

01 – Effective Implementation

* Data availability: the listed datasets may have different levels of availability, varying from 0 for unavailable data to 5 for fully available data.

02 – State Postponement (next year)

PART A: INDICATOR IDENTIFICATION				
1. INDICATOR <i>State postponement of a scheduled USOAP CMA activity to the next year</i>				
2. DESCRIPTION <i>Binary indication about State postponement of a scheduled USOAP CMA activity to the next year</i>				
3. ICAO STRATEGIC OBJECTIVE ☒ Safety ☐ Capacity ☐ Efficiency ☐ Security ☐ Environment				
PART B: INDICATOR SPECIFICATIONS				
4. GASP OR GANP ELEMENT N/A				
5. PROJECT OR PROGRAMME <i>USOAP CMA – Prioritization Process</i>				
6. INDICATOR TYPE The indicator is: ☒ activity-related (predictive or leading) OR ☐ outcome-related (reactive or lagging)				
7. RATIONALE <i>The indicator helps to identify the States that, despite being prioritized, presented valid reasons to postpone the activity.</i>				
8. LIMITATIONS <i>The indicator applies only to ICAO Member States that have been selected for an USOAP Activity and requested a postponement.</i>				
9. DEFINITION OF TECHNICAL OR SPECIFIC TERMS				
10. CALCULATION METHOD/FORMULA 1 – Yes 0 – No				
PART C: DATA				
In the table below, provide information about the data supporting the measurement of the indicator.				
1. DATA SET(S)	2. AVAILABILITY	3. DISAGGREGATION LEVEL	4. PROVIDER	5. CUSTODIAN
USOAP Online Framework (OLF)	5	National	ICAO	ICAO

03 – State Postponement (no date)

PART A: INDICATOR IDENTIFICATION				
1. INDICATOR				
<i>State postponement of a scheduled USOAP CMA activity without a new confirmed date.</i>				
2. DESCRIPTION				
<i>Binary indication about State postponement of a scheduled USOAP CMA activity without a new confirmed date.</i>				
3. ICAO STRATEGIC OBJECTIVE				
☒ Safety ☐ Capacity ☐ Efficiency ☐ Security ☐ Environment				
PART B: INDICATOR SPECIFICATIONS				
4. GASP OR GANP ELEMENT				
N/A				
5. PROJECT OR PROGRAMME				
USOAP CMA – Prioritization Process				
6. INDICATOR TYPE				
The indicator is: ☒ activity-related (predictive or leading) OR ☐ outcome-related (reactive or lagging)				
7. RATIONALE				
<i>The indicator helps to identify the States that, despite being prioritized, presented valid reasons to postpone the activity.</i>				
8. LIMITATIONS				
<i>The indicator applies only to ICAO Member States that have been selected for an USOAP Activity and requested a postponement.</i>				
9. DEFINITION OF TECHNICAL OR SPECIFIC TERMS				
10. CALCULATION METHOD/FORMULA				
1 – Yes 0 – No				
PART C: DATA				
In the table below, provide information about the data supporting the measurement of the indicator.				
1. DATA SET(S)	2. AVAILABILITY	3. DISAGGREGATION LEVEL	4. PROVIDER	5. CUSTODIAN
USOAP Online Framework (OLF)	5	National	ICAO	ICAO

PART A: INDICATOR IDENTIFICATION				
1. INDICATOR <i>Days since Last Audit.</i>				
2. DESCRIPTION <i>Days occurred between the last Audit Date and the 1st of January of the current year</i>				
3. ICAO STRATEGIC OBJECTIVE ☒ Safety ☐ Capacity ☐ Efficiency ☐ Security ☐ Environment				
PART B: INDICATOR SPECIFICATIONS				
4. GASP OR GANP ELEMENT				
5. PROJECT OR PROGRAMME <i>USOAP CMA – Prioritization Process</i>				
6. INDICATOR TYPE The indicator is: ☒ activity-related OR ☐ outcome-related (predictive or leading) (reactive or lagging)				
7. RATIONALE <i>The indicator serves as a guidance about the time past between the last audit and the present.</i>				
8. LIMITATIONS <i>The indicator applies to the last Audit that the ICAO Member State received.</i>				
9. DEFINITION OF TECHNICAL OR SPECIFIC TERMS				
10.CALCULATION METHOD/FORMULA <i>January 1st, current year – Date of Last Audit</i>				
PART C: DATA				
In the table below, provide information about the data supporting the measurement of the indicator.				
1. DATA SET(S)	2. AVAILABILITY	3. DISAGGREGATION LEVEL	4. PROVIDER	5. CUSTODIAN
USOAP Online Framework (OLF)	5	National	ICAO	ICAO

05 – State no audited

PART A: INDICATOR IDENTIFICATION				
1. INDICATOR <i>State Never Audited</i>				
2. DESCRIPTION <i>Binary indication about State that has never been audited.</i>				
3. ICAO STRATEGIC OBJECTIVE ☒ Safety ☐ Capacity ☐ Efficiency ☐ Security ☐ Environment				
PART B: INDICATOR SPECIFICATIONS				
4. GASP OR GANP ELEMENT				
5. PROJECT OR PROGRAMME <i>USOAP CMA – Prioritization Process</i>				
6. INDICATOR TYPE The indicator is: ☒ activity-related (predictive or leading) OR ☐ outcome-related (reactive or lagging)				
7. RATIONALE <i>The indicator identifies the States that have never been audited.</i>				
8. LIMITATIONS <i>The reasons for not being audited are out of the CMA’s management. i.e.: UNDSS restrictions</i>				
9. DEFINITION OF TECHNICAL OR SPECIFIC TERMS				
10. CALCULATION METHOD/FORMULA <i>1 – Yes</i> <i>0 – No</i>				
PART C: DATA				
In the table below, provide information about the data supporting the measurement of the indicator.				
1. DATA SET(S)	2. AVAILABILITY	3. DISAGGREGATION LEVEL	4. PROVIDER	5. CUSTODIAN
USOAP Online Framework (OLF)	5	National	ICAO	ICAO

06 – Unresolved SSC

PART A: INDICATOR IDENTIFICATION				
1. INDICATOR <i>Unresolved SSC</i>				
2. DESCRIPTION <i>Binary indication about unresolved SSC that the State has</i>				
3. ICAO STRATEGIC OBJECTIVE ☒ Safety ☐ Capacity ☐ Efficiency ☐ Security ☐ Environment				
PART B: INDICATOR SPECIFICATIONS				
4. GASP OR GANP ELEMENT <i>N/A</i>				
5. PROJECT OR PROGRAMME <i>USOAP CMA – Prioritization Process.</i>				
6. INDICATOR TYPE The indicator is: ☒ activity-related (predictive or leading) OR ☐ outcome-related (reactive or lagging)				
7. RATIONALE <i>The indicator identifies the States that have pending SSCs to resolve.</i>				
8. LIMITATIONS				
9. DEFINITION OF TECHNICAL OR SPECIFIC TERMS				
10. CALCULATION METHOD/FORMULA <i>1 – Yes</i> <i>0 – No</i>				
PART C: DATA				
In the table below, provide information about the data supporting the measurement of the indicator.				
1. DATA SET(S)	2. AVAILABILITY	3. DISAGGREGATION LEVEL	4. PROVIDER	5. CUSTODIAN
USOAP Online Framework (OLF)	5	National	ICAO	ICAO

07 – Resolved SSC

PART A: INDICATOR IDENTIFICATION				
1. INDICATOR <i>Resolved SSC</i>				
2. DESCRIPTION <i>Binary indication about resolved SSC(s) that the State has achieved, through mitigating measures</i>				
3. ICAO STRATEGIC OBJECTIVE ☒ Safety ☐ Capacity ☐ Efficiency ☐ Security ☐ Environment				
PART B: INDICATOR SPECIFICATIONS				
4. GASP OR GANP ELEMENT <i>N/A</i>				
5. PROJECT OR PROGRAMME <i>USOAP CMA – Prioritization Process</i>				
6. INDICATOR TYPE The indicator is: ☒ activity-related (predictive or leading) OR ☐ outcome-related (reactive or lagging)				
7. RATIONALE <i>The indicator shows the States that have resolved SSCs.</i>				
8. LIMITATIONS				
9. DEFINITION OF TECHNICAL OR SPECIFIC TERMS				
10. CALCULATION METHOD/FORMULA <i>1 – Yes</i> <i>0 – No</i>				
PART C: DATA				
In the table below, provide information about the data supporting the measurement of the indicator.				
1. DATA SET(S)	2. AVAILABILITY	3. DISAGGREGATION LEVEL	4. PROVIDER	5. CUSTODIAN
USOAP Online Framework (OLF)	5	National	ICAO	ICAO

08 – Accidents Ratio

PART A: INDICATOR IDENTIFICATION				
1. INDICATOR <i>Accidents Ratio</i>				
2. DESCRIPTION <i>Average accident ratio over the past 5 years</i>				
3. ICAO STRATEGIC OBJECTIVE ☒ Safety ☐ Capacity ☐ Efficiency ☐ Security ☐ Environment				
PART B: INDICATOR SPECIFICATIONS				
4. GASP OR GANP ELEMENT <i>N/A</i>				
5. PROJECT OR PROGRAMME <i>USOAP CMA – Prioritization Process</i>				
6. INDICATOR TYPE The indicator is: ☒ activity-related (predictive or leading) OR ☐ outcome-related (reactive or lagging)				
7. RATIONALE				
8. LIMITATIONS				
9. DEFINITION OF TECHNICAL OR SPECIFIC TERMS a) Accident Ratio by State of Occurrence b) Accident Ratio by State of Registry c) Accident Ratio by State of Operator				
10. CALCULATION METHOD/FORMULA $a) \text{ Accident ratio year}_x = \frac{\text{Total number of accidents year}_{(x)}}{\text{Total number of departures year}_{(x)}} * 1000$ $b) \text{ AVG_Accident ratio year}_x = \frac{\text{Accident ratio year}_{(x)} + \text{Accident ratio year}_{(x-1)} + \text{Accident ratio year}_{(x-2)} + \text{Accident ratio year}_{(x-3)} + \text{Accident ratio year}_{(x-4)}}{5}$				
PART C: DATA				
In the table below, provide information about the data supporting the measurement of the indicator.				
1. DATA SET(S)	2. AVAILABILITY	3. DISAGGREGATION LEVEL	4. PROVIDER	5. CUSTODIAN
Accidents	5	National	ICAO and FSF	ICAO and FSF
Traffic	5	National	ICAO	ICAO

PART A: INDICATOR IDENTIFICATION				
1. INDICATOR <i>Annex A EU Safety List</i>				
2. DESCRIPTION <i>Binary indication about the State recorded into the Annex A of EU Safety List: States and air operators banned by the EU Air Safety List</i>				
3. ICAO STRATEGIC OBJECTIVE ☒ Safety ☐ Capacity ☐ Efficiency ☐ Security ☐ Environment				
PART B: INDICATOR SPECIFICATIONS				
4. GASP OR GANP ELEMENT <i>N/A</i>				
5. PROJECT OR PROGRAMME <i>USOAP CMA – Prioritization Process</i>				
6. INDICATOR TYPE The indicator is: ☒ activity-related (predictive or leading) OR ☐ outcome-related (reactive or lagging)				
7. RATIONALE				
8. LIMITATIONS				
9. DEFINITION OF TECHNICAL OR SPECIFIC TERMS				
10. CALCULATION METHOD/FORMULA <i>1 – Yes</i> <i>0 – No</i>				
PART C: DATA				
In the table below, provide information about the data supporting the measurement of the indicator.				
1. DATA SET(S)	2. AVAILABILITY	3. DISAGGREGATION LEVEL	4. PROVIDER	5. CUSTODIAN
EU Safety list - website	5	National	EC	EC

09 b – Annex B – EU Safety List

PART A: INDICATOR IDENTIFICATION				
1. INDICATOR <i>Annex B EU Safety List</i>				
2. DESCRIPTION <i>Binary indication about the State recorded into the Annex B of EU Safety List: Air operators subject to operational restrictions</i>				
3. ICAO STRATEGIC OBJECTIVE ☒ Safety ☐ Capacity ☐ Efficiency ☐ Security ☐ Environment				
PART B: INDICATOR SPECIFICATIONS				
4. GASP OR GANP ELEMENT				
5. PROJECT OR PROGRAMME <i>USOAP CMA – Prioritization Process</i>				
6. INDICATOR TYPE The indicator is: ☒ activity-related (predictive or leading) OR ☐ outcome-related (reactive or lagging)				
7. RATIONALE				
8. LIMITATIONS				
9. DEFINITION OF TECHNICAL OR SPECIFIC TERMS				
10. CALCULATION METHOD/FORMULA <i>1 – Yes</i> <i>0 – No</i>				
PART C: DATA				
In the table below, provide information about the data supporting the measurement of the indicator.				
1. DATA SET(S)	2. AVAILABILITY	3. DISAGGREGATION LEVEL	4. PROVIDER	5. CUSTODIAN
EU Safety list - website	5	National	EC	EC

PART A: INDICATOR IDENTIFICATION				
1. INDICATOR FAA IASA Programme Cat 2				
2. DESCRIPTION Binary indication about the State States qualified as a Category 2 by the IASA programme				
3. ICAO STRATEGIC OBJECTIVE ☒ Safety ☐ Capacity ☐ Efficiency ☐ Security ☐ Environment				
PART B: INDICATOR SPECIFICATIONS				
4. GASP OR GANP ELEMENT N/A.				
5. PROJECT OR PROGRAMME USOAP CMA – Prioritization Process				
6. INDICATOR TYPE The indicator is: ☒ activity-related OR ☐ outcome-related (predictive or leading) (reactive or lagging)				
7. RATIONALE The indicator identifies States inspected under IASA programme and are the assessments conducted under this program are aligned with ICAO Standards				
8. LIMITATIONS				
9. DEFINITION OF TECHNICAL OR SPECIFIC TERMS				
10. CALCULATION METHOD/FORMULA 1 – Yes 0 – No				
PART C: DATA				
In the table below, provide information about the data supporting the measurement of the indicator.				
1. DATA SET(S)	2. AVAILABILITY	3. DISAGGREGATION LEVEL	4. PROVIDER	5. CUSTODIAN
FAA – IASA Programme website	5	National	FAA	FAA

11 – WGI

PART A: INDICATOR IDENTIFICATION				
1. INDICATOR <i>Worldwide Governance Indicators (WGI)</i>				
2. DESCRIPTION <i>Average of Political Stability and Absence of Violence/Terrorism, Government Effectiveness and Control of Corruption of the last 5 years</i>				
3. ICAO STRATEGIC OBJECTIVE ☒ Safety ☐ Capacity ☐ Efficiency ☒ Security ☐ Environment				
PART B: INDICATOR SPECIFICATIONS				
4. GASP OR GANP ELEMENT <i>N/A.</i>				
5. PROJECT OR PROGRAMME <i>USOAP CMA – Prioritization Process</i>				
6. INDICATOR TYPE The indicator is: ☒ activity-related OR ☐ outcome-related (predictive or leading) (reactive or lagging)				
7. RATIONALE				
8. LIMITATIONS				
9. DEFINITION OF TECHNICAL OR SPECIFIC TERMS				
10. CALCULATION METHOD/FORMULA $AVG_WGI\ year_{(x-4\ to\ x)} = \frac{AVG_Political\ Stability\ and\ Absence\ of\ Violence\ year_{(x-4\ to\ x)} + AVG_Government\ Effectiveness\ year_{(x-4\ to\ x)} + AVG_Control\ of\ Corruption\ year_{(x-4\ to\ x)}}{3}$				
PART C: DATA				
In the table below, provide information about the data supporting the measurement of the indicator.				
1. DATA SET(S)	2. AVAILABILITY	3. DISAGGREGATION LEVEL	4. PROVIDER	5. CUSTODIAN
WGI Website	5	National	WGI	WGI

12 – Traffic volume

PART A: INDICATOR IDENTIFICATION					
1. INDICATOR					
Traffic Volume					
2. DESCRIPTION					
Average number of annual departures per State of the last 5 years.					
3. ICAO STRATEGIC OBJECTIVE					
☒ Safety	☒ Capacity	☒ Efficiency	☒ Security	☒ Environment	
PART B: INDICATOR SPECIFICATIONS					
4. GASP OR GANP ELEMENT					
N/A					
5. PROJECT OR PROGRAMME					
USOAP CMA – Prioritization Process					
6. INDICATOR TYPE					
The indicator is:					
☐ activity-related (predictive or leading)		OR		☒ outcome-related (reactive or lagging)	
7. RATIONALE					
The indicator shows the volume of departures per State					
8. LIMITATIONS					
9. DEFINITION OF TECHNICAL OR SPECIFIC TERMS					
10.CALCULATION METHOD/FORMULA					
$AVG\ Traffic\ volume\ year_x = \frac{Departures\ year_{(x)} + Departures\ year_{(x-1)} + Departures\ year_{(x-2)} + Departures\ year_{(x-3)} + Departures\ year_{(x-4)}}{5}$					
PART C: DATA					
In the table below, provide information about the data supporting the measurement of the indicator.					
1. DATA SET(S)		2. AVAILABILITY	3. DISAGGREGATION LEVEL	4. PROVIDER	5. CUSTODIAN
ICAO API - Traffic		5	National	ICAO	ICAO

PART A: INDICATOR IDENTIFICATION					
1. INDICATOR					
Traffic Variation					
2. DESCRIPTION					
Average of the annual State traffic variation of the last 5 years					
3. ICAO STRATEGIC OBJECTIVE					
☒ Safety	☒ Capacity	☒ Efficiency	☒ Security	☒ Environment	
PART B: INDICATOR SPECIFICATIONS					
4. GASP OR GANP ELEMENT					
5. PROJECT OR PROGRAMME					
USOAP CMA – Prioritization Process					
6. INDICATOR TYPE					
The indicator is:					
☐ activity-related (predictive or leading)		OR		☒ outcome-related (reactive or lagging)	
7. RATIONALE					
8. LIMITATIONS					
9. DEFINITION OF TECHNICAL OR SPECIFIC TERMS					
10. CALCULATION METHOD/FORMULA					
$a) \text{ Traffic variation year}_x = \left[\frac{\text{Departures year}_{(x)}}{\text{Departures year}_{(x-1)}} - 1 \right]$ Traffic variation year_(x) + Traffic variation year_(x-1) + Traffic variation year_(x-2) + Traffic variation year_(x-3) + Traffic variation year_(x-4) $b) \text{ AVG_Traffic variation year}_x = \frac{\quad}{5}$					
PART C: DATA					
In the table below, provide information about the data supporting the measurement of the indicator.					
1. DATA SET(S)		2. AVAILABILITY	13. DISAGGREGATION LEVEL	3. PROVIDER	4. CUSTODIAN
ICAO API - Traffic		5	National	ICAO	ICAO

PART A: INDICATOR IDENTIFICATION				
1. INDICATOR				
<i>Ramp Inspection Programme's participation</i>				
2. DESCRIPTION				
<i>Indication of Operators that received a ramp inspection, aggregated by State</i>				
3. ICAO STRATEGIC OBJECTIVE				
☒ Safety ☐ Capacity ☐ Efficiency ☐ Security ☐ Environment				
PART B: INDICATOR SPECIFICATIONS				
4. GASP OR GANP ELEMENT				
<i>N/A</i>				
5. PROJECT OR PROGRAMME				
<i>USOAP CMA – Prioritization sequencing process</i>				
6. INDICATOR TYPE				
The indicator is: ☐ activity-related (predictive or leading) OR ☒ outcome-related (reactive or lagging)				
7. RATIONALE				
<i>The data is used in prioritization sequencing process to determine which Member States receive priority for audit planning purposes.</i>				
8. LIMITATIONS				
<i>The number of inspection program varies from zero (no-inspection) to two.</i>				
9. DEFINITION OF TECHNICAL OR SPECIFIC TERMS				
<i>N/A</i>				
10. CALCULATION METHOD/FORMULA				
<i>Per inspection programme and State</i> 1 - Yes 0 - No				
PART C: DATA				
In the table below, provide information about the data supporting the measurement of the indicator.				
1. DATA SET(S)	2. AVAILABILITY	3. DISAGGREGATION LEVEL	4. PROVIDER	5. CUSTODIAN
SAFA Inspections – Aggregated by State of Operator	5	State	EASA	EASA
SACA Inspections – Aggregated by State of Operator	5	State	EASA	EASA
FAA Ramp Inspections of Foreign Carriers – Aggregated by State of Operator	5	State	FAA	FAA

15 – Industry Inspections Program

PART A: INDICATOR IDENTIFICATION				
1. INDICATOR <i>% of Membership</i>				
2. DESCRIPTION <i>Operators within Industry Inspection Programme. It is the Number of operators registered in the programme vs the number of aircraft operators in a State. It is expressed in percentage.</i>				
3. ICAO STRATEGIC OBJECTIVE ☒ Safety ☐ Capacity ☐ Efficiency ☐ Security ☐ Environment				
PART B: INDICATOR SPECIFICATIONS				
4. GASP OR GANP ELEMENT <i>N/A</i>				
5. PROJECT OR PROGRAMME <i>USOAP – Prioritization Process</i>				
6. INDICATOR TYPE The indicator is: ☐ activity-related (predictive or leading) OR ☒ outcome-related (reactive or lagging)				
7. RATIONALE <i>The data is used in prioritization sequencing to determine which Member States should be prioritized during the audit planning process.</i>				
8. LIMITATIONS <i>The indicator measures the percentage of air operators who participate in inspection programs</i>				
9. DEFINITION OF TECHNICAL OR SPECIFIC TERMS <i>N/A</i>				
10. CALCULATION METHOD/FORMULA <i>At the State level:</i> $\% \text{ membership} = \frac{\text{Total number of Operators registered}}{\text{Total number of Aircraft Operators}}$				
PART C: DATA				
In the table below, provide information about the data supporting the measurement of the indicator.				
1. DATA SET(S)	2. AVAILABILITY	3. DISAGGREGATION LEVEL	4. PROVIDER	5. CUSTODIAN
IOSA Program Registry	5	National	IATA – IOSA Programme	IATA – IOSA Programme
Doc 8585, Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services	5	National	ICAO	ICAO