

INTERNATIONAL CIVIL AVIATION ORGANIZATION

EIGHTH MEETING OF CIVIL AVIATION AUTHORITIES OF THE SAM REGION (RAAC/8)

(Buenos Aires, Argentina, 23-25 April 2003)

Agenda Item 3: Safety oversight

(presented by Argentina)

Summary

In this working paper, information is provided on the main actions taken by the Argentinian Aeronautical Administration in preparation for the new stage of the ICAO audit programme in the area of aerodrome certification, and proposes that civil aviation authorities support the training of their inspectors.

1 Introduction

1.1 According to Amendment N° 4 to Annex 14-Aerodromes, as of 27 November 2003, States will have to certify international aerodromes through an appropriate regulatory framework (paragraph 1.3.1 of Annex 14-Aerodromes).

1.2 The Republic of Argentina is determined to comply with said rule. To that end, co-ordinations, meetings and workshops are being carried out to educate those involved in the certification of international airports.

2. Analysis

2.1 The Republic of Argentina has in place the necessary legal framework to meet and enforce the corresponding rules contained in Annex 14-Aerodromes, as reflected in Law N° 17285-Aeronautical Code of the Republic of Argentina and Executive Decree N° 92/70.

2.2 Likewise, the Manual on Aerodrome Certification of Argentina is being prepared, which will contain specific State guidelines, based on ICAO Doc. 9774.

2.3 In this regard, the national Aeronautical Authority sent specialised personnel to the “Workshop on Aerodrome Certification”, held in Santiago, Chile, on 24-27 September 2002, as well as to the “International Conference on management of modern airports” at George Washington University, U.S.A., on 26-27 March 2003, the main topic of which was aerodrome certification and the USOAP programme of ICAO Annex 14.

3. **Timetable**

3.1 The Argentinian Aeronautical Authority has foreseen a timetable for complying with said regulation. The first stage involves the certification of twelve (12) international airports, whose priority is justified because of their infrastructure and/or international operator requirements. These are:

- **Ezeiza**/Ministro Pistarini
- **Aeroparque**/Jorge Newbery
- **San Carlos de Bariloche**
- **Mar del Plata**/Brig Gral. B. de la Colina
- **Rosario**
- **Córdoba**/Ing. A.Taravella
- **Mendoza**/El Plumerillo
- **Salta**/Gral M.M. de Güemes
- **Ushuaia**/Malvinas Argentinas
- **Río Gallegos**/Piloto Civ. N. Fernandez
- **Resistencia**
- **Cataratas del Iguazú**/My C.E.Krause

The remaining international airports will be included in a second stage.

4. **Suggested action**

4.1 The meeting is invited to consider this working paper and conclude that Civil Aviation Authorities of the South American Region should provide the necessary support so that the inspectors involved in aerodrome certification receive integrated and centralised training courses from ICAO, through the Regional Offices.

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