

Workshop Scenario for Breakout Session on Certification of Aerodromes

Commitment on Aerodrome Certification: Certification of all aerodromes used for international operations by 2020

1) **Scenario:**

ANYCOUNTRY is a member of ICAO and located in Asia Pacific Region. The *ANYCOUNTRY* is a member of the Cooperative Development of Operational Safety and Continuing Airworthiness Programme (COSCAP). The National Aviation Authority (*NAA*) of *ANYCOUNTRY* is the Regulator for Civil Aviation and Civil Aviation Security.

The *ANYCOUNTRY* has three aerodromes used for international operations and eight aerodromes open for public use (domestic commercial air transportation). The *ANYCOUNTRY* Airport Company (*AAC*) operates two international aerodromes. One aerodrome, which belongs to the Military Authority, is also open to international operations. The international terminal building and associated car parks at the military aerodrome have been built and operated by a private operator under a Public Private Partnership (PPP) scheme. However, the *NAA* manages and operates all domestic aerodromes.

ICAO had conducted audit on the *ANYCOUNTRY* in 2014 under USOAP CMA, and got overall USOAP EI of 58 % and in the area of aerodromes and ground aids (AGA) 43%. In addition, ICAO had identified a significant safety concern (SSC) in the area of aircraft operation; however, the SSC had been resolved in the middle of 2017. Immediately after the USOAP Audit in 2014, the *NAA* had put more efforts in resolving the SSC. The *NAA* has a limited resource for the safety oversight of other areas, such as, air navigation services and aerodromes.

The *ANYCOUNTRY* has promulgated new Civil Aviation Act in 2015 and National Regulations for design, operations and certification of aerodromes in 2016 (National Aerodrome Regulations 2017). The *ANYCOUNTRY* has transposed most of the Annex 14, Volume I provisions into National Regulations.

The *NAA* has in place an organization structure for safety oversight of aerodromes in 2016, which is named as Department of Aerodrome Standards and Safety (*DASS*). However, the *DASS* has not been fully functional since 2nd January 2017 due to constraint in human and financial resources in *NAA*. The posts of Chief and Aerodrome Inspector (AI) have been vacant since January 2017, as the Chief and AI of *DASS* left the *NAA* and joined the *AAC*. Only a Senior Aerodrome Inspector (SAI) from Air Traffic Services background supported by one secretary has been working in *DASS* since January 2017. The SAI has trainings in Annex 14, Volume I, aerodrome certification, safety management system (SMS), audit techniques, wildlife hazard management (WHM) and basic rescue and firefighting services (RFFS). The *NAA* has no specific plan for the advertisement of vacancy to fill the posts of the Chief and AI of the *DASS*. Airport Management Department (*AMD*) of the *NAA* is primarily responsible for the management and operations of domestic aerodromes and facing problem due to acute shortage of human and financial resources.

The *DASS* has developed a manual on safety oversight of aerodromes incorporating procedures for initial certification, suspension and amendment of the aerodrome certificate and continuous surveillance of

certified aerodromes. Though the *DASS* has started development of an Aerodrome Inspector's Handbook to provide guidance on initial certification and continuous surveillance, it was unable to complete due to inadequate resources in *DASS*. The SAI has some kind of checklists provided to him by one of the trainees from the State while he was in training on aerodrome certification in 2016. The *DASS* has a procedure for granting exemptions; however, the Senior AI is not trained on assessment of the outcomes of the safety risk analysis/aeronautical studies.

In accordance with the National Aerodrome Regulations 2017:

- aerodromes used for international operations shall obtain an aerodrome certificate issued by the *NAA*;
- the domestic aerodromes open for public use shall obtain an aerodrome certificate issued by the *NAA* by 2022;
- an aerodrome certificate is valid for 5 years until it is suspended or cancelled and not transferable.

So far, the *NAA* has managed to certify only one international aerodrome in 2017. The *NAA* has yet to certify two other international aerodromes including one operated by the Military Authority. However, the Military Authority is not interested to obtain an aerodrome certificate (open for international operations), as there are many areas that they think difficult to comply with the National Aerodrome Regulations 2017.

The other civil international aerodrome operated by *AAC* with a single runway of 45 metres width and 3,500 metres length, with the regular operations of Airbus 330 and Boeing 777-300 is yet to be certified and has following deficiencies:

- 1) Exist two obstacles penetrating transitional surface at one side;
- 2) A drain is located at 120 m from runway centerline;
- 3) The runway was rehabilitated in 1995 but still in serviceable conditions;
- 4) There are 150 m of stopways at both ends of runway, but no runway end safety area (RESA) provided at either ends of runway;
- 5) No equipment for removal of disabled aircraft (RODA) that commensurate with A-330 and B 777-300;
- 6) No safety manager appointed for implementation of SMS.

The aerodrome personnel from *AAC* are trained in certification of aerodromes, SMS, and in most of the areas of aerodrome operations. On the other hand, the Military Authority personnel at military aerodrome are not familiar with national requirements on aerodrome certification, National Aerodrome Regulations 2017, ICAO Annex 14, Volume I and related aerodrome design and airport services manuals. Regardless of above deficiencies the *AAC* has already submitted to the *NAA* an application for aerodrome certificate along with an aerodrome manual, reports on safety risk assessment with regard to above deficiencies on physical characteristics, obstacles and RODA. However, the *DASS* has not taken any action on application of the aerodrome operator.

The *DASS* has developed an annual surveillance plan without developing a specific surveillance programme for the certified aerodrome. In addition, the AIS Service Provider has not published in the National AIP the certified status of the aerodrome.

The *ANYCOUNTRY* being one of the States from Asia Pacific Region should adhere to the *Beijing Declaration Commitment on Certification of International Aerodromes by 2020*.

2) Instructions to participants:

Based on above scenario and advance preparation questionnaire posted on 55th DGCA Conference (also provided below in Section (3)), please discuss in small groups, identify ways to improve the capability of a State's Regulatory Authority for safety oversight of aerodromes and national level compliance with ICAO Annex 14, Volume I requirement on certification of aerodromes.

At the end of the breakout group discussion, the small groups is requested to report back to the Rapporteur of the Group the key issues that may hinder the State Regulatory Authority to complete certification of international aerodromes, recommendations and action plan that may facilitate States to meet *Beijing Declaration target of 2020*.

The appointed Rapporteur of the Group then should report the outcome of the breakout session to the Plenary Session at the end of the day. A key deliverable of the Breakout Session will be a proposal of an *Action Item for the 55th APAC DGCA Conference* as per template provided in **Attachment - A**.

3) Advance preparation questionnaire posted on the 55th DGCA Conference website:

- a) What is the current legal and regulatory framework in your State with regard to the *Certification of Aerodromes*?
- b) What is the current mechanism to ensure compliance with national and international requirements on *Certification of aerodromes*?
- c) Has your State established an entity, within your Administration, responsible for safety oversight of aerodromes with adequate number of trained and experienced aerodrome inspectorate staff?
- d) If your Administration is also responsible for aerodrome operations, is there a clear functional separation between regulatory and service provider's functions within your Administration?
- e) Has Aerodrome Inspectorate Staff been provided with adequate tools for initial certification and continuous safety oversight of certified aerodromes, such as, Aerodrome Certification Procedure manual and Aerodrome Inspector's Handbook with appropriate checklists?
- f) Has Aerodrome Inspectorate Staff and Aerodrome Operators been provided access to guidance materials related to aerodrome design, operations, certification and regulations?
- g) What are main obstacles/challenges faced by Aerodrome Inspectorate Staff (Regulatory Authority) and Aerodrome Operators in your States for certification of aerodromes?
- h) Has your Administration developed *Aerodrome Certification Programme* to complete certification process of aerodromes that are used for international operations by 2020?

- i) What are the obstacles/challenges you foresee to achieve *Beijing Declaration target of 2020* to certify rest of the aerodromes used for international operations in your State?
- j) How can your State, as Champion States in certification of aerodromes, help other States who have yet to certify all or some of the international aerodromes to meet the *Beijing Declaration target of 2020*?
- k) How can your organization (e.g. ACI, IATA, US FAA, EASA, UK CAA, DGCA France etc.) help States that need assistance to meet the *Beijing Declaration target of 2020*?
- l) Action Plan/Road map for meeting *Beijing Declaration Commitment of 2020*.
- m) Mechanism for monitoring State's progress on aerodrome certification by APANPIRG AOP/Sub Group.
- n) List of international aerodromes in APAC Air Navigation Plan and Publication of certified status of aerodromes in National AIP.