### USOAP INDICATORS FORMS 21 January 2025

### 01 – Effective Implementation

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 GAPP ELEMENT       The 2023-2025 GASP target 2.1 related to a State's EI which is directly related to its safety oversight capabilities.         5. PROFECT OR PROGRAMME       USOAP CMA - Prioritization Process         6. INDICATOR TYPE       The indicator is:       □ activity-related OR □ outcome-related (predictive or leading)         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 Resonmended Practices (SARPs).         9. DEFINITION OF TECHNICAL OR SPECIFIC TERMS         10.CALCULATION METHOD/FORMULA         Total number of satisfactory PQs         EI (%) =		PART A: INDICATOR IDENTIFICATION			
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<b>I0.CALCULATION METHOD/FORMULA</b> Total number of satisfactory PQs         EI (%) = — x 100         Total number of applicable PQs         PART C: DATA		1	R SPECIFIC TERMS		
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1. DATA SET(S)     2. AVAILABILITY*     3. DISAGGREGATION LEVEL     4. PROVIDER     5. CUSTODIAN	1. DATA SET(S)	2. AVAILABILITY <sup>*</sup>		4. PROVIDER	5. CUSTODIAN
USOAP online5NationalICAOframework (OLF)ICAO		2	National	ICAU	ICAU

<sup>\*</sup> 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 IDENT	TIFICATION		
1.	INDICATOR					
		t of a scheduled US	SOAP CMA activity to t	he next year		
2.	DESCRIPTION					
			ement of a scheduled U	ISOAP CMA activity	to the next year	
3.	ICAO STRATEG	IC OBJECTIVE				
	Safety	□ Capacity	□ Efficiency	□Security	Environment	
		PART B:	INDICATOR SPECI	FICATIONS		
4.	GASP OR GANP	ELEMENT				
	N/A					
5.	PROJECT OR PH					
	USOAP CMA – Pri		5			
6.	INDICATOR TY					
	The indicator is:	🛛 activity-r		□ outcome-related		
		(predictive or	leading)	(reactive or lagging	)	
	<b>7. RATIONALE</b> <i>The indicator helps to identify the States that, despite being prioritized, presented valid reasons to postpone</i>					
	-	dentify the States th	iat, despite being priori	tized, presented valu	d reasons to postpone	
	activity. LIMITATIONS					
0.		as only to $ICAOM$	ember States that have	hear selected for an	USOAD Activity and	
	requested a postpor	•	ember sidles that have	been selected for an	USOAT ACTIVITY UNU	
9.			R SPECIFIC TERMS			
	9. DEFINITION OF TECHNICAL OR SPECIFIC TERMS					
10.	CALCULATION	METHOD/FORM	AULA			
	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	5	National	ICAO	ICAO	
	Framework					
1	(OLF)					

### 03 – State Postponement (no date)

	PART A: I	NDICATOR IDENTIF	ICATION	
1. INDICATOR				
State postponement of	f a scheduled USOA	P CMA activity without	a new confirmed dat	е.
2. DESCRIPTION		2	0	
	out State postponeme	ent of a scheduled USOA	P CMA activity with	out a new confirmed
date.	1 1	J		5
3. ICAO STRATE	GIC OBJECTIVE			
⊠ Safety	□ Capacity	□ Efficiency	□ Security	Environment
		NDICATOR SPECIFI	,,	
4. GASP OR GAN		MDICATOR DI L'UNI	CATIONS	
A. GASI OK GAN $N/A$				
1 <b>v</b> //A				
5. PROJECT OR I	DOCDAMME			
USOAP CMA – Prior				
6. INDICATOR TY				
The indicator is:			<b>—</b> 1	1
The multator is.		ty-related OR	outcome-relat	
	(predi	ctive or leading)	(reactive or la	gg1ng)
7. RATIONALE				
-	identify the States the	hat, despite being priorit	ized, presented valid	reasons to postpone
the activity.				
8. LIMITATIONS				
The indicator applies	s only to ICAO Men	nber States that have be	een selected for an L	SOAP Activity and
requested a postponer				
9. DEFINITION O	F TECHNICAL O	<b>R SPECIFIC TERMS</b>		
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	5	National	ICAO	ICAO
	5			

#### 04 – Date of Last Audit

	PART A: INDICATOR IDENTIFICATION				
1. INDICATOR					
Days since Last Aud	lit.				
2. DESCRIPTION	[				
Days occurred betw	een the last Audit Dat	te and the 1 <sup>st</sup> of January	of the current year		
3. ICAO STRATE	GIC OBJECTIVE				
🛛 Safety	□ Capacity	□ Efficiency	□ Security	Environment	
	PART B: II	NDICATOR SPECIFI	CATIONS		
4. GASP OR GAN	P ELEMENT				
5. PROJECT OR	PROGRAMME				
USOAP CMA – Pric	pritization Process				
6. INDICATOR T	YPE				
The indicator is:	🛛 activit	ty-related OR	outcome-relation	ated	
	(predie	ctive or leading)	(reactive or l	agging)	
7. RATIONALE					
The indicator serves	as a guidance about	the time past between th	e last audit and the	present.	
8. LIMITATIONS					
The indicator applie	es to the last Audit tha	t the ICAO Member Stat	te received.		
9. DEFINITION C	OF TECHNICAL OF	R SPECIFIC TERMS			
10.CALCULATION METHOD/FORMULA					
January 1 <sup>st</sup> , 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	5	National	ICAO	ICAO	
Framework (OLF)					

#### 05 – State no audited

PART A: INDICATOR IDENTIFICATION						
1. INDICATOR						
State Never Audited						
2. DESCRIPTION						
	pout State that has nev	ver been audited.				
3. ICAO STRATE	GIC OBJECTIVE					
🛛 Safety	$\boxtimes$ Safety $\square$ Capacity $\square$ Efficiency $\square$ Security $\square$ Environment					
	PART B: II	NDICATOR SPECIFI	CATIONS			
4. GASP OR GAN	P ELEMENT					
5. PROJECT OR	PROGRAMME					
USOAP CMA – Pric	pritization Process					
6. INDICATOR T	YPE					
The indicator is:	🛛 activit	y-related OR	outcome-relation	ated		
	(predie	ctive or leading)	(reactive or la	agging)		
7. RATIONALE						
The indicator identig	fies the States that hav	ve never been audited.				
8. LIMITATIONS						
The reasons for not	being audited are out	of the CMA's managem	ent. i.e.: UNDSS res	strictions		
_	-					
9. DEFINITION C	<b>OF TECHNICAL OF</b>	R 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	5	National	ICAO	ICAO		
Framework (OLF)						

## 06 – Unresolved SSC

PART A: INDICATOR IDENTIFICATION				
1. INDICATOR				
Unresolved SSC				
2. DESCRIPTION				
	bout unresolved SSC t	hat the State has		
3. ICAO STRATE	GIC OBJECTIVE			
🛛 Safety	□ Capacity	□ Efficiency	□ Security	□ Environment
	PART B: I	NDICATOR SPECIFI	CATIONS	
4. GASP OR GAN	<b>P ELEMENT</b>			
N/A				
5. PROJECT OR				
USOAP CMA – Prie				
6. INDICATOR T	YPE			
The indicator is:		ty-related OR	□ outcome-rela	ated
	(predie	ctive or leading)	(reactive or l	agging)
7. RATIONALE				
The indicator identifies the States that have pending SSCs to resolve.				
8. LIMITATIONS	5			
9. DEFINITION C	OF TECHNICAL OF	R SPECIFIC TERMS		
	N METHOD/DOD/			
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	5	National	ICAO	ICAO
Framework (OLF)				

### 07 – Resolved SSC

	PART A: II	NDICATOR IDENTIF	ICATION		
1. INDICATOR					
Resolved SSC					
2. DESCRIPTION					
Binary indication ab	pout resolved SSC(s) t	hat the State has achieve	ed, through mitigati	ng measures	
	~~~~				
3. ICAO STRATE		_			
Safety	□ Capacity	□ Efficiency	□ Security	Environment	
		NDICATOR SPECIFI	CATIONS		
4. GASP OR GAN	P ELEMENT				
N/A					
5. PROJECT OR					
USOAP CMA – Pric	pritization Process				
	VDE				
<b>6. INDICATOR T</b> The indicator is:			-		
The indicator is:		y-related OR	outcome-rela		
	(predic	ctive or leading)	(reactive or l	agging)	
7. RATIONALE		1 1999			
The indicator shows	the States that have r	esolved SSCs.			
	1				
8. LIMITATIONS	i				
9. DEFINITION OF TECHNICAL OR SPECIFIC TERMS					
<b>9. DEFINITION C</b>	<b>JF IECHNICAL OF</b>	SPECIFIC TERMS			
10 CALCULATIO	Ν ΜΕΤΗΟΟ/ΓΟΡΜ				
1 - Yes	10.CALCULATION METHOD/FORMULA				
$\frac{1-1}{0}$					
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	5	National	ICAO	ICAO	
Framework (OLF)					

#### 08 – Accidents Ratio

PART A: INDICATOR IDENTIFICATION				
1. INDICATOR				
Accidents Ratio				
2. DESCRIPTION	I			
	tio over the past 5 yea	ars		
3. ICAO STRATE	GIC OBJECTIVE			
🛛 Safety	□ Capacity		□ Security	□ Environment
		NDICATOR SPECIFI	CATIONS	
4. GASP OR GAN	IP ELEMENT			
N/A				
5. PROJECT OR				
USOAP CMA – Prie	oritization Process			
6. INDICATOR T	VDF			
The indicator is:			<b>—</b>	- 4 - 1
The indicator is.		ty-related OR	outcome-rela	
7. RATIONALE	(predi	ctive or leading)	(reactive or l	agging)
7. KAHONALE				
8. LIMITATIONS	5			
	, ,			
9. DEFINITION (	<b>DF TECHNICAL OI</b>	R SPECIFIC TERMS		
a) Accident Ra	atio by State of Occur	rence		
<b>b</b> ) Accident Ra	atio by State of Regist	ry		
c) Accident Ra	atio by State of Opera	tor		
	•			
10.CALCULATION METHOD/FORMULA				
a) Accident ratio year <sub>x</sub> = $\frac{\text{Total number of accidents year}_{(x)}}{\text{Total number of departures year}_{(x)}} * 1000$				
	a) Accident ratio y	$ear_x = \frac{1}{\text{Total number of depart}}$	$\frac{1}{1}$ tures year <sub>(x)</sub> * 1000	
Accident ratio $year_{(x)} + Accident ratio year_{(x-1)} + Accident ratio year_{(x-2)}$				
b) AVG_Accident ratio year <sub>x</sub> = $\frac{+\text{Accident ratio year}_{(x-3)} + \text{Accident ratio year}_{(x-4)}}{r}$				
J				
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: II	NDICATOR IDENTIF	ICATION	
1. INDICATOR				
Annex A EU Safety I	List			
2. DESCRIPTION	[			
Binary indication al	bout the State recorde	ed into the Annex A of I	EU Safety List: Stat	tes and air operators
banned by the EUA	ir Safety List			-
3. ICAO STRATE	GIC OBJECTIVE			
Safety	□ Capacity	□ Efficiency	□ Security	Environment
		NDICATOR SPECIFIC		
4. GASP OR GAN	P ELEMENT			
N/A				
5. PROJECT OR	PROGRAMME			
USOAP CMA – Pric	pritization Process			
6. INDICATOR T	YPE			
The indicator is:	🛛 activit	ty-related OR	□ outcome-rel	ated
		ctive or leading)	(reactive or l	
7. RATIONALE	(F		(	
8. LIMITATIONS				
9. DEFINITION OF TECHNICAL OR SPECIFIC TERMS				
10.CALCULATIO	N METHOD/FORM	IULA		
1 - Yes				
0 - No				
PART C: DATA				
In the table below, provide information about the date supporting the measurement of the indicator				
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 -	5	National	EC	EC
website				

# 09 b – Annex B – EU Safety List

PART A: INDICATOR IDENTIFICATION				
1. INDICATOR				
Annex B EU Safety I	List			
2. DESCRIPTION				
Binary indication al	bout the State record	ed into the Annex B of I	EU Safety List: Air	operators subject to
operational restricti	ons	-		
3. ICAO STRATE	GIC OBJECTIVE			
🛛 Safety	□ Capacity	□ Efficiency	□ Security	□ Environment
	PART B: I	NDICATOR SPECIFIC	CATIONS	
4. GASP OR GAN	P ELEMENT			
5. PROJECT OR	PROGRAMME			
USOAP CMA – Pric	oritization Process			
6. INDICATOR T	YPE			
The indicator is:	🛛 activit	y-related OR	outcome-relation	ated
		ctive or leading)	(reactive or la	agging)
7. RATIONALE	<b>u</b>	6/	× ×	
8. LIMITATIONS				
9. DEFINITION C	<b>OF TECHNICAL OF</b>	R 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 -	5	National	EC	EC
website				

### 10 – IASA Programme Cat 1/2

	PART A: INDICATOR IDENTIFICATION				
1. INDICATOR					
FAA IASA Program					
2. DESCRIPTION					
		ualified as a Category 2 b	y the IASA progra	итте	
3. ICAO STRATE	GIC OBJECTIVE				
🛛 Safety	□ Capacity		□ Security	□ Environment	
	PART B: I	NDICATOR SPECIFICA	ATIONS		
4. GASP OR GAN	P ELEMENT				
N/A.					
5. PROJECT OR	PROGRAMME				
USOAP CMA – Pric	pritization Process				
6. INDICATOR T	YPE				
The indicator is:	🛛 activit	ty-related OR	outcome-rel	ated	
	(predi	ctive or leading)	(reactive or l	agging)	
7. RATIONALE					
		nder IASA programme an	d are the assessm	ents conducted under	
	gned with ICAO Stan	dards			
8. LIMITATIONS					
9. DEFINITION C	OF TECHNICAL OF	R SPECIFIC TERMS			
	N METHOD/FORM	IULA			
1 - Yes					
0 - No					
			_		
		PART C: DATA			
In the table below, p	rovide information at	bout the data supporting th	e measurement of	the indicator.	
1. DATA SET(S)	2. AVAILABILITY	3. DISAGGREGATION LEVEL	4. PROVIDER	5. CUSTODIAN	
FAA – IASA	5	National	FAA	FAA	
Programme					
website					

#### 11 – WGI

	PART A: I	NDICATOR IDENTIF	ICATION	
1. INDICATOR				
Worldwide Governa	nce Indicators (WGI)			
2. DESCRIPTION				
Average of Political	Stability and Absenc	e of Violence/Terrorism	, Government Effec	tiveness and Control
of Corruption of the				
3. ICAO STRATE	GIC OBJECTIVE			
🛛 Safety	□ Capacity	□ Efficiency	Security	Environment
	PART B: I	NDICATOR SPECIFIC	CATIONS	
4. GASP OR GAN	P ELEMENT			
<i>N/A</i> .				
5. PROJECT OR I	PROGRAMME			
USOAP CMA – Prio	ritization Process			
6. INDICATOR T	YPE			
The indicator is:	🛛 activit	y-related OR	outcome-rela	ated
	(predie	ctive or leading)	(reactive or la	agging)
7. RATIONALE	` <b>*</b>	•	·	
8. LIMITATIONS				
9. DEFINITION O	F TECHNICAL OF	R SPECIFIC TERMS		
10.CALCULATIO	N METHOD/FORM	IULA		
AVG_Political Stability and Absence of Violence year $_{(x-4 \text{ to } x)}$ +				
AVG_Government Effectiveness year $_{(x-4 \text{ to } x)}$ +				
AVG Control of Couruption years				
$AVG\_WGI year_{(x-4 to x)} = \frac{1100\_Control of control of control of (x-4 to x)}{3}$				
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	X	Capacity	Efficiency	Security	Environment			
				NDICATOR SPECIFI	CATIONS				
	SP OR GAN	P ELI	EMENT						
N/A									
5 DDC									
	<b>JECT OR</b>								
USUAP	CMA – Pric	oritizat	ion Process						
6 IND	ICATOR T	VPF							
	icator is:			ty-related OR	🗖 outoomo rol	atad			
The mu	icator 15.			ty-related OR ctive or leading)	outcome-relation (reactive or laterative)				
7 RAT	TIONALE		(preur	cuve of leading)	(Teactive of I	agging)			
-		the vo	lume of depart	tures ner State					
ine ma	iculor shows	ine vo	iume of acpun	ures per sidie					
8. LIM	ITATIONS								
01 2211									
9. DEF	<b>INITION C</b>	F TE	CHNICAL OI	R SPECIFIC TERMS					
10.CAI	CULATIO	N ME	THOD/FORM	IULA					
			Πο	nartures vear , ⊥ Denartu	res vear ⊥ Departu	recuer			
Departures $year_{(x)}$ + Departures $year_{(x-1)}$ + Departures $year_{(x-2)}$ +Departures $year_{(x-3)}$ + Departures $year_{(x-4)}$									
AVG Traffic volume year <sub>x</sub> = $\frac{1}{5}$									
5									
				PART C: DATA					
In the table below, provide information about the data supporting the measurement of the indicator.									
1. DA	TA SET(S)	2. A	VAILABILITY	3. DISAGGREGATION LEVEL	4. PROVIDER	5. CUSTODIAN			
ICAO	API -	5		National	ICAO	ICAO			
Traffic		-							

### 13 – Traffic variation

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 OR voltcome-related								
(predictive or leading) (reactive or lagging)								
7. RATIONALE								
8. LIMITATIONS								
9. DEFINITION OF TECHNICAL OR SPECIFIC TERMS								
10. CALCULATION METHOD/FORMULA								
a) Traffic variation year <sub>x</sub> = $\begin{bmatrix} Departures year_{(x)} \\ Departures year_{(x-1)} \end{bmatrix} - 1$								
a) Traffic variation year $_{x} = \left[\frac{1}{Departures year_{(x-1)}} - 1\right]$								
Traffic variation year <sub>(x)</sub> + Traffic variation year <sub>(x-1)</sub> + Traffic variation year <sub>(x-2)</sub>								
b) <i>AVG_Traffic variation year</i> <sub>x</sub> = $\frac{+\text{Traffic variation year}_{(x-3)} + \text{Traffic variation year}_{(x-4)}}{5}$								
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 - 5 National ICAO ICAO								
Traffic								

# 14 – Stakeholders Ramp Inspection Programs

PART A: INDICATOR IDENTIFICATION								
1. INDICATOR								
Ramp Inspection Pro	ogramme's participatio	n						
2. DESCRIPTION								
Indication of Operators that received a ramp inspection, aggregated by State								
3. ICAO STRATEGIC OBJECTIVE								
$\boxtimes$ Safety $\square$ Capacity $\square$ Efficiency $\square$ Security $\square$ Environment								
PART B: INDICATOR SPECIFICATIONS								
4. GASP OR GANP ELEMENT								
N/A								
5. PROJECT OR	PROGRAMME							
USOAP CMA – Prio	pritization sequencing p	rocess						
6. INDICATOR T	YPE							
The indicator is:	□ activity-	-related OR	🛛 outcome-rela	ated				
	(predicti	ive or leading)	(reactive or la	agging)				
7. RATIONALE								
The data is used in prioritization sequencing process to determine which Member States receive priority								
for audit planning pl								
8. LIMITATIONS								
The number of inspection program varies from zero (no-inspection) to two.								
9. DEFINITION O	F TECHNICAL OR S	SPECIFIC TERMS						
N/A								
10.CALCULATIO	N METHOD/FORMU	JLA						
Per inspection progr	camme and State							
1 - Yes								
0 - No								
		PART C: DATA						
In the table below, p	rovide information abo	ut the data supporting th	e measurement of	the indicator.				
1. DATA SET(S)	2. AVAILABILITY	3. DISAGGREGATION LEVEL	4. PROVIDER	5. CUSTODIAN				
SAFA Inspections	5	State	EASA	EASA				
– Aggregated by								
State of Operator								
SACA Inspections	5	State	EASA	EASA				
– Aggregated by								
State of Operator								
FAA Ramp	5	State	FAA	FAA				
Inspections of								
Foreign Carriers –								
Aggregated by								
State of Operator								

# 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 nu	umber of aircraft oper	rators in a State. It is ex	pressed in percentag	ge.					
3. ICAO STRATE	GIC OBJECTIVE								
Safety	⊠ Safety □ Capacity □ Efficiency □ Security □ Environment								
PART B: INDICATOR SPECIFICATIONS									
4. GASP OR GANP ELEMENT									
N/A									
5. PROJECT OR									
USOAP – Prioritizat									
6. INDICATOR T									
The indicator is:		y-related OR	outcome-rela	ated					
	(predie	ctive or leading)	(reactive or la	agging)					
7. RATIONALE									
		ncing to determine which	ch Member States s	should be prioritized					
during the audit plan	nning process.								
8. LIMITATIONS									
The indicator measu	res the percentage of	air operators who parti	cipate in inspection	programs					
	OF TECHNICAL OF	R SPECIFIC TERMS							
<i>N/A</i>									
	N METHOD/FORM	IULA							
At the State level:									
	% membeship	= Total number of Operat							
	,	Total number od Aicra	ft Operators						
		PART C: DATA							
In the table below, p	In the table below, provide information about the data supporting the measurement of the indicator.								
	2. AVAILABILIT	3. DISAGGREGATIO							
1. DATA SET(S)	Y	N	4. PROVIDER	5. CUSTODIAN					
	5	LEVEL							
IOSA Program	5	National	IATA – IOSA	IATA – IOSA					
Registry	5	National	Programme	Programme					
Doc 8585,	5	National	ICAO	ICAO					
Designators for									
Aircraft Operating									
Agencies,									
Aeronautical									
Authorities and									
Services									