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ASSEMBLY — 42ND SESSION

EXECUTIVE COMMITTEE

Agenda Item 14: Audit Programmes – Continuous Monitoring Approach

USOAP-CMA AUDIT EXPERIENCE SHARING BY CAAC AGA TEAM

(Presented by China)

EXECUTIVE SUMMARY

This paper presents the experience sharing and action suggestions of 2024 Universal Safety Oversight Audit Programme (USOAP)-Continuous Monitoring Approach (CMA) audit organized by ICAO and accepted by the Civil Aviation Administration of China (CAAC). The Airport Department of CAAC took the lead in the aerodromes and ground aids (AGA) working group, successfully completing all the tasks for the audit, achieved an Effective Implementation (EI) score of 94.7 per cent. The final EI score of the USOAP-CMA audit for China is 90.19 per cent.

<i>Strategic Goals:</i>	This working paper relates to <i>Every Flight is Safe and Secure</i> .
<i>Financial implications:</i>	The activities referred to in this paper will be subject to the resources available in the 2026-2027-2028 Regular Budget and extra budgetary contributions.
<i>References:</i>	

¹ English and Chinese versions provided by China.

1. INTRODUCTION

1.1 Since the launch of the Universal Safety Oversight Audit Programme (USOAP) audit preparation for China's civil aviation in October 2021, the Civil Aviation Administration of China (CAAC) has recognized it as a key task, mobilizing industry resources and accomplishing all audit preparation work. During the USOAP audit, a comprehensive comparison and inspection were conducted on the airport regulatory framework against ICAO Standards and Recommended Practices (SARPs). Ultimately, a total Effective Implementation (EI) score of 90.19 was achieved, with the EI score 94.7 per cent in aerodromes and ground aids (AGA) area. Additionally, this paper summarizes the audit experience and proposes some suggestions.

2. DISCUSSION

Preparation and achievement for AGA audit

2.1 First, CAAC formed an AGA audit preparation team with 77 members. The team members include personnel from relevant departments of CAAC, regional administrations, consulting companies, related research institutions and universities, and airport operators. By concentrating on industry resources and leveraging professional advantages, we have achieved remarkable results. Second, we developed a comprehensive progress control plan. This plan clearly defined 203 specific tasks, their schedules, and responsible persons, covering all units and individuals involved in the review preparation. It enabled us to have full control over the review process, advance it in a step-by-step manner, and organize it efficiently. Third, we held regular coordination meetings. We have held 9 coordination meetings of AGA team, managing the progress of the review preparation, analyzing the current situation, clarifying the next steps, and coordinating the resolution of key and difficult issues, ensuring the review preparation proceeds in an orderly manner. Fourth, we conducted centralized office work. Since October 2023, we have organized more than 200 people from regional administrations, regulatory bureaus, airports, and technical support teams to work in a centralized manner. We have coordinated and carried out in-depth benchmarking, evidence material preparation and review, PQ response plan compilation and translation, and the production of presentation for AGA audit team. Finally, we conducted "practical drill audit". Five senior USOAP auditors from ICAO were invited to conduct technical assistance and "practical drill audit", reviewing the response plans for each professional group and offering constructive suggestions, which accumulated valuable experience for the audit preparation.

2.2 The airport regulatory framework has been optimized. The USOAP-CMA audit has high requirements for systematization and standardization of the airport regulatory framework. The reference documents of the AGA team include the Chicago Convention and 6 annexes, namely 11, 13, 14, 15, 16 and 19, as well as 16 documents such as the *Airport Services Manual* (Doc 9137) and two circulars such as the *Operation of New Larger Aeroplanes at Existing Aerodromes* (Circ 305) and the *Assessment, Measurement and Reporting of Runway Surface Conditions* (Circ 355). It requires that the relevant laws, regulations, rules, standards and related documents of CAAC be in line with the above-mentioned documents. For this reason, CAAC has completed the formulation and revision of 40 related documents in accordance with the audit requirements and the actual operation of the airport, including 1 regulation, 2 standards and 37 administrative documents. The relevant contents cover multiple aspects such as airport certification, planning and design, operation safety, rescue and firefighting, removal of disabled aircraft, and safety oversight. In particular, the introduction of relevant documents such as airport operation safety deviation and exemption, airport Surface Movement Guidance and Control System (SMGCS), and management of Class A general aviation airports have filled the previous management gaps in the industry.

2.3 Promoted the integration of the airport industry with international standards. Through the audit, the Chinese civil aviation airport industry has gained a comprehensive understanding of USOAP. It has also cultivated a group of high-quality talents in the airport field which are professional, familiar with airport operations, and well-versed in international rules. Moreover, it has established a good communication mechanism with the ICAO Asia and Pacific Office, the USOAP-CMA Section, and the Civil Aviation Department of Hong Kong, laying a foundation for more exchanges and cooperation in the future.

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