

EASA Aerodrome Certification

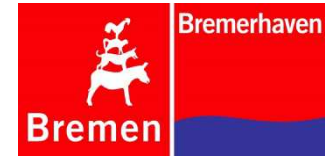
Andrei Wagner

Der Senator für Wirtschaft,
Arbeit und Häfen



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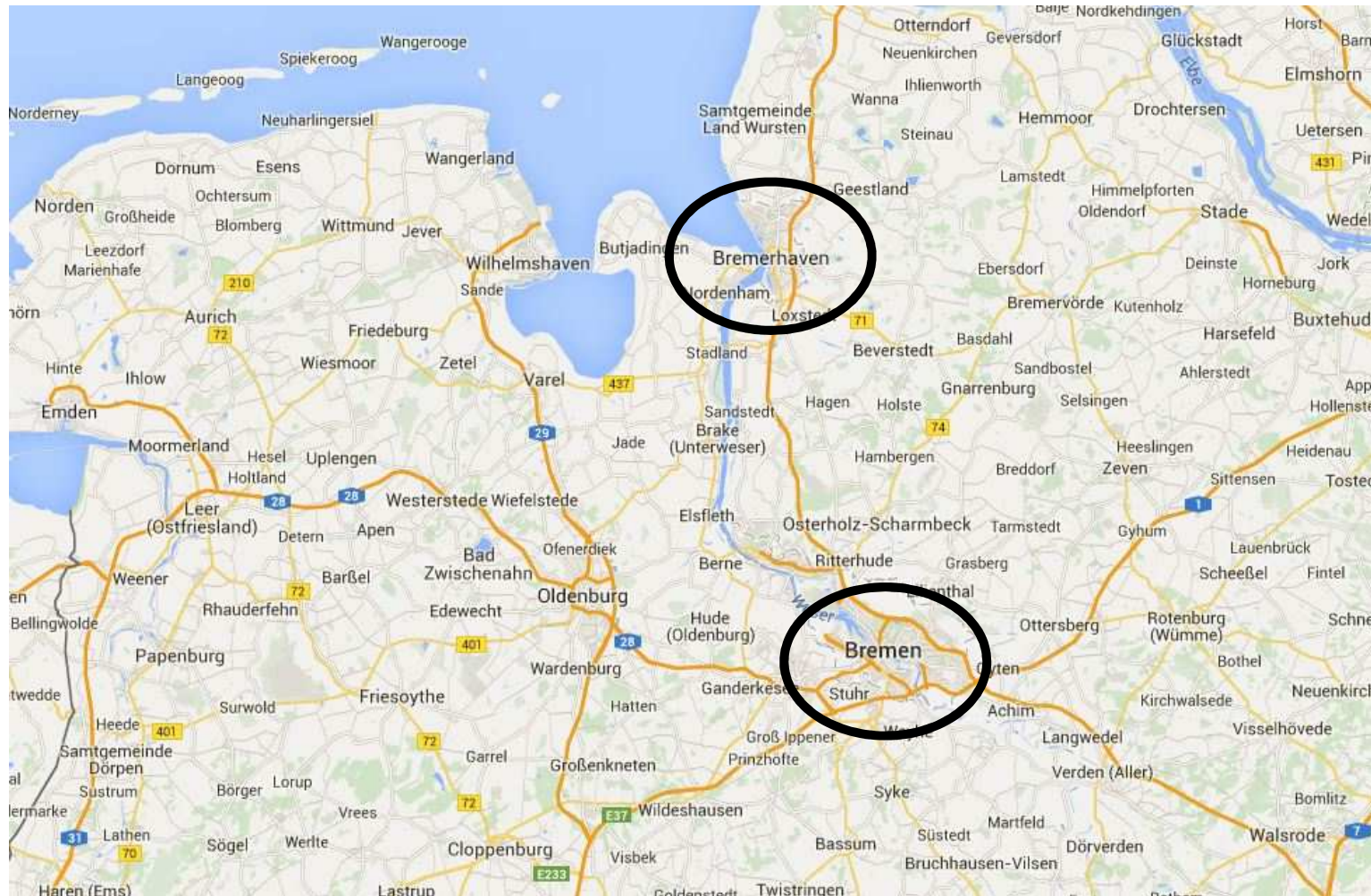
Administrative structure in the federal state of Bremen



- Single-level
 - centralized implementation of regulations
 - Legal, technical and operational know-how gathered in one team
- Limited staffing
 - no distribution of tasks according to certification fields (physical infrastructure, organisation, operation) or aerodromes



Aerodromes in the federal state of Bremen



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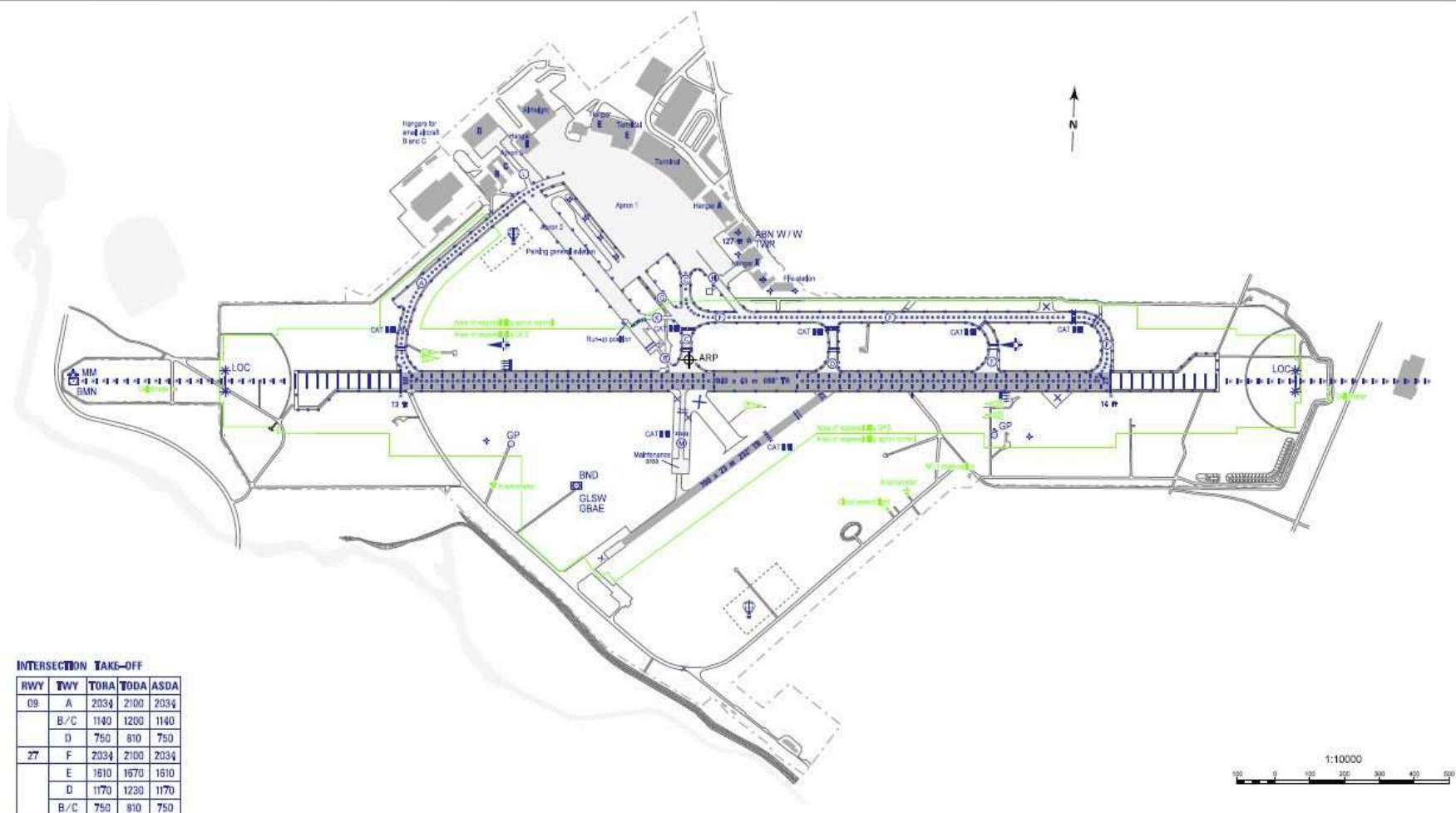


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Aerodromes in the federal state of Bremen

ICAO-Code	EDDW	EDWB
Ref. Code	4E	2B
No. of Runway(s)	2	2
Dimensions	09/27: 2040 x 45m 23: 700 x 23m	16/34: 1200 x 30m 07/25: 658 x 19m
Pavement	Both: Bitumen	Both: Bitumen
Type of Runway	09/27: Precision – Cat. IIIa 23: Non-Instrument	16/34: (2B) Non-Precision 07/25: (1B) Non-Instrument
Elevation	11 ft. MSL	11 ft. MSL

Aerodrome Chart EDDW



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Aerodrome Chart EDWB



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Examination of the Need for Certification

Requirements	EDDW	EDWB
opened to public use	✓	✓
commercial air transport	✓	✓
Instrument approach or departure procedures	✓	✓
paved runway of more than 800m or exclusively serving helicopters	✓	✓
Exemption		
< 10k passengers	X (~2,8mln)	X (~ 13k)
< 850 movements related to cargo operations	✓	✓

- **EDDW → Certification required**
- **EDWB → Certification required**

Provisional Certification Process

- Certification process initiated by the aviation authority after the announcement of the draft version of regulation (EU) No. 139/2014
- Analysis of the current state
 - The operating licences of the Bremen airports demand the implementation of ICAO Annex 14 standards and recommendations
 - Last modifications of the operating licences in 2000/ 2001.
- Determination of a target state
 - Annex 14 Vol.1 standards and recommendations
- Definition of next steps
 - Gap-Analysis between current state on the airports and ICAO Annex 14
 - Test-Audits/ Inspections based on ICAO Annex 14
 - Correction of deviations

EASA Certification Process

- Analysis of the current state
- Determination of a target state
 - Requirements for the physical infrastructure of an aerodrome
 - Certification Specifications and Guidance Material (CS-ADR-DSN)
 - e.g. Runways, Obstacle Limitation, Visual Aids, Electric Systems
 - Requirements for the organisation and operation of an aerodrome
 - Regulation (EU) no 139/2014 Part ADR.OR and ADR.OPS
 - e.g. (OR) Management System, Aerodrome Manual, Certification
 - e.g. (OPS) Services, Equipment, Installations, Maintenance
- Definition of next steps
 - Gap-Analysis between current state on the airports and EASA rules
 - Test-Audits/ Inspections based on EASA rules

- Determination of
 - Number of EASA-certificates
 - Layout of the Aerodrome Manual
 - Possible necessity for AIP and Aerodrome rule (FBO) adjustment
 - Scope (CS, AMCs, GM)
 - Responsibilities
 - Procedures

Procedures

- Certification Schedule
 - Regular meetings (to check the compliance with CS, GM, AMC)
 - Sample audits/ inspections (in case the given situation is unclear)
 - Application for Certificate(s)

Difficulties/ Questions I

- misinterpretation of requirements
 - aerodrome manual declared to be confidential
- Effects of the EASA certificate on the national operating licence
 - Does it replace the national operating licence in parts?
 - Does it exist in parallel to the national operating licence?
- Subsidiaries to be included into the SMS
 - Two companies are carrying out tasks as subsidiaries at the Bremen airport
- Meaning of terms
 - OPS?
- Consequences of no on time certification
 - In case the airport applies too late?
 - In case the competent authority is too slow?

Difficulties/ Questions II

- Handling of Deviations

„old“ deviations	„new“ deviations
Apron Floodlighting	Obstacle Limitation Surface
NO ENTRY sign	
Road-holding position light	
A/C stand identification sign?	
RESA	

- RFF-Aerodrome Category
 - mixed operations of cargo (cat.9) and passenger (cat.7) aircrafts
- Possible closure of EDWB
 - currently planned for end 2015
- Charging of fees
 - to be solved with the 15th modification of LuftVG

Next steps

- Determination of the final CB by competent authority
 - Examination of the submitted documents
 - Determination of the most critical safety aspects for each airport and carrying out of inspections/ audits in that fields
 - Ask for missing documents

Thank You!

Questions?