



SAFETY DECISION 2020-17

Issue 02

Date of Issue: May 28, 2020

SUBJECT:

OPERATIONS RESUMPTIONS PLANNING

REFERENCE PUBLICATIONS:

- CAR PART X
- All COVID-19 related Safety Decisions, Information Bulletins, Safety Alerts, Waivers, Exemptions, and other associated documents/publications

BACKGROUND:

The COVID-19 pandemic has brought the aviation industry globally to a halt and has caused (1) major disruptions to their operations and (2) complex challenges in maintaining valid approvals, certificate, licences etc.... granted by CAAs and the subsequent impacts of managing aviation safety risks.

Due to the complexity in attempting to restart or resume/increase operations after air travel restrictions are gradually eased, it is imperative that (1) organizations plan their gradual resumption to operations and (2) those plans are coordinated at State's level to ensure that the resumption is done in an orderly and safe manner providing safely and that all risks are identified and are being managed appropriately by organisations.

This Safety Decision is issued to:

- a) Urge organisations without an ERP¹ to establish an ad-hoc working group in charge of developing and implementing an Operations Resumption Plan to manage these exceptional circumstances; and
- b) Require all concerned organisations to submit their Operations Resumption Plan to the GCAA for coordination, as much as practical, into the State ERP.

REQUIREMENTS

REQUIREMENT NO. 1: UAE BASED GCAA APPROVED ORGANIZATIONS

- a) Organisations shall develop an Operations Resumption Plan to manage exceptional circumstances stemming from the COVID-19 outbreak:
 - i) Organisations without a formally established ERP shall create an ad-hoc working group, which reports to the Accountable Manager, in charge of their Operations Resumption Plan; and
 - ii) Organisations with a formally established ERP shall activate it to allow a safe return to normal operations.
- b) Nothing in the Operations Resumption Plan shall have an adverse effect on flight safety;
- c) The Operation Resumption Plan shall be supplemented by a comprehensive Management of Change process² to identify and address hazards (that have aviation safety impact) resulting from, but not limited to:
 - i) Government measures in place to fight/reduce the spread;

¹ A formal plan that defines the actions taken following an emergency (or crisis) situation to ensure an orderly and efficient transition from normal to emergency operations, and then safe continuation of operations or the return to normal operations as soon as possible.

² Further guidance can be found in CAR-X section 2.3.2.



- ii) Lack of financial resources;
 - iii) Unavailability of staff (e.g. Post Holders and other key personnel);
 - iv) Lack of currency and competency checks of aviation personnel (e.g. Pilots, Engineers, Air Traffic Controllers, Cabin Crew, Airport Operations Teams, Airside drivers and other staff who support the safe operation of aircraft);
 - v) Unavailability of recurrent training;
 - vi) Flexibility measures adopted by the GCAA;
 - vii) Flexibility measures adopted by the organization and may have safety impact;
 - viii) Incomplete internal surveillance (including contracted organisations, suppliers) required to maintain validity (e.g. due audits, findings not closed);
 - ix) Unavailability of infrastructures (e.g. aircraft parked on runways, taxiways and other hard standing areas);
 - x) Concerns related to Continuing airworthiness of aircraft placed under storage or preservation period;
 - xi) Unavailability of contracted organisations / suppliers (e.g. simulators, maintenance organisations, flight inspection organisations);
 - xii) Serviceability of equipment, tools or infrastructure (e.g. due to calibration not completed);
 - xiii) Unavailability of a responsive supply chain for spare parts, etc.
 - xiv) Status of complementary facilities, such as adjacent Air Navigation Service Providers;
 - xv) Any other concern resulting from non-compliance with applicable rules or internal procedures (e.g. organizational culture, the reporting system, SMS effectiveness, internal findings);
 - xvi) Appropriate Aerodrome RFFS Categories; and
 - xvii) Identification and Risk Assessment of specific areas where regulatory compliance cannot be met.
- d) The Operation Resumption Plan shall be coordinated with others stakeholders (such as suppliers or other organisations that support their operations, in particular when they are located outside the UAE – Refer to Requirement No. 2) to ensure an orderly, safe and efficient transition from emergency operations or no operations and back to normal operation.
- e) The Operation Resumption Plan shall be submitted to their Principal Inspector(s) with copy to SafetyManagement@gcaa.gov.ae as per following schedule:
- i) Within next 2 weeks: a preliminary plan with list of hazard and their associated risk assessment; and
 - ii) By 9th June 2020 or 1 week before any gradual opening whichever comes first.

REQUIREMENT NO. 2: NON-UAE BASED GCAA APPROVED ORGANIZATIONS

- a) Such organisations may adopt a similar approach to ensure compliance with items (a) to (d) of Requirement No. 1.
- b) Their Operation Resumption Plan shall not be submitted to GCAA – however, they shall report to the GCAA and all organisations employing their services if they cannot ascertain compliance with UAE CARs.

REQUIREMENT NO. 3: ADDITIONAL REQUIREMENTS FOR AERODROME OPERATORS

Additional requirements that should be considered by aerodromes operators are described in Appendix 1 to this Safety Decision.

CONTACT:

Further instructions or guidance may be obtained through:

Email: SafetyManagement@gcaa.gov.ae or regulations@gcaa.gov.ae



Appendix 1: Additional requirements for aerodrome operators

Aerodrome operators together with relevant stakeholders, such as air navigation service providers, airlines and ground handlers should at least consider the following when preparing for an increase of air traffic:

1. Overall inspection of the paved, unpaved surfaces and surroundings, paying attention to:
 - general cleanliness, presence of foreign object debris, possible dust or sand build ups affecting friction levels, 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;
 - the state of the vegetation to ensure that lights, signs and markers are not obstructed;
 - condition of movement area markings to ensure adequate visibility;
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.
8. Information on such closed parts of the manoeuvring area is made available through a notice to airmen (NOTAM).
9. Emergency access roads of rescue and firefighting vehicles to the active runway(s) are unobstructed.
10. If parts of the manoeuvring area are closed due to parked aircraft, the airfield ground lighting for these sections exclusively are switched off and a NOTAM is issued.
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.
13. The published information in Aeronautical Information Publication (AIP), AIP Supplement (AIP-SUP) and NOTAM are in respect to the actual aerodrome operational situation.
14. Facilities and equipment used for aircraft fueling 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 internal work in progress procedures and mitigating measures are still relevant and implemented.