

Joint ICAO/ACI Workshop

Certification of Aerodromes

Dubai, 22./23. February 2003

- General remarks on certification of aerodromes
- Aerodrome administration in Germany
- Actions taken for implementing SMS
- Discrepancies and differences in interpretations



Reasons to “*establish*“ ICAO

- Help to create and preserve friendship and understanding among nations and people
- Develop international civil aviation in **safe and orderly** manner
- ... that air transport services may be established on the basis of equality of opportunity

Airport Certification ?

ICAO Convention makes reference to airports
only in

- Art. 28: *“States’ ... to provide airports“*
- Art. 37: *“States ... to secure highest degree of uniformity in regulations ... and ICAO to adopt international SARPs“*

Convention does not mention airport certification

Insertion of Airport Certification

Filling the gap in ICAO regulation

**ICAO Assembly Res. A29-13 on USOAP
DGCA Conf. includes Airports (Nov. 97)
ANC initiative to amend Annex 14 (99-01)
Council Approval of Amendm.4 (Feb. 01)
Amendment No. 4 to Annex 14 (Nov. 01)
Manual on Certification of Aerodromes**

Certification according Annex 14

Components

- **Regulatory framework**
- **Criteria for certification**
- **Safety management system**
- **Aerodrome manual**
- **CAA Audits**

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Aerodrome administration in Germany

- Legal framework / Particularities
- Actions taken for implementing SMS



Aerodrome Administration in Germany

Federal Minister of Transport



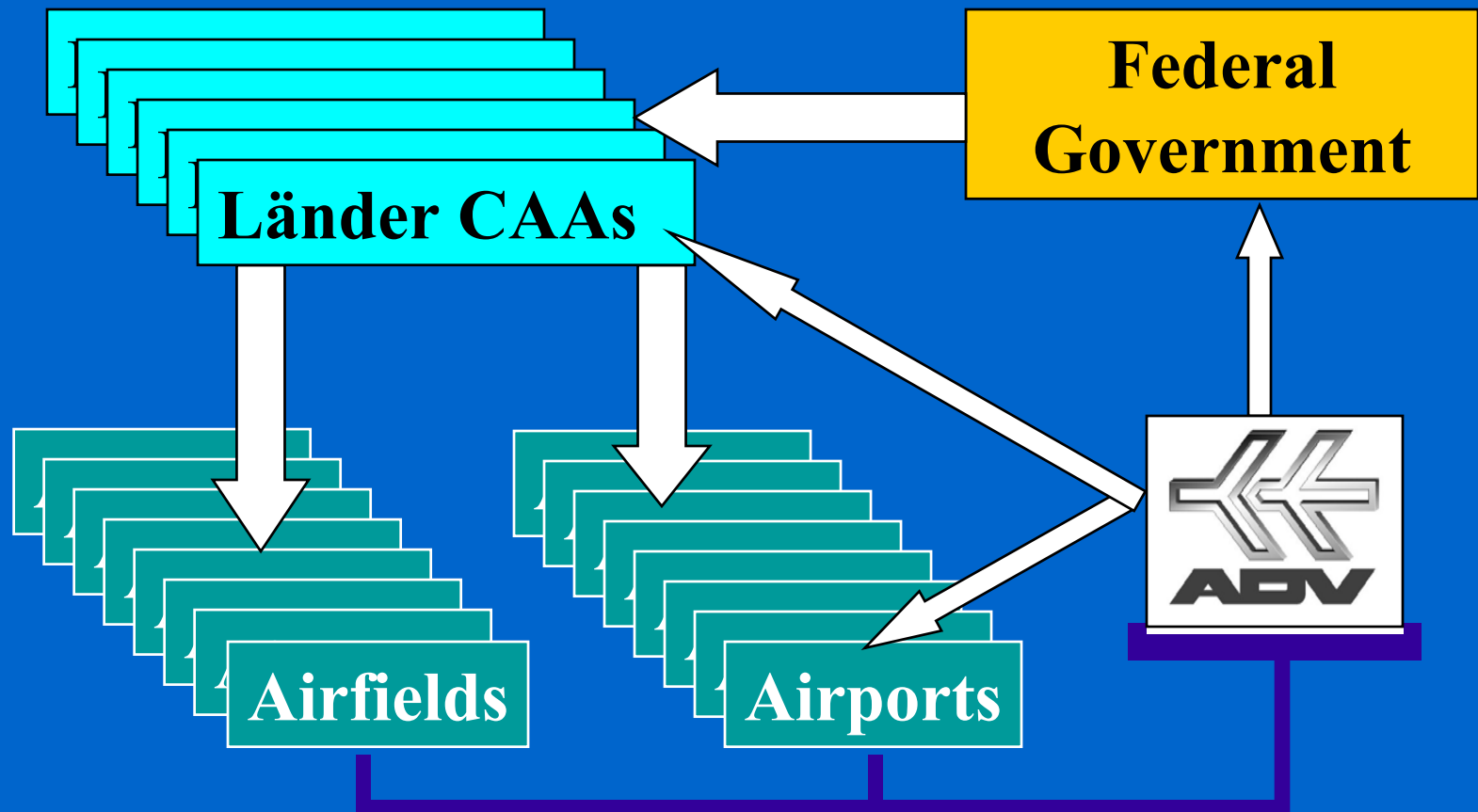
**16 Federal States
("Länder")**

**19 Regional
Airports**

**18
International
Airports**

350 Airfields

ADV's Advisory Rôle for national administration



Legal Framework in Germany (1)

Air Transport Act (LuftVG):

- **Design and operation of aerodrome must be licenced**
- **Aerodrome licensing is duty of the Federal States**

Air Transport Licensing Regulation (LuftVZO):

- **Defines provisions for receiving an aerodrome operator's license**
- **Makes operator fully responsible for safety und order**

Legal Framework in Germany (2)

German Particularity

Aerodrome Licensing is decentralised i.e. not a task of the Nation's Federal Government

National Law makes A/D operator – not CAA - responsible for granting safety and order at the airport

Legal Framework in Germany (3)

German Particularity

National Law designates:

- **Airport's Traffic Director and/or Operations Director to be responsible person(s) for safe and orderly operations on the ground**
- **National ATC provider (DFS) i.e. TWR to be responsible for safety of taxiing, landing and taking-off traffic**
- **Boundaries and interfaces clearly defined**

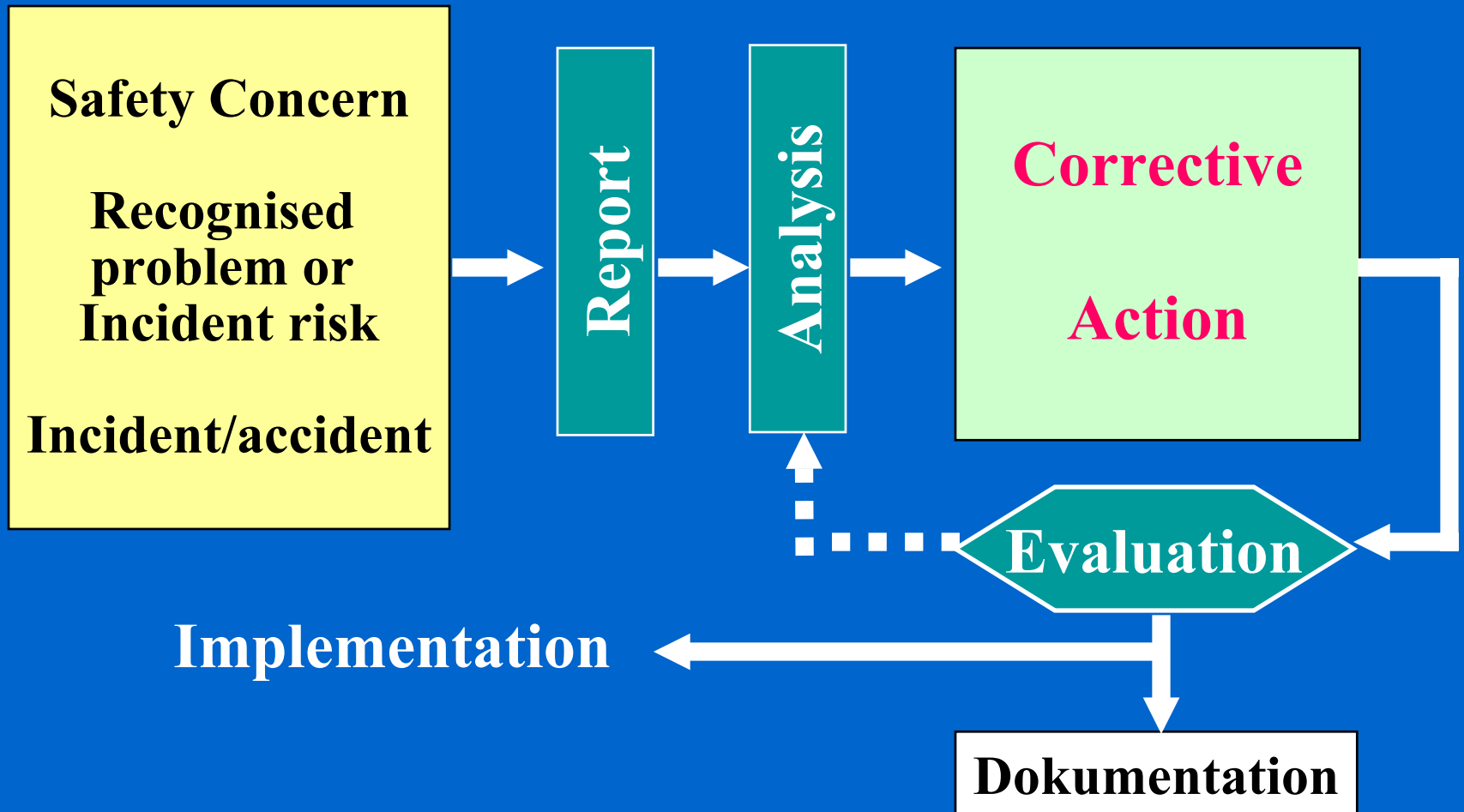
Actions and Decisions taken

- **Regulatory framework:** *existing*
- **Criteria for certification:** *existing*
- **SMS:** *structure agreed*
- **Aerodrome Manual:** *contents agreed*
- **CAA Audits:** *checklist agreed*

Aerodrome SMS Structure



Principle SMS Process



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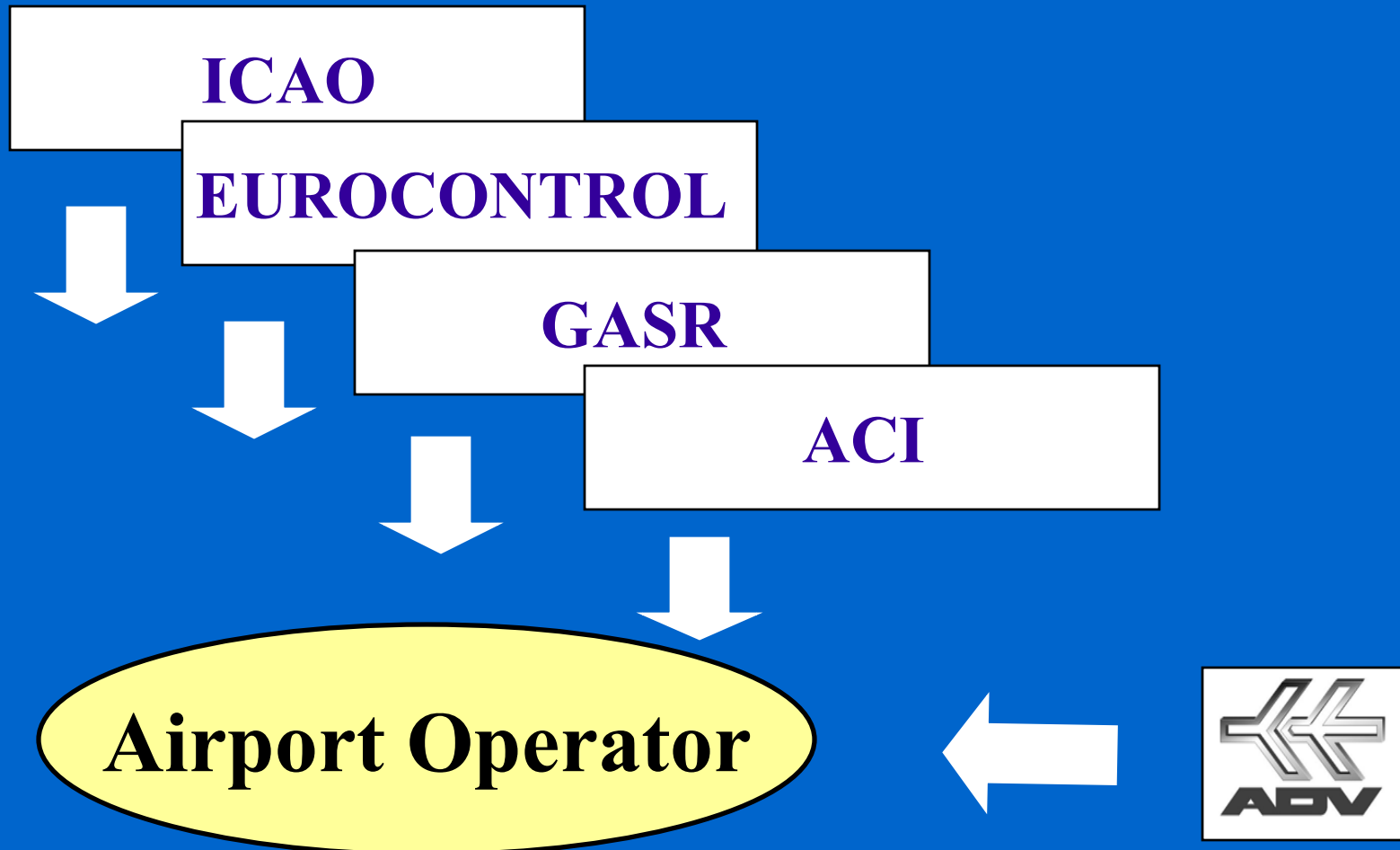
Certification of Aerodromes

Discrepancies and Differences in Interpretation
of the ICAO Provisions

Udo Wolfram
German Airports Association



Guidance to Airports on SMS



Terminology Problems

Certificate / Licence:

Difference between an aerodrome certificate and an airport operators licence ?

Compliance with SARPs:

Discrepancy Doc 9774 paragr. 1.1.1 and Art. 38 Convention concerning Rec. Practice ?

Differences in Interpretation (I)

Application

ICAO Annex 14 :

Rec.1.3.1: “States should certify aerodromes open to public use in accordance with....“

Rec.1.3.4: “As of ... a certified aerodrome shall have in operation a safety management system.“

GASR WP 46

Para.1.1: “These requirements apply to Aerodromes licenced for commercial air transportation as determined by the National Aviation Safety Authority.“

Differences in Interpretation (II)

SMS Responsibility

ICAO Doc 9774 App. 1, Part 5: :

Particulars of A/D administration, including...

b.) the name, position ... of the person who has overall responsibility for aerodrome safety;...

EUROCONTROL - ESARR 3 Para. 5.5.2 b :

“Safety Management Responsibility b) shall ensure that this point of responsibility is , wherever possible, independent of line management ...

Concluding remarks

Author appreciates

- ICAO action on A/D certification
- in particular ICAO statement in the *Declaration of Global Principals for International Air Transport* that **“safety should not be compromised by economic considerations.”**
- USOAP to take care of monitoring Contracting States' SMS implementation

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Thank you for listening.



Udo Wolfram
German Airports Association

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