



International Civil Aviation Organization
Asia and Pacific Office

**Twenty-Fifth Meeting of the Asia Pacific Regional Aviation Safety Team
(APRAST/25)**

(Bangkok, Thailand, 22 to 26 June 2026)

Agenda Item 4: Presentations – State / Industry / ICAO / Focused Discussion

**FOCUSED DISCUSSION - UPDATE ON USOAP CMA SSP PROTOCOL QUESTIONS
AND IMPLICATIONS FOR SSP IMPLEMENTATION MONITORING**

(Presented by the Secretariat)

SUMMARY

This paper explains as announced in Electronic Bulletin (EB) 2024/22 dated 9 October 2024, the 2024 edition of the Protocol Questions (PQs) became applicable to all Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) activities starting after 1 July 2025, except for the State Safety Programme (SSP) and the Safety Management System (SMS) related PQs (collectively, the Safety Management PQs). Revision 1 of the 2024 edition of the PQs incorporating some editorial and formatting improvements was published on the USOAP CMA online framework (<https://www.icao.int/usoap>) (OLF) in March 2025, which replaced the version originally released in September 2024 (EB 2025/8 of 19 March 2025 refers). However, the new SSP and Safety Management PQs will become applicable to all USOAP CMA activities starting after 1 August 2026.

1. INTRODUCTION

1.1 The new Safety Management PQs will become applicable to all USOAP CMA activities starting after 1 August 2026. A dedicated SSP Effective Implementation score (SSP EI) as well as the Effective Implementation (EI) score for each SSP component will be provided to measure the State's effective implementation and maintenance of an SSP.

1.2 While a draft version of the SSP PQs was available for reference on the OLF, two of the SSP PQs, namely 9.013 and 9.045, were revised to enhance clarity. In addition, certain 2024 edition PQs were revised to reflect recent amendments to relevant ICAO Standards in the areas of airworthiness of aircraft (AIR) (5.951), aircraft accident and incident investigation (AIG) (6.407), air navigation services (ANS) (7.415), and aerodromes and ground aids (AGA) (8.139). This revision does not affect the existing audit results of the relevant PQs, and therefore the status of these revised PQs and the current EI score of States, as reflected on the OLF, remain unaffected.

1.3 The final version of the SSP PQs, Revision 2 of the 2024 edition of the PQs for the areas of AIR, AIG, ANS and AGA, and a comparison between Revision 2 and Revision 1 of the 2024 edition of the PQs, are available in English language on the OLF under the "CMA Library".

1.4 States are encouraged to review, update or submit their information in the PQ Self-Assessment module on the OLF as it relates to the Safety Management PQs and the revised PQs.

1.5 ICAO will use this information as part of its USOAP CMA activity planning and preparation.

2. DISCUSSION

2.1 Revised on the basis of the 2020 edition, this 2024 edition of the USOAP CMA Protocol Questions (PQs) follows the High-level Conference on COVID-19 (HLCC 2021) Recommendations (C-WP/15312 refers) regarding the integration of State Safety Programme Implementation Assessment (SSPIA) with traditional Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) activities that were approved by the Council of ICAO on 4 March 2022 (C-DEC 225/7 refers). Some notable features of this 2024 edition of PQs are the addition 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), as well as the addition of a set of new PQs on State Safety Programme (SSP) as a new audit area.

2.2 The newly added PQs on SSP and SMS will have an undetermined status thus will not affect the Effective Implementation (EI) scores, until they are audited. Dedicated EI score for SSP will be provided separately. Once States and relevant regional organizations are migrated to the 2024 PQ edition, the EI scores for the USOAP activities on safety oversight, as indicated on the USOAP CMA online framework, will be updated and adjusted accordingly.

2.3 The existing SSPIA PQs, including the self-assessments submitted and the assessment results for those States which had received SSPIAs, will be archived and can be made available upon request. The new SSP and SMS PQs are based on the SSP components, including:–

- State Safety Policy, Objectives and Resources;
- State Safety Risk Management;
- State Safety Assurance; and
- State Safety Promotion.

2.4 The new SSP and Safety Management PQs provide a common basis for States to assess their level of SSP implementation. This supports AP-RASP 2026–2028 Target 3.1, which encourages States to complete and maintain their SSP self-assessments. States should therefore review and update the relevant PQ self-assessments and supporting evidence in the OLF.

2.5 Specific Guidelines for SSP;

- a) With regard to the qualification of personnel involved in the establishment and maintenance of the State Safety Programme (SSP), all relevant authorities will be required to respond to the applicable Protocol Questions (PQs) and provide supporting evidence during the interviews. It is therefore essential that appropriately qualified representatives from each concerned authority are available during the SSP portion of the audit.
- b) Several SSP PQs are interrelated and are assessed in a logical sequence. This allows the auditor to build a coherent understanding of how the State's top safety risks, safety objectives, Safety Performance Indicators (SPIs), risk mitigation actions, and effectiveness monitoring are linked within the overall SSP framework.

- c) Several SSP and Safety Management System (SMS) PQs are also interdependent, and the results of one may affect those of the other.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) note that ICAO's new SSP and Safety Management PQs will become applicable to all USOAP CMA activities starting after 1 August 2026.
- b) note that the new SSP and SMS PQs are based on the SSP components not on Critical Elements.
- c) encourage States to continue work on the USOAP CMA's newly introduced Ninth Area of SSP and related Safety Management PQs in respective Critical Areas in an integrated manner.
- d) encourage States to share their experiences with other APAC Regional States to address the SSP and SMS implementation effectively by organizing workshops for the APAC Region and providing technical assistance during CAT Missions.

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