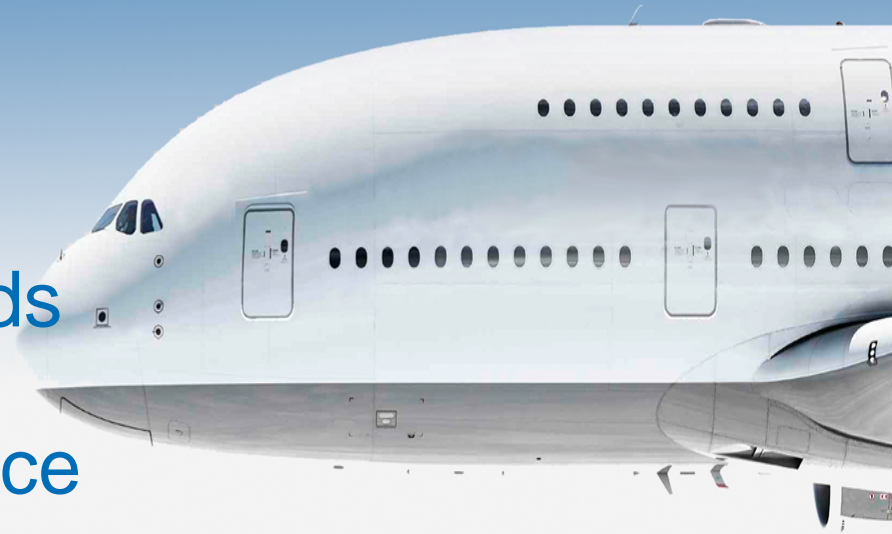# The need to Certify Aerodromes and the State´s responsibility

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Certification of airports

- ICAO Annex 14 requires States to certify aerodromes used for international operations through an **appropriate regulatory framework** (Annex 14, Vol. I, 1.4.1).

- The regulatory framework shall include the establishment of criteria and procedures for the certification of aerodromes (Guidance in *Doc. 9774*).

Aerodrome Certification
What?

A process by which a State can demonstrate:

- That airports in its territory **meet regulatory safety requirements** on a continuing basis.

- That it is **providing uniform conditions** for aircraft of all other States, as required by Article 15 of the Chicago Convention.

Aerodrome Certification
Why?

➤ Ownership and management of aerodromes differs between States.

➤ More aerodromes are being privatized.

➤ Standardization of procedures and technical aerodrome elements is critical.

➤ Certification facilitates standardization; and standardization enhances safety.

➤ ICAO Chicago Convention Article 15

Aerodrome Certification
How ?

- Regulatory framework (Basic Legislation for the development and promulgation of Regulations consistent with the adoption of the Annexes)
- The regulations should include provisions for:
  a) the mandatory certification of all or certain categories of aerodromes in accordance with established criteria.
  b) the certification procedure
  c) the duties and responsibilities of aerodrome operators;
  d) safety audits, inspections and testing;
  e) the imposition of sanctions for contravention of, or failure to comply with, any of the provisions of the regulations

Aerodrome Certification

- The baseline for continued monitoring of compliance with the specifications.

 - Information on the status of certification of aerodromes shall be promulgated in the AIP.

- The aerodrome operator shall submit an aerodrome manual for approval/acceptance by CAA *prior to granting the aerodrome certificate*, and will include all pertinent information on the aerodrome site, facilities, services, equipment, operating procedures, organization and SMS.

Certification process for an aerodrome that is already operational

a) Once AD meets the legal criteria for certification, a meeting is held;

b) The CAA presents the certification process and deadlines to the aerodrome operator. The AD develops the aerodrome manual as soon as it enters the initial certification process, so as to submit it no later than **six months** after the meeting;

c) during this six-month period the CAA:

    1) completes the technical inspections so that the results are available for the on-site verification; and

    2) assembles the on-site verification team at least two months before the deadline for submission of the aerodrome manual and informs the aerodrome operator of the team members.
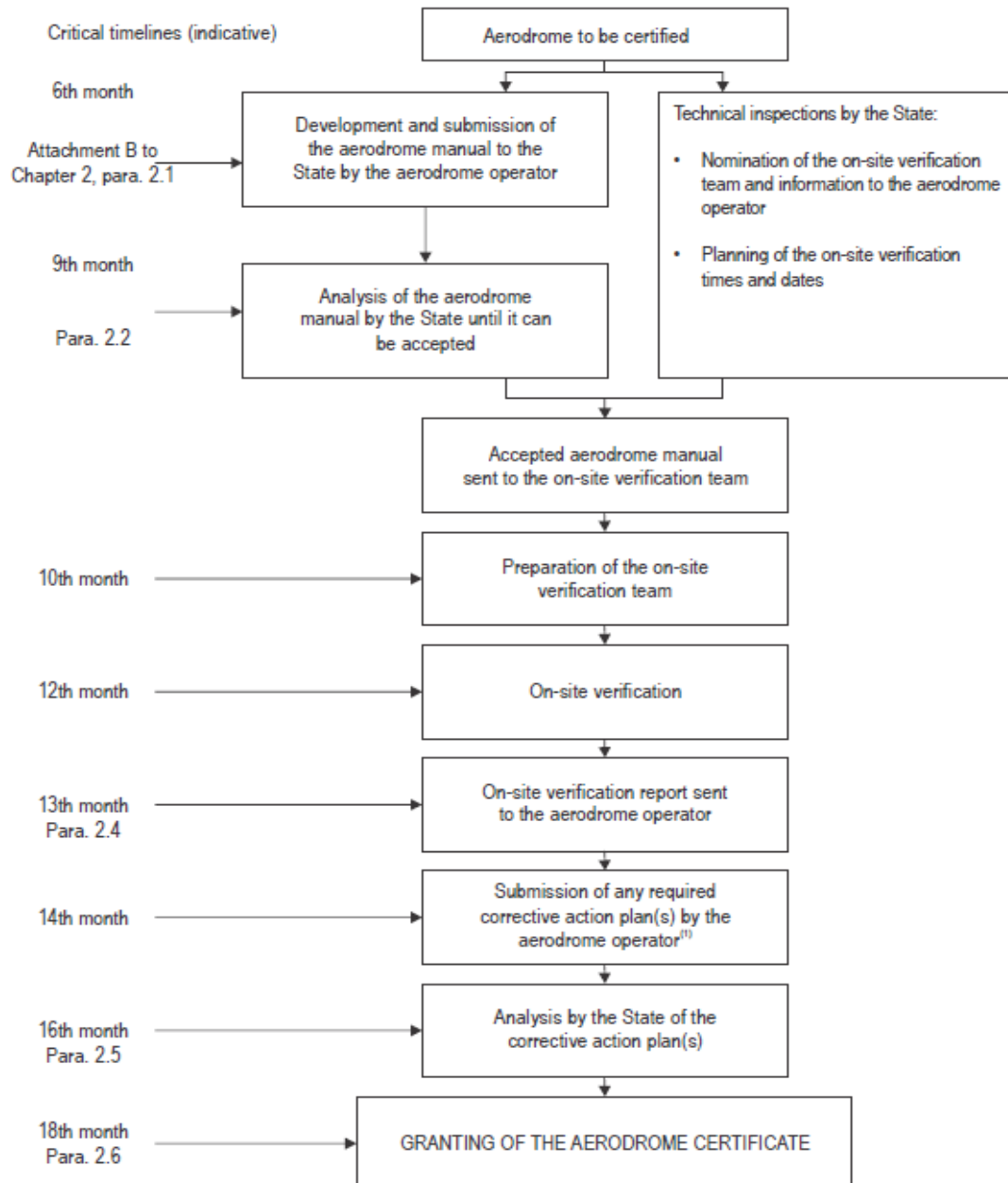
Obligations of the State, Regulator and Service Providers

They are not the same and the differences are important. Doc 9734, Third Edition 2017: Safety Oversight Manual, spells out some of these.

State´s responsibilities

- The responsibility of States **to regulate and supervise** all their aviation activities **is underscored** in particular by three articles of the Chicago Convention:

- *Art. 37*: …to collaborate in securing the **highest practical degree of uniformity** in regulations, standards, procedures and organization… This uniformity is achieved by **integrating the SARPs adopted and amended by ICAO** into the national legal framework and practices of the States.

- **Art. 12**: requires States **to implement and enforce the SARPs** contained in the Annexes to the Convention.

- **Art. 38: …**a Contracting State "shall give immediate notification to ICAO of the differences between its own practice and that established by the international standard" in case:

> a) it finds it impracticable to comply with any international standard or procedure; or

> b) it finds it impracticable to bring its own regulations or practices into full accord with any international standard or procedure after amendment of the latter; or

> c) it deems it necessary to adopt regulations or practices differing from those established by international standard.

Regulatory Authority
Duties and Responsibilities

Basic Principles for Aerodrome Certification Regulations

The regulations should include provisions for:

a) the mandatory certification of all or certain categories of aerodromes in accordance with criteria established by the State.

For example, a State may decide to exempt aerodromes used by aircraft with less than a defined number of passenger seats from certification requirements and may instead make other appropriate provisions in the regulations for ensuring the safety of operations at uncertified aerodromes, such as those relating to the movement area and visual aids

b) the certification procedure

Regulatory Authority
Duties and Responsibilities

c) entrust the DGCA with the duties and responsibilities to *issue, review, transfer, refuse and cancel aerodrome certificates; develop, issue and amend Aerodrome Directives, Bulletins, Orders*, etc., consistent with the regulations; and **establish an entity** to assist in carrying out the functions and responsibilities of the DGCA

d) safety audits, inspections and testing;

e) the imposition of sanctions for contravention of, or failure to comply with, any of the provisions of the regulations; and

f) the use of military aerodromes by civil aircraft.

Airports' Obligations and responsibilities

- To be as competent in its role as the regulator expects of the industry in carrying out its operation and obligations.

- Work with the industry in the pursuit of common goals on safety.

- Develop the Aerodrome Manual and Safety Management requirements

- To be and remain operationally competent as an organization (implied by SARP 1.4.4, a regulatory requirement in some States).

Airports' Obligations and responsibilities

1) **Compliance with standards and practices:**

   To comply with the SARPS and with any conditions endorsed in the certificate

2) **Competence of operational and maintenance personnel**

   To employ an adequate number of qualified and skilled personnel to perform all critical activities for aerodrome operation and maintenance.

3) **Aerodrome operation and maintenance**

   To operate and maintain the aerodrome in accordance with the procedures set out in the aerodrome manual.

4) **Aerodrome operator's safety management system**

   To establish a SMS for the aerodrome describing the structure of the organization and the duties, powers and responsibilities of the officials in the organizational structure, with a view to ensuring that operations are carried out in a demonstrably controlled way and are improved where necessary.

Airports' Obligations and responsibilities

5) Aerodrome operator's internal safety audits and safety reporting

To arrange for an audit of the SMS, including an inspection of the aerodrome facilities and equipment.

6) Access to the aerodrome

Personnel so authorized by the CAA may inspect and carry out tests on the aerodrome facilities, services and equipment, inspect the aerodrome operator's documents and records and verify the aerodrome operator's SMS before the aerodrome certificate is granted or renewed and, subsequently, at any other time, for the purpose of ensuring safety at the aerodrome

7) Notifying and reporting

Shall adhere to the requirement to notify and report to the CAA, air traffic control and pilots within the specified time limits required by these regulations

8) Special inspections

9) Removal of obstructions from the aerodrome surface

10) Warning notices

NAM/CAR Regional Challenges

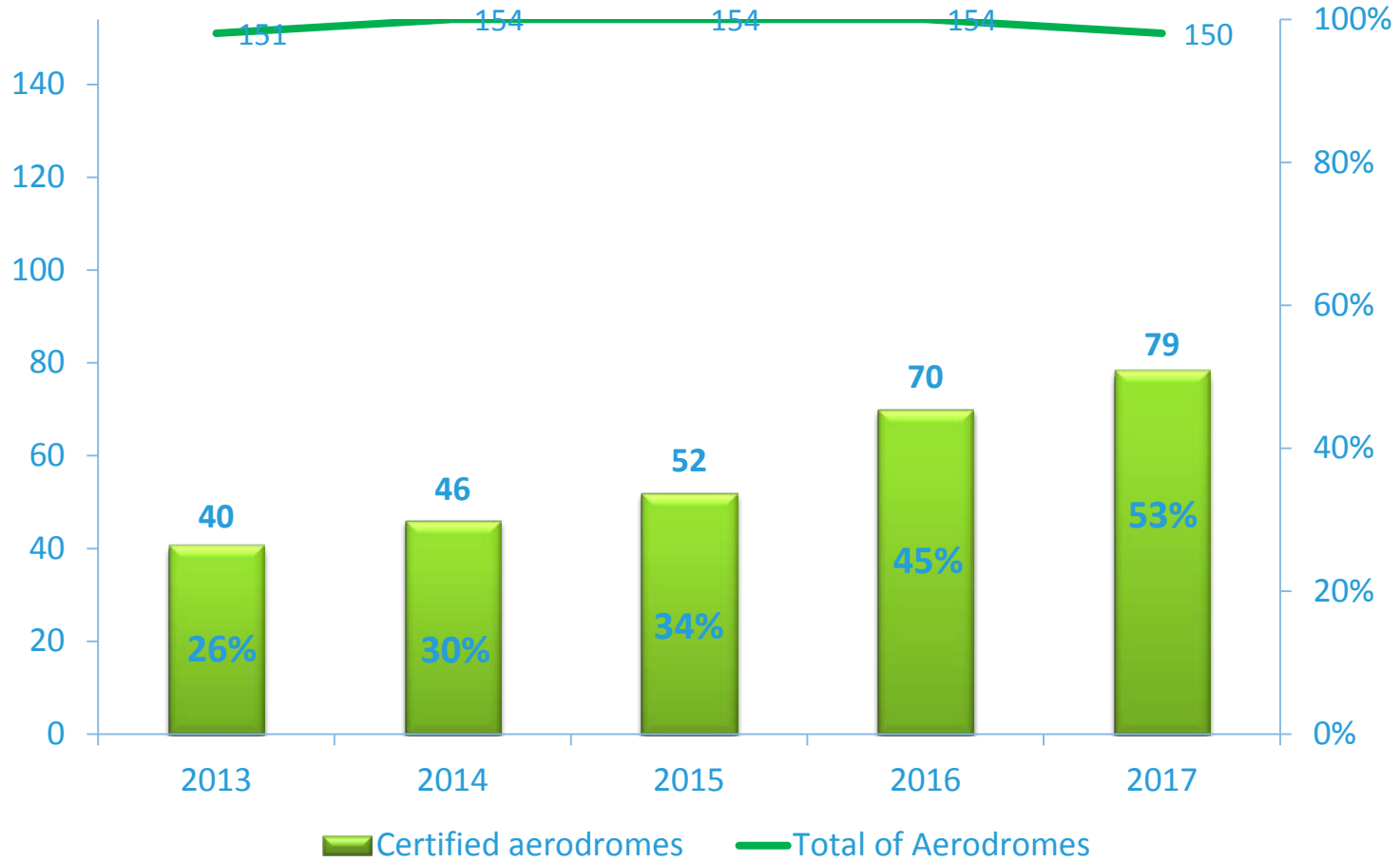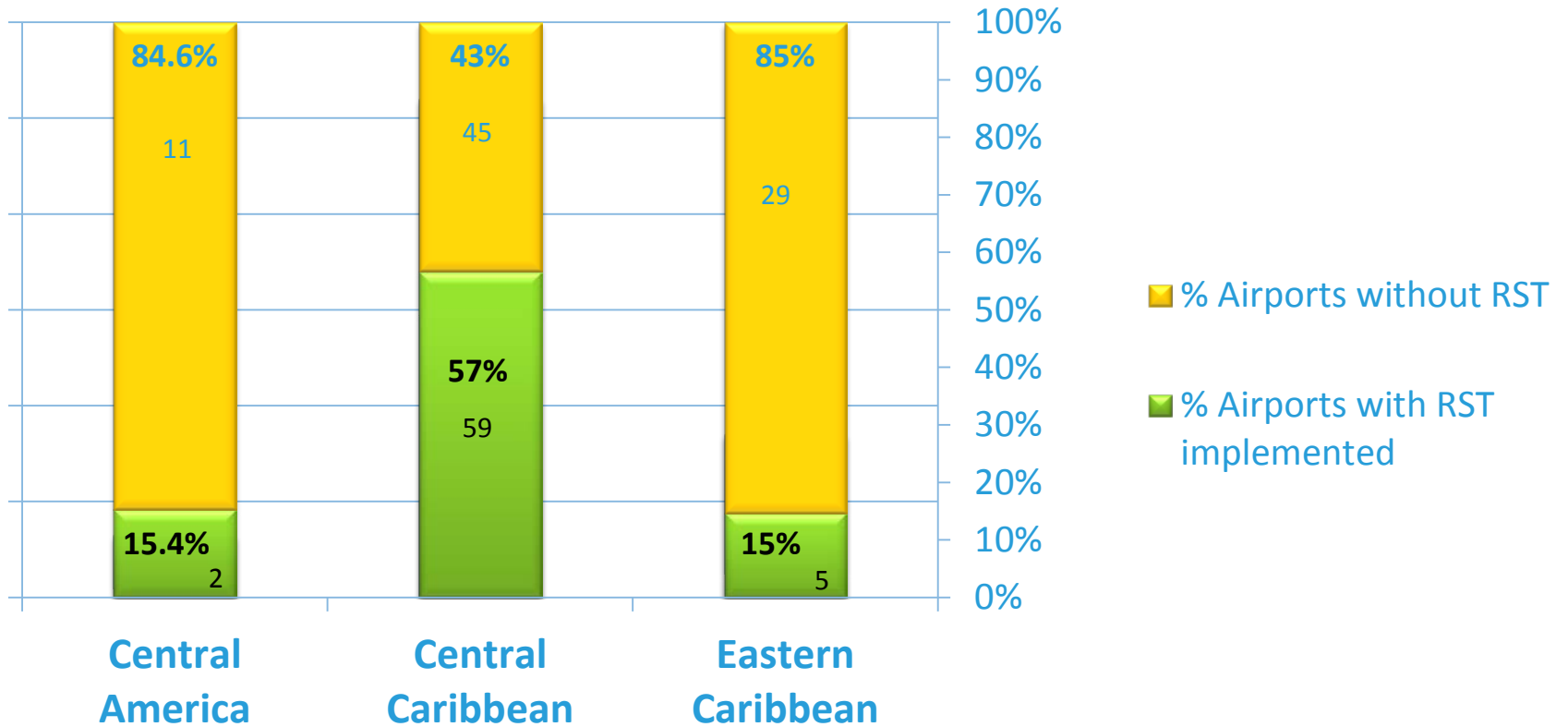|		
Political will and State budget allocations	**Traffic growth and inability of States to support the growth**	**Demand for skilled aviation personnel**
State diversities, sovereignty, languages and cultures	**Infrastructure deficiencies**	**Lack of Resources within the Member States and the Regional Office**

Status of Aerodrome Certification

Legend: Certified aerodromes (green bars) / Total of Aerodromes (green line)

Data by year:
- 2013: Certified aerodromes 40 (26%), Total of Aerodromes 151
- 2014: Certified aerodromes 46 (30%), Total of Aerodromes 154
- 2015: Certified aerodromes 52 (34%), Total of Aerodromes 154
- 2016: Certified aerodromes 70 (45%), Total of Aerodromes 154
- 2017: Certified aerodromes 79 (53%), Total of Aerodromes 150

Aerodrome Certification in NAM/CAR

Status of Runway Safety Team (RST) Implementation in the CAR Region