



*International Civil Aviation Organization*  
**ICAO** **The Fifth Meeting of the South Asia, Indian Ocean and  
Southeast Asia ATM Coordination Group (SAIOSEACG/5)**

Bangkok, Thailand, 13 – 16 January 2026

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**Agenda Item 3: Review of Current Operations and Problem Areas**

**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

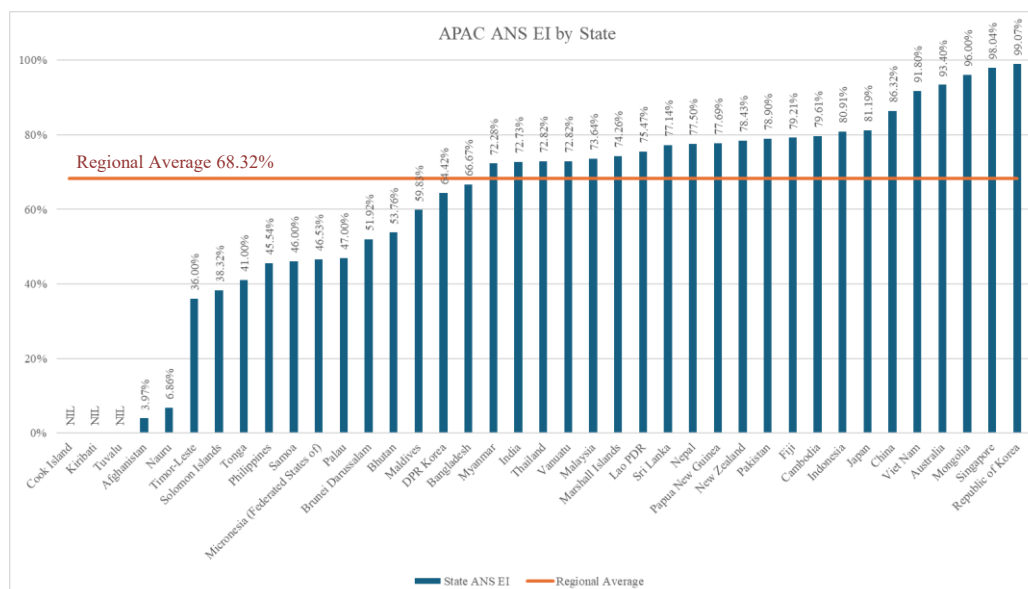
Area	Number of 2020 PQs	Number of 2024 PQs		
ANS	122	128	New	11
			Deleted	5
			Revised	108
			Merged	0
			No Change	9

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) <sup>1</sup> (<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 the Asia/Pacific (APAC) Region that had been audited or received USOAP activities. As of 19 December 2025, the average ANS-related EI of APAC Region is 68.32%, with 22 States achieving an ANS EI equal to or above the regional average.

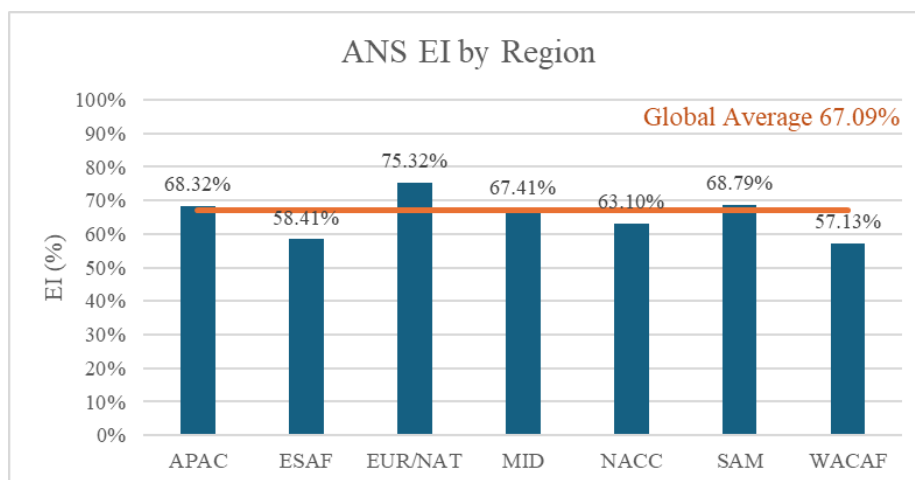
2.5 The data source was the USOAP CMA OLF, which reflected recent USOAP activities such as CMA Audit, ICAO Coordinated Validation Mission (ICVM), and Off-Site Validation Activity (OSVA).



**Figure 1:** USOAP ANS EI Comparisons by State (19 December 2025)

<sup>1</sup> The USOAP CMA OLF is restricted access only to National Continuous Monitoring Coordinator (NCCM) 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.

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 USOAP activities.



**Figure 2:** ANS EI by Region (19 December 2025)

2.7 **Figure 3** provides information on the APAC Region’s EI by Audit Area and Critical Element, as of 19 December 2025.



**Figure 3:** Asia/Pacific Region EI by Audit Area and Critical Element (19 December 2025)

USOAP Activities in 2025 and 2026

2.8 Four CMA audits and two ICVMs were completed in the APAC Region in 2025.

2.9 USOAP Activity Plan for 2026 has not yet been published. The information will be posted in the “CMA Library” of the USOAP CMA OLF in due course.

USOAP CMA Workshops in 2026

2.10 USOAP CMA workshops have been conducted in ICAO Regional Offices and ICAO Member States since 2013. Two workshops have been tentatively scheduled for 2026.

**Table 2:** USOAP CMA Workshops – Planning 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:

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

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