

# AERODROME CERTIFICATION

A National Experience

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# Aerodrome certification as national experience

ENAC issued the national regulation “Regolamento per la Costruzione e l'Esercizio degli Aeroporti” in 2002

❖ ICAO Annex 14 Vol. I Ed. 3 Amdt. 4

Most of the ICAO recommended practices have been considered as standards

❖ CAA UK CAP 168

- ✓ Implementation started in 2002
- ✓ Airport certification mandatory from 2003



# Aerodrome certification as national experience

## **Applicability :**

- ➔ Airports open to commercial operations activities and
- ➔ Aircraft with MTOW > 5700 Kg or Pax > 10
- ➔ A unique certificate and certification specification issued :
  - ✓ Infrastructure
  - ✓ Airport operator organisation
- ➔ Certificate renewal every three years following satisfactory continuous monitoring results by a dedicated ENAC team


## **Other airports :**

Infrastructure comply with the applicable requirements of the same national regulation



# Aerodrome certification as national experience

ENAC issued the national regulation “Costruzione ed esercizio degli eliporti” in 2011

 ICAO Annex 14 Vol II Ed. 3 Amdt. 4

Most of the ICAO recommended practices have been considered as standards

 Implementation :






- 20.10.2012 for operator organisation
- 31.12.2014 for infrastructure only

Two separate certificates to accommodate those areas which do not require to be considered heliports (infrastructure certification only)



# Aerodrome certification as national experience

## Applicability

-  Heliports open to public transport activities
- and
-  Located on off-shore platform or ship,
- or
-  HEMS base infrastructure to serve hospitals with an average use  $\geq 2$  movements in the referenced period
- or
-  Instrumental operations,
- or
-  Average commercial operations  $\geq 6$  in the referenced period.



# Aerodrome certification as national experience

Total number of airports certified in Italy : 46

Total number of heliports certified in Italy: 2\*

\* According with Circolare DGAC 41/400 dated 15.04.1973





# Aerodrome certification as national experience

REPUBBLICA ITALIANA



Ente Nazionale per l'Aviazione Civile

## CERTIFICATO DI AEROPORTO

Nr. I-010/APT

L'Ente Nazionale per l'Aviazione Civile,

certifica che l'aeroporto di

**BERGAMO - ORIO AL SERIO**

gestito da

**S.A.C.B.O. S.p.A.**

è conforme ai requisiti per la Certificazione dell'Aeroporto prescritti nel  
"Regolamento per la costruzione e l'esercizio degli aeroporti" ed è idoneo per le  
operazioni di traffico aereo commerciale, secondo le condizioni dell'allegata  
*Specifica di Certificazione*

Il certificato non è trasferibile e non può essere ceduto.

Il periodo di validità del certificato ed i successivi rinnovi sono riportati nella "Specifica di Certificazione".

Il Direttore Generale  
C.te Silvano Manera

*Silvano Manera*

Edizione 1  
30 novembre 2004

ENTE NAZIONALE PER L'AVIAZIONE CIVILE		Specifica di Certificazione N. SC 1418/APT	Pag. 1 di 2 Rev. 1 data: 30 Nov. 2007
<b>Certificato di Aeroporto</b>		<b>N. I - 010/APT</b>	
<b>Aeroporto:</b>		<b>BERGAMO - ORIO AL SERIO</b>	
<b>Coordinate geografiche ARP</b>		Lat.: 45°40'08" N Long.: 09°42'01" E	
<b>Gestore</b>		S.A.C.B.O. S.p.A.	
<b>Sede legale ed operativa</b>		Aeroporto di Bergamo 24050 Orto al Serio (BG)	
<b>Codice di riferimento dell'aeroporto</b>		4 E	
<b>A) Piste</b>			
1. Caratteristiche Fisiche			
PISTA	TORA	TODA	ASDA
10	2934	3001	2934
28	2934	2994	2934
2. Caratteristiche Operative			
PISTA	Avvicinamento ed atterraggio	Decollo	
10	Non strumentale	---	
28	Strumentale di precisione Cat. I/IB	LVTO	
<b>B) Servizio antincendio</b>		8*	
Categoria ICAO		Fornitore del servizio	
<b>C) Esenzioni</b>		Cap. 3 par. 7.8.1 (Interasse RWY-TWY ridotto in racordo A)	
<b>D) Condizioni</b>			
1 L'ENAC può limitare, sospendere o revocare il certificato dell'aeroporto qualora il gestore non sia in grado di dimostrare o l'ENAC rilevi che non sia assicurata la rispondenza ai requisiti del "Regolamento per la costruzione e l'esercizio degli aeroporti" o sia pregiudicata la sicurezza delle operazioni.			
2 Il certificato può altresì essere sospeso o revocato qualora non sia consentito all'ENAC, senza giustificato motivo, l'effettuazione degli accertamenti di competenza ordinari o straordinari.			
<b>E) Validità</b>			
Nominativo	Firma	Data di scadenza	
Direzione Operazioni Milano Il Direttore Mario Bianchi	<i>l.to Mario Bianchi</i>	29 Novembre 2010	
Direzione Operazioni Milano Il Direttore Salvatore Rocco	<i>Salvatore Rocco</i>	29 Novembre 2013	
<div> <div> <b>DUPLICATO</b> emesso il 01.12.2010 Il Direttore <i>Salvatore Rocco</i> </div> <div> <b>SOLO AGENZIA DI MEDIO VITTORIO</b> AUT. DITESS. GEN. ENTITATE LAZO R. 1350/97/98 DEL 20.11.1998 </div> </div>			
Direzione Operazioni Milano Il Direttore Mario Bianchi l.to Mario Bianchi			



# Aerodrome certification as national experience

## Safety Management System

- ❖ Implemented in 2006
- ❖ Applicability: Airports with n. commercial movements > 5000 per year
- ❖ Number of airports with SMS approved : 30
  - ❖ Remaining airports are required to implement at least a reporting system



# Aerodrome certification as national experience

Major items dealt with the application of the certification process

## Infrastructure

Non compliance handled by temporary or permanent exemptions basen on safety assessment performed by the aerodrome operator and reviewed and accepted by ENAC

Examples :

- Slight reduction of the RWY strip width
- Obstacle between TWY “A” and “B”
- Air Force facilities on the RWY strip
- Separation distance between TWY CL and RWY CL reduced



# Aerodrome certification as national experience

Major items dealt with the application of the certification process

## Operations

- Aeronautical data (obstacles and terrain data)
- RFFS level of protection
- Relationship with the Firemen
- Oversight of obstacles and areas that might encourage wildlife activities monitoring



# Aerodrome certification as national experience

Major items dealt with the application of the certification process

## Organisation

- Identification of qualified senior persons (Postholders)
- Management of changes



## R.I.A. : the Italian experience

In 2011 ENAC accepted to be part of the EASA R.I.A. ADR exercise

Two Italian airports have been involved :  
Rome Fiumicino and Bergamo Orio al Serio

ENAC Team established Activities :

- ✓ EASA questionnaire
- ✓ EASA Team visit
- ✓ Iterative feedback



# R.I.A. : the Italian experience

## Pro's

- ❖ Better understanding of the EASA intentions
- ❖ Improve confidence between parties

## Con's

- Too extensive and detailed review of the ENAC regulation and implementation procedures
- EASA visit perceived as an audit





## R.I.A. : the Italian experience

The following items have been identified as possible areas of concern in the application of the EASA airport regulation :

- Extensive SMS implementation
- Implementation of a standardised methodology of safety assessment
- Extensive implementation of human factors principles
- Identification of the aerodrome surroundings limits and the definition of the monitoring activity to be conducted by the aerodrome operator



## NPA 2011-20

- Extensive and in deep review of the new envisaged EASA regulation performed by a dedicated ENAC Team
- Number of aerodromes under EASA scope: 51
- Comments have been identified and provided to the EASA by the on-line access methodology



# NPA 2011-20

Areas that require new or further activities from Italy in terms of :

- ✧ Possible ENAC organisational change
- ✧ Additional procedures
- ✧ Training

have been identified

- ✧ ENAC has to establish the requested system for various notification to the Agency
- ✧ ENAC will update and extend its procedures for the issuing of Safety Directives to the aerodrome domain



## NPA 2011-20

- ✍ ENAC to update the training programme to include the applicable requirements of Regulation (EC) No 216/2008 and related IRs, AMCs, CS and GM
- ✍ ENAC to update its aerodrome record keeping system according to regulation 1108/09 and to the provisions of this AR and the related AMCs and GMs.
- ✍ ENAC to define enforcement measures and financial penalties
- ✍ An effective mechanism has to be implemented to ensure adequate control in the aerodrome surroundings according to the new requirements



**Possible areas of impact on the present Italian aerodrome operator organisation and responsibility have been also investigated :**

- ➔ Responsibilities assigned to the aerodrome operators that at the present are allocated to public entities (e.g.: RFSS)
- ➔ Oversight of activities on the airport surroundings
- ➔ Oversight of activities allocated at the present to other subjects (e.g.: access to the air side; driving licence)



THANK YOU

