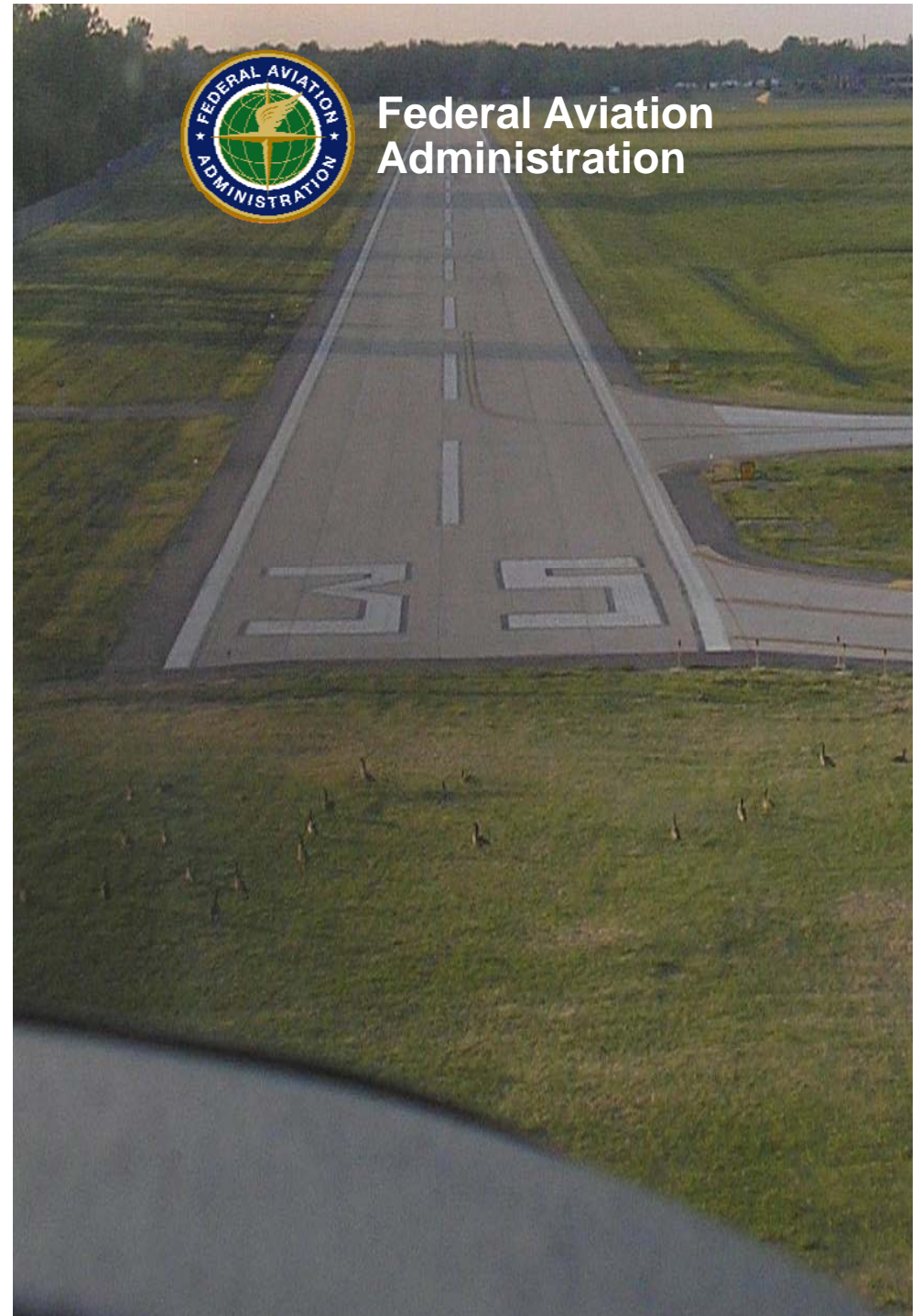


Airport Certification Program Overview




**Federal Aviation Administration
Office of International Aviation**

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System Overview

The U.S. air transportation system contains-

-  Over 20,000 landing facilities
-  Over 5,000 public use airports
-  562 airports certificated by the FAA under part 139


Regulatory Structure

U.S. Certification regulations are codified under part 139. Part 139 differs from Annex 14 in a few areas-


- 🚧 Certification does not cover ramp or apron areas
- 🚧 Airport operators are not yet required to have a safety management system (SMS)
- 🚧 Lack of a regulatory requirement to measure friction characteristics of runway surfaces
- 🚧 ARFF index calculation is slightly different

Certification Criteria

An airport must be certificated if-

 It hosts scheduled commercial operations using aircraft with 10 or more seats.

or

 It hosts non-scheduled commercial operations using aircraft with 31 or more seats.

-Based on aircraft size and the regulatory part under which it operates

Certification Program Rulemaking

- 🚩 The US has had an airport certification program in place since 1972.
- 🚩 The last major revision to the rule took place in 2004.
- 🚩 We currently have several rule changes in progress.
 - SMS requirement
 - Wildlife hazard management
 - Airside driver training

Compliance and Enforcement Philosophy

- Very traditional oversight program.
- Each certificated airport is inspected once a year, regardless of activity level.
- Inspections are announced. Unannounced inspections are permitted.
- The cornerstone of our safety program is the requirement to perform self inspections.

Regulatory Review

The FAA exercises its authority via-

- Part 139
- Advisory Circulars
- “Cert” Alerts
- AIP funding

Regulatory Advantages

What does FAA certification offer operators?

- FAA oversight
- Standardized signage, lighting, and marking
- More heavily regulated self-inspection procedures
- Standardized runway safety areas
- Snow and ice removal
- Rescue and fire fighting services
- Wildlife hazard management

-These benefit all users, not just airlines

Oversight Challenges

- 🚩 Limited staff size- 45 inspectors nationwide
- 🚩 Airports are owned by local government bodies, making enforcement difficult.
- 🚩 Smaller airports often face resource constraints.
- 🚩 Lengthily rulemaking process

Safety Management Systems

The FAA is looking to publish a notice of proposed rulemaking by year's end.

- Final rule to be published by late 2012
- Our current part 139 rule doesn't address each of the four pillars to the degree needed.
- Our rule will require airports to have a fully operational SMS as part of its certification manual

Safety Management Systems

External challenges:

- 562 certificated airports
- Large variety of facilities
- Varying degrees of resources and technical sophistication
- Change in oversight philosophy

Safety Philosophy

Certification is only part of the answer

- 🚧 Robust research and development program
- 🚧 Educational outreach
- 🚧 Integrated program planning component
- 🚧 Appropriate engineering standards



Thank you for your time.
For questions, contact me at-
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