



SAFE SKIES.
**SUSTAINABLE
FUTURE.**



| ICAO

PBN SG/9
(Doha, Qatar, 9 - 11 December 2024)



IFP provisions and oversight capability in MID Region



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Outline

- 1) USOAP
 - overview
 - Audits areas and CEs
 - SSCs
- 2) IFPD PQs
- 3) IFPDS provision and Status



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What is the Universal Safety Oversight Audit Programme (USOAP)?

The Universal Safety Oversight Audit Programme (USOAP) is a programme through which ICAO monitors the fulfillment of the safety oversight obligations by its Member States.

ICAO carries out audits and other monitoring activities to determine the safety oversight capabilities of its Member States.



Universal Safety Oversight Audit Programme
Continuous Monitoring Approach
(USOAP CMA)





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USOAP Audits

The approach for USOAP audits is based on:

“...the implementation of a *structured process and methodology* for the planning, preparation, conduct, reporting, follow-up and evaluation of ICAO safety oversight audits, in order to determine States’ capability for safety oversight.”

ICAO Doc 9735 and MOU signed between the State and ICAO.



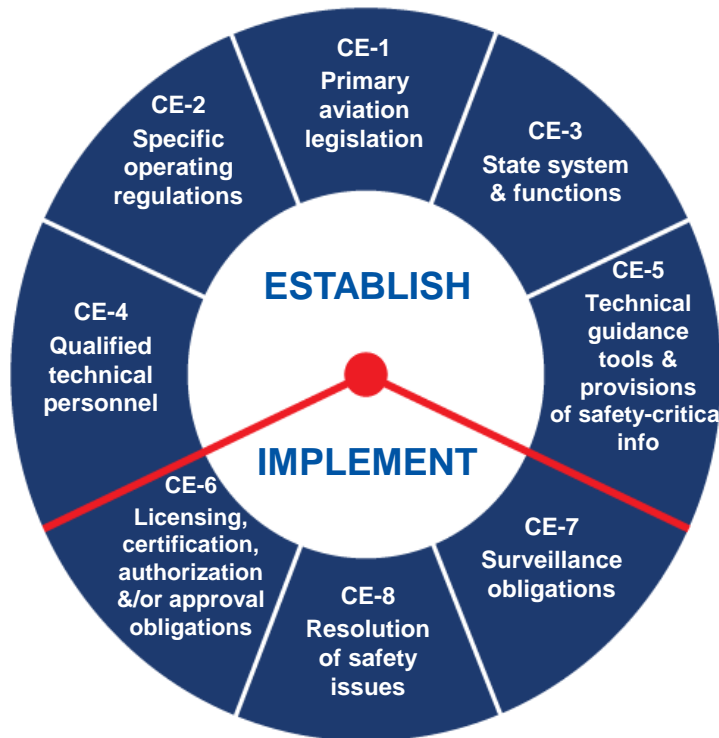
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Audit Areas



Critical Elements (CEs) of a Safety Oversight System



Eight CEs of a State safety oversight system

- **Definitions of CEs:** in Annex 19 — *Safety Management*, Appendix 1 (2nd edition, July 2016)
- **Guidance for CEs:**
Doc 9734 — *Safety Oversight Manual*,
Part A — *The Establishment and
Management of a State Safety
Oversight System*
(3rd edition, 2017)*.
- * Available on ICAO-Net and CMA
Library of the CMA OLF.





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USOAP CMA Protocol Questions

The primary tool used in USOAP for assessing the level of effective implementation of a State's safety oversight system based on the critical elements, the Convention on International Aviation, ICAO Standards and Recommended Practices (SARPs), Procedures for Air Navigation Services (PANS) and related guidance material.

Enable standardization in the conduct of USOAP CMA activities.

Percentage of "Satisfactory" PQs is reflected in the EI.

Evidence-based approach:

- **Show me.**
- **Lack of evidence or lack of sufficient evidence = PQ status becomes or remains N/S.**

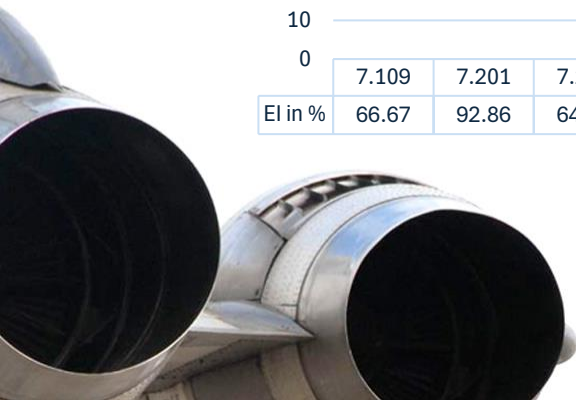
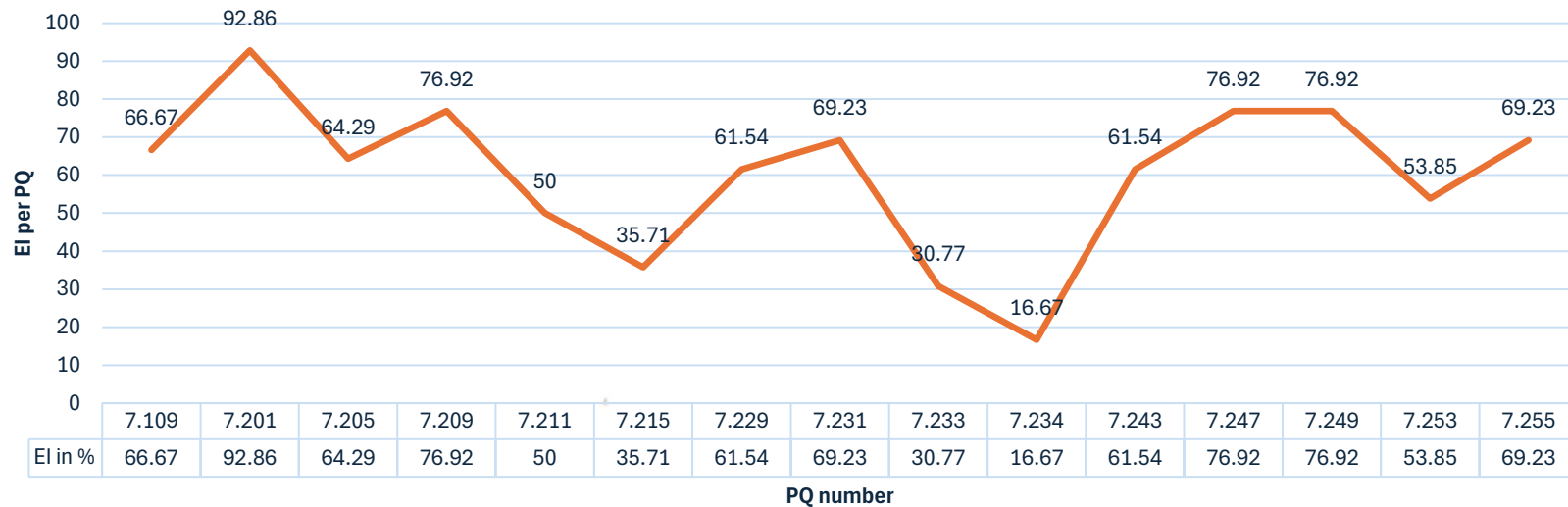
N/S PQ generates a finding and since 2014, each finding is PQ-specific.



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PBN and PANS-OPS PQ Status



What is a significant safety concern?

“An SSC occurs when the audited State allows the holder of an authorization or approval to exercise the privileges attached to it, although the minimum requirements established by the State and by the Standards set forth in the Annexes to the Chicago Convention are not met, resulting in an immediate safety risk to international civil aviation.”

Reference: *EB 2010/7* dated 19 February 2010

Status of SSCs

of unresolved SSCs

6

of SSCs resolved through corrective actions
taken by the States **after being posted** on ICAO website

8

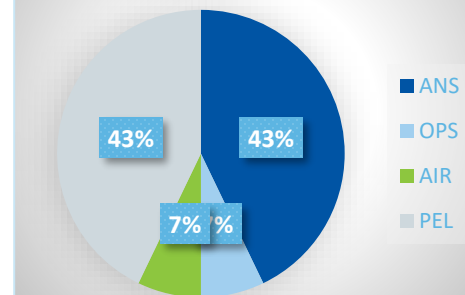
of unresolved SSCs in ANS

5

of unresolved SSCs in PANS-OPS

4

SSCs 2018-2023





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To ensure compliance with ICAO SARPs and enhance regional capabilities in Performance-Based Navigation (PBN) and Instrument Flight Procedure Design (IFPD) provision and oversight :



Compliance with
ICAO provisions



Raising awareness of
ICAO's SARPS



Capacity building and
training to States



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The following Draft Conclusion is proposed:

Draft Conclusion 9/X: PBN and PANS-OPS Safety Oversight Workshop

That,

- a) a PBN and PANS-OPS Safety Oversight Workshop be organized in 2025; and*
- b) States and stakeholders are encouraged to actively participate in the workshop to exchange experiences, address challenges, and foster collaboration.*



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Actions by the Meeting

The meeting is invited to:

- » take note of the information provided and engage in discussions on any relevant matters, as deemed appropriate; and
- » endorse the proposed draft Conclusion



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