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**Agenda Item 35: Aviation safety and air navigation standardization**

**DEVELOPMENT OF GUIDELINES FOR  
DESIGNATION AND MANAGEMENT OF SPECIAL AERODROMES**

(Presented by the Republic of Korea)

**EXECUTIVE SUMMARY**

To further promote the safety of flight operations, it is deemed necessary for the development of specific guidelines regarding designation and management of “special aerodromes” and training requirements for pilot-in-command in ICAO regulations and a global mechanism and platform for sharing such designation information.

<i>Strategic Objectives:</i>	This information paper relates to the Safety and Air Navigation Capacity and Efficiency Strategic Objectives.
<i>Financial implications:</i>	N/A
<i>References:</i>	Annex 6 — <i>Operation of Aircraft</i>

## 1. INTRODUCTION

1.1 In accordance with ICAO Annex 6, Part 1, Chapter 9, Member States have designated such aerodromes as to require the application of special skills or knowledge for take-off or landing by pilot-in-command (PIC) as a “special aerodrome” and have required higher qualifications with a benchmark of standards and criteria of leading States such as US or EU.

1.2 However, it is difficult to determine whether it is designated as the special aerodrome because there are no specific guidelines for designation and update management as well as training requirements for pilot-in-command in ICAO regulations, and no internationally-recognized mechanism and platform for sharing such designation information.

1.3 In this regard, it is deemed necessary for the development of specific guidelines on designation and management of the special aerodromes and training requirements for pilot-in-command in ICAO regulations and international mechanism or platform for sharing such designation information for Member States, which could further contribute to the promotion of flight safety.

## 2. DISCUSSION

2.1 The Annex says:

*9.4.3.5 An operator shall not continue to utilize a pilot as a pilot-in-command on a route or within an area specified by the operator and approved by the State of the Operator unless, within the preceding 12 months, that pilot has made at least one trip as a pilot member of the flight crew, or as a check pilot, or as an observer in the flight crew compartment:*

*a) within that specified area; and*

*b) if appropriate, on any route where procedures associated with that route or with any aerodromes intended to be used for take-off or landing require the application of special skills or knowledge.*

2.2 Thus, the Republic of Korea has designated and regularly updated and published the special aerodromes through national regulations (Flight Safety Regulations) and has required higher qualifications for pilot-in-command who flies to the special aerodromes. Also, the Republic of Korea has been conducting a study on aforementioned ICAO requirements and other Member States’ cases to improve present national standards and procedures this year.

2.3 However, it is difficult to find a better way to improve the national standards and procedures due to no existence of relative guidelines in ICAO regulations and limited access to the information on a rationale or reason for the designation of the special aerodrome by other Member States.

## 3. CONCLUSION

3.1 It is deemed necessary for ICAO to develop and provide guidelines on designation and management of the special aerodromes and its training requirements for pilot-in-command, which might

recommend Member States to examine the special aerodromes in their own territory with their risk profiling assessment tool and share the designation information with the international aviation society.

3.2 Also, to promote the information sharing in the globe, ICAO could recommend Member States to publish the information concerned through existing mechanism and platform such as aeronautical information publication (AIP).

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