



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

FOLLOW-UP TO AERODROME CERTIFICATION GOALS

(Presented by the Secretariat)

SUMMARY

This working paper presents the status of compliance with the aerodrome certification goal, the challenges faced, and the measures proposed for attaining aerodrome certification in the SAM Region:

- Adoption/harmonisation of the set of Latin American Regulations on Aerodromes (AGA LARs) with State aerodrome regulations.
- Training of regional aerodrome inspectors based on the Aerodrome Inspector Manual (MIAGA).
- Initial aerodrome certification based on the PANS - Aerodromes
- Revision of GREPECAS Project SAM F1, aligned with the aerodrome certification objectives of the region.

References:

- ICAO Annex 14 - Aerodromes, Vol. I – Aerodrome design and operations, 6th edition, July 2013
- Fourth meeting of the Programmes and Projects Review Committee (PPRC/4)
- ICAO Global aviation safety plan (GASP) (Doc 10004, 2014-2016)
- Seventh meeting of the Aerodrome Panel.

ICAO objectives:	<i>strategic</i>	<i>A – Safety</i> <i>C – Environmental protection and sustainable development of air transport</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, shown in ICAO Doc 8733 – CAR/SAM Air Navigation Plan, has increased to twenty-one (21) by July 2016 from (8) originally reported in 2013. It is important to note that, when the goal of 20% of aerodromes certified was established, the number of international aerodromes appearing in Doc 8733 was 100, which has now increased to 105. The goal set for the end of 2016 is 20% of

international aerodromes duly certified (21 aerodromes in 2016 figures). With the figures reported by July 2016, the goal has already been achieved, mostly thanks to aerodrome certification processes in Brazil.

2. Discussion

2.1 Aerodrome certification challenges

2.1.1 Aerodrome certification has not been an easy task for the States. Although the Region has been making progress in the implementation of Annex 14 requirements, it has not been able to attain effective implementation of the aerodrome certification requirement. Taking into account that most of the existing infrastructure was built based on less stringent requirements than those currently contained in Annex 14, aerodrome certification will require the adoption of alternatives that offer adequate levels of safety in international civil aviation activities.

2.1.2 With the incorporation of the PANS – Aerodromes and the last amendment (13) to Annex 14, which includes the reduction of separation margins in taxiways and the inclusion of provisions on open drains in runway strips, it is anticipated that aerodromes will be eligible for certification with corrective action plans and the corresponding mitigation measures, as indicated in the PANS – Aerodromes. It should be noted that in a recent survey conducted among States, when asked: *In your opinion, which have been the main obstacles to certification?* most answers (18%) cited existing physical characteristics.

2.1.3 Furthermore, one of the main challenges identified in the State survey is that certification is not a priority for most airport operators in the Region. The reason is that they already offered their services before certification became an international standard. Therefore, the lack of an aerodrome certification hardly has an impact on the operators' decision to continue conducting their operations. This is evidenced by the fact that in their answers to the question: *In your opinion, which have been the main obstacles to certification?* 16% of States mention “*Lack of technical personnel of the operator*” and 10% mention “*Lack of interest by the operator*”. A summary of the State survey appears in Appendix A to this working paper.

2.2 Contribution by States to the aerodrome certification goal

2.2.1 At the last meeting of the GREPECAS Programmes and Projects Review Committee (PPRC/4), the States stressed that the regional goal of attaining 20% of international aerodromes certified was too broad and did not specify the percentage that each State contributed to this goal, in the sense that a State with several international airdromes, if it took the necessary measures, could reach the regional goal by itself, without the need for the other States to take any measure at all.

2.2.2 Consequently, an analysis was conducted to show how the States have contributed to the certification goal, and the share of their contribution in the regional goal. This analysis is shown in Appendix B to this working paper.

2.2.3 In summary, the analysis shows that a single State accounts for 12.4% of what has been attained to date (21%), while the remaining 8.6% is distributed among 4 other States. Therefore, there is an opportunity for the other States/territories (9) that have not yet contributed to the certification goal to start defining a strategy to contribute to the attainment of the objectives.

2.2.4 In order to achieve aerodrome certification, the civil aviation authorities of the States face the following challenges:

- a) Drafting of national regulations suitable for the reality of the State, the corresponding procedures, and guidance material for aerodrome operators.
- b) Adequate staffing in the various aerodrome certification areas and providing the training required for performing the assigned certification and oversight functions.
- c) Establishing an airport certification strategy that includes a stronger and better relationship with airport operators, with a view to achieving compliance with safety-related objectives.

2.3 Regional aerodrome certification strategy

2.3.1 **In the short run**, the set of Latin American Aeronautical Regulations (AGA LAR) have been developed under the umbrella of the Regional Safety Oversight Cooperation System (SRVSOP) in order to provide States with regulations that are suitable for the regional reality, as approved in their third edition by the SRVSOP board.

2.3.2 The Aerodrome Inspector Manual (MIAGA) has also been approved, whose second edition is under revision based on the principles of the Regional System, the AGA LAR set, and the USOAP CMA protocol questions. The MIAGA is a tool for guiding the work and for training the State aerodrome inspector, together with other reference documents such as the AGA Procedural Handbook of the LAR139 (PANS), and advisory circulars on various subjects related to the process.

2.3.3 It is important to note that the States identify the Latin American Aeronautical Regulations as a need that will allow them to meet the requirements of ICAO and other multinational organisations in the area of civil aviation. The creation of a harmonised environment provides a number of benefits and economies of scale, since it permits a better management of resources in terms of training, access to professionals with knowledge of the regulations, experience, documentation, *inter alia*. That is why SRVSOP member States are in the process of harmonising/adopting LARs into their regulations, which will expedite the airport certification process to the extent the States have common regulations.

2.3.4 In the **medium term**, in order to mitigate the effect of turnover of aerodrome inspectors within their respective Authority, the training of State aerodrome inspectors has been foreseen. The action plan includes training in the AGA LARs and MIAGA, auditing techniques, and OJT.

2.3.5 In the **long term**, a multinational team of inspectors could support aerodrome certification, overseeing the certification process using the AGA LARs. For States not belonging to the SRVSOP, the aerodrome certification strategy will involve direct assistance by the Regional Office, in line with GREPECAS Project F1.

2.3.6 To these three initiatives are added other actions to be assessed for the restructuring of the GREPECAS SAM AGA F1 Project on Aerodrome Certification, which considers other actions to further advance the certification process, such as:

- a) Identify AGA personnel in the States as focal points to lead certification efforts in each State, in coordination with the Regional Office;
- b) Apply the strategy of harmonising/adopting the AGA LARs in the States;

- c) Conduct training and process dissemination activities for both the authorities and airport operators;
- d) Assign certification tasks to each State focal point, to be reported to GREPECAS and subsequently published.

3. **Suggested action**

3.1 The Meeting is invited to:

- e) take note of the information presented in this working paper; and
- f) review and comment on:
 - ✓ the proposed aerodrome certification strategy.

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APPENDIX A

Summary of the aerodrome certification survey conducted between 16 June and 14 July 2016

Country	Responded
Argentina	NO
Bolivia	YES
Brazil	YES
Chile	YES
Colombia	YES
Ecuador	YES
French Guiana	YES
Guyana	NO
Panama	YES
Paraguay	YES
Peru	YES
Suriname	YES
Uruguay	YES
Venezuela	YES

In your opinion, what have been the main obstacles for certification?

	No. of answers of the total
Issues with the physical characteristics and obstacles	18%
Lack of technical personnel in the operator	16%
Absence of, or incomplete, SMS	14%
Lack of documents in the operator	12%
Lack of interest by the operator	10%
Lack of aeronautical studies	6%
Lack of enforcement measures applied to the operator (fines/restrictions)	6%
Lack of technical personnel in the CAA	6%
Lack of updated regulations	6%
Lack of legislation or legal requirement for the operator to certify	2%
Other	4%

APPENDIX B

**Analysis of the aerodrome certification survey conducted between
16 June and 14 July 2016**

List of aerodromes certified as of 14 July 2016

Country	No. of aerodromes according CAR/SAM ANP Vol. II	Share in the regional percentage	Certified aerodromes 2013	Certified aerodromes 2016	Contribution to the goal of the Declaration
Argentina ¹	16	15.2%	0	0	0.0%
Bolivia ²	3	2.9%	3	3	2.9%
Brasil	29	27.6%	1	13	12.4%
Chile	8	7.6%	0	0	0.0%
Colombia	11	10.5%	0	0	0.0%
Ecuador	4	3.8%	1	2	1.9%
French Guiana	1	1.0%	0	0	0.0%
Guyana ¹	2	1.9%	2	2	1.9%
Panama	6	5.7%	0	0	0.0%
Paraguay	2	1.9%	0	0	0.0%
Peru ²	8	7.6%	1	1	1.0%
Suriname	2	1.9%	0	0	0.0%
Uruguay	2	1.9%	0	0	0.0%
Venezuela	11	10.5%	0	0	0.0%
Total	105	100%	8	21	20.0%

¹ Argentina and Guyana did not answer the survey, reason why previous data (AN&FS2) was used in the certified aerodromes box.

² Bolivia and Peru have indicated the need to establish a re-certification process under the new regulation.

Comparative graph of certified aerodromes 2013-2016

