

AERODROME CERTIFICATION



THE GRANTLEY ADAMS INTERNATIONAL AIRPORT
EXPERIENCE

Context of the Certification

- Historically, Barbados had great investment in the development of Civil Aviation.
- First Prime Minister, Right Excellent Errol Walton Barrow was an aviator who served in the Royal Air Force.
- On Independence of 1966, Prime Minister Barrow assumed responsibility for Civil Aviation

Barrow Legacy

- A clear vision for the advancement of Civil Aviation.
- Strong infrastructural base for development of Tourism Industry.
- Barbados to be developed as a hub to service other States in the Caribbean.
- Tourism has become the mainstay of the economy of Barbados.

STEPS TO THE PRESENT

- Airport transformed from Government owned and run to a Quasi-private Incorporated entity whose sole shareholder is the Government of Barbados.(2005)
- Investment in a completely new and expanded airport facility.
- Expansion of movement area and increased capacity.
- Change in organisational structure.

TRANSITION

- 2001 - Recommendation for Certification of Aerodromes became a standard.
- 2003- Requirement that States have a safety management system as a prerequisite for certification introduced.
- Implementation of recommendations for Government owned airports needed to have the legal framework to meet the requirements.

OPERATOR LEGAL FRAMEWORK

- Grantley Adams International Airport (Transfer of Management and Vesting of Assets) Act 2003 and Revision of the Civil Aviation Act 2004, to create the legal framework required for a private company – Grantley Adams International Airport Inc. to assume management and operation of the airport.
- Legal framework in place, GAIA Inc was required to produce an **Aerodrome Manual** for the Grantley Adams International Airport.

ROAD TO CERTIFICATION

- In addition to informing and guiding, the AM is the legal agreement between GAIA Inc and the Barbados Civil Aviation Department in which GAIA Inc .spells out precisely how it intends to ensure the safety of operation of the Grantley Adams International Airport.
- Specifies the standards that are to be met and the required levels of service to be maintained for certification.
- Serves as a reference document for airport inspections against which GAIA Inc. expects to be audited by aerodrome regulators and users alike.

REGULATORY OVERSIGHT

- Simultaneous change of organisational structure of BCAD the Government regulatory agency for the Grantley Adams International Airport.
- Establishment of Regulatory Section comprising Airworthiness, Personnel Licensing, AVSEC, Flight Operations, Aerodromes /Air Traffic Services Inspectors.
- Passing of Barbados Civil Aviation Regulations 2007 and Amendments which form the basis of regulatory oversight of the GAIA Inc.

REGULATORY LEGAL FRAMEWORK

- Certification is a requirement of the Civil Aviation Act (Act 2004-18) and Civil Aviation (Airport Certification) Regulations 2007 supported by Implementing Standards and the Barbados Manual of Aerodrome Standards which give effect to the ICAO SARPs and associated documents.
- 2011 and 2012 Amendments to Regulations are being processed to further meet the ICAO requirements outlined in CAPS to ICAO(2009) and FAA (2007) audits of 2009.

Certification Process

- Phase One – Pre-Application
 - Phase Two – Formal Application
 - Phase Three - Document Evaluation
 - Phase Four - Demonstration and Inspection
 - Phase Five–Certification
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- 2008 - Recertification of the GAIA commenced under the Civil Aviation(Airport Certification) Regulations 2007.

Pre application

- Existing Operation made the formalities of the first two phases straightforward.
- Formality completed with application of GAIA Inc.

Document Evaluation

- Civil Aviation (Airport Certification) 2007 Regulations Part IV and Implementing Standard 10 outline the requirement for and content of the Aerodrome Manual.
- Assessment and approval of Aerodrome Manual
- Evaluation of the Competence and Experience of Aerodrome Staff
- Implementation of SMS

INSPECTION OF GAIA

- Demonstration validated by existing operation of GAIA.
- Scope of Certification Inspection –
 - Implementation of and compliance with the terms of approval for the certification of the GAIA as set out in the Aerodrome Manual.
 - Compliance with the provisions of the Civil Aviation (Airport Certification) Regulations 2007.

FOD and WILD LIFE CONTROL

- FINDINGS

High rate of Bird Strikes reported by major airline operators e.g. British Airways and Virgin Atlantic and other operators.

- No - FOD and Wildlife committee
- No – Penalties for FOD Offenders instituted
- No – Response to increasing incidents of reported Bird Strikes.

FOD and Wildlife Control

CORRECTIVE and PREVENTIVE ACTION

- Aeronautical Study conducted
- Implementation of an effective Wildlife Management Programme.
 - Safety Awareness Training for Airport Community
 - Regular meetings of Safety Committee.
 - Annual FOD walk
 - Establishment of dedicated Wildlife Patrol unit.
 - Submission of reports to ICAO (IBIS)

CONTROL OF OBSTACLES

- FINDINGS

1. Existing obstacles within the aerodrome perimeter which penetrate the Transition surface.
2. Existing buildings on the Approach path which impact the approach surface and ILS.

Control of Obstacles

- **Corrective and Preventative Action**
 - Aeronautical Study to determine the impact on the development of the aerodrome.
 - Establishment of an obstacle free zone (OFZ) around airport.
 - Relocate AFS and RSS Buildings from Transition surface.
 - Acquire all properties within the extended airport perimeter (about 1.5 km west) on the approach.
 - Relocate all residences.
 - Redirect public road located 15 ft outside existing perimeter fence.
 - Prohibition of any other than aerodrome development in this area.

CERTIFICATION

- GAIA Inc. certified August 2011
- Annual Certification Inspection ensures that there is progress towards full compliance with ICAO SARPs.
 - No - Serious Safety Concerns
 - WIP - Completion of RESA
 - Centre line Lighting of new Apron Taxiway A

THE END
thank you !!!!gracias!!!



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