

Sultanate of Oman SSP & NASP implementation Progress

SEIG/8 · NCMC · USOAP / Regional SSP Oversight
Workshop

Muscat, Sultanate of Oman, 11–15 October 2026

Presented by Behrouz Amin – SSP Expert

October 11st, 2026



Agenda

- SSP Foundation
- SSP Progress
- NASP Progress
- Summarization & Conclusion



نتقدم بثقة
Moving Forward
with Confidence

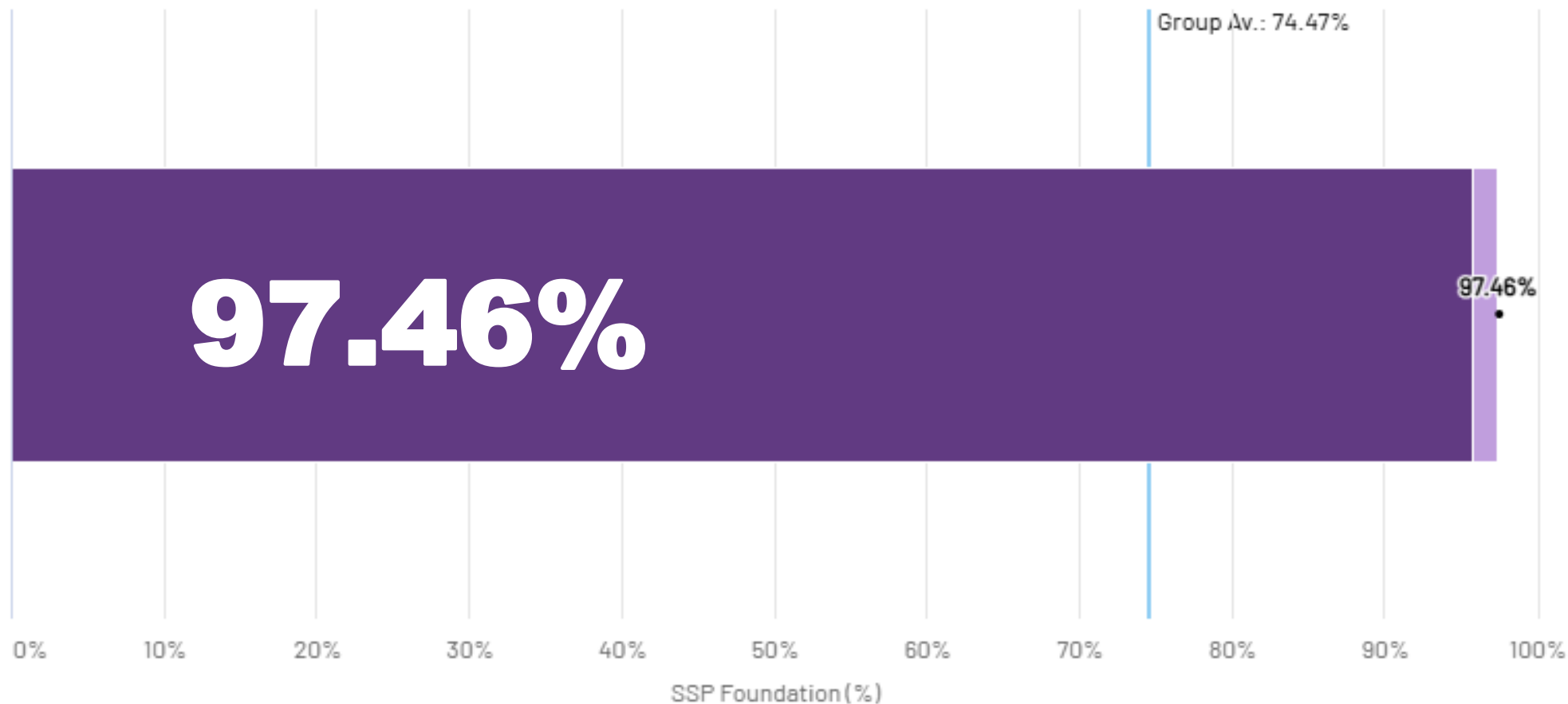




SSP Foundation Report

OMAN in WORLD group

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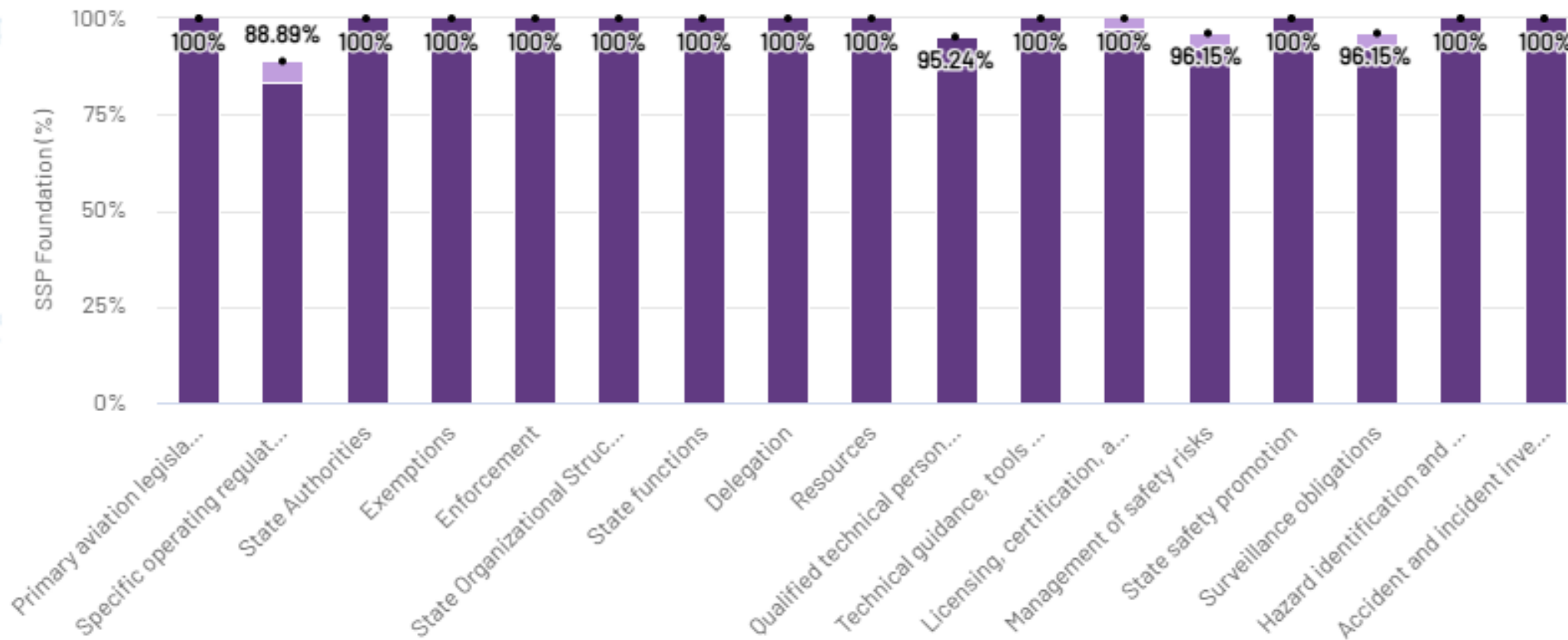




SSP Foundation 2025-05-13

SSP Foundation by Subject Area

Oman versus World



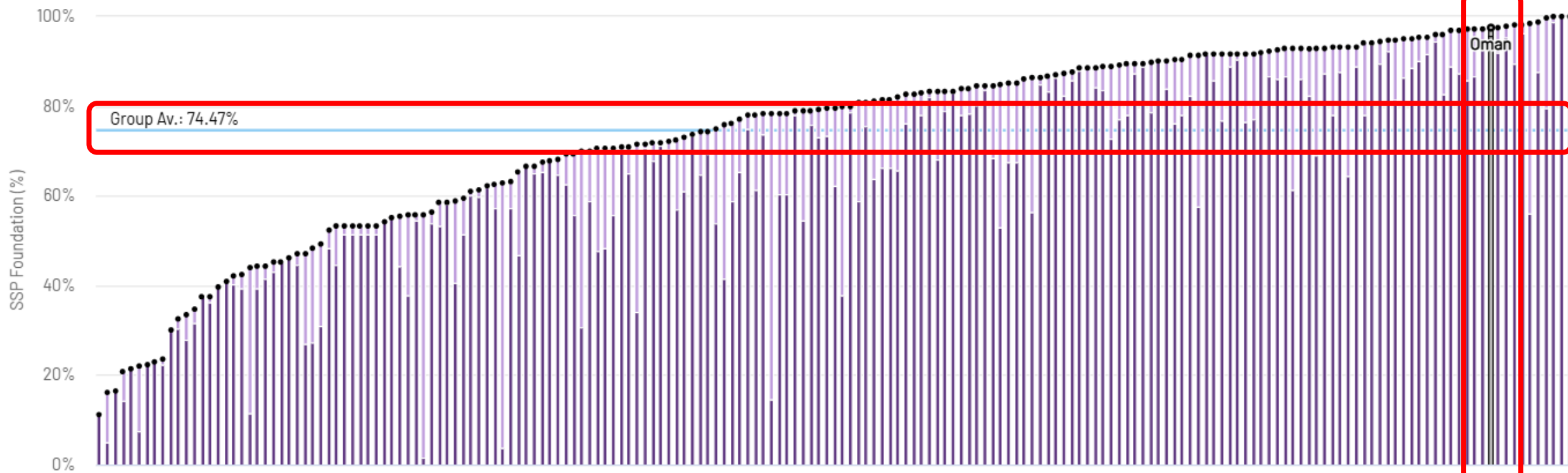
PQs by Subject Area

● CAP Completed* ● Validated ● Overall



Overall SSP Foundation by State

World





**Establish entity
responsible for
SSP**



**Establish SSP
coordination
group and
implementation
team**



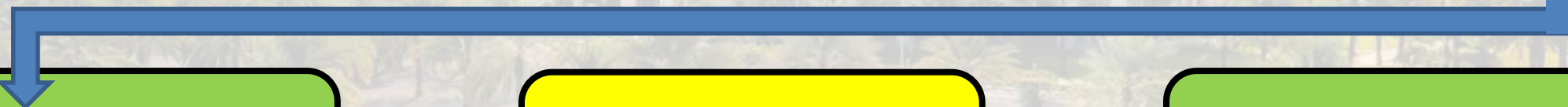
**Carry out GA and
Review ICAO
SSPIA PQs**



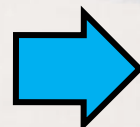
**Develop SSP
Policies,
Processes,
procedures**



**Establish
Mandatory &
Voluntary
Reporting System**



Implement the SDCPS



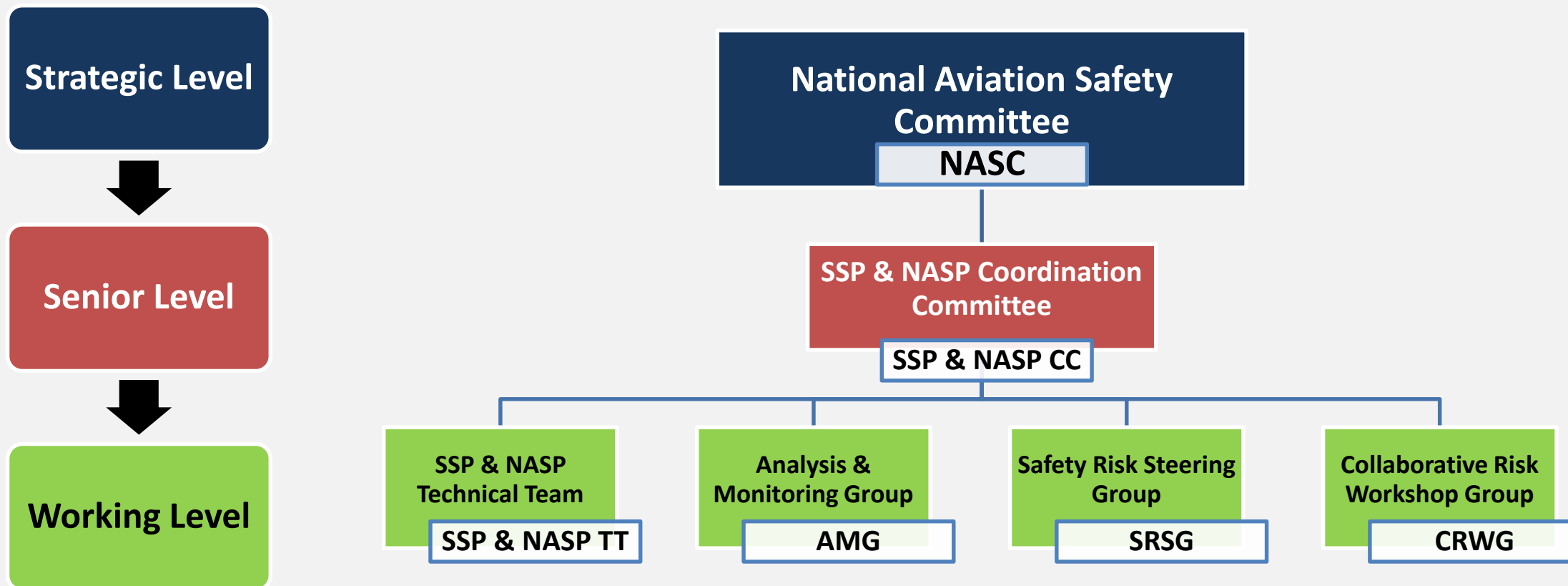
**Develop SSP
Documentation**



Train staff & promote SSP



SSP Governance





Annual Review

Updating SSP Gap Analysis

Regarding SSP GA, 3 projects under ICAO iSTARS 4.0 are created which the last should be updated through the internal review as illustrated below:

The screenshot shows the ICAO iSTARS 4.0 'Projects' page. At the top, there's a navigation bar with 'HOME', 'CATALOGUE', 'INNOVATION', 'ABOUT iSTARS', 'REGIONAL PORTALS', and 'FAQ'. Below this, the 'Projects' section is active. It features a dropdown menu currently showing 'Oman (OMN) - SSP GA (by Behrouz Amin)'. Below the dropdown, it says 'You can also choose other projects:' followed by another dropdown menu labeled 'Please select...'. There are two buttons: 'New' and 'Export CSV'. At the bottom, there are tabs for 'Questionnaire' and 'Result'.

Updating SSP Evaluation

Self-assessment dashboard through the USOAP CMA OLF, includes two sections for SSP, Compliance and SSPIA.

The screenshot shows the ICAO USOAP CMA OLF dashboard. At the top, there's a navigation bar with 'CMA', 'State Dashboard', 'Self-Assessment', 'CAP', 'PQ Findings', and 'MIR'. Below this, the 'Latest News' section is visible, containing three articles: '2024 Protocol Questions Migration Roadmap', 'Protocol Questions (PQs) - 2024 Edition', and 'Annex Amendments 2024'. The main content area is titled 'Welcome to the ICAO Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) Online Framework'. It features a grid of icons for various functions: 'State Dashboard', 'SAAQ', 'Self-Assessment', 'CC/EFOD', 'User Management', 'CAP', 'PQ Findings', 'E-Supplements', 'Significant Safety Concerns', 'USOAP Reports', 'iSTARS', 'CMA Library', 'Feedback', and 'CC/EFOD Reports'. A 'Safety-critical Information' button is also present.



Implementation Plan

Table 1 - SSP implementation schedule

Phase 1 Action/Tasks		Phase 2 Action/Tasks		Phase 3 Action/Tasks	All Phases Action/Tasks				SSP Foundation Action/Tasks				SSPIA PQs Action/Tasks											
#	Action/task required to fill gap	SSP GA Question and/or USOAP PQ reference	Assigned task group/person	Action/task status	Schedule/timeline (start–end)																			
					2024				2025				2026				2027				2028			
					Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
1.	Establishing a national aviation legislative framework that addresses the proactive management of safety in the State	SSP GA 1.1-01	• SSP-AE	Completed	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
2.	Identifying the organization that is responsible for coordinating the maintenance and implementation of the SSP	SSP GA 1.2-01	• SSP-AE	Completed	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
3.	Establishing an SSP coordination group responsible for the implementation and maintenance of the SSP	SSP GA 1.2-02	• SSP-AE	Completed	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
4.	Identify, define and document the State requirements, obligations, functions and activities regarding the	SSP GA 1.2-03	• SSP/NASP CC	Completed	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4

Sultanate of Oman planned to effectively implement SSP by 2028. The Phase wise implementation plan with timeframe is as follows:

- 1st phase of SSP shall be implemented by end of 2024
- 2nd phase of SSP shall be implemented by end of 2025
- 3rd phase of SSP shall be implemented by end of 2027.

SSP implementation plan – Summary

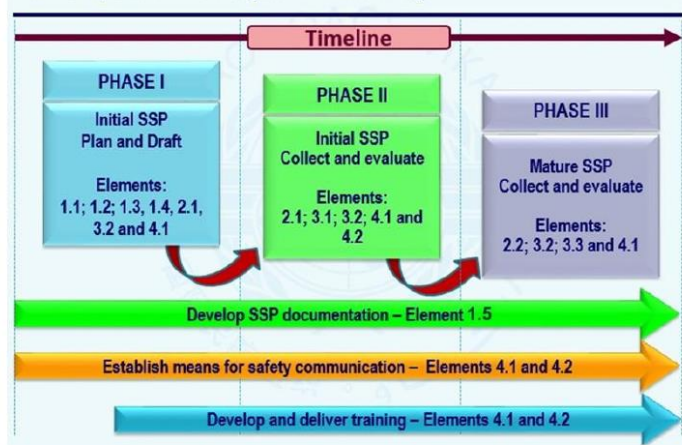
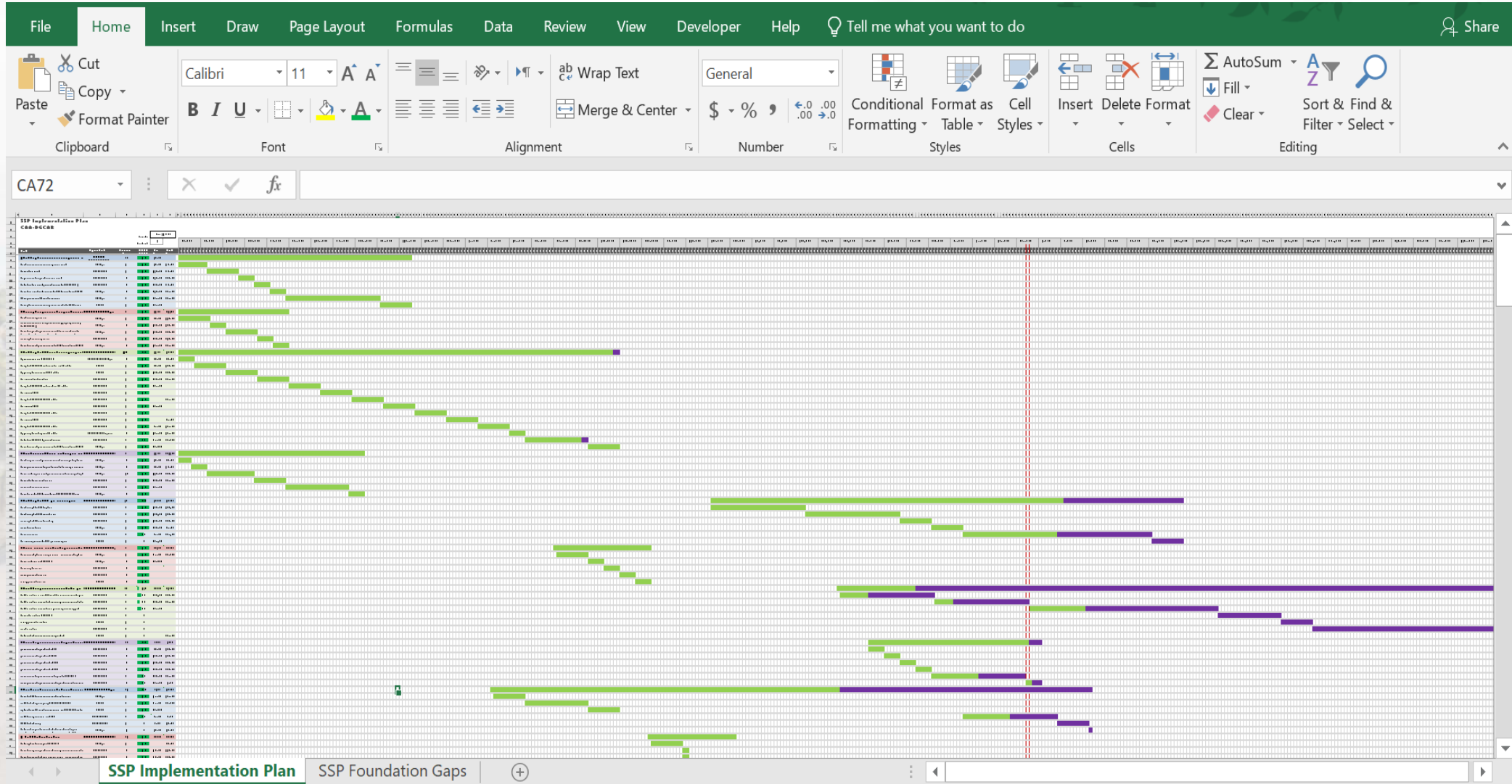


Figure 1 – SSP Implementation Plan Phases



Implementation Plan





SSP Main Manual

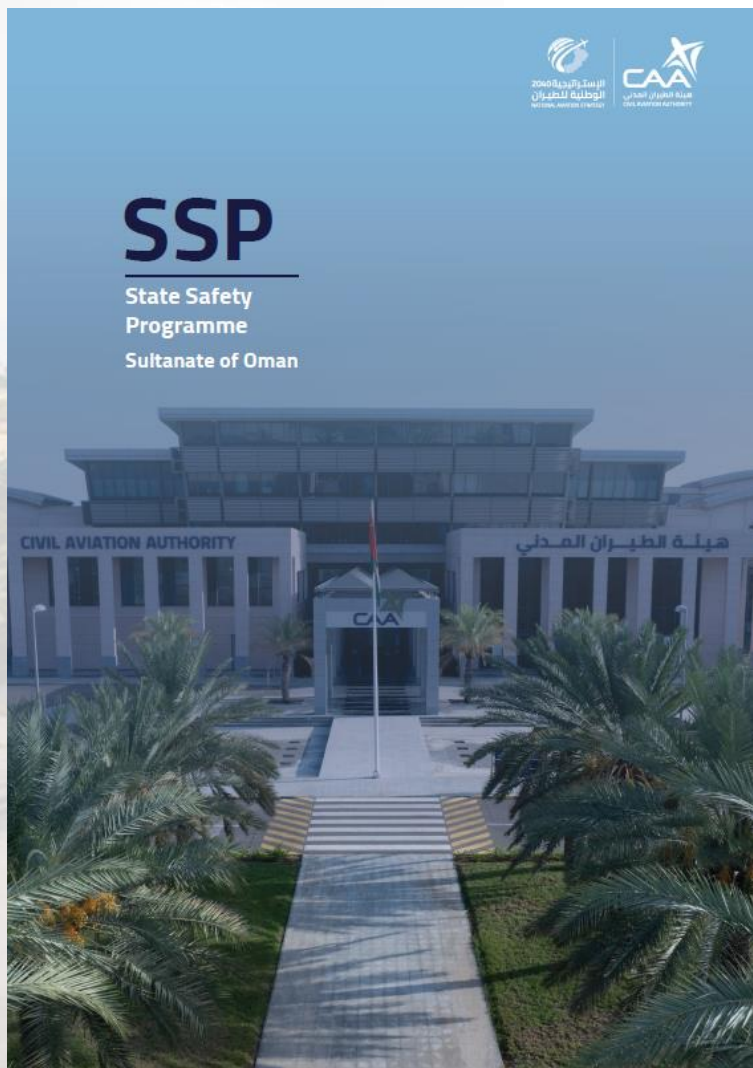


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Publication Signatures

No.	Task	Designation	Name & Signature		
1)	Prepared By	SSP & NASP Technical Team	Behrouz Amin SSP Expert	Mohammed Al-Bimapi FSD Inspector	Mahdi Hedayat Khouzani SRD Expert
			Amr Atwa SRD Expert	Ramzi Smirani FSD Inspector	Ashish Kapoor FSD Inspector
			Hamzeh Saberi FSD Inspector	Albano Coutinho ANSD Inspector	Yevinda Amarasekara ASD Inspector
			Vilinaeka Lestari ANSD Inspector	Jameleddine Meral ASD Inspector	Neil Fernandes SRD Expert
2)	Reviewed By	SSP & NASP Coordination Committee	Mrs. Rawya Nasser Al-Adawi	Mr. Osama bin Suleiman Ambosaeedi	J.S. Zeyana Ali Saud Al Said
			Committee Chairperson	RAFO representative	OTSB Representative
			Mr. Moosa Abdul Aziz Al-Bulushi	Mr. Hilal Said Al-Hatmi	Mr. Khalid Abdullah Al-Yousufi
			CAA ANSD Director	CAA FSD Director	CAA ASD Director
3)	Accepted By	Sultanate of Oman CAA DGCAR	Mrs. Rawya Nasser Al-Adawi		
4)	Approved By	President of Sultanate of Oman CAA	Eng. Naif Ali Al-Abri		



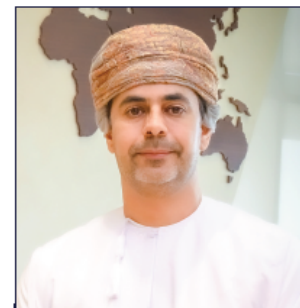
CAA President Foreword

The civil aviation sector in the Sultanate of Oman has undergone a remarkable transformation over the past decades, marked by significant achievements at the local, regional, and international levels. The civil aviation sector receives considerable attention by the visionary government as one of the most prominent tributary sectors to the national economy with an enabler role to advance some other locomotive sectors as logistics and tourism.

As a regional and global pioneer in the effective implementation of safety and security oversight systems validated through ICAO's Universal Audit Programmes, civil aviation holds a position of strategic importance in the Sultanate of Oman. In alignment with the SSP, we remain firmly committed to preserving and maintaining the high levels of aviation safety we have achieved.

We are actively implementing the National Aviation Strategy 2040, which paves the way for a more prosperous future for the aviation sector by promoting innovation, expanding air transport networks, and attracting investments, contributing to the Sultanate of Oman's prominence on the global aviation roadmap.

At the CAA, in close coordination with the other state authorities such as OTSB and RAFO, we are steadfast in our mission to enable the safe and sustainable growth of civil aviation within the Sultanate of Oman. We actively collaborate with international and regional bodies, including ICAO, ACI and ACAO, to contribute to the development of global aviation safety standards and regulations.



Eng. Naif Ali Al-Abri

President of the Civil Aviation Authority of Oman

While compliance-based oversight continues to serve as the cornerstone of our safety assurance system, the CAA has adopted a forward-looking, risk-based approach to identify and mitigate emerging safety risks proactively. Our regulatory and surveillance priorities are guided by this approach, allowing us to allocate resources where they are most needed as well as on areas of higher safety concern. In essence, we pursue a justice-based approach rather than one solely grounded in equality.

We are deeply committed to fostering a robust safety culture among all aviation stakeholders, one that is rooted in strong safety management principles. To support this, we oversee and assist aviation service providers in implementing effective Safety Management Systems, which include comprehensive safety reporting mechanisms and are underpinned by the principles of a just culture. We actively encourage a safety-conscious environment where individuals and organizations seek continuous improvement and willingly share safety-related insights for the benefit of the broader aviation community.

In an era where aviation is rapidly evolving, with the emergence of new operational models such as integrated air mobility, advancements like artificial intelligence, and growing public concerns around cybersecurity and environmental impact, the SSP serves as a crucial framework by integrating safety related activities and facilitate managing those interfaces. It enables the government, the CAA, and all civil aviation stakeholders in the Sultanate of Oman to collaboratively address these dynamic challenges and ensure the continued growth and resilience of the aviation sector in the years ahead.

Our ambitions and vision soar beyond limits, striving to elevate Oman's aviation sector to new heights, ensuring it takes flight towards a future of excellence.

Eng. Naif Ali Al-Abri

President of Civil Aviation Authority





Public Consultation

Measuring the effectiveness of training programmes at the Civil Aviation Authority and



(SSP & NASP)

(Last Update : 2026)

State Safety Programme (SSP)

No	Titel	file
01	State Safety Programme (SSP)	View



SSP Governance



Sultanate of Oman's Safety Programme Operational Procedures Manual (SSP OPM)

Directorate General of Civil Aviation Regulations

Issue 01, Dated May 2025

CAA هيئة الطيران المدني CIVIL AVIATION AUTHORITY	Sultanate of Oman's Safety Program Operational Procedure Manual (SSP OPM)		Issue:	01
			Rev. Date:	May 2025

Chapter 1: Procedures

Part 00

Directorate General of Civil Aviation Regulations
(DGCAR)

Page 11

CAA هيئة الطيران المدني CIVIL AVIATION AUTHORITY	Sultanate of Oman's Safety Program Operational Procedure Manual (SSP OPM)		Issue:	01
			Rev. Date:	May 2025

1.1 PR-SSP-01 Competency Assessment Procedure

1.1.1 Scope & Applicability

- This procedure established to define minimum qualification criteria including Knowledge, skill and attitude (K/S/A) of technical personnel performing safety related functions under SSP implementation and is applicable to all technical personnel who is nominated by the state aviation authorities of Sultanate of Oman.
- The set of required competencies (Knowledge/ Skills/ Attitudes) have been identified from job analysis sample for competencies published by ICAO and shared in the ICAO SMI portal.

1.1.2 Purpose

- This procedure is designed to be used by SSP & NASP Coordination Committee, working level groups and the assigned competency assessor to evaluate the technical nominee's competency and ensuring adequacy of competent technical personnel in lign with SSPIA PQ SSP.GEN.07.

1.1.3 Responsibilities

1.1.3.1 SSP & NASP CC Chairperson

- Ensuring the adequacy of competent technical personnel and notify the SSP Accountable Executive in case of any shortage;
- Announce the formation or annual update of working-level groups;
- Monitoring competency assessment of technical personnel;
- Issuing the administrative decision upon competency assessment passed successfully;

1.1.3.2 Working level groups chairpersons

- Ensure the nomination of technical personnel in accordance with SSP 2.2.2.3;

Chapter 01

Directorate General of Civil Aviation Regulations
(DGCAR)

Page 12



Establishment of Database



Civil Aviation Directives: 01-02 (Issue: 01)

Ref: DGCAR/219/2024

Date of issue: 25th June 2024

Subject: Safety Occurrence Reporting

Applicability: This Directive is applicable to all Organisations and personnel licensed/regulated under the Oman Civil Aviation Authority who are required to report safety occurrences.

Effective Date: This Directive is effective from 1st August 2024.

Requirement and compliance timeline: All references are applicable from the effective date, and is a continuous process for further enhancement.

Remark: For any question concerning the technical content of this Directive, please contact the Flight Safety Department, Air Navigation Safety Department and Aerodrome Safety Department, respective to your area of concern/ reporting.

Reference Document: CAR-100 – Safety Management System

Note: On cancellation, contents of this CAD will be transposed to a CAR.

25/6/2024

Mubarak Saleh Mubarak Al Ghelani
Acting Director General of Civil Aviation Regulations



CAD 01-02

SAFETY OCCURRENCE REPORTING

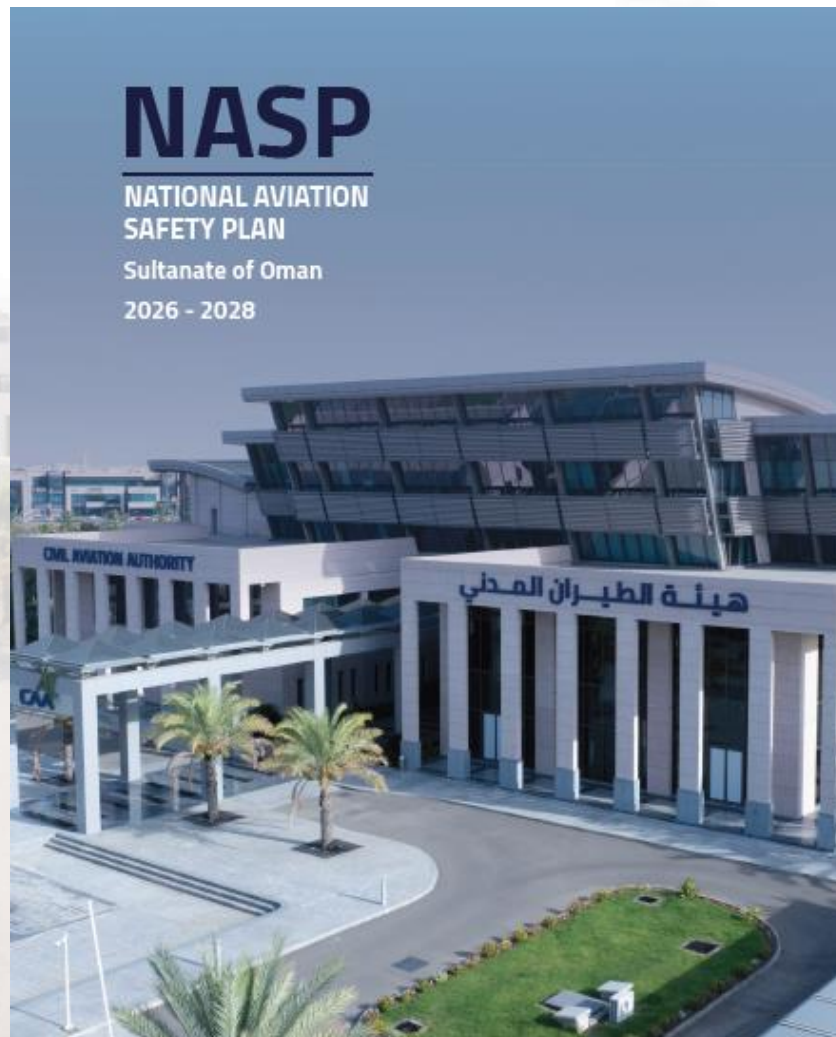
Effective: 1st August 2024

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VOR Video Clip

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Proposed Goals & Targets For 2026-2028 Edition of GASP

Most of GASP goals for 2026-2028 GASP remain same to ensure stability & continuity of plan

GASP Goals	Target
3. Establish and manage SSPs	- By 2026, all States to assess the level of implementation of their SSP - By 2028, all States to establish an SSP



NASP 2024-2026



OMAN AVIATION SAFETY PLAN 2022-2024

OMAN AVIATION SAFETY PLAN

1. INTRODUCTION

1.1 Overview of the NASP

Oman is committed to enhancing aviation safety and to the resourcing of supporting activities. The purpose of this national aviation safety plan (NASP) is to continually reduce fatalities, and the risk of fatalities, through the development and implementation of a national aviation safety strategy. A safe aviation system contributes to the economic development of Oman and its industries. The NASP promotes the effective implementation of Oman's safety oversight system, a risk-based approach to managing safety, as well as a coordinated approach to collaboration between Oman and other States, regions, and industry. All stakeholders are encouraged to support and implement the NASP as the strategy for the continuous improvement of aviation safety.

The NASP of Oman is in alignment with the ICAO Global Aviation Safety Plan (GASP, Doc 10004) and the ICAO MID-RASP.



Eng. Naif Ali Hamed Al-Abri
President of Civil Aviation Authority



NASP 2026-2028

NASP

NATIONAL AVIATION SAFETY PLAN

Sultanate of Oman

2026 - 2028

1.5 National safety issues, goals and targets

The NASP addresses the following safety issues:

A	Organizational Challenges
	1) Maintain the Oman's safety oversight Capabilities
	2) Managing the changes to the SSP establishment
B	Emerging Issues
	1) Lack of regulatory framework to ensure safe operation of RPAS.
C	Operational Safety Risks
	1) Maintaining a zero rate of national accidents related H to the HRCs

To address the issues listed above and enhance aviation safety at the national level, the 2026-2028 NASP contains the following goals and targets:

Goal		Target	
1	Achieve a Continuous Reduction of Operational Safety Risks	1.1	Maintain a zero rate of national accident.
2	Maintain the Oman's safety oversight Capabilities	2.1	By 2027, maintain EI Score above 90%.
3	Establish and Manage State safety programmes	3.1	By 2027, maintain EI Score above 90%.
		3.2	By 2026, assess the level of implementation of SMS
		3.3	By 2027, 100% of the service providers implement SMS
		3.4	By 2026, assess the level of SSP establishment
		3.5	By 2027, 90% of SSP implementation
4	Strengthening collaboration at the regional and national level	4.1	By 2026, to contribute information on SSP main manual and NASP to ICAO MID RASG.
		4.2	By 2027, conduct six (6) State-Industry Collaborative Workshop meetings
5	Expand the use of Industry Evaluation Programmes and safety information sharing networks	5.1	By 2027, Use of the IATA Operational Safety Audit (IOSA), for all CAT operators
6	Ensure the appropriate infrastructure is available to support safe operations	6.1	6.1 By 2027, 100% Certify International Aerodromes
		6.2	6.2 By 2027, 100% Global reporting Format (GRF) Plans implemented for International Aerodromes



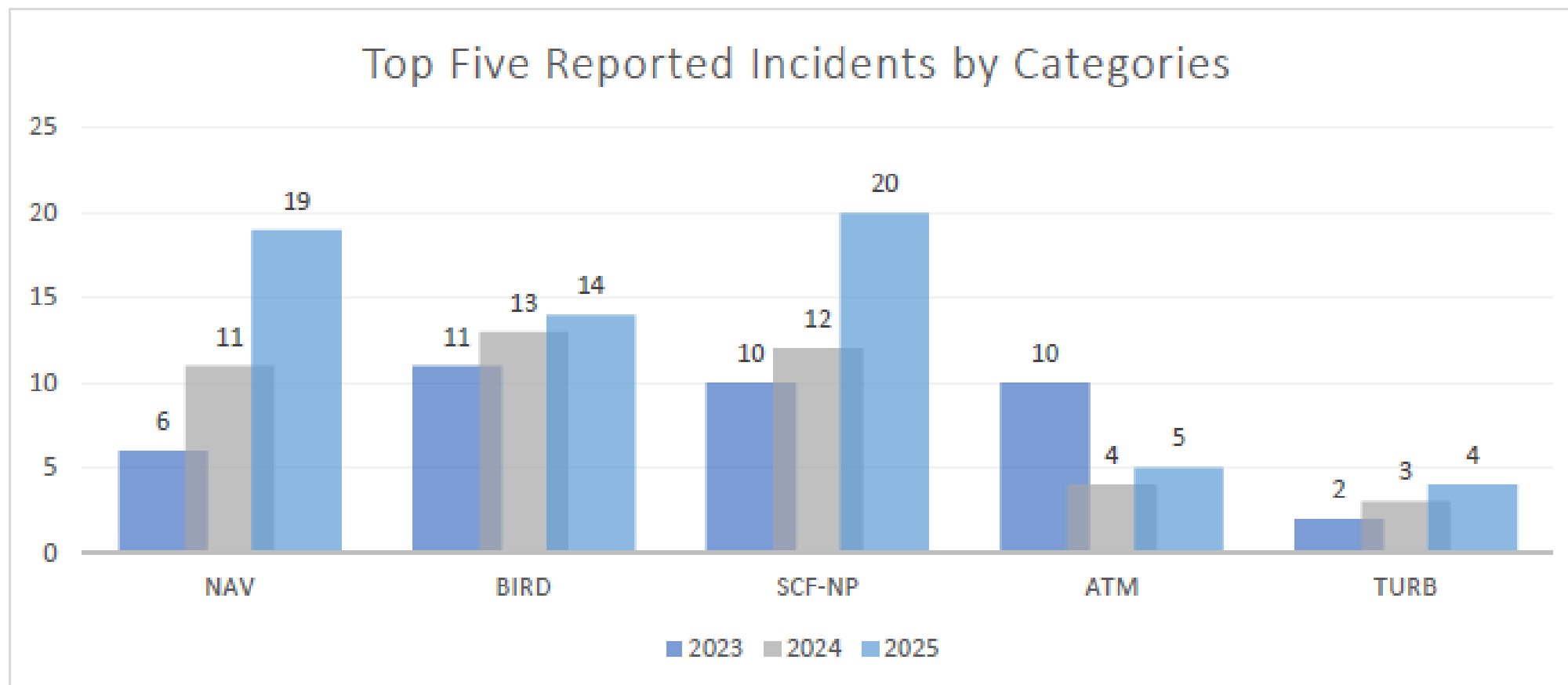


Figure 5: The graph above indicates the number of the top five (5) reported incidents by categories (Source: OTSB database).



The following Six (6) national High-Risk Categories (HRCs) of occurrences in the Oman context were considered of the utmost priority because of the number of fatalities and risk of fatalities associated with such events. They were identified based on analyses from mandatory and voluntary reporting systems, accident and incident investigation reports, safety oversight activities over the past three years, These HRCs are in line with those listed in the GASP, as well as the ICAO MID-RASP:

- 1 Loss of control in-flight (LOC-I)**
- 2 Mid-Air Collision (MAC)**
- 3 SCF-NP**
- 4 ARC**
- 5 NAV**
- 6 RAMP**



Operational Context



MUSCAT AIRPORT	SALALAH AIRPORT	DUQM AIRPORT	SOHAR AIRPORT
			
Passengers: 13,157,559	Passengers: 1,720,713	Passengers: 64,822	Passengers: 18,637
Aircraft Movement: 98,944	Aircraft Movement: 14,486	Aircraft Movement: 1,452	Aircraft Movement: 5,224



Operational Context

80.7% of departures are international and 42% are regional within MID.

61.6% of international departures were performed by operators from Oman.
The majority were conducted by Oman Air.

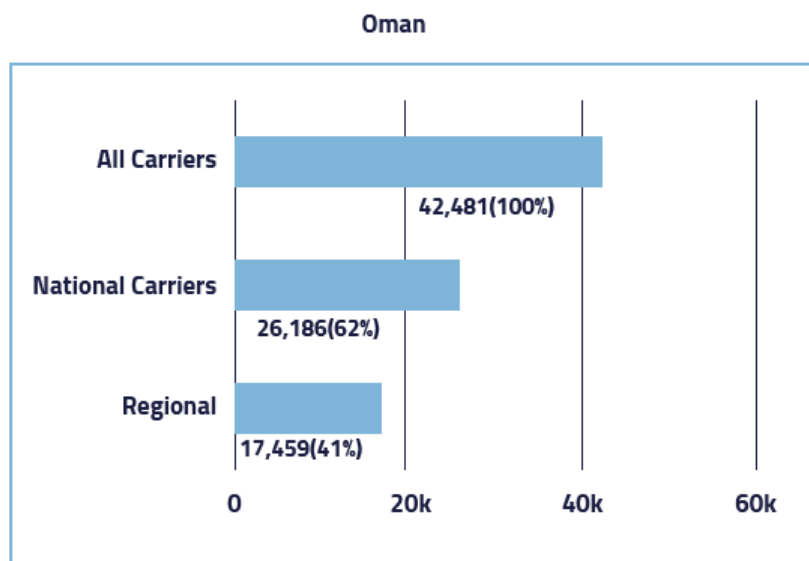


Figure 1 – Scheduled departures in 2025

In 2024, Oman had approximately 52,936 scheduled commercial departures.
During the last 5 years, departures have increased on average by 9.9% annually.

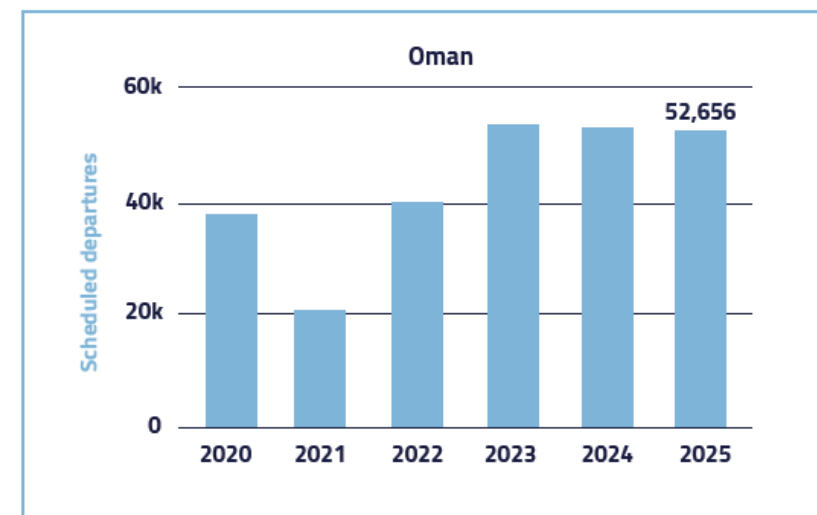


Figure 3 – Traffic History from 2020 to 2025 in the Sultanate of Oman



SEIs Achievement

Goal 1 : Achieve a continuous reduction of operational safety risks

Target 1.1: Maintain a zero rate of national accident

Safety Enhancement Initiative	Action	Timeline	Responsible entity	Stakeholders	Priority	Monitoring Activity
SEI-1 — Mitigate contributing factors to the risk of CFIT	1A Implement the following CFIT safety actions:					
	a) Consider the implementation of continuous descent final approaches	2026-2028	CAA/DGAN	DGCAR Aircraft operators	M	Published Procedures
	b) Ensure the timeliness of updates and accuracy of Electronic Terrain and Obstacle Data (eTOD)	2026-2028	DGCAR	DGAN Aerodrome operators NSA	H	TOD Implementation
SEI-2 — Mitigate contributing factors to LOC-I accidents and incidents	2B Develop and implement further SEIs to mitigate the risk of the identified contributing factors, if any, for LOC-I, for example					
	b) Improve regulations	2026-2028	FSD	Aircraft operators	H	Published CAR OPS
SEI-3 — Mitigate contributing factors to RI and RE accidents and incidents	3A Implement the following Runway safety actions:					
	a) Ensure the establishment and implementation of a State runway safety programme	2026-2028	DGCAR	Safety Directors Operators/service providers	H	Approved RWY safety programme
	b) Promote the establishment of policy, procedures and training that supports situational awareness for controllers, pilots and airside vehicle drivers	2026-2028	Aerodrome operators	DGCAR Operators/Service Providers Airport tenants	M	Promotion material
	c) Ensure effective use of suitable technologies to assist the improvement of situational awareness, such as advanced-surface movement guidance and control systems (A-SMGCS)	2026-2028	CAA/DGAN	DGCAR Aerodrome Operators	H	A-SMGCS Implementation
	d) Ensure that suitable strategies to remove hazards or mitigate risks associated with identified hot spots are developed and executed	2026-2028	Aerodrome operators	DGCAR	M	Oversight Reports



SEIs Achievement



Goal 2: Maintain the Oman's safety oversight Capabilities						
Target 2.1: By 2027, maintain EI Score above 90%						
Safety Enhancement Initiative	Action		Timeline	Responsible entity	Stakeholders	Priority Monitoring Activity
SEI-6 — Consistent implementation of ICAO SARPs at the national level	6D	Revise the primary aviation law	2027	CAA Legal	DGCAR CAA Board Ministry of Justice COUNCIL OF MINISTERS	H Royal Decree
SEI-7 — Development of a comprehensive regulatory oversight framework	7B	Improve the controlling system to promulgate technical guidance and tools, and provide safety-critical information needed for technical personnel to effectively perform their safety oversight functions (CE-5)	2026-2028	DGCAR/SR D	Safety and Quality Safety Directors	H Published guidance material
SEI-8 — Establishment of an independent accident and incident investigation authority, consistent with Annex 13 — Aircraft Accident and Incident Investigation	8E	Develop specific operating regulations and/or policies to establish family assistance plans	2026-2028	DGCAR	OTSB DGCAR/Air Transport Department SRD	H Approved Regulation
	8F	Implement a mechanism to ensure that:				
		a) Air Operators & Aerodrome Operators family assistance plans are periodically reviewed.	2026-2028	DGCAR	OTSD DGCAR/Air Transport Department FSD	H Operators' Manuals
		b) that air operators have arrangements with aerodromes in which they operate to implement the family assistance plans.	2026-2028	DGCAR	OTSD DGCAR/Air Transport Department FSD	H Operators' Manuals
	8G	Implement procedure to ensure that relevant and timely information on the progress of the investigation will be provided to the families and accident survivors.	2026-2028	OTSB	DGCAR	H Approved Procedure
	8H	Establish arrangement to ensure the availability of hangars/storage facilities when needed in order to protect the evidence and maintain safe custody of the aircraft for such a period as may be necessary.	2026-2028	OTSB	National Committee of Emergency response planning	L Facility Availability



SEIs Achievement

Goal 3: Establish and Manage State safety programmes

Target 3.1: By 2027, fully implement the SSP foundation.

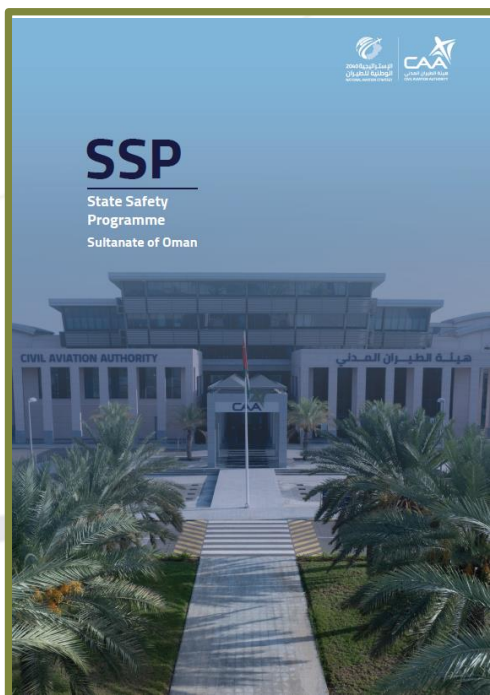
Safety Enhancement Initiative	Action	Timeline	Responsible entity	Stakeholders	Priority	Monitoring Activity
SEI-13 — Start of SSP implementation at the national level	13F Obtain resources from national and appropriate authorities' leadership and stakeholders within the State to support SSP implementation (linked to Gap 7 under SSP impl. plan)	2026-2028	CAA President	DGCAR DGSS Operators/Service providers	H	Resources allocation

Target 3.2: By 2026, assess the level of implementation of SMS

SEI-14 — Strategic allocation of resources to start SSP implementation	14A	Establish a process for planning and allocation of resources to enable SSP implementation and identify areas where resources are needed	2026-2028	DGSS	CAA President DGCAR Safety Directors	H	Resources allocation
	14B	Ensure that the Civil Aviation Safety Inspector workforce is trained to perform safety oversight of service providers that have implemented SMS	2026-2028	DGSS	DGCAR Safety Directors Team Members	M	Trained Inspectors
	14C	Verify SMS implementation by service providers	2026-2028	Safety Directors	Operators/Service providers	H	Accepted SMS



Summarization & Conclusion



- SSP Main Manual is published in the CAA Website
- NASP 2026-2028 established and will be published by end of 2026
- Establishing SDA unit to integrate the process of analyzing collected safety data and safety information
- Encouraging transparency and compliance with the CAD 01-02 by OTSB support to establish harmonized safety occurrence repository
- Completing SSP training Programme



نتقدم بثقة
Moving Forward
with Confidence



Thank You For Your Attention

Any Question ???

