



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP
EIGHTEENTH MEETING (APIRG/18)
Kampala, Uganda (27 – 30 March 2012)**

**Agenda Item 1.2: REVIEW OF STATUS OF IMPLEMENTATION OF APIRG/17
CONCLUSIONS AND DECISIONS**

CHALLENGES FACING CERTIFICATION OF AERODROMES IN THE AFI REGION

(Presented by Kenya)

SUMMARY

<p>This paper reviews the APIRG/17 Conclusion related to the status of implementation of aerodrome certification requirements in the AFI Region. The paper discusses some of the challenges associated with the certification of aerodromes in general and the implementation of APIRG/17 Conclusion 17/10 in particular.</p>

<p>Action by the meeting is at paragraph 4</p>
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<p>REFERENCES:</p>

<p>APIRG/17 Report ICAO Annex 14</p>
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<p>Related ICAO Strategic Objective(s): A</p>
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1. INTRODUCTION

1.1 General

1.1.1 Pursuant to the provisions of ICAO Annex 14, paragraph 1.4, the certification of an aerodrome signifies to aircraft operators and other organizations operating on the aerodrome that the aerodrome facilities and operations meet required specifications and that the aerodrome has, according to the certifying authority, the capability to maintain these specifications for the period of validity of the certificate.

1.2 APIRG/17 Conclusions

1.2.1 The APIRG/17 meeting held in Ougadougou, Burkina Faso, 02 – 06 August 2010 reviewed the status of implementation of aerodrome certification in the AFI Region. The meeting acknowledged the challenges faced in the implementation of the certification provisions of ICAO Annex 14 including the lack of commitment to the certification process by aerodrome operators

and the lack of appropriate enforcement powers of aerodrome inspectors within the region. Subsequently, the meeting urged States to review their legislative framework regarding the imposition of operating restrictions and sanctions at aerodromes and further urged aerodrome operators to commit to certification of their aerodromes by 2011.

2. DISCUSSION

2.1 Imposition of operating restrictions and sanctions at aerodromes

2.1.1 Conclusion 17/10 of APIRG 17 urged States to review their legislative framework to take on board the imposition of operating restrictions and sanctions at aerodromes in cases where non-conformances have been identified. From the oversight perspective, a well-defined safety oversight mechanism with support of appropriate legislation is necessary to give effect to safety oversight of aerodromes. This involves the establishment of a regulatory regime which among other things empowers the CAA inspectors to impose operating restrictions and/or sanctions as part of the enforcement action. A number of international aerodromes in the AFI region are operated by governments or government agencies under delegated powers. These aerodromes are seen as the economic hubs of the States since they act as the major gateways to the international markets. Any attempt by the Regulator to impose a major restriction or sanction on such aerodromes may, depending on the gravity of the restriction or sanction, result in high level government intervention.

2.1.2 Against this background, operators of State owned or operated aerodromes feel protected and remain confident that their aerodrome can continue to operate uninterrupted even without the requisite aerodrome certificate.

2.2 Commitment to the certification process by aerodrome operators

2.2.1 International aerodromes mostly operate as commercial entities and tend to direct more resources towards those activities that generate income. Conclusion 17/10 of the APIRG 17 meeting urged aerodrome operators to commit to certification of their aerodromes by 2011. Despite the expiry of this deadline, a number of international aerodromes in the AFI region still remain uncertified. Commitment to the certification process should allow aerodrome operators to establish the baseline for continued monitoring of compliance with safety requirements and facilitate the establishment of appropriate organizational and operational structures and management systems including safety management systems which are a prerequisite to the grant of an aerodrome certificate. Safety at an aerodrome must therefore be seen as a cornerstone for the long term growth and sustenance of an aerodrome in which case the safety focus should far outweigh the focus on profits.

2.3 Promulgation of information on status of certification of aerodromes

2.3.1 Annex 14, Para 2.13.1 requires States to provide to the appropriate aeronautical information services (AIS), information on the status of certification of their aerodromes for promulgation in the States' Aeronautical Information Publication (AIP). The purpose of this promulgation is to ensure that AIS units obtain information to enable them provide up-to-date

pre-flight information. Although the promulgation of this information is a good way of showing the State's commitment to dissemination of up-to-date aerodrome data, some States are reluctant to comply with this requirement as it has the added effect of exposing the non-certified aerodromes to the flying public with some negative economic impacts. Arguably, from the safety perspective, the implications of operating an aerodrome that has not been certified by the regulatory authority should far outweigh the negative economic impacts in terms of building confidence in aerodrome users.

3. CONCLUSION

3.1 It is evident that certification of aerodromes used for international operations require combined efforts and cooperation by the regulator, the aerodrome operator and the government. Having in place effective enforcement framework provides a good foundation for safety oversight and empowerment of inspectors. Imposition of restrictions and/or sanctions as a basis for enforcement needs the support of the State governments especially for those aerodromes that are either owned or operated by the government or governmental agencies. An aerodrome operator who acknowledges the safety implications of operating an aerodrome that has not been certified should be able to commit to the certification process and direct the necessary resources towards safety activities in order to ensure long term sustainability of the aerodrome. Furthermore, it is important that States promulgate information concerning the status of certification of their aerodromes so that the users of the aerodromes can be confident that the aerodrome facilities and operations are continuously meeting the required safety levels.

4. ACTION BY THE MEETING

4.1 The meeting is invited to:

- a) Discuss and suggest ways of dealing with the challenges faced by States in imposing operating restrictions and/or sanctions at aerodromes that are owned or operated by government or governmental agencies.
- b) Discuss the continued operation of international aerodromes without the requisite certification and suggest ways of dealing with the problems associated with promulgation of upto date information on the status of certification of aerodromes in the AFI region.

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