USOAP INDICATORS FORMS
21 January 2025

01 – Effective Implementation

PART A: INDICATOR IDENTIFICATION
1. INDICATOR *Effective Implementation (EI)*
2. DESCRIPTION *A measure of the State's safety oversight capability. It is measured through ICAO's Universal Safety Oversight Audit Programme (USOAP) and calculated for each critical element, audit area or as an overall measure. It is expressed as a percentage.*
3. ICAO STRATEGIC OBJECTIVE ☒ Safety ☐ Capacity ☐ Efficiency ☐ Security ☐ Environment
PART B: INDICATOR SPECIFICATIONS
4. GASP OR GANP ELEMENT *The 2023-2025 GASP target 2.1 related to a State's EI which is directly related to its safety oversight capabilities.*
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 *Compliance to ICAO's international standards is the key to safe aviation activities in States.*
8. LIMITATIONS *The indicator covers ICAO Member States that have undergone at least one USOAP CMA audit. It also measures the effective implementation of a safety oversight system, consistent with ICAO's Standards and Recommended Practices (SARPs).*
9. DEFINITION OF TECHNICAL OR SPECIFIC TERMS
10.CALCULATION METHOD/FORMULA $$EI\ (\%) = \frac{\text{Total number of satisfactory PQs}}{\text{Total number of applicable PQs}} \times 100$$
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

* 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 *State postponement of a scheduled USOAP CMA activity to the next year*
2. DESCRIPTION *Binary indication about State postponement of a scheduled USOAP CMA activity to the next year*
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 helps to identify the States that, despite being prioritized, presented valid reasons to postpone the activity.*
8. LIMITATIONS *The indicator applies only to ICAO Member States that have been selected for an USOAP Activity and requested a postponement.*
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 *State postponement of a scheduled USOAP CMA activity without a new confirmed date.*
2. DESCRIPTION *Binary indication about State postponement of a scheduled USOAP CMA activity without a new confirmed date.*
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 helps to identify the States that, despite being prioritized, presented valid reasons to postpone the activity.*
8. LIMITATIONS *The indicator applies only to ICAO Member States that have been selected for an USOAP Activity and requested a postponement.*
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

04 – Date of Last Audit

PART A: INDICATOR IDENTIFICATION
1. INDICATOR *Days since Last Audit.*
2. DESCRIPTION *Days occurred between the last Audit Date and the 1st of January of the current year*
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 *The indicator serves as a guidance about the time past between the last audit and the present.*
8. LIMITATIONS *The indicator applies to the last Audit that the ICAO Member State received.*
9. DEFINITION OF TECHNICAL OR SPECIFIC TERMS
10.CALCULATION METHOD/FORMULA *January 1st, current year – Date of Last Audit*
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 *State Never Audited*
2. DESCRIPTION *Binary indication about State that has never been audited.*
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 *The indicator identifies the States that have never been audited.*
8. LIMITATIONS *The reasons for not being audited are out of the CMA's management. i.e.: UNDSS restrictions*
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

06 – Unresolved SSC

PART A: INDICATOR IDENTIFICATION
1. INDICATOR *Unresolved SSC*
2. DESCRIPTION *Binary indication about unresolved SSC that the State has*
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 identifies the States that have pending SSCs to resolve.*
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
USOAP Online Framework (OLF)	5	National	ICAO	ICAO

07 – Resolved SSC

PART A: INDICATOR IDENTIFICATION
1. INDICATOR *Resolved SSC*
2. DESCRIPTION *Binary indication about resolved SSC(s) that the State has achieved, through mitigating measures*
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 States that have resolved SSCs.*
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
USOAP Online Framework (OLF)	5	National	ICAO	ICAO

08 – Accidents Ratio

PART A: INDICATOR IDENTIFICATION

1. INDICATOR

Accidents Ratio

2. DESCRIPTION

Average accident ratio over the past 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

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

$$a)\ \boldsymbol{Accident\ ratio\ year_x} = \frac{\text{Total number of accidents year}_{(x)}}{\text{Total number of departures year}_{(x)}} * 1000$$

$$b)\ \boldsymbol{AVG\_Accident\ ratio\ year_x} = \frac{\begin{array}{c}\text{Accident ratio year}_{(x)} + \text{Accident ratio year}_{(x-1)} + \text{Accident ratio year}_{(x-2)} \\ +\text{Accident ratio year}_{(x-3)} + \text{Accident ratio year}_{(x-4)}\end{array}}{5}$$

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

09 a – Annex A – EU Safety List

PART A: INDICATOR IDENTIFICATION
1. INDICATOR *Annex A EU Safety List*
2. DESCRIPTION *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*
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
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
EU Safety list - website	5	National	EC	EC

09 b – Annex B – EU Safety List

PART A: INDICATOR IDENTIFICATION
1. INDICATOR *Annex B EU Safety List*
2. DESCRIPTION *Binary indication about the State recorded into the Annex B of EU Safety List: Air operators subject to operational restrictions*
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 *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
EU Safety list - website	5	National	EC	EC

10 – IASA Programme Cat 1/2

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 (predictive or leading) OR ☐ outcome-related (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 *Worldwide Governance Indicators (WGI)*
2. DESCRIPTION *Average of Political Stability and Absence of Violence/Terrorism, Government Effectiveness and Control of Corruption 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
8. LIMITATIONS
9. DEFINITION OF TECHNICAL OR SPECIFIC TERMS
10.CALCULATION METHOD/FORMULA $$AVG\_WGI\ year_{(x-4\ to\ x)} = \frac{\text{AVG\_Political Stability and Absence of Violence year}_{(x-4\ \text{to}\ x)} + \text{AVG\_Government Effectiveness year}_{(x-4\ \text{to}\ x)} + \text{AVG\_Control of Couruption year}_{(x-4\ \text{to}\ x)}}{3}$$
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 $$AVG\ Traffic\ volume\ year_x = \frac{\text{Departures year}_{(x)} + \text{Departures year}_{(x-1)} + \text{Departures year}_{(x-2)} + \text{Departures year}_{(x-3)} + \text{Departures year}_{(x-4)}}{5}$$

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

13 – Traffic variation

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) $\boldsymbol{Traffic\ variation\ year_x} = \left[\frac{Departures\ year_{(x)}}{Departures\ year_{(x-1)}} - 1\right]$ b) $\boldsymbol{AVG\_Traffic\ variation\ year_x} = \frac{\text{Traffic variation year}_{(x)} + \text{Traffic variation year}_{(x-1)} + \text{Traffic variation year}_{(x-2)} + \text{Traffic variation year}_{(x-3)} + \text{Traffic variation year}_{(x-4)}}{5}$
PART C: DATA
In the table below, provide information about the data supporting the measurement of the indicator.

1. DATA SET(S)	2. AVAILABILITY	13. DISAGGREGATION LEVEL	3. PROVIDER	4. CUSTODIAN
ICAO API - Traffic	5	National	ICAO	ICAO

14 – Stakeholders Ramp Inspection Programs

PART A: INDICATOR IDENTIFICATION
1. INDICATOR *Ramp Inspection Programme's participation*
2. DESCRIPTION *Indication of Operators that received a ramp inspection, aggregated by State*
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 sequencing process*
6. INDICATOR TYPE The indicator is: ☐ activity-related (predictive or leading) OR ☒ outcome-related (reactive or lagging)
7. RATIONALE *The data is used in prioritization sequencing process to determine which Member States receive priority for audit planning purposes.*
8. LIMITATIONS *The number of inspection program varies from zero (no-inspection) to two.*
9. DEFINITION OF TECHNICAL OR SPECIFIC TERMS *N/A*
10.CALCULATION METHOD/FORMULA *Per inspection programme and State* *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 *% of Membership*
2. DESCRIPTION *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.*
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 – Prioritization Process*
6. INDICATOR TYPE The indicator is: ☐ activity-related (predictive or leading) OR ☒ outcome-related (reactive or lagging)
7. RATIONALE *The data is used in prioritization sequencing to determine which Member States should be prioritized during the audit planning process.*
8. LIMITATIONS *The indicator measures the percentage of air operators who participate in inspection programs*
9. DEFINITION OF TECHNICAL OR SPECIFIC TERMS *N/A*
10.CALCULATION METHOD/FORMULA *At the State level:* $\% \boldsymbol{membeship} = \frac{Total\ number\ of\ Operators\ registered}{Total\ number\ od\ Aicraft\ Operators}$

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

— END —