

Certified Aerodromes Resuming of Operations

Aerodrome and Ground Aids (AGA)

1. Aerodrome Certification

During these unprecedented times of aerodrome closures and reduced operations, when the aerodrome certificate expires, the CAA may issue an interim aerodrome certificate or extend the validity of the aerodrome certificate for a certain defined period based on the application submitted by the concerned aerodrome, if the CAA is satisfied that:

- the documents submitted by the applicant aerodrome for renewal of aerodrome certificate are in order;
- the self-inspection checklist completed (as per the provisions in the PANS-Aerodromes (Doc 9981) and Manual on Certification of Aerodromes (Doc 9774) by the applicant aerodrome is in order or if the situation does not warrant the conduct of self-inspection, the satisfactory implementation of the previous surveillance programme/certification process before the COVID-19 situation may be considered;
- an aerodrome certificate in respect of the aerodrome will be issued as soon as the lockdown/reduced operations period ends and when the normal procedures for the grant of an aerodrome certificate has been completed; and
- the grant of the interim certificate/ or an extension of the validity of the aerodrome certificate is in the public interest and is not detrimental to aviation safety.

2. Coordination for Aerodrome Closure or reduced capacity

Challenge of the closure of aerodromes due to COVID-19. States to involve stakeholders on the decision of closing of aerodromes, especially those needed and operated only as alternates that would affect en-route operations, as well as those needed for cargo transportation, including essential supplies. In this case, it is essential that States:

- Coordinate with the public health authorities, aircraft operators, ANSPs, Aerodrome operators, etc., to address the needs/concerns of all the stakeholders, before initiating any action to close an aerodrome.

- Obtain information from aerodrome operators on the levels of services that will be provided if they are operating at reduced capacity, such as duration of operations, reduced RFF category (due to all cargo operations or changes in aircraft operations), available runways, taxiways, and parking stands.
- Consider maintaining provision of aerodrome services to the following operations **ICAO SL: AN 13/35-20/47** dated 20 March 2020 refers:
 - aircraft in a state of emergency;
 - operations related to humanitarian aid, medical and relief flights;
 - alternate aerodromes identified in the flight plan (including those being used for extended diversion time operations (EDTOs));
 - technical landings where passengers do not disembark;

 - cargo flights; and
 - other safety-related operations.
- Ensure that current contact details of key aerodrome personnel are available with the CAA, ANSP, and other stakeholders, so that they can be contacted if there is a need to resume/upgrade any services due to contingencies.
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3. Resuming Aerodrome operations

- It is anticipated that once the COVID-19 situation is under control and States eases the lockdown requirements, aerodromes will resume normal operations to support the aviation ecosystem. This is expected to be a gradual process, which may be carried out in a phased manner as the aviation industry scales up operations based on the global demand.
- Resuming operations after a full or partial aerodrome closure involves extensive preparatory checks to ensure safe and efficient aircraft operations. States should be aware of the preparedness of the aerodromes within their jurisdiction. To this end, State regulator may use **the sample checklist** to facilitate a quick check on aerodromes resuming operations after an extensive lockdown/reduced operations period. It is not an exhaustive list since detailed checks/inspections are done as a part of the State's safety oversight activities.

Sample Checklist – Aerodrome Operations

Broadly covering areas for assessment of the airport preparedness to resume normal operations

The intention of this checklist is to facilitate a quick check for aerodromes resuming operations after an extensive lockdown/ reduced operations period due to the COVID-19 pandemic. It is not an exhaustive list since detailed checks/inspections are done as a part of the State’s safety oversight of aerodromes. Items may be added or excluded from the checklist based on local conditions, taking into consideration whether aerodromes are resuming operations after complete closure or increasing operations from minimal traffic.

Under these extraordinary circumstances and to facilitate a quick recovery, it is not envisaged to obtain approvals from State’s regulator through this checklist for resuming aerodrome operations. However, State’s regulator may decide to mandate aerodrome operators to complete and submit this or equivalent checklist customized to suit the local conditions.

Note: Resuming aerodrome operations may involve facilitation and security aspects, such as, facilities required for implementation of public health requirements (IHR 2005), border control (custom, immigration and quarantine), cleanliness/disinfection of terminal facilities and services for passengers, access control, etc. This checklist does not include areas associated with Facilitation (Annex 9) and Security (Annex 17) matters.

Items	Areas/Topic to be covered	References <i>Add related local regulations from CAA</i>	Action taken* <i>Attach supporting documents as required</i>	Remarks
A	Aerodrome infrastructure			
A1	Visual aids for Navigation <i>Including but not limited to the status of all markings, lights including calibration of PAPI, signs, status of obstacle lights, etc.</i>	Annex 14 Vol I, Aerodrome Design Manual(Doc 9157 Part 4), Airport Services Manual(Doc 9137 Part 9)		
A2	Electrical systems <i>Including but not limited to the status of primary and secondary power supply systems supporting airfield lighting and radio navigation aids, etc.</i>	Annex 14 Vol I, Aerodrome Design Manual (Doc 9157 Part 5), Airport Services Manual (Doc 9137 Part 9)		
A3	Non-visual Aids for Navigation <i>Status of radio navigation aids, especially of those which were not in use during the lockdown period i.e. VOR/DME, ILS for a specific runway.</i>	Annex 10 Vol I, Manual on Testing of Radio Navigation Aids (Doc 8071) , PANS - Aerodromes (Doc 9981)		
A4	Rescue and Fire Fighting <i>Including but not limited to the status of fire fighting equipment, extinguishing agents and readiness of personnel to meet the RFF category and response time requirements, status of access roads,</i>	Annex 14 Vol I, Airport Services Manual(Doc 9137 Part 1)		

	<i>disabled aircraft removal plans/ equipment, etc.</i>			
B	Aerodrome Operations			
B1	<p>Obstacle Management</p> <p><i>Review obstacles around the aerodrome with specific focus on OFZ, pruning of trees or any new structures during this period which will affect the safety of aircraft operations.</i></p> <p><i>Obstacles may be posed by continued parking of aircraft at ad-hoc improvised areas during COVID period.</i></p>	Annex 14 Vol I, PANS-Aerodromes (Doc 9981), Airport Services Manual (Doc 9137 Part 6).		
B2	<p>Pavement Management</p> <p><i>Check the status of runway, taxiway and apron pavements with special attention to the distress on pavement due to possible prolonged parking of aircraft as well as during ground manoeuvring of aircraft at improvised parking areas.</i></p>	Annex 14 Vol I, PANS –Aerodromes (Doc 9981), Aerodrome Design Manual(Doc 9157 Part 3), Airport Services Manual (Doc 9137 Part 2 and Part 9).		
B3	<p>Wildlife Hazard Management</p> <p><i>With focus on vegetation, habitat and land use management, check the status of wildlife activity reporting and repellent systems, checks on aircraft and other infrastructure (i.e. passenger loading bridges) for possible "nesting" due to inactivity, and effectiveness of wildlife management plans to mitigate wildlife hazard.</i></p>	Annex 14 Vol I, PANS –Aerodromes (Doc 9981), Airport Services Manual (Doc 9137 Part 3).		
B4	<p>Apron Management</p> <p><i>Including but not limited to the effective functioning of passenger loading bridges, VDGS, apron flood light, FOD management, aircraft stand availability for allocations, etc.</i></p>	Annex 14 Vol I, PANS –Aerodromes (Doc 9981), Airport Services Manual (Doc 9137 Part 8).		
B5	<p>Aeronautical Information Management</p> <p><i>Check and initiate actions to amend/cancel existing NOTAMS/publications regarding any restrictions for aircraft operations or closure (partial or full) of the aerodrome.</i></p>	Annex 15, PANS –AIM (Doc 10066)		
B6	<p>Aerodrome Emergency Plan</p> <p><i>Review aerodrome emergency plan to include Aerodrome preparedness to handle public health emergencies. It may include but not limited to lessons learnt and procedures followed during the COVID-19 lockdown, plans to handle such contingencies in the future, etc.</i></p>	Annex 14 Vol I, Airport Services Manual (Doc 9137 Part 7).		
B6	<p>Resuming Airside works</p> <p><i>Including but not limited to the review of work plan under the changed conditions, such as change in scope, contractual obligations, need for additional safety precautions, etc.</i></p>	PANS - Aerodromes (Doc 9981)		
B7	<p>Vehicle/equipment readiness</p> <p><i>Check the readiness of all the airfield vehicle and equipment which</i></p>	As per the manufacturers Manual.		

	<i>would not have been used for an extensive period of time.</i>			
C	Certification and Compliance			
C1	Status of Aerodrome certification <i>Based on the validity of the current aerodrome certificate/license and the need for certification/or renewal of the certificate during the lockdown/ period of reduced operations</i>	Annex 14 Vol I, PANS –Aerodromes (Doc 9981), Manual on Certification of Aerodromes (Doc 9974).		
C2	Exemptions filed, if any <i>Check the status of exemptions filed and any conditions or procedures subject to which the exemption was granted.</i>	As exempted by CAA during the Aerodrome certification.		
C3	Safety Risk Assessment <i>Conduct a safety risk assessment for non-compliance to national aerodrome regulations/standards or deviation arising due to prolonged closure or limited operations such as OLS infringement due to continued parking of aircraft at non-designated areas, deviations from SOPs due to the COVID-19 situation, etc.</i>	PANS –Aerodromes (Doc 9981) SMM (Doc 9859).		
D	Coordination and Collaboration			
D1	Stakeholder Preparedness <i>Details of virtual discussion and communications with stakeholders on the plans for resuming normal airport operations, addressing their concerns and the support required from them. The option of Airport Collaborative Decision Making (A-CDM) as a basic tool for all the coordination process may be considered to ensure timely and effective information exchange if it is not already available. This will facilitate in gaining stakeholder confidence to fully implement A-CDM in the future, using appropriate resources and processes.</i>	PANS - Aerodromes (Doc 9981), Manual on Collaborative Air Traffic Flow Management (Doc 9971).		
D2	Revised Aerodrome Capacity <i>With the involved stakeholders, agree on any operational retractions including declared capacity, airport slot coordination, etc. in coordination with airport slot coordinator, if necessary.</i>			
D3	Virtual meetings <i>Consider hosting virtual meetings of RST and local airport operations coordination group, if required to understand the safety concerns of the stakeholders.</i>	PANS Aerodromes (Doc 9981).		
D4	Air Traffic Control & Meteorology <i>Coordinate with local ATC (TWR, APP and ACC) to ensure readiness of airport and airspace for return to operations and agree upon any operational or capacity restrictions. Coordinate with local Met Office for availability of Meteorological services, if it is not provided through the local ATC.</i>	PANS- ATM (Doc. 4444), Air Traffic Services Planning Manual (Doc. 9426), Annex 3. Manual on Coordination between ATS, AIS and Aeronautical Meteorological Services (Doc 9377).		

D5	Airport Security <i>Coordinate and review with relevant Airport security agencies on the preparedness to resume operations, with specific focus on Aerodrome fencing, Lighting, etc. related to the provisions of Annex 14 Vol I. It may also include reviewing of changes implemented during restricted operations/closure, and identifying any new requirements (e.g. related to temporary operations or infrastructure).</i>	Annex 14 Vol I.		
E	Human Resource, Competency & Training			
E1	Availability of human resources <i>Check the availability of human resources especially if aerodrome operator and/or subcontractors downsized the staff pool.</i>	As per requirements of individual parties.		
E2	Preparedness of Concessionaires <i>Including but not limited to the preparedness of airport concessionaires for Ground Handling, Fuelling, catering and other subcontracted agencies after long period of closure or reduced activity.</i>	PANS –Aerodromes (Doc 9981).		
E3	Airfield Personnel preparedness <i>Briefing/short training to airfield personnel on their roles and responsibilities as they may be resuming work after an extensive break. Refresher training for those with lapsed permits/ratings.</i>	PANS –Aerodromes (Doc 9981).		

**the action taken may be a simple “checked, suitable for resuming operations” or can include detailed inspection procedures, details of communications and Virtual meetings, etc., as attachments.*