



Agenda Item 2: Declaration of Bogota: Follow-up to the implementation of safety oversight priorities

FOLLOW UP TO THE GOALS CORRESPONDING TO AERODROMES CERTIFICATION

(Presented by the Secretariat)

SUMMARY

This working paper (WP) presents the proposed goals and measures to reach Aerodrome Certification in the SAM Region:

- Harmonization of the Latin American Aeronautical Regulations Set for Aerodromes (LAR AGA) with States' Regulations for Aerodromes.
- Training of Aerodrome Regional Inspectors based on the Aerodrome Inspectors Manual (MIAGA)
- Initial certification of aerodromes based on PANS Aerodromes
- Proposal of LAR 155 – Heliports and PANS LAR Aerodromes

References:

- ICAO Annex 14 – Aerodromes, Vol. I – Aerodrome Design and Operations, 6th Edition, July 2013
- Third Meeting of the Programmes and Projects Review Committee (PPRC/3)
- First edition of the revised version of the ICAO Global Aviation Safety Plan (GASP) (Doc. 10004, 2013)
- Sixth Meeting of the Aerodrome Experts Panel

<i>Strategic Objective(s)</i>	<i>A – Safety</i> <i>C – Environmental Protection</i>
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1. Introduction

1.1 Aerodrome Certification has been an ICAO standard since 2001 (Annex 14, Vol. I – *Aerodrome Design and Operations*), including the implementation of a Safety Management System (SMS) as a requirement for certification.

1.2 Since the **Declaration of Bogota**, the number of certified international airports in the South American Region presented in Doc 8733 – ICAO CAR/SAM Air Navigation Plan, has increased to

June 2015 to twelve (12) from the eight (8) initially reported in 2013. The goal for the end of 2016 is to reach 20 international aerodromes duly certified.

2. Discussion

2.1 Challenges in Aerodromes Certification

2.1.1 Aerodromes certification process should not be different to the process of issuance of a Certificate of Airworthiness (CoA), Air Operator Certificate (AOC), aeronautical personnel certificate (Pilot, ATC, mechanic license), Certification of a Training Centre, etc, since it is a requirement of the State in order to start to offer a service to the public. However, the reality is that most airports of the Region have already offered their services before their certification was required by an international standard, as a result, currently the lack of certification of an aerodrome hardly affects the decision of the air operator to continue with their operations, thus, the aerodrome operator might not prioritize certification and the State finds difficulties to effectively oblige aerodromes certification, even though there are safety benefits.

2.1.2 In order to achieve aerodrome certification, the States' civil aviation authorities have as challenge:

- a) The preparation of national regulations appropriate to the State's reality, the corresponding procedures and guidance material for aerodromes operators.
- b) Ensure an appropriate number of human resources in the different areas of aerodromes certification and provide the necessary training for the development of the certification and surveillance functions assigned.

2.1.3 Even though in the Region progress has been made in the implementation of the requirements of Annex 14, the effective implementation of the aerodromes certification requirement has not been reached yet, considering that most of the existing infrastructures were built under less stringent requirements than those currently included in Annex 14, aerodromes certification will require the adoption of alternatives that provide appropriate safety levels of international civil aviation activities.

2.2 Harmonization of the LAR AGA Set

2.2.1 In the **short-term**, the Latin American Aeronautical Regulations for Aerodromes (LAR AGA) has been developed under the umbrella of the Regional Safety Oversight Cooperation System (SRVSOP) in order to provide States with a regulation appropriate to the regional reality, which has been approved in their second edition by the SRVSOP General Board.

- LAR 154 – Aerodromes Design
- LAR 153 – Aerodromes Operation
- LAR 139 – Aerodromes Certification

2.2.2 Also, the Aerodrome Inspector Manual (MIAGA) has been approved in its first edition, based on the Regional System principles and the LAR AGA set. The MIAGA is a tool for work guidance and for the instruction of the Aerodromes Government Inspector.

2.2.3 The creation of a Government aerodromes inspectors' regional bank that could develop monitoring activities with multinational groups, is considered the best strategy to ensure a sustainable

solution in time. Otherwise, the associated costs to maintain an aerodrome inspectors group that could attend the different specialties required could be very onerous for the administrations. These groups of aerodrome Government inspectors, that will be part of the registry of LAR AGA inspectors, would be able to assist States that do not count with the number of necessary trained inspectors for the aerodromes certification activities and continuous monitoring.

2.3 **Proposal of PANS LAR AERODROMES & LAR 155 – Heliports**

2.3.1 The introduction of PANS Aerodromes in July this year, will allow the implementation of the initial aerodromes certification, which were not considered by existing SARPs, allowing in this way that civil aviation authorities could finally implement a continuous surveillance to aerodromes with an initial certification.

2.3.2 In this regard, the Sixth Meeting of the AGA Experts Panel (RPEAGA) has proposed a third amendment to the LAR AGA set, which would include inter alia:

- a) PANS LAR Aerodromes, which introduces the concept of initial aerodromes certification with a continuous surveillance, the compatibility principle and for those existing airports with non-conformities with ICAO SARPs, PANS provides compliance alternatives that ensure safety.
- b) LAR 155 – Heliports, Uruguay has granted for the first time in the Region, the internationality to a heliport, in this regard, the SRVSOP technical committee has deemed appropriate to propose the approval of a heliports design and operation document, in order to comply with ICAO SARPs related to international heliports.
- c) Harmonization strategy, to assist member States in the process of adoption/harmonization of the LAR AGA set, the technical committee has developed a proposal of specific strategy for the aerodromes area, to be used by States if deemed appropriate.

2.3.3 At the approval of the third amendment to the LAR AGA set by the General Board, this will be in conditions of being harmonized/adopted by SRVSOP member States in their national regulations.

2.3.4 In the **long-term**, aerodromes certification could be validated with the LAR AGA set by a multinational team of inspectors and develop a supervision of the certification process. For the States that do not belong to SRVSOP, the strategy for aerodromes certification will be direct assistance by the Regional Office.

2.4 **Declaration of Bogota**

2.4.1 In the Declaration of Bogota the proposed goal for the end of 2016 is to reach 20% of certified aerodromes. With PANS Aerodromes implementation and the definition of the initial certification, it is probable that in the medium term the aerodromes certification plan could turn more ambitious, **Appendix A** to this working paper presents the proposed Aerodromes Certification Plan.

2.4.2 Additionally, the action plan includes the establishment of an internal audit process in the aerodromes by operators, based on SMS and the supervision of the aerodromes certification process.

2.5 **Government Inspectors of trained aerodromes**

2.5.1 In order to mitigate the effect caused by the rotation experimented by aerodrome inspectors within their respective authorities, the training of governmental inspectors has been foreseen, being the performance indicator the percentage of the total of required inspectors for aerodromes certification (including the seven areas of aerodromes: Pavement, Horizontal and vertical marking, Lighting and Electric Systems, Wildlife Hazard, Obstacles, Physical Characteristics and SSEI) per the number of States of the Region. The action plan includes training with the LAR AGA set and MIAGA, audit and OJT techniques.

3. **Suggested action**

3.1 The Meeting is invited to:

- a) take note of the information presented in this working paper;
- b) analyse and comment on:
 - ✓ the proposal of aerodromes certification plan;
 - ✓ the proposal of the third amendment to the LAR AGA set, which would include, inter alia, the PANS LAR AGA and LAR 155 – Heliports; and
 - ✓ the proposal of harmonization strategy of the LAR AGA set in its third amendment with the national regulations of SRVSOP member States.

APPENDIX A

Plan for Aerodrome Certification

STATE	No. AERODROMES (Doc. 8733, Vol. II, FASID, Table AOP 1)	AERODROMES CERTIFICATION			RESPONSIBLE AUTHORITY
		Certified	Short Term 2016	Medium and Long Term 2019 - 2022 ⁴	
Argentina	16		1	15	ANAC
Bolivia	4 ¹	3		1	DGAC
Brazil	28	4	4	20	ANAC
Chile	8		1	7	DGAC
Colombia	11		3	8	AEROCIVIL
French Guiana	1			1	CAA
Guyana	2	2			CAA
Ecuador	4	2		2	DGAC
Panama	6 ²			6	DGAC
Paraguay	2		1	1	DINAC
Peru	8	1	1	6	DGAC
Suriname	2		1	1	CAA
Uruguay	2		1	1	DINACIA
Venezuela	7 ³		1	6	INAC
TOTAL	101	12	14	75	

¹ SLTJ to be deleted from CAR/SAM ANP at the request of the CAA in the next amendment to CAR/SAM ANP.

² The Aeronautical Authority has requested the deletion of MPCH and inclusion of MPSM in the next amendment to CAR/SAM ANP.

³ INAC Venezuela has requested the inclusion of SVBM, SVPR, SVSO and SVCS in the next amendment to CAR/SAM ANP.

⁴ Initial Aerodromes certification as described in PANS Aerodromes.