



Audit report	: ADR Operator	Form 10 ADR OPR
Name of organisation	: Københavns Lufthavn	
Approval reference	: EKCH	Audit reference: F-2020-012782
<b>Part 1: General</b>		
Application date (if applicable)		
Reserved		
Address of facility audited	Lufthavnsboulevarden 6 2770 Kastrup	
Optional: Supplementary information to Part 2:		
Primary inspection method	Audit	
Audit period	From: 18-DEC-2019	To: 22-JAN-2020
Date(s) of audits	18-DEC-2019, 22-JAN-2020	
Persons interviewed (Senior management representing the Organisation during the audit)	Kristian Durhuus, Accountable Manager <input type="checkbox"/> Christian Poulsen, Maintenance Manager <input type="checkbox"/> Dorte Nygaard, Safety and Crisis Manager <input type="checkbox"/> John Nielsen, Compliance Manager <input type="checkbox"/> Claus Hincke, Teknisk Afdelingschef <input type="checkbox"/> Jesper Mandrup Timler, Technical Safety Manager <input type="checkbox"/> Li Ma Bomholtz, Senior Safety management specialist <input type="checkbox"/> Lars Smith Iversen, Afdelingsleder Aerodrome Operations <input type="checkbox"/> Mette Leth, Airside Compliance and Supervision <input type="checkbox"/> Søren Gustav Andersson, Airside Infrastructure <input type="checkbox"/> Bjarne Løbner Rude, Compliance Management	
Other surveyors/specialists from the competent authority	Henrik Ellerman, Kontorchef <input type="checkbox"/> Mikael Spang-Hanssen <input type="checkbox"/> Jesper Dahlfelt	
Competent authority surveyor	: Casper Bruun Andersen	
Competent authority office	: L-4 HELN	
Date of Form completion	: 04-FEB-2020	

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**Part 2: Compliance Audit Review**

Tick (v) the box if satisfied with compliance or cross (x) the box if not satisfied with compliance and specify the reference of the Part 4 finding next to the box or enter N/A where an item is not applicable. Leave the box blank if an item was not reviewed.

Para	Subject	(v) or (x) or blank	Finding No. or N/A	Optional text
ADR.OR.A. (Annex III)	General requirements			
ADR.OR.B. (Annex III)	Certification			
ADR.OR.C. (Annex III)	ADR operator responsibilities			
ADR.OR.D. (Annex III)	Management	x	3 - 5	
ADR.OR.E. (Annex III)	ADR manual and dokumentation	v		
ADR.OPS.A. (Annex IV)	ADR data			
ADR.OPS.B. (Annex IV)	ADR OPS servic/equipm/install.	v		
ADR.OPS.C. (Annex IV)	ADR manintenance	v		
CS ADR-DSN.A.	General			
CS ADR-DSN.B.	Runw ays	x	1	
CS ADR-DSN.C.	Runw ay end safety area			
CS ADR-DSN.D.	Taxiw ays	v		
CS ADR-DSN.E.	Aprons	v		
CS ADR-DSN.F.	Isolated AC parking position			
CS ADR-DSN.G.	De-icing/anti-icing facilities			
CS ADR-DSN.H.	Obstacle limitation surfaces			
CS ADR-DSN.J.	Obstacle limitation req.			
CS ADR-DSN.K.	Visual aids:Indicators/signal.			
CS ADR-DSN.L.	Visual aids: Markings	v		
CS ADR-DSN.M.	Visual aids: Lights	v		
CS ADR-DSN.N.	Visual aids: Signs			

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Para	Subject	(v) or (x) or blank	Finding No. or N/A	Optional text
CS ADR-DSN.P.	Visual aids: Markers	v		
CS ADR-DSN.Q.	Visual aids: Obstacles			
CS ADR-DSN.R.	Visual aids: Restr. used areas			
CS ADR-DSN.S.	Electrical systems	x	2	
CS ADR-DSN.T.	Operational serv./equip./inst.			
CS ADR-DSN.U.	Colours: Ground equipment			

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**Part 4: Findings compliance status**

Each finding should be recorded whether it has been rectified or not and should be identified by a simple cross reference to the Part 2 requirement. All non-rectified findings should be copied in writing to the organisation for the necessary corrective action.

Part 2 ref.	Regulation reference Finding description	Regulation ref. (specific)	Level	Corrective action		
				Date Due	Date closed	Closing reference
1	CS ADR-DSN.B.175.B. Grading of runway strips <input type="checkbox"/> a) That portion of a strip of an instrument runway within a distance of at least: <input type="checkbox"/> (1) 75 m where the code number is 3 or 4; and <input type="checkbox"/> (2) 40 m where the code number is 1 or 2; <input type="checkbox"/> from the centre line of the runway and its extended centre line should provide a graded area for aeroplanes which the runway is intended to serve in the event of an aeroplane running off the runway. <input type="checkbox"/> ... <input type="checkbox"/> c) The surface of that portion of a strip that abuts a runway, shoulder, or stopway should be flush with the surface of the runway, shoulder, or stopway. <input type="checkbox"/> <input type="checkbox"/> CS ADR-DSN.B.165 Objects on runway strips <input type="checkbox"/> a) An object situated on a runway strip which may endanger aeroplanes should be regarded as an obstacle and should, as far as practicable, be removed. <input type="checkbox"/> <input type="checkbox"/> GM1 ADR-DSN.B.165 Objects on runway strips <input type="checkbox"/> b) Consideration should be given to the location and design of drains on a runway strip to prevent damage to an aeroplane accidentally running off a runway. Suitably designed drain covers may be required. <input type="checkbox"/> <input type="checkbox"/> AMC1 ADR.OPS.B.015 <input type="checkbox"/> c) Inspections covering other items such as other lighting systems required for the safety of aerodrome operations, pavements and adjacent ground surfaces, drainage and storm water collection systems, fencing and other access control devices, the movement area environment inside the aerodrome boundary and outside the aerodrome boundary within line of sight, should be carried out, at least, weekly." <input type="checkbox"/> <input type="checkbox"/> I forbindelse med gennemførelse af en baneinspektion den 18. december 2019 blev det observeret, at der tæt på banekanten til RWY 12/30 var to brønde med helt eller delvist manglende eller ødelagt brønddæksel.	CS ADR-DSN.B.175(a)	1	22-JAN 2020	22-JAN 2020	TS31200-00569 Akt 51

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	Finding description			Date Due	Date closed	Closing reference
2	CS ADR-DSN.S.	CS ADR-DSN.S.880(a)	3			
	<p>"(a) For a precision approach runway, a secondary power supply capable of meeting the requirements of Table S-1 for the appropriate category of precision approach runway should be provided. Electric power supply connections to those facilities for which secondary power is required should be so arranged that the facilities are automatically connected to the secondary power supply on failure of the primary source of power." <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>Det kunne ikke dokumenteres, at der blev foretaget test af nødgeneratoren hvor generatoren koldstarter med belastning. Uden sådanne test er det reelt ikke muligt at godt gøre, at systemerne altid vil slå til som forventet. TBST anbefaler derfor, at CPH laver en plan for periodiske test af nødgeneratorsystemerne, der inkluderer koldstart med belastning.</p>					
3	ADR.OR.D. (Annex III)	AMC1 ADR.OR.D.030(a)(6)	3			
	<p>AMC1 ADR.OR.D.030(a)(6): <input type="checkbox"/></p> <p>"The reporting process should be as simple as possible, and well documented, including details as to what, how, where, whom, and when to report;" <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>AMC1 ADR.OR.D.030(a)(2): <input type="checkbox"/></p> <p>"The safety reporting system should include voluntary reporting possibilities intended for safety hazards identified by the reporter, and that may have potential safety consequences." <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>ADR.OR.D.020(a): <input type="checkbox"/></p> <p>"The aerodrome operator shall ensure that adequate and appropriate facilities are available to its personnel or personnel employed by parties with whom it has contracted for the provision of aerodrome operational and maintenance services." <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>AMC1 ADR.OPS.B.015(e): <input type="checkbox"/></p> <p>"The aerodrome operator should keep a log for all routine and non-routine inspections of the movement area and related facilities." <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>I forbindelse med inspektion på apron fandt chaufføren af køretøjet FOD i form af en metal strip. Forsøg på elektronisk</p>					

  

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	indberetning af dette fund af FOD viste, at systemet ikke umiddelbart var tilgængeligt og FOD måtte registreres på en lap papir. Efterfølgende blev det konstateret, at det elektroniske indberetningssystem til FOD ikke effektivt understøtter ad-hoc inspektioner. TBST anbefaler, at CPH sikrer, at alle fund af FOD kan indberettes så nemt som muligt i den elektroniske database for at sikre datapræcision, og at data ikke går tabt ved manglende indberetninger.					
4	ADR.OR.D. (Annex III) ADR.OR.D.030(d)(2): <input type="checkbox"/> "The aerodrome operator shall: <input type="checkbox"/> ... <input type="checkbox"/> (2) analyse and assess the reports, as appropriate, in order to address safety deficiencies and identify trends;" <input type="checkbox"/> <input type="checkbox"/> AMC1 ADR.OR.D.030(a)(7): <input type="checkbox"/> "Regardless of the source or method of submission, once the information is received, it should be stored in a manner suitable for easy retrieval and analysis;" <input type="checkbox"/> <input type="checkbox"/> CPH's database for FOD - KORE - understøtter ikke en nem og visuel identificering af trends og hot spots for FOD. Systemet benytter et grid-system der bygger på nord-syd orientering, hvorved der er nogle grids der dækker over både apron, TWY og RWY, uagtet af, at risikoklassificeringen af FOD i høj grad bundes i den geografiske placering af fundet. <input type="checkbox"/> <input type="checkbox"/> TBST anbefaler, at CPH ændrer det digitale system til FOD således, at der kan skabes et nemt og overskueligt visuelt overblik over FOD.	ADR.OR.D.030	3			
5	ADR.OR.D. (Annex III) ADR.OR.D.025 <input type="checkbox"/> "The aerodrome operator shall: <input type="checkbox"/> (a) ensure that the management system of the aerodrome addresses the coordination and interface with the safety procedures of other organisations operating or providing services at the aerodrome; and <input type="checkbox"/> (b) ensure that such organisations have safety procedures in place to comply with the applicable requirements of Regulation (EC) No 216/2008 and its Implementing Rules and the requirements laid down in the aerodrome manual." <input type="checkbox"/>	ADR.OR.D.025	2	12-MAR 2020		
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	<input type="checkbox"/> ADR.OR.D.030(b)(1) "(b) The aerodrome operator, in accordance with ADR.OR.D.005(b)(3), shall: (1) require that the personnel and organisations mentioned in point (a) use the safety reporting system for the mandatory reporting of any accident, serious incident and occurrence" <input type="checkbox"/> AMC1 ADR.OR.D.030(a) "(1) An effective safety reporting system should include, apart from aerodrome operator's personnel, aircraft operators, ground handling service providers, air navigation service providers, and any other organisation operating on the aerodrome, or providing services at the aerodrome. ... (3) The aerodrome operator should identify which events are mandatory to be reported." <input type="checkbox"/> CPH opfordrer organisationer der arbejder på lufthavnen at indberette begivenheder til CPH, men der er ikke opsat en proces, der sikrer at kravet efterleves. I kraft af den betydelige aktivitet der er i lufthavnen fra 3. parter, herunder særligt på apron, findes dette utilstrækkeligt.					

  

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# Bilag A, Finding levels og procedure

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Finding level	Finding definition	Finding reference
1	A level 1 finding shall be issued by the Competent Authority when any significant non-compliance is detected with the certification basis of the aerodrome, the applicable requirements of Regulation (EC) No 216/2008 and its Implementing Rules, with the aerodrome operator's or the apron management services provider's procedures and manuals, with the terms of the certificate or certificate or with the content of a declaration which lowers safety or seriously endangers safety.	EU 139/2014, ADR.AR.C.055 (b)
2	A level 2 finding shall be issued by the Competent Authority when any non-compliance is detected with the certification basis of the aerodrome, the applicable requirements of Regulation (EC) No 216/2008 and its Implementing Rules, with the aerodrome operator's or the apron management services provider's procedures and manuals, with the terms of the certificate or the certificate or with the content of a declaration which could lower or possibly hazard safety.	EU 139/2014, ADR.AR.C.055 (c)
3	For those cases not requiring level 1 or level 2 findings, the Competent Authority may issue observations.	EU 139/2014, ADR.AR.C.055 e)

**Finding procedures:**

**Level 1 findings, ADR.AR.C.055 (d)(1)**  
In the case of level 1 findings, the Competent Authority shall take immediate and appropriate action to prohibit or limit activities, and if appropriate, it shall take action to revoke the certificate or to deregister the declaration, or to limit or suspend the certificate or declaration in whole or in part, depending upon the extent of the finding, until successful corrective action has been taken by the aerodrome operator or by the provider of apron management services.

**Level 2 findings, ADR.AR.C.055 (d)(2)**  
In the case of level 2 findings, the Competent Authority shall:

(a) grant the aerodrome operator or the provider of apron management services a corrective action implementation period included in an action plan appropriate to the nature of the finding; and

(b) assess the corrective action and implementation plan proposed by the aerodrome operator or the provider of apron management services and, if the assessment concludes that they are sufficient to address the non-compliance(s), accept these.

**Level 3 findings, ADR.AR.C.055 e)**  
A level 3 finding (Observation) has no "Date Due"

**Findings and corrective actions, ADR.OR.C.020**  
After receipt of notification of findings, the aerodrome operator or the provider of apron management services shall:

(a) identify the root cause of the non-compliance;

(b) define a corrective action plan; and

(c) demonstrate the corrective action implementation to the satisfaction of the Competent Authority within the period agreed with that authority as defined in ADR.AR.C.055(d).

**Corrective actions, ADR.AR.C.055 (d)(3)**  
Where the aerodrome operator or the provider of apron management services fails to submit an acceptable corrective action plan, OR to perform the corrective action within the time period accepted OR extended by the Competent Authority, the finding shall be raised to a level 1 finding, and action taken as laid down in point (d)(1).