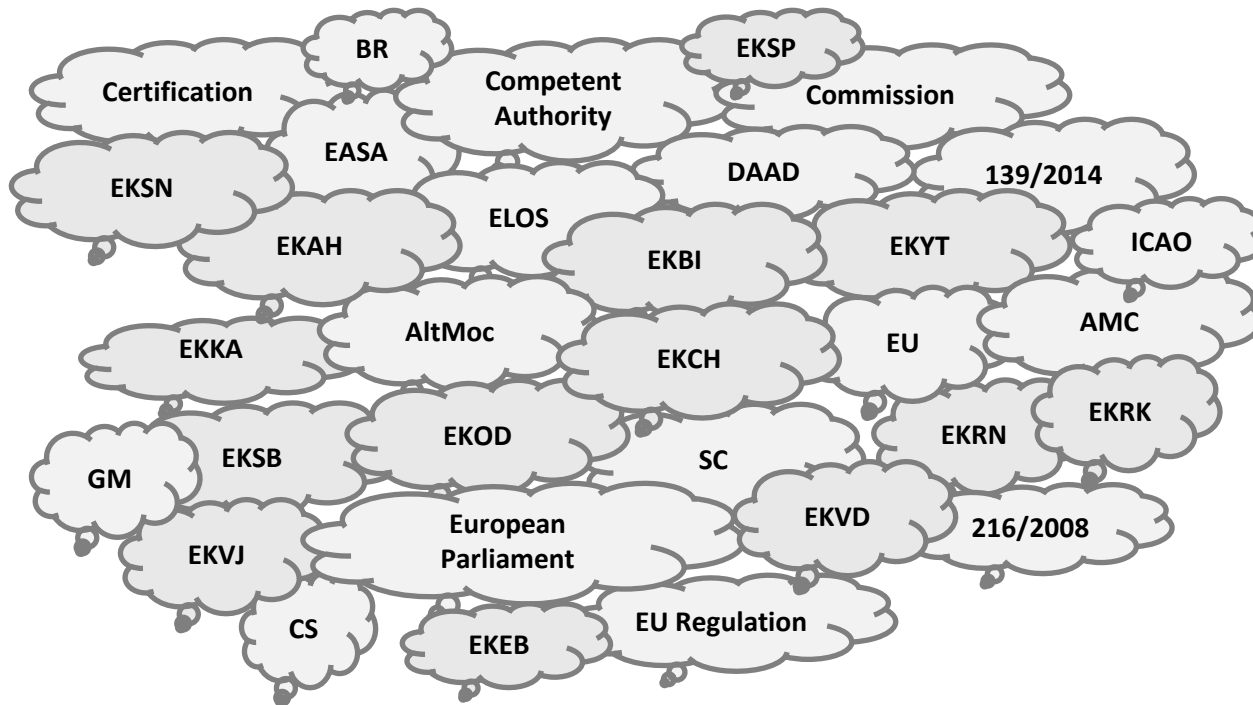


# Practical procedure of the Danish aerodrome certificates conversion



Aerodrome Workshop Implementation of Regulation 139/2014

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# Agenda

Aerodromes within the scope

Processes and activities

- Internal

- External

- Conversion tools

- Post conversion

Deviation cases

Questions/Exchange of views

# Aerodromes within the scope



EKAH	Aarhus	EKOD*	Odense
EKBI	Billund	EKSN*	Sindal
EKCH	Copenhagen	EKSP*	Skrydstrup
EKEB	Esbjerg	EKVD*	Kolding/Vamdrup
EKKA	Karup	EKVJ*	Stauning
EKRK	Copenhagen-Roskilde		
EKRN	Bornholm	EKXX*	= Option of derogation
EKYT	Aalborg		
EKSB	Sonderborg		

# Aerodromes within the scope Special cases

## Greenland and Faroe Islands



# Processes and activities

## Internal

- Team (chief inspectors & legal advisor)
- GAP analysis – SARP vs. CS
- Comparison of national and EU legislation
- Sessions
- Allocation of chief inspectors
- On-going understanding

# Processes and activities

## Internal

- Initial bilateral meeting
- Close dialogue with and support to the aerodromes during the conversion process
- Relevant information accessible on our website
  - Regulation
  - AMC/GM
  - CS Catalogue
  - Technical GAP analysis
- Workshop

Not quite an easy task...



# How to make it easy and manageable?





# Processes and activities

## Conversion tools

The aerodromes have been introduced to two important tools to get through the conversion process:

- Authority Approval Process Plan (AAPP)
- *IT Platform*

# Processes and activities

## Conversion tools - AAPP

- Planning tool to divide the conversion process into smaller processes – “packages”
- The packages will be settled individually
- The Danish CAA signifies acceptance of packages as they come within the timeline
- The EU certificate will be issued when all packages have been accepted by the Danish CAA

# Processes and activities

## Conversion tools - AAPP

Advantages:

Clarity and common understanding of the processes,  
requirements and status



Reduction of time

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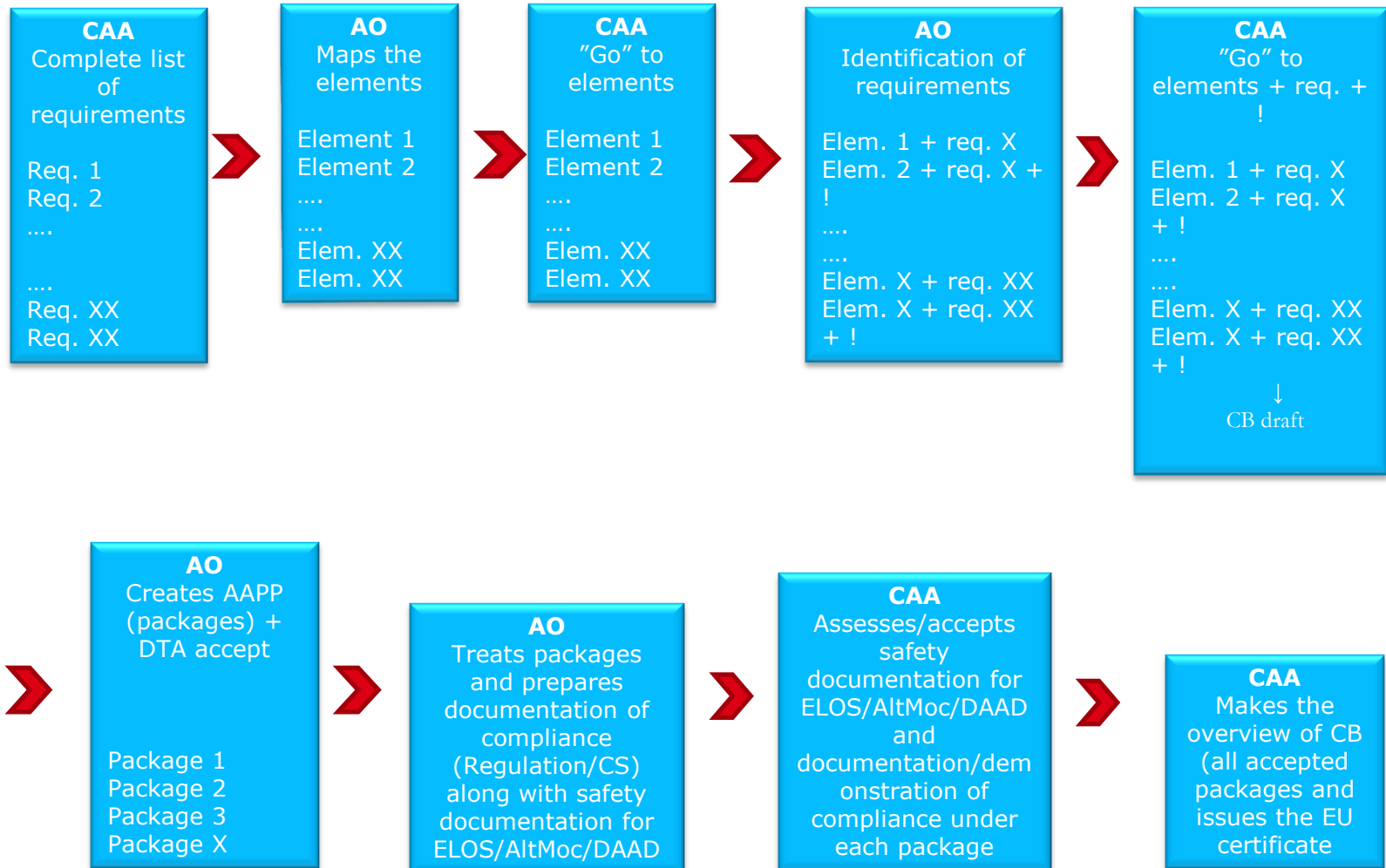
Increased probability of timely conversion of certificate

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Reduction of project risks

# Processes and activities

## Conversion tools - AAPP



# Processes and activities

## Post conversion

Alignment of:

- National legislation
- Procedures
- Management system
- Safety oversight activities

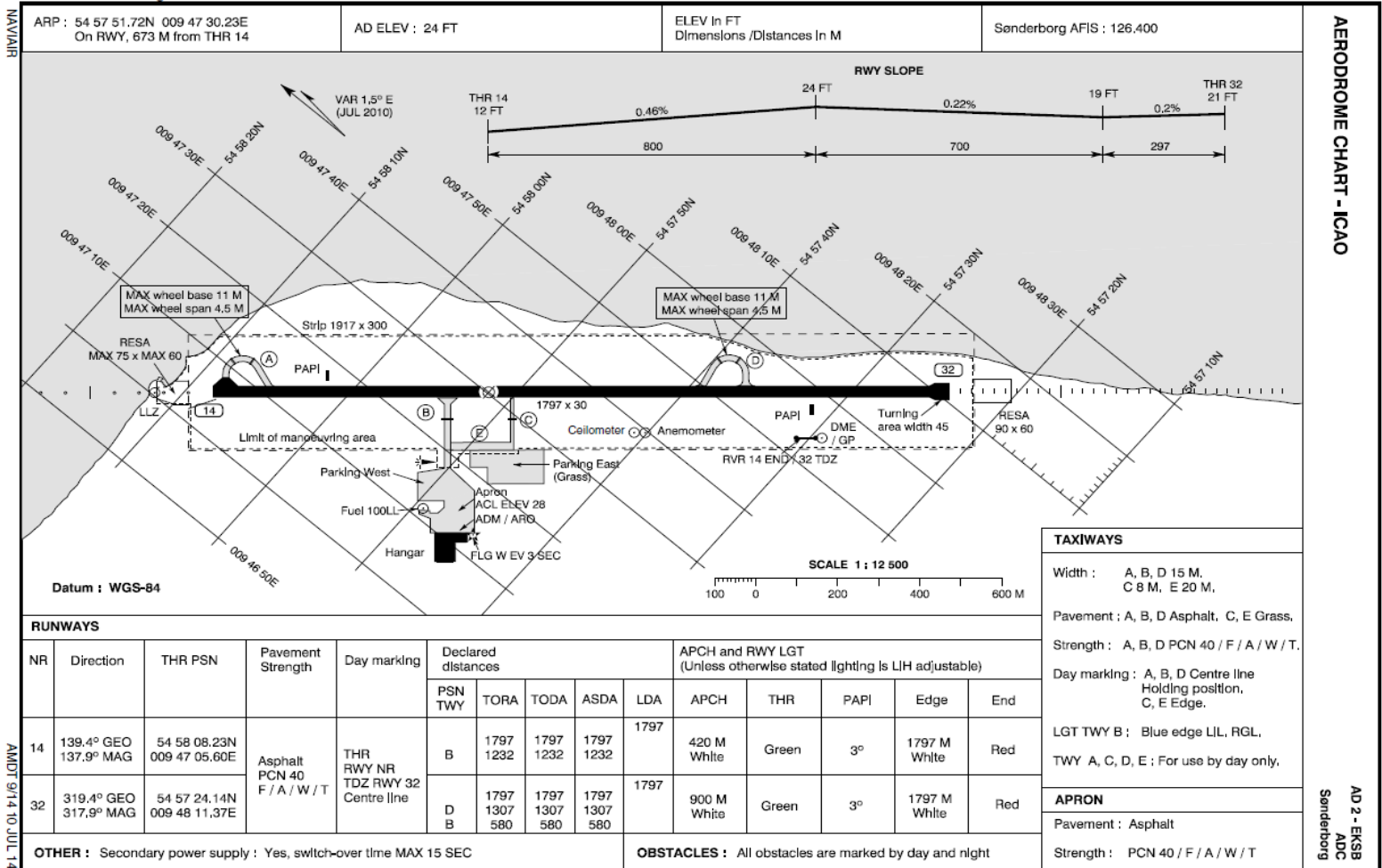
# Deviation cases

- Technical
- Management system

# Deviation cases

## Technical

Changes : Ceilometer added.



# Deviation cases

## Technical

- CS ADR-DSN.C.210 Runway End Safety Areas Compliant
- CS ADR-DSN.C.230 Slopes on runway end safety areas ELOS
- AO: RESA Runway 32 is certified with present topology in accordance with ICAO Annex 14
- CAA: DAAD or SC



# Deviation cases

## Technical

- CS ADR-DSN.D.305 Taxiway shoulders DAAD

Requirement: not less than 25 m

AO:

Taxiway width and taxiway shoulders are 19 meters (15+2+2). Reference airplane ATR 72 has a wheel base width of 10.77 meters, consequently, aircraft operation can be performed without safety infringements.

CAA: Ok, but need CAP

# Deviation cases

## Technical

### - CS ADR-DSN.N.785 Information signs ELOS

(b)(2) At a taxiway intersection, information signs should be located prior to the intersection and in line with the taxiway intersection marking. Where there is no taxiway intersection marking, the signs should be installed at least 60 m from the centre line of the intersecting taxiway where the code number is 3

AO: minimum distance to taxiways or runway can not be maintained due to layout of runways and taxiways. Distances are between 16 and 29 meters.

CAA: DAAD or SC

# Deviation cases

## Management system

Safety Services Office

**AMC1.ADR.OR.D005(b)(1)**

(a)(3) Operator of multiple aerodromes should either establish a central Safety Services Office (SSO) and appropriate safety departments/functions at all aerodromes or separate Safety Services Office at each aerodrome.

AO: One central SSO without physical presence at all aerodromes.

Q: How often a presence was needed to be compliant?

CAA: Daily presence.

# Deviation cases

## Management system

Safety Review Board (SRB)

AMC1.ADR.OR.D.005(b)(1)

(b)(3) Purposes with SRB; monitor effectiveness of safety management processes.

(b)(5) The safety manager may attend SRB, as appropriate.

AO: The safety manager be a permanent member of SRB and to be secretary hereof.

CAA: Conflict of interest.

# Deviation cases

## Management system

### Accountable Manager

#### ADR.OR.D.015(a)

The AO shall appoint an accountable manager, who has the authority for ensuring that all activities can be financed and carried out in accordance with the applicable requirements.

AO: Wanted COO to be accountable manager and equal to, but not superior to, the CFO (Chief Financial Officer).

CAA: The accountable manager has to have the means to ensure financing safety related activities.



# Questions/Exchange of views