



الهيئة العامة للطيران المدني
CIVIL AVIATION AUTHORITY
قطر QATAR



ICAO

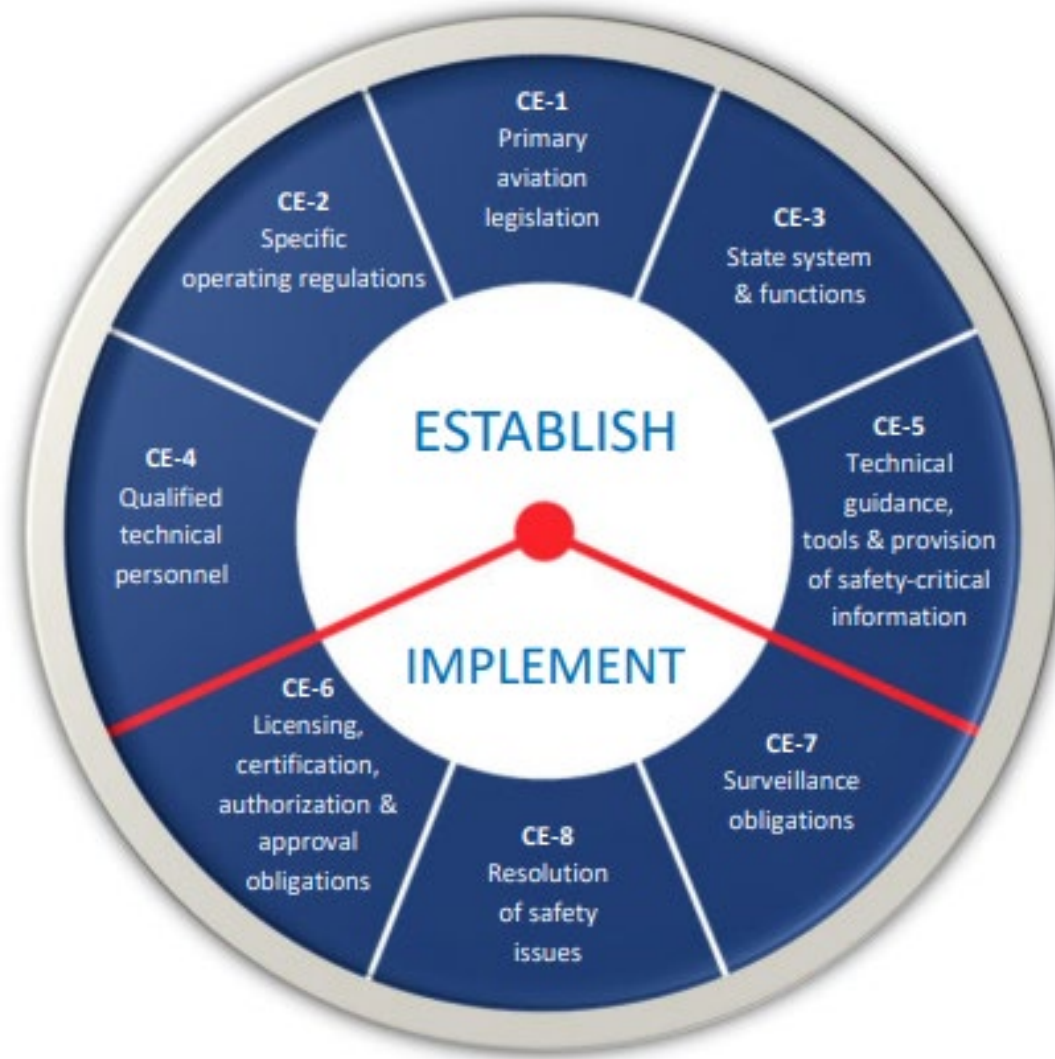
MIDANPIRG/22 & RASG-MID/12

Doha, Qatar | May 4-8, 2025

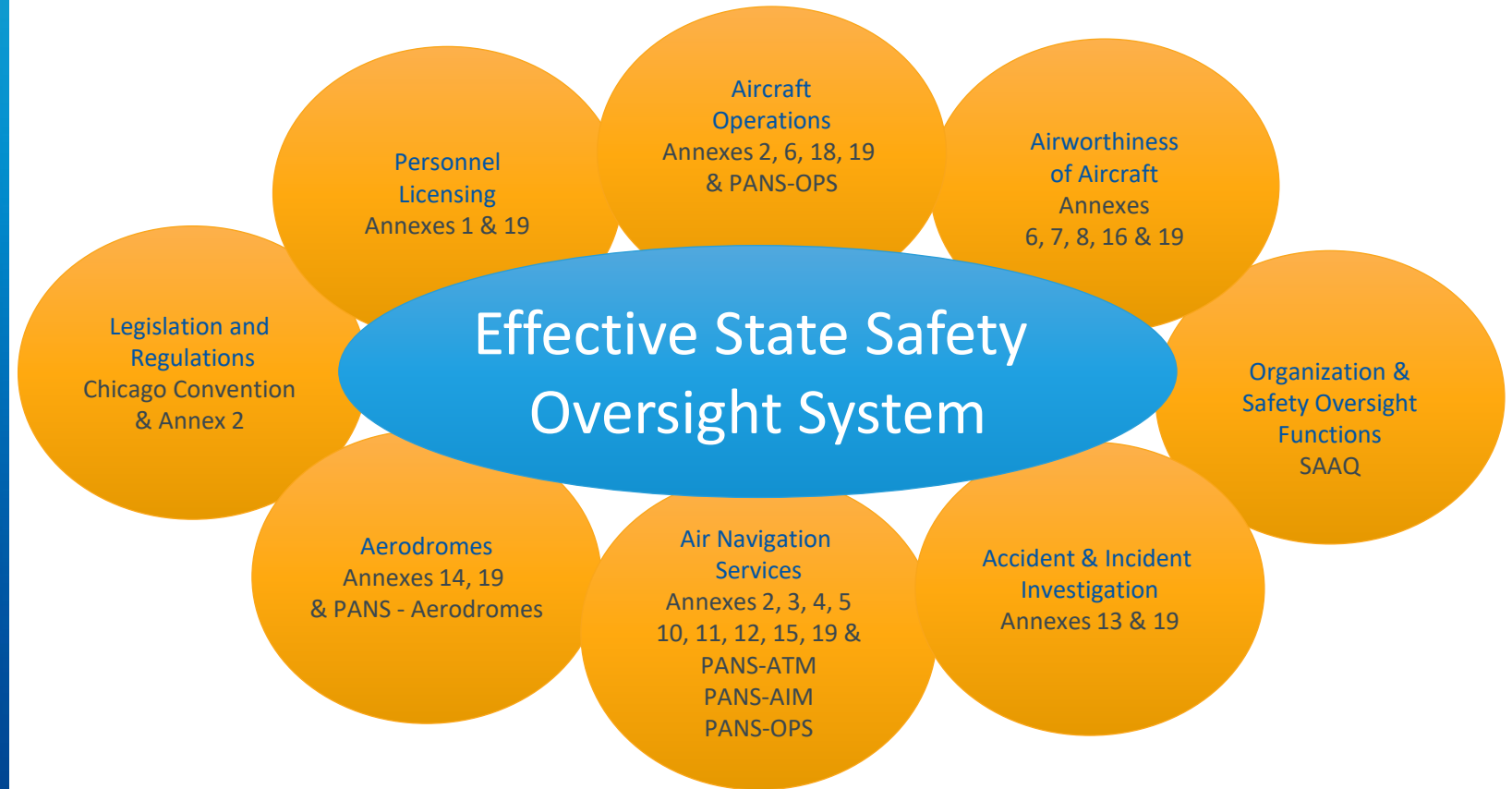
USOAP CMA & SSPIA



Critical Elements (CEs)



Audit Areas



2024 PQs

Audit area	2024 PQs	
	Total No.	PPQs
LEG	23	14
ORG	13	5
PEL	100	34
OPS	136	33
AIR	198	32
AIG	84	24
ANS	128	27
AGA	153	40
SSP	16	0
	851	209

(EB 2025/8, dated 19 March 2025, refers)

Prioritization of USOAP CMA Activities



- major changes in legislation/regulations in a State's civil aviation
- major changes in the organizational structure of a State's civil aviation authority
- significant changes in any of the audit areas within the State's civil aviation system
- level of aviation activities in the State for each audit area, such as the number of aircraft movements (arrivals and departures), personnel licenses issued or validated, air operator certificates (AOCs) issued, aircraft registered, and serious aviation incidents and accidents
- information and recommendations from the ROs
- information shared by ICAO safety partners
- air navigation deficiencies
- State's progress in achieving GASP objectives on safety management
- evidence of a robust and sustainable safety oversight system and an aircraft accident/incident investigation system
- evidence of an effective mandatory safety reporting system, State aircraft accident and incident database, and safety analyses



SSPIAs

- The SSPIA is a performance-based activity conducted under the framework of the USOAP CMA using SSP protocol questions (PQs)
- On 4 March 2022, the ICAO Council approved ICAO to take action to integrate SSPIAs into traditional USOAP CMA activities (C-DEC 225/7)
- ICAO has completed the development of the methodology to integrate SSPIAs into traditional USOAP CMA activities. (Details of the integrated methodology will be provided later in this module)
- The integrated methodology for USOAP CMA activities is planned to be officially launched in 2026



How to Integrate?



USOAP is reorganizing the SSP and SMS PQs to fit in the current audit PQs structure/topics

SSP vs. SMS

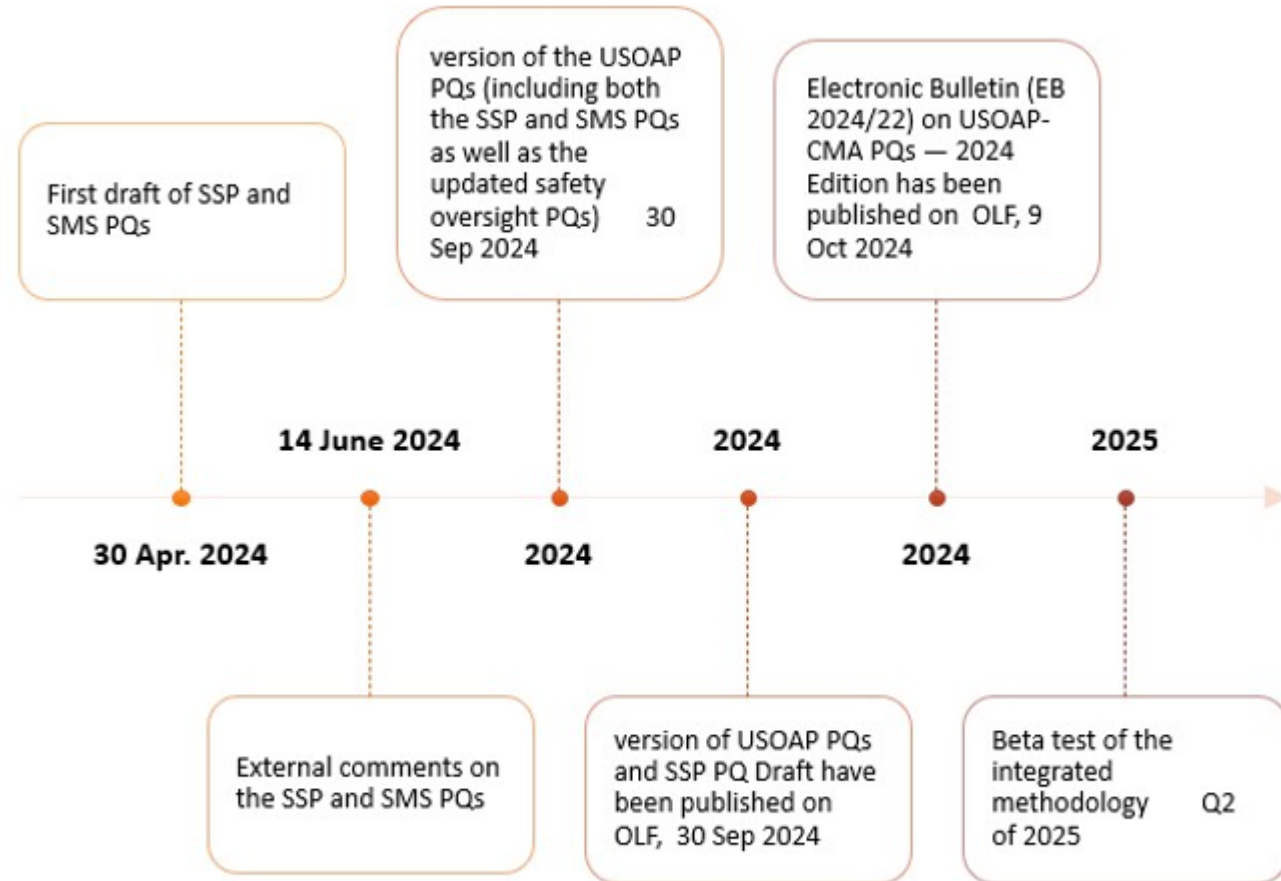
- Implementation of an SSP is a State function. PQs on SSP implementation and maintenance will be separately grouped and added following LEG/ORG PQs.
- SMS is one of the systems that need to be implemented by service providers in compliance with relevant ICAO SARPs. SMS PQs will be added to each technical area as a subgroup of safety oversight PQs following the traditional PQ structure.

Performance-related aspects will be reflected in the design of the PQs

- New methodology will follow the **“satisfactory”** or **“not-satisfactory”** approach for consistency



Integration Timelines



PQs after Integration

▪ *Audit PQ checklist:*

PQ#	Ref.	PQ	Guidance for review	Status	CE	SSP Comp.
				S/NS/NA	✓	✓

▪ *Additional SSP PQ checklist:*

PQ#	Ref.	PQ	Guidance for review	Status	CE	SSP Comp.
				S/NS/NA	X	✓

The current **method to calculate the effectiveness implementation (EI)** will be applied to **both safety oversight and SSP**:

- USOAP will produce safety oversight EIs by area, CE and overall
- SSP EIs by component and overall.

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Thank You

