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INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY





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ICAO USOAP ACTIVITIES ON AIG

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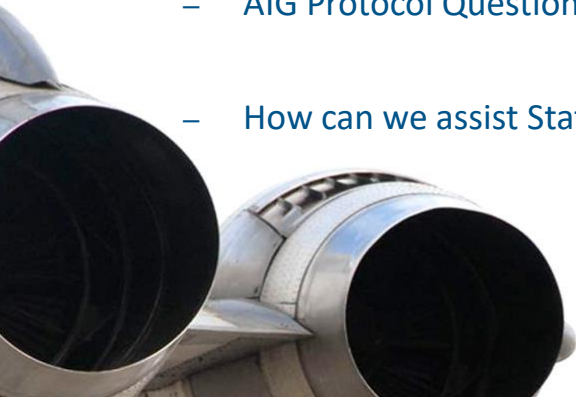
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Outline

- ICAO USOAP (objective, evolution and activities)
- USOAP AIG implementation status
- AIG Protocol Questions with lowest EI
- How can we assist States in meeting their obligation for AIG





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Objective of the USOAP CMA

The objective of USOAP under the CMA is to promote global aviation safety through the continuous monitoring of the Member States and the determination of their safety oversight capabilities



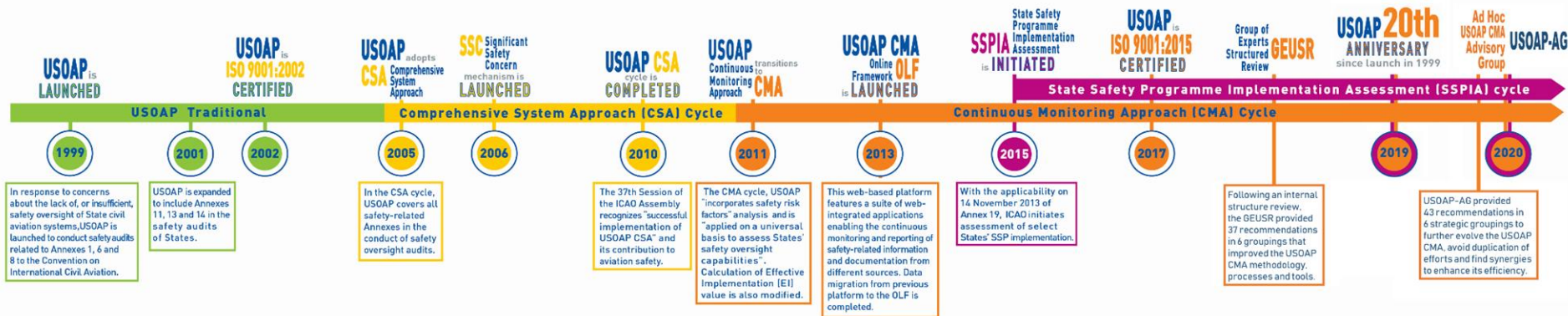


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Evolution of the USOAP programme





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*By evolving, the USOAP maintains its status as the **leader of global monitoring systems** of States' safety oversight capabilities*





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Types of USOAP CMA activities

➤ Audit activities

- Full scope audit
- Focused audit
- Follow-up audit
- Desk (document-based) audit
- Mandatory Information Requests (MIRs)
- Significant Safety Concerns (SSCs)

➤ Validation activities

- ICAO Coordinated Validation Mission (ICVM)
- Integrated Validation Activity (IVA)
- Off-site Validation Activity (OVA)





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USOAP Activities 1999-2024

Activity Type	Total
Audit, Audit follow-up, ICAO Coordinated Validation Mission (ICVM), State Safety Programme Implementation Assessment (SSPIA)	865
Off-Site Validation Activity	145
Mandatory Information Request (MIR)	31
Grand Total	1041



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USOAP CMA audit areas

LEG: Primary aviation legislation & civil aviation regulations

ORG: Civil aviation organization

PEL: Personnel licensing and training

OPS: Aircraft operations

AIR: Airworthiness of aircraft

AIG: Aircraft accident and incident investigation

ANS: Air navigation services

AGA: Aerodromes and ground aids

LEG
A19

AGA
A14, 19

ORG
A19

ANS
A2, 3, 4, 5, 10, 11, 12,
15, 19

PEL
A1, 19

AIG
A9 A13, 19

OPS
A6, 9, 18, 19

AIR
A6, 7, 8, 16, 19





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USOAP AIG Implementation Status

			EI							
ICA O Region	S	NS	AIG	AGA	AIR	ANS	LEG	OPS	ORG	PEL
APAC	1276	1327	49.0%	62.1%	79.2%	65.4%	70.0%	68.3%	64.0%	71.2%
ESAF	709	963	42.4%	52.7%	80.2%	56.8%	76.0%	62.8%	67.3%	64.4%
EUR/NAT	2513	1510	62.5%	73.0%	87.0%	75.5%	80.3%	77.9%	76.5%	81.6%
MID	671	305	68.8%	71.3%	89.4%	67.4%	82.2%	80.1%	73.5%	82.6%
NACC	802	801	50.0%	54.9%	85.2%	62.6%	77.1%	70.8%	71.2%	75.9%
SAM	580	400	59.2%	72.1%	85.6%	69.7%	83.8%	79.1%	71.1%	88.0%
WACAF	809	964	45.6%	50.1%	79.1%	56.3%	80.5%	61.7%	74.1%	62.8%
Global	7360	6270	54.0%	63.3%	83.7%	66.3%	77.8%	71.8%	71.4%	75.0%



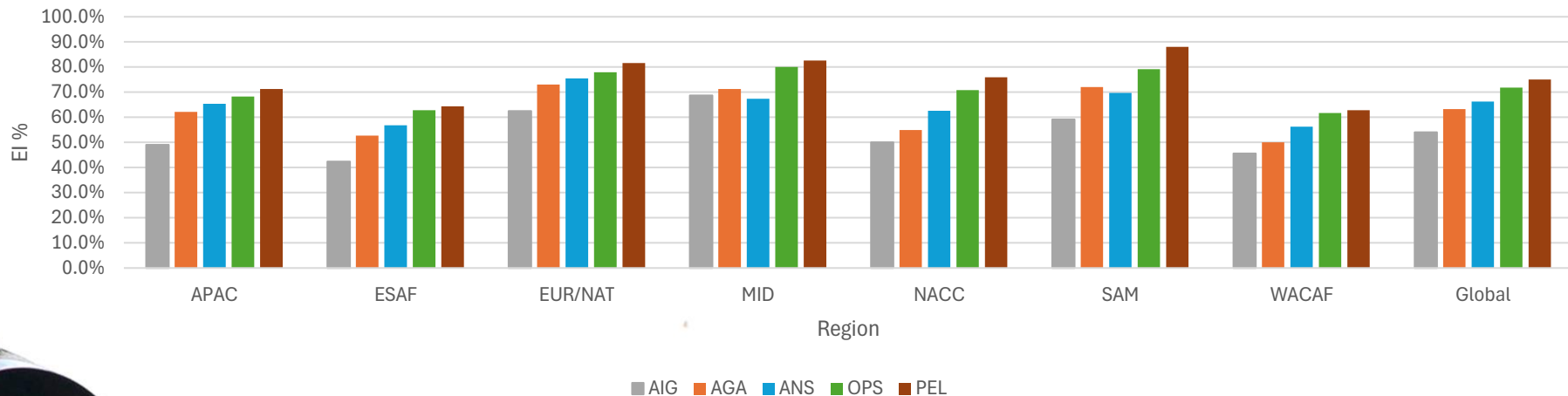


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EI by Region and Area - 2024



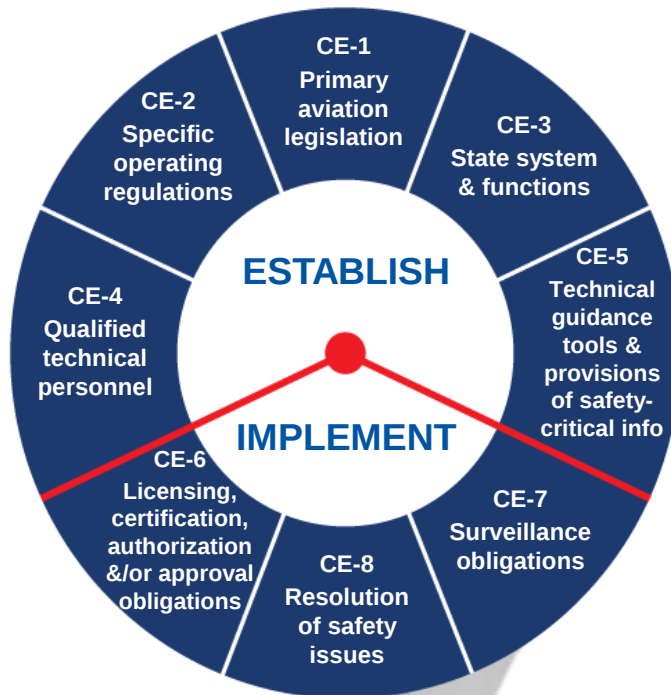


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Critical Elements (CEs) of a Safety Oversight System



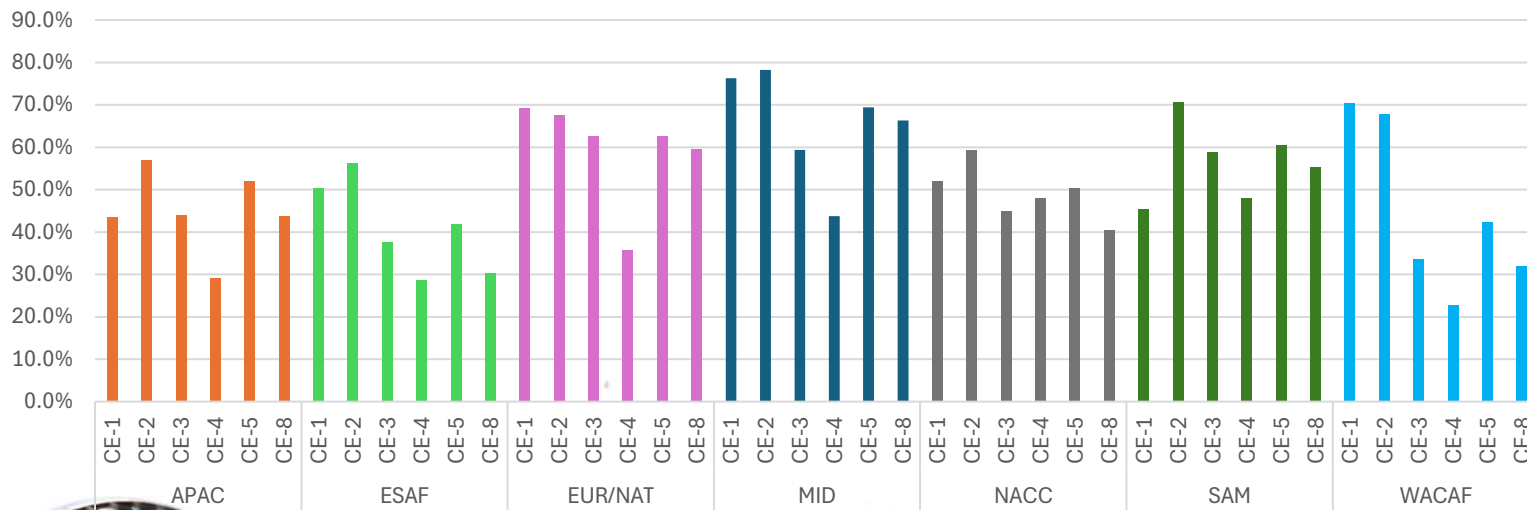


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AIG - EI per CE and Region
2024



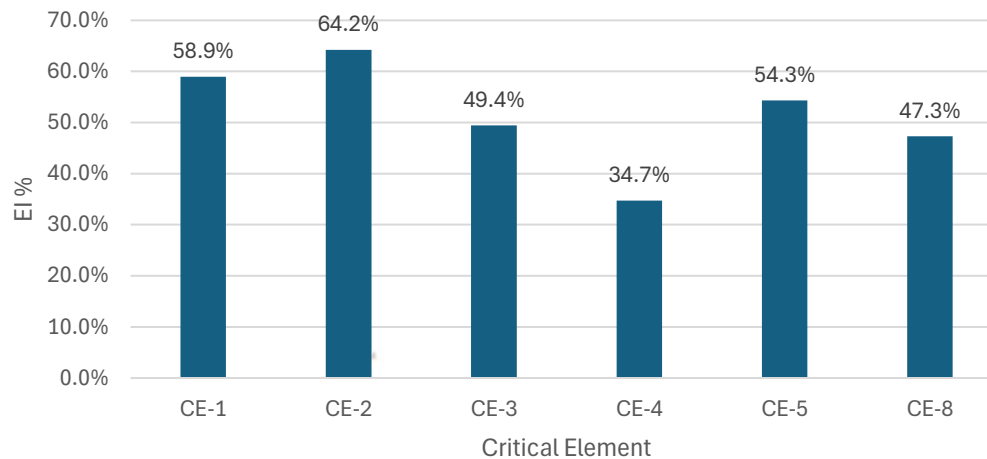


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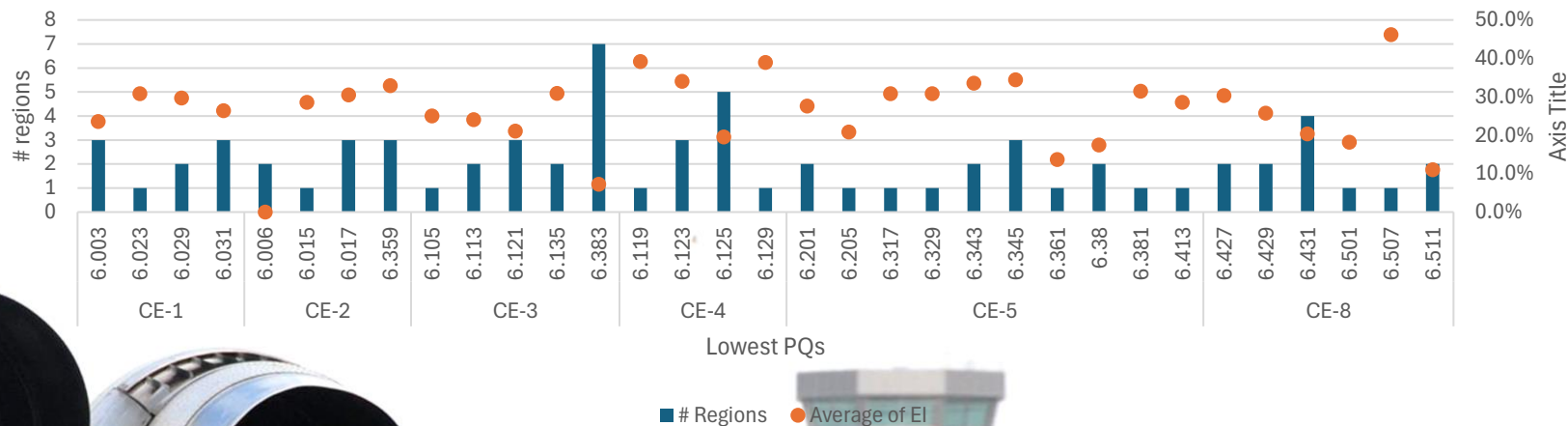
AIG - EI per Critical Element - Global
2024





AIG Protocol Questions with lowest EI

Lowest PQs. Regional bottom 10.
2024



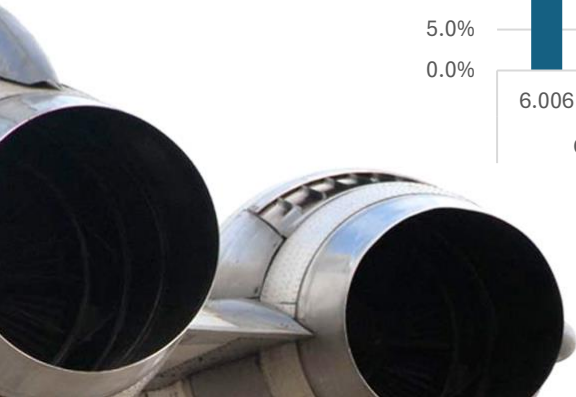
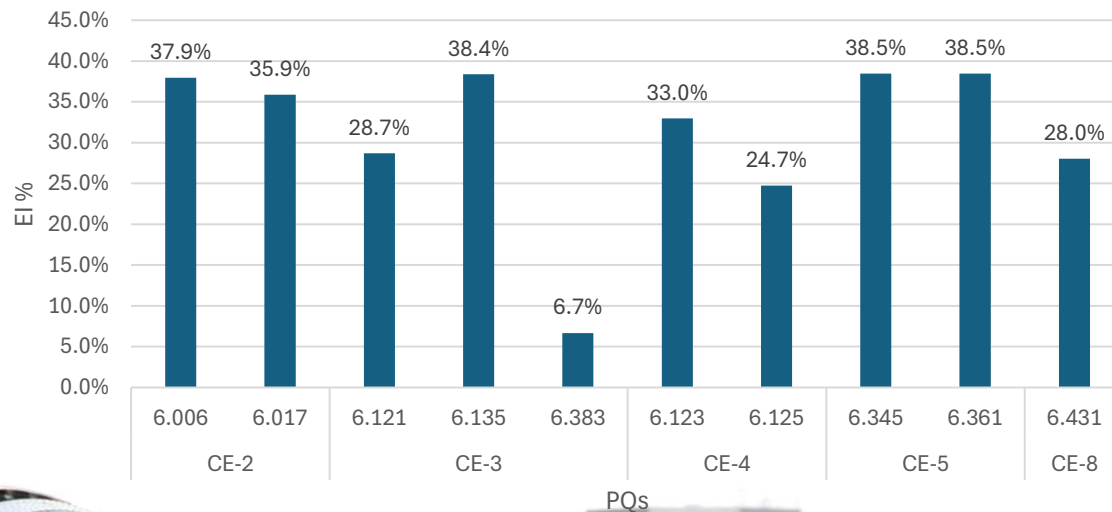


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Lowest PQs. Bottom 10. Global.
2024





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AIG Protocol Questions with lowest EI

PQ	CE	Description
6.383	CE-3	Has the State established a comprehensive system for providing assistance to aircraft accident victims and their families?
6.125	CE-4	Has the investigation authority: 1) developed periodic training plans detailing and prioritizing the type of training to be provided during the established period; and 2) appropriately implemented the training programme?
6.431	CE-8	Has the State, as the State conducting the investigation, developed and implemented procedures to ensure that it sends ADREP preliminary reports, ADREP accident data reports and ADREP incident data reports to all involved States and, when applicable, to ICAO?
6.121	CE-3	Has the State/investigation authority: a) issued credentials to its investigators, and b) established formal means (such as letters of agreement), to clarify the entitlements and obligations of each individual participating in the investigation?



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AIG Protocol Questions with lowest EI

6.123	CE-4	Has the State/investigation authority developed a formal training programme detailing the type of training to be provided to its investigators?
6.017	CE-2	Has the State implemented a procedure for identifying and notifying differences, if any, to ICAO?
6.006	CE-2	Does the State ensure the timely transposition of provisions of Annex 13 into its legal framework?
6.135	CE-3	If the State uses experts seconded by the State's CAA or other organizations in the State as investigators, has it established and implemented measures to avoid possible conflicts of interest?



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AIG Protocol Questions with lowest EI

6.345	CE-5	Has the State established and implemented: a) a process for investigating serious incidents, as well as b) a process, based on risk analysis, to help determine which types of incidents will be investigated by the investigation authority, in conformance with Annex 13?
6.361	CE-5	Has the State established and implemented procedures to ensure the timely recovery and effective read-out of the flight recorders in compliance with Attachment D to Annex 13?





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How can we assist States in meeting their obligation for AIG ?

Develop additional Annex 13 SARPs?

More AIG guidance material? (currently there are 13 AIG ICAO Manuals)

Provide implementation assistance to States to build capacity?

Regional cooperation (RAIOs/ICMs)?





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How can we assist States in meeting their obligation for AIG ?

ICAO believes regional cooperation (RAIOs/ICMs) being the best solution for States with limited aviation activities and capacity to meet their obligations for AIG

As well as providing implementation assistance to build capacity?





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Summary

- AIG is the technical area with the lowest implementation
- ICAO has developed numerous SARPS and guidance for AIG
- Regional cooperation as well as implementation assistance is what ICAO believes being the best solution for States with limited aviation activities and capacity for AIG





Thank You!