International Civil Aviation Organization

Third Meeting of the Middle East Regional Aviation Safety Group (RASG-MID/3)

(Kuwait, 27 - 29 January 2014)

Agenda Item 3: **Regional Performance Framework for Safety**

AERODROME CERTIFICATION

(Presented by the Secretariat)

SUMMARY
This working paper presents an updated status on Certification of Aerodromes and summarizes the current efforts made to improve the level of implementation in the MID Region. Action by the meeting is at paragraph 3.

REFERENCES
- ADCI TF/2 Report - AOP SG/9 Report - MIDANPIRG/14 Report - RSC/2

1. INTRODUCTION

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

1.2   According to the MID Safety Strategy, there is a requirement for the near term objectives to reduce Runway Excursions and Incursions Accidents in the MID Region by 50% by 2017, through establishment and activation of Runway Safety Teams (RSTs), Aerodromes Certification, and Implementation of Airport Safety Management System (SMS).

1.3   The Ninth Meeting of the Aerodrome Operational Planning Sub Group (AOP/9) was held in Cairo, Egypt 23-25 September 2013. The AOP SG/9 meeting reviewed the MID Safety Strategy and agreed that appropriate actions should be taken to meet the strategy requirements for Runway Safety and Aerodrome Certification in order to achieve the planned targets.

1.4   Most of MID States have created a Directorate of Aerodromes Standards and Safety (DASS) as recommended by ICAO Doc 9774 (Manual on Manual on Certification of Aerodromes). However, the implementation of Aerodromes Certification is still a challenge in some States.

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. This means that the Aerodrome 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   Requirement of Certification of Aerodromes were highlighted and emphasised through the MID regional meetings and workshops/seminars. In particular, the AOP Sub-Group and MIDANPIRG meetings have endorsed a number of Conclusions to urge MID States to provide Action Plans and expedite the Implementation of Aerodromes Certification in accordance with Annex 14 and relevant ICAO SARPs.

2.3   The Second Meeting of the Directors General of Civil Aviation in the Middle East Region (DGCA-MID/2) was hosted by the General Authority of Civil Aviation (GACA), Saudi Arabia in Jeddah, from 20 to 22 May 2013. The DGCA-MID/2 meeting recognized that certification of International Aerodromes needs a high level commitment from States towards allocation of required resources and adoption of an acceptable action plan. Accordingly, the meeting agreed to the following Conclusion:

> *DGCA MID/2-CONCLUSION 2/8−   AERODROMES CERTIFICATION ACTION PLAN AND PROGRESS REPORTS*
>
> *That, MID States, that have not yet done so, be urged to:*
>
> a) *allocate necessary resources and develop Action Plans for the implementation of Aerodromes Certification; and*
>
> b) *send progress reports on implementation status to the ICAO MID Regional Office every six months with effect from 01 July 2013.*

2.4   The AOP SG/9 reviewed the outcome of the Second Meeting of the Aerodrome Certification Implementation Task Force (ADCI TF/2), Doha, Qatar 12-14 May 2013, and updated the status of Aerodromes Certification in the MID Region.

2.5   Based on the latest feedback provided by States, the Aerodromes Certification Implementation table has been updated as at **Appendix A** to this working paper. The table shows that 28 out of the 71 MID States International Aerodromes have been certified. This number represents 39% of the International Aerodromes listed in the MID ANP.

2.6   The above-mentioned table shows that the MID ANP includes 55 Aerodromes designated as International Air Transport for Regular Use (RS) of which 26 Aerodromes (47%) have been certified. There is only one Aerodrome designated as International non-scheduled Air Transport for Regular Use (RNS) certified out of 4 Aerodromes representing 25%. On the other hand, 8% of Aerodromes designated as International scheduled Air Transport for Alternate Use (AS) were certified and none of the International non-scheduled Air Transport for Alternate Use (ANS) has been certified.

2.7   The meeting may wish to note that the inclusion of Libya and Sudan to the MID ANP has been reflected in the MID Aerodrome Certification implementation table. While Sudan has reported that one of their 8 International Aerodromes was certified, no reports have been received from Libya in response to ICAO MID Office correspondences in this regard.

2.8   The Second Meeting of the RASG-MID Steering Committee (RSC/2, Amman, Jordan, 28-30 October 2013) noted that the AOP SG/9 made a proposal to organize an Aerodrome Certification Workshop in the MID Region and suggested the establishment of a MID ADCI Support Team (MID-ADCST).   In this respect, the RSC/2 meeting agreed that a break-out session for Aerodrome Certification implementation will be included as part of the Second Middle East Regional Runway Safety Seminar/Workshop (MID-RRSS/2) which is planned to be held in UAE, 2-5 June 2014.   The RGS WG, taking into consideration the outcome of the break-out session, would study/consider the need to establish the MID-ADCST.

3.   ACTION BY THE MEETING

3.1   The meeting is invited to:

    a) review and update, as appropriate, the status of implementation of Aerodromes Certification as at **Appendix A** to this working paper; and

    b) task the RGS WG to study/consider the need to establish the MID-ADCST and recommend appropriate action.

APPENDIX A

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	3				3					0	0%	
9	Oman	1		1		2	1		1		2	100%	
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	55	4	9	3	71	26	1	1	0	28	39%	
	% certified						47%	25%	11%	0%	39%		

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