



## Presentation Title: Aerodromes Licensing Requirements

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# Where did it all begin?

## International Civil Aviation Organization

- ➔ **International Civil Aviation Organization (ICAO)** is a Specialised Agency of the United Nations established in 1944 under the Convention on International Civil Aviation, known as the “Chicago Convention”.
- ➔ ICAO develops Policies and Standards, undertakes compliance audits, provides assistance and builds aviation capacity through many other activities and the cooperation of its Member States.
- ➔ ICAO’s core mandate, then as today, is to help States to achieve the highest possible degree of uniformity in civil aviation regulations and standards.
- ➔ ICAO’s consist of 191 Member States.
- ➔ Member States must ensure that ICAO SARP’s are transposed into regulations and its local civil aviation operations conform to global norms to operate safely.





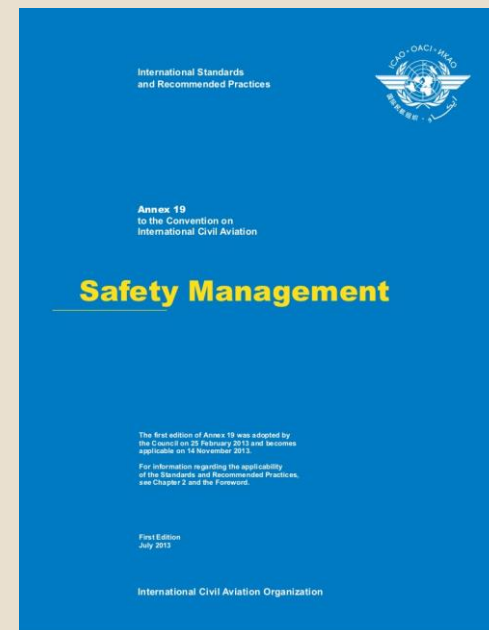
# Chicago Convention Articles relating to Aerodrome Certification / Licensing

- **Article 15** of the **Chicago Convention** requires that all aerodromes open to public use under the jurisdiction of a “**Contracting / Member State**” to provide uniform conditions for the aircraft of other Contracting States.
- Furthermore, **Articles 28 and 37** oblige “**Contracting / Member States**” to provide, in its territory, airports, air navigation facilities and services in accordance with ICAO Standards and Recommended Practices (SARPs).
- The **Chicago Convention** imposes the responsibility on Member States for compliance with aviation safety and security standards and practices.



# ICAO Provisions on Aerodrome Licensing

- ICAO Annex 14 Volume 1: Aerodrome Design and Operations
- Manual on Certification of Aerodromes Doc 9774
- ICAO Annex 19: Safety Management



# South Africa's ICAO Membership Status

## *"Governing Council State Categories"*

### PART I -

**States of chief importance in air transport**

Australia, Brazil, Canada, China, France, Germany, Italy, Japan, Russian Federation, United Kingdom and the United States.

### PART II -

**States which make the largest contribution to the provision of facilities for international civil air navigation**

Argentina, Colombia\*, Egypt, India, Ireland\*, Mexico, Nigeria, Saudi Arabia, Singapore, **South Africa**, Spain and Sweden\*

### PART III -

**States ensuring geographic representation**

Algeria\*, Cape Verde\*, Congo\*, Cuba\*, Ecuador\*, Kenya, Malaysia, Panama\*, Korea, Turkey\*, United Arab Emirates, Tanzania, and Uruguay\*

*\* States which were newly-included during 2016 ICAO Assembly*



# South African Regulatory Framework Civil Aviation

- South Africa have ratified the Chicago Convention and transferred its commitments into national legislation. Legislation takes place at two levels.
- Primary legislation is assented at Parliamentary level and regulations (secondary legislation) are enabled by the primary legislation and promulgated by the Minister.
- South African Civil Aviation Authority (SACAA) established in terms of Section 71 of the Civil Aviation Act is the delegated authority responsible for the regulation of aviation safety and security in the Republic.
- Final step in the regulatory chain - aerodrome operators to issue procedures for personnel to perform functions to comply with legislation and technical standards.



# Functions of Aerodrome & Facilities

- License Aerodromes
- Register unlicensed Aerodromes and Helistops
- Notify AIS of the licensed status of an aerodrome
- Evaluation of full-scale airport emergency exercises
- Safety oversight compliance and escalate repeated findings to Enforcement
- Review and amend Aerodrome Regulations and Technical Standards
- Develop and issue technical guidance material and advisory circulars
- Review plans for new aerodromes, or modification to, existing aerodromes.

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# National Aviation Legislation

- ➔ Civil Aviation Act 13 of 2009
- ➔ Civil Aviation Regulation Part 139 – Aerodromes and Heliports
- ➔ Civil Aviation Regulation Part 140 – Safety Management
- ➔ Civil Aviation Technical Standards – 139 and 140
- ➔ Aerodromes Certification / Licensing Procedure



## License condition as per CAR 139.01.1(2)

- ➔ No place in the Republic shall be used as a place of landing or departure by an aeroplane with a MCM exceeding **5 700 kilograms**, used in commercial air transport operations, unless it has been licensed in terms of the regulations in this part.



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## Part 139.02.2

# Aerodrome licensing requirements

- ➔ The issue and renewal of an aerodrome license shall be subject to an aerodrome complying with the Regulations, Standards contained in the relevant ICAO Annexes and Documents, listed in CATS 139.
- ➔ Compliance with Regulations and Standards is determined by means of audits and inspections at various intervals prior to the issuing of a license.
- ➔ SACAA shall levy fees from aerodrome license holders, upon renewal or issuing of an aerodrome license, in accordance with the tariffs as prescribed in Part 187.



## Part 139.02.13

# Application for license and amendment

- Made to the Director in the prescribed form – accessible: [www.caa.co.za](http://www.caa.co.za)
- Accompanied by –
  - ✓ Aerodrome manual – (Cat 3 aerodrome with scheduled commercial operations)
  - ✓ Plans of the aerodrome;
  - ✓ Environmental impact report;
  - ✓ Provision of fire fighting service – (From Cat 3 with scheduled commercial operations)
  - ✓ Written approval from the local government concerned;
  - ✓ Fee as prescribed in Part 187;
  - ✓ Particulars of non-compliance with, or deviations from –
    - (a) Prescribed aerodrome design, operation, equipment standards;
    - (b) Airspace classification requirements prescribed in Part 172.



## Part 139.02.03 & 139.02.6 Aerodrome and AEMS Manuals

- ➔ As part of the licensing process, **aerodromes higher than a Cat 3** shall submit an Aerodrome Manual which will include all pertinent information on aerodrome site, facilities, services, equipment, operating procedures, organisation and management including a SMS manual, is submitted by the applicant for approval/acceptance prior to granting aerodrome certificate.
- ➔ Furthermore, **aerodrome higher than Cat 3** shall submit an AEMS manual - Plans for dealing with emergencies occurring at the aerodrome or in its vicinity, including; structural fires; sabotage, bomb threats, unlawful seizure of aircraft; and incidents on the airport.



## Part 139.02.05

# Personnel requirements

- ➔ The applicant for an aerodrome licence shall engage, employ or contract –
  - ✓ a senior person identified as the accountable manager and compliance officer in writing to ensure that all activities undertaken by the organisation are carried out in accordance with the applicable requirements.
  - ✓ adequate personnel, including an aerodrome manager, ATS personnel, sufficient and adequate rescue and fire fighting personnel, to operate and maintain the aerodrome and its services and facilities according to the prescribed requirements.



## ***Part 140 - Safety Management Systems***

➔ **Applicability** - This Part applies to –

**140.01.2 (1)** The holder of a **category 3 or higher aerodrome licence** where commercial activities take place, shall establish, implement, maintain and adhere to a SMS that is appropriate to the size, nature and complexity of the operations or activities authorized to be conducted in terms of the licence issued under regulation 139.02.1 and the hazards and risks related to the operations or activities.



# Granting an Aerodrome Licence

## SACAA must be satisfied that:

- ➔ The applicant and his/her staff have the necessary competence and experience to operate and maintain the aerodrome properly;
- ➔ The aerodrome manual for aerodromes from Cat 3 and higher, submitted with the application contains all the relevant information;
- ➔ The aerodrome facilities, services and equipment are in accordance with the prescribed regulatory required standards;
- ➔ The aerodrome operating procedures make satisfactory provision for the safety of aircraft; and
- ➔ An acceptable safety management system is in place at the aerodrome.



# Part 139.02.16, 139.02.17, 139.02.18

## Issuing and Aerodrome licence

- ➔ Issued on the appropriate prescribed form.
- ➔ Specify the category for which the aerodrome is licensed;
- ➔ Restrictions, if any, relating to non-compliance with, or deviations from the appropriate aerodrome design, operation or equipment standards;
- ➔ Valid for the period of for 12 months as determined by the Director.
- ➔ Not transferable.

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### AERODROME LICENCE

**KRUGER MPUMALANGA INTERNATIONAL (FAKN)**  
REFERENCE COORDINATES: 25 2329.70S 31 0557.4E  
**CATEGORY 8**

**AERODROME ADDRESS**  
Primkop Airport Management (Pty) Ltd.  
P O Box 6425  
Nelspruit  
1200


**NAME AND ADDRESS OF LICENSEE**  
Primkop Airport Management (Pty) Ltd.  
P O Box 6425  
Nelspruit  
1200

**LICENCE NUMBER: 139**

<b>AERODROME SERVICES:</b>	
<b>Rescue and Fire Services:</b> Cat 8	<b>ATC:</b> (APP, TWR)
<b>Navigation Aids:</b>	<b>Runway Lighting:</b>
<b>VOR:</b> (Nil)	<b>PAPI's:</b> on 05 and 23
<b>NDB:</b> (One)	<b>Lighting:</b> on 05/23
<b>ILS:</b> on 05	<b>Emergency Power Generators:</b> Yes
<b>Radar:</b> (Nil)	

**PERIOD OF VALIDITY: 01 November 2015 to 31 October 2016**

**Issued by the Civil Aviation Authority**

.....  
  
 Director of Civil Aviation

The above mentioned aerodrome licence is issued in accordance with Part 139 of the Civil Aviation Regulations, 1997, as amended. This licence shall remain valid for the indicated period and is subject to the compliance with the requirements as prescribed in the Civil Aviation Regulations, 1997; and

- (i) The details denoting the aerodrome licence, are being complied with.
- (ii) Any deviation in aerodrome services, or conditions, shall be brought under the attention of the Director or Civil Aviation within 24 hours of occurrence. Non-compliance may result in the invalidation of this licence.
- (iii) Application for renewal should reach the CAA, together with the correct fee, no later than 60 days before expiry of this licence.
- (iv) "Non-compliance with Part 187 (regarding payment not received at application date) of the Civil Aviation Authority Regulations shall render the issued document ineffective if credit terms have not been authorized by the Authority".

# Apron Operations

## Cat 3 aerodrome with scheduled commercial operations

### ***Conduct inspection by checking the following:***

- Implementation of airside safety procedures;
- Movements of aircraft and vehicles on the apron;
- Vehicles operating airside are properly marked;
- Implementation of wildlife programmes.
- Secure parking of aircraft;
- Marshalling of aircraft.



# Aerodrome Quality and Safety management

## Cat 3 aerodrome with scheduled commercial operations

### ***Conduct inspection by checking the following:***

- Implementation of a Safety Management System
- SMS training records of aerodrome operator's staff
- Implementation of aerodrome manual procedures
- Evaluate Safety performance indicators;
- Hazards identification;
- Safety risk assessment and mitigation strategies.



# Rescue and Fire fighting

## Cat 3 aerodrome with scheduled commercial operations

### *Conduct inspection by checking the following:*

- Level of protection provided at licenced aerodromes;
- Conduct a time response tests;
- Evaluation of Emergency Management system
- Training records and testing of the knowledge of fire fighters;
- Examine protective clothing for fire-fighters;
- Rescue tools and equipment in position is functional and meets the category requirements;



# Conclusion

*“Safety rules are your best tools”*

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