



INTERNATIONAL CIVIL AVIATION ORGANIZATION

Fifth Meeting of the APIRG Airspace and Aerodrome Operations Sub-Group (AAO/SG5)

(Virtual, 23 - 26 August 2022)

Agenda Item 3.1: Achievements in AOP

Aerodrome Certification – Case of Zambia

(Presented by the Republic of Zambia)

SUMMARY
<p>This working paper presents the experience of Zambia in carrying out Aerodrome Certification and capacity building for Aerodrome personnel and inspectors.</p> <p>Action by the meeting in paragraph 3</p>
<p>REFERENCE(S):</p> <ul style="list-style-type: none"> ▪ ICAO Annex 14 Vol 1 – Aerodrome Design and Operations ▪ ICAO Doc 9981 – PANS Aerodromes ▪ ICAO Doc 9774 – Aerodrome Certification Manual ▪ APIRG and RASG Reports ▪ Zambia Civil Aviation Aerodrome Regulations
<p>ICAO Strategic Objectives: A – Safety, B – Air Navigation Capacity and Efficiency,</p>

1. INTRODUCTION

- 1.1 Aerodrome Certification has remained a very elusive issue in most States due to the intensive activities and Capital expenditure required by the State Regulators and Service Providers. The Regulators would mostly invest in Capacity Building of their Oversight personnel while the Aerodrome Operators would invest more on infrastructure and equipment to meet the requirements as provided for by the ICAO SARPS in Annex 14
- 1.2 ICAO Annex 14 requires that State Certify Aerodrome in accordance with the ICAO Annex 14 based on a National Regulatory framework
- 1.3 Under the No Country Left Behind Initiative, the Aerodrome Certification Project was launched in August 2016 in Nairobi Kenya in which beneficiary States submit action plans for implementation of Certification and Capacity Building. Zambia was a beneficiary State of the

project that was aimed at assisting the State to certify at least one international Aerodrome and subsequently build capacity to certify other international aerodromes through assigned experts from donor States.

- 1.4 According to a world-bank working paper (Policy Note, 2022), Post-covid performance of the African Aviation Industry varies regionally. Capacity in the Western African region has recovered back to its 2019 level, making it the leading region in the continent. Similarly, the Northern and Eastern African regions have shown sustained rebound, while the Southern African region has remained the laggard during the crisis, though with signs of improvement. Therefore, there is need to ensure the sustainable growth/rebound in the aviation industry, while prioritizing safety and regularity of operations.

2. DISCUSSIONS

- 2.1 The AFI Aerodrome Certification project was introduced to help beneficiary States to certify at least one International Aerodrome. Under the project, Zambia was able to certify Kenneth Kaunda International Airport (KKIA) and has built sufficient capacity to certify the remaining three International Aerodromes. Zambia has, cumulatively, managed to certify three (3) of the four (4) international airports with certification of the fourth international airport at an advanced stage.
- 2.2 Zambia certified its first aerodrome in August 2018, after about 2 years of extensively implementing the five-phase certification process collaboratively between the CAA and the aerodrome operator. Through the AFI Plan Aerodrome Certification project, an expert from Kenya was assigned to oversee the certification process on behalf of ICAO. This assisted in building capacity of the inspectors, especially through an intensive on the job training conducted in Nairobi, Kenya where four aerodrome inspectors from Zambia participated. This assisted the state in generating a carder of inspectors who have practically gone through the five phase certification project under the tutelage of a State which had actually certified an aerodrome already.
- 2.3 Benchmarking from African States that had Certified atleast one Aerodrome was also done by Zambia Airports Company(the Aerodrome Operator). This took place concurrently with the OJT That was undertaken by the Regulators (Inspectors). This made it easier for both operator and regulator to move in the same direction.
- 2.4 Zambia went further and offered to host an Aerodrome Certification workshop which was conducted by the ICAO ESAF Office for all the ESAF States and in the process most of the Aerodrome Operators personnel and Inspectors benefitted from the Training.
- 2.5 These initiatives have ensured that the State maintains the required personnel both at the Aerodromes and Regulator in order to meet the Certification requirements. The continuous recurrency activities undertaken by the personnel cannot be underestimated. The resulting effect of this approach has been an easier certification process of Harry Mwaanga Nkumbula Interinstitutional Airport (HMNIA) which was done in 2020. Subsequently a Greenfield Airport which was newly constructed under the guidance of the State was certified in 2021 at the peak of COVID 19 and notification has since been made to ICAO Regional Office to update the AFI Air Navigation Plan. Certification of the fourth international airport is currently underway and has reached advanced stage.

3. ACTIONS BY THE MEETING

3.1 The meeting is invited to:

- a) Take note of the information in this paper and appreciate the assistance rendered to Zambia through the AFI Aerodrome Certification Project.
- b) Request ICAO to continue the AFI Plan Aerodrome Certification Project for the benefit of other States,
- c) Urge States that have not Certified even one international Airport to seek assistance/support from ICAO, ACI and other States that have developed Capacity to Certify their International Airports where necessary in order to meet the Aerodrome Certification requirements.

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