



**OUTCOMES FROM THE PANS AERODROMES SEMINAR/WORKSHOP**

(Presented by the Secretariat)

<b>SUMMARY</b>	
<p>This paper lists the outcomes from the SRVSOP-ICAO-ACI LAC Workshop on the Implementation of Operational and Compatibility procedures to Aerodrome Certification held at ICAO’s SAM Regional Office at Lima, Peru, on June 12 to 16, 2017</p>	
<b>ICAO strategic objectives</b>	<p><i>This paper is related to the following strategic objectives:</i></p> <p><i>A – Safety</i></p> <p><i>B – Capacity and Efficiency</i></p>

**1 Background**

1.1 After conducting surveys among SAM States on the challenges facing aerodrome certification, 75% of States replied that they haven’t filed any exemptions on the aerodrome area, despite that most States also cited “Problems with physical characteristics and obstacles” as one of the main obstacles to certification. At a global level, only 40% of States had implemented exemptions on the aerodrome area.

1.2 On 2016 the SAM Regional Office conducted a joint event with ACI on Aerodrome Certification, in which 80% of participants considered that more joint State-Operator activities are needed to reinforce the regulator-operator communication in order to increase aerodrome certification.

1.3 On 2017, ICAO SAM Regional Office planned a joint SRVSOP-ICAO-ACI LAC workshop on the implementation of operational and compatibility procedures, in order to foster the use of Document 9981 PANS Aerodromes by both regulators and operators, to increase aerodrome certification, especially on aerodromes with physical limitations and non-compliances.

**2 The activity**

2.1 The Seminar and Workshop was attended by 47 participants from 8 States and 8 Aerodrome operators and with the participation of speakers from ICAO Headquarters, ICAO SAM Regional Office, ACI World and the SRVSOP Technical committee.

2.2 After the activity was held, a survey was conducted which got 18 responses, with great reviews on the event’s content and cases, but with the observation that the event may be conducted with more time in order to allow participants to practice more on the cases.

### 3 Outcomes

3.1 The outcomes of the activity have been categorized under 3 broad headings: Certification Process, Safety Assessments, and Compatibility Studies.

#### Certification Process

- There is confusion on the use by the AN14 of “wherever practicable” (for example on AN14V1 Standard 3.4.3).
- In the past, some States used to transpose the ICAO recommendations into standards that severely difficult the certification process, demanding the maximum to the ones that sometimes have difficult to comply with the minimum. Now this process has matured in most States and with the support of Regional Safety Oversight Organizations as the SRVSOP, States are harmonizing with the LAR AGA set that will facilitate implementation of certification process.
- It’s important to avoid leaving “open items” in the aerodrome certification process. If the Operator presents an action plan to solve issues, a mitigation measure or procedure to maintain level of safety until the action plan is implemented also should be presented and approved and followed by CAA.
- There are question regarding Civil-Military operations. If some facilities are under military control (such as an access to the runway), should it be also included on the certification? Eurocontrol CUMA document was a good example to review on these matters.
- There was an agreement that compliance should be presented as a simple but robust case to decision makers (at Minister level), including the direct benefits of certifying and perjuries of not doing it (if you think safety is expensive, try an accident).
- There are cases in which the right business case presentation may encourage funding from entities such as the World Bank on compliance projects.
- Questions raised on where does PANS provisions may be translated in the national regulations (on the regulations itself? As guidance material?). The State Letter clarifies it.
- About RST’s, it’s important to consider that although RST’s are local, States have to ensure, at a National Level, that this requirement is applied on aerodromes.
- Could you certify an aerodrome without a fully implemented SMS? Answer: Yes. The aerodrome operator must have phase 1 and 2 (of SMS) fully implemented and present an implementation plan for phases 3 and 4, together with a gap analyses, to CAA that must audit the accomplishment of tasks and timeframe efficiency.
- APEX on Safety from ACI was presented as a tool available to help members achieving their certification by identifying their gaps and find applicable and comprehensive solutions under ICAO standards, recommendations and ACI international best practices.

#### Safety Assessments

- There was a discussion on the difference between Safety Assessments and Aeronautical Studies, in which aeronautical studies may consider several more items, even some not related to Safety. There is a consensus that apart from PANS Aerodromes guidelines, there is a need for certified training and guidance in safety assessments and aeronautical studies.
- Obstacles around the aerodrome are a big deal in all SAM States. Different models are implemented, but control is not easy, as different stakeholders, including local government, is involved.
- Participants said that the PANS or other documents should include examples for States on dealing with obstacle problems around airports.
- Cited example of GATWICK airport and an issue with obstacles (trees) and how they deal with it.
- A question on where do the State should promulgate the exemptions granted to the operator was not clear. However, AIP section 2.20 may include the resulting procedures derived from exemptions.

#### Compatibility Studies

- The group indicated the need to have more examples on compatibility studies in order to apply similar procedures.
- Care should be taken when changing (lowering) an Airport Reference Code to cope with non-compliances, as it may deliver severe restrictions to operations and it makes difficult to upgrade the ARC later. It is recommended to use this only as a last resort.
- When making compatibility studies, is important to consider operational/performance approach to the analysis.