



International Civil Aviation Organization

**Aerodrome Certification Implementation Task Force
(ADCI TF)**

Second Meeting
(Doha, Qatar, 12 – 14 May 2013)

Agenda Item 4: Certification Process and Implementation Issues

**STATUS OF IMPLEMENTATION OF CERTIFICATION
OF AERODROMES REQUIREMENTS IN THE MID REGION**

(Presented by the Secretariat)

<p style="text-align: center;">SUMMARY</p> <p>This working paper presents the results of follow up of Implementation of actions taken by States regarding the Implementation of Certification of Aerodromes as required in Annex 14, Volume I. In order to assist and monitor the implementation of aerodrome certification in the MID Region, Appendix A attached to this working paper was developed based on States feedback.</p> <p>Action by the meeting is at paragraph 3.</p>
<p style="text-align: center;">REFERENCES</p> <ul style="list-style-type: none"> - Annex 14 – Volume I - AOP SG/8 Report - ICAO Manual Doc 9774 - MIDANPIRG/13 Report

1. INTRODUCTION

1.1 It has been recognised that there is a global trend towards greater autonomy and privatization of aerodromes and that the role of the aerodrome operator, in many cases, has changed hands from the State to the private sector. The methods of ownership, operation and surveillance of aerodromes differ among States.

1.2 Most of MID States have created Aerodrome Authorities/Companies or other governmental entities to manage and operate their aerodromes. However, it is recognized that the role of States to ensure safety remains unchanged in accordance with Article 28 of the Chicago Convention and ICAO SARPs.

1.3 The intent of ICAO requirement for Certification of Aerodromes is to ensure the establishment of a regulatory regime so that compliance with the specifications in Annex 14 Volume I can be effectively enforced.

2. DISCUSSION

2.1 When an aerodrome is granted a certificate, it signifies to aircraft operators and other organizations operating on the aerodrome that, at the time of certification, the aerodrome meets the specifications regarding the facility and its operation, and that it has, according to the certifying authority, the capability to maintain these specifications for the period of validity of the certificate. The certification process also establishes the baseline for continued monitoring of compliance with the specifications.

2.2 The meeting may wish to recall that MIDANPIRG/13 Meeting was of the view that there is a need to provide more detailed information on the status of Implementation of Certification of Aerodromes and Safety Management System at each State's International Aerodrome listed in the MID Basic Air Navigation Plan (Doc 9708) and that a regular follow-up of the status of implementation is to be carried out.

2.3 MIDANPIRG/13 Meeting has noted with concern that the level of Implementation of Certification requirements in the MID Region is still beyond expectations and was of the view that implementation of a plan of actions would improve and foster the implementation of ICAO requirements.

2.4 Based on the latest feedback provided by States, the Aerodromes Certification Implementation table has been prepared as contained in **Appendix A** to this working paper. The table shows that 27 of the MID States reported International Aerodromes have been certified. This number represents 40% of the 68 International Aerodromes to be listed in the ANP.

2.5 In addition, table shows that MID ANP includes 52 airdromes designated for International Air Transport for Regular Use (RS). Out of them 26 aerodromes (50%) have been certified. There is only one aerodrome designated as International non-scheduled air transport for regular use (RNS) certified out of the reported 4 aerodromes representing 25%. Other than that, all aerodromes designated as International scheduled Air Transport for Alternate Use (AS) and international non-scheduled Air Transport for Alternate Use (ANS) have not yet been certified.

2.6 It is obvious that Sates have given lower priority for certification to the RNS, AS, and ANS aerodromes. This can be related to their lower traffic volumes when compared to the RS Aerodromes.

3. ACTION BY THE MEETING

3.1 The ADCI TF/2 is invited to:

- a) note the information provided on the status of Implementation of Certification of Aerodromes as contained in **Appendix A** to this working paper; and
- b) agree that the ADCI TF focuses on Certification of the RS Aerodromes as a first priority for the MID Region Aerodromes Certification.

APPENDIX A

Table 1

STATUS OF AERODROME CERTIFICATION IMPLEMENTATION IN MID REGION

Sr	State	Listed aerodromes					Certified Aerodromes					Percentage certified	Remarks
		RS	RNS	AS	ANS	Total	RS	RNS	AS	ANS	Total		
1	Bahrain	1				1	1				1	100%	
2	Egypt	8	1	7		16	4				4	25%	
3	Iran	7	1			8	2				2	25%	
4	Iraq	5	1			6	2				2	33%	
5	Jordan	2		1		3	1				1	33%	
6	Kuwait	1				1	1				1	100%	
7	Lebanon	1				1	0				0	0%	
8	Libya												No available information
9	Oman	1		1		2	1				1	50%	
10	Qatar	2				2	2				2	100%	
11	Saudi Arabia	4				4	4				4	100%	
12	Sudan	5			3	8	1				1	13%	
13	Syria	3				3	0				0	0%	
14	UAE	7	1			8	7	1			8	100%	
15	Yemen	5				5	0				0	0%	
	Total	52	4	9	3	68	26	1	0	0	27	40%	
	% certified						50%	25%	0%	0%	40%		

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