



International Civil Aviation Organization

MIDANPIRG/23 and RASG-MID/13 Meetings

(Cairo, Egypt, 14 - 18 June 2026)

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

NCMC MEETING

(Presented by the Secretariat)

SUMMARY

This paper presents the outcome of the National Continuous Monitoring Coordinators (NCMCs) meeting. The paper highlights the key challenges identified by States in the implementation of the Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP-CMA), as well as the associated recommended actions and regional initiatives aimed at strengthening safety oversight capabilities

Action by the meeting is at paragraph 3.

REFERENCES

- SEIG/7 Report

1. INTRODUCTION

1.1 The meeting of the National Continuous Monitoring Coordinators (NCMCs) was held during the Seventh Meeting of the Safety Enhancement Implementation Group (SEIG/7), convened in Amman, Jordan, from 15 to 16 October 2025.

1.2 The meeting provided an important platform for States to exchange experiences, discuss challenges associated with the implementation of the USOAP Continuous Monitoring Approach (CMA), and share best practices and lessons learned. The discussions were highly appreciated by participants and contributed to strengthening regional cooperation and coordination among MID States.

2. DISCUSSION

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

2.1 States presented the status of their safety oversight systems, challenges faced, and best practices.

2.2 The meeting identified common challenges and recommended actions as at **Appendix A**.

Development of USOAP CMA Guidance Material

2.3 The meeting supported the development of regional guidance material related to the USOAP-CMA, particularly with regard to clarifying the roles and responsibilities of ICAO USOAP Portfolio Holders (PHs) and States' NCMCs. Accordingly, the meeting agreed to the following Draft

Conclusion:

DRAFT CONCLUSION 7/8: DEVELOPMENT OF USOAP CMA GUIDANCE MATERIAL

That:

- a) a Safety Action (A8) be established under G2-SEI-01 “Strengthening of States’ Safety Oversight Capabilities”;*
- b) the Safety Action include the development of guidance material related to the USOAP-CMA, including:
 - i. Enhancement and clarification of the roles of ICAO USOAP Portfolio Holders (PHs) and States’ NCMCs; and*
 - ii. Best practices for the preparation of USOAP audits and ICAO Coordinated Validation Missions (ICVMs);**
- c) Oman, supported by Egypt, Jordan, Qatar, and the UAE, develop the guidance material for presentation to the RASG-MID/13 meeting; and*
- d) the ICAO MID Office conduct a dedicated USOAP workshop in support of the initiative.*

ICAO MID Assistance Missions

2.4 The meeting noted with appreciation the assistance missions conducted by the ICAO MID Regional Office to MID States, which provided valuable support and technical guidance related to the USOAP-CMA, including assistance in preparation for USOAP audits and ICVM activities.

2.5 The meeting recognized the positive contribution of these missions in supporting States to identify gaps, prioritize corrective actions, and strengthen the effectiveness of their safety oversight systems through targeted technical assistance and capacity-building activities.

3. ACTION BY THE MEETING

3.1 The meeting is invited to urge States to:

- a) endorse the identified recommended actions aimed at strengthening safety oversight capabilities within the MID Region;
- b) support the development of USOAP-CMA guidance material and associated regional initiatives; and
- c) encourage States to continue enhancing regional cooperation, information-sharing, and participation in ICAO MID assistance and capacity-building activities.

COMMON CHALLENGES AND RECOMMENDED ACTIONS RELATED TO THE IMPLEMENTATION OF THE USOAP-CMA IN THE MID REGION

No.	Challenge	Impact	Recommended Actions
1	Varying Levels of Effective Implementation (EI)	Uneven implementation of ICAO SARPs and inconsistent safety oversight performance across the Region.	a) Provide targeted ICAO assistance and capacity-building activities under the NCLB Strategy; b) Encourage experience-sharing and mentorship between States; c) Enhance cooperation through MENA RSOO and MENA ARCM.
2	Lack of Qualified Technical Personnel	Reduced effectiveness of certification, surveillance, and enforcement activities.	a) Ensure adequate budget allocation and institutional autonomy; b) Develop sustainable recruitment and retention strategies; c) Promote utilization of regional inspector pools and regional cooperation mechanisms.
3	Weak Enforcement and Surveillance Systems	Recurring findings and reduced oversight effectiveness.	a) Strengthen SSP and State oversight systems; b) Establish clear follow-up and corrective action procedures; c) Enhance oversight planning and risk-based surveillance; d) Provide ICAO assistance to strengthen enforcement capabilities.
4	Outdated or Incomplete Aviation Legislation and Regulations	Limits the authority's ability to effectively perform oversight and enforcement functions.	a) Review and update aviation legislation and regulations; b) Establish structured regulatory amendment processes and management of differences.
5	Limited Implementation of SSP	Limited integration of risk-based oversight	a) Accelerate SSP implementation; b) Integrate risk-based oversight

No.	Challenge	Impact	Recommended Actions
		and proactive safety management.	principles; c) Develop National Safety Plans (NASPs).
6	Inadequate Safety Data Management	Limits data-driven decision-making and identification of systemic risks.	a) Establish State safety databases and safety information systems; b) Promote regional safety data sharing initiatives.
7	Fragmented Regional Cooperation	States do not fully benefit from regional harmonization and shared expertise.	a) Strengthen operationalization of MENA RSOO and regional initiatives; b) Encourage participation in collaborative oversight activities.
8	Limited Training and Continuous Professional Development	Variations in inspector competency and oversight quality.	a) Establish competency-based training systems; b) Develop continuous professional development programmes.
9	Resource and Budget Constraints	Reduced sustainability of oversight activities and delayed corrective actions.	a) Secure sustainable funding mechanisms; b) Ensure high-level commitment to prioritizing safety oversight functions.
10	Transition and Institutional Stability Issues	Loss of institutional knowledge and delays in implementation activities.	a) Strengthen governance, documentation, and succession planning; b) Ensure sustained high-level commitment to programme continuity.