INTERNATIONAL CIVIL AVIATION ORGANIZATION

THE SECOND MEETING OF THE APANPIRG AERODROMES OPERATIONS AND PLANNING – WORKING GROUP (AOP/WG/2)

Yogyakarta, Indonesia, 3 – 5 June 2014

Agenda Item 7: Any other Business

THE ICAO UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAMME

(Presented by the Secretariat)

SUMMARY

This paper provides the result taken from the USOAP – CMA online framework and the common finding identified in the APAC Region.

Action by the Meeting is at Para 3 to this Working Paper.

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1. **INTRODUCTION**

1.1   Pursuant to ICAO Assembly Resolution A35-6 to expand the Safety Oversight Audit Programme (USOAP) to include all safety provisions of all the safety-related Annexes, the transition towards the new comprehensive system approach for the conduct of safety oversight audits was implemented. The new programme was launched as of 2005.

1.2   This comprehensive systems approach aimed in particular at assessing contracting States' capabilities to ensure an effective oversight of the aviation systems through the implementation of the eight critical elements of a safety oversight system. These critical elements include in particular:

> Critical Element (CE) 1 – Primary Legislation
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> Critical Element (CE) 2 – Specific Operating Regulations
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> Critical Element (CE) 3 – State Civil Aviation System and Safety Oversight Functions
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> Critical Element (CE) 4 – Technical Personnel Qualification and Training
>
> Critical Element (CE) 5 – Technical Guidance, Tools and the Provision of Safety Critical Information
>
> Critical Element (CE) 6 – Licensing, Certification, Authorization and Approval Obligations
>
> Critical Element (CE) 7 – Surveillance Obligations
>
> Critical Element (CE) 8 – Resolution of Safety Concerns

1.3   Assembly Resolution A 37-5 affirmed the evolution of USOAP to the Continuous Monitoring Approach (CMA). This approach is designed to monitor the safety oversight capabilities and safety performances of States on a continuous basis.

2. DISCUSSION

2.1   Global Average Effective Implementation (EI) as of May 2014 in all areas.
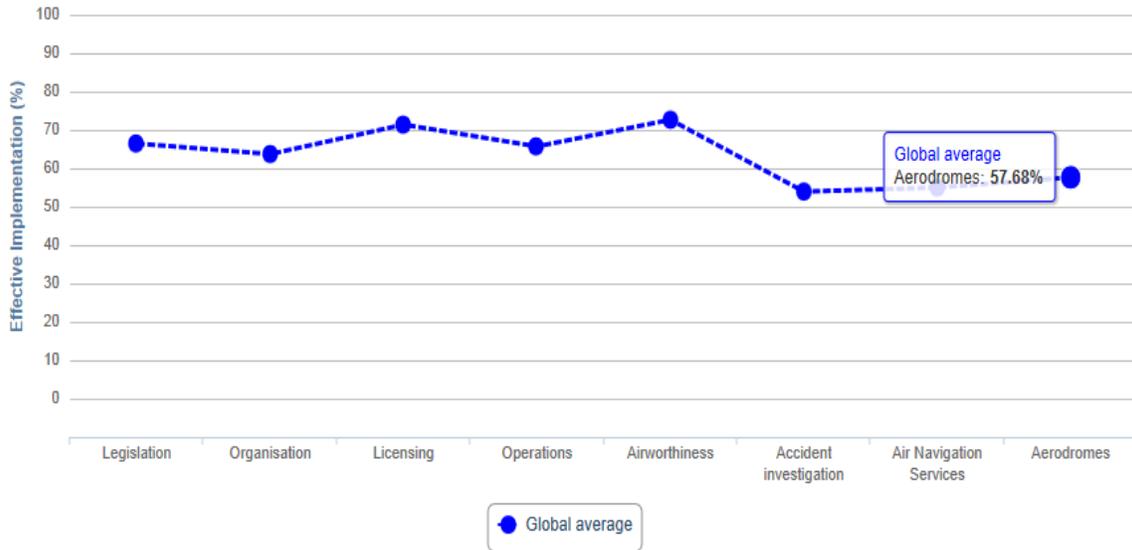
2.2   APAC Average EI as of May 2014 in all areas
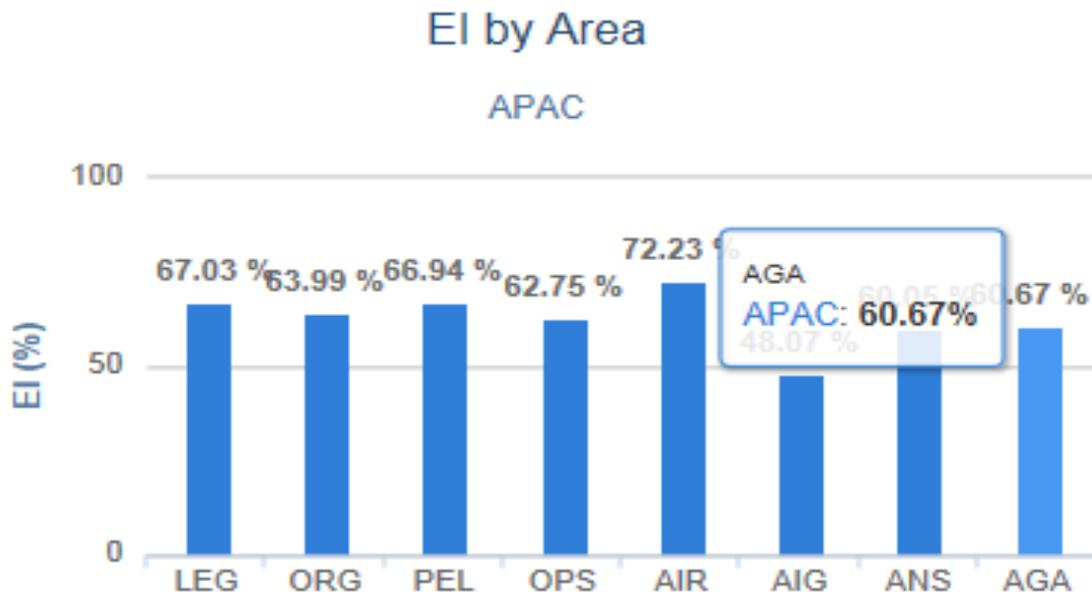
2.3   APAC Effective Implementation status in AGA area.

- 0-25%: 7 States
- 26-50%: 5 States
- 51-75%: 8 States
- 76-99%: 17 States
- Afghanistan, Cook Islands, Kiribati: AGA not audited

2.4   The most current findings in AGA area are related to:

- outdated primary legislation not reflecting the current civil aviation situation or not establishing a civil aviation authority with the necessary manpower and vested with necessary powers, including for issuing, suspending or cancelling aerodrome certificates;

- the absence of specific operation regulations translating into national standards from Annex 14 provisions and prescribing the conditions and criteria for the certification of aerodromes;

- the lack of a dedicated entity within the CAA tasked with aerodrome regulation and certification, or when this entity exists, inadequate staffing due to difficulties in attracting and retaining qualified personnel and/or of inadequate technical staff job descriptions not covering all the fields of expertise required for aerodrome certification and continuing surveillance;

- the lack of a training programme taking account of technical staff training requirements and defining the various training activities required to access the various levels of aerodrome inspector functions;

- the lack of guidance material intended for aerodrome operators as well as for regulatory technical staff, including the lack of an approved process describing the various steps for the certification of an aerodrome and up-to-date ICAO documentation;

- the lack of an aerodrome inspector's handbook with an inspection methodology and procedures, including checklists in the various disciplines to assist in the conduct of office review of aerodrome manuals and on-side aerodrome inspections;

- non implementation of aerodrome certification and safety management requirements and status of certification of aerodromes not published in the AIP;

- the lack of an inspection programme for aerodromes continuing surveillance and a methodology to address safety concerns identified during inspections, including exceptions and enforcement procedures.

3.   ACTION BY THE MEETING

3.1   The meeting is invited to:

    a) Note the results taken from the USOAP CMA online framework in the compliance with ICAO SARPs and the common findings identified in the APAC Region; and

    b) Recommend measures or strategies to eliminate identified deficiencies.

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