



INTERNATIONAL CIVIL AVIATION ORGANIZATION

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SIXTH MEETING OF THE AERODROMES
OPERATIONAL PLANNING SUB-GROUP (AOP/SG/6)
(Nairobi, Kenya, 11 – 13 May 2005)

Agenda 14 Item 4: Follow-up on specific Annex 14, Volume I provisions

4.1: Certification of aerodromes

(Presented by the Secretariat)

SUMMARY

As of 27 November 2003, States must certify their aerodromes used for international operations in accordance with the specifications contained in ICAO Annex 14, Volume I as well as other relevant ICAO specifications through an appropriate regulatory framework.

Surveys conducted on this standard emphasizes that many States of the region have not yet implemented these provisions nor even, for some of these States, satisfy the minimum prerequisites for the certification process.

Action required: As indicated at paragraph 7.

References:

Annex 14, Volume I, Paragraph 1.4
Manual on the Certification of Aerodromes, Doc.. 9774

1. The fourth edition of Annex 14, Volume I contains in its Paragraph 1.4, provisions relating to the certification of aerodromes. Among these provisions is Standard 1.4.1 which, as from 27 November 2003, make obligation to States to certify their aerodromes used for international operations. It is worth recalling that the requirement of certification of aerodromes was necessary following the recognition that ownership, operation and surveillance were changing from being primarily government to the increasing involvement of the private sector.

2. The Manual on Certification of Aerodromes (Doc. 9774) provides the necessary guidelines on the correct and effective uniform implementation of the Annex 14 Volume I requirement. ICAO considers that the most effective and transparent means of achieving the objective expected are to:-

- a) establish a separate safety oversight entity supported by appropriate legislation to carry out the functions of certification
- b) implement an aerodrome certification procedure

3. It is accepted that States need to enact basic legislation that will provide for the requirement for the certification of aerodromes. Such regulation should identify the regulatory authority and vest it with the necessary powers to enforce compliance. The requirement for certification should apply equally to government operated State-owned aerodromes and to airports operated by others.

4. As a prerequisite to the application for aerodrome certification, an aerodrome manual should be prepared by the operator and approved by the regulatory authority. Doc. 9774 contains in Appendix 1 a description of the structure of the aerodrome manual. The information contained in the aerodrome manual should effectively demonstrate that the aerodrome conforms to the certification standards and practices and that there are no apparent deficiencies, which would adversely affect the safety of aircraft operations. It should enable the CAA to assess the suitability of the aerodrome for the operations proposed and to judge the applicant's fitness to hold a certificate. The aerodrome manual should contain statements and details on:

- General information
- Particulars of the aerodrome site
- Particulars of the aerodrome site to be reported to the AIS
- Particulars of the aerodrome operating procedures and safety measures
- Aerodrome reporting
- Access to the movement area
- Aerodrome emergency plan
- Rescue and fire fighting
- Inspection of the movement area and obstacle limitation surface by the operators
- Visual aids and aerodrome electrical systems
- Maintenance of the movement area
- Aerodrome works – Safety
- Apron management
- Apron safety management
- Airside vehicle control
- Wildlife hazard management
- Obstacle control
- Removal of disabled aircraft
- Handling of hazardous materials
- Low visibility operations
- Protection of sites for radar and NAVAIDS

5. Surveys initiated by the ESAF and WACAF ICAO Regional Offices showed that the level of implementation of the aerodrome certification requirements was relatively low. Indeed, several States introduced at various levels of their national texts, a requirement for the certification of aerodromes. Some States, in addition published aerodrome certification regulations based on the model regulations contained in Doc. 9774. Unfortunately, very few

States went to the end of the process and actually certified their aerodromes used for international operations.

6. Among the reasons identified, most frequent are the lack expertise in this matter, lack of an appropriate unit within the CAA to deal with these questions, absence of trained personnel and in a sufficient number tasked with the process of certification files and the conduct of the necessary preliminary inspections. In several States, it is also noted the lack of a national aerodrome regulations or even provisions giving force of national standard to ICAO Annex 14, Volume I SARPs.

7. On their part, the ESAF and WACAF ICAO Regional Offices continued to assist States through direct advice to CAAs on their request or during missions, organization and conduct of awareness and training workshops, in particular, those organized in 2004 jointly with the American Federal Aviation Administration (FAA) in Cape Verde and Africa of South for the training aerodrome inspectors. It was put forward during these workshops that the majority of States' delegates did not have a good knowledge of Annex 14 and that State were not provided, as FAA, with national aerodrome regulations. It was also underscored the need for preparing aerodrome inspection checklists to ensure all applicable Standards and Recommended Practices are covered during office review as well as during the on-site inspection phase.

8. A co-operative approach is also encouraged by ICAO and in this context, regional initiatives are under development, within WAMEU in West Africa and CEMAC in Central Africa. These initiatives aim at adopting a supranational certification and safety oversight system, mandatory to all Member States to booster the level of implementation of safety related SARPs. The ICAO Technical Cooperation Bureau is assisting States within the WAMEU project underway.

9. The AOP Sub-group is consequently invited to:

- note the information contained in this paper;
- discuss this question from every angle and;
- propose recommendations aimed at improving the level of implementation the aerodrome certification requirement in the region..