

Oman's USOAP CMA Progress 2026

SEIG/8 & NCMC Meetings | USOAP CMA, SSP & NASP
Workshops

Muscat, 11–15 October 2026 | Presented by the NCMC, Oman CAA

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What Oman delivered and what remains

Oman Civil Aviation Authority



Legal basis

Established by Royal Decree 33/2012; Civil Aviation Law issued by Royal Decree 76/2019 (CE-1).



Regulations

Oman Civil Aviation Regulations (CARs) (CE-2).
ICAO Annexes 1–19



Organization

Safety oversight functions for all 9 USOAP audit areas (CE-3).



NCMC

National Continuous Monitoring Coordinator manages Oman's data in the CMA Online Framework.

Oman aviation at a glance

95.95%

EI after the Nov 2023 ICVM,
incl. AIG

5th

Global aviation safety
ranking (133rd in 2020); 2nd
in GCC

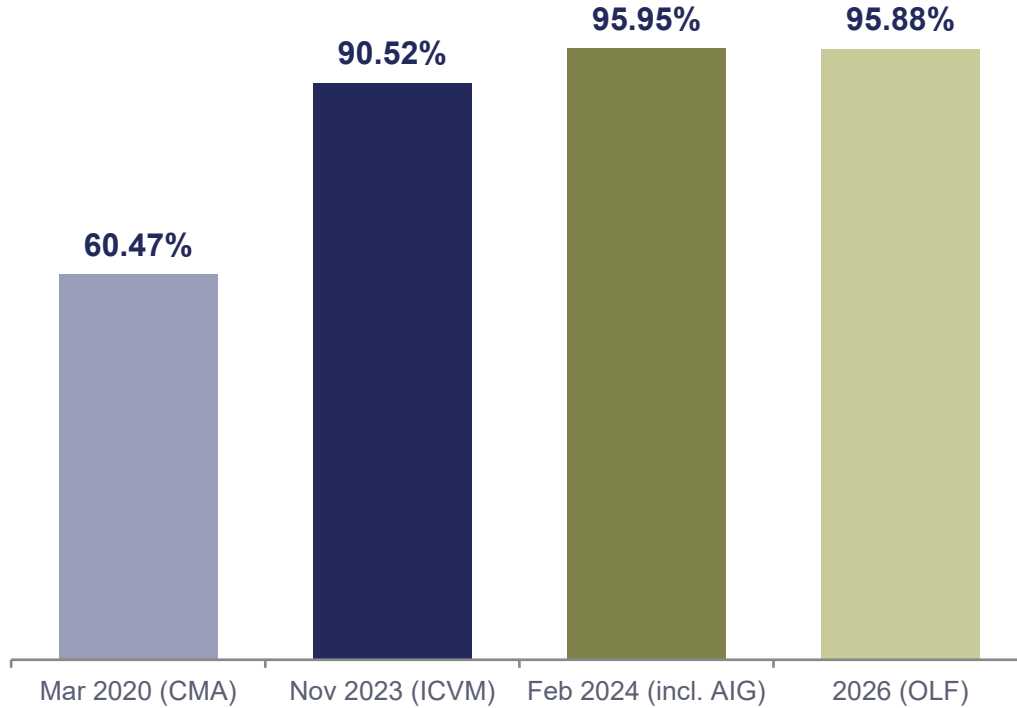
15.2M

Passengers through Oman
airports in 2025

530,300

Aircraft movements in 2024
(+14%)

Effective Implementation trend



El improvement since 2020

2026 position

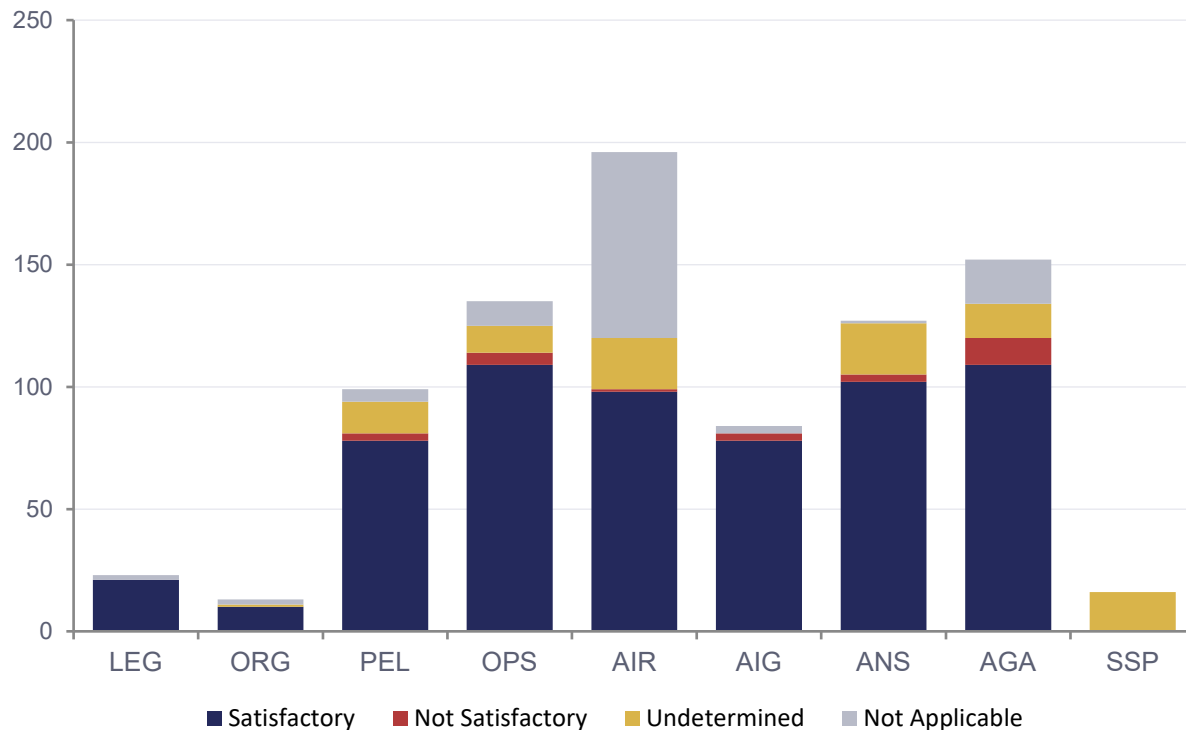
95.88%. Oman has sustained its ICVM result.

The road to 95.95%: ICVM preparation journey



Result: EI rose from 60.47% (2020) to 95.95% through structured preparation, ICAO MID assistance and full simulation.

Protocol Questions 2026: by audit area



605

Satisfactory

26

Not Satisfactory

97

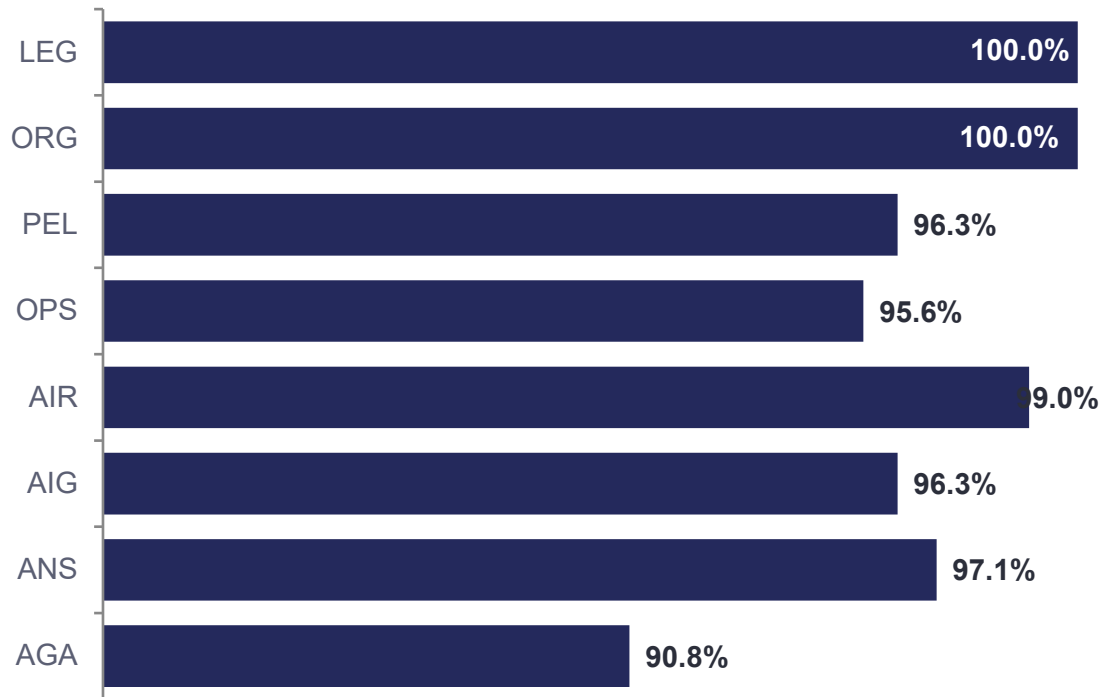
Undetermined

117

Not Applicable

845 PQs in total, including the new SSP area (16).

Effective Implementation by audit area (2026)

**100%**

LEG and ORG: full implementation

99.0%

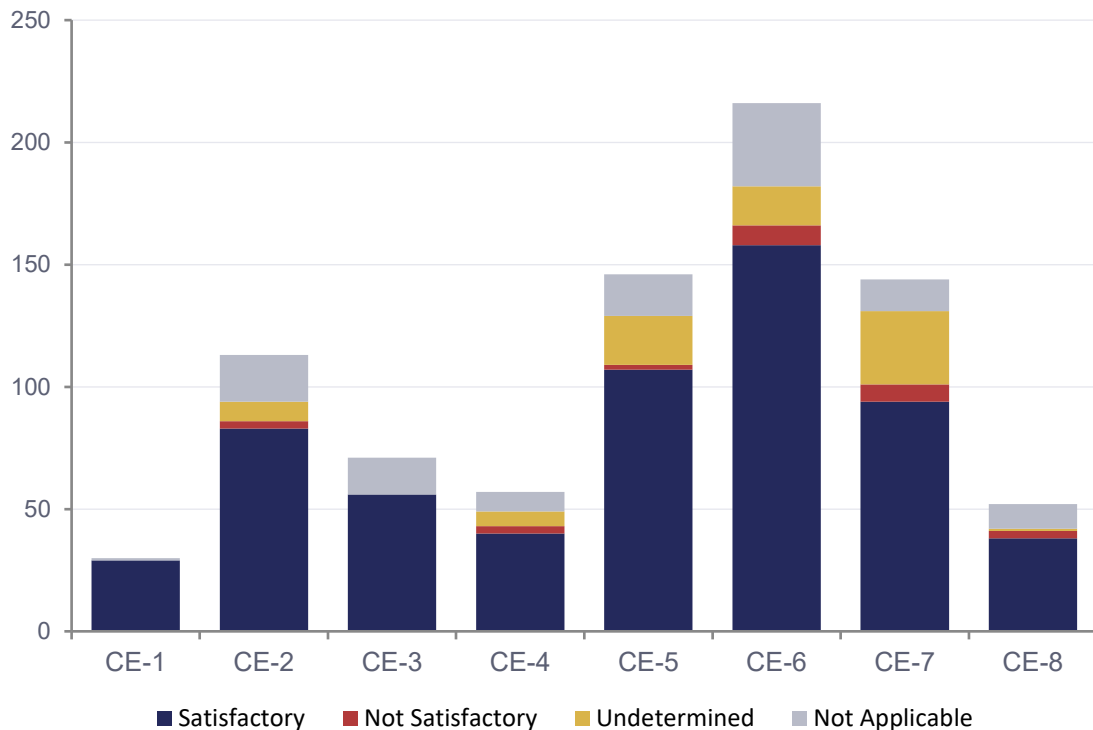
AIR: near full implementation

90.8%

AGA: lowest area with 11 NS PQs (Annex 14)

El per area = $S \div (S + NS)$, from OLF counts.

Protocol Questions 2026: by critical element



CE	S	NS	U	EI
CE-1	29	0	0	100.0%
CE-2	83	3	8	96.5%
CE-3	56	0	0	100.0%
CE-4	40	3	6	93.0%
CE-5	107	2	20	98.2%
CE-6	158	8	16	95.2%
CE-7	94	7	30	93.1%
CE-8	38	3	1	92.7%

CE-6 (licensing/certification) and CE-7 (surveillance) hold 15 of 26 NS PQs and 46 undetermined.

PQ status: ICVM Benchmark vs 2026

Status	Post-ICVM (2023/24)	OLF 2026	Change
Satisfactory	616	605	-11
Not Satisfactory	26	26	0
Undetermined	23	97	+74
Not Applicable	125	117	-8
EI	95.95%	95.88%	-0.07 points

What this means

- EI is stable: the ICVM result has been sustained.
- Undetermined PQs rose to 97 because ICAO's amended PQ set adds new PQs, including the SSP area.
- Oman needs to self-assess the new PQs and upload evidence so they become Satisfactory.
- The 26 NS PQs remain open, so CAP closure is still the main way to raise EI.

New SSP audit area: Annex 19 readiness

16

SSP PQs in the OLF, all currently undetermined

Based on Annex 19 – Safety Management

1

State safety policy, objectives & resources

Safety policy, SSP governance and accountabilities

2

State safety risk management

Hazard identification; SMS acceptance of service providers

3

State safety assurance

Risk-based surveillance, SDCPS, SPIs and ALoSP

4

State safety promotion

Communication, training and safety circulars

NASP targets: 85% SSP implementation and 70% of operators with SMS. Next step: self-assess the 16 SSP PQs with evidence.

Key challenges 2026–2027



Amended PQ set

97 PQs undetermined • self-assessment 90% complete

ANS 21; AIR 21, of which 12 State of Design PQs are not applicable to Oman. SAAQ and CC/EFOD must stay current.



New SSP audit area (Annex 19)

16 SSP PQs • SSP EI not yet established

Evidence needed across the four SSP components to demonstrate implementation in line with the NASP.



Oversight digitalisation (CE-5/7/8)

CE-8 EI 92.7%: Oman's lowest critical element

Integrate oversight data, finding tracking and document control to speed up the resolution of safety concerns.



Qualified technical personnel (CE-4)

CE-4 EI 93.0% (MID average 63.2%)

Recruit and retain inspectors as traffic grows (+14% in 2024); build new qualifications for AAM, UAS and UTM.



Emerging risks

GNSS RFI • UAS / AAM growth

Oversight capability needed ahead of mature SARPs: interference reporting and mitigation, UAS/AAM framework.

Challenge to action: 2026–2027

Challenge	Action	Target
Amended PQ set	Self-assess undetermined PQs with evidence (ANS first); declare the 12 AIR State of Design PQs not applicable; update SAAQ and CC/EFOD	Q1 2027
SSP audit area	Upload evidence for the four SSP components; track NASP safety performance indicators	Q2 2027
Personnel (CE-4)	Staffing plan; competency-based training; new inspector qualifications for AAM, UAS and UTM	2027
Digitalisation (CE-5/7/8)	Integrated oversight and finding-tracking system	2027
Emerging risks	GNSS RFI reporting and mitigation; UAS/AAM regulatory framework	2027
Sustain EI	Internal audit of all 8 audit areas plus SSP; keep EI at or above 95%	Ongoing

Thank You

We wish you a successful meeting, productive workshops and an enjoyable stay in the Sultanate of Oman.

NCMC, Oman CAA | Muscat, 11–15 October 2026