The certification process

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Aerodrome Certification

Bangkok, Thailand, 20 to 24 of January 2020

EU-South East Asia Aviation Partnership Project (EU-SEA APP)
This project is funded by the European Union and implemented by the European Union Aviation Safety Agency - EASA

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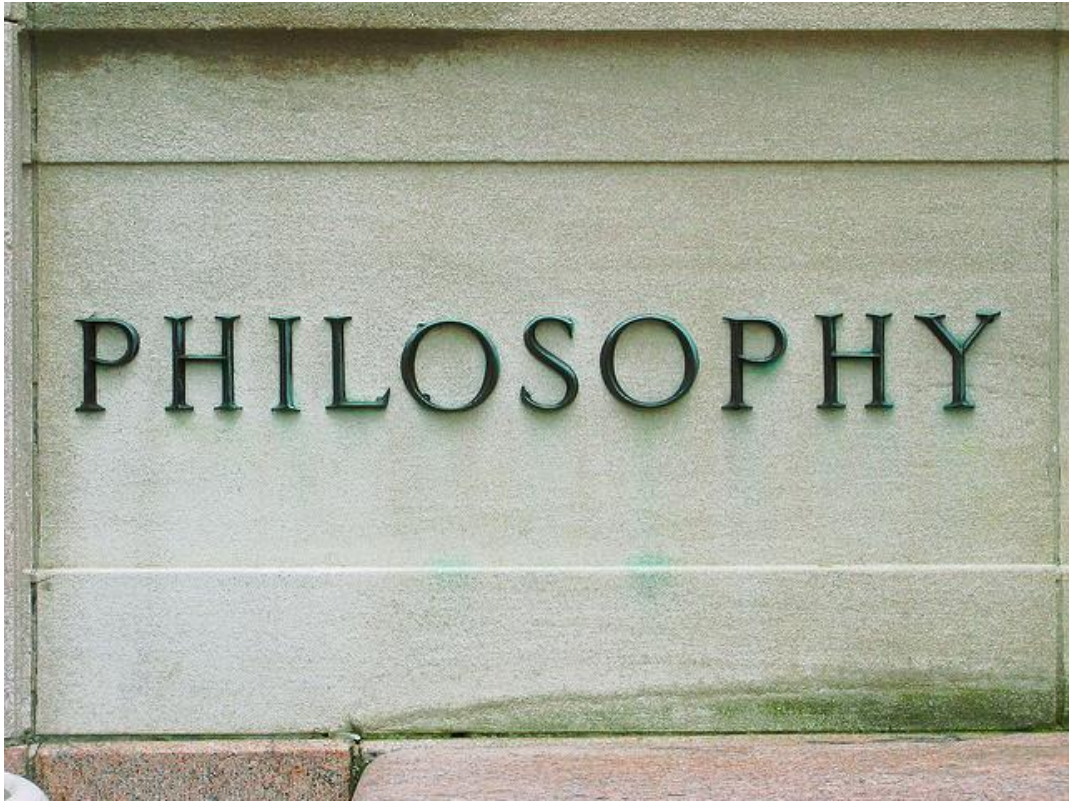
An Agency of the European Union

Airport Oversight Philosophy

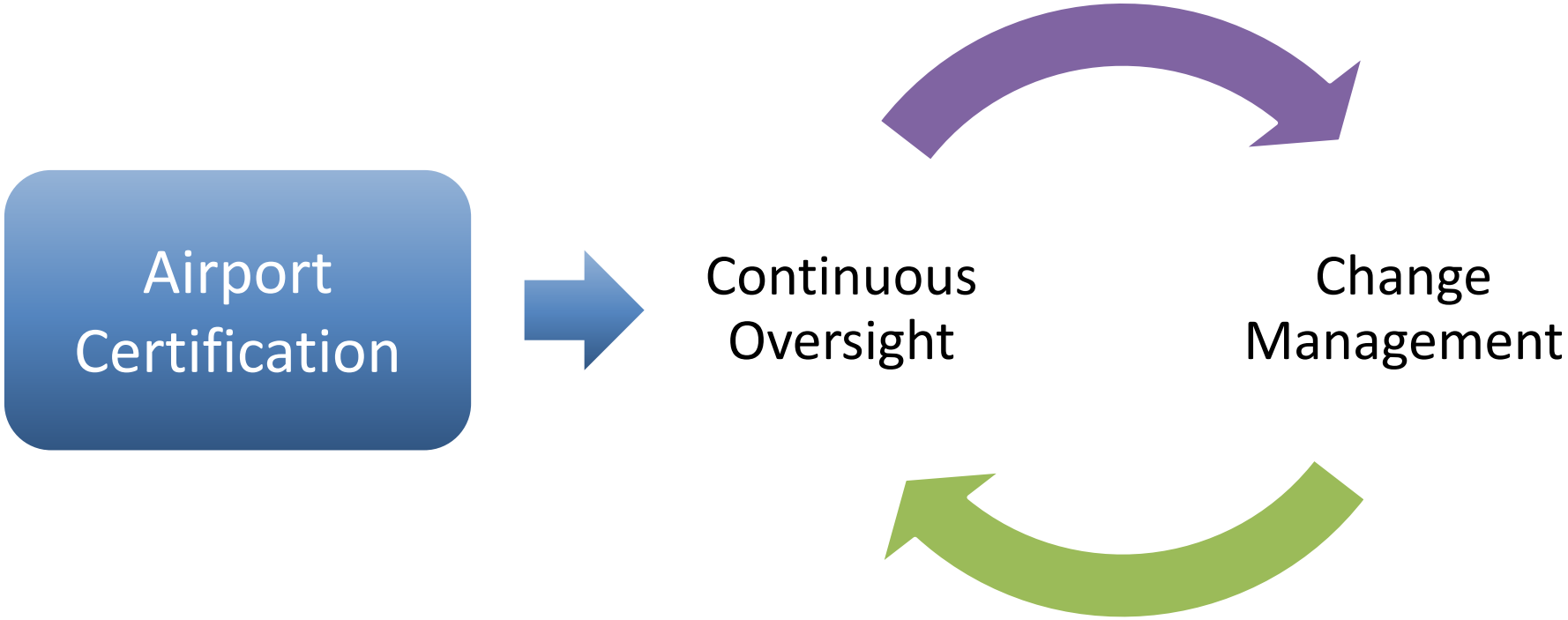


Airport Oversight Philosophy

→ According to the ICAO principles and the European Regulation in the field of airports:

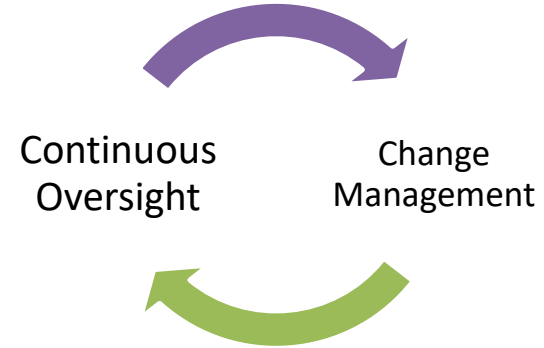
3 steps philosophy

Airport Oversight Philosophy



Airport Oversight Philosophy

Airport Certification



New !

With EASA regulation:

Certificates are issued with **unlimited** duration

Airport Oversight Philosophy

The Airport Certification should be the

STARTING POINT

Airport Oversight Philosophy

What could we expect from the

Certification Process?

- Infrastructure
- Equipment

- Management System
- Procedures
- Resources
- Personnel

Airport Oversight Philosophy

The **ongoing oversight** is opportunity to check if:

The airport manual procedures are **effectively implemented**

✓ Personnel training

✓ Aerodrome works

✓ Aerodrome emergency planning (exercises and drills)

Airport Oversight Philosophy

The airport is a **living being**

- Infrastructure
- Equipment

- Management System
- Procedures
- Resources
- Personnel

Airport Oversight Philosophy

Planning of the certification process

→ Starting Point

→ Deadline

→ Human Resources

→ Actions

Planning of the certification process

Starting Point

Planning of the certification process

- Since 2009, Spain had national regulation (based on ICAO annex 14) regarding aerodrome certification.
- In 2014, the European regulation came into force.
- The scope of national regulation and the scope of the European regulation were similar, yet not exactly the same.
- Aerodromes out of the scope of the European regulation have been kept under the national regulation.

Planning of the certification process

31 Dec 2014

35

aerodromes had to be certificated under European regulation

Planning of the certification process

31 Dec 2014

17

aerodromes were certificated under Spanish regulation (RD 862/2009)

Planning of the certification process

31 Dec 2014

Starting Point:

need to plan

Certification of 18 Airports

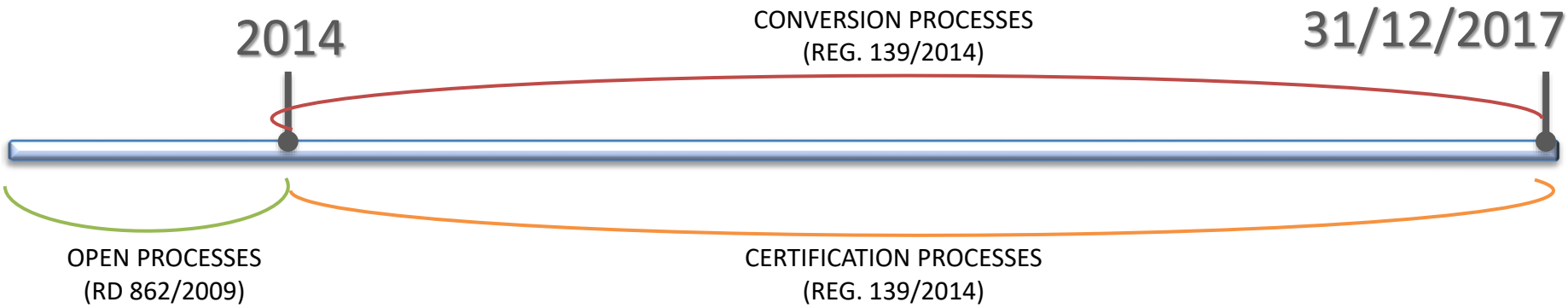
Conversion of 17 Airports

Planning of the certification process

Deadline

Planning of the certification process

*Certificates issued by the Competent Authority prior to **31 December 2014** on the basis of national legislations shall remain valid until they are issued in accordance with this Article, or if no such certificates are issued, **31 December 2017***



*Competent Authorities involved in the certification and oversight of aerodromes, aerodrome operators and apron management service providers shall comply with the requirements laid down in Annex II to this Regulation before **31 December 2017**.*

Planning of the certification process

Human Resources

Planning of the certification process

Human Resources Available for the Certification Program

Safety Oversight:

Airports

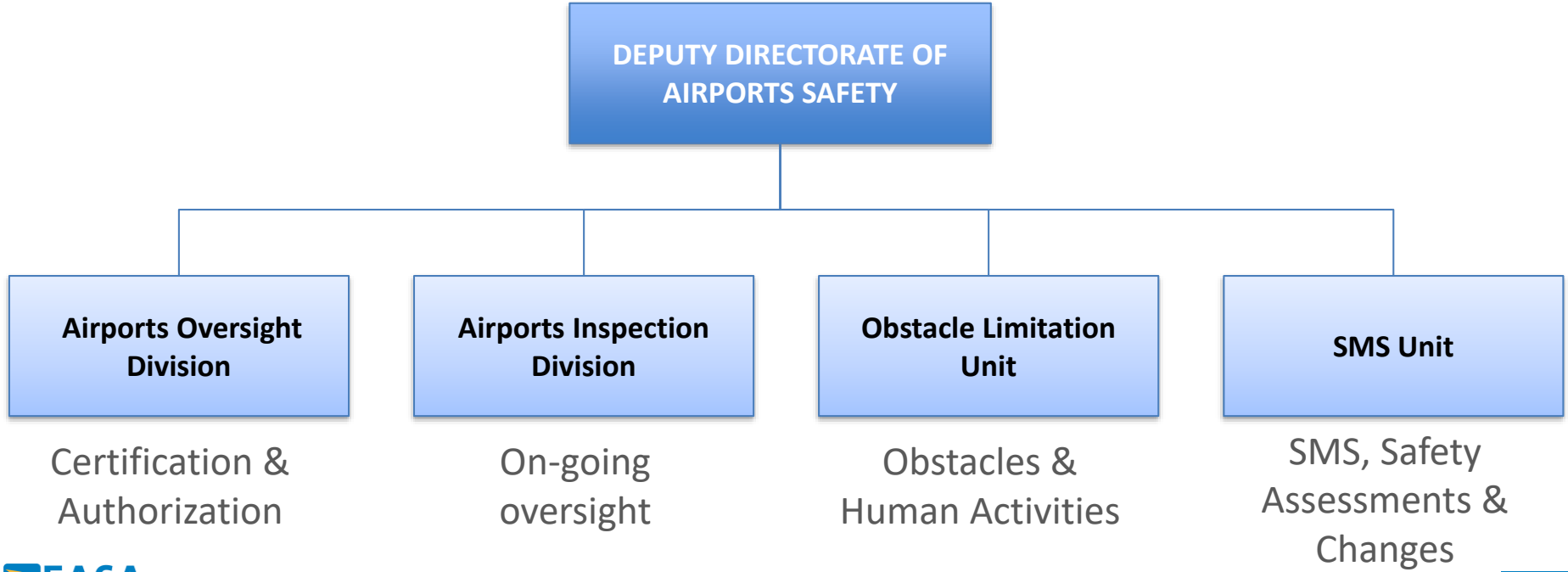
Air Navigation

AESA has 4 Directorates,

one of them is the **Directorate of Airports and Air Navigation Safety**

Planning of the certification process

Human Resources Available for the Certification Program



Planning of the certification process

Human Resources Available for the Certification Program

Staff dedicated to the Certification Processes:

DEPUTY DIRECTORATE OF AIRPORTS SAFETY

- **Airports Oversight Division** — Certification & Authorization
- **Airports Inspection Division** — On-going oversight
- **Obstacle Limitation Unit** — Obstacles & Human Activities
- **SMS Unit** — SMS, Safety Assessments & Changes

EASA

Planning of the certification process

Human Resources Available for the Certification Program

Airports Oversight Division

21 inspectors dedicated to the Aerodrome Manual + CS

7 inspectors dedicated to the Emergency Response Plan

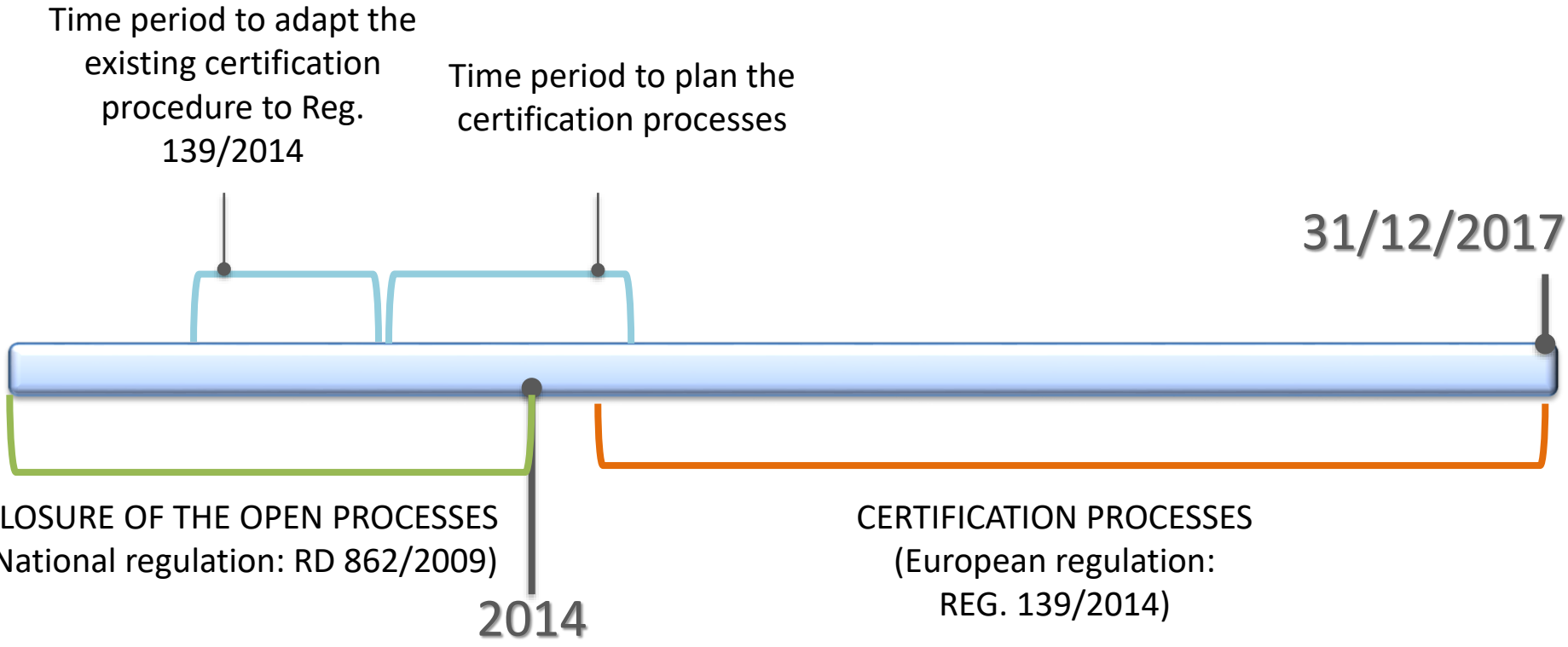
SMS Unit

9 inspectors dedicated to the SMS + Safety Assessments

Planning of the certification process

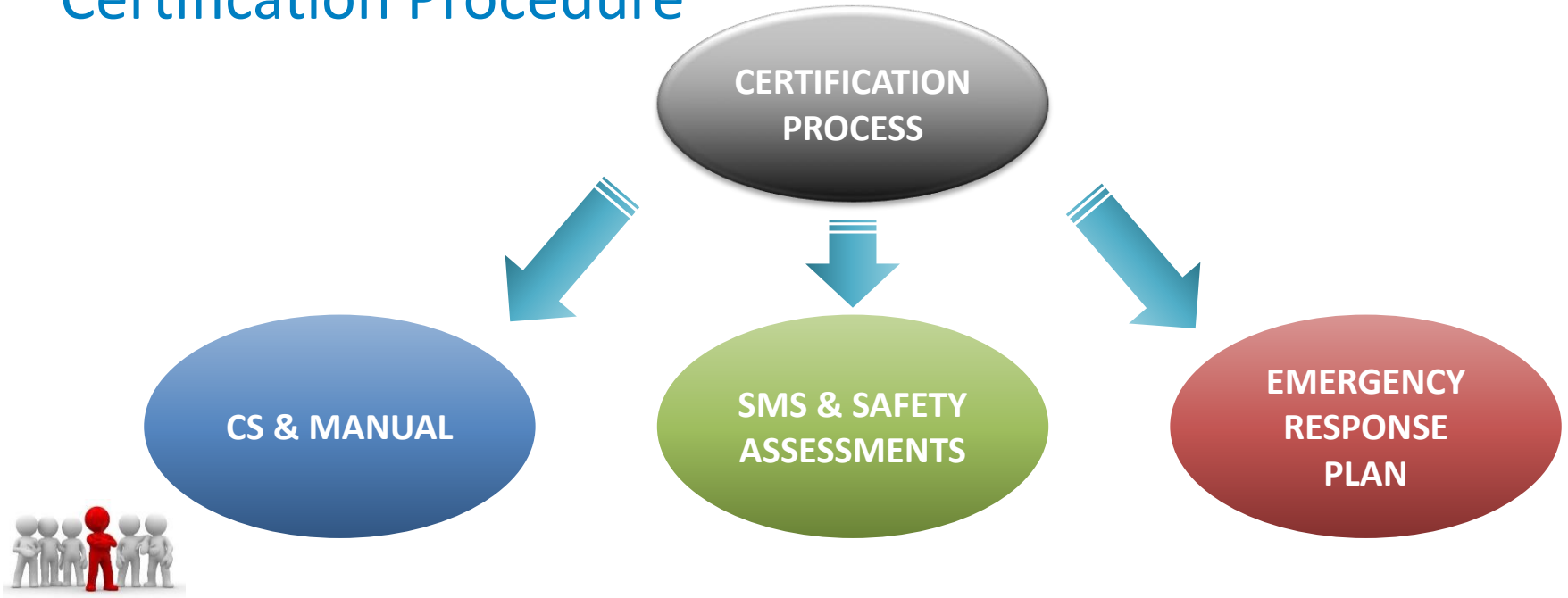
Actions

Planning of the certification process



Planning of the certification process

Certification Procedure



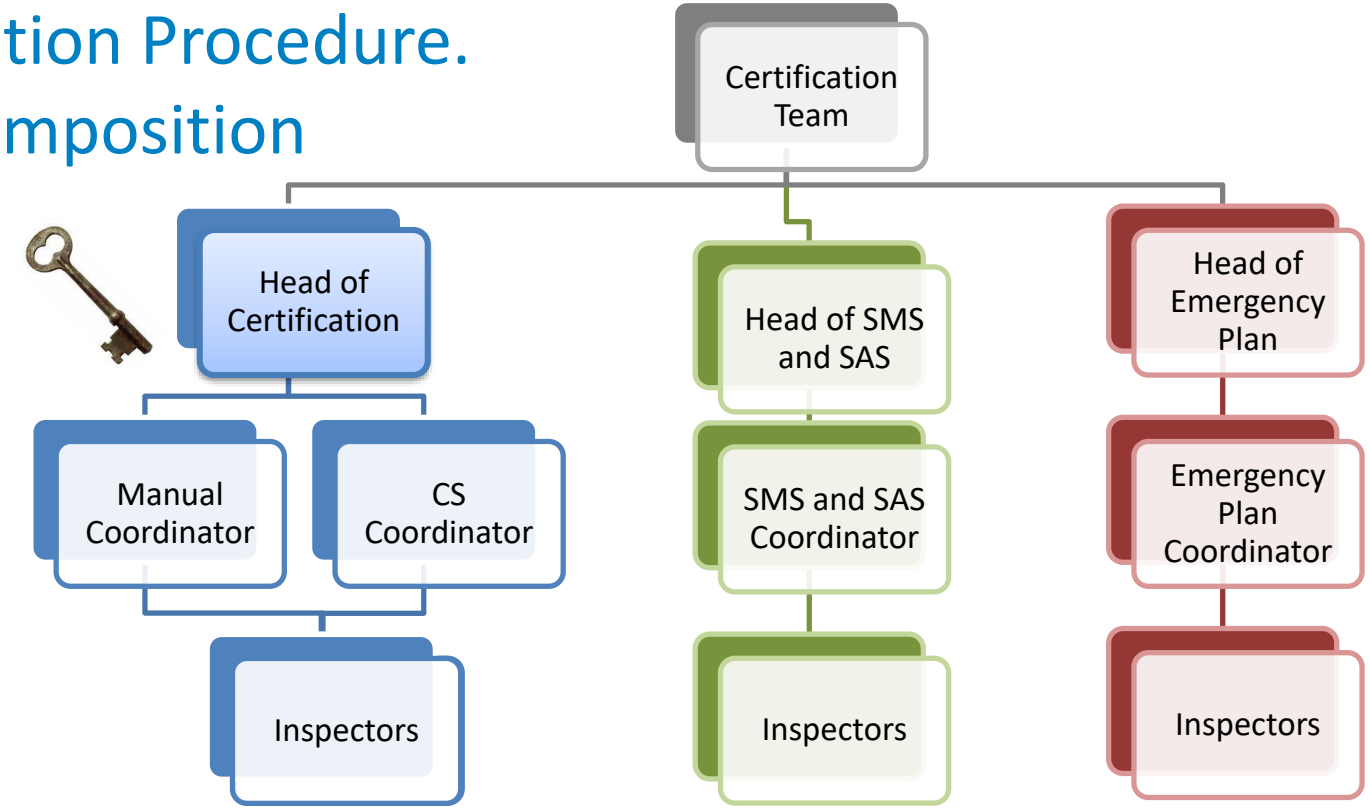
Airports Oversight Division

SMS Unit

Airports Oversight Division

Planning of the certification process

Certification Procedure.
Team composition



Total team size: 3-4 People

Total team size: 3 People

Total team size: 2 People

Planning of the certification process

Certification Procedure. Developing procedures

Authority procedures

One procedure for certification and conversion of certificates

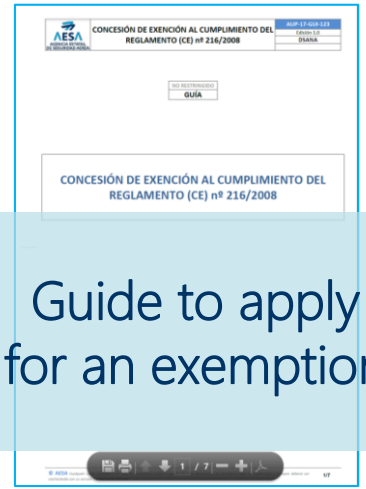
Planning of the certification process

Certification Procedure. Developing procedures

Procedures for aerodrome operators

Certification procedure

Conversion procedures



Guide to apply for an exemption

Planning of the certification process

Certification Procedure. Developing guidance material

Guidance material for aerodrome operators

How to provide the initial documentation

Certification Specifications (CS) y and Vol II (Helicopters)

Aerodrome Manual

SMS
GM for Safety management system
GM for Aeronautical safety studies
GM for Change management

Aerodrome Manual
General GM
Specific GM for LVP, TRA, training

Emergency Response Plan
GM

Planning of the certification process

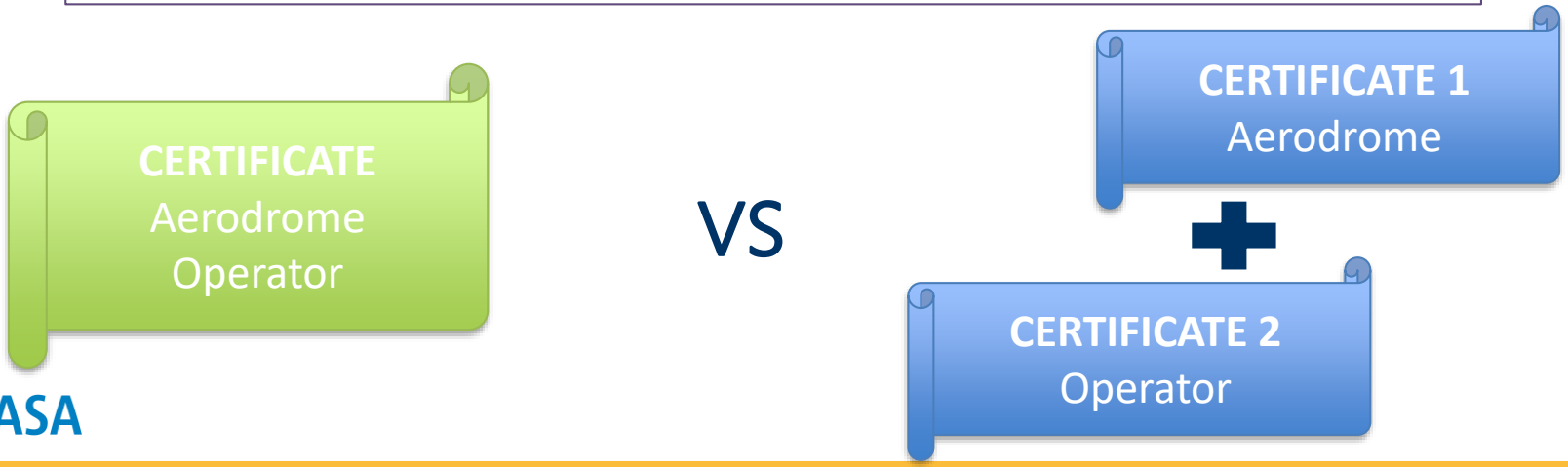
Certification Procedure. Issuing certificates

Issuance of certificates
ADR.AR.C.035

(b) The Competent Authority shall issue either:

(1) a single aerodrome certificate; or

(2) two separate certificates, one for the aerodrome and one for the aerodrome operator.



Planning of the certification process

Certification Procedure. Issuing certificates

Issuance of certificates
ADR.AR.C.035

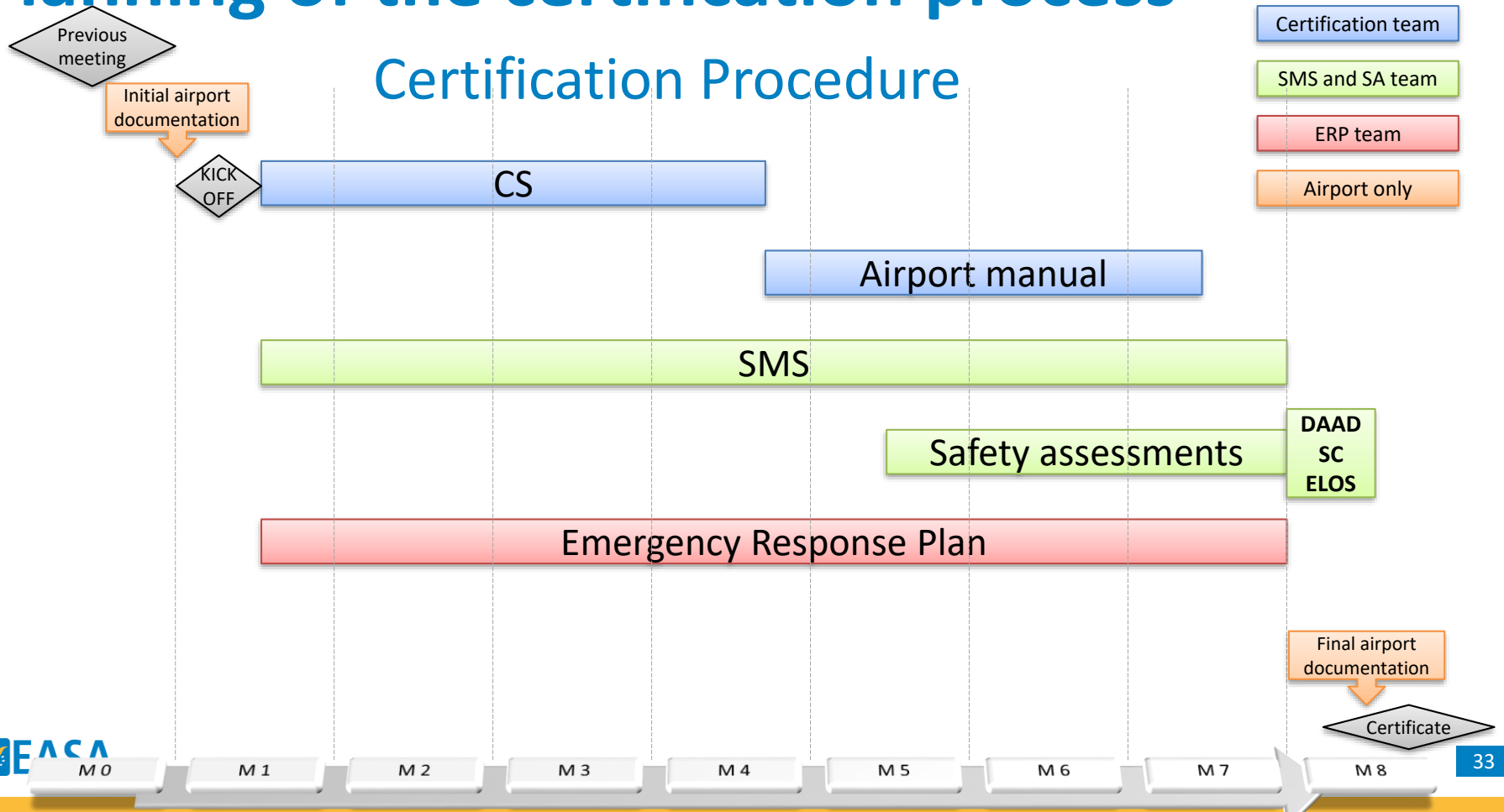
GM1 ADR.AR.C.035(e) Issuance of certificates

ED Decision 2014/012/R

MODEL FOR THE TERMS OF THE CERTIFICATE TO BE ATTACHED TO THE CERTIFICATES

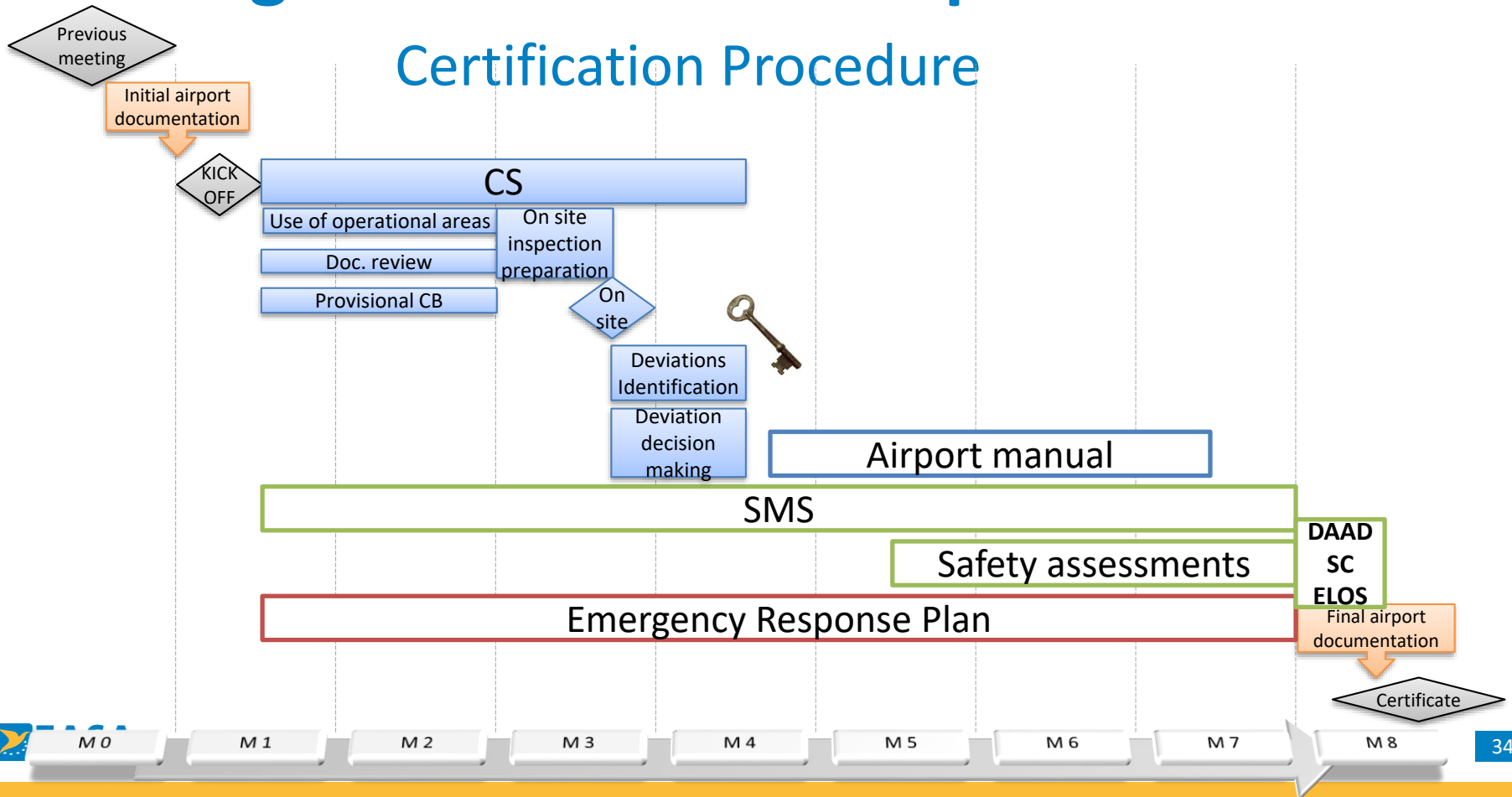
TERMS OF THE CERTIFICATE	
Certificate reference: [STATE CODE][1]:	
Aerodrome name — ICAO location indicator [2]:	
Conditions to operate[3]:	
Runway — declared distances[4]:	
Types of approaches[5]:	
Aerodrome reference code[6]:	
Scope of aircraft operations with a higher aerodrome reference code letter[7]:	
Provision of apron management services[8]:	
Rescue and firefighting level of protection[9]:	
Other[10]	

Planning of the certification process

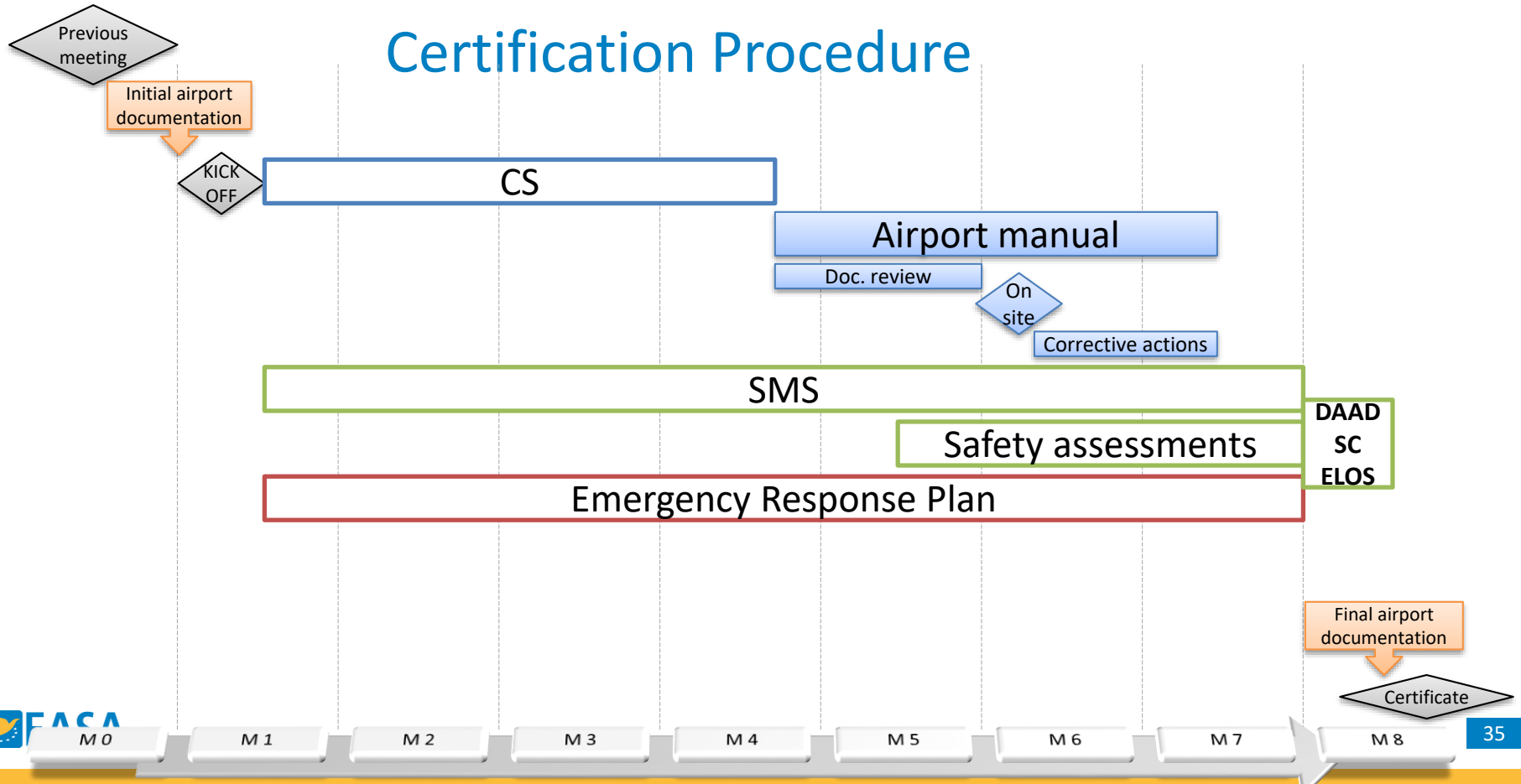


Planning of the certification process

Certification Procedure

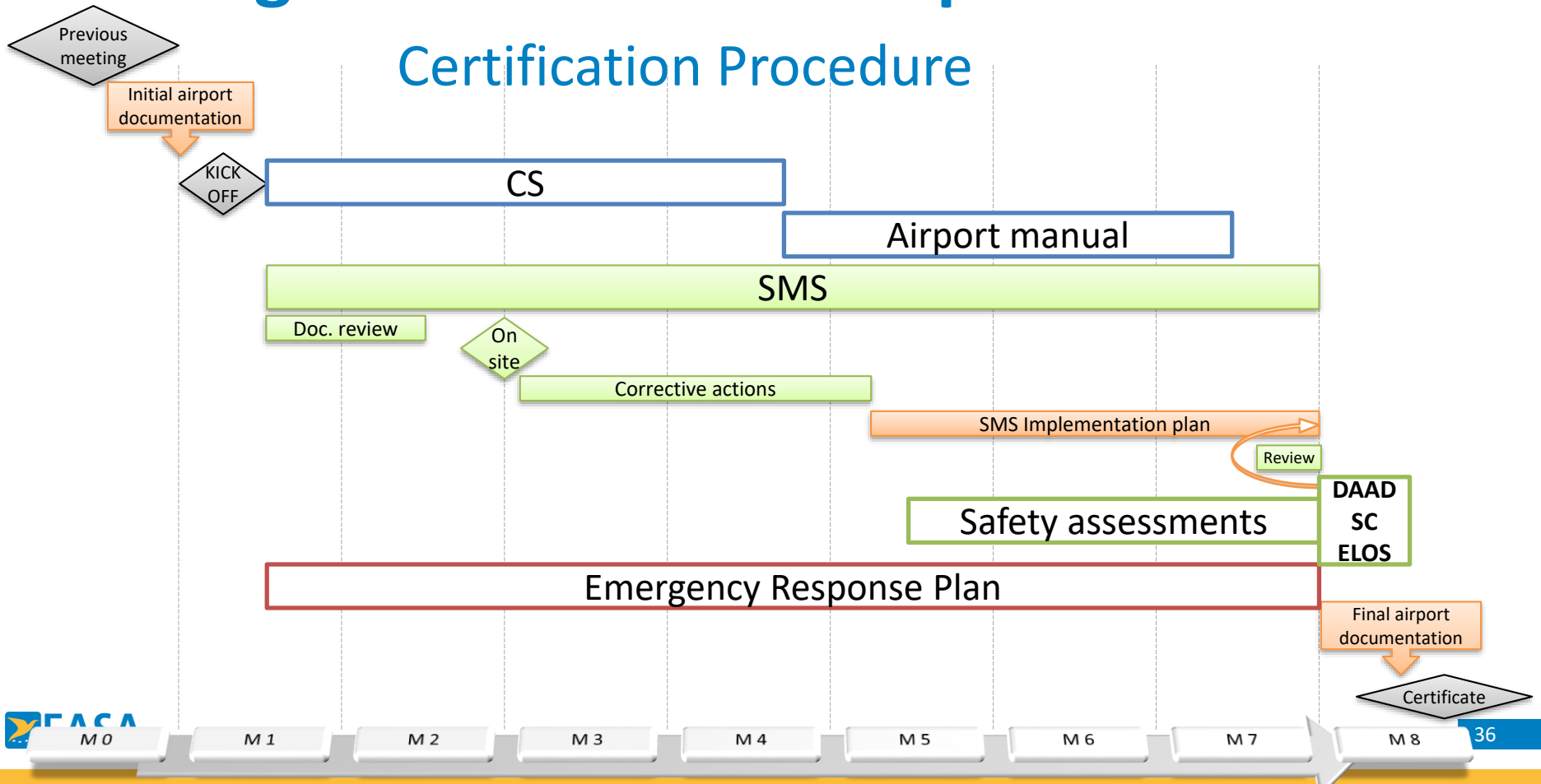


Planning of the certification process

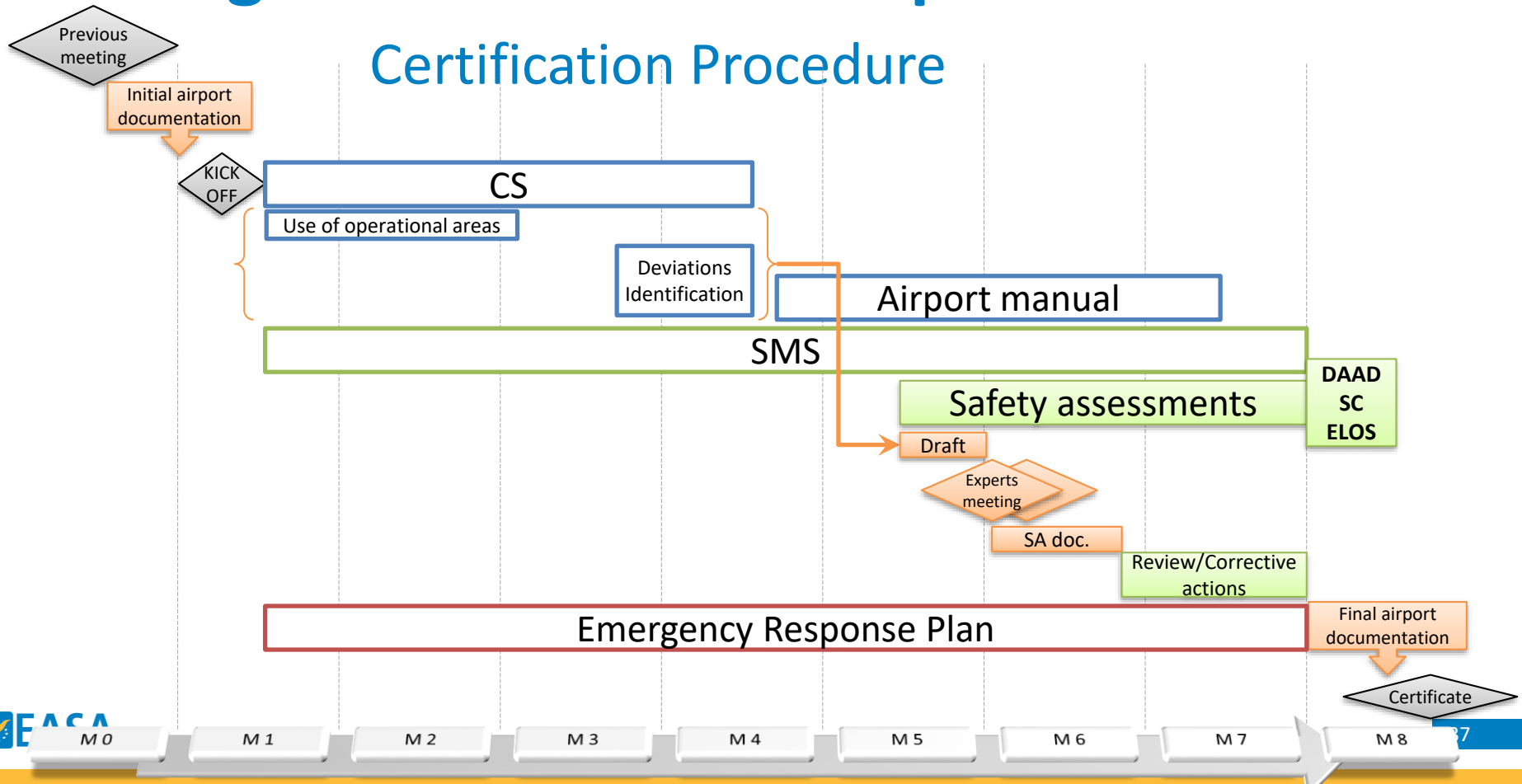


Planning of the certification process

Certification Procedure



Planning of the certification process



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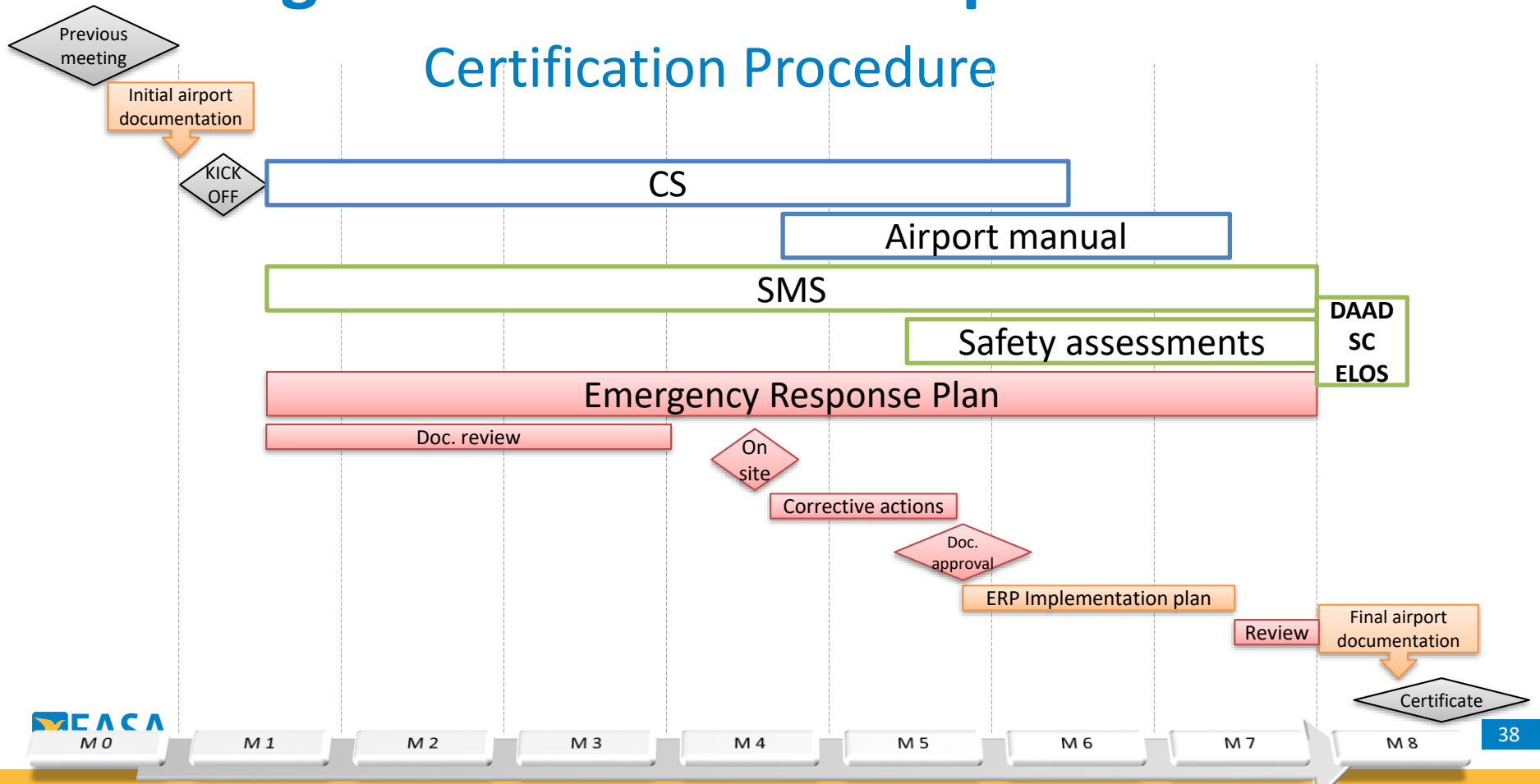


Planning of the certification process

Planning of a process

CERTIFICATION PROCEDURE

ACTIVITIES

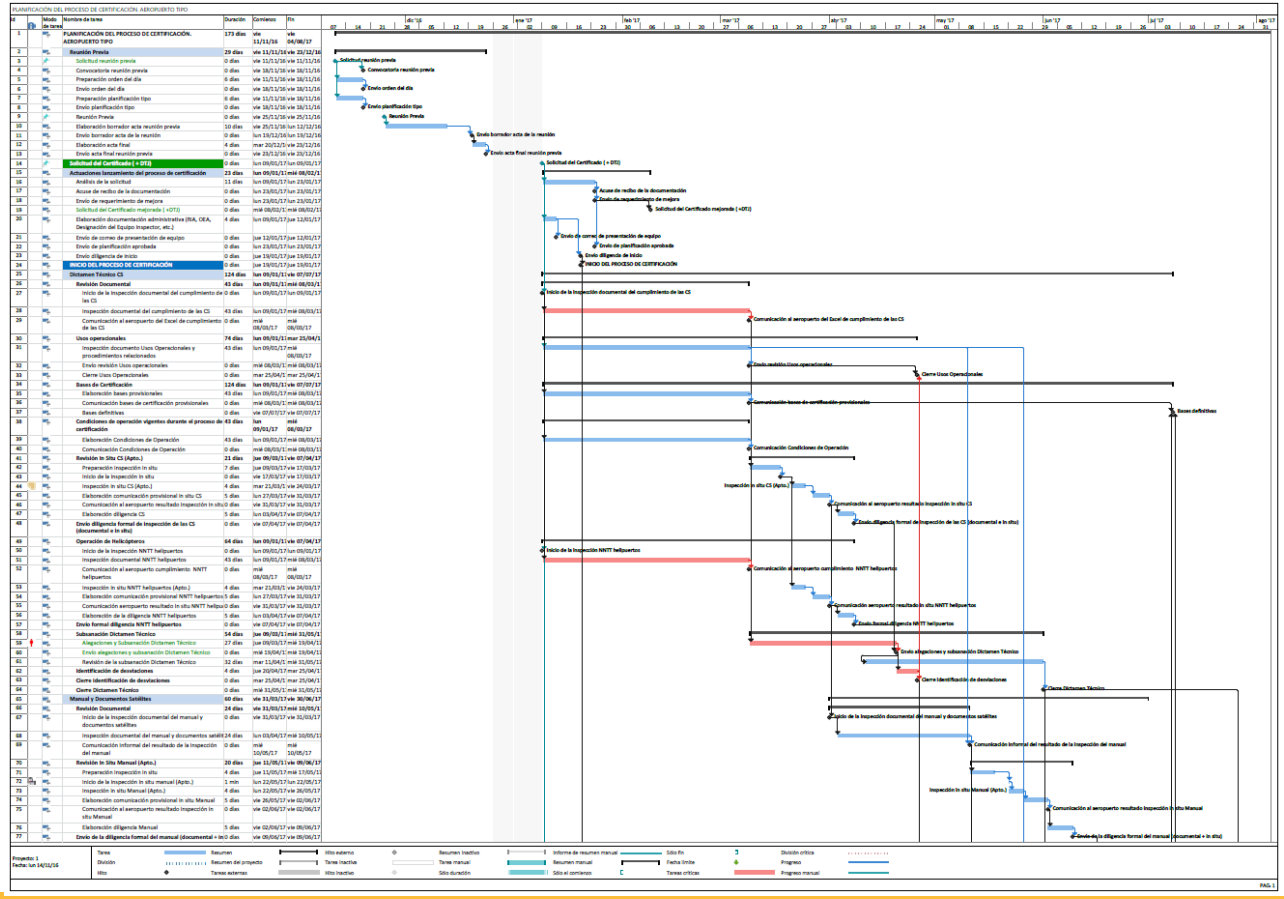
ORDER

PERIODS

RESOURCES…

Planning of the certification process

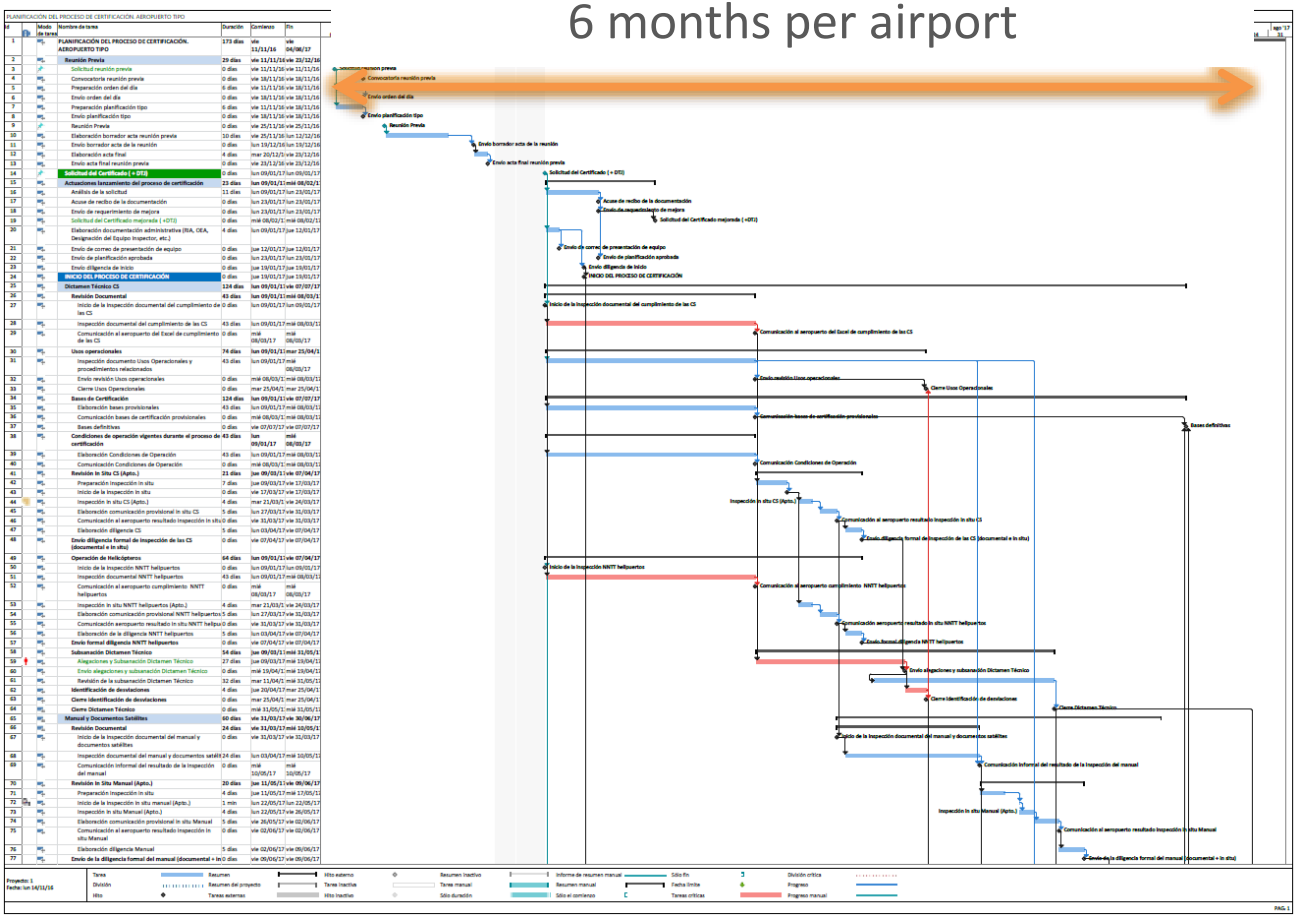
Planning of a process



Planning of the certification process

Planning of a process

6 months per airport



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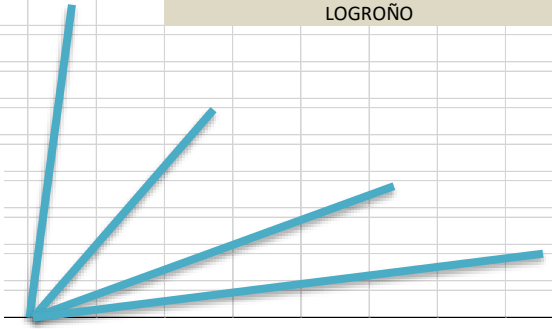
Planning of the certification process

Global planning

2015									2016												2017						
TER			2dn SEMESTER						1st SEMESTER						2dn SEMESTER						1st SEMESTER						
PR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JU
		SEVILLA																									
		BILBAO																									
					REUS																						
					TENERIFE																						
					MENORCA																						
									SANTANDER																		
									VITORIA																		
									PAMPLONA																		
									GRAN CANARIA																		
									LOGROÑO																		
															VIGO												
															A CORUÑA												
															TENERIFE NORTE												
															SAN SEBASTIÁN												
																					ASTURIAS						
																					LA PALMA						
																					SANTIAGO						
																					LANZAROTE						



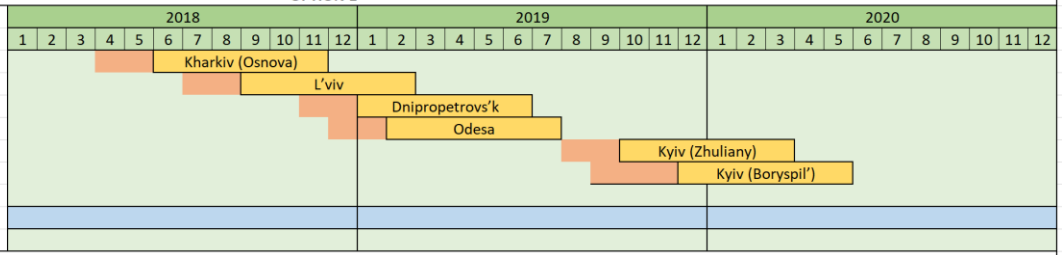
Planning of the certification process

Global planning

SCENARIO 1. MONTHS PER AIRPORT (6-7). POSTPONEMENTS (3)

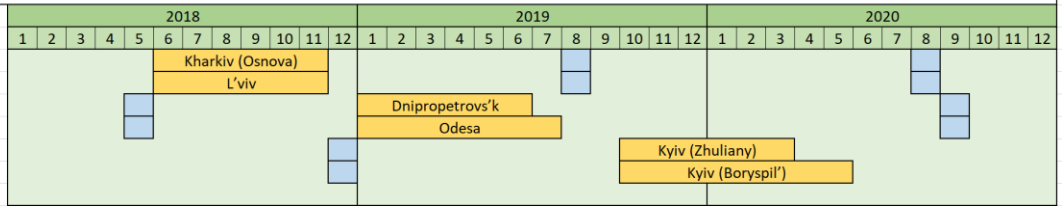
OPTION 1

Kharkiv (Osnova)	6	01.06.2018	01.12.2018
L'viv	7	28.02.2018	28.02.2019
Dnipropetrovs'k	3	30.06.2019	
Odesa	10	01.08.2019	
Kyiv (Zhuliany)	6	16.03.2020	
Kyiv (Boryspil')	10	26.05.2020	
Continuing Oversight			



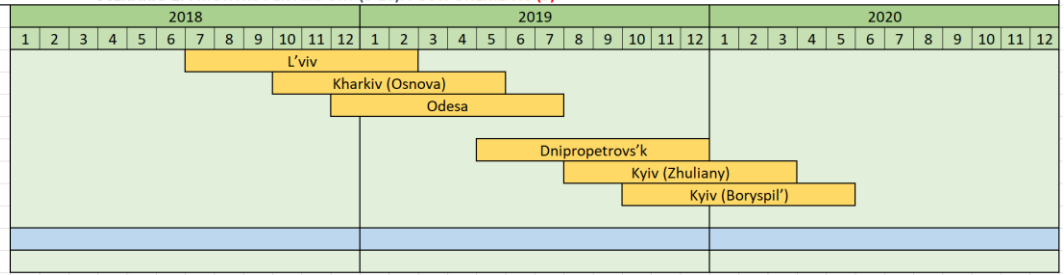
OPTION 2

Kharkiv (Osnova)	6	01.06.2018	01.12.2018
L'viv	7	28.02.2018	28.02.2019
Dnipropetrovs'k	3	30.06.2019	
Odesa	10	01.08.2019	
Kyiv (Zhuliany)	6	16.03.2020	
Kyiv (Boryspil')	10	26.05.2020	



SCENARIO 2. . MONTHS PER AIRPORT (8-10). POSTPONEMENTS (5)

L'viv	7	28.02.2018	28.02.2019
Kharkiv (Osnova)	6	01.06.2018	01.06.2019
Odesa	10	01.08.2019	01.08.2019
Dnipropetrovs'k	3	30.06.2019	30.12.2019
Kyiv (Zhuliany)	6	16.03.2020	16.03.2020
Kyiv (Boryspil')	10	26.05.2020	26.05.2020
Continuing Oversight			



Planning of the certification process

Certification Procedure. Main Issues

INFRASTRUCTURE REQUIREMENTS (CERTIFICATION SPECIFICATIONS)

- The airport is a “living being” and is always changing. However, the airport manager needs to make an effort in order to define a *“still image”* during the certification process. Unexpected changes in the infrastructure may result in the necessity of a new deviation identification, which almost always involves serious delays.

- There are differences between the documents that support the CS compliance (plans, technical documents, etc.) and the real situation. This results in double-check work to define the real status of the infrastructures after on-site inspections. Again, having a well-developed document managing and control system will save a lot of time and efforts.

Planning of the certification process

Certification Procedure. Main Issues

AERODROME MANUAL

- **Operational procedures** meet all the requirements after the documental inspection. However, during the on-site inspection it is detected that the airport operator does not exactly as described in such procedures, even though the real operation does comply with IR's and AMC's.

It is quite important for the airport manager to ensure that procedures show the real operation of the airport, since the certificate is issued according to what is written in the aerodrome manual, and the continuous oversight will be carried out based on those procedures.

Planning of the certification process

Certification Procedure. Main Issues

AERODROME MANUAL

- One aspect which is sometimes overlooked by the AO is the **documental management system**. The lack of a well-developed documental control can create difficulties when distributing the most updated information to the personnel, even though when the job of keeping the procedures up to date has been done.

- The **Aerodrome Manual is not understood as a whole thing**. Instead, the personnel seem to feel really involved just in the areas of their responsibility, not being fully aware of what the others are doing. Safety is a responsibility of all the personnel involved in operation, and everyone has to know which part of the machinery represents as well as how the complete machine works.

Planning of the certification process

EASA
European Union Aviation Safety Agency

The certification process