

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

- and  Heliports open to public transport activities
- or  Located on off-shore platform or ship,
- or  HEMS base infrastructure to serve hospitals with an average use ≥ 2 movements in the referenced period
- or  Instrumental operations,
- or  Average commercial operations ≥ 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 *Specificità 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 "Specificità di Certificazione".

Il Direttore Generale
C.te Silvano Manera

Edizione 1
30 novembre 2004

ENTE NAZIONALE PER L'AVIAZIONE CIVILE		Specificità di Certificazione N. SC 148/APT	Pag. 1 di 2 Rev. 1 data: 30 Nov. 2007		
Certificato di Aeroporto		N. I - 010/APT			
Aeroporto:		BERGAMO - ORIO AL SERIO			
Coordinate geografiche ARP	Lat.: 45°40'08" N Long.: 09°42'01" E				
Gestore	S.A.C.B.O. S.p.A.				
Sede legale ed operativa	Aeroporto di Bergamo 24050 Orto al Serio (BG)				
Codice di riferimento dell'aeroporto	4 E				
A) Piste					
1. Caratteristiche Fisiche					
	PISTA	TORA	TODA	ASDA	LDA
	10	2934	3001	2934	2934
	28	2934	2994	2934	2901
2. Caratteristiche Operative					
	PISTA	Avvicinamento ed atterraggio	Decollo		
	10	Non strumentale	---		
	28	Strumentale di precisione Cat. IIIB	LVTO		
B) Servizio antincendio		Pag. 2 di 2 Rev. 1 data: 30 Nov. 2007			
Categoria ICAO		8*			
Fornitore del servizio		Corpo Nazionale dei Vigili del Fuoco			
C) Esenzioni		Cap. 3 par. 7.8.1 (Interasse RWY-TWY ridotto in ricordo A)			
D) Condizioni		<p>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.</p> <p>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.</p>			
E) Validità					
	Nominativo	Firma	Data di scadenza		
	Direzione Operazioni Milano Il Direttore Mario Bianchi	<i>It. Mario Bianchi</i>	29 Novembre 2010		
	Direzione Operazioni Bergamo Il Direttore Salvatore Rocco	<i>Salvatore Rocco</i>	29 Novembre 2013		
<p>DUPLICATO emesso il 01.12.2010 Il Direttore Salvatore Rocco</p>		<p>Direzione Operazioni Bergamo Il Direttore Mario Bianchi It. Mario Bianchi</p>			
<p>SEGLLO ARSILINO DI MESSO VIRTUALE AUT. DITESS. GEN. ENTITATE LAZIO N. 135047/96 DEL 20.11.1998</p>					



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



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- 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



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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



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- ✍ 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



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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

