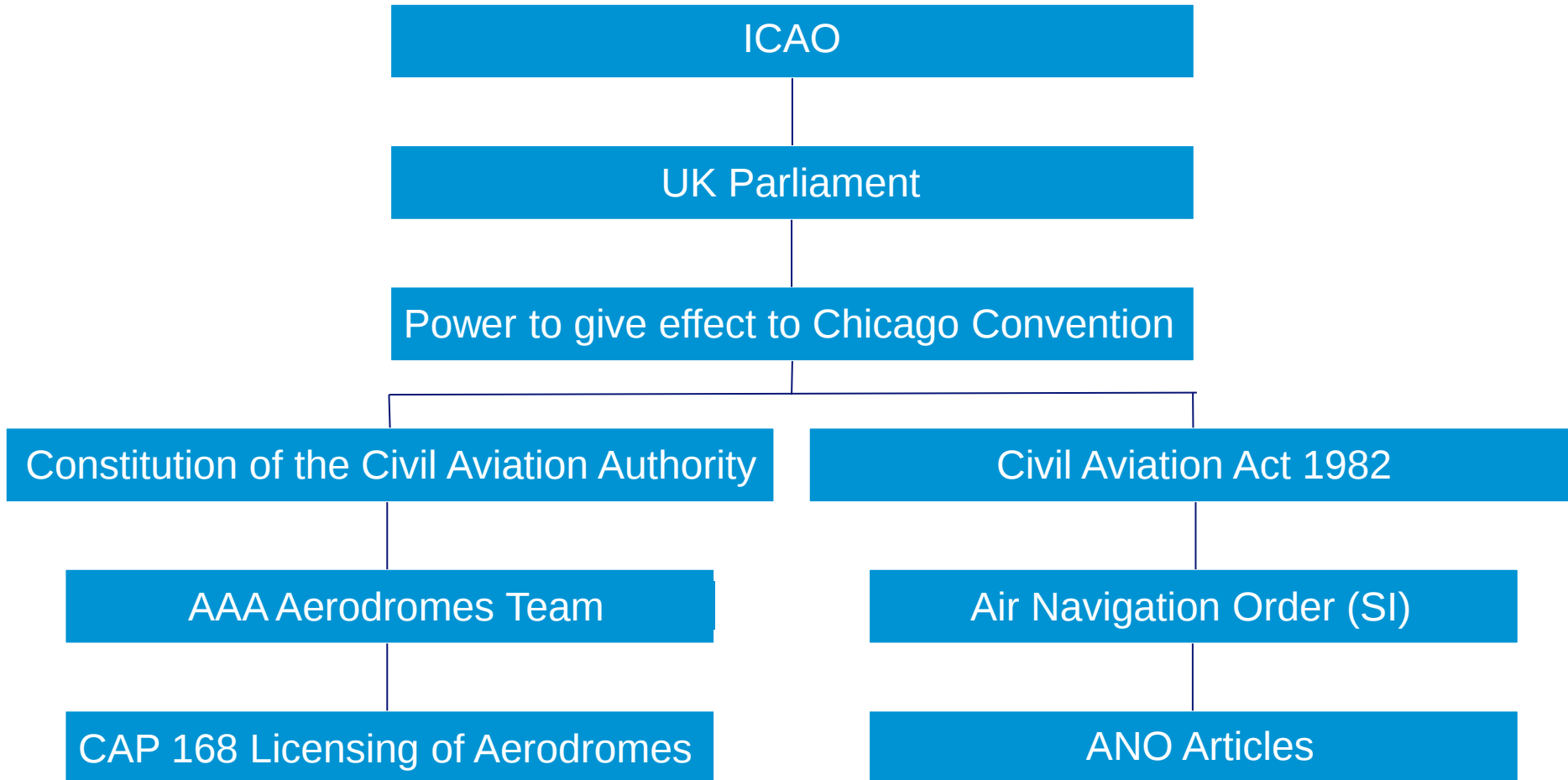
Annex 14 – Para 1.4.4

- As part of the certification process, States **shall** ensure that an aerodrome manual which will include all pertinent information on the aerodrome site, facilities, services, equipment, operating procedures, organization and management including a safety management system, is submitted by the applicant for approval/acceptance prior to granting the aerodrome certificate.

The Regulatory Framework



UK Legal Framework - ICAO





- Implements ICAO requirements into UK legislation
- To ensure that aerodromes within its jurisdiction offer a safe environment in accordance with ICAO.
- **Regulation EU.139/2014 – ADR.AR.005**
- The Competent Authority (NAA) is responsible for the certification and oversight of aerodromes and its aerodrome operators.

United Kingdom Air Navigation Order (ANO) (as amended)



- 1) The Air Navigation Order 2016 (SI 2016 No. 765)*
- 2) The Rules of the Air Regulations 2015 (SI 2015 No.840)*
- 3) The Air Navigation (General) Regulations 2006 (SI 2006 No. 601)*
- 4) The Air Navigation (Cosmic Radiation) (Keeping of Records) Regulations 2000 (SI 2000 No.1380)*
- 5) Permanent Air Navigation (Restriction of Flying) Regulations*
- 6) The Civil Aviation Authority Regulations 1991 (SI 1991 No.1672)*
- 7) The Air Navigation (Dangerous Goods) Regulations 2002 (SI 2002 No.2786)*

ANO - Part 27 Aerodromes, Aeronautical Lights And Dangerous Lights



- 207 - Requirement to use national licensed, EASA certified or Government aerodrome
- 208 - Flights which must use licensed or Government aerodrome
- 209 - Aerodromes – use for purposes of flying instruction and testing
- 210 - Helicopters flying for public transport at night
- 211 - Use of Government aerodromes
- 212 - Licensing of aerodromes
- 213 - Issue of aerodrome safety directives for national licensed aerodromes
- 214 - Public use licence
- 215 - Charges at aerodromes with a public use licence
- 216 - Use of aerodromes by aircraft of Contracting States and of the Commonwealth
- 217 - Power of aerodrome firefighters in an emergency
- 218 - Noise and vibration caused by aircraft on aerodromes
- 219 - Customs and Excise aerodromes
- 220 - Aviation fuel at aerodromes

Article 207 - Requirement to use national licensed, UK(EU) certified or Government aerodrome



- 1) This article applies to any aircraft flying on a flight specified in Article 208.
 - An aircraft to which this article applies must not take off or land at a place in the United Kingdom other than:
 - a) a national licensed aerodrome which is licensed for the take-off and landing of such aircraft;
 - b) an EASA certified aerodrome which may under its certificate be used for the take-off and landing of such aircraft;
 - c) a Government aerodrome notified as available for the take-off and landing of such aircraft; or
 - d) a Government aerodrome where the person in charge of the aerodrome has given permission for the particular aircraft to take off or land.

Article 208 - Flights which must use licensed or Government aerodrome



- 1) Subject to paragraph (5), article 207 applies to any aeroplane which has a maximum total weight authorised of more than 5700kg flying on a flight:
 - a) for the purpose of the commercial air transport of passengers or the public transport of passengers;
 - b) for the purpose of instruction in flying given to any person for the purpose of becoming qualified for the grant of a pilot's licence or the inclusion of an aircraft rating, a night rating or a night qualification in a licence; or
 - c) for the purpose of carrying out flying tests for the grant of a pilot's licence or the inclusion of an aircraft rating or a night rating in a licence.

Article 212 – Licensing of Aerodromes



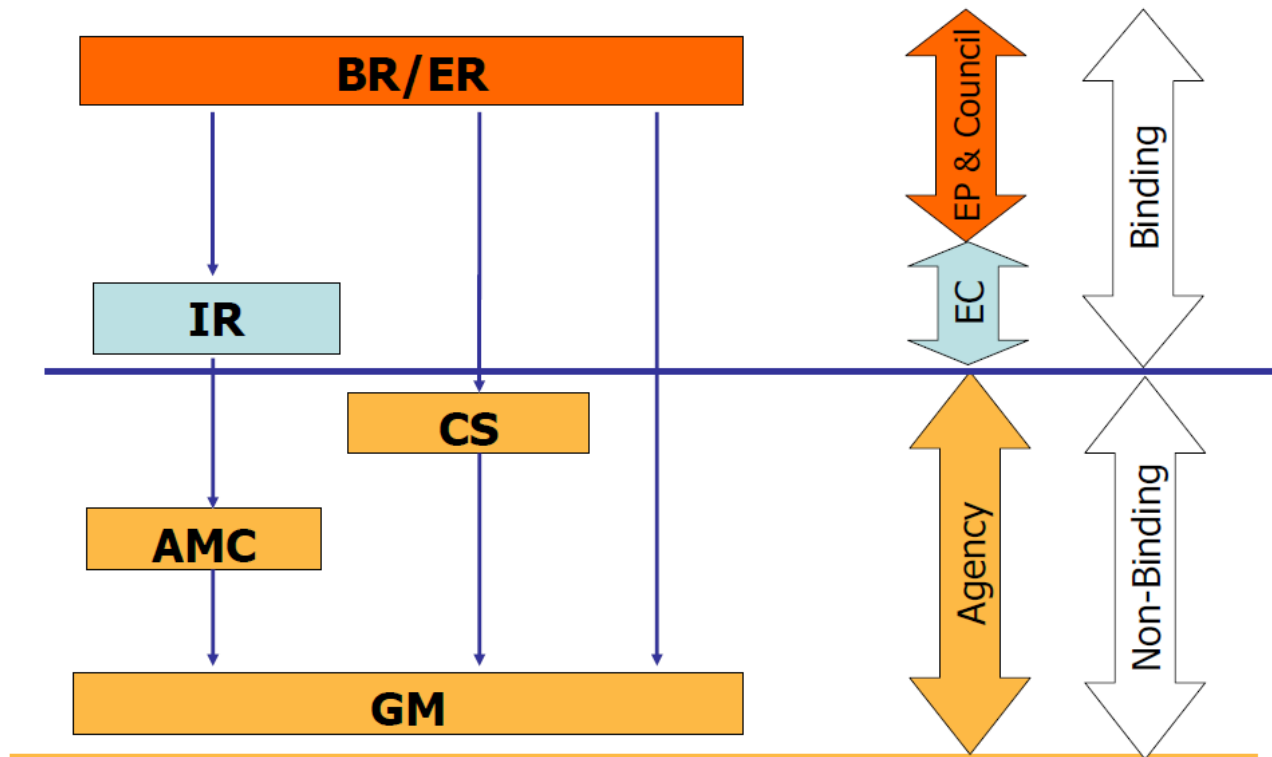
- 1) The CAA **must** grant a licence ('a national aerodrome licence') for any non-EASA aerodrome in the UK if it is satisfied that:
 - a) the applicant is competent,...., and its equipment, organisation, staffing, maintenance and other arrangements, to secure that the aerodrome and the airspace within which its visual traffic pattern is normally contained are safe for use by aircraft;
 - b) the aerodrome is safe for use by aircraft, having regard in particular to the physical characteristics of the aerodrome and of its surroundings;
 - c) an effective safety management system is in place; and
 - d) the aerodrome manual submitted is adequate.



- **Basic Regulation (EU.216/2008):**
 - High level enabling regulation across all technical disciplines
- **Already written** - not subject to change
- **Includes Scope of Applicability – Article 4**
- **Certification of aerodromes – Article 8a**
- **Essential Requirements (ER) - Annex Va**
 - physical characteristics
 - operations and management
 - aerodrome surroundings

- **Aerodrome Regulation 139/2014:**
 - Provides detailed rules for aerodrome design & operation
 - Provides rules for member states:
 - Designation of a Competent Authority (the CAA) empowered for the certification and oversight of aerodromes;
 - Safeguarding of aerodrome surroundings;
 - Monitoring of aerodrome surroundings – human activities and land use;
 - National wildlife strike reporting procedure.

Regulatory framework



EASA Rules Structure



- Cover Regulation - State Obligations
- Part AR - Authority Requirements
- Part OR - Operator Requirements
- Part OPS - Operations Requirements
- IR → AMC → GM
- Certification Specifications (Aerodrome Design)
- CS → GM

EASA – Implementing Rules



- Based on Article 8a and Annex Va of the BR
- Closely based on ICAO Annexes & Docs (esp. 9774 & 9734)
- Authority Requirements (AR), Organisation requirements (OR) and SMS contained within the above ICAO documents

EASA - ADR. AR – Authority Requirements



- What the Competent Authority must do:
 - Certify and conduct oversight of aerodromes and its aerodrome operators.
 - Implement a system to collect, analyse and publish safety information
 - Notify EASA in the case of significant problems with the implementation of the regulation.
 - Issue safety directives in the case of an unsafe condition requiring immediate action.

EASA Requirements for Aerodrome Certification under ADR.AR.D.005



Regulation EU.139/2014 – ADR.AR.005

- Competent authority is responsible for the certification and oversight of aerodromes and its aerodrome operators.
- Oversight of providers of apron management services.
- CAA/NAA is usually the designated competent authority.

EASA - What must the Competent Authority Do under ADR.AR.D.005?



- Establish and maintain a management system including:
 - Documented policies and procedures
 - Appoint sufficient personnel, including inspectors, to perform its tasks and discharge its responsibilities
 - Adequate facilities and office accommodation
 - A process to monitor continued compliance with requirements
- Establish a record keeping system
- Establish and maintain an oversight programme for each aerodrome
- Apply a suitable oversight planning cycle (less than 48 months)

EASA - NAA Certification Obligations



- Initiation and operation of a certification process
- Issue a certificate when the competent authority is satisfied – usually a single aerodrome certificate but can be two separate certificates, one for the aerodrome and one for the aerodrome operator
- Certificate includes the certification basis, aerodrome manual, any other operating conditions or limitations prescribed by the CAA
- Certificate has an unlimited duration

EASA - NAA Oversight Obligations



- Verify compliance with the certification basis and all requirements before certificate issue
- Verify continued compliance with all applicable requirements
- Decide on any conditions required on the certificate
- Prescribe any special conditions
- Assess and approve changes
- Have a system to analyse findings for their safety significance

EASA – NAA Oversight Obligations



- Establish and maintain an oversight programme covering the oversight activities required
- Apply an appropriate oversight planning cycle, not exceeding 48 months
 - Oversight programme to include audits & inspections, including unannounced inspections
 - Oversight programme and planning cycle shall reflect the safety performance of the aerodrome operator, AMSP, and the risk exposure of the aerodrome.
 - Issue Levels 1 and 2 findings plus observations
- Oversight programme records



Any Questions?