



ICAO

International Civil Aviation Organization

**Twelfth Meeting of the Air Traffic Management Sub-Group
(ATM/SG/12) of APANPIRG**

Bangkok, Thailand, 23 – 27 September 2024

Agenda Item 3: Performance Frameworks and Metrics

ANS USOAP UPDATE

(Presented by the Secretariat)

SUMMARY

This paper presents the annual update of the Air Navigation Services (ANS) Universal Safety Oversight Audit Programme (USOAP) information.

1. INTRODUCTION

1.1 States' safety oversight capability can be determined by accessing the implementation of Protocol Questions (PQs). The PQs are organized by eight audit areas, each associated with one of the eight critical elements (CEs). The eight audit areas are Primary Aviation Legislation and Specific Operating Regulations (LEG); Civil Aviation Organization (ORG); Personnel Licensing and Training (PEL); Aircraft Operations (OPS); Airworthiness of Aircraft (AIR); Aircraft Accident and Incident Investigation (AIG); Air Navigation Services (ANS); and Aerodromes and Ground Aids (AGA).

1.2 As per requirements by ICAO USOAP Continuous Monitoring Approach (CMA), if a State has implemented all the elements of the PQs and has provided all the relevant evidence, it has fully addressed a PQ, and the PQ is assessed as "satisfactory". If a State provides insufficient or no evidence of compliance with the elements outlined in the PQ, the PQ is assessed as "not satisfactory". The State is required to develop and implement a corrective action plan (CAP) that addresses all elements of the "not satisfactory" PQ, including the presentation of the necessary supporting documentation and evidence.

1.3 The current USOAP CMA PQs are in the 2020 edition. There were no new 2024 ANS PQs.

2. DISCUSSION

Regional USOAP ANS Implementation Status

2.1 **Figure 1** provides an average level of Effective Implementation (EI) for the 37 States in APAC region that had been audited or received an USOAP activity. The average ANS-related EI of APAC region is 63.44% (September 2024). There are 21 States with ANS EI above 60%. The data source was the USOAP CMA Online Framework (OLF)¹, which reflected the 2020 version of PQs and

¹ The USOAP CMA OLF is restricted access only to National Continuous Monitoring Coordinator (NCMC) and State users. Similar data is provided on the ICAO portal website, integrated Safety Trend Analysis and Reporting System (iSTARS 4.0); however, it may take time for the data to be updated.

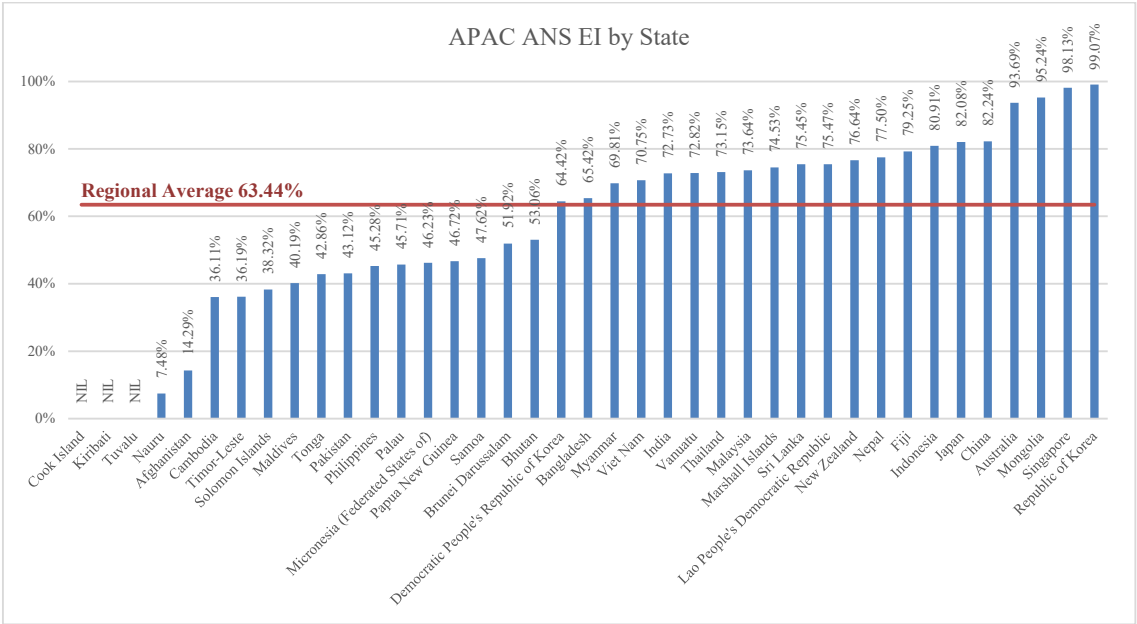


Figure 1: USOAP ANS EI Comparisons by State (September 2024)

2.2 Figure 2 provides information on the Asia/Pacific (APAC) Region’s EI by Audit Area and Critical Element.

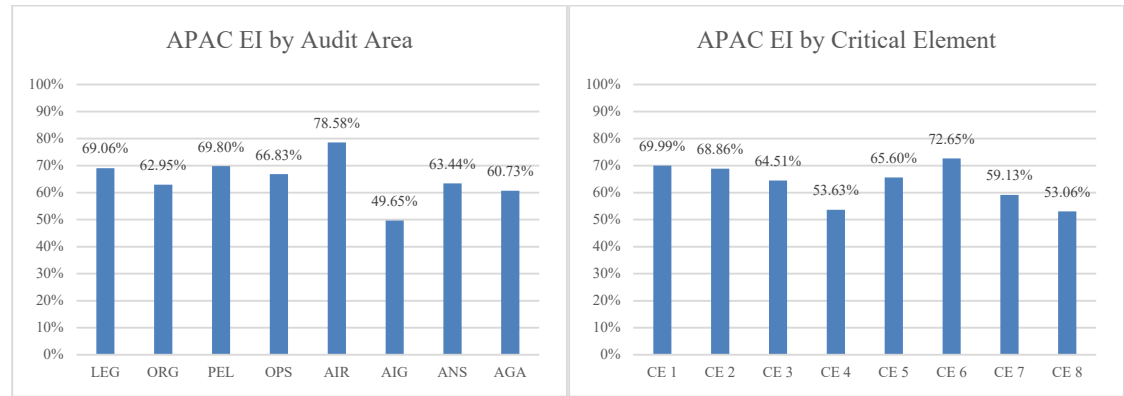


Figure 2: APAC EI by Audit Area and Critical Element (September 2024)

USOAP activities in 2024 and 2025

2.3 As of 4 July 2024, two CMA audits and one ICVM were completed in the APAC Region. In addition, one CMA audit has been scheduled in October 2024.

2.4 For 2025, five USOAP CMA activities have been scheduled in the APAC Region: four CMA audits and one ICVM.

2.5 Figure 3 provides a summary of the global average level of ANS-related EI for the 187 States that were audited or received an USOAP activity, indicating that APAC is lower than the global average.

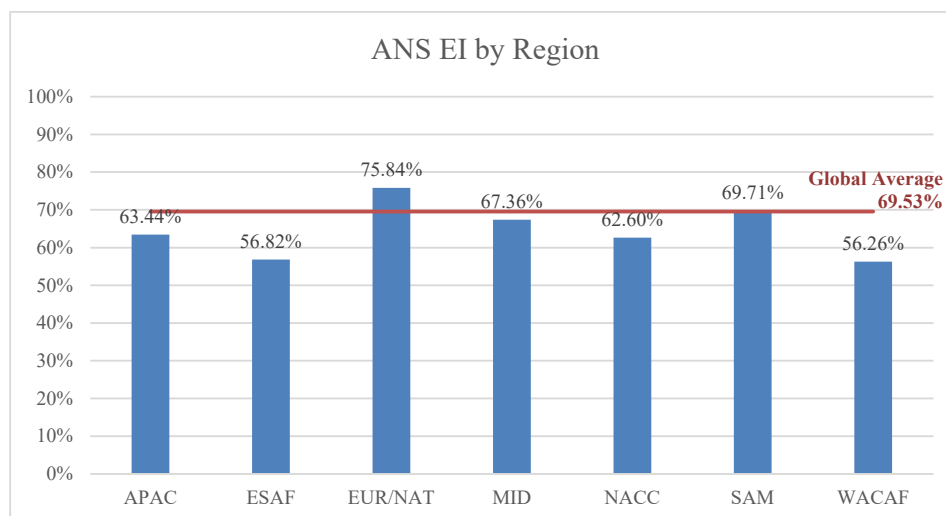


Figure 3: ANS EI by Region (September 2024)

USOAP CMA Workshops – Planning Status for 2025

2.6 USOAP CMA workshops have been conducted in ICAO Regional Offices and ICAO Member States since 2013. Two workshops have been tentatively scheduled for 2025.

Location	Region	Date
Lima, Peru (regional)	SAM	TBD
TBD	TBD	TBD

Table 1: USOAP CMA Workshops – Planning Status for 2025

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss any relevant matters as appropriate.

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