



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**THE THIRD MEETING OF THE AERODROMES OPERATIONS AND
PLANNING – WORKING GROUP (AOP/WG/3)**

Putrajaya, Malaysia, 2 – 4 June 2015

Agenda Item 4: Provision of AOP in the Asia/Pacific Region

**STATUS OF IMPLEMENTATION OF CERTIFICATION
OF AERODROMES REQUIREMENTS IN THE APAC REGION**

(Presented by the Secretariat)

SUMMARY

This Working Paper presents the results of follow up of Implementation of actions taken by States regarding the Implementation of Certification of Aerodromes as required in Annex 14, Volume I. In order to assist and monitor the implementation of aerodrome certification in the APAC Region, **Attachment A** attached to this Working Paper was developed for States to provide the required information.

This paper relates to –

Strategic Objectives:

- A: Safety – Enhance global civil aviation safety*
- B: Air Navigation Capacity and Efficiency – Increase Capacity and improve efficiency of the global civil aviation system*
- E: Environmental Protection – Minimize the adverse environmental effects of civil aviation activities*

Action by the Meeting is at Para 3 to this Working Paper.

1. INTRODUCTION

1.1 The 36th Session of the ICAO Assembly in September 2007, in Resolution 36/13 adopted consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation. Its Appendix P on “The Provision of Adequate Aerodrome” resolved that States undertake Certification of Aerodromes as part of the obligations of States to ensure aerodrome adequacy for the safe aircraft operations at aerodrome.

1.2 The 38th Session of the ICAO Assembly (September 2013) noted that there is a growing trend for aerodromes to be operated by autonomous entities; however the obligation of States to ensure safe aerodrome facilities and services remains unaffected. Aerodrome certification is an essential means to ensure aerodrome safety and enhance efficiency. The results of the ICAO Universal Safety Oversight Audit Programme (USOAP) audits suggest that the level of implementation of aerodrome certification, including Safety Management Systems (SMS), is not yet optimal.

1.3 The 38th Assembly in Resolution 38/12 [**Consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation – APPENDIX J – provision of adequate aerodromes**] resolved that States should take necessary measures, including the allocation of adequate resources, to improve the level of implementation of aerodrome certification, including SMS at aerodromes.

2. DISCUSSION

2.1 The updated status on the implementation of aerodrome certification regulations, certification procedures and provision of SMS at certified aerodromes are placed at **Attachment A** to this Working Paper.

2.2 The First Edition (unedited version) November 2013 on Sample Civil Aviation Regulations for Aerodromes (AGA) is available as reference document. The pdf version of the document is placed at **Attachment B** to this Working Paper.

2.3 RASG APAC in Decision 4/12 approved the Regional Aviation Safety priorities and targets for the APAC region (Reference AOPWG/3- working paper 4). RASG Regional Priority V on Enhanced Aviation Infrastructure – Aerodrome Facilities states that:

Particular attention should be paid to runway safety. Most aerodromes in the region are not certified due to lack of capacity of their respective regulatory authorities. The aerodrome and ground aids (AGA) CMA module has one of highest levels of lack of effective implementation (39%, see Figure 2 above). In 2012, 13% of APAC accidents included threats that were related to the malfunction or unavailability of ground based navigation aids. During the period between 2008 and 2012, 30% of the accidents in APAC were runway excursions

Action – Promotion of Effective Implementation of AGA

RASGAPAC should promote effective implementation of AGA, with focus on runway safety programmes that support the establishment of Runway Safety Teams (RSTs) and implementation of inter-organizational SMS and Collaborative Decision Making schemes.

3. ACTION BY THE MEETING

3.1 The meeting is invited to update the information provided on the status of implementation of Certification of Aerodromes as contained in **Attachment A** to this Working Paper.

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**SURVEY RESULTS ON AERODROME CERTIFICATION AND SAFETY MANAGEMENT
SYSTEM IMPLEMENTATION IN ASIA PACIFIC REGION**

REGULATORY FRAMEWORK

Member State	Basic law for the establishment of a CAA	Appropriate aerodrome certification regulations developed	Appropriate aerodrome certification regulations approved	Appropriate safety management regulations developed	Appropriate safety management regulations approved	DGCA responsible for aerodrome certification	Enforcement/sanctions for non-compliance
Afghanistan	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Australia	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Bangladesh	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Bhutan	Yes	Yes	Yes	No	No	Yes	Yes
Brunei	Yes	Yes	No	Yes	No	Yes	Yes
Cambodia	Yes	Yes	Yes	Yes	Yes	Yes	
China	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cook Island	No	Yes	Yes	Yes	Yes	Yes	Yes
DPR Korea	Yes	Yes	Yes	Yes	No	Yes	Yes
Fiji	Yes	Yes	No	Yes	No	Yes	No
French Polynesia (OT)	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Hong Kong, China	Yes	Yes	Yes	Yes	Yes	Yes	Yes
India	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Indonesia	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Japan	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Kiribati							
Lao PDR	Yes	No	No	No	No	Yes	Yes
Macau China	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Malaysia	Yes	Yes	Yes	Yes	yes	Yes	Yes
Maldives	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Marshall islands	Yes	Yes	Yes	In progress	In progress	Yes	Yes
Micronesia							
Mongolia	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Myanmar	Yes	Yes	Yes	Yes	On going	Yes	Yes
Nauru							
Nepal	Yes	Yes	Yes	No	No	Yes	Yes
New Caledonia(OT)	Yes	Yes	Yes	Yes	Yes	Yes	Yes
New Zealand	Yes	Yes	Yes	No	No	Yes	Yes
Pakistan	Yes	Yes	Yes	Yes	No	Yes	Yes
Palau	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Papua New Guinea	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Philippines	Yes	Yes	Yes	Yes	Yes	Yes	Yes
RO Korea	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Samoa	Yes	Yes	Yes	Pending	Pending	Yes	Yes
Singapore	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Solomon Islands	Yes	Yes	Yes	Pending	Pending	Yes	Yes
Sri Lanka	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Thailand	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Timor Leste							
Tonga	Yes	Yes	Yes	In progress	In progress	Yes	In progress
Vanuatu	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vietnam	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Wallis et Futuna Island	Yes	Yes	Yes	Yes	Yes	Yes	Yes

CERTIFICATION PROCEDURES

Member State	Aerodrome certification procedures developed and approved	Requirement of an aerodrome manual	Assessment of facilities/equipment	Specific condition for issuing/refusing aerodrome certificate
Afghanistan	Yes	Yes	In progress	Yes
Australia	Yes	Yes	Yes	Yes
Bangladesh	Yes	Yes	Yes	Yes
Bhutan	Yes	Yes	Yes	Yes
Brunei	No	Yes	Yes	Yes
Cambodia	Yes	Yes	Yes	Yes
China	Yes	Yes	Yes	Yes
Cook Island	Yes	Yes	Yes	Yes
DPR Korea	Yes	Yes	Yes	Yes
Fiji	Yes	Yes	Yes	Yes
French Polynesia (OT)	Yes	Yes	Yes	Yes
Hong Kong, China	Yes	Yes	Yes	Yes
India	Yes	Yes	Yes	Yes
Indonesia	Yes	Yes	Yes	Yes
Japan	Yes	Yes	Yes	Yes
Kiribati				
Lao PDR	No	Yes	Yes	Yes
Macau China	Yes	Yes	Yes	Yes
Malaysia	Yes	Yes	Yes	Yes
Maldives	Yes	Yes	Yes	Yes
Marshall islands	Yes	Yes	Yes	Yes
Micronesia				
Mongolia	Yes	Yes	Yes	Yes
Myanmar	Yes	Yes	Yes	
Nauru				
Nepal	No	Yes	Yes	Yes
New Caledonia (OT)	Yes	Yes	Yes	Yes
New Zealand	Yes	Yes	Yes	Yes
Pakistan	Yes	Yes	Yes	Yes
Palau	Yes	Yes	Yes	Yes
Papua New Guinea	Yes	Yes	Yes	Yes
Philippines	Yes	Yes	Yes	Yes
RO Korea	Yes	Yes	Yes	Yes
Samoa	Yes	Yes	Pending	Yes
Singapore	Yes	Yes	Yes	Yes
Solomon Islands	Yes	Yes	Yes	Yes
Sri Lanka	Yes	Yes	Yes	Yes
Thailand	Yes	Yes	Yes	Yes
Timor Leste				
Tonga	Yes	Yes	Yes	Yes
Vanuatu	Yes	Yes	Yes	Yes
Vietnam	Yes	Yes	Yes	Yes
Wallis et Futuna Island	Yes	Yes	Yes	Yes

STATUS ON PROGRESS

Member State	International Airports listed in RANP	Airport Certified Yes/no	SMS implemented at airport Yes/no	Remarks
Afghanistan (2)	OAKB KABUL/Kabul Intl RS			
	OAKN KANDAHAR/Kandahar Intl AS			
Australia (16)	YPAD ADELAIDE/Adelaide RS	Y	Y	
	YBAS ALICE SPRINGS/Alice Springs AS	Y	Y	
	YBBN BRISBANE/Brisbane RS	Y	Y	
	YBCS CAIRNS/Cairns RS	Y	Y	
	YPXM CHRISTMAS I./Christmas I. RS	Y	Y	
	YPCC COCOS I./Cocos I. RS	Y	Y	
	YPDN DARWIN/Darwin RS	Y	Y	
	YMHB HOBART/Hobart RNS	Y	Y	
	YMML MELBOURNE/Melbourne Intl RS	Y	Y	
	YSNF NORFOLK I./Norfolk I. RS	Y	Y	
	YPPH PERTH/Perth Intl RS	Y	Y	
	YPPD PORT HEDLAND/Port Hedland RNS	Y	Y	
	YBRK ROCKHAMPTON/Rockhampton AS	Y	Y	
	YSSY SYDNEY/Kingsford Smith Intl RS	Y	Y	
	YPTN TINDAL/Tindal AS			
	YBTL TOWNSVILLE/Townsville RNS	Y	Y	
Bangladesh (2)	VGEG CHITTAGONG/Shah Amanat Intl RS	Y	Y	
	VGHS DHAKA/ Hazrat Shahjalal Intl RS	Y	Y	
Bhutan (1)	VQPR PARO/Paro Intl RS	Y		
Brunei (1)	WBSB BRUNEI/Brunei Intl RS			
Cambodia (2)	VDPP PHNOM PENH/Phnom Penh RS	Y	Developed SMS Manual	SMS introduced at 2 Int'l Airports
	VDSR SIEM REAP/Siem Reap AS	Y	Developed SMS Manual	
China (34)	ZBAA BEIJING/Capital RS	Y	Y	
	ZGHA CHANGSHA/Huanghua RS	Y	Y	
	ZUUU CHENGDU/Shuangliu AS	Y	Y	
	ZUCK CHONGQING/Jiangbei RS	Y	Y	
	ZYTL DALIAN/Zhoushuizi RS	Y	Y	

Member State	International Airports listed in RANP		Airport Certified Yes/no	SMS implemented at airport Yes/no	Remarks	
China (cont'd)	ZSFZ	FUZHOU/Changle	RS	Y		
	RCKH	GAOXIONG/Gaoxiong	RS	Y		
	ZGGG	GUANGZHOU/Baiyun	RS	Y		
	ZGKL	GUILIN/Liangjiang	RS	Y		
	ZSHC	HANGZHOU/Xiaoshan	RS	Y		
	ZYHB	HARBIN/Taiping	RS	Y		
	ZSOF	HEFEI/Luogang	AS	Y		
	ZBHH	HOHHOT/Baita	RS	Y		
	ZSNJ	JINAN/Yaoqiang	RS	Y		
	ZWSH	KASHI/Kashi	AS	Y		
	ZPPP	KUNMING/Wujiaba	RS	Y		
	ZLLL	LANZHOU/Zhongchuan	AS	Y		
	ZSNJ	NANJING/Lukou	RS	Y		
	ZGNN	NANNING/Wuxu	AS	Y		
	ZSQD	QINGDAO/Liuting	RS	Y		
	ZJSY	SANYA/Phoenix	RS	Y		
	ZSSS	SHANGHAI/Hongqiao	RS	Y		
	ZSPD	SHANGHAI/Pudong	RS	Y		
	ZYTX	SHENYANG/Taoxian	RS	Y		
	ZGSZ	SHENZHEN/Bao'an	RS	Y		
	RCSS	TAIBEI/Songshan	AS	Y		
	RCTP	TAIBEI CITY/Taibei Intl	RS	Y		
	ZBYN	TAIYUAN/Wusu	AS	Y		
	ZBTJ	TIANJIN/Binhai	RS	Y		
	ZWWW	URUMQI/Diwopu	RS	Y		
	ZHHH	WUHAN/Tianhe	RNS	Y		
	ZSAM	XIAMEN/Gaoqi	RS	Y		
	ZLXY	XTAN/Xianyang	RS	Y		
	ZUXC	XICHANG/Qingshan	RNS	Y		
	Cook Island (1)	NCRG	RAROTONGA/Rarotonga Intl	RS	Y	
	DPR Korea (1)	ZKPY	SUNAN/Sunan	RS	Y	Pyongyang Int'l Airport
	Fiji (2)	NFFN	NADI/Nadi Intl	RS	Y	Aerodrome Certificate
		NFSU	SUVA/Nausori	RS	Y	Aerodrome Certificate

Member State	International Airports listed in RANP		Airport Certified Yes/no	SMS implemented at airport Yes/no	Remarks
French Polynesia (1)-OT	NTAA	TAHITI/Faaa RS	Y	Y	International traffic
Hong Kong, China (1)	VHHH	HONG KONG/Hong Kong Intl RS	Y	Y	
India (21)	VAAH	AHMEDABAD/Sardar Vallabhai Patel Int'l Airport RS	Y		
	VIAR	AMRITSAR/ Rajasansi Airport RS	Y		
	VOBL	BANGALORE/Bangalore International Airport RS	Y		
	VOCL	CALICUT/ Calicut International Airport RS	Y		
	VOMM	CHENNAI/Chennai International Airport RS	Y		
	VOCB	COIMBATORE/Coimbatore Airport RS	Y		
	VOCI	COCHIN/Cochin International Airport RS	Y		
	VEGY	GAYA/Gaya Airport RS			
	VEGT	GUWAHATI/Lokpriya Gopinath Bordoloi Airport RS	Y		
	VOHS	HYDERABAD/Rajiv Gandhi International Airport RS	Y		
	VIJP	JAIPUR/Jaipur Airport RS	Y		
	VECC	KOLKATA/Netaji Subhash Chandra Bose Intl Airport RS	Y		
	VILK	LUCKNOW/Choudhry Charan Singh Airport RS	Y		
	VOML	MANGALORE/Mangalore Airport RS	Y		
	VABB	MUMBAI/Chhatrapati Shivaji International Airport RS	Y		
	VANP	NAGPUR/DR Ambedkar Airport RS	Y		
	VIDP	NEW DELHI/Indira Gandhi International Airport RS	Y		
	VEPT	PATNA/Jai Prakash Narayan International Airport RS			
	VOTR	TIRUCHCHIRAPPALLI/Tiruchchirappalli Airport RS			
	VOTV	TRIVANDRUM/Trivandrum International Airport RS	Y		
	VIBN	VARANASI/Lal Bahadur Shastri Airport RS	Y		

Member State	International Airports listed in RANP	Airport Certified Yes/no	SMS implemented at airport Yes/no	Remarks
Indonesia (21)	WAPP AMBON/Pattimura RNS	Y	Y	
	WADD BALI/Ngurah Rai RS	Y	Y	
	WALL BALIKPAPAN/Sepinggan RS	Y	Y	
	WAOO BANJARMASIN/Syamsudin Noor AS	Y	Y	
	WIDD BATAM/Hang Nadim RS	Y	Y	
	WABB BIAK/Frans Kaisiepo RS	Y	Y	
	WIHH JAKARTA/Halimperdana Kusuma RNS	Y	Y	
	WIII JAKARTA/Soekarno Hatta RS	Y	Y	
	WAJJ JAYAPURA/Sentani RS	Y	Y	
	WATT KUPANG/El Tari RS	Y	Y	
	WAMM MANADO/Sam Ratulangi RS	Y	Y	
	WIMM MEDAN/ Kualanamu RS	Y	Y	
	WAKK MERAUKE/Mopah RNS	Y	Y	
	WIPT PADANG/-Minangkabau RS	Y	Y	
	WIPP PALEMBANG/Sultan Mahmud Badaruddin II RNS	Y	Y	
	WIBB PEKANBARU/Sultan Syarif Kasim II RS	Y	Y	
	WIOO PONTIANAK/Supadio RS	Y	Y	
	WARR SURABAYA/Juanda RS	Y	Y	
	WIDN TANJUNG PINANG/ Raja Haji Fisabilillah RNS	Y	Y	
	WALR TARAKAN/Juwata RS	Y	Y	
	WAAA MAKASSAR/Sultan Hasanuddin RNS	Y	Y	
Japan (18)	RJFF FUKUOKA/Fukuoka RS	Y	Y	
	RJCH HAKODATE/Hakodate AS	Y	Y	
	RJOA HIROSHIMA/Hiroshima RS	Y	Y	
	RJFK KAGOSHIMA/Kagoshima RS	Y	Y	
	RJBB KANSAI/Kansai Intl RS	Y	Y	
	RJFT KUMAMOTO/Kumamoto RS	Y	Y	
	RJFU NAGASAKI/Nagasaki RS	Y	Y	
	RJGG NAGOYA/Chubu Centrair Intl RS	Y	Y	
	ROAH NAHA/Naha RS	Y	Y	
	RJSN NIIGATA/Niigata RS	Y	Y	
RJFO OITA/Oita RS	Y	Y		

Member State	International Airports listed in RANP	Airport Certified Yes/no	SMS implemented at airport Yes/no	Remarks
Japan (cont'd)	RJOB OKAYAMA/Okayama RS	Y	Y	
	RJOO OSAKA/Osaka Intl AS	Y	Y	
	RJCC SAPPORO/New Chitose RS	Y	Y	
	RJSS SENDAI/Sendai RNS	Y	Y	
	RJOT TAKAMATSU/Takamatsu RS	Y	Y	
	RJAA TOKYO/Narita Intl RS	Y	Y	
	RJTT TOKYO/Tokyo Intl AS	Y	Y	
Kiribati (2)	PLCH KIRITIMATI I./Christmas I. RS			
	NGTA TARAWA/Bonriki Intl RS			
Lao PDR (1)	VLVT VIENTIANE/Wattay RS			
Macau China (1)	VMMC MACAO/Macao Intl RS	Y	Y	New certification in progress
Malaysia (6)	WMKJ JOHOR BAHRU/Sultan Ismail RS	Y	Y	
	WBKK KOTA KINABALU/Kota Kinabalu Intl RS	Y	Y	
	WBGK KUCHING/Kuching RS	Y	Y	
	WMKP PENANG/Penang Intl RS	Y	Y	
	WMKL PULAU LANGKAWI/Pulau Langkawi RS	Y	Y	
	WMKK SEPANG/KL Intl RS	Y	Y	
	Maldives (4)	VRMG GAN/Gan International AS	Y	N
VRMM MALE/Male Intl RS		Y	Y	
VRMH HANIMAADHOO/Hanimaadhoo Intl RS		Y	N	SMS implementation plan to be introduced
VRMV MAAMIGILI/Villa Intl RS		Y	Y	
Marshal islands (1)	PKMJ MAJURO ATOLL/Marshall Is. Intl RS	Y	N	In Progress
Micronesia (3)	PTPN POHNPEI I./Pohnpei Intl RS			
	PTKK WENO I./FM Chuuk Intl RS			
	PTYA YAP I./Yap Intl RS			
Mongolia (1)	ZMUB ULAANBAATAR/Ulaanbaatar RS	Y		SMS implementation plan introduced
Myanmar (1)	VYYY YANGON/Yangon Intl RS	Y	Phase I Introduced	
Nauru (1)	AUUU NAURU I./Nauru I. RS			
Nepal (1)	VNKT KATHMANDU/Kathmandu RS	Y		
New Caledonia (1) OT	NWWW NOUMEA/La Tontouta RS	Y	Y	International traffic
New Zealand (3)	NZAA AUCKLAND/Auckland Intl RS	Y	Y	Voluntary

Member State	International Airports listed in RANP	Airport Certified Yes/no	SMS implemented at airport Yes/no	Remarks
	NZCH CHRISTCHURCH/Christchurch Intl RS	Y	Y	Voluntary
	NZWN WELLINGTON/Wellington Intl RS	Y	Y	Voluntary
OT	NIUE NIUE/Hanan Intl RS			
Pakistan (6)	OPGD GWADAR/Gwadar RS			
	OPRN ISLAMABAD/Benazir Bhutto Intl RS	Y	Y	
	OPKC KARACHI/Jinnah Intl RS	Y	Y	
	OPLA LAHORE/Allama Iqbal Intl RS	Y	Y	
	OPNH NAWABSHAH/Nawabshah AS			
	OPPS PESHAWAR/Peshawar RS	Y	Y	
Palau (1)	PTRO BABELTHAUP I/Koror RS			In Progress
Papua New Guinea (2)	AYPY PORT MORESBY/Port Moresby RS	Y	Y	
	AYVN VANIMO/Vanimo RS			
Philippines (7)	RPMD DAVAO/Francisco Bangoy Intl RNS	In Progress		
	RPLI LAOAG/Laoag Intl AS	In Progress		
	RPVM LAPU-LAPU/Mactan Cebu RS	Y	Y	
	RPLL MANILA/Ninoy Aquino Intl RS	In Progress		
	RPLC PAMPANGA/Clark Intl RNS			
	RPLB SUBIC BAY/Subic Bay Intl RNS			
	RPMZ ZAMBOANGA/Zamboanga Intl RNS	In Progress		
ROP Korea (8)	RKTU CHEONGJU/Cheongju RS	Y	Y	
	RKTN DAEGU/Daegu RS	Y	Y	
	RKPK GIMHAE/Gimhae RS	Y	Y	
	RKSS GIMPO/Gimpo AS	Y	Y	
	RKSI INCHEON/Incheon RS	Y	Y	
	RKPC JEJU/Jeju RS	Y	Y	
	RKNY YANGYANG/Yangyang RS	Y	Y	
	RKJB MUAN/Muan Intl RS	Y	Y	
Samoa (1)	NSFA FALEOLO/Faleolo Intl RS	Y	PENDING	
Singapore (3)	WSAP PAYA LEBAR/Paya Lebar (RSAF) AS			
	WSSL SELETAR/Seletar RS	Y	Y	
Singapore (cont'd)	WSSS SINGAPORE/Changi RS	Y	Y	

Member State	International Airports listed in RANP		Airport Certified Yes/no	SMS implemented at airport Yes/no	Remarks
Solomon Islands (1)	AGGH	HONIARA/Henderson RS	N	N	State in the process of establishing airport operator legislation
Sri Lanka (2)	VCBI	COLOMBO/Bandaranaika Intl RS	Y	Y	
	VCRI	MATTALA/Mattala Rajapaksa Intl RS	Y		
Thailand (12)	VTBD	BANGKOK/Bangkok Intl RS	Y	Y	
	VTBS	BANGKOK/Suvarnabhumi Intl RS	Y	Y	
	VTCC	CHIANG MAI/Chiang Mai Intl RS	Y	Y	
	VTCT	CHIANG RAI/ Mae Fah Luang- Chiang Rai Intl RS	Y	Y	
	VTUK	KHON KAEN/Khon Kaen RS			
	VTSG	KRABI/ Krabi RS			
	VTTP	PHITSANULOK/Phitsanulok RS			
	VTSP	PHUKET/Phuket Intl RS	Y	Y	
	VTBU	RAYONG/U-Taphao Pattaya Intl RS			
	VTSS	SONGKHLA/Hat Yai Intl RS	Y	Y	
	VTSB	SURAT THANI/Surat Thani RS			
	VTUU	UBON RATCHATHANI/Ubon Ratchathani RS			
Timor Leste					
Tonga (2)	NFTF	FUA'AMOTU/Fua'amotu Intl RS	Y	Y	Establishment of acceptable level of safety for Tonga is in progress
	NFTV	VAVA'U/Vava'u RS	In progress	In progress	
Tuvalu (1) NCS	NGFU	FUNAFUTI/Funafuti Intl RS			
Vanuatu (2)	NVVV	PORT VILA/Bauerfield RS	Y	Y	
	NVSS	SANTO/Pekoa RS	Y	Y	
Vietnam (7)	VVCT	CAN THO/Can Tho RS			
	VVDN	DA NANG/Da Nang RS	Y		
	VVNB	HA NOI/Noi Bai RS	Y		
	VVTS	HO CHI MINH/Tan Son Nhat RS	Y		
	VVPB	HUE/Phu Bai RS			
	VVCR	KHANH HOA/Cam Ranh RS			
	VVPQ	KIEN GIANG/Phu Quoc RS			
Wallis et Futuna Island	XXXX	WALLIS HIHIFO	Y	Y	International traffic



Sample Civil Aviation Regulations for Aerodromes (AGA)

First Edition (unedited version) — November 2013

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International Civil Aviation Organization

SAMPLE CIVIL AVIATION REGULATIONS

[STATE]

PART 14 — AERODROMES

NOVEMBER 2013

AMENDMENTS

Location	Date	Description

INSTRUCTIONS TO STATES

(not for inclusion in the regulation)

1. Part 14 of the Sample Regulations prescribes regulatory requirements for aerodrome operators and is based mainly upon the requirements of ICAO Annex 14 — *Aerodromes*, Volume I, Amendment 10-B. In addition, pertinent material from Doc 9774 — *Manual on Certification of Aerodromes* has been incorporated as required.
2. The Sample Regulations incorporate ICAO standards and does not include any recommended practices. An exception is made where the recommended practice clearly supports the implementation of a standard. In adapting the regulations, States should review the recommended practices to determine which should be incorporated into these regulations.
3. It should be recognized, that with respect to service providers, there are considerable differences in State legislation and processes, particularly the authority that may be found in enabling statutes which will impact on the degree to which regulation may be necessary. In adapting this material, consideration should be taken to determine the extent to which regulation is required to achieve the desired outcome of ICAO SARPs.
4. The Sample Regulations should be considered as technical drafts which would serve as a basis for development of legal drafts as determined by the appropriate legal structure and processes of your State.
5. When adapting this material, as a minimum, States will need to replace all wording within [] with wording appropriate to your State.

Table of Contents

	<i>Page</i>
Part 14.1 – General	4
Part 14.2 – Certified aerodromes	6
Part 14.3 – Obstacles and hazards	18
Part 14.4 – Aerodrome rescue and firefighting services	20
Appendix 1: Schedule of the aerodrome certification regulations	22
Appendix 2: Framework for a Safety Management System (SMS)	30

Part 14.1 – General

14.1.1 Scope of [State Civil Aviation Regulation] - governing aerodromes

14.1.1.1 The [CAR Aerodromes] specifies regulations about aerodromes in regard to the following:

- a) certification of aerodromes and the requirements that apply to operators of certified aerodromes;
- b) reporting and inspection requirements that apply to operators of certified aerodromes used for air transport operations, whether such operations are regular or scheduled or otherwise, and are for the carriage of passengers, freight or mail by persons or organizations holding permissions issued by the [State CAA];
- c) matters dealing with obstacles and hazards in airspace; and
- d) aerodrome operational services including rescue and firefighting services.

14.1.2 Access to aerodromes

14.1.2.1 The operator of an aerodrome shall allow the [State CAA] to inspect: aerodrome facilities, equipment, services, operating procedures, aerodrome operator's documents and records, and Safety Management System for the purpose of aviation safety, or any other facility/documentation related to the aerodromes that the [State CAA] considers relevant to the inspection.

14.1.2.2 The aerodrome operator shall allow access for personnel authorized by the [State CAA] to any part of the aerodrome or any aerodrome facilities, equipment, documentation or records for the purposes of sub-regulation 14.1.2 (1).

14.1.3 Definitions for this part

14.1.3.1 For the purpose of these regulations, the definitions as contained in ICAO Annexes 1 through to 19, as amended from time to time, shall apply unless otherwise indicated in sub-regulation 14.1.3.2;

14.1.3.2 Additional definitions or any definitions that differ from those contained in the ICAO Annexes.

- a) Aerodrome standards. Information and rules contained in the document called Manual of Standards (MOS) – Aerodromes published by the [State CAA] as amended from time to time.
- b) Unserviceable area. A part of the movement area that is unfit and unavailable for use by an aircraft.
- c) Work area. A part of the aerodrome in which maintenance or construction works are in progress that may endanger the safety of an aircraft.

14.1.4 Standards for aerodromes

14.1.4.1 The [Director General] may, in such manner as he thinks fit, publish a MOS – Aerodromes, containing such standards, recommended practices and guidance material on aerodromes as he may determine to be applicable in [State].

14.1.4.2 Any reference in these regulations to aerodrome standards and practices is a reference to the standards and practices for aerodromes that are set out in the Manual of Standards Aerodromes as amended from time to time.

14.1.4.3 An aerodrome operator shall comply with the standards, practices and procedures that are required by the MOS – Aerodromes, as appropriate to the operations conducted at the aerodrome and the requirements for aircraft using the aerodrome.

14.1.5 Exemptions

14.1.5.1 The [State CAA] may, in writing, exempt an aerodrome operator from compliance with the specified provisions of this regulation or specified standards set out in the aerodrome standards.

14.1.5.2 Before deciding to exempt an aerodrome operator, the [State CAA] shall take into account any relevant considerations relating to the safety of air navigation.

14.1.5.3 The aerodrome operator shall present an aeronautical study to the [State CAA], that contains a risk analysis of that non-compliant aerodrome standards and demonstrates that the level of air navigation safety is acceptable to the [State CAA].

14.1.5.4 The validity of any exemption is dependent on the operator complying with any condition that the [State CAA] specifies in the exemption as being necessary in the interests of safety of air navigation.

14.1.5.5 The aerodrome operator shall comply with a condition specified in the exemption.

Part 14.2 – Certified aerodromes

14.2.1 Requirements for an aerodrome certificate

14.2.1.1 An aerodrome shall only be operated by an operator who holds a valid certificate issued by the [State CAA] when:

- a) the aerodrome is used for any international air transportation operation;
- b) the aerodrome is used for any national air transportation operation that is conducted using aircraft certified for a maximum of more than 30 passenger seats;
- c) at the request of the aerodrome operator; or
- d) at the request/discretion of the [State CAA].

14.2.2 Application for an aerodrome certificate

14.2.2.1 A person may apply to the [State CAA] for an aerodrome certificate to permit the person to operate an aerodrome at the place specified in the application.

14.2.2.2 The application shall be in the approved form.

14.2.3 Grant of an aerodrome certificate

14.2.3.1 The [State CAA] shall grant an aerodrome certificate to an applicant under regulation 14.2.1, if:

- a) the aerodrome's facilities services and equipment are in accordance with the standards specified in the MOS – Aerodromes, for a certified aerodrome;
- b) the aerodrome's operating procedures make satisfactory provision for the safety of the aircraft;
- c) the aerodrome manual has been accepted by the CAA and it meets the requirements established in regulation 14.2.13;
- d) the applicant would, if the certificate is granted, have adequate competent and qualified personnel to be able to properly operate and maintain the aerodrome; and
- e) an acceptable aerodrome Safety Management System (SMS) is implemented.

14.2.4 Amendment of an aerodrome certificate

14.2.4.1 An aerodrome operator, holder of an aerodrome certificate as established in 14.2.3, can request to the [State CAA] the amendment of the aerodrome certificate when:

- a) there is a change in the ownership or management of the aerodrome;
- b) there is a change in the use or operation of the aerodrome;
- c) there is a change in the boundaries of the aerodrome;
- d) there is any change on the original conditions of the aerodrome certification; or
- e) at the request of the aerodrome certificate holder.

14.2.5 – 14.2.6 RESERVED

14.2.7 Duration of an aerodrome certificate

14.2.7.1 An aerodrome certificate remains in force unless it is suspended or cancelled.

14.2.8 Suspension or cancellation by the [State CAA]

14.2.8.1 The [State CAA] may, by written notice given to the holder of an aerodrome certificate, suspend or cancel the certificate if there are reasonable grounds for believing that:

- a) the aerodrome facilities, operations or maintenance are not of the standard necessary for the interests of the safety of air navigation; or
- b) the holder has contravened a condition attached to the aerodrome certificate.

14.2.8.2 Before cancelling an aerodrome certificate, the [State CAA] shall:

- a) give to the holder a show cause notice in writing that:
 - (i) sets out the facts and circumstances that, in the opinion of the [State CAA], would justify the cancellation; and
 - (ii) invite the holder to show cause, in writing, within thirty (30) days after the date of the notice, why the certificate should not be cancelled; and
- b) take into account any written submissions that the holder makes to the [State CAA] within the time allowed under sub-paragraph a) (ii).

14.2.9 Cancellation at request by the holder

14.2.9.1 If the holder of an aerodrome certificate wishes to surrender the certificate, the holder shall give not less than 60 days written notice to the [State CAA] of the date on which the holder will surrender the certificate.

14.2.9.2 The [State CAA] shall cancel the certificate on the date specified by the certificate holder for surrender of the certificate.

14.2.10 Return of certificate if cancelled

14.2.10.1 If the [State CAA] cancels an aerodrome certificate, the person who was the certificate holder shall return the aerodrome certificate to the [State CAA] immediately.

14.2.11 Transfer of an aerodrome certificate

14.2.11.1 The [State CAA] may give its consent to and issue an instrument of transfer of an aerodrome certificate to a transferee when:

- a) the current holder of the aerodrome certificate notifies the [State CAA], in writing, at least ninety (90) days before ceasing to operate the aerodrome, that the current holder will cease to operate the aerodrome as of the date specified in the notice;
- b) the current holder of the aerodrome certificate notifies the [State CAA], in writing, of the name of the transferee;

- c) the transferee applies to the [State CAA], in writing, within 60 days before the current holder of the aerodrome certificate ceases to operate the aerodrome for the aerodrome certificate to be transferred to the transferee; and
- d) the requirements set out in regulation 14.2.3, 14.2.3.1 d) are met in respect of the transferee.

14.2.11.2 If the [State CAA] does not consent to the transfer of an aerodrome certificate, it shall notify the transferee, in writing, of its reasons no later than fifteen (15) days after making that decision.

14.2.12 Interim aerodrome certificate

14.2.12.1 The [State CAA] may grant a temporary aerodrome certificate to an applicant if the [State CAA] is satisfied that:

- a) an aerodrome certificate in respect of the aerodrome will be issued to the applicant or transferred to the transferee as soon as the application procedure for the grant or transfer of an aerodrome certificate has been completed; and
- b) the grant of the interim certificate is in the public interest and is not detrimental to aviation safety.

14.2.12.2 An interim aerodrome certificate issued pursuant to sub-regulation 14.2.12.1 shall expire on:

- a) the date on which the aerodrome certificate is issued or transferred; or
- b) the expiry date specified in the interim aerodrome certificate;

whichever is earlier.

14.2.12.3 These regulations apply to an interim aerodrome certificate in the same manner as they apply to an aerodrome certificate.

14.2.13 Provision and location of the aerodrome manual

14.2.13.1 The operator of a certified aerodrome shall have an aerodrome manual, in accordance with the requirements of the sub-regulation 14.2.13.

14.2.13.2 The operator's aerodrome manual and any amendments thereto shall be acceptable to the [State CAA].

14.2.13.3 The operator shall give the [State CAA] a copy of the manual and shall keep another copy at the aerodrome. If the operator's principal place of business is not at the aerodrome, an additional copy of the manual shall also be kept at the principal place of business.

14.2.13.4 The operator shall make the copy of the manual kept at the aerodrome, and the operator's principal place of business if applicable, available for inspection by authorized persons whenever the aerodrome is operational.

14.2.14 Information to be included in the aerodrome manual

14.2.14.1 For sub-regulation 14.2.13, the aerodrome manual shall include the information as contained in Appendix 1.

14.2.15 Form of aerodrome manual

14.2.15.1 Unless otherwise approved by the [State CAA], the operator of a certified aerodrome shall keep the master copy of the aerodrome manual for the aerodrome in a printed form.

14.2.15.2 Other copies of the manual may be kept in a printed or an electronic form.

14.2.15.3 The manual may consist of more than one part.

14.2.15.4 The operator shall keep the manual so that a person reading the manual shall know:

- a) when changes have been made to the information in the manual; and
- b) whether the manual is up-to-date.

14.2.16 Amendments of the aerodrome manual

14.2.16.1 The operator of a certified aerodrome shall amend the aerodrome manual for the aerodrome, whenever it is necessary to do so, to maintain the accuracy of information in the manual.

14.2.16.2 To maintain the accuracy of the aerodrome manual, the [State CAA] may give written direction to the operator requiring the operator to amend the manual in accordance with such a direction.

14.2.16.3 An operator shall comply with a direction given to the operator under sub-regulation 14.2.16.2.

14.2.17 Notice of amendments

14.2.17.1 The operator of a certified aerodrome shall inform the [State CAA], in writing, of any amendment that the operator makes to the aerodrome manual for the aerodrome within thirty (30) days after the amendment is made.

14.2.18 Aerodrome manual procedures

14.2.18.1 Subject to any directions issued under sub-regulation 14.2.18.2, the operator of a certified aerodrome shall operate and maintain the aerodrome in accordance with the procedures set out in the aerodrome manual for the aerodrome.

14.2.18.2 The [State CAA] may direct the operator of a certified aerodrome to change the procedures set out in the aerodrome manual, if the [State CAA] considers such changes to be necessary in the interests of the safety of air navigation.

14.2.18.3 An operator shall comply with a direction given to the operator under sub-regulation 14.2.18.2.

14.2.19 Care and diligence in operation and maintenance

14.2.19.1 The operator of a certified aerodrome shall ensure that the aerodrome is operated and maintained with a reasonable degree of care and diligence.

14.2.19.2 If directed by the [State CAA] in consideration of the safety, regularity and efficiency of air navigation, an aerodrome operator shall implement a maintenance program at the aerodrome. Such a maintenance program shall comply with the requirements specified in the MOS – Aerodromes and shall include preventive maintenance work as well as routine inspections and corrective maintenance work.

14.2.20 Aerodrome condition notification

14.2.20.1 The operator of a certified aerodrome shall notify the Aeronautical Information Service (AIS), as soon as practicable (for the issue of a Notice to Airmen [NOTAM]), of any aerodrome operational condition or defect at the aerodrome that may affect the safe operation of aircraft.

14.2.20.2 Each holder of an aerodrome operating certificate shall establish procedures for restricting aircraft operations where an unsafe condition exists on an aerodrome.

14.2.20.3 The procedures shall ensure that operations are not conducted on portions of the aerodrome where such an unsafe condition exists.

14.2.21 Works safety officer

14.2.21.1 If aerodrome works are being carried out at a certified aerodrome, the operator of the aerodrome shall ensure that a person performs the works safety officer function for those works.

14.2.21.2 The function of a works safety officer is to ensure aerodrome safety while the aerodrome works are being carried out.

14.2.21.3 The operator shall not require a person to perform as a works safety officer for the aerodrome works if the person has not been trained, in accordance with aerodrome standards, to perform the works safety officer's functions.

14.2.22 Training of aerodrome personnel

14.2.22.1 The operator of a certified aerodrome shall ensure that all personnel of the operator are trained in accordance with the standards for training aerodrome personnel set out in the aerodrome standards.

14.2.22.2 The operator of a certified aerodrome shall ensure that all personnel required to operate and maintain the aerodrome and its equipment, facilities and services are assessed as competent and that programs are adopted to ensure competency is maintained.

14.2.23 Notice of deviation

14.2.23.1 This regulation applies if a deviation from a procedure set out in the aerodrome manual for a certified aerodrome is made to ensure the safety of aircraft.

14.2.23.2 The operator of the aerodrome shall inform the [State CAA] in writing, of the deviation within thirty (30) days after the deviation was made.

14.2.24 Notice of changes in physical condition of aerodrome

14.2.24.1 The operator of a certified aerodrome shall, in accordance with the aerodrome standards, give notice to the [State CAA] of:

- a) any temporary or permanent change in the physical condition of the aerodrome that may affect the safety of aircraft; and
- b) any other occurrence relating to the operation or maintenance of the aerodrome that may affect the safety of aircraft.

14.2.24.2 If the aerodrome is a controlled aerodrome, the notice shall also be given to air traffic control.

14.2.25 Notice of changes in information published in the AIP

14.2.25.1 To maintain accuracy of the information published in Aeronautical Information Publications (AIP) relating to a certified aerodrome, the operator of the aerodrome shall inform the [State CAA], in writing, as soon as practicable of any change required to that information.

14.2.26 Physical characteristics of movement area

14.2.26.1 The operator of a certified aerodrome shall ensure that the physical characteristics of the movement area comply with the standards set out in aerodrome standards.

14.2.27 Aerodrome markings

14.2.27.1 The operator of a certified aerodrome shall mark the following areas of the aerodrome in accordance with the standards set out in aerodrome standards.

- a) the movement area;
- b) any unserviceable area;
- c) any obstacle; and
- d) any works area on or near the movement area.

14.2.27.2 The operator shall ensure that all aerodrome markings are maintained in accordance with the standards set out in the MOS – Aerodromes.

14.2.28 Signal area

14.2.28.1 The operator of a certified aerodrome that does not have a continuous air traffic service provided by air traffic control during the day shall provide a signal area in accordance with the standards set out in the aerodrome standards.

14.2.28.2 The operator shall display an appropriate signal in the signal area in any circumstances set out in the aerodrome standards that require such a signal to be displayed.

14.2.28.3 The operator shall ensure that the signal area and any signal displayed in it are clearly visible to any aircraft intending to use the aerodrome.

14.2.29 Wind direction indicators – general

14.2.29.1 The operator of a certified aerodrome shall, in accordance with the standards for wind direction indicators set out in the MOS – Aerodromes, shall install and maintain at least one wind direction indicator at the aerodrome.

14.2.30 Wind direction indicators - requirement for certain runways

14.2.30.1 If a runway at a certified aerodrome is used in non-precision approach operations, the operator of the aerodrome shall ensure that there is a wind direction indicator near the end or ends of the runway at which instrument non-precision approach operations can be conducted.

14.2.30.2 An aerodrome operator is not required to comply with sub-regulation 14.2.30.1, only if the [State CAA] is satisfied that surface wind information shall be passed to the pilots of the aircraft approaching the runway by:

- a) an automatic weather observing system that:
 - (i) is compatible with the [State aviation weather] weather observing system; and
 - (ii) provides surface wind information through an aerodrome weather information broadcast; or
- b) an approved observer having a communication link with pilots through which timely information about surface wind shall be clearly passed to pilots; or
- c) any other approved means of providing surface wind information.

14.2.31 Visual approach slope indicator system

14.2.31.1 The operator of a certified aerodrome shall, in accordance with the standards for visual approach slope indicator systems set out in the aerodrome standards, provide an approved visual approach slope indicator system for the end of a runway at the aerodrome if that end is regularly used as the approach end for jet-propelled aircraft conducting regular air transport operations or charter operations.

14.2.31.2 The [State CAA] may direct the operator to provide an approved visual approach slope indicator system for the approach end or ends of a runway to which sub-regulation 14.2.31.1 does not apply, if the [State CAA] considers it necessary in the interest of the safety of aircraft.

14.2.31.3 The operator shall comply with a direction given by the [State CAA] under sub-regulation 14.2.31.2.

14.2.32 Lighting of movement area

14.2.32.1 If a certified aerodrome is available for an aircraft to land or take-off at night or in less than Visual Meteorological Condition (VMC) during the day, the operator of the aerodrome shall provide and maintain a lighting system for the movement area of the aerodrome that is in accordance with sub-regulations 14.2.32.2 and 14.2.32.3.

14.2.32.2 The lighting system shall include:

- a) lighting of runways, taxiways and aprons intended for use at night or in less than VMC during the day;
- b) lighting of at least one wind direction indicator;
- c) lighting of obstacles within the movement area;
- d) lighting of any unserviceable and work areas which shall incorporate extinguished permanent lights as necessary; and
- e) if the aerodrome has a runway intended to serve Category I, II or III precision approach operations – approach, runway and taxiway lighting for the runway and taxiway(s).

14.2.32.3 The lighting system shall:

- a) if the lighting system is of a kind for which aerodrome standards are available – meet those standards; or
- b) in any other case; be, or be of a kind, approved by the [State CAA].

14.2.33 Checking of lighting systems

14.2.33.1 The operator of a certified aerodrome shall not put a new lighting system of a kind mentioned in sub-regulation 14.2.33.3 into service at the aerodrome unless both of the following requirements are met:

- a) an approved pilot has conducted a flight check of the system; and
- b) an electrical engineer or a licensed electrician has checked the system for compliance with any applicable electrical specifications and technical standards set out in the aerodrome standards.

14.2.33.2 If checking compliance with a specification requires the use of survey instruments, the operator shall ensure that the checking is done by:

- a) a person with a degree, diploma or certificate in surveying or civil engineering; or
- b) a person with experience and competence in surveying that is acceptable to the [State CAA].

14.2.33.3 For sub-regulation 14.2.33.1, the kinds of lighting systems are as follows:

- a) an approach lighting system;
- b) a runway lighting system for instrument approach runways; and
- c) a visual approach slope indicator system for jet-propelled aircraft (other than a system intended for use on a temporary basis for a period not longer than thirty (30) days).

14.2.34 Aerodrome emergency plan

- 14.2.34.1 The aerodrome operator for a certified aerodrome shall prepare an aerodrome emergency plan.
- 14.2.34.2 The plan shall include:
- a) activities commensurate with the aircraft operations and other activities conducted at the aerodrome;
 - b) procedures for coordinating the responses of all actions to be taken in the event of an emergency occurring on or in the vicinity of the aerodrome;
 - c) if the aerodrome is located in a difficult environment to the extent that it is close to water or swampy areas and a significant portion of approach or departure operations takes place over these areas, coordination with readily available appropriate specialist rescue services; and
 - d) human factor principles to ensure optimum response by all agencies participating in the emergency situations.

14.2.35 Aerodrome emergency committee

- 14.2.35.1 The operator of a certified aerodrome may establish an aerodrome emergency committee.
- 14.2.35.2 If established, the committee shall:
- a) include, wherever practicable, a representative from any fire, police, medical, military or other emergency service that, having regard to the location of the aerodrome, would be likely to be asked to assist if there were an emergency at the aerodrome; and
 - b) review the emergency plan at least once a year and make any changes to the plan to ensure that it operates properly.
- 14.2.35.3 As soon as practicable after an emergency exercise has been carried out at the aerodrome, or if an emergency has occurred at the aerodrome as soon as practicable after the emergency, the operator of the aerodrome shall or alternatively arrange for the committee to:
- a) review the effectiveness of the responses to the exercise or the emergency;
 - b) assess the adequacy of the emergency plan to deal with emergencies at the aerodrome; and
 - c) take such corrective action as is necessary to ensure that the plan operates properly.
- 14.2.35.4 The review, assessment and corrective actions if any shall be carried out in consultation with the emergency service organizations referred to in the emergency plan.

14.2.35.5 The operator shall ensure that:

- a) records of each review of the emergency plan carried out under this regulation are kept; and
- b) each record is retained for at least three (3) years after the review to which the record was carried out.

14.2.36 Testing of Aerodrome Emergency Plan

14.2.36.1 Subject to this regulation, the operator of a certified aerodrome shall conduct a full-scale emergency exercise at least once every two (2) years to test:

- a) the coordination of the emergency service organizations referred to in the aerodrome's emergency plan; and
- b) the adequacy of the procedures and facilities provided for in the plan.

14.2.36.2 In addition to the full-scale emergency exercise, the operator of a certified aerodrome shall conduct a partial emergency exercise in the intervening year to ensure any deficiencies identified during the full-scale exercise, or otherwise, have been remedied.

14.2.36.3 If a real emergency occurs at the aerodrome within six (6) months before a full-scale emergency exercise is due, the operator may ask the [State CAA] to extend the period within which the next full scale emergency exercise shall be conducted.

14.2.36.4 The [State CAA] shall grant the request if it is satisfied that:

- a) all emergency service organizations referred to in the plan responded to the real emergency; and
- b) the real emergency adequately tested the plan.

14.2.36.5 In granting the request, the [State CAA] may extend the period until the end of 2 years after the real emergency occurred.

14.2.37 – 14.2.38 RESERVED

14.2.39 Aerodrome technical inspections

14.2.39.1 An aerodrome technical inspection is an inspection of aerodrome facilities and equipment for an aerodrome to ensure that any deterioration that could make a facility unsafe for aircraft operations is detected.

14.2.39.2 The inspection shall include the following:

- a) an instrument survey of the approach, take-off and transitional surfaces;
- b) an inspection and testing of the aerodrome lighting and electrical reticulation systems, including the visual approach slope indicator;

- c) an electrical testing of any earthing points at the aerodrome;
- d) an inspection and assessment of the movement area pavements and drainage;
- e) an inspection of signs on the movement area;
- f) an inspection of facilities at the aerodrome used for any of the following:
 - (i) aerodrome emergencies;
 - (ii) the handling of hazardous materials;
 - (iii) bird and animal hazard management;
 - (iv) stand-by and emergency aerodrome lighting;
- g) an inspection of airside vehicle control arrangements (if any), including training arrangements;
- h) a check of the currency and accuracy of:
 - (i) aerodrome information published in the AIP; and
 - (ii) aerodrome operating procedures specified in the aerodrome manual for the aerodrome.

14.2.39.3 The inspection shall comply with all applicable standards for aerodrome technical inspections set out in aerodrome standards.

14.2.40 When aerodrome technical inspections shall be conducted

14.2.40.1 The operator of a certified aerodrome shall conduct an aerodrome technical inspection at intervals of not more than 12 months; or

14.2.40.2 If the operator has elected to have a part or parts of the inspection conducted at different times under sub-regulation 14.2.40.3, each part of the aerodrome shall be inspected at intervals of not more than 12 months.

14.2.40.3 The operator may elect to have a part or parts of an aerodrome technical inspection conducted at different times from the other parts.

14.2.40.4 If it appears from an aerodrome serviceability inspection that a particular facility at the aerodrome requires an aerodrome technical inspection, the operator shall ensure that the necessary technical inspection of the facility is conducted as soon as practicable.

14.2.40.5 The operator of a certified aerodrome shall:

- a) keep records of each technical inspection or each part of an inspection; and
- b) retain each record for at least three (3) years after the inspection to which the record relates was conducted.

14.2.41 Who may conduct aerodrome technical inspections

14.2.41.1 The operator of a certified aerodrome shall ensure that a person or persons with appropriate technical qualifications and experience conducts an aerodrome technical inspection.

14.2.41.2 In particular:

- a) the movement area, other pavements and drainage shall be inspected by a person who has a recognized degree, diploma or certificate in civil engineering or appropriate technical experience;
- b) the lighting and electrical facilities shall be inspected by a person who has a recognized degree, diploma or certificate in electrical engineering or a licensed electrician; and
- c) the obstacle limitation surfaces shall be inspected by a person who:
 - (i) is technically qualified or experienced in surveying; and
 - (ii) has a sound knowledge and understanding of the standards and survey procedures for obstacle limitation surfaces.

14.2.42 Planning and execution of aerodrome works

14.2.42.1 The operator of a certified aerodrome shall ensure that any aerodrome works at the aerodrome are carried in a way that does not create a hazard to aircraft, or confusion to pilots.

14.2.42.2 The operator shall comply with the aerodrome standards in relation to planning and notice requirements that shall be satisfied before aerodrome works may be carried out.

14.2.43 Safety Management System

14.2.43.1 The operator of a certified aerodrome shall ensure that the aerodrome has an acceptable Safety Management System (SMS) that shall:

- a) be established in accordance with the framework elements contained in Appendix 2; and
- b) be commensurate with the size of the aerodrome operator and the complexity of the aerodrome.

14.2.43.2 The SMS of an operator of a certified aerodrome, in accordance with Annex 14, shall be subject to the acceptance of the [State responsible for the aerodrome's certification].

Part 14.3 – Obstacles and hazards

14.3.1 Monitoring of airspace

14.3.1.1 The operator of a certified aerodrome or a registered aerodrome shall monitor the airspace around the aerodrome for infringement of the obstacle limitation surfaces by:

- a) any object, building or structure; or

- b) any gaseous efflux having a velocity exceeding 4.3 metres per second.

14.3.1.2 The monitoring shall be in accordance with the standards set out in the aerodrome standards.

14.3.2 Establishment of obstacle limitation surfaces

14.3.2.1 An aerodrome operator shall ensure that obstacle limitation surfaces are established for the aerodrome in accordance with the standards set out in the aerodrome standards.

14.3.3 Notice of obstacles

14.3.3.1 An aerodrome operator shall take all reasonable measures to ensure that obstacles at, or within the vicinity of the aerodrome are detected as quickly as possible.

14.3.3.2 If the operator becomes aware of the presence of an obstacle, the operator shall:

- a) inform the [State CAA] immediately, and
- b) provide to the [State CAA] details of:
 - (i) the height and location of the obstacle; and
 - (ii) amended declared distances and gradients, if applicable.

14.3.3.3 If the operator becomes aware of any development or proposed construction near the aerodrome that is likely to create an obstacle, the operator shall:

- a) inform the [State CAA] as soon as practicable; and
- b) provide the [State CAA] with details of the likely obstacle.

14.3.4 Structures 150 metres or more above ground level

14.3.4.1 A person who proposes to construct a building or structure, the top of which will be 150 metres or more above ground level shall inform the [State CAA] of that intention and the proposed height and location of the building or structure.

14.3.5 Hazardous objects

14.3.5.1 The [State CAA] may determine, in writing, that:

- a) an obstacle, or any proposed development or other proposed construction that is likely to create an obstacle; or
- b) a building or structure, the top of which is 150 metres or more above ground level; or
- c) a proposed building or structure, the top of which will be 150 metres or more above ground level, is or will be, a hazardous object because of its location, height or lack of marking or lighting.

14.3.5.2 The [State CAA] may determine in writing that a gaseous efflux having a velocity exceeding 4.3 metres per second is, or will be, a hazard to aircraft operations because of the velocity or location of the efflux.

14.3.5.3 If the [State CAA] makes a determination under sub-regulation 14.3.5.1 or 14.3.5.2, it shall:

- a) publish in the AIP or NOTAM particulars of the hazardous object or gaseous efflux to which the determination relates; and
- b) give written notice of the determination in accordance with sub-regulation 13.3.5.4.

14.3.5.4 The [State CAA] shall give a copy of the determination:

- a) in the case of a hazardous object that is a proposed building or structure:
 - (i) to the person proposing to construct the building or structure; and
 - (ii) to the authority or, if applicable, one or more of the authorities whose approval is required for the construction; and
- b) in any other case, if a person who owns or is in occupation or control of the hazardous object, or owns or is in control of the installation that produces the gaseous efflux, can reasonably be identified, to that person.

Part 14.4 – Aerodrome rescue and firefighting services

14.4.1 Aerodrome rescue and firefighting services

14.4.1.1 Rescue and firefighting equipment and services shall be provided at an aerodrome as directed by the [State CAA], and where so directed shall be in accordance with the specifications provided in aerodrome standards.

14.4.1.2 The operational objective of the Rescue and Fire Fighting Services (RFFS) shall be to achieve a response time not exceeding three (3) minutes to any point of each operational runway in optimum visibility and surface conditions.

14.4.1.3 All RFFS personnel shall be trained to perform their duties in an efficient manner and shall participate in live fire drills commensurate with the types of aircraft and types of rescue and firefighting equipment in use at the aerodrome, including pressure-fed fires. The RFFS training shall include training in human performance and team co-ordination.

14.4.1.4 All RFFS personnel responding to any emergency shall be provided with clothing and respiratory equipment to enable them to perform their duties in an effective manner.

14.4.1.5 Fire extinguishing equipment suitable at least for initial intervention in the event of a fire and personnel trained in its use shall be readily available during the ground servicing of an aircraft, and there shall be a means of quickly summoning the RFFS in the event of a fire or major fuel spill.

14.4.1.6 When an aircraft fuelling takes place while passengers are on board, embarking or disembarking, ground equipment shall be positioned so as to allow:

- a) the use of sufficient numbers of exits for expeditious evacuation; and
- b) a ready escape route from each of the exits to be used in an emergency.

APPENDIX 1

SCHEDULE OF THE AERODROME CERTIFICATION REGULATIONS (Particulars to be included in an aerodrome manual)

Part 1. General

- 1.1 General information, including the following:
- a) purpose and scope of the aerodrome manual;
 - b) legal requirements for an aerodrome certificate and an aerodrome manual as prescribed in the [State regulations];
 - c) conditions for use of the aerodrome – a statement to indicate that the aerodrome shall at all times, when it is available for the take-off and landing of aircraft, be so available to all persons on equal terms and conditions;
 - d) available aeronautical information system and procedures for its promulgation;
 - e) the system for recording aircraft movements; and
 - f) obligations of the aerodrome operator.

Part 2. Particulars of the aerodrome site

- 2.1 General information, including the following:
- a) a plan of the aerodrome showing the main aerodrome facilities for the operation of the aerodrome including, particularly, the location of each wind direction indicator;
 - b) a plan of the aerodrome showing the aerodrome boundaries;
 - c) a plan showing the distance of the aerodrome from the nearest city, town or other populous area, and the location of any aerodrome facilities and equipment outside the boundaries of the aerodrome; and
 - d) particulars of the title of the aerodrome site. If the boundaries of the aerodrome are not defined in the title documents particulars of the title to, or interest in, the property on which the aerodrome is located and a plan showing the boundaries and position of the aerodrome.

Part 3. Particular of the aerodrome required to be reported to the AIS

- 3.1 General information:
- a) the name of the aerodrome;
 - b) the location of the aerodrome;

- c) the geographical coordinates of the aerodrome reference point determined in terms of the World Geodetic System — 1984 (WGS-84) reference datum;
- d) the aerodrome elevation and geoid undulation;
- e) the elevation of each threshold and geoid undulation, the elevation of the runway end and any significant high and low points along the runway, and the highest elevation of the touchdown zone of a precision approach runway;
- f) the aerodrome reference temperature;
- g) details of the aerodrome beacon; and
- h) the name of the aerodrome operator and the address and telephone numbers at which the aerodrome operator may be contacted at all times.

3.2 Aerodrome dimensions and related information

3.2.1 General information, including the following:

- a) runway – true bearing, designation number, length, width, displaced threshold location, slope, surface type, type of runway and, for a precision approach runway, the existence of an obstacle free zone;
- b) length, width and surface type of strip, runway end safety areas, stopways;
- c) length, width and surface type of taxiways;
- d) apron surface type and aircraft stands;
- e) clearway length and ground profile;
- f) visual aids for approach procedures, viz. approach lighting type and visual approach slope indicator system (PAPI/APAPI and T-VASIS/AT-VASIS); marking and lighting of runways, taxiways, and aprons; other visual guidance and control aids on taxiways (including runway holding positions, intermediate holding positions and stop bars) and aprons, location and type of visual docking guidance system; availability of standby power for lighting;
- g) the location and radio frequency of VOR aerodrome checkpoints;
- h) the location and designation of standard taxi routes;
- i) the geographical coordinates of each threshold;
- j) the geographical coordinates of appropriate taxiway centre line points;
- k) the geographical coordinates of each aircraft stand;
- l) the geographical coordinates and the top elevation of significant obstacles in the approach and take-off areas, in the circling area and in the vicinity of the aerodrome. (This information

may best be shown in the form of charts such as those required for the preparation of aeronautical information publications, as specified in Annexes 4 and 15 to the Convention);

- m) pavement surface type and bearing strength using the Aircraft Classification Number — Pavement Classification Number (ACN-PCN) method;
- n) one or more pre-flight altimeter check locations established on an apron and their elevation;
- o) declared distances: take-off run available (TORA), take-off distance available (TODA), accelerate-stop distance available (ASDA), landing distance available (LDA);
- p) disabled aircraft removal plan: the telephone/telex/ facsimile numbers and e-mail address of the aerodrome coordinator for the removal of a disabled aircraft on or adjacent to the movement area, information on the capability to remove a disabled aircraft, expressed in terms of the largest type of aircraft which the aerodrome is equipped to remove; and
- q) rescue and fire-fighting: the level of protection provided, expressed in terms of the category of the rescue and fire-fighting services, which should be in accordance with the longest aeroplane normally using the aerodrome and the type and amounts of extinguishing agents normally available at the aerodrome.

Note.— The accuracy of the information in Part 3 is critical to aircraft safety. Information requiring engineering survey and assessment should be gathered or verified by qualified technical persons.

Part 4. Particulars of the aerodrome operating procedures and safety measures

4.1 Aerodrome reporting

4.1.1 Particulars of the procedures for reporting any changes to the aerodrome information set out in the AIP and procedures for requesting the issue of NOTAMs, including the following:

- a) arrangements for reporting any changes to the [State CAA] and recording the reporting of changes during and outside the normal hours of aerodrome operations;
- b) the names and roles of persons responsible for notifying the changes, and their telephone numbers during and outside the normal hours of aerodrome operations; and
- c) the address and telephone numbers, as provided by the [State CAA], of the place where changes are to be reported to the [State CAA].

4.2 Access to the aerodrome movement area

4.2.1 Particulars of the procedures that have been developed and are to be followed in coordination with the agency responsible for preventing unlawful interference in civil aviation at the aerodrome and for preventing unauthorized entry of persons, vehicles, equipment, animals or other things into the movement area, including the following:

- a) the role of the aerodrome operator, the aircraft operator, aerodrome fixed-base operators, the aerodrome security entity, the [State CAA] and other government departments, as applicable; and

- b) the names and roles of the personnel responsible for controlling access to the aerodrome, and the telephone numbers for contacting them during and after working hours.

4.3 Aerodrome emergency plan

4.3.1 Particulars of the aerodrome emergency plan, including the following:

- a) plans for dealing with emergencies occurring at the aerodrome or in its vicinity, including the malfunction of aircraft in flight; structural fires; sabotage, including bomb threats (aircraft or structure); unlawful seizure of aircraft; and incidents on the airport covering “during the emergency” and “after the emergency” considerations;
- b) details of tests for aerodrome facilities and equipment to be used in emergencies, including the frequency of those tests;
- c) details of exercises to test emergency plans, including the frequency of those exercises;
- d) a list of organizations, agencies and persons of authority, both on- and off-airport, for site roles; their telephone and facsimile numbers, e-mail and SITA addresses and the radio frequencies of their offices;
- e) the establishment of an aerodrome emergency committee to organize training and other preparations for dealing with emergencies; and
- f) the appointment of an on-scene commander for the overall emergency operation.

4.4 Rescue and firefighting

4.4.1 Particulars of the facilities, equipment, personnel and procedures for meeting the rescue and fire-fighting requirements, including the names and roles of the persons responsible for dealing with the rescue and fire-fighting services at the aerodrome.

Note.— This subject should also be covered in appropriate detail in the aerodrome emergency plan.

4.5 Inspection of the aerodrome movement area and obstacle limitation surface by the aerodrome operator

4.5.1 Particulars of the procedures for the inspection of the aerodrome movement area and obstacle limitation surfaces, including the following:

- a) arrangements for carrying out inspections, including runway friction and water-depth measurements on runways and taxiways, during and outside the normal hours of aerodrome operations;
- b) arrangements and means of communicating with air traffic control during an inspection;
- c) arrangements for keeping an inspection logbook, and the location of the logbook;
- d) details of inspection intervals and times;
- e) inspection checklist;

- f) arrangements for reporting the results of inspections and for taking prompt follow-up actions to ensure correction of unsafe conditions; and
- g) the names and roles of persons responsible for carrying out inspections, and their telephone numbers during and after working hours.

4.6 Visual aids and aerodrome electrical systems

4.6.1 Particulars of the procedures for the inspection and maintenance of aeronautical lights (including obstacle lighting), signs, markers and aerodrome electrical systems, including the following:

- a) arrangements for carrying out inspections during and outside the normal hours of aerodrome operation, and the checklist for such inspections;
- b) arrangements for recording the result of inspections and for taking follow-up action to correct deficiencies;
- c) arrangements for carrying out routine maintenance and emergency maintenance;
- d) arrangements for secondary power supplies, if any, and, if applicable, the particulars of any other method of dealing with partial or total system failure; and
- e) the names and roles of the persons responsible for the inspection and maintenance of the lighting, and the telephone numbers for contacting those persons during and after working hours.

4.7 Maintenance of the movement Area

4.7.1 Particulars of the facilities and procedures for the maintenance of the movement area, including:

- a) arrangements for maintaining the paved areas;
- b) arrangements for maintaining the unpaved runways and taxiways;
- c) arrangements for maintaining the runway and taxiway strips; and
- d) arrangements for the maintenance of aerodrome drainage.

4.8 Aerodrome works – Safety

4.8.1 Particulars of the procedures for planning and carrying out construction and maintenance work safely (including work that may have to be carried out at short notice) on or in the vicinity of the movement area which may extend above an obstacle limitation surface, including the following:

- a) arrangements for communicating with air traffic control during the progress of such work;
- b) the names, telephone numbers and roles of the persons and organizations responsible for planning and carrying out the work, and arrangements for contacting those persons and organizations at all times;

- c) the names and telephone numbers, during and after working hours, of the aerodrome fixed-base operators, ground handling agents and aircraft operators who are to be notified of the work; and
 - d) a distribution list for work plans, if required.
- 4.9 Apron management
- 4.9.1 Particulars of the apron management procedures, including the following:
- a) arrangements between air traffic control and the apron management unit;
 - b) arrangements for allocating aircraft parking positions;
 - c) arrangements for initiating engine start and ensuring clearance of aircraft push-back;
 - d) marshalling service; and
 - e) leader (van) service.
- 4.10 Apron safety management
- 4.10.1 Procedures to ensure apron safety, including:
- a) protection from jet blasts;
 - b) enforcement of safety precautions during aircraft refuelling operations;
 - c) apron sweeping;
 - d) apron cleaning;
 - e) arrangements for reporting incidents and accidents on an apron; and
 - f) arrangements for auditing the safety compliance of all personnel working on the apron.
- 4.11 Airside vehicle control
- 4.11.1 Particulars of the procedure for the control of surface vehicles operating on or in the vicinity of the movement area, including the following:
- a) details of the applicable traffic rules (including speed limits and the means of enforcing the rules); and
 - b) the method of issuing driving permits for operating vehicles in the movement area.
- 4.12 Wildlife hazard management
- 4.12.1 Particulars of the procedures to deal with the danger posed to aircraft operations by the presence of birds or mammals in the aerodrome flight pattern or movement area, including the following:

- a) arrangements for assessing wildlife hazards;
- b) arrangements for implementing wildlife control programmes; and
- c) the names and roles of the persons responsible for dealing with wildlife hazards, and their telephone numbers during and after working hours.

4.13 Obstacle control

4.13.1 Particulars setting out the procedures for:

- a) monitoring the obstacle limitation surfaces and Type A Chart for obstacles in the take-off surface;
- b) controlling obstacles within the authority of the operator;
- c) monitoring the height of buildings or structures within the boundaries of the obstacle limitation surfaces;
- d) controlling new developments in the vicinity of aerodromes; and
- e) notifying the [State CAA] of the nature and location of obstacles and any subsequent addition or removal of obstacles for action as necessary, including amendment of the AIS publications.

4.14 Removal of disabled aircraft

4.14.1 Particulars of the procedures for removing a disabled aircraft on or adjacent to the movement area, including the following:

- a) the roles of the aerodrome operator and the holder of the aircraft certificate of registration;
- b) arrangements for notifying the holder of the certificate of registration;
- c) arrangements for liaising with the air traffic control unit;
- d) arrangements for obtaining equipment and personnel to remove the disabled aircraft; and
- e) the names, role and telephone numbers of persons responsible for arranging for the removal of disabled aircraft.

4.15 Handling of hazardous materials

4.15.1 Particulars of the procedures for the safe handling and storage of hazardous materials on the aerodrome, including the following:

- a) arrangements for special areas on the aerodrome to be set up for the storage of inflammable liquids (including aviation fuels) and any other hazardous materials; and
- b) the method to be followed for the delivery, storage, dispensing and handling of hazardous materials.

Note.— Hazardous materials include inflammable liquids and solids, corrosive liquids, compressed gases and magnetized or radioactive materials. Arrangements for dealing with the accidental spillage of hazardous materials should be included in the aerodrome emergency plan.

4.16 Low-visibility operations

4.16.1 Particulars of procedures to be introduced for low-visibility operations, including the measurement and reporting of runway visual range as and when required, and the names and telephone numbers, during and after working hours, of the persons responsible for measuring the runway visual range.

4.17 Protection of sites for radar and navigational aids

4.17.1 Particulars of the procedures for the protection of sites for radar and radio navigational aids located on the aerodrome to ensure that their performance will not be degraded, including the following:

- a) arrangements for the control of activities in the vicinity of radar and nav aids installations;
- b) arrangements for ground maintenance in the vicinity of these installations; and
- c) arrangements for the supply and installation of signs warning of hazardous microwave radiation.

Note 1.— In writing, the procedures for each category, clear and precise information should be included on: when, or in what circumstances, an operating procedure is to be activated; how an operating procedure is to be activated; actions to be taken; the persons who are to carry out the actions; and the equipment necessary for carrying out the actions, and access to such equipment.

Note 2.— If any of the procedures specified above are not relevant or applicable, the reason should be given.

Part 5. Aerodrome administration and Safety Management System

5.1 Aerodrome administration

5.1.1 Particulars of the aerodrome administration, including the following:

- a) an aerodrome organizational chart showing the names and positions of key personnel, including their responsibilities;
- b) the name, position and telephone number of the person who has overall responsibility for aerodrome safety; and
- c) airport committees.

Note. — Safety Management System (SMS) – As outlined in Appendix 2 to this regulation.

APPENDIX 2

FRAMEWORK FOR A SAFETY MANAGEMENT SYSTEM (SMS)

This appendix specifies the framework for the implementation and maintenance of an SMS. The framework comprises four components and twelve elements as the minimum requirements for SMS implementation:

1. Safety policy and objectives
 - 1.1 Management commitment and responsibility
 - 1.2 Safety accountabilities
 - 1.3 Appointment of key safety personnel
 - 1.4 Coordination of emergency response planning
 - 1.5 SMS documentation
2. Safety risk management
 - 2.1 Hazard identification
 - 2.2 Safety risk assessment and mitigation
3. Safety assurance
 - 3.1 Safety performance monitoring and measurement
 - 3.2 The management of change
 - 3.3 Continuous improvement of the SMS
4. Safety promotion
 - 4.1 Training and education
 - 4.2 Safety communication

1. Safety policy and objectives

- 1.1 Management commitment and responsibility
 - 1.1.1 The aerodrome operator shall define its safety policy in accordance with international and national requirements. The safety policy shall:
 - a) reflect organizational commitment regarding safety;
 - b) include a clear statement about the provision of the necessary resources for the implementation of the safety policy;
 - c) include safety reporting procedures;
 - d) clearly indicate which types of behaviours are unacceptable related to the aerodrome operator's aviation activities and include the circumstances under which disciplinary action would not apply;

- e) be signed by the accountable executive of the organization;
- f) be communicated, with visible endorsement, throughout the organization; and
- g) be periodically reviewed to ensure it remains relevant and appropriate to the aerodrome operator.

1.2 Safety accountabilities

1.2.1 The aerodrome operator shall:

- a) identify the accountable executive who, irrespective of other functions, has ultimate responsibility and accountability, on behalf of the organization, for the implementation and maintenance of the SMS;
- b) clearly define lines of safety accountability throughout the organization, including a direct accountability for safety on the part of senior management;
- c) identify the accountabilities of all members of management, irrespective of other functions, as well as of employees, with respect to the safety performance of the SMS;
- d) document and communicate safety responsibilities, accountabilities and authorities throughout the organization; and
- e) define the levels of management with authority to make decisions regarding safety risk tolerability.

1.3 Appointment of key safety personnel

1.3.1 The aerodrome operator shall appoint a safety manager who is responsible for the implementation and maintenance of an effective SMS.

1.4 Coordination of emergency response planning

1.4.1 The aerodrome operator shall ensure that an emergency response plan is properly coordinated with the emergency response plans of those organizations it shall interface with during the provision of its products and services.

1.5 SMS documentation

1.5.1 The aerodrome operator shall develop an SMS implementation plan, formally endorsed by the organization that defines the organization's approach to the management of safety in a manner that meets the organization's safety objectives.

1.5.2 The aerodrome operator shall develop and maintain SMS documentation that describes:

- a) safety policy and objectives;
- b) SMS requirements;
- c) SMS processes and procedures;

- d) accountabilities, responsibilities and authorities for SMS processes and procedures; and
- e) SMS outputs.

1.5.3 The aerodrome operator shall develop and maintain an SMS manual as part of its SMS documentation.

2. Safety risk management

2.1 Hazard identification

2.1.1 The aerodrome operator shall develop and maintain a process that ensures that hazards associated with its aviation services are identified.

2.1.2 Hazard identification shall be based on a combination of reactive, proactive and predictive methods of safety data collection.

2.2 Safety risk assessment and mitigation

2.2.1 The aerodrome operator shall develop and maintain a process that ensures analysis, assessment, and control of the safety risks associated with identified hazards.

3. Safety assurance

3.1 Safety performance monitoring and measurement

3.1.1 The aerodrome operator shall develop and maintain the means to verify the safety performance of the organization and to validate the effectiveness of safety risk controls.

3.1.2 The aerodrome operator's safety performance shall be verified in reference to the safety performance indicators and safety performance targets of the SMS.

3.2 The management of change

3.2.1 The aerodrome operator shall develop and maintain a process to identify changes which may affect the level of safety risk associated with its aviation services and to identify and manage the safety risks that may arise from those changes.

3.3 Continuous improvement of the SMS

3.3.1 The Aerodrome operator shall monitor and assess the effectiveness of their SMS processes to enable continuous improvement of the overall performance of the SMS.

4. Safety promotion

4.1 Training and education

4.1.1 The aerodrome operator shall develop and maintain a safety training programme that ensures that personnel are trained and competent to perform their SMS duties.

4.1.2 The scope of the safety training programme shall be appropriate to each individual's involvement in the SMS.

4.2 Safety communication

4.2.1 The aerodrome operator shall develop and maintain a formal means for safety communication that:

- a) ensures personnel are aware of the SMS to a degree commensurate with their positions;
- b) conveys safety-critical information;
- c) explains why particular safety actions are taken; and
- d) explains why safety procedures are introduced or changed.

— END —