



# ICAO

## INTERNATIONAL CIVIL AVIATION ORGANIZATION

### Ninth Meeting of the Africa-Indian Ocean Regional Aviation Safety Group (RASG-AFI/9)

9 November 2023

#### Agenda Item 4: Status of implementation of the GASP safety goals, targets and indicators including the priorities set in the regional safety plan

##### 4.3. Other Safety initiatives

##### Certification of Entebbe International Airport, Uganda

(Presented by: Uganda)

#### SUMMARY

This information paper presents an update on aerodrome certification in Uganda. The paper highlights the challenges and how they were addressed.

#### Action by the Meeting as per paragraph 3.

Strategic Objectives	<b>A- Safety</b> <b>B- Air Navigation Capacity and Efficiency</b>
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## 1 INTRODUCTION

1.1 The meeting may recall the various conclusions and decisions requiring States to certify aerodromes used for International Civil Flight Operations. Various APIRG conclusions provide guidance and direction to States, aerodrome operators and stakeholders to plan and implement actions which are geared towards certification of aerodromes used for International Civil Aviation.

1.2 Aerodrome certification process can be a challenge for States where existing aerodromes have significant gaps regarding ICAO's SARPs, especially those related to the physical characteristics and the existence of obstacles. Some of the existing aerodromes have infrastructure that was established before the effective adoption of the ICAO's SARPs in national regulations. In some cases, the aerodrome site is constrained by incompatible land use activities, which is a serious issue for implementing physical characteristic modifications, such as providing runway end safety area (RESA) or providing standard distances between elements of the infrastructure in the movement area.

## 2. DISCUSSION

2.1 The Aerodrome Certification process of Entebbe International Airport was initiated in 2015, following ICAO Validation Mission in conducted in June 2014, and was concluded in August 2023, subsequent to the aerodrome meeting the regulatory requirements for issuance of an aerodrome certificate.

2.2 While it was desired that aerodrome certification be concluded within recommended time frame of eighteen (18) months; legal and regulatory framework limitations, resource limitations, lack of technical expertise in the State, infrastructure inadequacies, among others hindered the timely implementation of aerodrome certification process.

2.3 The main challenges encountered in the certification of aerodromes in Uganda were:

2.3.1 Legal and regulatory framework limitations. The legal and regulatory framework was not explicit on requirements regarding to aerodrome surveys, qualifications and competence of aerodrome key personnel and operations.

2.3.2 At the start of the certification process, the aerodrome started the upgrade and expansion works that were changing the physical characteristics. The changes were extending to the runways and taxiways and thus the certification process could not proceed as initiated under the ICAO certification Project in the year 2016.

2.3.3 Inadequate Technical guidance materials for the aerodrome operator and inspectorate staff on the aerodrome certification process and some regulatory requirements, including conduct of aerodrome surveys.

2.3.4 Absence of valid aerodrome survey report that complies with the requirements of ICAO Document 9674 – WGS-84 Manual. All the earlier aerodrome surveys for the aerodrome did not meet the requirements in ICAO Doc 9674 – WGS-84 Manual.

2.3.5 Inadequate number of qualified and competent aerodrome Regulatory staff, coupled with the lack of availability of training modules for the aerodrome inspectors.

2.3.6 Inadequate number of qualified and competent aerodrome operational and maintenance personnel, coupled with the lack of training modules for the aerodrome inspectors in the region.

2.3.7 Existing aerodrome infrastructure that does not comply with regulatory requirements, especially the provision of Runway Safety End Area and existence of obstacles at the aerodrome.

2.3.8 Inadequate implementation of SMS at the aerodrome at the start of the certification process.

2.4 A compliance audit was carried out by the regulatory authority and the findings provided to the aerodrome operator to address, prior to progressing to phase 3 of the certification process.

2.5 There was a preference for compliance with the requirements rather than the conduct of aeronautical studies. The aerodrome operator was cooperative and collaborated with the regulator, in addressing the non-compliances.

2.6 The following actions/measures were undertaken to address the specific challenges;

2.6.1 Legal and regulatory framework limitations. The legal and regulatory framework was reviewed and amended to include specific requirements regarding to aerodrome surveys, qualifications and competence of aerodrome key personnel and operations.

2.6.2 Technical guidance materials for the aerodrome operator and inspectorate staff on the aerodrome certification process and specific regulatory requirements including the conduct of the aerodrome surveys were developed for use.

2.6.3 Aerodrome survey reports: Specific training was provided to for the aerodrome operator, regulatory and Air Navigation Service Provider, and a survey firm was procured to carry out the aerodrome survey in accordance with the requirements of ICAO Document 9674 – WGS-84 Manual. The challenge of identifying and procuring competent aerodrome survey firms still remains in the region.

2.6.4 Number of qualified and competent aerodrome Regulatory staff: Uganda CAA recruited sufficient number of inspectors, and provided appropriate training for the regulatory personnel. The challenge of availability of training courses/modules in aerodromes still exists for the region.

2.6.5 Number of qualified and competent aerodrome operational and maintenance personnel: The aerodrome Operator organized for the massive onsite training for the aerodrome personnel in the different aerodrome disciplines.

2.6.6 Existing aerodrome infrastructure: The Runway Safety End Area was provided for that runways and obstacles in the runway strip were removed. The upgrade and expansion works of the helped address other inadequacies at the aerodrome.

2.6.7 SMS Implementation: Subsequent to the compliance audits, the aerodrome operator deployed measures to establish and implement an SMS, and ensured it was operational, prior to the conduct of Phase IV of the certification process.

### **3 ACTION BY THE MEETING**

3.1 The meeting is invited to note the information contained in this paper and encourage states to share the status and challenges encountered in certification of aerodromes.

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