



International Civil Aviation Organization

MIDANPIRG/22 and RASG-MID/12 Meetings

(Doha, Qatar, 4 - 8 May 2025)

Agenda Item 4.2: Outcomes of the RASG-MID Groups (ASRG, SEIG, ASPIG and AIIG)

NCMC MEETING

(Presented by the Secretariat)

<p style="text-align: center;">SUMMARY</p> <p>This paper presents the outcome of the National Continuous Monitoring Coordinators (NCMCs) meeting.</p> <p>Action by the meeting is at paragraph 3.</p>
<p style="text-align: center;">REFERENCES</p> <ul style="list-style-type: none"> - SEIG/6 Report - MIDANPIRG/21-RASG-MID/11 Report

1. INTRODUCTION

1.1 The National Continuous Monitoring Coordinators (NCMCs) meeting was held during the Sixth meeting of the Safety Enhancement Implementation Group (SEIG/6) held in Kuwait, 13-14 October 2024.

1.2 The meeting was a great opportunity to share experiences, challenges and best practices, which were appreciated by all participants.

2. DISCUSSION

3.1 The meeting recalled the RASG-MID/5 meeting, Conclusion 5/1, which underlined that the progress of updating the Corrective Action Plans (CAPs) to address identified findings from the USOAP-CMA is low. Accordingly, the meeting reiterated the following RASG-MID/5 Conclusion:

CONCLUSION 5/1: ICAO USOAP-CMA IMPLEMENTATION

That, States:

- a) be urged to prioritise and take action as needed to improve their safety oversight system, with particular attention to:*
 - i. the implementation of Corrective Action Plans (CAP) and reporting the progress on the On-line Framework (OLF); and*
 - ii. the completion of the self-assessments and uploading of the relevant evidences on the OLF;*

b) are encouraged to request assistance from ICAO, as required.

Presentations by the States' NCMCs related to the USOAP-CMA

3.2 Egypt, Iran, Iraq, Jordan, Kuwait, Libya, Qatar, Saudi Arabia, UAE and Yemen presented the status of their safety oversight systems, challenges faced and best practices.

3.3 The meeting identified the following common challenges/difficulties:

- 1) lack of sufficient human resources (qualified technical personnel) to meet the State's obligations and carry out oversight functions and mandate;
- 2) Insufficient financial resources in some States;
- 3) Inability to attract, recruit and retain sufficiently qualified/experienced technical personnel;
- 4) Providing sufficient training;
- 5) Inadequate separation of regulatory/oversight functions and service providers/operators in some States;
- 6) Independent AIG Authority; and
- 7) Political/Security situation/stability in some States.

3.4 The meeting noted with appreciation the sharing of experience in the preparation, conduct and follow-up of ICAO USOAP-CMA activities and identified the following as best practices and actions:

- 1) update all CAPs to fully address the PQ findings and report the progress made on the CAPs implementation through OLF, which is a vital factor for the planning and conduct of the USOAP-CMA validation activities including ICVM to enhance the EI;
- 2) address the PPQs first (Breakdown of PQs and PPQs);
- 3) continuously update the self-assessment to conduct internal audits, prepare for ICAO USOAP CMA activities; and monitor the civil aviation safety oversight system;
- 4) high level commitment and engagement (regular briefings and meetings);
- 5) assignment of focal point(s) for each audit area;
- 6) training of personnel (USOAP-CMA CBT, Workshop, participation in ICVMs and Audits), including the conduct of a USOAP-CMA Workshop (cost-recovery basis) at National level;
- 7) take advantage of other States experiences; and
- 8) regular update of the required information such as the State Aviation Activities Questionnaire (SAAQ) and Compliance Checklist/Electronic Filing of Differences (CC/EFOD).

3. ACTION BY THE MEETING

3.1 The meeting is invited to urge States to:

- a) take necessary actions to overwhelm the challenges related to USOAP CMA; and
- b) take advantage of the experience in the preparation, conduct and follow-up of ICAO USOAP-CMA activities as best practices and actions review.

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