

Safety Information Bulletin

Aerodromes

SIB No.: 2020-07

Issued: 04 May 2020

Subject: Preparation of Aerodromes to Resume Operations

Note: This SIB is part of a project to provide guidance to allow the return to normal operations and it is the first of several anticipated communications from EASA related to this project across domains.

Ref. Publications:

Commission Regulation (EU) [No 139/2014](#) dated 12 February 2014.

Applicability:

Competent authorities, aerodrome operators and air navigation service providers.

Description:

Following the outbreak of COVID-19 and due to the limitations imposed by individual States, the majority of flights have been suspended. Aerodromes have been forced to scale down or suspend their operations until flights resume. Furthermore, in many aerodromes across Europe, operational areas such as runways and taxiways are used for the long-term parking of grounded aircraft; aerodrome systems such as airfield lighting and radio navigation aids have been switched-off and regular inspections and maintenance may not always be performed according to schedule.

Although it is not defined yet when operations will restart, it is important that aerodromes are prepared in order to resume operations safely. For this reason, under their safety management system and in cooperation with air navigation service providers, the aerodrome operators should establish a plan that should be implemented prior to the start of operations.

At this time, the safety concern described in this SIB is not considered to be an unsafe condition that would warrant Safety Directive (SD) action under Regulation (EU) [139/2014](#), Annex II, ADR.AR.A.040.

Recommendation(s):

The following recommendations aim to support the safe operation of aircraft at an aerodrome, and should be considered along with any other instructions related to health and security issues, as well as the provision of ground handling services.

Aerodrome operators together with air navigation service providers, when preparing to resume operations, are recommended to consider in their plan at least the following:

1. Overall inspection of the paved, unpaved surfaces and surroundings, paying attention to:

This is information only. Recommendations are not mandatory.



- general cleanliness, presence of foreign object debris and any signs of damage to the pavement surface, which could pose a risk to the aircraft operations;
 - leakages and depressions due to long term parked aircraft;
 - presence of wildlife, which might have increased in the absence of regular operations;
 - condition of fences;
 - drainage systems;
 - the state of the vegetation to ensure that lights, signs and markers are not obstructed;
 - condition of movement area markings to ensure adequate visibility;
 - markings and lighting of authorised obstacles, and any new unauthorised obstacles particularly temporary in nature (e.g. mobile cranes) which may impact on the safe operation of aircraft.
2. The proper functioning of the electrical power supply systems for air navigation facilities and lighting system, including signs.
 3. The proper functioning of the radio and other navigation aids.
 4. Rescue and firefighting level of protection in accordance with the expected traffic and rescue and firefighting services vehicles and equipment are properly functioning.
 5. Alarm system for the notification of rescue and firefighting services is functioning.
 6. Communication systems used during normal and emergency operations are functioning.
 7. Aircraft parked on the manoeuvring area do not infringe the obstacle limitation surfaces, the critical and sensitive areas of radio navigation aids serving the active runway(s) and the line of sight of air traffic control. Information on such closed parts of the manoeuvring area is made available through a notice to airmen (NOTAM).
 8. Emergency access roads of rescue and firefighting vehicles to the active runway(s) are unobstructed.
 9. If a runway or other sections within the manoeuvring area are closed due to parked aircraft, the lighting and radio navigation aids of the runway or the section exclusively are switched off and a NOTAM is issued.
 10. Capability for removal of disabled aircraft.
 11. Availability and competency of staff to carry out their tasks and human factor associated risks due to reduced activity levels.
 12. Any reported actions are planned and implemented, before resuming operations if needed, including training, inspections, compliance monitoring, corrective action plans (CAPs).
 13. The published information in Aeronautical Information Publication (AIP), AIP Supplement (AIP-SUP) and NOTAM in respect to the actual aerodrome operational situation.
 14. Facilities and equipment used for aircraft fuelling provide the aircraft with uncontaminated fuel and of the correct specification.
 15. Construction or maintenance work sites are appropriately marked and lighted. For ongoing changes or when resuming construction works, ensure hypothesis and mitigating measures are still relevant and implemented.

Contact(s):

For further information contact the EASA Aerodromes Standards & Implementation Section, Flight Standards Directorate, E-mail: aerodromes@easa.europa.eu.

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