



International Civil Aviation Organization

ICAO

Thirteenth Meeting of the Air Traffic Management Sub-Group (ATM/SG/13) of APANPIRG

Singapore, 25 – 29 August 2025

Agenda Item 3: Performance Frameworks and Metrics

ANS USOAP UPDATE

(Presented by the Secretariat)

SUMMARY

This paper presents an update of the 2024 edition of the Universal Safety Oversight Audit Program (USOAP) Continuous Monitoring Approach (CMA) Protocol Questions (PQs), and information on the regional USOAP Air Navigation Services (ANS) implementation status.

1. INTRODUCTION

1.1 States' safety oversight capability can be determined by accessing the implementation of PQs. PQs are the primary tool used in the USOAP CMA for assessing the effective implementation (EI) of the eight critical elements (CEs) of a State's safety oversight system. Developed based on ICAO Standards and Recommended Practices (SARPs), Procedures for Air Navigation Services (PANS) and ICAO guidance material, the PQs are revised periodically by ICAO to reflect amendments to the ICAO provisions and reference documents.

1.2 For a PQ to be assessed as "satisfactory", States are required to show that all the elements of the PQ have been implemented and provided all the relevant evidence, in order for a PQ to be fully addressed. 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.

2. DISCUSSION

USOAP CMA PQs – 2024 Edition

2.1 The 2024 edition of PQs comprises, along with an editorial and references review of the existing PQs, the:

- a) incorporation of Safety Management System (SMS) related PQs to the areas of personnel licensing and training (PEL), aircraft operations (OPS), airworthiness of aircraft (AIR), air navigation services (ANS), and aerodromes and ground aids (AGA); and
- b) State Safety Programme (SSP) related PQs as a new audit area of SSP, in addition to the previous eight audit areas: primary aviation legislation and specific operating regulations (LEG); civil aviation organization (ORG); PEL; OPS; AIR; Aircraft accident and incident investigation (AIG); ANS; and AGA.

2.2 A comparison of the PQs in the 2020 and 2024 editions and number of changes for the ANS audit area are shown in the **Table 1**.

Table 1: A Comparison of the PQs in the 2020 and 2024 Editions and Changes in ANS Audit Area

	Area	Number of 2020 PQs	Number of 2024 PQs		
1	LEG	23	23		
2	ORG	13	13		
3	PEL	93	100		
4	OPS	126	136		
5	AIR	186	198		
6	AIG	84	84		
7	ANS	122	128	New	11
				Deleted	5
				Revised	108
				Merged	0
				No Change	9
8	AGA	143	153		
9	SSP	0	16		
Total		790	851		

2.3 To facilitate Member States and international organizations to easily identify the changes introduced in the 2024 edition of the PQs, ICAO has posted the track-changes version of the PQs in pdf format in the “CMA Library” of the USOAP CMA online framework (OLF)¹ (<https://www.icao.int/usoap>) under the heading of “USOAP Protocol Questions”.

Regional USOAP ANS Implementation Status

2.4 **Figure 1** provides an average level of EI for the 37 States in Asia/Pacific Region that had been audited or received an USOAP activities. As of 31 July 2025, the average ANS-related EI of Asia/Pacific Region is 65.40%, with 21 States achieving an ANS EI equal to or above the regional average.

2.5 The data source was the USOAP CMA OLF, which reflected recent USOAP activities such as CMA Audit, ICAO Coordinated Validation Mission (ICVM), and Off-Site Validation Activity (OSVA).

¹ The USOAP CMA OLF is restricted access only to National Continuous Monitoring Coordinator (NMC) 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.

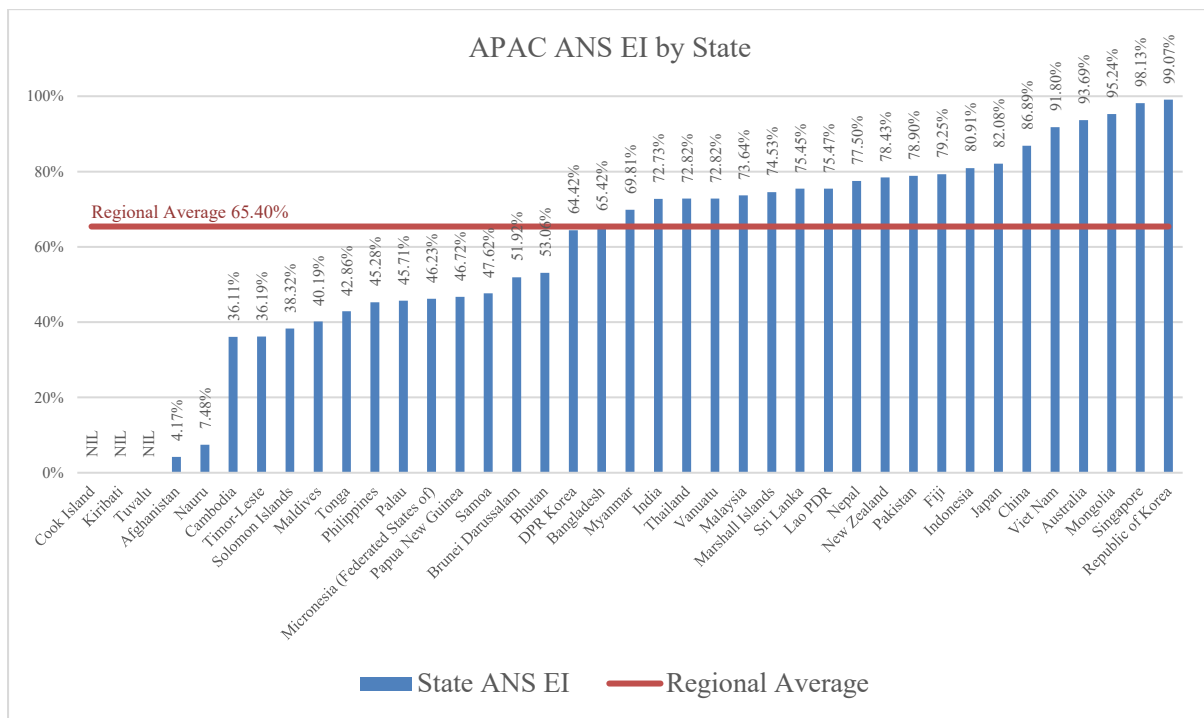


Figure 1: USOAP ANS EI Comparisons by State (31 July 2025)

2.6 **Figure 2** provides a summary of the global average level of ANS-related EI for the 187 States that were audited or received an USOAP activities, indicating that Asia/Pacific Region is lower than the global average.

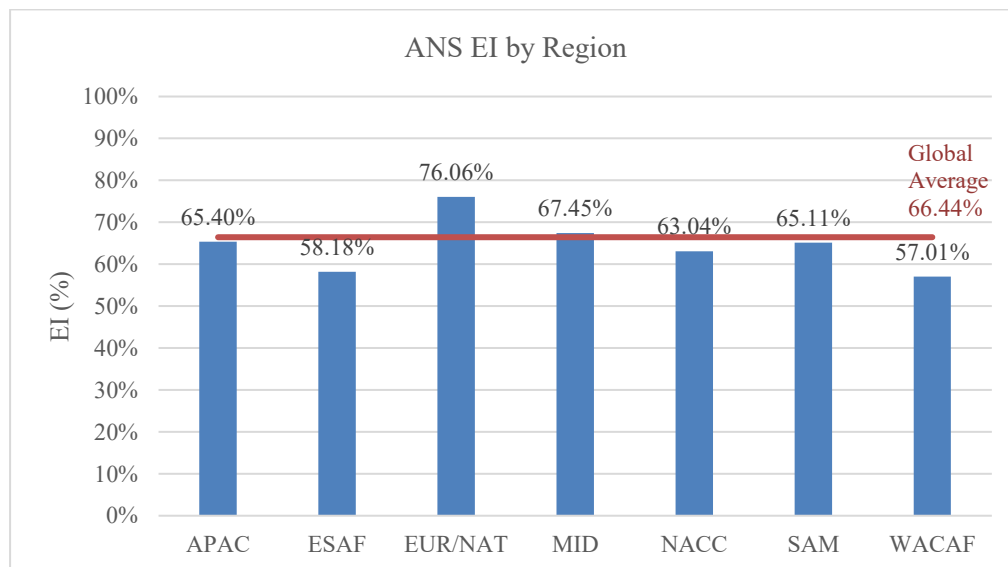


Figure 2: ANS EI by Region (31 July 2025)

2.7 **Figure 3** provides information on the Asia/Pacific Region's EI by Audit Area and Critical Element, as of 31 July 2025.

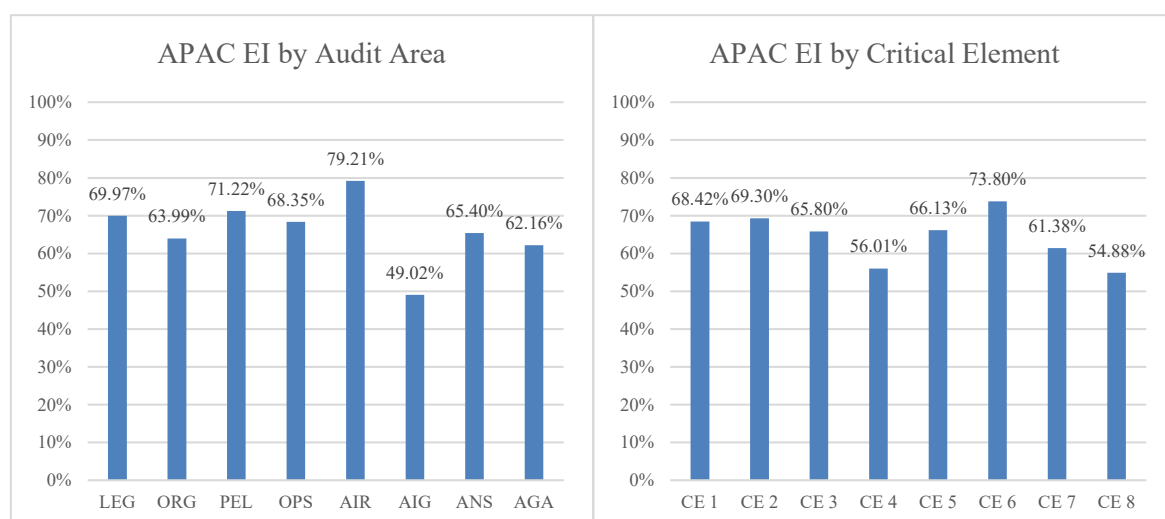


Figure 3: Asia/Pacific Region EI by Audit Area and Critical Element (31 July 2025)

USOAP activities in 2025 and 2026

2.8 As of 30 June 2025, one CMA audit and two ICVMs were completed in the Asia/Pacific Region. In addition, two CMA audits have been scheduled in July and October 2025.

2.9 For 2026, five USOAP CMA audits have been scheduled in the Asia/Pacific Region.

USOAP CMA Workshops for 2025 and 2026

2.10 USOAP CMA workshops have been conducted in ICAO Regional Offices and ICAO Member States since 2013.

2.11 **Table 2** provides USOAP CMA Workshop status for 2025.

Table 2: USOAP CMA Workshops – Status for 2025

Location	Region	Date
Lima, Peru (regional)	SAM	9 to 11 April 2025 (past)
Bangkok, Thailand (regional)	APAC	11 to 13 November 2025

2.12 Two workshops have been tentatively scheduled for 2026.

Table 3: USOAP CMA Workshops – Planning Status for 2026

Location	Region	Date
Dakar, Senegal (regional)	WACAF	TBD
Mexico City, Mexico (regional)	NACC	TBD

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- note the information contained in this paper;
- encourage States to review and update or submit their information in the PQ Self-

Assessment as it relates to the amended or new PQs. ICAO will use this information as part of its USOAP CMA activity planning and preparation;

- c) encourage States to participate in the USOAP CMA Workshop, which will be conducted at the ICAO Asia/Pacific Regional Office, from 11 to 13 November 2025; and
- d) discuss any relevant matters as appropriate.

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