



ICAO

International Civil Aviation Organization

Fourteenth Meeting of the Air Traffic Management Sub-Group (ATM/SG/14) of APANPIRG

Bangkok, Thailand, 3 – 7 August 2026

Agenda Item 3: Performance Frameworks and Metrics

3.0: USOAP

(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 As announced in the ICAO Electronic Bulletin (EB) 2024/22 dated 9 October 2024, the 2024 edition of the PQs became applicable to all USOAP 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).

2.2 The Safety Management PQs became 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.

2.3 States that have not undergone any USOAP CMA activities since the revised PQs would still see the previous edition results in the USOAP CMA online framework (OLF)¹.

2.4 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. 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		
LEG	23	23		
ORG	13	13		
PEL	93	100		
OPS	126	136		
AIR	186	198		
AIG	84	84		
ANS	122	128	New	11
			Deleted	5
			Revised	108
			Merged	0
			No Change	9
AGA	143	153		
SSP	0	16		
Total	790	851		

2.5 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 OLF (<https://www.icao.int/usoap>) under the heading of “USOAP Protocol Questions”.

Regional USOAP ANS Implementation Status

2.6 **Figure 1** provides an average level of EI for the 37 States in Asia and Pacific (APAC) region that had been audited or received an USOAP activities. As of 14 July 2026, the average ANS-related EI of APAC region is 68.69 per cent, with 21 States achieving an ANS EI equal to or above the regional average.

2.7 The data source was the ICAO Integrated Safety Trend Analysis and Reporting System (iSTARS <https://istars.icao.int/Sites>), 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.

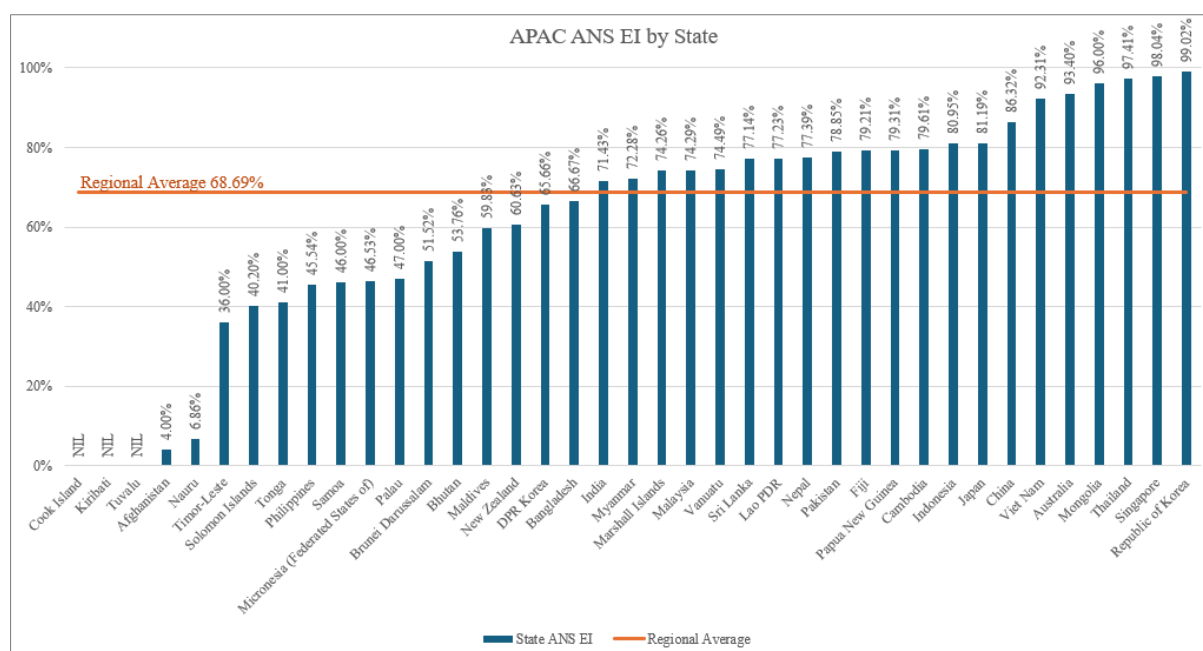


Figure 1. USOAP ANS EI Comparisons by State (14 July 2026)

2.8 **Figure 2** provides a summary of the global average level of ANS-related EI for the 187 States that were audited or received USOAP activities, indicating that APAC region is slightly above the global average.

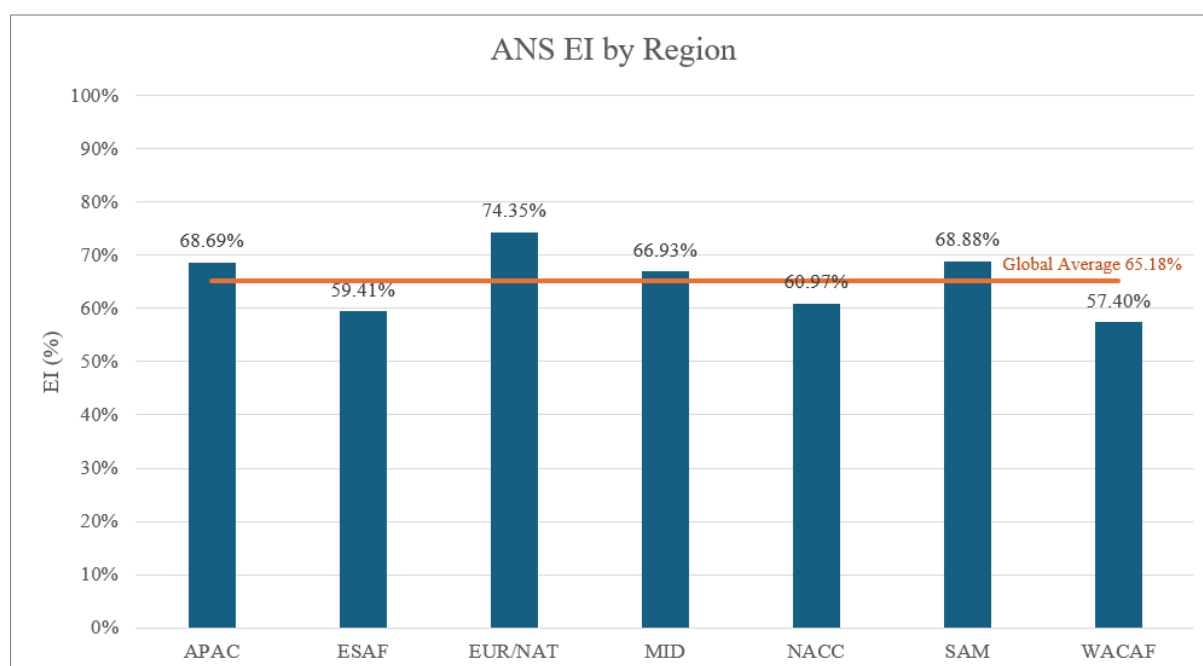


Figure 2. ANS EI by Region (14 July 2026)

2.9 **Figure 3** provides information on the APAC region's EI by Audit Area and CE, as of 14 July 2026.

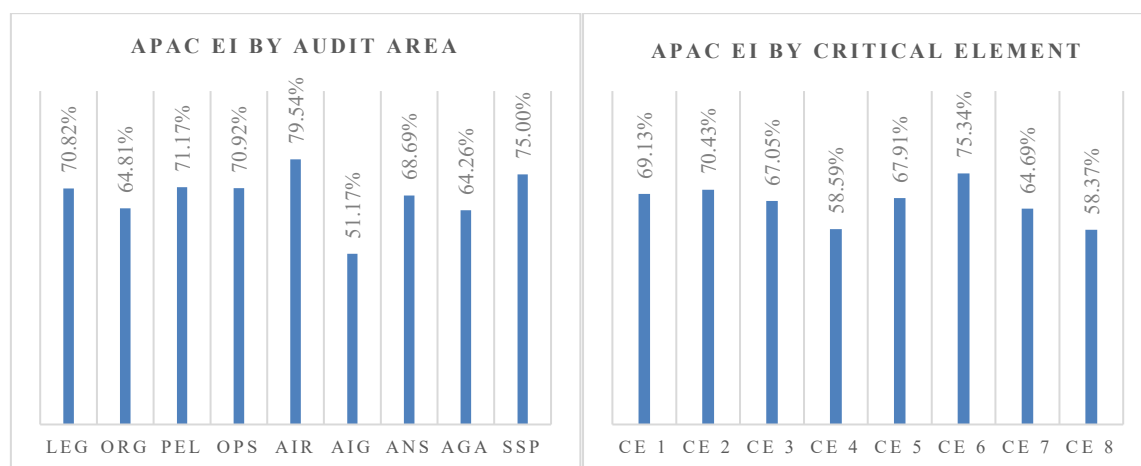


Figure 3. APAC Region EI by Audit Area and CE (14 July 2026)

USOAP Activities in 2026 and 2027

2.10 As of 25 June 2026, one CMA audit and one ICVM were completed in the APAC region. In addition, three CMA audits have been scheduled between September and December 2026.

2.11 For 2026, two CMA audits and one ICVM have been scheduled in the APAC region.

USOAP CMA Workshops for 2026 and 2027

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

2.13 **Table 2** provides USOAP CMA Workshop status for 2026.

Table 2. USOAP CMA Workshops – Status for 2026

Location	Region	Date
Dakar, Senegal (regional)	WACAF	2 to 4 June 2026 (past)
Santo Domingo, Dominican Republic (regional)	NACC	14 to 16 September 2026
Dubai, United Arab Emirates (cost-recovery)	MID	Postponed to 2027

2.14 Two workshops have been tentatively scheduled for 2027.

Table 3. USOAP CMA Workshops – Planning Status for 2027

Location	Region	Date
Dubai, United Arab Emirates (cost-recovery)	MID	15 to 17 February 2027
Nairobi, Kenya (regional)	ESAF	23 to 25 March 2027
Lima, Peru (regional)	SAM	12 to 14 October 2027

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) encourage States to review and update their information in the PQ Self-Assessment as ICAO will use this information as part of its USOAP CMA activity planning and preparation; and
- c) discuss any relevant matters as appropriate.

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