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FLIGHT CREW COMPETENCE QUALIFICATION FOR SARAJEVO INTERNATIONAL AIRPORT

1. INTRODUCTION

Very specific meteorological condition, terrain environment and construction of approach/departure procedure of Sarajevo International Airport require a prudent set of operational rules and practices. The current conditions of operation at Sarajevo airport were established by NATO and did not take into full consideration the ICAO and JAR policies.

2. REGULATORY BACKGROUND

Under BiH Civil Aviation Law – para 3.5, BH DCA is authorized to incorporate by reference applicable parts of JARs.

Under ICAO Annex 6 – paras 9.4.3.1, 9.4.3.2 and 9.4.3.3, pilots-in-command “shall demonstrate to their operator an adequate knowledge of ... the aerodromes which are to be used”.

Under JAR-OPS 1.1975 (Route and Aerodrome competence qualification):

“An operator shall ensure that, prior to being assigned as commander or as pilot to whom the conduct of the flight may be delegated by the commander, the pilot has obtained adequate knowledge of ... the aerodromes (including alternates), ... to be used”.

Under JAR-AMC-OPS 1.975 (Pilot in Command - Route and Aerodrome competence):

“2. Aerodrome competence

2.1 The Operations Manual should specify a method of categorization of aerodromes and specify the requirements necessary for each of these categories. If the least demanding aerodromes are Category A, Category B and C would be applied to progressively more demanding aerodromes. The Operations Manual should specify the parameters, which qualify an aerodrome to be considered Category A and then provide a list of those aerodromes, categorized as B or C.

2.2 All aerodromes to which an operator operates should be categorized in one of these three categories. The operator’s categorization should be acceptable to the Authority.

3 Category A. An aerodrome which satisfies all of the following requirements:

- a. An approved instrument approach procedure;
- b. At least one runway with no performance limited procedure for take-off and/or landing;
- c. Published circling minima not higher than 1 000 feet above aerodrome level; and
- d. Night operations capability.

4 Category B. An aerodrome which does not satisfy the Category A requirements or which requires extra considerations such as:

- a. Non-standard approach aids and/or approach patterns; or
- b. Unusual local weather conditions; or
- c. Unusual characteristics or performance limitations; or
- d. Any other relevant considerations including obstructions, physical layout, lighting etc.

4.1 Prior to operating to a Category B aerodrome, the commander should be briefed, or self-briefed by means of programmed instruction, on the Category B aerodrome(s) concerned and should certify that he has carried out these instructions.

5 Category C. An aerodrome which requires additional considerations to a Category B aerodrome.

5.1 Prior to operating to a Category C aerodrome, the commander should be briefed and visit the aerodrome as an observer and/or undertake instruction in a [Flight Simulator] []. This instruction should be certified by the operator.”

3. BHDCA RECOMMENDATION

It is recommended to Operators flying to and from Sarajevo International Airport to adjust their Operating Practices in aerodrome categorization for flight crew competence qualification.

Categorization of Sarajevo International Airport in Category B according to JAR-AMC-OPS 1.975 should be specified in Operations Manual.