



ICAO

The Third Meeting of the Asia/Pacific Aerodrome Assistance Working Group (AP-AA/WG/3)

Video Teleconference, 23 to 26 March 2021

Agenda Item 7: AP-AA/WG Task List

REPORT ON SURVEY QUESTIONNAIRE FOR AERODROME ASSISTANCE IN APAC STATES

(Presented by India and Nepal)

SUMMARY

This paper presents the results from the Survey Questionnaire for States in APAC Region which have not completed certification for all international aerodromes, with an AGA EI score below 75% and/or Air Navigation Deficiencies. This paper also establishes the requirements for providing assistance in enhancing the situation in these States and provides a general overview of the survey results.

1. INTRODUCTION

1.1 With reference to AP-AA/WG Task 1/1, India, Bangladesh, Nepal and Thailand were assigned the task to prepare a survey questionnaire for States in APAC Region which have not completed certification for all international aerodromes, with an AGA EI score below 75% and/or Air Navigation Deficiencies, and to establish the requirements for assistance in enhancing the situation in these States.

1.2 The draft questionnaire based on ICAO USOAP Critical Elements (CE) was prepared and presented during the Second Meeting of the Asia/Pacific Aerodrome Assistance Working Group (AP-AA/WG/2, Bangkok, Thailand, 27 to 30 January 2020) as Working Paper 8. The draft questionnaire was approved by the Forth Meeting of APANPIRG Aerodrome Operations and Planning Subgroup (AOP/SG/4) and circulated to APAC States/Administrations.

1.3 The survey questionnaire was sent out to 40 States including United States, and 2 Special Administration Regions of China, Hong Kong and Macao. Till the last date for submission of completed questionnaire i.e., 15 March 2021, only 13 APAC States/Administrations responded to the survey questionnaire. The percentage of States/Administrations responding to survey questionnaire is merely 33.3 %.

1.4 In response to AP-AA/WG Task List 7, this paper highlights the analysis of the questionnaire for further discussion and evolution of the processes. For the responses and analysis of the survey questionnaire, please refer to **Appendix A** and **Appendix B**.

2. DISCUSSION

Outcome of the Survey

2.1 The sample size of the respondent States is small for drawing any conclusion; however, a brief summary of the Survey Questionnaire for Aerodrome Assistance in APAC States has been prepared to provide a general overview of the status of the EI scores in AGA area and plan for specific assistance requirements by these States.

2.2 Most of the respondent states have Air Navigation Deficiencies (ANDs). Meanwhile, in some States no international aerodromes are certified and in a few others not all international aerodromes are certified. The numbers of other aerodromes (i.e. aerodromes not used for international operations) in the responding 13 states are 563. Among them 275 (49%) are certified and 288 (51%) are yet to be certified.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Note the information contained in this paper;
- b) Consider recirculating the survey questionnaire to non-respondent States and revise the analysis including additional responses from States; and
- c) Discuss any relevant matters as appropriate.

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SURVEY REPORT

AERODROME ASSISTANCE IN APAC STATES

Version 01.00
Date 18/03/2021

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REVISIONS

VERSION	DATE	BY WHO	COMMENTS
01.00	18-03-2021	AP-AA/WG/3	New document

SURVEY REPORT

INTRODUCTION:

Recognizing the needs to address the challenges faced in the AOP field and to achieve specific deliverables of AOP/SG through the systematic works of the Working Groups to support the certification of all aerodromes in the Asia/Pacific region used for international operations and assist States with low AGA EI in USOPA CMA activities, were adopted by the AOP/SG/2.

The Scope of work for AP-AA/WG so established was to:

1. Conduct a survey on States which have not completed the implementation of aerodrome certification for all international aerodromes, with an AGA EI below 75% and/or air navigation deficiencies to establish the requirements for assistance;
2. Review the air navigation deficiencies in the field of AOP and assist the concerned States to develop corrective action plans;
3. Assist States which have not implemented aerodrome certification, with non-satisfactory aerodrome certification related PQs, and/or aerodrome certification related air navigation deficiencies to establish an aerodrome certification process including developing guidance material, plans and programme,
4. Assist in conducting seminars/workshops/trainings for the aerodrome regulatory and aerodrome operator staff in APAC region; provide experts to deliver presentations at the seminars/workshops in aerodrome certification, implementation of SMS and other technical areas such as aerodrome emergency planning, runway safety, etc.

During its first meeting in Bangkok, Thailand from 25 to 27 September 2019, Task 1/1 of AP-AA/WG TASK LIST was to develop a survey on States with low AGA EI (i.e. below 61%) and/or air navigation deficiencies to establish the requirements for assistance. A draft survey questionnaire (WP/08 was presented by India) was reviewed during the second meeting of the Asia/Pacific Aerodrome Assistance Working Group (AP-AA/WG/2) in Bangkok, Thailand, 27 to 30 January 2020.

The ICAO APAC Office had circulated the survey questionnaire with 40 States including United States, 2 Special Administration Regions (SAR), Hong Kong and Macao. Till the last date for submission of completed questionnaire i.e., 15 March 2021, only 13 APAC States/Administrations have responded to the survey questionnaire.

PURPOSE OF THIS DOCUMENT

- a) Summarize the results from the **Survey Questionnaire for Aerodrome Assistance in APAC States** and provide a general overview of the status and plans for the assistance requirements for States which have not completed the certification of aerodromes used for international operations, have AGA EI below 75% and/or AOP air navigation deficiencies and;
- b) Provide conclusions on the survey results, where applicable.

Brief summary of the survey results is:

1. The Survey questionnaire was sent out to 40 States (including USA) and 2 SAR (Hong Kong, China and Macao, China)
2. There are altogether 49 survey questionnaires in the 8 different critical areas (CEs).
3. 13 APAC States/Administrations (Brunei Darussalam, India, Indonesia, Kiribati, Lao PDR, Macao SAR China, Myanmar, Nepal, Philippines, Singapore, Thailand, Timor Leste, and United States) responded to survey questionnaire.
4. The percentage of States/Administrations who responded to survey questionnaire is 33.33%.
5. The State with highest EI in AGA area is Singapore with 99.28% whereas Philippines has 48.85% EI in AGA area, lowest among the responding 13 States. EI of Five States is below the global and APAC average.
6. Most of the respondent States have Air Navigation Deficiencies (AN DEFs).
7. International Aerodromes are yet to be certified in Brunei Darussalam (1), Kiribati (2), and Lao PDR (4) and in Timor-Leste (1), the process of Aerodrome certification is in progress.
8. With regards to United States, international aerodromes of US Territories within APAC Region were only considered.
9. The numbers of other than International aerodromes in the responding 13 States are 563, among these aerodromes 275 (49%) are certified and 288 (51%) are yet to be certified.

2. OVERVIEW OF SURVEY RESULTS

2.1 The results show (see Figure-1) only 31% States have USOAP CMA EI in AGA area greater than 75%. The States having 60% -75% USOAP CMA EI in AGA are also 31%. Remaining 38% states have less than 60% USOAP CMA EI in AGA area. In order words, there are $(100-31) = 69\%$ of States which will need to improve their EIs in order to meet the GASP 2022 target of 75% EI.

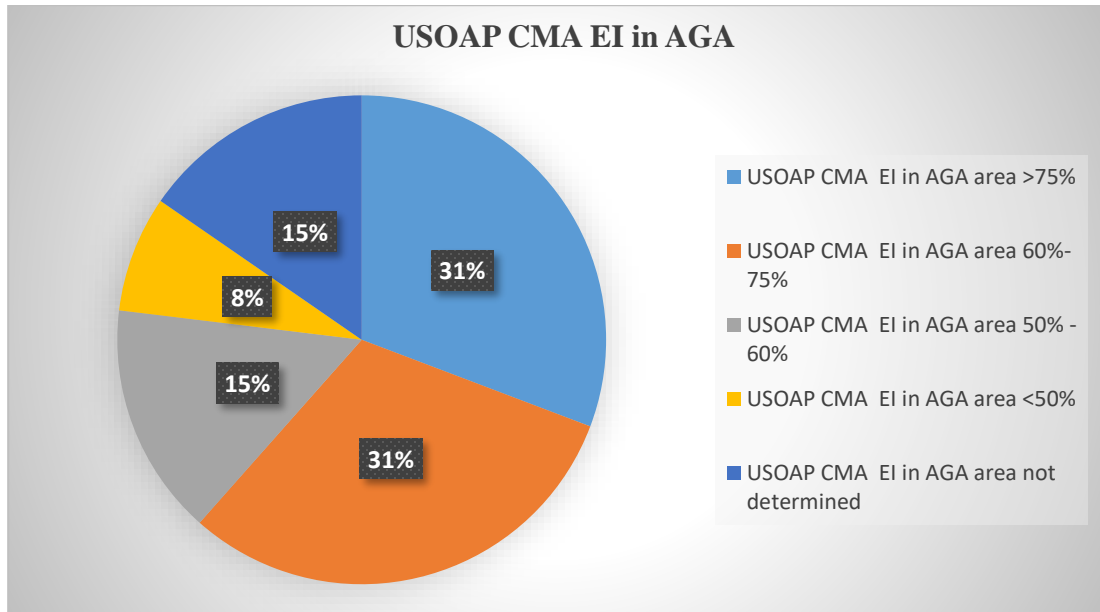


Figure -1: Status of USOAP CMA in AGA

2.2 The results shows (see Figure-2) the States having some kinds of Air Navigation Deficiencies (ANDs) are 69% and remaining 31% States have no Air Navigation Deficiencies (ANDs) at the time of the response.

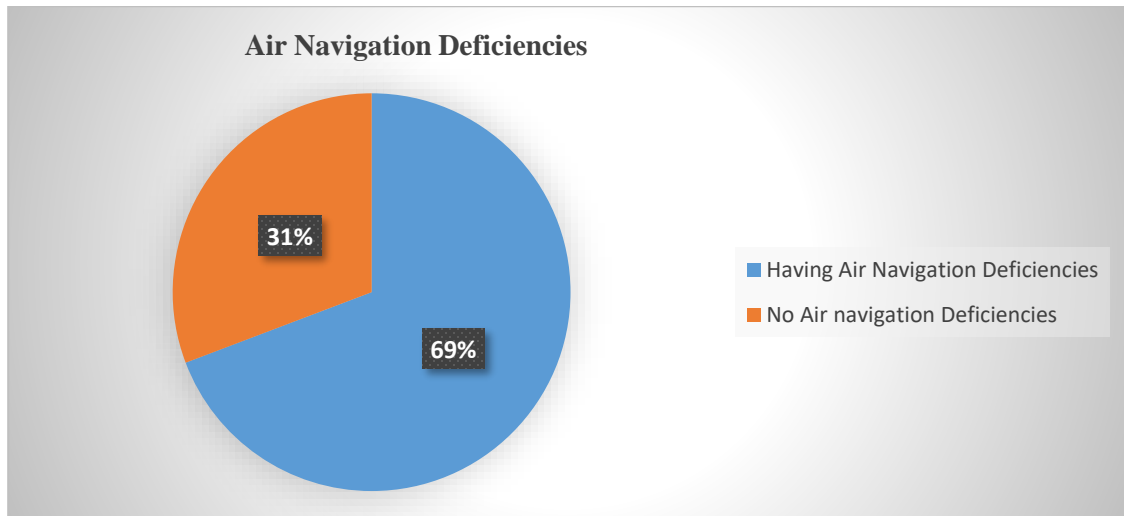


Figure -2: Air Navigation Deficiencies

2.3 The results show (see Figure-3) the 82% of international aerodromes are certified and 18% of international aerodromes are yet to be certified out of 99 international aerodromes. (includes 5 certified aerodromes of US territories.)

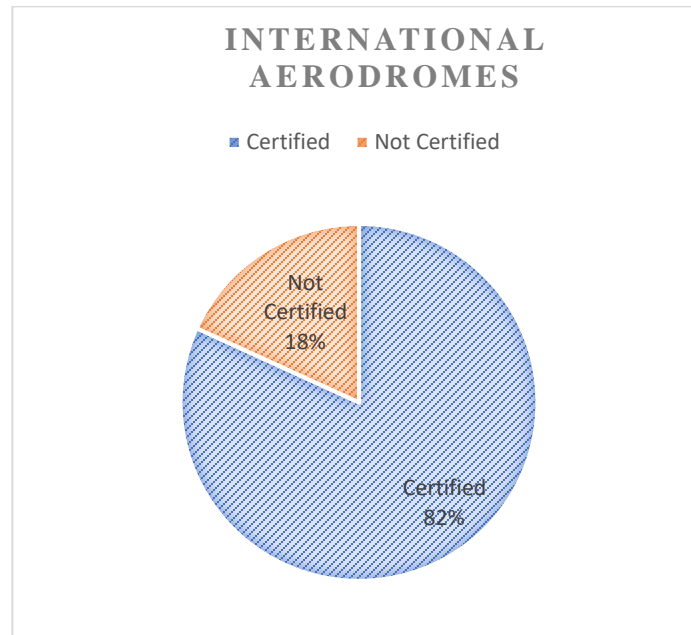


Figure -3: Status of certified and not certified international aerodromes

2.4 The results show (see Figure-4) the 41% of other aerodromes are certified and 51% of other aerodromes are yet to be certified out of 563 aerodromes.

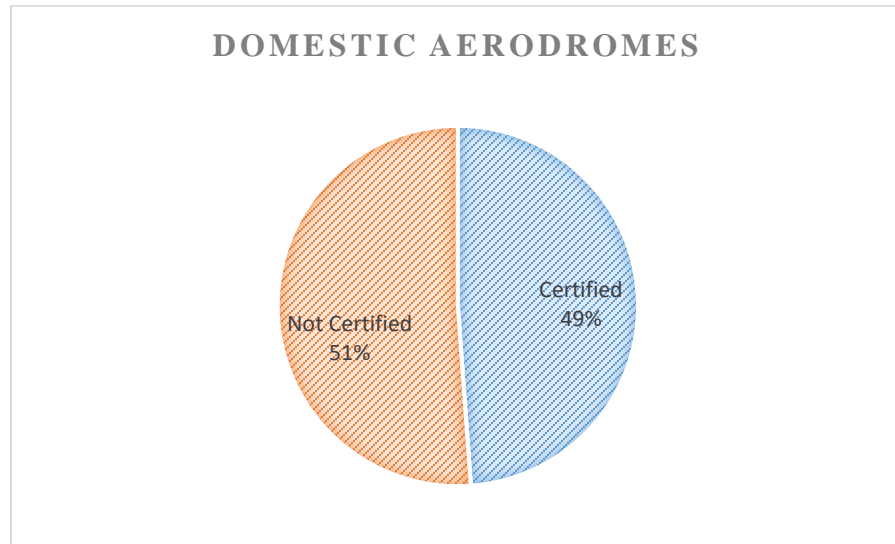


Figure-4: Status of certified and not certified other aerodromes

2.5 The overall responses from the States against all Critical Elements CE-1 to CE-8 are presented in figure-5. The results show (see Figure-5) most of the responses of questionnaires by the States are 'Yes' except few 'No' responses in CE-3 and CE-8.

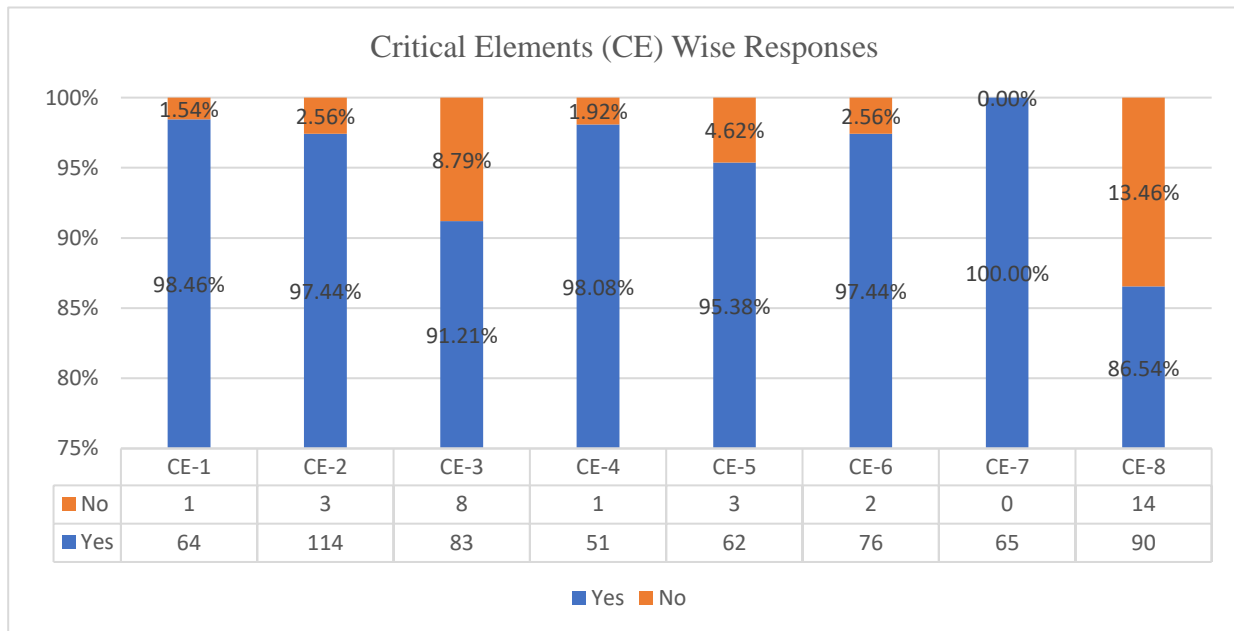


Figure -5: Overall summary of the responses in 8 critical areas

3. Critical Element wise analysis of the responded questionnaires

3.1 CE-1: Primary Aviation Legislation

The results show (see Figure-6) almost all of the responses of questionnaires in this area by the States are 'Yes' except only 'No' responses in questionnaire 1-5.

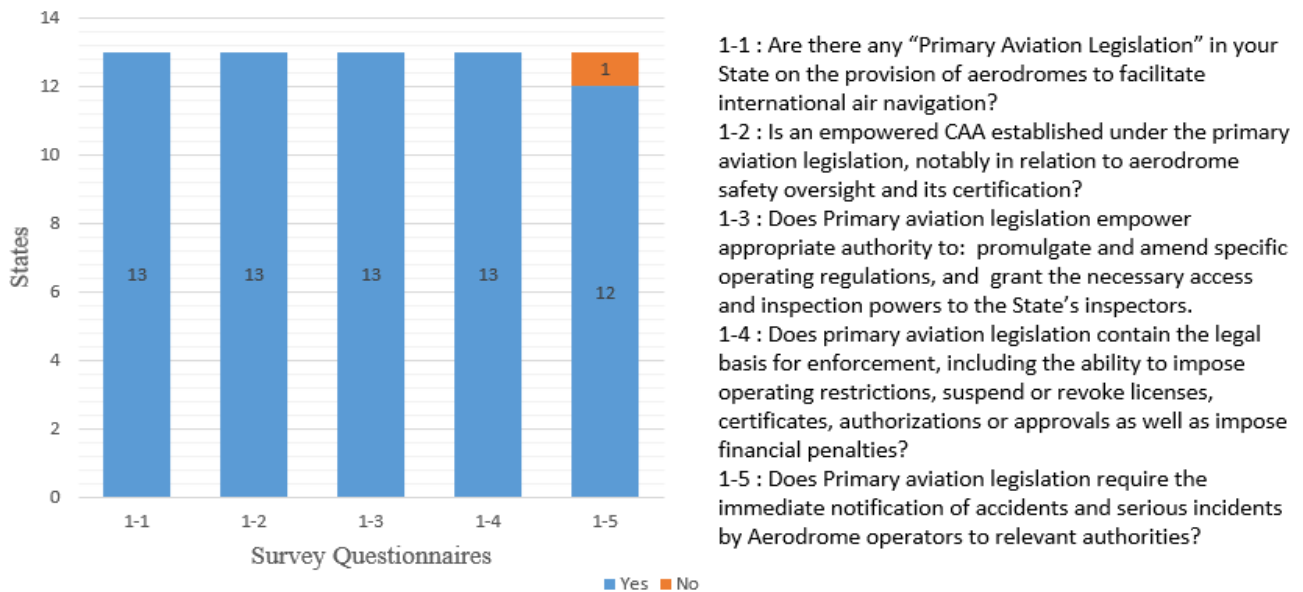


Figure -6: Status of the States under the CE-1 questionnaires

3.2 CE-2: Specific Operating Regulation:

The results show (see Figure-7) most of the responses of questionnaires in this area by the States are 'Yes'. However, there are three number of 'No' responses and on not clear response in questionnaire 2-

2.

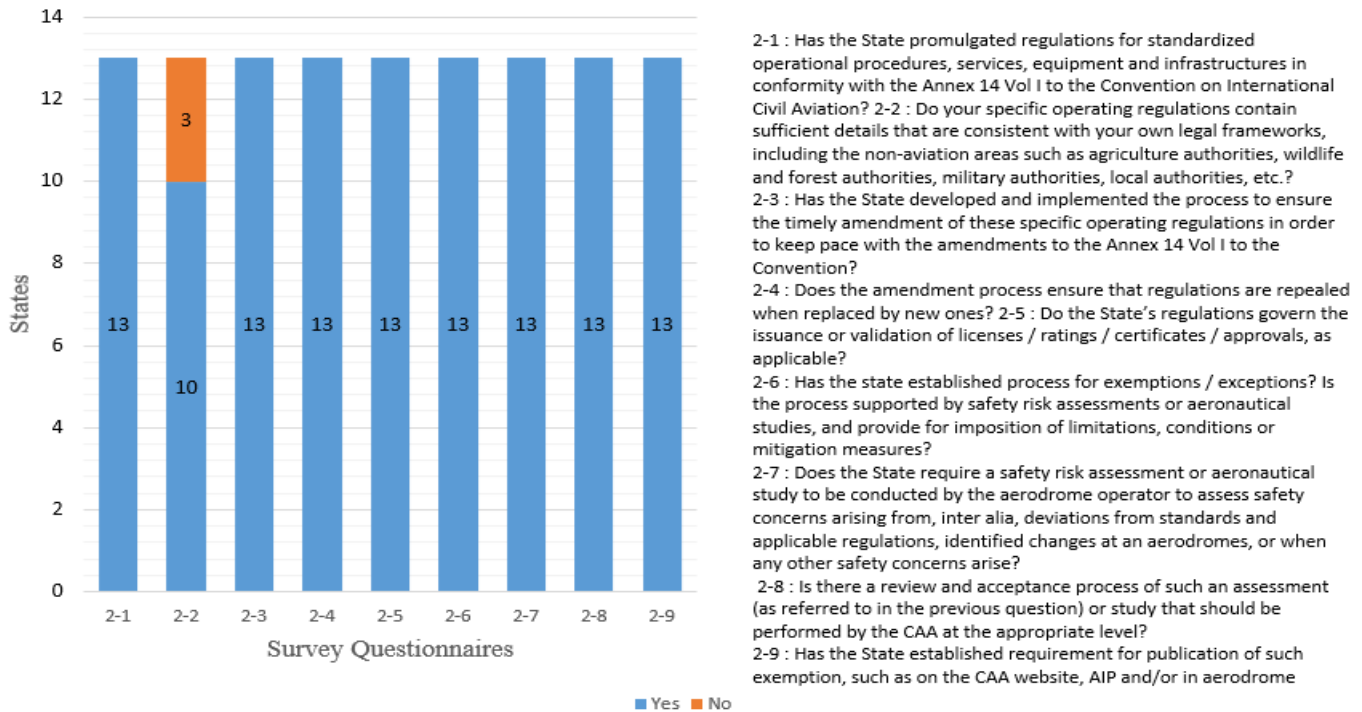


Figure -7: Status of the States under the CE-2 questionnaires

3.3 CE-3: State Civil Aviation Functions:

The results show (see Figure-8) most of the response from the respondent States is 'Yes'. There are eight number of 'No' responses by the different respondent states in questionnaires 3-2 to 3-6.

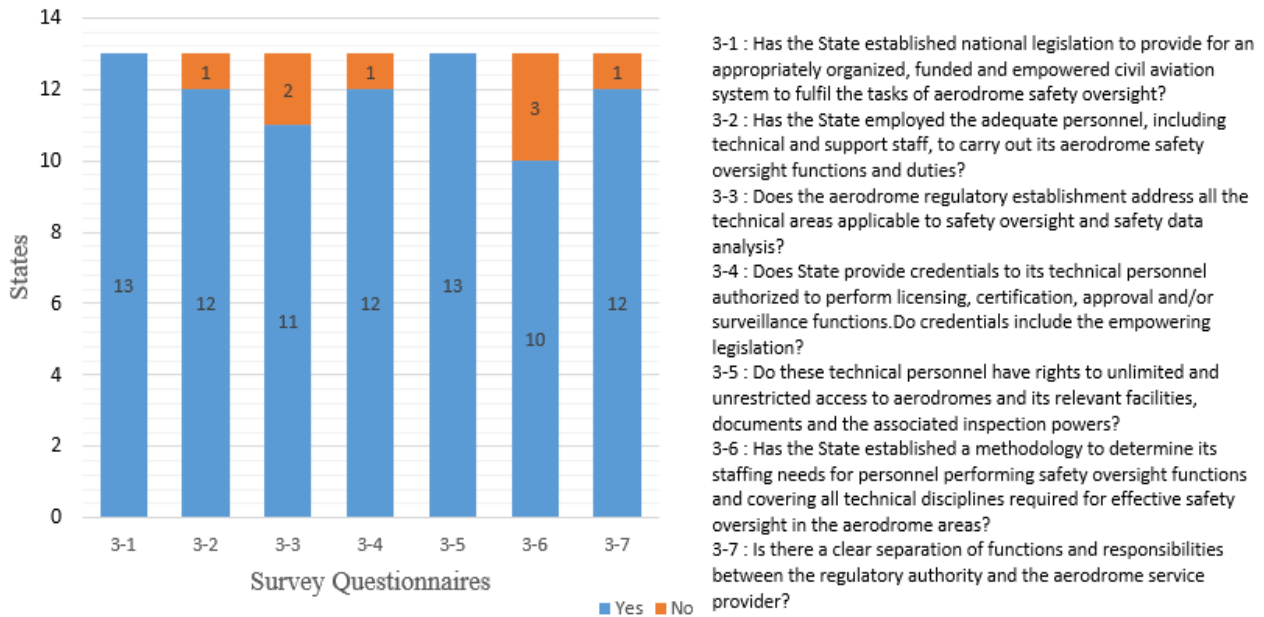


Figure -8: Status of the States under the CE-3 questionnaires

3.4 CE-4: Qualified Technical Personnel:

The results show (see Figure-9) almost all of the responses of questionnaires in this area by the States are 'Yes' except only 'No' responses in questionnaire 4-4.

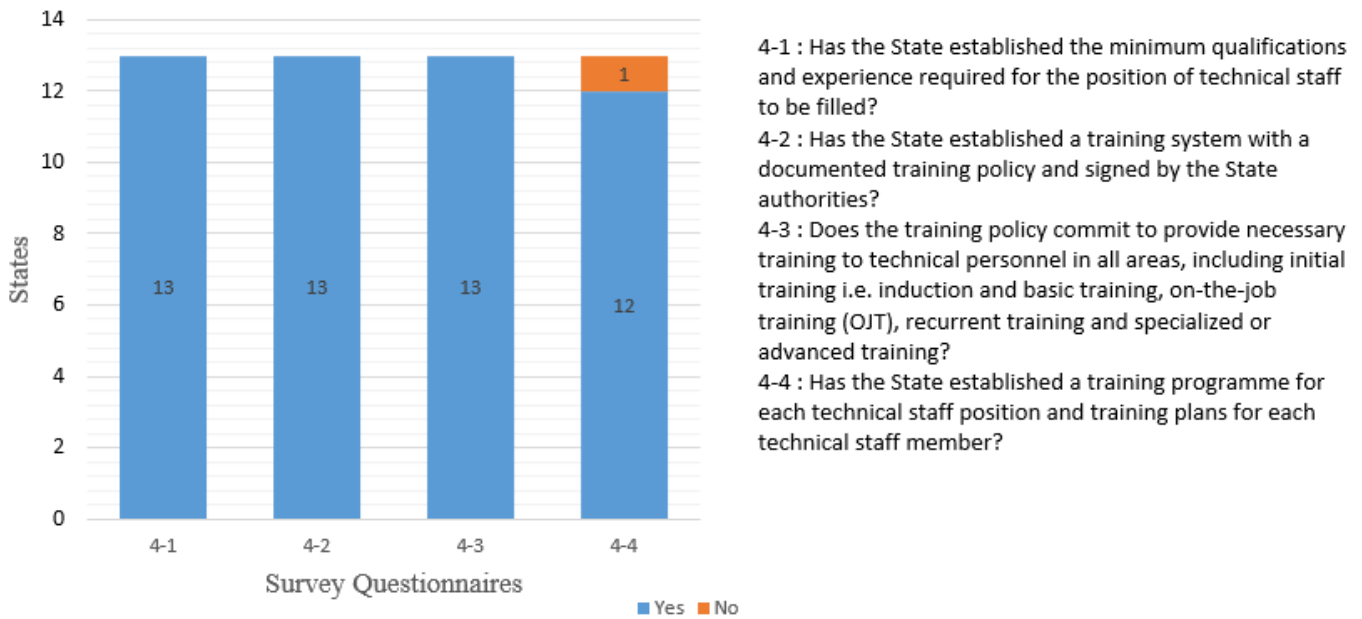


Figure -9: Status of the States under the CE-4 questionnaires

3.5 CE-5: Technical Guidance, Tools and Provision Of Safety-Critical Information

The results show (see Figure-10) most of the response from the respondent States is 'Yes'. There is one number of 'No' response in questionnaire 5-3, three number of 'No' responses and not clear response in questionnaire 5-4 by the different respondent states.

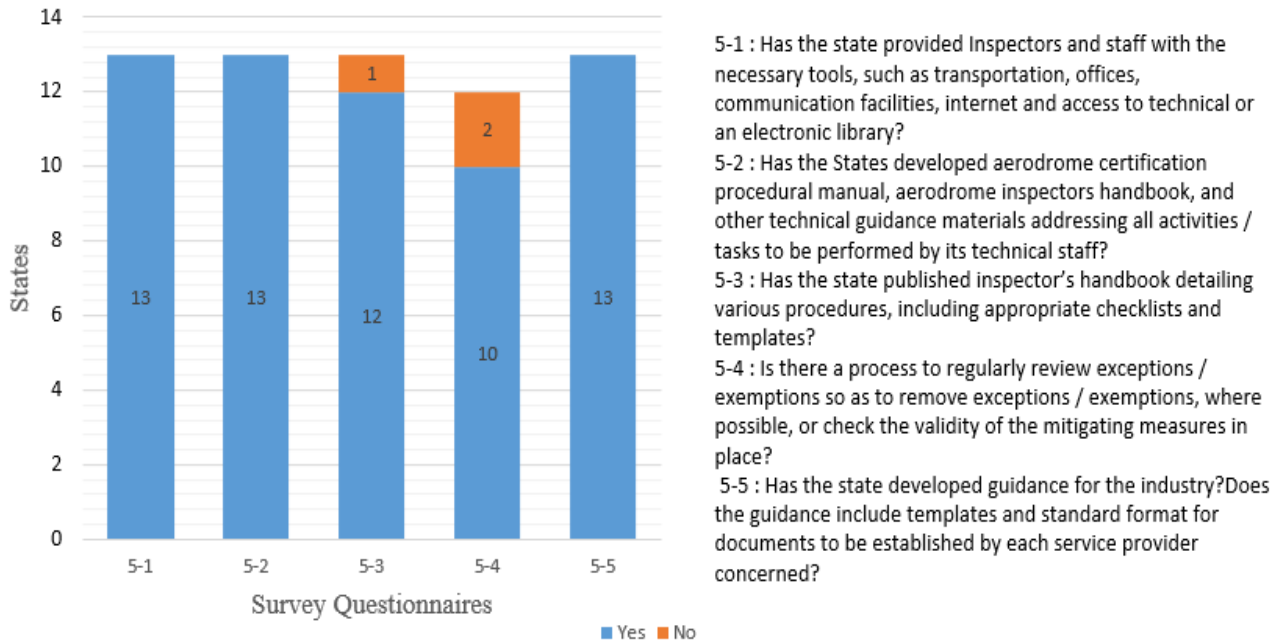


Figure -10: Status of the States under the CE-5 questionnaires

3.6 CE-6: Licensing, Certification, Authorization and Approval Obligations

The results show (see Figure-11) all of the response in questionnaire 6-1, 6-3 to 6- 6 are 'Yes'. IN the questionnaire 6-2 the response from nine States are 'No', and Macao SAR, China and the Philippines response is 'Yes'.

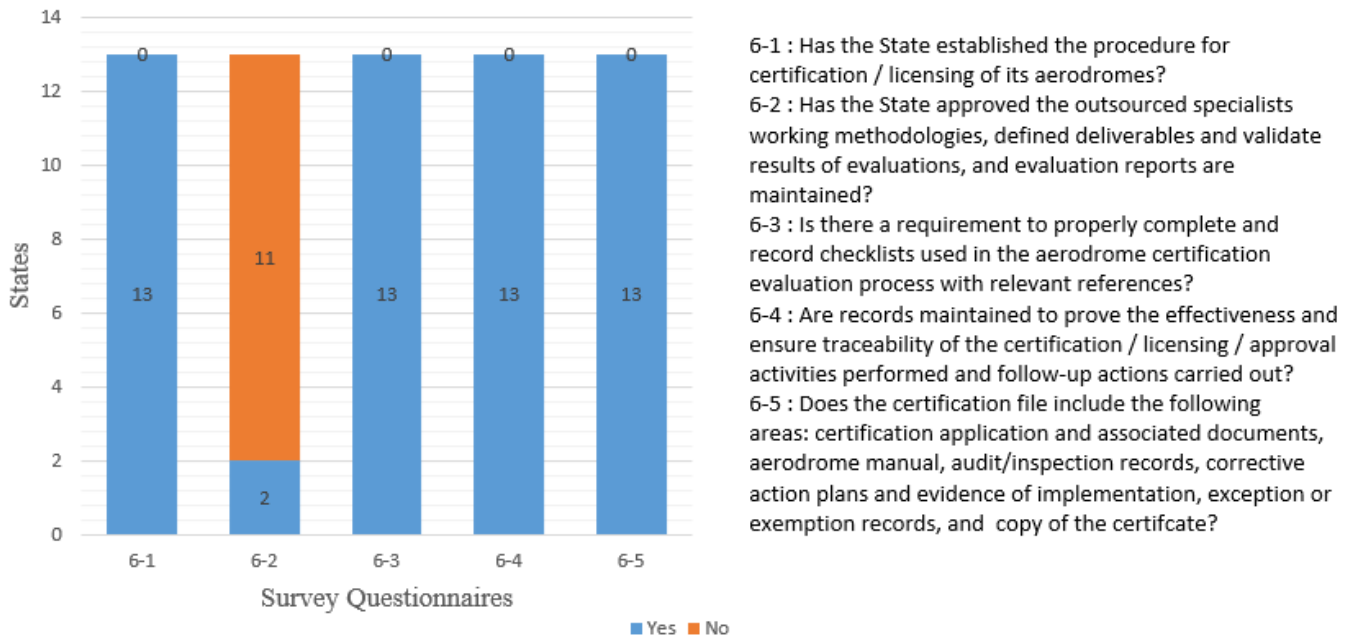


Figure -11: Status of the States under the CE-6 questionnaires

3.7 CE-7: Surveillance Obligation

The results show (see Figure-12) all of the responses of questionnaires in this area by the States are 'Yes'.

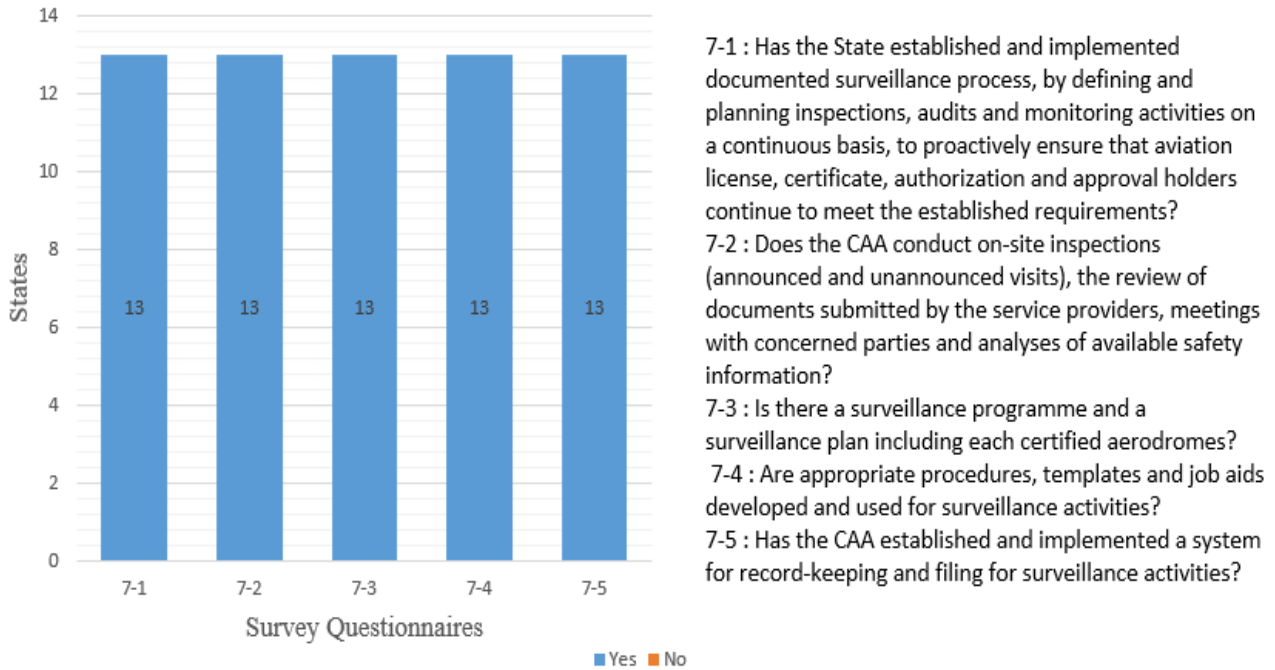


Figure -12: Status of the States under the CE-7 questionnaires

3.8 CE-8: Resolution of Safety Issues

The results show (see Figure-13) different responses compare to the questionnaires of under remaining seven CEs. There are fourteen numbers of 'No' responses in the questionnaires 8-2, 8-5, 8-6, 8-7 & 8-8. Written statements are found in the questionnaire 8-5, 8-6 and 8-8 by the different respondent States and no clear indication of 'Yes' or 'No' in the questionnaire 8-1 by one of the respondent State.

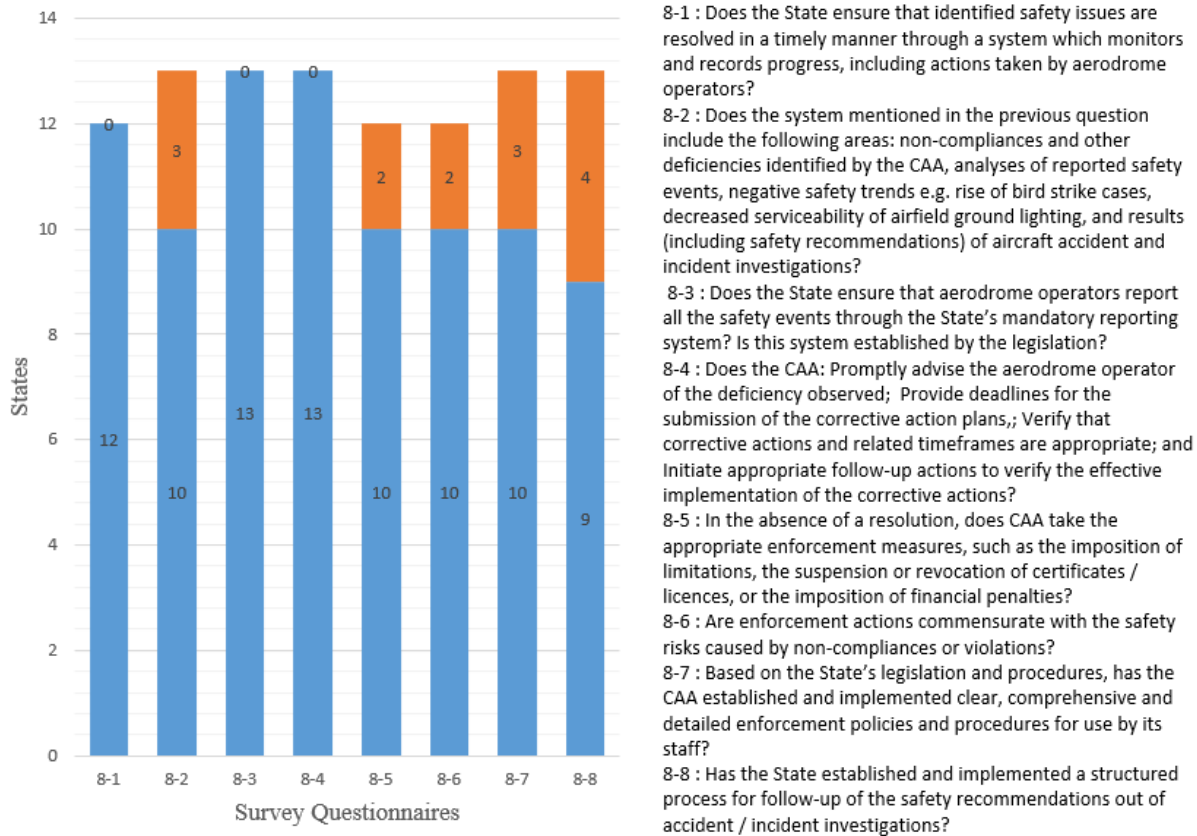


Figure -13: Status of the States under the CE-8 questionnaires

CONCLUSIONS:

The survey questionnaire was circulated to 40 States and 2 SARs of China (Hong Kong and Macao) and responses received are meager (only one-third) to map out the assistance need and area of support required by States; it is felt that some more time may be required to elicit more responses by remaining States. The questionnaire should be circulated once again and support may be requested from COSCAPs and PASO to encourage States to respond to the survey.

The questionnaire also highlighted the gap between responses received from States and USOAP-CMA statistics in AGA area particularly related to EI of CE 4 and CE 8. This shift may be due to possible corrective actions taken by States in the intervening period or maybe there is a need to review the survey questionnaire for its objectivity.

The questionnaire has clearly underlined the area of action required in respect of Air Navigation Deficiencies (ANDs). With more responses from remaining States, action plan can be drawn to provide assistance to the concerned State(s) to develop their respective corrective action plans.

7.2	Does the CAA conduct on-site inspections (announced and unannounced visits), the review of documents submitted by the service providers, meetings with concerned parties and analyses of available safety information?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7.3	Is there a surveillance programme and a surveillance plan including each certified aerodrome in the following areas? the types of surveillance activities (e.g. audits, inspections, tests, safety team analysis, etc.) the timeframe or frequency of the activities. items to be covered as scope of the activities, and related methodology/procedures, job aids and guidance on how the full job activity should be performed?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7.4	Are appropriate procedures, templates and job aids developed and used for surveillance activities?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7.5	Has the CAA established and implemented a system for record-keeping and filing for surveillance activities?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4-8 RESOLUTION OF SAFETY ISSUES (4-8)														
8.1	Does the State ensure that identified safety issues are resolved in a timely manner through a system which monitors and records progress, including actions taken by aerodrome operators?	Yes and No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8.2	Does the system mentioned in the previous question include the following areas? - aerodromes and other aerodromes identified by the CAA; - analyses of reported safety events; - safety policy items (e.g. rise of hot stove cases, decrease observability of airfield visual lighting, etc.) and - results (including safety recommendations) of aircraft accident and incident investigation.	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8.3	Does the State ensure that aerodrome operators report all the safety events through the State's mandatory reporting system? Is this system established by the legislation?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8.4	Does the CAA: - Promptly advise the aerodrome operator of the deficiency observed; - Provide deadlines for the submission of the corrective action plans; - Verify that corrective actions and related timeframes are appropriate; and - Initiate appropriate follow-up actions to verify the effective implementation of the corrective actions?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Enforcement														
8.5	In the absence of a resolution, does CAA take the appropriate enforcement measures, such as the imposition of limitations, the suspension or revocation of certificates / licences, or the imposition of financial penalties?	No	Yes	Yes	Yes	Yes	Yes	The appropriate enforcement measures have not been taken yet.	No	Yes	Yes	Yes	Yes	Yes
8.6	Are enforcement actions commensurate with the safety risks caused by non-compliance or violations?	No	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Remarks: It should be subject of appropriate assessment.
8.7	Based on the State's legislation and procedures, has the CAA established and implemented clear, comprehensive and detailed enforcement policies and procedures for use by its staff?	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Follow-up of safety recommendations														
8.8	Has the State established and implemented a structured process for follow-up of the safety recommendations out of accident / incident investigations?	No	Yes	No	No	Yes	Yes	A structured process for follow-up of the safety recommendations has not been established.	No	Yes	Yes	Yes	Yes	Yes