| Category | Indicator (source / means of verification) | | ASEAN | | | | | | | | | |
|--|--|---|-----------|-----------|---------------|-----------|--------------|-----------|---------------|---------------|---------------|------------|
| | | | Brunei | Cambodia | Indonesia | Laos | Malaysia | Myanmar | Philippines | Singapore | Thailand | Vietnam |
| Safety implementation (current level) | Existence of SSCs (ISTARs) | | N | N | N | N | N | N | N | N | N | N |
| | Setting up of a system to report safety events (CMA-OLF) | PQ 6.501 (Mandatory incident reporting system) | S | U | U | υ | U | U | U | 5 | U | 3 |
| | | PQ 6.503 (Voluntary incident reporting system) | U | U | U | U | U | S | U | U | U | U |
| | Systematic release of data related to reports on accidents and serious incidents (CMA- OLF) | PQ 6.513 (Exchange and share of safety information) | UND | UND | UND | UND | UND | UND | UND | UND | UND | UND |
| | SSP Foundation (iSTARs) | | LO | L1 | L2 | LO | LO | LO | L2 | L3 | L3 | LO |
| Safety improvement (continuous improvement & effort) | Level of progress achieved (Project Progress and Final Reports) | | | | | | 700000 - 700 | | | | | |
| | Level of EI (iSTARs) | | 64.91% | 36.63% | 51.41% | 73.18% | 75.66% | 65.23% | 69.68% | 98.45% | 33.64% | 67.49% |
| | Safety Margins (ISTARs) | Operations | 1.41% | -23.99% | -34.06% | 1.46% | -0.69% | -15.22% | 2.90% | 17.72% | -45.89% | -12.79% |
| | | Air Navigation | 1,9.73% | -30.35% | -32.81% | 20.51% | -15.85% | -3.40% | -24.92% | 25.15% | -50.25% | -13.50% |
| | | Support Functions | 16.53% | -21.35% | -45.80% | 9.86% | -2.01% | 4.84% | 7.63% | 23.91% | -55.54% | 0.95% |
| | Accident & incident rates (iSTARs) | Accident rates >5.7t (million departures in 2016) | 0 | 0 | 6.55 | 0 | 0 | 20.7 | 3.85 | 16.82 | 4.23 | 0 |
| | | Incident rates | - 388880 | | | | | | | | | |
| | SSP Gap Analysis (iSTARs) | | LO | L1 | L2 / 30.9% L3 | LO | LO | LO | L2 / 38.2% L3 | L3 / 65.5% L4 | L3 / 10.9% L4 | LO |
| , | Resources available (CMA-OLF) | PQ 2.051 (Sufficient financial resources) | S | S | S | 5 | S | S | 5 | S | U | S |
| | | PQ 2.053 (Sufficient human resources) | S | U | U | U | U | U | U | S | U | U |
| | | PQ 2.103 (Staff retention) | S | U | U - | S | U | S | U | S | U | S |
| | | PQ 2.105 (Staff training and qualification) | S | S | U | S | S | S | S | S | U | S |
| | Autonomy achieved (CMA-OLF) | PQ 1.013 (Legal base for a CAA) | S | S | S | S | S | S | S | S | S | S |
| | | PQ 1.015 (Delegation of authority) | S | S | S | S | S | S | S | S | U | NA |
| | | PQ 1.051 (Provisions for Enforcement) | S | U | U | 3 | S | S | S | S | U | S |
| | | PQ 2.021 (Separation of responsibilities) | S | S | U | U | 5 | S | S | S | U | S |
| | Development (UN-SDG) | UN SDG 9.1.2 (Passenger volume by air) / 2015 | 1,150,003 | 1,103,880 | 88,685,767 | 1,181,187 | 50,347,150 | 2,029,140 | 32,230,987 | 33,290,544 | 54,259,630 | 29,944,771 |
| | | UN SDG 9.1.2 (Freight volume by air - tons) / 2015 | 20,400 | 1,592 | 567,306 | 1,275 | 524,070 | 22,938 | 204,548 | 1,113,826 | 573,589 | 239,759 |

Legend:

- S: Satisfactory Compliance of ICAO PQ
- U: Unsatisfactory Compliance of ICAO PQ
- UND: Undetermined Compliance of ICAO PQ
- L1: SSP Gap Analysis Started
- L2: SSP Gap Analysis Completed
- L3: SSP Implementation Plan Defined
- L4: SSP Implementation Completed
- NA: Not Applicable
- ND: No data available