



الجمعية العمومية – الدورة الثانية والأربعون اللجنة التنفيذية

البند ١٤ من جدول الأعمال: برنامجا التدقيق – نهج الرصد المستمر

تنفيذ برنامجي الإيكاو لتدقيق السلامة والأمن وفقاً لنهج الرصد المستمر (CMA)

(ورقة مقدّمة من مجلس الإيكاو)

الموجز التنفيذي

تعرض ورقة العمل هذه تقريراً مرحلياً موحّداً للفترة منذ انعقاد الدورة الحادية والأربعين للجمعية العمومية بشأن تنفيذ كل من "البرنامج العالمي لتدقيق مراقبة السلامة الجوية" (USOAP) و"البرنامج العالمي لتدقيق أمن الطيران" (USAP) وما يقترن بهما من أنشطة، وذلك وفقاً لنهج الرصد المستمر (CMA).

ويتضمن المرفقان (أ) و(ب) بهذه الورقة تباعاً، معلومات مفصلة عن أنشطة "البرنامج العالمي لتدقيق مراقبة السلامة الجوية" وفقاً لنهج الرصد المستمر (USOAP-CMA) و"البرنامج العالمي لتدقيق أمن الطيران" وفقاً لنهج الرصد المستمر (USAP-CMA) وما شهداه من تطورات خلال الفترة الثلاثية ٢٠٢٢-٢٠٢٤.

الإجراء: يُرجى من الجمعية العمومية القيام بما يلي:

- الإحاطة علماً بالتقريرين المرحليين عن تنفيذ برنامجي الإيكاو للتدقيق وما يرتبط بهما من أنشطة؛
- حثّ الدول على مواصلة مشاركتها الكاملة في برنامجي الإيكاو للتدقيق، مع دعم تطويرهما؛
- حثّ الدول على تجنب طلب تأجيل أو إلغاء عمليات التدقيق المقررة لها دون سبب وجيه، نظراً للأثر السلبي الذي تخلفه مثل تلك الطلبات على تنفيذ برنامجي التدقيق الذين تجريهما الإيكاو؛
- تشجيع الدول على مواصلة الإسهام بالموارد المالية والعينية للنجاح في تنفيذ برنامجي الإيكاو للتدقيق، بما في ذلك إعارة الخبراء المؤهلين على الأجل الطويل ودعم البرنامجين، من خلال المشاركة في الدورات التدريبية والندوات في هذا الشأن.

الأهداف الاستراتيجية:	ترتبط ورقة العمل هذه بالهدفين الاستراتيجيين: ضمان السلامة والأمن لكل رحلة جوية، وضمان أن يوفر الطيران للجميع تنقلاً سلساً وميسراً وموثوقاً به للجميع.
الآثار المالية:	تنفذ الأنشطة المذكورة في هذه الورقة رهناً بتوافر الموارد في الميزانية العادية للفترة بين ٢٠٢٦-٢٠٢٧-٢٠٢٨ ومن المساهمات الخارجة عن الميزانية.

ورقة العمل C-WP/15605، التتقيق رقم ١ والتصويب رقم ١ والتصويب رقم ٢ (بالفرنسية فقط) ورقة العمل C-WP/15576 موجز القرارات C-DEC 233/9 موجز القرارات C-DEC 232/4 كتاب المنظمة SA 42/1-24/108 الوثيقة Doc 10184، "القرارات السارية المفعول الصادرة عن الجمعية العمومية" (في ٢٠٢٢/١٠/٧) الوثيقة Doc 10160، "تقرير المؤتمر الرفيع المستوى بشأن جائحة فيروس كورونا" الوثيقة Doc 10183، "الدورة الحادية والأربعون للجمعية العمومية. تقرير اللجنة التنفيذية" الوثيقة Doc 10186، "الدورة الحادية والأربعون للجمعية العمومية. تقرير اللجنة الفنية" الوثيقة Doc 10209، "تقرير المؤتمر الرابع عشر للملاحة الجوية" الوثيقة Doc 9807، "دليل البرنامج العالمي لتدقيق أمن الطيران وفقاً لنهج الرصد المستمر" الوثيقة Doc 9735، "دليل البرنامج العالمي لتدقيق مراقبة السلامة الجوية وفقاً لنهج الرصد المستمر" ورقة عمل الجمعية العمومية A41-WP/5، "تطوير البرنامج العالمي لتدقيق مراقبة السلامة الجوية وفقاً لنهج الرصد المستمر (USOAP-CMA)" ورقة عمل الجمعية العمومية A41-WP/7، "تنفيذ برامج التدقيق وفقاً لنهج الرصد المستمر (CMA)"	المراجع:
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١ - الخلفية العامة

١-١ انتقل "البرنامج العالمي لتدقيق مراقبة السلامة الجوية" (USOAP)، الذي بدأ تنفيذه في عام ١٩٩٩، إلى نهج الرصد المستمر (CMA) منذ يناير ٢٠١٣، حيث ضمّ برنامجاً يركز بشكل أكبر على الأدلة وتحليل المخاطر وتحقيق النتائج، وذلك بهدف تحديد مدى فعالية واستدامة نظم مراقبة السلامة لدى الدول حول العالم ومدى كفاءة الدول في تنفيذ برامج السلامة الوطنية الخاصة بها (SSPs). واحتفالاً بالذكرى السنوية الخامسة والعشرين لتأسيس برنامج USOAP CMA، يرد تحليل لأثر البرنامج على السلامة الجوية في المرفق (أ)، القسم ٦-٥. ولإحراز تقدم في تطوير البرنامج، وافقت الجمعية العمومية للإيكافو، خلال دورتها الحادية والأربعين، على أن تنفذ الإيكافو توصيات المجموعة الاستشارية للبرنامج العالمي لتدقيق مراقبة السلامة الجوية (USOAP-AG)، على النحو الذي وافق عليه المجلس، والتوصيات ذات الصلة بذلك الواردة في تقرير المؤتمر الرفيع المستوى بشأن فيروس كورونا (Doc 10160) (الفقرة ١٥-٤ في تقرير اللجنة التنفيذية، الدورة الحادية والأربعين للجمعية (Doc 10183)).

٢-١ أما "البرنامج العالمي لتدقيق أمن الطيران" (USAP)، الذي بدأ تنفيذه لأول مرة في عام ٢٠٠٢، فقد أصبح يعمل على أساس نهج الرصد المستمر القائم على تحليل المخاطر منذ عام ٢٠١٥. وطلبت الجمعية العمومية للإيكافو، خلال دورتها التاسعة والثلاثين (انظر القرار ٣٩-١٨ في المرفق (هـ))، إلى الأمانة العامة استعراض نطاق ومنهجية "البرنامج العالمي لتدقيق أمن الطيران" (USAP)، وذلك بالتشاور مع الدول الأعضاء، للتأكد من توفير معلومات موثوقة فيما يتعلق بالتنفيذ الفعال لتدابير أمن الطيران على الأرض وأن المنهجية تتبع نهجاً يقوم على تحليل المخاطر لتنفيذ تدابير أمن الطيران. ومنذ ذلك الحين، تعمل الأمانة العامة للإيكافو عن كثب مع مجموعة الدراسة التابعة للأمانة العامة المعنية بالبرنامج العالمي لتدقيق أمن الطيران وفقاً لنهج الرصد المستمر (SSG)، لتحديد وتنفيذ إجراءات لضمان التحسين المستمر للبرنامج. وقد أيدت الجمعية العمومية في دورتها الحادية والأربعين هذا النهج التعاوني (قرار الجمعية A41-18: "البيان الموحد بشأن سياسات الإيكافو المستمرة المتعلقة بأمن الطيران"، المرفق (د)، الفقرة ٥).

٣-١ وتتضمن هذه الورقة تقريراً مرحلياً موحداً عن تنفيذ "البرنامج العالمي لتدقيق مراقبة السلامة الجوية وفقاً لنهج الرصد المستمر" (USOAP-CMA) و"البرنامج العالمي لتدقيق أمن الطيران وفقاً لنهج الرصد المستمر" (USAP-CMA) وما يقترن بهما من أنشطة، وذلك منذ انعقاد الدورة الحادية والأربعين للجمعية العمومية وتعرض لمحّة عامة رفيعة المستوى عن التطور المقترح لبرنامج التدقيق خلال فترة الثلاث سنوات المقبلة وما بعدها. وترد تباعاً في المرفقين (أ) و(ب) لهذه الورقة معلومات مفصلة عن أنشطة البرنامجين وما شهداه من تطورات خلال الفترة الثلاثية ٢٠٢٢-٢٠٢٤^١. وترد في المرفقين (ج) و(د) المجالات الهامة المحددة في إطار برنامجي التدقيق المذكورين.

٢- المناقشة

١-٢ تنفيذ "البرنامج العالمي لتدقيق مراقبة السلامة الجوية وفقاً لنهج الرصد المستمر" (USOAP-CMA)

٢-١-٢ في الفترة من ٢٠٢٢/١/١ إلى ٢٠٢٤/١٢/٣١، أجرى البرنامج عدداً من الأنشطة بلغ عددها ٩٧ نشاطاً. ويعرض المرفق (أ) هذه الأنشطة التي تشمل عمليات التدقيق وبعثات التحقق المنسقة (ICVMs) وأنشطة التحقق خارج الموقع وطلبات المعلومات الإلزامية (MIRs) وعمليات تقييم برامج السلامة الوطنية (SSPIAs) وحلقات العمل. وتم تأجيل ١٠ أنشطة بناءً على طلب الدول^٢. وفي نهاية فترة الإبلاغ المذكورة، بلغ إجمالي متوسط نسبة التنفيذ الفعال للدول ٦٧,٧١ بالمائة. أما مجالات التدقيق التي سجلت أقل مستويات التنفيذ الفعال فكانت التحقيق في وقائع وحوادث الطائرات (AIG) (٥٦,٠٥ بالمائة) والمطارات والمساعدات الأرضية (AGA) (٦٦,٣٨ بالمائة)، في حين تمثلت العناصر الحاسمة التي حققت المستويات الأقل من حيث التنفيذ الفعال في تسوية المسائل المتعلقة بالسلامة (العنصر الثامن، CE-8) (٥٧,١٤ بالمائة)، والتزامات فيما يتعلق بالرقابة (العنصر السابع، CE-7) (٦٣,٠٧ بالمائة) والموظفين الفنيين المؤهلين (العنصر الرابع، CE-4) (٦٣,٢١ بالمائة). وحددت الإيكاو ١١ شاغلاً بارزاً في مجال السلامة (SSCs)، وتمت تسوية ٥ شواغل بارزة أخرى كانت قد حددتها الإيكاو. وحتى ٢٠٢٤/١٢/٣١، تبقى تسعة^٣ شواغل عالمية بارزة في مجال السلامة لم تتم تسويتها، ولا تزال تؤثر على ست دول^٤. وخلال تلك الفترة، نشرت الإيكاو آلية طلب المعلومات الإلزامية بهدف الحصول على المعلومات أو الوثائق من أربع دول ليطم استعراضها والتحقق منها في إطار البرنامج، وقد تم الانتهاء منها على نحو مرضٍ. ولدى الإيكاو مجموعة متنوعة من مبادرات دعم التنفيذ بالإضافة إلى الخطط العالمية والإقليمية التي تهدف إلى دعم الدول في معالجة أوجه القصور التي يحددها البرنامج.

٢-١-٢ وقامت الأمانة العامة بتطبيق مسارات عمل من أجل إدارة عملية تطوير البرنامج على النحو الوارد في المرفق (أ). ومسارات العمل التي تقود عملية التطوير هي: (أ) استدامة البرنامج وتحسيناته؛ (ب) توصيات فريق خبراء الاستعراض الهيكلي للبرنامج (GEUSR)؛ (ج) توصيات المجموعة الاستشارية المخصصة المعنية بالبرنامج؛ (د) التوصيات الصادرة عن المؤتمر الرفيع المستوى بشأن فيروس كورونا (HLCC). وقد أقرّ المجلس جميع توصيات مجموعات الخبراء، والتي أيدتها الجمعية العمومية لاحقاً.

٢-١-٣ كذلك فإن كندا والصين والجمهورية الدومينيكية وفرنسا وجمهورية كوريا والمملكة العربية السعودية وسنغافورة والولايات المتحدة ووكالة السلامة الجوية التابعة للاتحاد الأوروبي (EASA) تواصل جميعها دعم الجهود المبذولة في إطار البرنامج، وذلك من خلال إعارة الخبراء على الأجل الطويل ممن يساهمون في نجاح تشغيل وتطوير البرنامج. وتعرب الإيكاو

^١ تتضمن فترة الإبلاغ مجمل السنوات من ٢٠٢٢ إلى ٢٠٢٤.

^٢ تُذكر الدول التي طلبت تأجيل عمليات التدقيق في النشرة الإلكترونية التي تُنشر مرتين في السنة.

^٣ حددت ثمانية شواغل بارزة في مجال السلامة لم تتم تسويتها في ٢٠٢٢-٢٠٢٤ وشاغل واحد في هذا المجال في ٢٠١٨.

^٤ كشفت الإيكاو عن شواغل بارزة في مجال السلامة في كل من بوتان وجمهورية الكونغو الديمقراطية وإكوادور وليبيريا والاتحاد الروسي وزمبابوي.

عن بالغ تقديرها للدعم المقدم من جميع الدول^٥ البالغ عددها ٣١ دولةً ووكالة السلامة الجوية التابعة للاتحاد الأوروبي التي تساهم بإعارات قصيرة الأجل إلى قائمة خبراء البرنامج.

٢-١-٤ وفي تلك الفترة، عمل البرنامج على تحسين إمكانيات الإطار الإلكتروني (OLF)^٦ من خلال تطوير أدوات وتحديثات جديدة، بما في ذلك تطوير تطبيقات جديدة للبيانات والمعلومات. وتتوفر في الوقت الحاضر أدوات إضافية في الإطار الإلكتروني لدعم أنشطة البرنامج، مثل USOAP State profile (أي الملف التعريفي للدولة وهو تطبيق يهدف إلى إجراء تحليل حول كيفية تفاعل الدولة مع البرنامج) وتطبيق <https://www.usoap-community.icao.int/> USOAP CMA Community (وهو تطبيق مُصمَّم لإتاحة بيئة للتفاعل بين الخبراء الفنيين بشأن البرنامج). وقد تم تحديث الإطار الإلكتروني لتوفير البيانات مباشرةً إلى مبادرات الإيكاو الأخرى، مثل النظام المتكامل لتحليل اتجاهات السلامة والإبلاغ عنها (iSTARS) وخدمة البيانات لدى الإيكاو (Data Service) ولوحات متابعة الخطة العالمية للسلامة الجوية (GASP) لضمان اتساق البيانات.

٢-٢ تنفيذ البرنامج العالمي لتدقيق أمن الطيران وفقاً لنهج الرصد المستمر (USAP CMA)

٢-٢-١ في الفترة الممتدة من ٢٠٢٢/١/١ إلى ٢٠٢٤/١٢/٣١، أُجري ما مجمله ١١٤ نشاطاً من الأنشطة في إطار البرنامج العالمي لتدقيق أمن الطيران وفقاً لنهج الرصد المستمر (USAP CMA)، ويتضمن المرفق (ب) لمحة عامة عن هذه الأنشطة التي أُجريت خلال فترة الإبلاغ، وهي تشمل عمليات تدقيق سواءً في الموقع أو بالاستناد إلى الوثائق وبعثات تحقق وندوات إقليمية ودورات تدريبية للمدققين ودورات تدريبية فنية للمدققين عبر الإنترنت. وتم تأجيل ٣٤ نشاطاً بناءً على طلب الدول. وتلقي الرسوم البيانية الواردة في المرفق (ب) الضوء على مدى قابلية الاستدامة العالمية لنظم المراقبة لدى الدول (مستوى تنفيذ العناصر الحاسمة)، إلى جانب مدى امتثال الدول للقواعد القياسية المنصوص عليها في الملحق السابع عشر، بحسب تقييم البرنامج. وفي نهاية فترة الإبلاغ، بلغ مؤشر الاستدامة العالمي ٧٢,٠١ في المائة. ضمن مؤشر الاستدامة، تسجل العناصر الحاسمة التالية النسبة الأقل من التنفيذ الفعال، (CE-7) الالتزامات المتعلقة بمراقبة الجودة (٥٥,٦٠ في المائة) و(CE-8) تسوية الشواغل المتعلقة بالأمن (٦٢,٤١ في المائة) و(CE-6) الالتزامات المتعلقة بإصدار التراخيص والموافقات (٦٤,٦٢ في المائة). وبالنسبة للفترة نفسها، بلغ مؤشر الامتثال العالمي للملحق السابع عشر نسبة ٧٠,٦٥ في المائة.

^٥ الأرجنتين، وأستراليا، وبوتسوانا، والبرازيل، والكاميرون، وكندا، وتشاد، والصين، والجمهورية الدومينيكية، وفرنسا، وجورجيا، واليونان، والهند، والأردن، وكينيا، ومارتينيك، وموريتانيا، والمغرب، وناميبيا، وعُمان، وبنما، وقطر، وجمهورية كوريا، وسان مارينو، والمملكة العربية السعودية، وسنغافورة، وجنوب أفريقيا، وتايلاند، وتوغو، والمملكة المتحدة، والولايات المتحدة الأمريكية.

^٦ تم إطلاق الإطار الإلكتروني في عام ٢٠١٣ كمنصة على شبكة الإنترنت لتمكين المشاركة التفاعلية للدول في أنشطة الرصد المستمر. وخلال سنة الإبلاغ، وفر الإطار الإلكتروني الخدمات إلى:

- أداة معالجة البرنامج ICAO USOAP - رصد/تدقيق الدول
- أداة معالجة البرنامج ICAO USAP - رصد/تدقيق دول
- أداة معالجة برنامج الإيكاو لتقييم المنظمات الإقليمية لمراقبة السلامة الجوية والمنظمات الإقليمية للتحقيق في الحوادث والوقائع - رصد/تدقيق المنظمات الإقليمية لمراقبة السلامة الجوية
- أداة معالجة أنشطة الطيران في برنامج الأغذية العالمي التابع للأمم المتحدة - تقييم أنشطة الطيران في البرنامج
- أداة معالجة استبيان الإيكاو لنشاط الدولة في مجال الطيران - رصد نشاط الدولة في مجال الطيران
- أداة معالجة نظام الإيكاو للإبلاغ الإلكتروني عن الاختلافات - إبلاغ الدول عن الاختلافات على أساس القواعد القياسية والتوصيات الدولية
- أداة معالجة ملاحق الإيكاو - تتبع/وضع إشارات إلى التعديلات في قوائم التحقق والقواعد والتوصيات وإجراءات خدمات الملاحة الجوية والمواد الإرشادية (CC/SARPs/PANS/GM)
- أداة ترتيب الأولويات في برنامج USOAP - المؤشرات الداخلية والخارجية لترتيب أولوية الدول بالنسبة لأنشطة برنامج USOAP
- أداة التخطيط لبرنامجي USOAP/USAP - التخطيط لأنشطة التدقيق وتحديد مواعيدها

٢-٢-٢ وخلال فترة الإبلاغ، حددت الإيكاو عشرة شواغل بارزة في مجال الأمن وتمت تسوية أربعة منها. وحتى ٢٠٢٤/١٢/٣١، كان لا يزال هناك ٢٤ شاغلاً من الشواغل البارزة في مجال الأمن لم تتم تسويتها وهي تؤثر على ١١ دولة، وقد نُشرت هذه الشواغل على البوابة الإلكترونية المأمونة للبرنامج USAP. وعلاوةً على ذلك، نجحت الدول في التخفيف من حدة ١٧ شاغلاً أولاً من الشواغل البارزة في مجال الأمن قبل نشرها على البوابة الإلكترونية المذكورة.

٣-٢-٢ وخلال فترة الإبلاغ، تم إجراء العديد من التعديلات والتحسينات على البرنامج كي يصبح أكثر استجابةً لاحتياجات الدول الأعضاء ولتحسين مستوى دقة نتائج عمليات التدقيق. وانتهت الأمانة العامة من تنفيذ ٢٦ توصية أصدرتها مجموعة الدراسة التابعة للأمانة العامة المعنية بالبرنامج العالمي لتدقيق أمن الطيران وفقاً لنهج الرصد المستمر (SSG) وصدقت عليها الجمعية العمومية للإيكاو في دورتها الأربعين. وتواصل مجموعة الدراسة الاجتماع مرة واحدة على الأقل سنوياً، أو حسب الاقتضاء، لتقديم توصيات إضافية إلى الإيكاو بشأن كيفية تحسين البرنامج كجزء من التزام المنظمة بالتحسين المستمر. وفي إطار هذه العملية، تم إدخال تغيير في المنهجية فيما يتعلق بقياس الامتثال لقواعد الملحق السابع عشر. ومنذ ذلك الحين، تم نشر الرسوم البيانية المعدلة للامتثال على البوابة الإلكترونية المأمونة للبرنامج USAP لتعكس بشكل أفضل امتثال الدول وجهودها لتنفيذ قواعد الملحق السابع عشر. ويرد ملخص لهذه التحسينات وغيرها في المرفق (ب) بهذه الورقة.

٣-٢ تطويع برنامجي التدقيق لتلبية الغرض منهما والتحديات المشتركة

١-٣-٢ سعيًا لتحقيق الهدف التحويلي الذي وضعته الإيكاو، تقوم الأمانة العامة للإيكاو بتحديد المجالات التي من شأنها أن تجعل برنامجي التدقيق أكثر كفاءة في استخدام الموارد وأكثر تطلعاً إلى المستقبل، بما في ذلك من خلال تحسين سبل التعاون على صعيد تطوير الأدوات البرمجية وتبادل المعلومات. وتتماشى هذه المبادرة مع خطة الإيكاو الاستراتيجية طويلة الأجل وخطة الأعمال التي تمتد على ثلاثة أعوام، بناءً على قرار المجلس بإدراج عملية تطوير برنامجي التدقيق والمشاركة فيهما على قائمة مجالات التركيز ذات الأولوية. وتهدف هذه المبادرة إلى تحقيق أقصى قدر من التآزر والتعاون للتمكن من تطوير وظائف الرصد والتدقيق في الإيكاو. وستدعم هذه المبادرة أهداف الإيكاو من خلال برنامجي التدقيق.

٢-٣-٢ ويظل برنامجا التدقيق يواجهان صعوبات بالغة بسبب مطالبات الدول الأعضاء بتأجيل عمليات التدقيق المقررة. وعلى الرغم من الإخطار مبكراً في شهر يونيو بالجدول الزمني لعمليات التدقيق المقررة للسنة التالية، ترد طلبات التأجيل في بعض الأحيان في مرحلة متأخرة جداً، مما تنشأ عنه صعوبة في تحديد موعد إخضاع دولة أخرى للتدقيق مع إمهالها مدة كافية للتحضير. ونتيجةً لذلك، تعين في كثير من الأحيان إلغاء أنشطة التدقيق المقررة، مما أدى إلى انخفاض عدد عمليات التدقيق التي تُجرى في كل عام وأثر على قدرة المنظمة على قياس الاستدامة والامتثال في الوقت المناسب. وعلاوةً على ذلك، تؤثر مثل هذه الطلبات على عملية ترتيب أولويات التدقيق على أساس المخاطر، وتؤثر على عبء العمل الواقع على عاتق أعضاء الفريق، وعلى إجراء أنشطة التدريب المقررة أثناء العمل، وعلى تكاليف السفر والتوزيع الإقليمي العادل للأنشطة. ففي الفترة الثلاثية الحالية، أرسلت الدول طلبات لتأجيل ما يقرب من ٣٠ في المائة من عمليات التدقيق في إطار البرنامج العالمي لتدقيق أمن الطيران.

٣- الخلاصة

١-٣ يؤدي برنامجا الإيكاو للتدقيق دوراً حيوياً في إجراء تقييمات مستقلة وموضوعية لقدرة الدول الأعضاء على مراقبة السلامة الجوية وأمن الطيران لديها، وكذلك لقياس مدى استدامة نظمها. ولا يمكن تحقيق ذلك إلا من خلال المشاركة المستمرة للدول في عمليات البرنامجين، وهو ما يدل على التزام مجتمع الطيران العالمي بالتحسين المستمر والتنفيذ الكامل للقواعد القياسية والتوصيات الدولية للإيكاو. ومع مرور الوقت، أصبح هذان البرنامجان أكثر اعتماداً على التبرعات الخارجية عن الميزانية والمساهمات العينية من أجل تنفيذهما بالكامل وبطريقة مستدامة.

٢-٣ ويوفر برنامجا التدقيق أيضاً التوصيات التي تكون الدول في أمس الحاجة إليها لتوجيه جهودها نحو تحسين نظم مراقبة السلامة الجوية وأمن الطيران لديها وزيادة الامتثال لأحكام الإيكاو. وبالإضافة إلى ذلك، يُتيح البرنامجان للإيكاو والدول الأعضاء والجهات المعنية الأخرى معلومات مفيدة تساعد على توجيه أنشطة بناء القدرات ودعم التنفيذ وتحسين السياسات العامة في مجال الطيران. كما أنّهما يواصلان الاضطلاع بدور محوري في الكشف عن مواطن الخلل البارزة التي تُهدّد الطيران المدني الدولي. ومع ذلك، فإن نتائج هذين البرنامجين تبيّن أن الدول لا تزال تواجه صعوبات في الوفاء بالتزاماتها بموجب اتفاقية الطيران المدني الدولي وملاحقها، ممّا يستوجب مواصلة الرصد وتقديم المساعدة من جانب الإيكاو وشركائها.

APPENDIX A

DETAILED INFORMATION ON DEVELOPMENTS AND USOAP CMA ACTIVITIES IN THE REPORTING PERIOD 2022 TO 2024

The USOAP CMA had multiple developments resulting from the execution of its streams of work that aim at streamlining and improving the USOAP CMA's processes, methodologies, tools and outcomes.

1. USOAP SUSTAINABILITY AND IMPROVEMENTS STREAM

1.1 Executing its risk-reduction strategy, the programme continued to address or mitigate risks associated with its execution. ICAO released the fifth edition of the *Universal Safety Oversight Audit Programme Continuous Monitoring Manual* (Doc 9735) including updates from the implementation of the recommendations of the GEUSR, the ad hoc USOAP Advisory Group (USOAP-AG) and the High-level Conference on COVID-19 (HLCC) and organizational improvements. USOAP workshops conducted in all ICAO regions have served to communicate the changes to Doc 9735 to Member States and receive feedback on this update. These workshops besides providing updates on Doc 9735 also helps to increase the number of needed auditors in the USOAP roster.

1.2 Communication within ICAO, as well as with Member States and partners continued to be a priority for the programme. Newsletters and updates on the evolution of the USOAP CMA were issued regularly and are available on ICAO's public website (www.icao.int/safety/CMAForum/Pages/usoap-cma-newsletters.aspx). ICAO conducted an information session on the USOAP CMA evolution during the Fourteenth Air Navigation Conference (AN-Conf/14) providing an update on the progress on the evolution of the programme and the engagement of States in its processes. The session is available on ICAOTV at [Day 1 - Information session 2 - AN-CONF/14 - ICAO TV](#).

1.3 Sharing of information between ICAO Headquarters and its Regional Offices continued through regular meetings to support the prioritization of Member States for USOAP CMA activities and other associated tasks. ICAO also conducted regular exchanges with its partners¹ on USOAP monitoring activities that enabled the coordination of activities and strengthening of synergies to minimize burden on States on potential duplicated activities and contributed to the prioritization process.

1.4 As the entity responsible for the execution of the USOAP CMA, the Monitoring, Analysis and Coordination (MAC)² branch of the Air Navigation Bureau (ANB) underwent internal and external audits of its quality management system in accordance with the ISO 9001:2015 (Quality Management) Standard. The established Running Action Item List (RAIL), which captures organizational challenges to the operations of the USOAP CMA, entered 10 actions in the 2022 to 2024 period to track and address issues, and implemented 22 corrective measures (Some from 2019-2022); 8 actions remain outstanding. Data collected by ICAO through the USOAP CMA Quality Management System (QMS) indicated an overall satisfaction rate of 94 per cent from States that provided feedback on CMA activities conducted, which represents an improvement of 7.9 per cent compared to last triennium.

¹ The United States, the European Union Aviation Safety Agency (EASA) and the European Commission.

² MO transformed into Monitoring, Analysis and Coordination (MAC) in 2023.

2. GROUP OF EXPERTS FOR A USOAP CMA STRUCTURED REVIEW (GEUSR)

2.1 Most recommendations stemming from the Group of Experts for a USOAP CMA Structured Review (GEUSR) were completed during the prior triennium from 2019 to 2021. The remaining recommendation was completed³ in the reporting period and an effectiveness review was conducted.

3. USOAP-AG STREAM

3.1 Out of the 42 Recommendations resulting from the ad hoc USOAP CMA Advisory Group (USOAP-AG), 27 were closed with the actions indicated below. The USOAP-AG recommendations as agreed by the Council (C-DEC 225/6) are available in ICAO's public website⁴ and aim at addressing duplication of efforts, finding synergies with ICAO partners to enhance the efficiency of the USOAP CMA, and support for its evolution with the aim of strengthening its global acceptance and results while abiding by the principles of, inter alia, independence, universality, standardization and transparency. The following table provides the actions taken to address the recommendations.

No.	Recommendation	Action taken
Recommendations regarding data, information and intelligence in support of the USOAP CMA		
A.4	Map relevant stakeholder and industry audit/assessment programmes, including their specific outputs, to the applicable USOAP audit areas, critical elements and/or SSP components.	The USOAP-AG implementation group completed this task in November 2024 leading to the implementation of recommendations A.5 and A.6.
A.7	Explore the possibility to develop and implement data bridging mechanisms to facilitate the use of relevant data from stakeholders or industry audit/assessment programmes into the USOAP CMA.	The Secretariat developed data-bridging mechanisms that can be established with relevant stakeholders or partners.
Recommendations regarding the validation by USOAP of outputs from stakeholders' audit/assessment programmes		
B.2	Explore forms or mechanisms to enhance synergies between USOAP and stakeholders programmes with a view of reducing the burden on States while safeguarding the global acceptance of the USOAP.	Following two meetings of the proposed Aviation Information Sharing Mechanism ⁵ (October 2022 and June 2023), stakeholders raised legal and technical challenges to continue the proposed multilateral mechanism to enhance synergies among stakeholders. Stakeholders agreed to close this recommendation and maintain the current bilateral interactions to enhance synergies with ICAO.
B.3	Regularly share or coordinate the USOAP Activity Plan with the schedules of stakeholders' audit/assessment programmes.	ICAO regularly shares and coordinates the USOAP Activity Plan with stakeholders.
Recommendations regarding coordination mechanism/consultation platform		
C.1	Consider the establishment of an internal coordination mechanism to facilitate the sharing of	A procedure has been established within the periodic review of the USOAP CMA prioritization

³ Recommendation 33 was concluded in early 2022 enhancing ICAO's responses to State feedback to the OLF, bug reports and enquiries by creating a Service Desk to the OLF applications.

⁴ www.icao.int/Meetings/a41/Documents/USOAP-AG%20recommendations%20as%20agreed%20by%20the%20Council.en.pdf.

⁵ Participants to the AISM are ICAO, States and regional safety oversight organizations, or any other international, regional or sub regional aviation organization operating audits, inspections, reviews, evaluations and/or assessments on the safety oversight, accident/incident investigation and safety management capabilities of States, with an agreement to share relevant information amongst all Participants.

No.	Recommendation	Action taken
	data and information that may be useful for inter alia the monitoring of States under the USOAP CMA and the coordination amongst ICAO recognized industry assessment programmes.	process to coordinate the inputs of data and information available within ICAO but outside of the USOAP CMA as well as from ICAO partners.
C.2	Establish a consultation platform with selected States, stakeholders and industry partners to provide strategic and technical advice on a continuous basis for the evolution of the USOAP CMA to further enhance its efficiency and effectiveness. Consistent with its current governance model, the consultation platform may start specific initiatives and provide advice to the Secretariat related to the proposals on the evolution of the USOAP CMA to be presented to the Council for approval. Regular triennial reports to the Assembly and annual reports to the Council remain unaffected.	The consultation platform has been established and it is hosted within the USOAP CMA Community. The initiative was launched in two phases. In the first phase, launched in 2024, the ICAO Secretariat and Regional Offices received access to the USOAP Community. In the second phase, launched in 2025, States (National Continuous Monitoring Coordinators) were invited to join the USOAP Community.
Recommendations addressed to manage requests for cancellations or postponements, including enhanced transparency		
D.1	Issue a State letter recalling States to abide by the Resolution A40-13 and the Council-approved MoU regarding the USOAP CMA and accept scheduled USOAP CMA activities contained in the USOAP Activity Plan that should also be communicated to States using a State letter.	EB 2024/26 addresses this recommendation.
D.2	Call on States to communicate a request for a postponement or cancellation to MO as soon as possible but no later than 120 days before the scheduled activity as published in the June edition of the USOAP Activity Plan. Unless exceptional circumstances arise, invite States to reimburse the non-recoverable costs incurred as a result of the postponement or cancellation if requested within 120 days of the scheduled activity. The consultation platform mentioned in Recommendation C.2 may contribute to the definition of exceptional circumstances.	Doc 9735, Fifth Edition, paragraph 3.5.4.3 addresses this recommendation.
D.3	In parallel with the recommendation in item D.4 below, publish postponements or cancellations of the USOAP CMA activities and the associated reasons in the USOAP Activity Plan.	The USOAP Activity Plan, which is available only to ICAO Member States, contains cancellations and postponement with relevant reasons.
D.4	Consider an escalating process to engage States requesting postponements or cancellations that may include the issuance of a mandatory information request (MIR) and a subsequent significant safety concern (SSC), if appropriate.	Doc 9735, Fifth Edition, paragraphs 3.5.4.8 and 3.5.4.9 address this recommendation.
D.5	Develop detailed guidance material to address principles, effects, implications, calculation methods and alternatives to the Programme and States resulting in postponements and cancellations, as well as justified reasons and exceptional circumstances for a postponement or cancellation of an activity, and a mechanism to resolve disagreements between States and ICAO.	Doc 9735, Fifth Edition, paragraph 3.5.4.1, 3.5.4.2, 3.5.4.4 and Clause 31 of the MoU address these recommendations.

No.	Recommendation	Action taken
Recommendations regarding human resources		
E.1	Perform an analysis of activities conducted and resources available to ICAO, including Monitoring and Oversight (MO) and Regional Offices (RO) in order to identify needs, challenges, opportunities and possible solutions to execute the USOAP CMA.	ICAO identified the human resources needed to evolve and execute the USOAP CMA.
E.2	Strive to sufficiently staff MO, including those resources in the ROs, to ensure the sustainability of the USOAP CMA.	The 41st Session of the Assembly allocated a budget that partially funds the evolution and execution of the USOAP CMA. The ICAO Secretary General allocated additional funds in 2022 and the USOAP will request extra funding for the next triennium; the programme will seek and mobilize additional resources.
E.3	Re-issue State letter AN 19/34-15/35 with a special emphasis on the areas and languages the programme requires at that point in time while highlighting that the CBT is provided free of charge to nominees that qualify according to the requirements in State letter AN 19/34-15/35.	SL 2024/80 addresses this recommendation.
E.4	Modify the section of “required qualifications and experience” in each attachment to State letter AN 19/34-15/35 to require “complete fluency both spoken and written in English, French or Spanish and working knowledge of English”.	SL 2024/80 addresses this recommendation.
E.6	Consider the principles contained in Doc 10070, Manual on the Competencies of Civil Aviation Safety Inspectors when re-issuing State letter 15/35.	SL 2024/80 addresses this recommendation.
E.7	Promote the new State letter during high-level meetings or activities attended by senior officials.	SL 2024/80 promoted during the AN-Conf/14 and A42.
E.8	Establish and implement a mechanism (e.g. online tool or database) for Member States to notify the availability of short-term secondments to serve as auditors/subject matter experts (SMEs) during USOAP CMA activities.	The USOAP launched a survey to identify the availability of experts in the roster.
E.9	Provide States with detailed information in Doc 9735 addressing prioritization, planning and allocation of human resources to perform USOAP-CMA activities.	Doc 9735, Fifth Edition, section 3.5.2 addresses this recommendation.
E.10	Review the need for the current target requiring three auditors/SMEs in the roster (short-term secondments) per one audit area and per activity.	A study is conducted on an annual basis to determine an ideal number of auditors in the roster for each planned year. An attainable and realistic number/range should be sought in the mid-term. Many factors affect the required number of auditors in the roster.
E.11	Explore the possibility of requesting States to engage their retired USOAP-qualified personnel to perform USOAP CMA activities as short-term secondments.	As a result of a survey conducted by the USOAP regarding the availability of USOAP experts, it was identified that three auditors will retire between 2024 and 2026. None of these experts are suitable to pursue this process. The programme will run the process again in 2027.
E.12	Explore the expansion of the USOAP CMA designee programme with defined criteria to include	Designee programme already considers personnel from States and not only from ICAO.

No.	Recommendation	Action taken
	former seconded State personnel with experience as USOAP CMA auditors/SMEs.	
E.13	Enhance the guidance as well as the training and qualification process by establishing and implementing a documented system to evaluate candidates, focusing on knowledge, skills, attitudes and experience.	Doc 9735, Fifth Edition, section 8.2 addresses this recommendation.
E.14	Enhance the training process by providing a classroom-style training that addresses both on-site and off-site activities and simulates at least one USOAP CMA activity. The training should include an assessment of the candidates before advancing to the final on-site assessment during the OJT.	The USOAP CMA developed the Auditors Preparation Course and provided its first session (virtual classroom) in 2022. In 2023, two Auditor Preparation Courses were conducted.
E.15	Provide remote face-to-face training and incorporate recurrent training as part of periodic training plans.	The USOAP CMA provides this training on an ad hoc basis.
E.16	Improve associated guidance addressing the preparation, conduct and reporting, including information on how to write findings, FAQs on frequently “difficult” or “problematic” PQs to provide better post-training reference materials.	The Auditor Preparation Course addressing this recommendation was launched in October 2022. The USOAP provided a corrective action plan (CAP) assessment workshop to regional officers in September 2022.
E.17	Introduce a monitoring mechanism to evaluate auditor performance.	The team leader reporting and the technical review serves as this mechanism.

4. HIGH-LEVEL CONFERENCE ON COVID-19 (HLCC) STREAM

4.1 The HLCC, held from 12 to 22 October 2021, recommended that ICAO inter alia integrate State safety programme implementation assessments (SSPIAs) with traditional USOAP CMA activities and noted the development of a data management framework (*High-level Conference on COVID-19 (Montréal, 12 to 22 October 2021). Report* (Doc 10160), Recommendation 5/2, c) and d)). The implementation of these recommendations was initiated in May 2022 and August 2023, respectively. Remaining recommendations related to the USOAP CMA were addressed by other streams of work.

4.2 By the end of 2023, seven separate SSPIAs had been conducted by the USOAP using the maturity levels. With this experience, the USOAP explored different options to integrate SSPIA with traditional USOAP CMA activities. As a result, an option to realize the integration has been identified and implemented. A set of new Protocol Questions (PQs) addressing SSP and safety management systems (SMS) were developed to fit in the existing audit PQs structure and topics. Performance-based aspects were reflected in the design of the SSP and SMS PQs as well as the guidance for review of the PQs. The new SSP and SMS PQs will be audited following the traditional “satisfactory” or “not-satisfactory” approach for consistency but will be based on States’ performance in implementation of SSP and SMS. The beta testing of the new methodology is planned for 2025. The applicability date of the SSP and SMS PQs will be determined based on the outcomes of the beta tests.

4.3 ICAO developed procedures on data management that addresses inter alia usage, management and protection of relevant USOAP data and information while supporting activities of Member States. These procedures are presented in A42-WP/5.

5. USOAP CMA ACTIVITIES FROM 2022 TO 2024

5.1 The table below provides details of USOAP CMA activities from 1 January 2022 to 31 December 2024. All activity results are available on the USOAP CMA OLF at: <https://www.icao.int/usoap>.

Activity		Conducted (listed in chronological order)	Comments
1. Auditing activities			
1.1	USOAP CMA Audits		
	Determine the effectiveness of States' capabilities for safety oversight by assessing the effective implementation of the critical elements (CEs) of a State safety oversight system.	2022: 10 audits were conducted in: The Republic of Moldova, Djibouti (in two parts), Colombia, Nepal, Liberia, Argentina, Albania, Iran (Islamic Republic of), Democratic Republic of the Congo (2022-2023), and Angola. 2023: 11 audits were conducted in: South Africa, Uzbekistan, Canada, Sierra Leone, Papua New Guinea, Nigeria, Ecuador, Uganda, Kyrgyzstan, Belize, and Greece. 2024: 15 audits were conducted in: Oman, Armenia, Mexico, Namibia, China, Viet Nam, Guyana, Botswana, the United States of America, Benin, Zambia, Türkiye, Panama, Guinea, and Hungary.	Total number of USOAP CMA audits conducted during the triennium: 36
1.2	Focused USOAP CMA Audits		
	Partial determination of the effectiveness of States' safety oversight system. Certain implementation CEs may also be determined during a Documentation-based Audit (DA), subject to certain conditions.	2022: Three focused audits were conducted in: Singapore, Italy, and the United Kingdom. 2023: Three focused audits were conducted: Brazil, Australia, and Czechia. 2024: Nil.	Total number of focused audits conducted during the triennium: Six Priority PQ audit.
1.3	Mandatory Information Requests (MIRs)		
	Request information or documentation needed for USOAP CMA assessment and protocol question (PQ) determination.	2022: two MIRs were issued. 2023: one MIR was issued. 2024: one MIR was issued.	Total number of MIRs conducted during the triennium: four. The processing of an MIR is considered as a USOAP CMA activity. If a report results from an MIR, this is considered an off-site activity.

Activity	Conducted (listed in chronological order)	Comments
2. Validation activities		
2.1	ICAO Coordinated Validation Missions (ICVMs)	
	Assess the status of corrective actions taken by the State to address previously identified findings and determine whether or not the State has satisfactorily resolved deficiencies, including Significant Safety Concerns (SSCs). 2022: Four ICVMs were conducted in: OECS⁶, Azerbaijan, Botswana, and India. 2023: Six ICVMs were conducted in: Argentina, Zimbabwe, Cambodia, Morocco, Oman, and OECS. 2024: Five ICVMs were conducted in: Senegal, Pakistan, Armenia, Côte d'Ivoire, and Albania.	Total number of ICVMs conducted during the triennium: 15
2.2	Off-site Validation Activities (OVAs)	
	Assess information with supporting evidence to validate the status of corrective actions taken by the State to address previously identified findings and determine whether or not the State has satisfactorily resolved deficiencies. 2022: 12 OVAs were conducted in: China¹, the Russian Federation¹, Bhutan¹, Slovenia¹, Australia¹, the Philippines¹, Seychelles¹, Zimbabwe¹, Luxembourg³, Myanmar¹, Guinea¹, and Paraguay¹. 2023: One OVA was conducted in Egypt¹. 2024: Three OVAs were conducted in: Rwanda¹, Morocco² and Brazil².	Total number of OVAs issued during the triennium: 16 ¹ The information with supporting evidence for these OVAs were provided by the State concerned through the OLF. The information with supporting evidence were subsequently reviewed and validated by experts from the OAS Section. ² The information with supporting evidence for these OVAs were collected by ICAO staff and agreed to by the States. The information with supporting evidence were subsequently reviewed and validated by experts from the OAS Section. ³ The information with supporting evidence for these OVAs were collected by experts from EASA, on behalf of ICAO, as part of an agreement between the two organizations and agreed to

⁶ ICAO conducted ICVMs to the Eastern Caribbean Civil Aviation Authority (ECCAA), a regional safety oversight organization that performs delegated safety oversight responsibilities on behalf of the Organisation of Eastern Caribbean States (OECS) Member States, namely Antigua and Barbuda, Grenada, Saint Kitts and Nevis, Saint Lucia, and Saint Vincent and the Grenadines. Dominica is a member of OECS, and it became a member of ICAO on 13 April 2019. Dominica has signed the Memorandum of Understanding regarding the USOAP CMA on 7 February 2020

Activity		Conducted (listed in chronological order)	Comments
			by the States. The information with supporting evidence were subsequently reviewed and validated by experts from the OAS Section.
3. Assessment activities			
3.1	State Safety Programme Implementation Assessments (SSPIAs)		
	Assess the maturity level of an SSP in a State.	2022: three SSPIA were conducted in: Singapore, Italy and United Kingdom. 2023: three SSPIA were conducted in: Brazil, Australia and Czechia. 2024: SSPIA were suspended due to integration process.	Total number of SSPIAs conducted during the triennium: Six.
4. Training activities			
4.1	Training of Auditor and Subject Matter Expert Nominees		
	Manage the selection of auditors and subject matter experts of the USOAP CMA.	65 on-the-job-training (OJT) opportunities to prospective candidates, over 32 USOAP activities. The USOAP CMA roster now includes a total of 114 qualified USOAP auditors and/or SMEs.	States and recognized organizations are called upon to nominate experts for secondment to ICAO as auditors and SMEs.
4.2	Familiarization Training for State Employees		
	Provide training to States' National Continuous Monitoring Coordinators (NCMCs) and familiarize States' safety oversight employees with USOAP CMA methodology and activities.	Since the launch of the CBT in 2011, 1 672 participants from 116 States and 15 international/regional organizations have taken the CBT for NCMC and familiarization training.	NCMC and familiarization training allows States to enhance the knowledge and competency of their aviation safety personnel regarding USOAP CMA, particularly in preparing for an upcoming USOAP CMA activity.
4.3	Workshops		
	Assist States in their participation in USOAP CMA and, particularly, preparation for an upcoming USOAP CMA activity.	14 workshops were conducted, with 490 participants from 150 States and 17 international/regional organizations. Seven regional workshops were budgeted and conducted by ICAO in the following regional offices: Lima, Mexico City, Cairo, Nairobi, Dakar, Paris Bangkok. Three workshops were conducted on a cost-recovery basis in the following (listed in	

Activity		Conducted (listed in chronological order)	Comments
		chronological order): Indonesia, Republic of Korea and Republic of Tanzania.	

6. ANALYSIS SUMMARY

6.1 Since the inception of USOAP, 187 Member States have received a USOAP audit⁷. As of 31 December 2024, the average EI score at the global level was 67.71 per cent. Out of the 187 audited Member States, 133 have an EI of 60 per cent or higher.

6.2 The graph in Figure A-1 shows the EI variation of audits in a traffic light colouring scale. The highest concentration of cases of all groups is in 0 to 4 (yellow). The red bars show high frequencies in the subgroups with negative variations, followed by the light green ones, with a fewer number of cases. The average of positive variation is +11.16 (25 cases) while the negative is -16.98 (17 cases). This provides additional evidence on how negative results have more weight in the calculations.

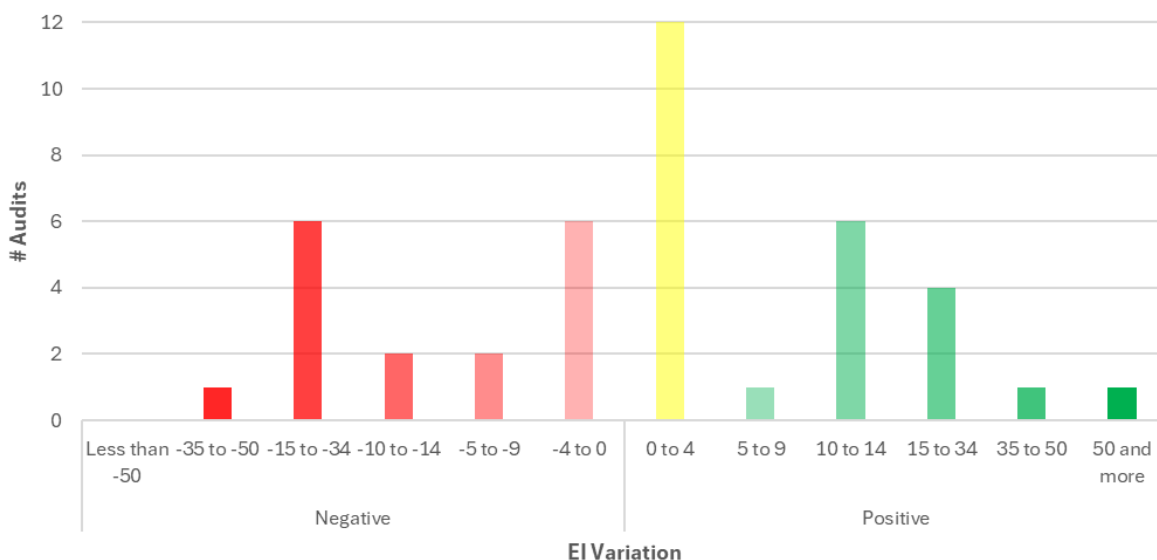


Figure A-1. EI variation in audits between 2022 to 2024

⁷ Dominica, Kiribati, Somalia, South Sudan, Tuvalu and Yemen have not yet been audited by ICAO. Afghanistan and Iraq have received documentation-based audits.

6.3 To celebrate 10 years of data under the CMA, ICAO is highlighting progress of Member States over a decade. The graph in Figure A-2 shows the progress achieved in the CEs of a safety oversight system within 10 years. The main increase in the 2014-2024 comparison can be observed in CE-4 (+14.7 per cent) and an average of +9.6 per cent (CE-1 to CE-5).

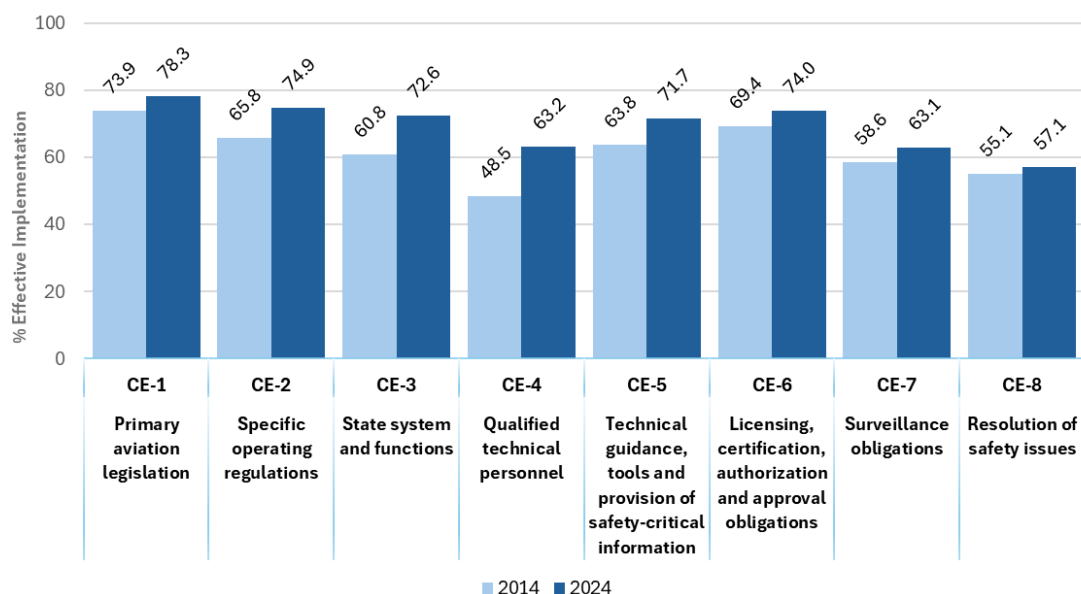


Figure A-2. Global level of EI comparison. 2014 and 2024 by Critical Element

6.4 The graph in Figure A-3 shows the progress achieved in the USOAP audit areas within 10 years. The average increase in the 2014-2024 comparison is +7.7 per cent and the technical areas with the highest improvement are Air navigation services (ANS) (+9.5 per cent) and Airworthiness of aircraft (AIR) (+8.0 per cent).

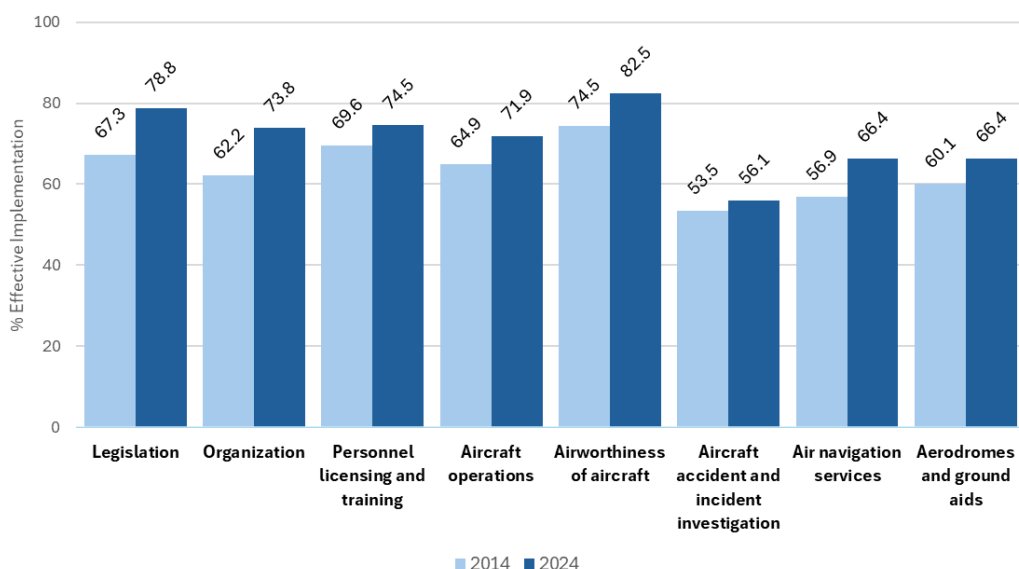


Figure A-3. Global level of EI comparison. 2014 and 2024 by audit area

6.5 The inception of the USOAP CMA 25 years ago was driven by an increasing trend in both fatal and non-fatal accidents during the late 80s and 90s, a trend that was expected to worsen as traffic volumes grew. To mark its 25 years of operation, the USOAP CMA presents the analysis of Figure A-4⁸, comparing the actual number of fatal accidents (in blue) before and after its launch with and an estimation based on the minimum fatal accident ratio from 1975-1999 (in grey dotted lines). The analysis reveals that, contrary to the projection, the number of fatal accidents has steadily decreased despite the increase in traffic. This effect is the result of several initiatives and efforts from States, ICAO and the aviation community to improve aviation safety since the late 90s, including the establishment of the USOAP CMA. Its creation gave origin to the monitoring function of ICAO, which added to the standardization and implementation pillars of the Organization. This implementation has strengthened global aviation safety by assessing the effectiveness of States' safety oversight capabilities, addressing identified findings and mitigating serious concerns. The transparency provided by the USOAP CMA has been instrumental in making aviation the safest mode of transportation.

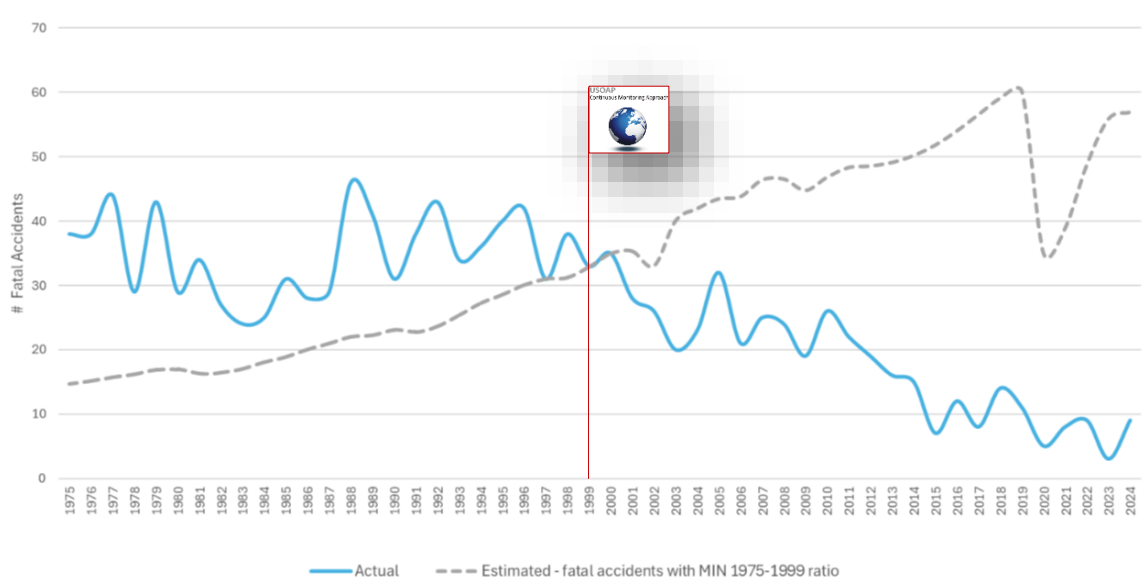


Figure A-4. 1975-2024 number of fatal accidents actual/estimated

⁸ To generate this analysis ICAO used accident data provided by the Flight Safety Foundation and traffic data collected by ICAO.

APPENDIX B

DETAILED INFORMATION ON PROGRAMME DEVELOPMENTS AND USAP CMA ACTIVITIES IN THE REPORTING PERIOD 2022 TO 2024

1. IMPROVEMENTS TO THE USAP CMA

1.1 During the reporting period, multiple refinements and improvements to the programme were made, in consultation with the SSG, including:

- a) the revision of USAP CMA Protocol Questions (PQs) to reflect amendment 18 to Annex 17 — *Aviation Security* and Amendment 29 to Annex 9 — *Facilitation*, notably regarding amending national regulations, access control, training programmes, screener certification, cargo security and threat image projection (TIP);
- b) the adoption of an encrypted filing system for all sensitive audit-related information, coupled with a secure mechanism to send and receive sensitive material;
- c) the adoption of a revised indicator to measure compliance with Annex 17 Standards, to provide a more accurate representation of States' levels of compliance, and of their efforts to implement Annex 17 Standards. This new indicator also allows ICAO to generate more accurate statistics on both regional and global levels to see areas where additional support to States might be required;
- d) following the 33rd meeting of the AVSEC Panel, the production of an anonymized and confidential analysis to explore possible ways to share useful information on the root causes of confirmed SSeCs with other Panel bodies, to further improve the ability to identify trends and reasons for non-compliance by Member States;
- e) preparations for the creation of an Aviation Security Application Portal, where secure access to all existing AVSEC-related platforms would be centralized (such as the AVSECPAEDIA, AUID, POC network, and EFOD). This could also provide States with direct, secure access to the audit Manager, thereby allowing for the accessing of reports and statistics, and uploading of Corrective Action Plans (CAPs) and other documentation, thereby minimizing the need for email exchanges;
- f) The adjustment of USAP CMA audit scheduling process, to provide more advance notice to States and help reduce the number of deferral requests;

Furthermore, the Secretariat continues to:

- g) produce semi-annual newsletters to provide USAP CMA auditors with important information regarding the USAP programme, as well as to enhance their knowledge of specific subjects and issues identified during audits;

- h) deliver online technical training sessions for USAP CMA certified auditors in English, French and Spanish each year; and
- i) publish and maintain an up-to-date list of National Coordinators on the USAP CMA secure portal to facilitate the sharing of knowledge between States. States are encouraged to advise ICAO of any change in their designated National Coordinator and to provide updated information regarding their functions and contact details by emailing asa@icao.int.

2. USAP-CMA ACTIVITIES

2.1 The table below provides details on the USAP CMA activities and developments from 1 January 2022 to 31 December 2024.

Activity		Conducted	Comments
1. USAP CMA Activities			
1.1	USAP CMA Audits		
	Determine States' capabilities for security oversight by assessing the effective implementation of the critical elements of a State's aviation security and oversight systems.	<u>2022</u>: 16 audits were conducted in: Algeria, Argentina, Benin, Bhutan, Cote d'Ivoire, Cuba, Egypt, Guinea, Kenya, Lesotho, Mozambique, New Zealand, Saudi Arabia, Serbia, South Africa, Vietnam. <u>2023</u>: 37 audits (5 documentation-based) were conducted in: Andorra, Azerbaijan, Bahrain, Belize, Cambodia, Cameroon, China, Comoros (the), Cook Islands, Czechia, Equatorial Guinea, Estonia, Fiji, Hungary, Iceland, Iraq, Kiribati, Malawi, Mexico, Monaco, Mongolia, Montenegro, Panama, Philippines, Republic of Moldova, Samoa, Saint Lucia, Senegal, Seychelles, Singapore, Slovakia, Sri Lanka, Sudan (the), Tonga, Trinidad and Tobago, United Republic of Tanzania (the), United States of America (the). <u>2024</u>: 31 audits (8 documentation-based) were conducted in: Albania, Australia, Austria, Brazil, Bulgaria, Cyprus, Eritrea, Ethiopia, Georgia, Ghana, Greece, Guatemala, India, Indonesia, Italy, Jamaica, Japan, Kyrgyzstan, Lithuania, Malaysia, Maldives, Nigeria, Norway, Pakistan, Poland, Republic of Korea (the), San Marino, Sao Tome e Principe, Türkiye, Uganda, Vanuatu.	Total number of audits conducted during the reporting period: 84 Audits include full and limited scope on-site and documentation-based audits.

Activity		Conducted	Comments
1.2	Validation Missions		
	Gather evidence to assist the ICAO SSeC validation committee to determine whether or not the State has satisfactorily mitigated or resolved Significant Security Concerns (SSeCs).	2022: Two on-site validation missions 2023: Four on-site validation missions 2024: One on-site validation mission	Total number of validation missions conducted during the reporting period: Seven
1.3	Other		
	Participate as observers in European Commission (EC) airport inspections and appropriate authority inspections.	2023: One airport inspection.	
2. Training			
2.1	Auditor Training Courses		
	Provide training for potential USAP CMA auditors in all three audit languages.	In 2022: One USAP CMA auditor training course was conducted in Abu Dhabi. 9 candidates successfully passed the course which was later completed by an OJT for the purpose of certification. In 2023: One USAP-CMA auditor training course was conducted in Kenya: 13 candidates successfully passed the course which was later completed by an OJT for the purpose of certification. In 2024: One USAP-CMA auditor training course was conducted in Fiji: 11 candidates successfully passed the course which was later completed by an OJT for the purpose of certification.	During the triennium a total of three in-person Training courses were organized for the benefit of USAP-CMA auditors. The USAP CMA roster currently includes a total of 143 certified USAP CMA auditors. States and recognized organizations are requested to nominate experts for secondment to ICAO as auditors and subject matter experts, on a long- or short-term basis, in support of the USAP CMA. During the 2022-2024 triennium, the United Kingdom provided a long-term secondment to support the USAP CMA.

Activity		Conducted	Comments
2.2	Auditor Technical Training		
	Provide online technical training for certified USAP CMA auditors in all three audit languages.	In 2022: Four online information sessions were organized in 3 languages to update USAP-CMA certified auditors on recent changes and developments In 2023: Four online information sessions were organized in 3 languages to update USAP-CMA certified auditors on recent changes and developments In 2024: (will be delivered in early 2025) Four online information sessions were organized in 3 languages to update USAP-CMA certified auditors on recent changes and developments.	Total number of online information sessions conducted during the reporting period: 12
2.3	Regional Seminars		
	Provide training to States' National Coordinators (NCs) and familiarize States' security oversight employees with the USAP CMA methodology and activities.	From 2022 to 2024, seven regional USAP CMA seminars were conducted onsite to familiarize NCs with the USAP CMA and help them to prepare for future audits. These workshops took place in person in Antigua, Cairo, Dakar, Kenya, Paris, Peru and Singapore. The workshops were attended by 205 participants. One additional workshop was conducted online in 2022 for the benefit of Pacific Islands in APAC region.	NC and familiarization training allows States to enhance the knowledge and competency of their aviation security personnel regarding the USAP CMA, particularly for preparing for a scheduled USAP CMA activity.

2.2 Figure B-1 shows the global level of sustainability of States' aviation security oversight systems, by critical element as a comparison between the second cycle of audit results and the USAP-CMA results up until 31 December 2024¹. The current average sustainability indicator at the global level is 72.01 per cent. Out of the 188 Member States audited, 87 (45 per cent) have a sustainability indicator higher than 75 per cent (the milestone selected to track the progress of the Global Aviation Security Plan (GASep)).

¹ 2014 was a transitional year for the USAP CMA, thus, to facilitate a proper comparison, the 2024 results are compared to the end of cycle II results in 2013 in the graph.

2.3 Figure B-2 shows States' average level of compliance with Annex 17 Standards, presented by Annex 17 chapter and sub-chapter, as of 31 December 2024. A comparison is not possible due to the change in calculation method implemented during the triennium. Overall, the global compliance indicator for Annex 17 Standards is at 70.65 per cent.

2.4 The new Global Aviation Security Plan milestones require that 65 per cent of States reach an Effective Implementation of 75 per cent by 2027 and 80 per cent of States by 2030. Figure B-3 shows the percentage of States having a sustainability indicator over 75 per cent, as of 31 December 2024.

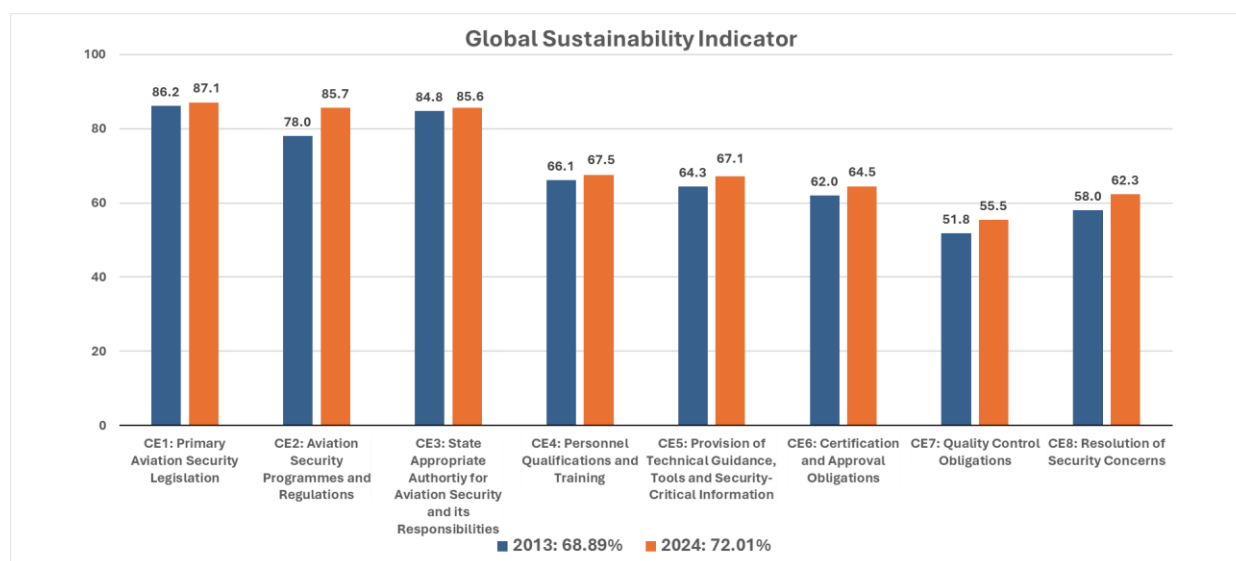


Figure B-1. Sustainability of States' aviation security oversight systems, comparison of 2013 and 2024, by critical element

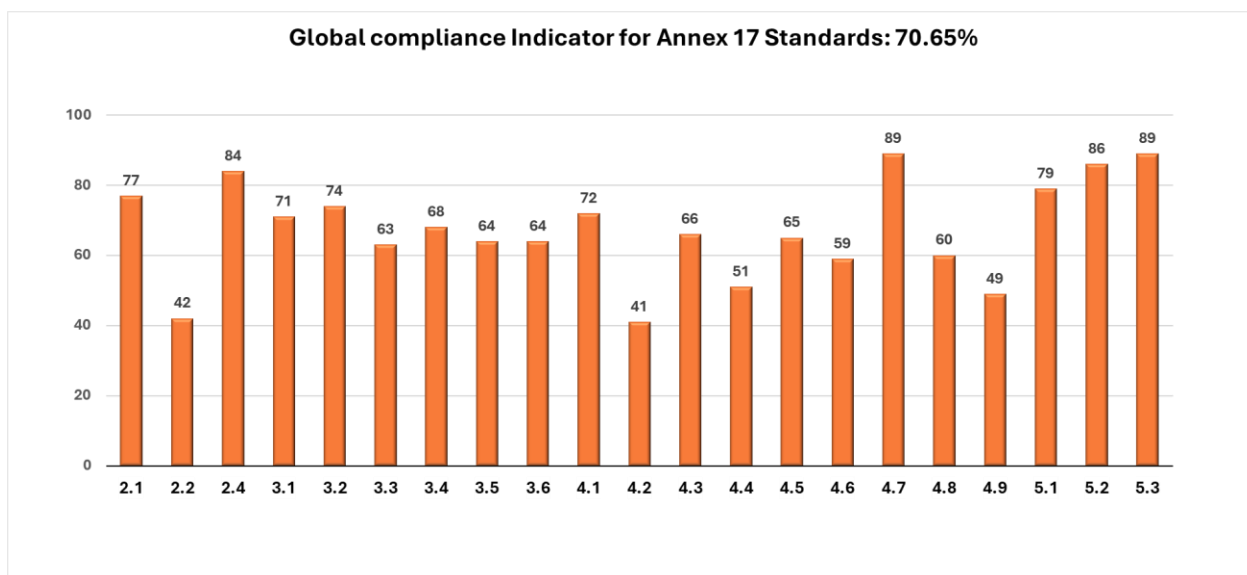


Figure B-2. Average global degree of indicative compliance with Annex 17 Standards by chapter and sub-chapter

Annex 17 Subchapters

2.1 Objectives

2.2 Applicability

2.4 International Cooperation

3.1 National Organization and Appropriate Authority

3.2 Airport Operations

3.3 Aircraft Operators

3.4 Training, Qualifications and Security Culture

3.5 Quality Control

3.6 Air Traffic Service Providers

4.1 Objective

4.2 Measures Relating to Access Control

4.3 Measures Relating to Aircraft

4.4 Measures Relating to Passengers and their Cabin Baggage

4.5 Measures Relating to Hold Baggage

4.6 Measures Relating to Cargo, Mail and Other Goods

4.7 Measures Relating to Special Categories of Passengers

4.8 Measures Relating to the Landside

4.9 Measures Relating to Cyber Threats

5.1 Prevention

5.2 Response

5.3 Exchange of Information and Reporting

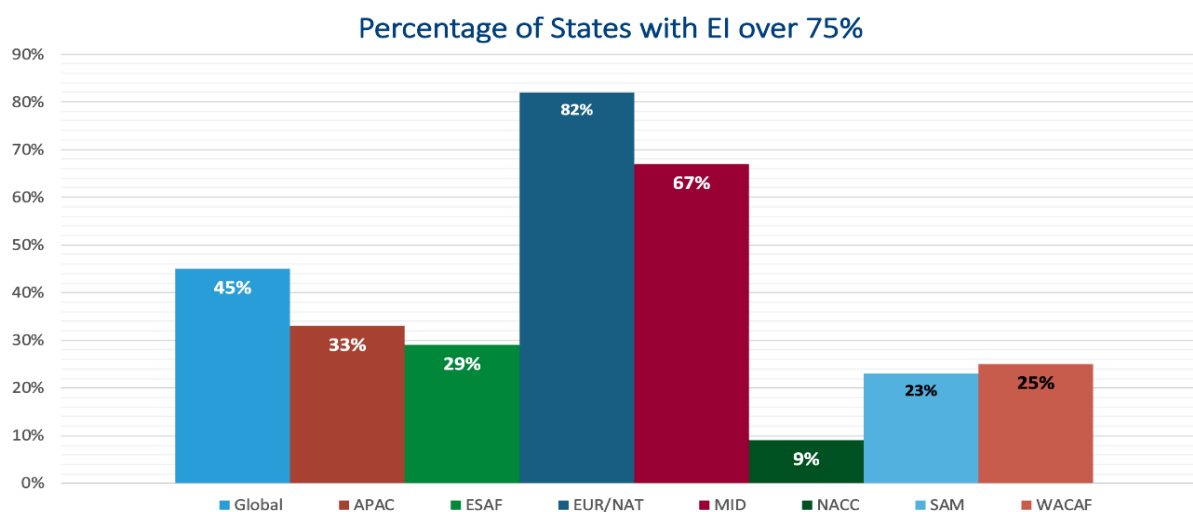


Figure B-3. GASEP milestones - percentage of States with an EI of 75 per cent or more, global and regional results.

APPENDIX C

CRITICAL AREAS IDENTIFIED BY THE USOAP CMA IN THE TRIENNIUM 2022 TO 2024

This appendix outlines the critical deficiencies that most States face related to safety oversight and accident/incident investigation, for which USOAP CMA activities have identified. Additional information is available at the USOAP report 2022-2024 (URL to be inserted when available). Solutions available through ICAO to address these challenges are offered through its implementation support activities.

1. PRIMARY AVIATION LEGISLATION AND SPECIFIC OPERATING REGULATIONS (LEG)

1.1 While this area experienced an overall improvement compared to the last triennium, States continue to face challenges in bringing their regulatory system into full accord with the Annexes to the Chicago Convention. More than 35 per cent of States continue to face challenges in the development of comprehensive and appropriate procedures to timely amend their legislation and regulations. More than 40 per cent and 80 per cent of States, respectively, have deficiencies in the identification of differences and significant differences between the ICAO provisions and States' regulations and practices for notification to ICAO and/or publication in the aeronautical information publication (AIP). 35 per cent of States have deficiencies in granting exemptions supported by an appropriate legal basis or being fully compliant with national regulations and procedures. More than 50 per cent of States that ratified Article 83 *bis* do not have an adequate legal framework for the transfer of functions and duties or the recognition of transfer of such functions between third parties.

2. CIVIL AVIATION ORGANIZATION (ORG)

2.1 More than 50 per cent of States continue to face difficulties to establish a mechanism to ensure availability of sufficient personnel to meet their national and international obligations. More than 45 per cent of States did not demonstrate that their civil aviation or accident investigation authorities are able to attract, recruit and retain sufficient qualified technical personnel to perform their functions and responsibilities. Almost 35 per cent of States have not established and implemented an effective mechanism to ensure that each safety oversight authority has sufficient financial resources to meet its national and international obligations. Likewise, more than 25 per cent of States have yet to clearly define the functions and responsibilities related to safety oversight and accident and incident investigation.

3. PERSONNEL LICENSING AND TRAINING (PEL)

3.1 Over 60 per cent of States have not appropriately implemented a training programme for personnel licensing staff, other technical personnel and personnel who perform functions on behalf of the personnel licensing office. There has however been an improvement in the number of States that have not implemented procedures for granting exemptions towards the issuance of licence to over 50 per cent. Also,

although there has been an improvement, almost half of the number of States have not effectively implemented a system for the approval of training programmes related to the first issuance of licences. Furthermore, many States have not appropriately implemented a system for formally evaluating and re-evaluating language proficiency ratings and have not implemented a system to ensure the consistency and reliability of written and oral examinations by designated or delegated organizations or examiners. Finally, over 50 per cent of States continue to face challenges in effectively implementing a system for the supervision and control of flight as well as practical test delivery, which ensures consistency and reliability of testing by the designated flight and practical examiners.

4. AIRCRAFT OPERATIONS (OPS)

4.1 An increase to close to 50 per cent of States still do not have enough technical qualified resources to ensure sustainable oversight obligations. A progress to 55 per cent of States have not finalized the implementation of training plans for their technical staff to acquire and maintain the required level of knowledge, skills, competence and qualifications. Around 30 per cent of States have not implemented procedures to ensure that the air operator takes into account, review and implement all regulations related to the contents of the operations manual, before the AOC or any specific approval is granted. In most States, dangerous goods inspector procedures have not been implemented to ensure that the organizations or agencies, which are involved in the transport of dangerous goods by air, have transitioned to competency based initial and recurrent dangerous goods training programmes. Still around 45 per cent of States have not fully implemented a formal surveillance programme to verify that all their AOC holders comply, on a continuing basis, with national regulations, international standards, AOCs and corresponding operations specifications. Finally, still around 40 per cent of States have not finished implementing procedures to take action when the deficiencies identified during the conduct of inspections are not rectified in a timely manner.

5. AIRWORTHINESS OF AIRCRAFT (AIR)

5.1 About 60 per cent of the audited States have not appropriately implemented the training programme for airworthiness inspectors. One half of the audited States have not implemented a comprehensive procedure for the amendment of enabling airworthiness regulations and national standards. With the growing popularity and use of the Compliance Checklist/Electronic Filing of Differences (CC/EFOD) module on the OLF, amongst States, there has been a positive trend in the number of States meeting the requirement on identification and notification of differences between their national airworthiness regulations and practices and the provisions of airworthiness-related Annexes. To date, 43 per cent of States have met this requirement.

5.2 There has been a significant improvement, from 40 to 67 per cent of States that have established and implemented a formal system to conduct ongoing surveillance of their air operators' reliability programmes as part of the maintenance programme approval process. Notwithstanding, half of the audited States have not taken appropriate actions when information obtained from reliability monitoring indicates a degraded level of safety.

5.3 Although there has been a steady improvement, establishing or implementing surveillance programmes for AOC holders and/or approved maintenance organizations continues to be a common deficiency in nearly half of the States. To date, 68 per cent of States have implemented an effective tracking system for deficiencies identified during surveillance activities and their timely resolution. Similarly, more than 50 per cent of States that have delegated certain safety oversight tasks now carry out effective surveillance of their performance.

6. AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION (AIG)

6.1 States' accident and incident investigation systems under Annex 13 — *Aircraft Accident and Incident Investigation* still face significant challenges. In particular, over 50 per cent of States still lack the necessary legislation and structures to ensure that their accident investigation authorities (AIA) are independent and free from interference from judicial authorities and civil aviation authorities. While 50 per cent of States have established the policies and procedures to ensure the institution and conduct of investigations into accidents, only 38 per cent ensure effective investigations of serious incidents as required by Annex 13. Challenges include inadequate reporting of serious incidents and a lack of processes to notify and classify incidents requiring an investigation. Less than 46 per cent of States ensure that final investigation reports are completed and made publicly available within 12 months. In addition, only 28% of States have ensured that ADREP data reports are sent to ICAO in a format compatible with the ADREP taxonomy. Out of the 46 States audited on the PQ related to family assistance, 3 (6.5 per cent) have showed the establishment of a comprehensive system for the assistance to aircraft accident victims and their families (AAAVF), in accordance with Standard 8.47 of Annex 9 — *Facilitation* and the *ICAO Policy on Assistance to Aircraft Accident Victims and their Families* (Doc 9998). Finally, more than 55 per cent of States have yet to establish an accident and incident database to contribute to the analysis of safety on a national, regional and global levels. Many States produce statistical information about the accident/incident data collected without further analysis on actual or potential safety deficiencies to determine any preventive actions required, affecting the ability of States to effectively implement an SSP.

7. AIR NAVIGATION SERVICES (ANS)

7.1 Less than 50 per cent of the audited States have not appropriately implemented the training programme for air navigation services (ANS) inspectors in all areas, a comprehensive surveillance programme, and a mechanism/system for the elimination of deficiencies identified, with particular emphasis is search and rescue (SAR) services and flight procedure design. Half of the audited States are not ensuring that flight procedures (IFPs) are reviewed periodically (including validations), and that its rescue coordination centres (RCC) are staffed 24 hours a day by trained personnel proficient in the English language. Finally, only 36 per cent of States ensured that its SAR organization has coordinated with its neighbouring States.

8. AERODROMES AND GROUND AIDS (AGA)

8.1 Almost 75 per cent of the audited States have not appropriately implemented the training programme for the AGA inspectors. More than 70 per cent of States have not developed guidance and implemented a process for the use of aeronautical studies or risk assessments, to justify an application for an exemption, as well as evaluation of the outcomes of their conduct to ensure an equivalent level of safety. More than 60 per cent of States have not ensured that the aerodrome regulatory authority have sufficient human resources to carry out its functions and mandate. Around 60 per cent of States have not developed and implemented a formal surveillance programme for the continuing supervision of the operations conducted by aerodrome operators. Finally, almost 60 per cent of States have not developed and implemented a process to take actions, including enforcement, if deficiencies found during surveillance activities are not rectified within a reasonable time.

APPENDIX D

CRITICAL AREAS IDENTIFIED BY THE USAP CMA IN THE TRIENNIUM 2022 TO 2024

This appendix outlines a number of critical deficiencies related to aviation security and oversight systems with which most States continue to face challenges, as identified by USAP CMA audits. Additional information on these critical areas is available in the annual USAP CMA Analysis of Audit Results booklet on the [USAP secure website](#). Solutions available through ICAO to address these challenges are offered through its technical assistance, technical cooperation and training activities.

1. REGULATORY FRAMEWORK AND THE NATIONAL CIVIL AVIATION SECURITY SYSTEM (LEG)

1.1 While the majority of audited States have promulgated primary and secondary aviation security legislation to enable them to address their aviation security-related obligations and to implement the provisions of Annex 17 — *Security — Safeguarding International Civil Aviation against Acts of Unlawful Interference*, a considerable number of audited States (73 per cent) have not ensured that their regulations, practices and procedures, such as those contained in the National Civil Aviation Security Programme (NCASP) accurately reflect all Annex 17 Standards and/or provide sufficient guidance, performance criteria or procedures to ensure the efficient, effective and consistent application of national aviation security policies and requirements. The lack of qualified national aviation security inspectors, possessing sufficient legal authority and enforcement powers, remains a significant obstacle to the implementation of an effective State aviation security oversight system in 39 per cent of audited States. 61 per cent of audited States have not established or implemented an appropriate risk assessment methodology for adjusting relevant elements of the security measures established in the NCASP.

2. TRAINING OF AVIATION SECURITY PERSONNEL (TRG)

2.1 A large number of audited States (41 per cent) have not ensured the development or the implementation of an effective training programme for national aviation security inspectors. The National Civil Aviation Security Training Programmes in almost 40 per cent of audited States lack sufficient detail regarding training requirements for all aviation security personnel. Furthermore, about 44 per cent of audited States have not established and implemented an adequate oversight mechanism to identify training needs and to ensure that initial, on-the-job and recurrent training is completed as required for all relevant aviation security personnel. Similarly, about 48 per cent of audited States have not ensured that all persons who carry out screening operations are certified.

3. QUALITY CONTROL FUNCTIONS (QCF)

3.1 The majority of audited States have developed a National Civil Aviation Security Quality Control Programme. However, 46 per cent of audited States have not developed detailed procedures, forms, checklists or protocols for their national aviation security inspectors in order to assist them in conducting security audits, inspections and tests in a standardized and effective manner. In addition, 60 per cent of States do not use an appropriate risk assessment methodology to determine priorities and frequency of national quality control activities. Many operational aviation security measures implemented by various airport-level entities are not effectively and regularly monitored for compliance with national requirements.

4. AIRPORT OPERATIONS (OPS)

4.1 A majority of audited States have not ensured that airport security programmes (ASPs) meet the requirements of their NCASP (43 per cent of audited States) and provide sufficient detail to ensure the correct application of all security measures at the airport level (62 per cent of audited States). Airport-level coordination is often ineffective, as 40 per cent of audited States have not ensured that airport security committees function in accordance with their terms of reference. Another significant challenge is the lack of ability of majority of States to establish minimum detection settings for security screening equipment, including specifications of performance test pieces (61 per cent of audited States), and to ensure that regular maintenance and performance testing are consistently and effectively implemented for such equipment.

4.2 With regard to the operational implementation of security measures, frequently identified deficiencies include screening of persons other than passengers, items carried and vehicles being granted access to security restricted areas. In addition, 28 per cent of audited States have not ensured that landside areas have been clearly identified at each airport serving civil aviation and that relevant security measures are established in accordance with a risk assessment.

5. AIRCRAFT AND IN-FLIGHT SECURITY (IFS)

5.1 The most frequent deficiency observed regarding aircraft and in-flight security is the lack of a process to ensure that national and foreign aircraft operators providing service from the State establish and maintain written aircraft operator security programmes (AOSPs) and Supplementary Station Procedures (SSPs), respectively, that meet the requirements of the NCASP.

6. PASSENGER AND BAGGAGE SECURITY (PAX)

6.1 About 43 per cent of audited States have not ensured that relevant airport entities have developed sufficiently detailed procedures for the screening of originating passengers, their cabin and hold baggage. In practice, the audits have also identified frequent deficiencies with regard to the consistent and effective implementation of measures for the screening of originating passengers, and their cabin and hold baggage.

7. CARGO, CATERING AND MAIL SECURITY (CGO)

7.1 Many audited States have not developed detailed performance standards for the application of security controls to cargo and mail (30 per cent of audited States), including guidelines on appropriate methods of screening depending on the nature of consignments (43 per cent of audited States). Deficiencies have also been identified in many States with regard to airport-level entities that do not consistently and effectively implement security measures for cargo and mail (32 per cent of audited States) and protect such consignments from unauthorized interference from the point security controls have been applied until departure of the aircraft (36 per cent of audited States).

8. RESPONSE TO ACTS OF UNLAWFUL INTERFERENCE (AUI)

8.1 About 37 per cent of audited States do not ensure that airport-level contingency plans adequately address the management of responses to various acts of unlawful interference, including notification procedures and minimum response times for entities responsible for dealing with such acts. Similarly, regular security exercises to determine weaknesses in the contingency plans are not carried out in 53 per cent of audited States.

9. FACILITATION (FAL)

9.1 Approximately 40 per cent of audited States have not established a National Air Transport Facilitation Programme and 60 per cent of audited States have not established national or airport level coordinating bodies. Around 38 per cent of audited States have not introduced an advance passenger information system, which became mandatory under Annex 9 — *Facilitation* to the Chicago Convention on 23 February 2018.

— END —