

INTERNATIONAL CIVIL AVIATION ORGANIZATION
**Third Meeting of the APIRG Airspace and Aerodrome Operations Sub-Group
(AAO/SG3), Virtual Meeting, 3 to 5 August 2020**
Agenda Item 3: Planning and implementation
3.2: Aerodrome Operations – Certification of international aerodromes
CERTIFICATION OF INTERNATIONAL AERODROMES

(Presented by Nigeria)

SUMMARY
<p>ICAO Annex 14 states that “states shall certify aerodromes used for international operations in accordance with the specifications contained in ICAO Annex 14 as well as other relevant ICAO specifications through an appropriate regulatory framework including the establishment of criteria and procedures for the certification of aerodromes, compliance with the safety regulations in force and the commitment to safety through an active Safety Management System.</p> <p>Aerodrome certification process establishes the baseline for continued monitoring of compliance with the specifications.</p> <p>Nigeria has certified 2 out of 5 international aerodromes in the Country and wishes to share with ICAO and other member states its aerodrome certification experience and lessons learnt in a bid to promote and fast track aerodrome certification programmes to achieve its set objectives.</p>
<p>REFERENCE(S):</p> <ul style="list-style-type: none"> - Nigeria Civil Aviation Act (2006), Nig.CARs Part 12 (2015), Nig.CARs Part 20 - Aerodrome Standards Manual - NCAA-AC-ARD002 – Advisory Circular on Certification of Aerodromes
<p>Related ICAO Strategic Objective(s): Safety, Capacity and Efficiency</p>

1. INTRODUCTION

- 1.1 The Nigeria Civil Aviation Regulations (Nig.CARs) Part 12.3 requires the operator of an international aerodrome (designated aerodrome) to ensure that the aerodrome complies with ICAO aerodrome certification 0+3 requirements in line with the relevant regulations and Aerodrome Standards practices with respect to its physical characteristics, facilities, equipment, staffing and operating procedures, this requires that all airports in a contracting State that are open to public use, shall provide uniform conditions for aircraft of all other contracting states. It includes submission of appropriate documentations and payment of appropriate Certification fee. The Certificate issued is valid for 3 years, or until circumstances change, and may be

subject to conditions or limitations deemed necessary by the Authority.

- 1.2 Aerodrome certification underscores the need to have global and harmonized procedures in an Aviation system to enhance safety and efficiency of operations so as to cater for the complex facilities, airside and landside areas, modern technologies, equipment and integrated systems as well as the growing activities of aviation ancillary services. All of these added to the increasing traffic pressures with greater public awareness and expectations on safety and efficiency issues. There is also a need for ensuring the sustainable accommodation of an unprecedented growth, while maintaining safety and regularity of operations in Nigeria.
- 1.3 Aerodrome Certification in Nigeria kick started in 2007 with several attempts from the apex aviation body (NCAA) through provision of certification awareness programmes (workshops/trainings, issuance of guidance materials and safety/certification meetings). The Nigerian Civil Aviation Authority certified the Murtal Muhammed International Airport Lagos on September 18, 2017 and Nnamdi Azikiwe International Airport, Abuja on November 10, 2017 respectively through the tireless efforts of the Airport operators and the Civil Aviation regulatory body certification teams with technical support from the Aerodrome Certification Project Team of the Western and Central African Regional Office of ICAO in line with ICAO vision of “No Country Left Behind initiative” (NCLB). ICAO also provided support to Nigeria in the area of aerodrome certification which was aimed at capacity building and worldwide implementation.

2. DISCUSSION

- 2.1 Fundamentally, the aerodrome certification process comprises the following five phases:
 1. The Authority dealing with the expression of interest by an intending applicant for an aerodrome certificate;
 2. The Authority assessing the formal application including evaluation of aerodrome manual;
 3. The Authority assessing the aerodrome facilities and equipment;
 4. The Authority issuing or refusing an aerodrome certificate; and
 5. Promulgating the certified status of an aerodrome and the required details in the AIP.
- 2.2 The certification process is summarized in five (5) phases as contained in Nig.CARs Part 12.3 and detailed in advisory circular NCAA-AC-ARD002. The rating of the certified aerodromes stands at 50% with the certification of Lagos and Abuja Airports while Mallam Aminu Kano International Airport, Kano and Port-Harcourt International Airport, Omagwa are at phase two (2) each and Akanu Ibiam International Airport, Enugu at phase one (1).
- 2.3 The need to implement ICAO eight critical elements of a safety oversight system and

the importance of the implementation of processes and procedures to ensure that personnel and organizations performing an aviation activity meet the established requirements before they are allowed to exercise the privileges of certification, authorization and/or approval cannot be undermined.

- 2.4 It is also important to mention that, it has not been easy dealing with the issues of particulars of non-compliance with, or deviations from the standards prescribed in regulations through the implementation of processes and procedures to resolve identified deficiencies impacting aviation safety. In some cases, some senior/top management have been found to be less committed in ensuring that necessary means and resources are provided for the implementation of the corrective actions to resolve deficiencies including but not limited to personnel training to fulfill ICAO critical element CE (4).
- 2.5 The challenges of aerodrome certification in Nigeria are also reflected in the lack of provision of adequate funding in addressing and resolving issues of deficiencies arising from the inspections and audits of the aerodromes as well as inadequate provision of required and appropriate trainings for the inspectors performing the certification activities and the aerodrome operator's personnel to upgrade their competence.
- 2.6 Aerodrome certification constraints can also be likened to inadequate financial capability, lack of senior/top management commitment, political instability, infrastructural decay, inadequate personnel training as well as corruption etc. All these disrupt seamless certification programme.

3. ACTION BY THE MEETING

- 3.1 In conclusion, the meeting is invited to note that Aerodrome certification will achieve its set objectives if some of the lessons learnt are shared, adopted and implemented by the state as appropriate. The under-listed measures are likely to solve some of the challenges:
 - a. Annual budgetary system for maintaining and sustaining aerodrome facilities
 - b. Training and re-training of personnel to meet state of the art in Aviation technology
 - c. Ensure that competent personnel are available to operate and maintain aerodrome operations
 - d. Support of senior/top management to provide necessary means and resources for the implementation of aerodrome certification programmes etc.
