



International Civil Aviation Organization

**Aerodrome Operational Planning
Sub-Group (AOP SG)**

**First Meeting
(Cairo, 13-16 November 2000)**

Agenda Item 6: Latest Developments in the Field of AOP

CERTIFICATION OF AIRPORTS

(Presented by the Secretariat)

SUMMARY

This working paper presents information on the proposal to amend Annex 14 Volume

1. INTRODUCTION

1.1 ICAO Assembly Resolution A29-13 on *Improvement of Safety Oversight* recognized that many Contracting States may not have the regulatory framework or financial and technical resources to carry out the (implementation of the) minimum requirements of the Convention on International Civil Aviation and its Annexes. It also recognized that the effective implementation of the safety Standards required effective oversight by the Contracting States. The ICAO Safety Oversight Programme, as approved by the council, was endorsed by the 31st Session of the Assembly and is aimed at ensuring the effective implementation by States of the safety-related Standards and Recommended Practices and associated procedures concerning personnel licensing and training, flight operations and airworthiness as contained in Annexes 1, 6 and 8, respectively.

1.2 The Council requested the Secretary General to pursue urgently, in consultation with the Air Navigation Commission, the potential expansion of the ICAO Safety Oversight Programme to include amongst others, aerodromes, in addition to the three areas mentioned above. The Worldwide Directors General Conference, Montreal, 10 to 12 November 1997 recommended that the proposed expansion of the programme beyond the three areas currently covered (Annexes 1, 6 and 8), be under the consideration of the Council until it would find an appropriate time to diversify. Furthermore, that conference recommended that new criteria be developed which would require the regulatory oversight of, amongst others, aerodromes, **since a number of States did not have suitable legislation in this regard**.

2. ANNEX 14, VOLUME I PROVISIONS

2.1 Currently, there is no requirement in **Annex 14** or any other ICAO document for aerodromes to be certified. This is due to the fact that, so far, most international airports were owned and operated by governments or their agencies and, thus, compliance with the applicable standards and regulations in force to ensure minimum levels of safety was not deemed to be a problem. However, with the continuing growth of the aviation industry and increasing trend in privatization of airports, the need to ensure safety by the provision of adequate facilities and services at airports has gained greater emphasis. Additionally, as identified by the DGCA/97 Conference, many States may not have the requisite legislation related to oversight of aviation that would empower the State Civil Aviation administrations to carry out their role as regulators.

2.2 Annex 14, Volume I specifications have generally formed the basis not only for planning and design of aerodromes, but also for assessing the adequacy of an aerodrome for handling anticipated operations, as well as for certification of some new airports. It is noted that Annex 14 has been adopted by States in whole or in part as their national regulations or adapted to satisfy national needs. **Some States which have their own aviation legislation have also developed aerodrome certification procedures.** However, there are many States which do not have such legislation and, consequently, do not have a certification procedure in place. In view of the increased emphasis on **global aviation safety, the development of suitable provisions on licensing/certification of aerodromes was undertaken by the Secretariat to assist States in fulfilling their regulatory obligations.**

3. PROPOSED AMENDMENT TO ANNEX 14, VOLUME I, CHAPTER I

3.1 The proposed amendment envisages inclusion of a new section 1.3 that would introduce the requirement for aerodromes to be certified. It is proposed that aerodromes used for international operations shall be certified under appropriate regulatory framework. A Recommended Practice would cover other aerodromes in the interest of safety. It also includes provisions on the establishment of a safety management system at aerodromes. The new Standard would require a safety management system to be in operations from 27 November 2003. A new Recommended Practice on establishing a safety management system would become applicable on 1 November 2001. This requirement would facilitate the endeavour by States to ensure that the aerodrome operator (be it a government-owned aerodrome or a corporatized or privatized entity) is obliged to provide adequate and safe facilities and services.

3.2 A State Letter AN 4/11.1.46 – 00/71 dated 12 July 2000 was circulated to all States by ICAO HQ for comments. The State Letter without its Attachments B and C is at **Appendix A** to this paper. The State Letter with all the attachments is available in ICAO website www.icao.int/icaonet and can be accessed using the access code assigned to the States.

4. MANUAL ON CERTIFICATION OF AERODROMES

4.1 A manual on certification of aerodromes has been developed by the Secretariat based on input from some States who have such practices and is intended to facilitate States in establishing similar regulatory procedures. It contains details of an aerodrome certification regulatory system, model regulations needed for certifying an aerodrome, and the procedures that may be used by State regulatory authority.

4.2 The section of the manual dealing with the aerodrome regulatory system discusses the need for certifying an aerodrome, the need for basic aviation legislation to be available to empower the appropriate regulatory body to carry out the regulatory functions, and it identifies the areas for regulations. The manual also contains model regulations to assist States in developing their own regulations if such regulations are not already in place. It also covers the period of validity of the certificate, the obligations of an aerodrome operator, the preparation and maintenance of an aerodrome (operations) manual, establishment of a safety management system and safety and security aspects of authorizing personnel to access the air side areas, etc.

4.3 Procedures of certification of aerodromes have also been included in the manual. They cover the processing of applications, the minimum staff requirements, and assessment of the capability of the aerodrome operator to ensure safety of operations, including control of movement of vehicles and personnel, management of wild life hazards at an aerodrome, handling of hazardous material, etc. A brief organizational structure for such a regulatory body is also shown for adoption as appropriate by a State. Similarly, sample forms for use by a State are also included.

5. ACTION BY THE MEETING

- 5.1 The Meeting is invited to
- i) note the contents of this paper and the **Appendix A**; and
 - note the action taken by MIDANPIRG/6 included in the **Appendix B**.
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