



# ICAO

**Twenty Second Meeting of the Africa-Indian Ocean Planning and Implementation  
Regional Group (APIRG/22)  
(Accra, Ghana, 29 July to 3 August 2018)**

**Agenda Item 3: AERODROME CERTIFICATION**

*(Presented by the Republic of Zambia)*

SUMMARY	
<p>This working paper presents the experience that Zambia underwent in carrying out Aerodrome Certification and capacity building for Aerodrome personnel and inspectors.</p> <p><b>Action by the meeting is at paragraph 3.</b></p>	
<p><b>REFERENCE(S):</b> Annex 14 Vol 1 – Aerodrome Design and Operations  Doc 9981 – PANS Aerodromes Doc 9774 – Aerodrome Certification Manual APIRG and RASG Reports</p>	
<i>Strategic Objectives</i>	<p><b>A</b> – Aviation Safety, <b>B</b> – Air Navigation Capacity and Efficiency</p>

## 1.0 INTRODUCTION

- 1.1** The Aerodrome certification project launched in Dakar and Nairobi in August 2016, followed by familiarization workshops from which States submitted their action plans refers. Zambia was a beneficiary State of the project that was aimed at assisting the State to Certify at least one international Aerodrome and build capacity for the State through assigned Experts from donor States.
- 1.2** ICAO’s long term traffic forecast indicate that global passenger traffic will almost double by 2032, reaching more than 6 billion passengers annually compared to 3.5 billion in 2016. They will be more than 60 million flights expected. The number of aerodromes serving international operations is not expected to increase commensurate to the number of flights, therefore they is need to ensure the

sustainable accommodation of this unprecedented growth, while maintain safety and regularity of operations.

## **2.0 DISCUSSIONS**

- 2.1** Aerodrome certification has been a requirement in ICAO Annex 14 vol 1 since 2003. It is a proven and effective way of ensuring safe and efficient aerodrome operations, through a defined phased process which examines various components of an aerodrome and verifies compliance with international Standards and Recommended Practices (SARPs).
- 2.2** Aerodrome certification is an essential means to ensure aerodrome safety and for enhancement of efficiency. The results of the ICAO Universal Safety Oversight Audit Programme (USOAP) audits suggest that the level of implementation of aerodrome certification, including Safety Management Systems (SMS), is not yet satisfactory for aviation safety targets and aerodrome certification supports almost 50% of the AGA Protocol Questions in the USOAP program. Therefore a State can only raise the EI in AGA by ensuring that its international Aerodromes are certified
- 2.3** The AFI Aerodrome Certification project was introduced to help beneficiary States to certify at least one International Aerodrome. It has been very useful to the States that were beneficiaries.
- 2.4** Under the project, Zambia has been able to certify Kenneth Kaunda International Aerodrome and has built sufficient capacity to certify the remaining three International Aerodromes. The Process for certification of the remaining three international aerodromes is at an advanced stage and the State will soon issue certificates to the remaining aerodromes once they meet the Certification requirements under the national regulatory framework..
- 2.5** Capacity building and expertise had been a major challenge to ensure the Certification of the Aerodrome. There was need for benchmarking and constant coaching by the able expert had been assigned to Zambia by the ESAF Office. This continuous consultation ensured that the right Aerodrome inspectors had been recruited and trained well. The Aerodrome Operator had also to ensure that the personnel had undergone sufficient training to meet the threshold for certification.
- 2.6** The requirement of Certification of Aerodromes are wide and in order to ensure that Aerodrome inspectors are well trained for certification of Aerodromes, the State have to keep sending inspectors to far countries where different courses are undertaken.
- 2.7** Out of the technical Areas of Audit, the AGA audit area does not have a comprehensive Government Safety Inspectors Course. If such a course existed, it would be easy to train inspectors in the region. Inspectors will only need to

undertake various modules that are well planned and finally gain the capacity required for Aerodrome Certification.

- 2.8** To enhance the capacity of AGA Inspectors among States to carry out Aerodrome Certification, the AFI region needs to intentionally support a process of making use of the few available experts in Aerodrome Certification to train new and upcoming inspectors through a robust and comprehensive training course. A formal Government Safety Inspector (GSI) Course needs to be formulated for Aerodromes Inspectors as it is the case for the other Audit areas like Flight Ops, PEL and Airworthiness.

### **3.0 Action by the meeting**

#### **The meeting is invited to:**

- a) request ICAO to develop a GSI Aerodromes Course to be conducted at a cost effective rate as a means of supporting the Certification of Aerodromes in the region.
  - b) Request ICAO through Regional offices to conduct Aerodrome Certification workshops and Seminars aimed at building capacity and sharing of information, challenges and experiences on best practices so that the Abuja Safety Target on Aerodrome Certification can be achieved.
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