International Civil Aviation Organization

Aerodrome Safety & Planning Implementation Group

First Meeting (ASPIG/1)
(Cairo, Egypt, 19-21 November 2019)

Agenda Item 5: Implementation of Aerodrome Safety priorities and objectives

PROGRESS ON AERODROME CERTIFICATION IMPLEMENTATION

(Presented by the Secretariat)

SUMMARY

This working paper presents the new method to monitor the progress on Aerodromes Certification in the MID Region in order to elevate or maintain the MID State SARP's effective implementation and support the regional safety priorities and objectives set on the MID Safety Strategy.

Action by the meeting is at paragraph 3.

REFERENCES

- Annex 14, Volume I — Aerodrome Design and Operations
- Doc 9774, Manual on Certification of Aerodromes
- Integrated Safety Trend Analysis and Reporting System (iSTARS)
- Universal Safety Oversight Audit Programme (USOAP) Protocol Questions.

1. INTRODUCTION

1.1 Article 15 of the Convention on International Civil Aviation requires that all aerodromes open to public use under the jurisdiction of a contacting State should provide uniform conditions for the aircraft of all other Contracting States. Furthermore, Articles 28 and 37 oblige each State to provide in its territory, airports and other air navigation facilities and services in accordance with the ICAO Standards and Recommended Practices (SARPs). contained in ICAO Annex 14 Vol I: Aerodromes Design and Operations.

1.2 The methods of ownership, operation and surveillance of aerodromes differ among States. Some States have created Aerodrome Authorities/Companies or other governmental entities to manage and operate their aerodromes, however, it is recognized that the role of States to ensure safety remains unchanged. States retain their overseeing responsibility and ensure that the Airport operators comply with the relevant ICAO SARPs and/or applicable national regulations.

1.3 Aerodrome Certification is an essential element of operational safety in the State Aviation System. As States certify their aerodromes and/or maintain their Aerodrome Certification, it has the responsibility to oversight the aerodrome safety and to ensure that the aerodrome operator complies with the relevant ICAO SARPs and national regulations.

2. DISCUSSION

2.1 The intent of ICAO requirement for Certification of Aerodromes is to ensure the establishment of a national regulatory regime so that compliance with the specifications in ICAO Annex 14 Volume I can be effectively enforced.

2.2 When an aerodrome is granted a certificate, it signifies to aircraft operators and other organizations operating on the aerodrome that, at the time of certification, the aerodrome meets the specifications regarding the facility and its operation, and that it has, according to the certifying authority, the capability to maintain these specifications for the period of validity of the certificate.

2.3 Each State shall certify aerodromes used for international operations in accordance with the specifications contained in the Volume I of Annex 14 to the Convention regarding the aerodrome design and operations, as well as other relevant ICAO specifications through an appropriate regulatory framework. The recommendation specifies that aerodromes open to public use should be certified by States.

2.4 The national regulatory framework shall include the establishment of criteria and procedures for the certification of aerodromes including the implementation of the Aerodrome Safety Management System (SMS). The certification process shall be established and implemented by the State and establishes the baseline for continuous monitoring of compliance with the specifications.

2.5 Five relevant Universal Safety Oversight Audit Programme (USOAP) Protocol Questions (PQ): 8.005, 8.031, 8.081, 8.083, and 8.086, specifically assess whether a State has established the appropriate national regulatory framework and effectively implemented an Aerodrome Certification process.

- Protocol Question 8.005 evaluates whether the State has promulgated legislation/regulations for the certification of aerodromes.
- Protocol Question 8.031 evaluates whether the State has established an organizational structure, e.g. a Directorate of Aerodromes Safety and Standards (DASS), for airport certification and surveillance activities.
- Protocol Question 8.081 evaluates whether the State has promulgated regulations detailing the requirements for the certification of aerodromes, and including the criteria to determine if an aerodrome should be certified.
- Protocol Question 8.083 evaluates whether the State has established a process for the certification of aerodromes.
- Protocol Question 8.086 evaluates whether the aerodrome regulatory authority fully implements the certification requirements.

2.6 Therefore, the purpose of the Aerodrome Certification is to create a mechanism by which ICAO, the regulator and industry can show that airports meet a minimally safe standard for aircraft operating on an aerodrome and its local airspace. Many sources within the aviation industry and regulatory bodies rely on up to date and relevant information regarding Aerodrome Certification.

2.7 The data available on iSTARS showed the USOAP State Effective Implementation scores for the five Aerodromes and Ground Aids (AGA) protocol questions, as addressed in paragraph 2.5, indicate the State’s degree of adoption and regulation of an Aerodrome Certification process. This however, does not indicate the certification progress of any individual aerodrome.

2.8 In efforts to support and assist various States in the MID Region with Aerodrome Certification, a few observations were noted with regards to iSTARS data, and the data provided by the Runway Ground Safety working Group (RGS WG) which has been currently upgraded to the ASPIG. One observation made on the current Aerodrome Certification table was that the data collected doesn't allow consistent monitoring of the detailed Aerodrome Certification Implementation.

2.9 With this regards, each State should be aware of the weight of their individual progress on the regional targets and assume their own responsibility on supporting Aerodrome Certification efforts. Therefore, States are invited to commit to a plan to increase certified aerodromes in order to elevate or maintain their SARP's effective implementation and support the regional goals and safety priorities and objectives set on the ICAO MID Safety Strategy.

2.10 Therefore, member States should not only provide the certification status for each of their international aerodromes to the ICAO MID office, but also an Aerodrome Certification Plan should be submitted to the ICAO MID Office which would then brief ICAO HQ on the Aerodromes Certification Implementation Progress in the MID Region.

2.11 The information collection on Aerodrome Certification is envisioned to have more visibility on the States Aerodrome Certification Implementation Progress pursuant the establishment of the Basic National Regulatory Framework and Procedures and identify the obstacles impeding certification.

2.12 The later Data Collection will be used for proper planning of the technical assistance missions, safety enhancement initiatives and capacity building activities to be planned by the ICAO MID Office. It will also allow better prioritization of the AGA upcoming activities based on the latest data provided by each individual States by extracting information from their individual Aerodrome Manuals and AIPs.

2.13 In connection with the above, the meeting is invited to review and update, as necessary, the Survey on Basic Regulatory Framework for Aerodrome Certification presented at **Appendix A**. In addition, States should review and update their Aerodrome Certification Implementation Progress as at **Appendix B.** Finally**,** in order to better support and assist states/aerodromes in the MID Region in the Aerodrome Certification process, States should send to the ICAO Regional Office a 3-year timeframe plan for the certification of their aerodromes as proposed at **Appendix C**.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) urge States to certify Aerodromes included in AOP 1 Table trough a comprehensive regulatory framework; and

b) review and agree to the following Draft Conclusions:

Why	to monitor and ensure the establishment of the necessary States Regulatory Framework for Aerodromes Certification.
What	Carry out a Survey on Basic Regulatory Framework for Aerodrome Certification
Who	ICAO MID Office and States
When	January, 2020

DRAFT CONCLUSION 1/XX: ***SURVEY ON BASIC REGULATORY FRAMEWORK FOR AERODROME CERTIFICATION***

That, a Survey on Basic Regulatory Framework for Aerodrome Certification in the MID Region be carried out as presented at ***Appendix A****.*

Why	to monitor the States Aerodromes Certification Implementation
What	adopt and update a new Table on Aerodrome Certification Implementation Progress
Who	ASPIG/1
When	November 2019

DRAFT CONCLUSION 1/XX: ***AERODROME CERTIFICATION IMPLEMENTATION PROGRESS***

That, the Table at ***Appendix B,*** *on Aerodrome Certification Implementation Progress be adopted and updated by the meeting for the States which has fully established the Basic Regulatory Framework presented at* ***Table 1 of Appendix A.***

Why	to prioritize the Technical Assistance to States
What	submit a three-years Aerodrome Certification Implementation Plan
Who	States
When	February, 2020

DRAFT CONCLUSION 1/XX: ***AERODROME CERTIFICATION IMPLEMENTATION PLAN***

That, a Three-years Aerodrome Certification Implementation Plan, as presented at ***Appendix C****, be submitted by the states which has fully established the Basic Regulatory Framework presented at* ***Table 1 of Appendix A.***

APPENDIX A

AERODROME CERTIFICATION BASIC REGULATORY FRAMEWORK

FOR THE STATE

Member State	**Basic law for the establishment of a CAA responsible for Aerodromes Certification (*)** (Yes/No)	**Appropriate aerodrome certification regulations developed** (Yes/No)	**Appropriate aerodrome certification regulations approved and promulgated (*)** (Yes/No)	**Appropriate safety management regulations developed** (Yes/No)	**Appropriate safety management regulations approved and promulgated (*)** (Yes/No)	**CCA responsible for aerodrome certification** (Yes/No)	**Enforcement/ sanctions for non-compliance regulations promulgated (*)** (Yes/No)
A							
B							
C							
D							
E							
F							
G							
H							

Table 1: Basic Aerodrome Certification Regulatory Framework

PROMULGATED REFERENCES

ON AERODROME CERTIFICATION BASIC REGULATORY FRAMEWORK FOR THE STATE

Member State	**Basic law for the establishment of a CAA responsible for Aerodromes Certification** **(*)** (Ref / Date of Promulgation)	**Appropriate aerodrome certification regulations approved and promulgated** **(*)** (Ref / Date of Promulgation)	**Appropriate safety management regulations approved and promulgated** **(*)** (Ref / Date of Promulgation)	**Enforcement/ sanctions for non- compliance regulations promulgated** **(*)** (Ref / Date of Promulgation)
A				
B				
C				
D				
E				
F				
G				
H				

Table 2: Promulgated References related to Table 1

AERODROMES CERTIFICATION PROCEDURES

Member State	**Aerodrome certification procedures developed and approved** (Yes/No)	**Requirement of an Aerodrome Manual** (Yes/No)	**Assessment of facilities/ equipment** (Yes/No)	**Specific conditions for issuing/ suspending/ refusing the Aerodrome certificate** (Yes/No)**e**

Table 3: Aerodromes Certification Procedures

APPENDIX B

PROGRESS ON

AERODROMES CERTIFICATION IMPLEMENTATION

IN THE MID REGION

Member State	International Airports listed in the MID eANP (AOP Table 3-1)		Aerodrome City	Aerodrome Certification Status	SMS implemented at airport	Date of Initial Certification	Date of Most Recent Re-Certification or Audit	Date of Most Recent ARFF Compliance Verification
	Aerodrome ICAO Reference Code	Aerodrome Name / (IATA CODE)		(Yes/No)	(Yes/No)	(Month, Year)	(Month, Year)	(Month, Year)
A								
B								
C								
D								
E								
F								
G								
H								

Table 1: Aerodromes Certification Status

APPENDIX C

STATE AERODROME CERTIFICATION DETAILED IMPLEMENTATION PLAN

FOR 2020 - 2022

PART A								
State	**Number of Aerodromes included in AOP Table 1-1 of the MID ANP**	**Responsible Oversight Body**	**Number of Aerodromes**					
			Certified	**On-final phase**	**Planned to be Certified**	**Planned Starting Date**	**Planned End Date**	**Remarks**

PART B										
State	**Aerodrome Name included in AOP Table 1-1 of the MID ANP / ICAO Reference Code**	**Certified**	**Planned for Certification (*)**					**Aerodrome Traffic density (**)**		
			Phase 1 (Month, Year)	**Phase 2** (Month, Year)	**Phase 3** (Month, Year)	**Phase 4** (Month, Year)	**Phase 5** (Month, Year)	**Light**	**Medium**	**Heavy**

Legend:

: Aerodrome certification process:

***Phase 1**: Dealing with the expression of interest by an intending applicant for the aerodrome certificate;*

***Phase 2**: Assessing the formal application, including evaluation of the aerodrome manual;*

***Phase 3**: Assessing the aerodrome facilities and equipment;*

***Phase 4**: Issuing or refusing an aerodrome certificate; and*

***Phase 5**: Promulgating the certified status of an aerodrome and the required details in the AIP.*

****: Aerodrome Traffic Density***

***a) Light.** The number of movements in the mean busy hour is not greater than 15 per runway or typically less than 20 total aerodrome movements.*

***b) Medium**. The number of movements in the mean busy hour is of the order of 16 to 25 per runway or typically between 20 to 35 total aerodrome movements.*

***c) Heavy**. The number of movements in the mean busy hour is of the order of 26 or more per runway or typically more than 35 total aerodrome movements.*

***Note 1.** The number of movements in the mean busy hour is the arithmetic mean over the year of the number of movements in the daily busiest hour.*

***Note 2.** Either a take-off or a landing constitutes a movement.*

- END -