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**PART II: REPORT ON AGENDA ITEMS****REPORT ON AGENDA ITEM 1: ELECTION OF VICE-CHAIRPERSON AND ADOPTION OF THE PROVISIONAL AGENDA**

1.1 The subject was addressed in WP/1 presented by the Secretariat.

1.2 Mr. Ammar Almazrouei, Senior Director – Policies, Regulation and Planning, General Civil Aviation Authority, United Arab Emirates (GCAA), and Mr. Naif Nasser Al Daghari, Head of Safety Planning Section, Oman Civil Aviation Authority (CAA), unanimously elected as the Chairperson and Vice-Chairperson of the Safety Enhancement Implementation Group (SEIG), respectively.

1.3 The meeting reviewed and adopted the Provisional Agenda as at paragraph 6 of the History of the Meeting.

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**REPORT ON AGENDA ITEM 2: REGIONAL PERFORMANCE FRAMEWORK FOR SAFETY*****Follow-up on the RASG-MID/13 Conclusions and Decisions***

2.1 The subject was addressed in WP/2 presented by the Secretariat. The meeting reviewed the progress made for the implementation of the RASG-MID/13 and PIRG/RASG Conclusions and Decisions as at **Appendix 2A**.

***MID Region Safety Priorities and Performance***

2.2 The subject was addressed in PPT/1 presented by the Secretariat. The meeting was provided with updated information on the MID Region safety priorities and safety targets.

2.3 The meeting noted with appreciation the MID Region safety priorities.

***Regional Operational Safety Risks***

- a. Runway Excursion (RE) and Abnormal Runway Contact (ARC) during landing;
- b. Loss of Control Inflight - (LOC-I);
- c. Mid Air Collision- (MAC);
- d. Controlled Flight Into Terrain- (CFIT); and
- e. Runway Incursion- (RI).
- f. Other regional occurrence categories considered include System/Component Failure or Malfunction, Non-Powerplant (SCF-NP), and Turbulence Encounter (TURB).

***Organizational issues***

- a. Enhance States' safety oversight capabilities;
- b. Improve safety management, including SSP establishment and implementation, SMS implementation and oversight, and NASP development and implementation;
- c. Improve human factors and human performance;
- d. Strengthen personnel competence; and
- e. Manage risk interdependencies, including:
  - Cybersecurity risks;
  - GNSS interference and spoofing risks;
  - Aviation health safety (AHS) risks;
  - Risks arising from conflict zones; and
  - Security risks with an impact on aviation safety.

***Emerging Issues***

- a. Safe integration of Advanced Air Mobility (AAM) and new entrants, including unmanned aircraft systems (UAS) and electric vertical take-off and landing (eVTOL) aircraft; and
- b. Safe introduction and use of artificial intelligence (AI) in aviation, including its application in operations, maintenance, air traffic management, training and safety management, with consideration of human oversight, data quality, system reliability and associated safety risks.

2.4 The meeting noted that regional safety performance and the effectiveness of SEIs should be monitored through the MID-RASP safety performance measurement and monitoring

framework and the MID Annual Safety Report. States should use these regional priorities to inform their NASPs while giving priority to their national safety issues.

### ***Update on the Implementation Progress of the Safety Enhancement Initiatives (SEIs)***

2.5 The subject was addressed in WP/3 presented by the Secretariat. The meeting reviewed the implementation progress of the SEIs and their respective safety actions, noting the transition to the MID-RASP 2026–2028 Edition. The updated implementation status is reflected at **Appendix 2B**.

2.6 The meeting emphasized the need for continued contributions by States, international organizations and industry to implement the assigned actions and provide progress updates.. Accordingly, the meeting agreed to the Draft Conclusion:

***DRAFT CONCLUSION 8/1: IMPLEMENTATION PROGRESS ON THE SAFETY ENHANCEMENT INITIATIVES (SEIs)***

*That,*

- a. The implementation progress of the Safety Enhancement Initiatives (SEIs) and safety actions included in the MID-RASP 2026-2028 Edition at Appendix 2B is endorsed; and*
- b. States, international organizations and industry were urged to support the MID-RASP 2026-2028 Edition activities including SEIs and safety actions.*

### ***IATA Safety Trends and Initiatives***

2.7 The meeting noted with appreciation IATA's presentation on global accident trends for 2025 and the first half of 2026 (PPT/11). The presentation highlighted the continued importance of mitigating the tail strike and runway excursion risks and using safety data to support targeted safety improvements.

2.8 The meeting was apprised of IATA's analysis of accident investigation final reports (PPT/12), indicating that only 52% of the 203 accidents reviewed for 2020–2024 had completed reports as of 5 August 2026. The meeting emphasized the importance of timely completion and publication of final reports to facilitate the sharing of safety lessons and implementation of effective mitigations.

2.9 The meeting noted with appreciation IATA's presentation on runway incursion prevention (PPT/16), highlighting gaps in procedures, training and operational risk controls. The meeting was apprised of IATA's ongoing safety initiative Using Risk-Based IOSA findings (2024-2025) to identify the most significant gaps in the implementation of runway incursion prevention Controls. Rational surveys launched to enhance runway incursion effectiveness of existing controls, challenges encountered in managing runway incursion risks, and opportunities for further improvement

### ***Runway Safety***

2.10 With respect to runway safety, the meeting agreed that most of the related safety actions should be coordinated with the Aerodrome Safety Planning and Implementation Group (ASPIG) to ensure alignment, avoid duplication and support effective implementation.

2.11 With respect to Action A3, Conduct Runway Safety Go-Team (RST) Assistance

Missions, the meeting noted the importance of reactivating the MID Runway Safety Go-Team to strengthen Runway Safety Teams and support aerodrome certification and effective SSP/SMS implementation, in coordination with the ICAO MID Office, ASPIG and relevant partners.

2.12 With respect to Action A4, Enhance Capacity Building for States' CAAs and Airport Operators Related to SMS and Runway Safety, the meeting welcomed IATA's willingness to conduct a workshop similar to the workshops conducted for the AFI Region, during 2027–2028, in coordination with the ICAO MID Office. Accordingly, the meeting agreed to the following Draft Conclusion:

**DRAFT CONCLUSION 8/2: SMS AND RUNWAY SAFETY CAPACITY BUILDING**

*That,*

*IATA, in coordination with the ICAO MID Office and ASPIG, conduct SMS and Runway Safety workshops for MID States' civil aviation authorities, MID Carriers and airport operators during 2027–2028*

2.13 With respect to Action A6, Promote the Effective Use of Suitable Technologies to Improve Situational Awareness, the meeting emphasized the importance of A-SMGCS, stop bars and autonomous runway incursion warning systems (ARIWS) in mitigating runway incursion risks. The meeting encouraged consideration of relevant Global Action Plan for the Prevention of Runway Incursions (GAPRI) recommendations for CAAs and Aerodrome operators, including 24-hour operation of stop bars or equivalent warning systems, proportionate to operational complexity and the assessed runway incursion risk.

**Loss of Control Inflight - (LOC-I)**

2.14 The meeting welcomed Egypt's willingness to lead the development of an Advisory Circular on Mode Awareness and Energy State Management Aspects of Flight Deck Automation under MID-RASP G1-SEI-01, Action A2, to support the mitigation of LOC-I risks. Accordingly, the meeting agreed to the following Draft Conclusion:

**DRAFT CONCLUSION 8/3: FLIGHT DECK AUTOMATION GUIDANCE**

*That,*

*Egypt, in coordination with IATA, the ICAO MID Office, interested MID States and industry partners, leads the development of an Advisory Circular on Mode Awareness and Energy State Management Aspects of Flight Deck Automation under MID-RASP G1-SEI-01, Action A2, for review by SEIG/9 and subsequent endorsement by RASG-MID/15.*

2.15 With respect to G1-SEI-01, Action A3, Promote and conduct Upset Recovery Capacity Building Activities, the meeting noted that IATA had conducted an upset recovery webinar for the APAC Region. The meeting agreed that IATA, in coordination with the ICAO MID Office, conduct similar activities for the MID Region during 2027–2028. Accordingly, the meeting agreed to the following Draft Conclusion:

**DRAFT CONCLUSION 8/4: UPSET RECOVERY CAPACITY BUILDING**

*That,*

*IATA, in coordination with the ICAO MID Office, promote and conduct upset recovery capacity-building activities, including webinars and workshops, for the MID Region during 2027–2028, under MID-RASP G1-SEI-01, Action A3.*

2.16 For Action A4, Conduct Wildlife Hazard Management Control Capacity Building Activities, the meeting agreed that IATA, in coordination with the ICAO MID Office, conduct a dedicated workshop on wildlife hazard management and control for the MID Region in 2027. Accordingly, the meeting agreed to the following Draft Conclusion:

**DRAFT CONCLUSION 8/5: WILDLIFE HAZARD MANAGEMENT AND CONTROL WORKSHOP**

*That,*

*IATA, in coordination with the ICAO MID Office, conduct a dedicated workshop on wildlife hazard management and control for the MID Region in 2027, in support of MID-RASP Action A4, “Conduct Wildlife Hazard Management Control Capacity Building Activities.”*

2.17 With respect to Action A5, Promote Dangerous Goods Capacity Building Activities, including Lithium Battery Fire/Smoke Risks in the Cabin, the meeting welcomed Oman’s willingness to lead the development of regulatory oversight guidelines on the transport of lithium batteries, with support from IATA and in coordination with the ICAO MID Office. Accordingly, the meeting agreed to the following Draft Conclusion:

**DRAFT CONCLUSION 8/6: REGULATORY OVERSIGHT GUIDELINES ON THE TRANSPORT OF LITHIUM BATTERIES**

*That,*

*Oman, with support from IATA and in coordination with the ICAO MID Office, lead the development of regulatory oversight guidelines on the transport of lithium batteries, including fire and smoke risks in the cabin, under MID-RASP Action A5, for review by SEIG/9 and subsequent endorsement by RASG-MID/15.*

2.18 With respect to Action A6, Promote Data-Driven Safety Management, the meeting noted the importance of using flight data monitoring to identify precursors to LOC-I events and develop targeted interventions. IATA will share relevant guidance and recommendations and support capacity-building activities, in coordination with the ICAO MID Office, for MID States and operators.

**STRENGTHEN STATES’ SAFETY OVERSIGHT CAPABILITIES**

2.19 With respect to Action A2, Conduct Technical Assistance Missions to States, the meeting noted with appreciation the ICAO MID Office’s efforts to support States in addressing safety issues and strengthening safety oversight capabilities. The meeting emphasized the importance of continued targeted assistance based on States identified needs and implementation priorities.

2.20 The meeting recalled SEIG/7 Draft Conclusion 7/8 on the development of USOAP

CMA guidance material, which established Safety Action A8 under G2-SEI-01, “Strengthening of States’ Safety Oversight Capabilities.” The Draft Conclusion tasked Oman, supported by Egypt, Jordan, Qatar and the UAE, with developing guidance to enhance the roles of ICAO USOAP Portfolio Holders and States’ NCMCs and identify best practices for preparing for USOAP audits and validation activities, for presentation to RASG-MID/13. It also called for a USOAP workshop to be conducted by the ICAO MID Office.

2.21 The meeting noted with appreciation the guidance material presented by Oman in WP/7, addressing NCMC responsibilities, coordination with ICAO Portfolio Holders and the RCMC, and practical tools for continuous readiness and preparation for USOAP CMA activities. Accordingly, the meeting agreed to the following Draft Conclusion:

**DRAFT CONCLUSION 8/7: MID REGION GUIDANCE MATERIAL FOR NCMCS**

*That,*

- a. the MID Region Guidance Material for National Continuous Monitoring Coordinators (NCMCs), developed under G2-SEI-01, Action A8 at Appendix 2C, be endorsed and submitted to RASG-MID/14 for consideration; and*
- b. MID States be encouraged to use the guidance material to strengthen their NCMC functions, coordination with ICAO USOAP Portfolio Holders and the RCMC, and preparation for USOAP CMA audits and validation activities.*

**FATIGUE MANAGEMENT IN AIRCRAFT MAINTENANCE**

2.22 With respect to Action A3, “Develop Practical Guides and Promotion Material on Aircrew Fatigue,” the meeting emphasized the importance of guidance and awareness material supporting fatigue risk management for flight and cabin crew. States, international organizations and industry were encouraged to share relevant guidance, best practices and training material through the ICAO MID Office.

2.23 Regarding fatigue in aircraft maintenance, the meeting recalled RASG-MID Conclusion 12/10 and the outcome of SEIG/7. The meeting noted with appreciation the proposed Regional Safety Advisory presented by the UAE in WP/9, developed in collaboration with Saudi Arabia, the ICAO MID Office, IATA and IFALPA.

2.24 The advisory provides practical guidance on fatigue hazard identification, risk assessment and mitigation, reporting, training, safety performance monitoring and CAA oversight in aircraft maintenance environments. Accordingly, the meeting agreed to the following Draft Conclusion:

**DRAFT CONCLUSION 8/8: FATIGUE MANAGEMENT IN AIRCRAFT MAINTENANCE**

*That,*

- a. the Regional Safety Advisory on Fatigue Management in Aircraft Maintenance Environments be approved for submission to RASG-MID/14 for Endorsement; and*
- b. MID States be encouraged to use the Advisory to support proportionate, Risk-Based Fatigue Management practices in Aircraft Maintenance and related Oversight activities.*

**GNSS INTERFERENCE AND SPOOFING**

2.25 With respect to G2-SEI-03A, Action A1, “Raise Awareness on the Potential Safety Impact of GNSS Interference and Spoofing through Capacity Building Activities,” the meeting emphasized the importance of continued regional awareness and training activities, supported by up-to-date guidance and coordinated with IATA and the ICAO MID CNS team.

2.26 The meeting noted Oman’s proposal presented in WP/9 to CNS SG/15, held from 11 to 14 May 2026, to review and update ICAO MID Doc. 011, “Guidance on GNSS Implementation in the MID Region,” and RASG-MID RSA-14, “Guidance Material Related to GNSS Vulnerabilities.” The proposed revisions aim to address evolving GNSS vulnerabilities, including radio frequency interference, and ensure alignment with the latest ICAO provisions, global developments and lessons learned.

2.27 The meeting recalled MIDANPIRG Conclusion 23/30 on the revision of these documents, for review by CNS SG/16 before submission to MIDANPIRG/24 for endorsement. The meeting highlighted the need for coordination between the safety and air navigation groups and the use of the updated guidance to support States and operators in mitigating GNSS interference and spoofing risks.

**SECURITY RISKS WITH SAFETY IMPACT**

2.28 With respect to G2-SEI-03B, G2-SEI-03C and G2-SEI-03D, covering security risks with a safety impact, conflict zone risks and cybersecurity risks, the meeting emphasized the need for coordination between RASG-MID and RASFG-MID to support integrated risk management and related capacity-building activities during 2026–2028.

2.29 The meeting noted the potential contribution of IRM-SG guidance and Oman’s IRM bulletin to regional awareness and capacity-building activities addressing these risks.

**Advanced Air Mobility (AAM)**

2.30 The subject was addressed in PPT/17 presented by Oman. The meeting noted with appreciation Oman’s experience in Advanced Air Mobility (AAM). The meeting welcomed Oman’s willingness to lead the development of regional guidance on regulatory frameworks for UAS and manned VTOL-capable aircraft under MID-RASP G2-SEI-04, Action A1, in coordination with the ICAO MID Office, interested MID States and industry partners.

**DRAFT CONCLUSION 8/9: REGIONAL GUIDANCE ON AAM REGULATORY FRAMEWORKS**

*That,*

*under MID-RASP G2-SEI-04, Action A1, Oman, in coordination with the ICAO MID Office, interested MID States and industry partners, lead the development of regional guidance on regulatory frameworks and the safe integration of Advanced Air Mobility (AAM) and new entrants, including UAS and manned VTOL-capable aircraft, under G2-SEI-04 of the MID-RASP 2026–2028 Edition, for review by SEIG/9 and subsequent endorsement by RASG-MID/15.*

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**PROGRESS REPORT ON THE DEVELOPMENT AND IMPLEMENTATION OF STATES NASPs**

2.31 The subject was addressed in WP/5 presented by the Secretariat. The meeting noted that States so far, nine (9) States developed their NASPs and shared approved copies with ICAO MID Office. Eight (8) have published their NASPs on ICAO website (Egypt, Iran, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, and UAE).

2.32 The meeting recalled the RASG-MID/13 Conclusion, which urges States to develop and implement their NASPs in alignment with the GASP and MID-RASP, share the latest versions with ICAO, use existing ICAO guidance and tools, request assistance where needed, and exchange experiences through regional activities.

*RASG-MID CONCLUSION 13/7: DEVELOPMENT OF NASP*

*That, States were*

- a. urged to develop and implement the NASP in line with the GASP and MID-RASP, if not yet done so; and*
- b. encouraged to share the latest version of their NASPs with ICAO HQ and ICAO Regional MID office for posting on the GASP public website.*

2.33 The meeting noted that GASP 2026–2028 Target 5.2 calls for all States to publish an updated NASP by 2027, taking into consideration the GASP 2026–2028 Edition and their corresponding RASP. States with published NASPs should therefore review and update their plans against the latest global and regional priorities, in consultation with industry. A NASP should include specific SEIs and an action plan supporting SSP implementation and the allocation of the necessary resources.

***Progress report on the development and implementation of States SSP***

2.34 The subject was addressed in WP/4 presented by the Secretariat. The meeting noted that effective SSP implementation should build upon fundamental safety oversight capabilities and include a risk-based approach to measuring and monitoring the safety performance of the State's civil aviation system. States should require applicable service providers to implement SMS in accordance with Annex 19 and strengthen their oversight of those systems.

2.35 The meeting noted that GASP 2026–2028 Goal 3 calls for the establishment and management of SSPs. Target 3.1 requires all States to assess the level of implementation of their SSP by 2026, using the SSP PQ self-assessment available on the USOAP CMA Online Framework (OLF). All States should complete the self-assessment, including those that have not yet started SSP implementation, to establish a baseline and identify gaps.

2.36 The meeting further noted that Target 3.2 calls for all States to establish an SSP by 2028. This includes establishing a safety data collection and processing system (SDCPS) and means to protect safety data and safety information collected for safety management purposes. The self-assessment results should inform a progressive implementation plan and continuous improvement of the SSP.

2.37 The meeting recalled RASG-MID Conclusion 13/9 on SSP development and the availability of ICAO MID assistance through targeted technical assistance missions, tailored SSP implementation workshops and State safety risk management framework workshops. States were encouraged to share lessons learned and their latest SSP manuals with the ICAO MID Office.

2.38 The meeting recognized the challenges facing the States on the development of SSP and the preparation for the upcoming SSPIA. In this respect, the meeting was apprised about MID Regional Office to conduct Assistance Missions dedicated to SSP to support States with SSP development. Accordingly, the meeting agreed to the following Draft Conclusion:

**DRAFT CONCLUSION 8/10: DEVELOPMENT OF STATE SAFETY PROGRAMME (SSP) IN MID STATES**

*That, States be:*

- a. encouraged to effectively establish and implement/maintain their State Safety Programme in a timely manner, and to strengthen the implementation of safety management systems in their aviation industry;*
- b. share their experiences on the development of their SSPs during the SEIG meetings; and*
- c. encouraged to share their latest version of SSP manuals with ICAO MID Office.*

***IATA IOSA and SMS Programmes***

2.39 The meeting noted with appreciation IATA's presentation on its IOSA and SMS programmes (PPT/13), highlighting risk-based audit scoping and maturity assessments to strengthen airlines' safety management. The meeting noted the identified improvement priorities in outsourcing management, quality assurance and safety promotion, and the complementary role of IOSA in supporting States' regulatory oversight.

2.40 The meeting congratulated Oman Air on its outstanding results in its first risk-based IOSA audit, including a Leading-level safety maturity assessment score. This achievement reflects the airline's willingness to effective safety management and compliance monitoring and contributes to Oman's broader aviation safety achievements.

***Sixth ICAO MID Region Safety Summit***

2.41 The meeting was apprised of the Sixth ICAO MID Region Safety Summit, to be held in Dubai, UAE, on 11–12 November 2026, preceded by workshops on 9–10 November. The Summit will address Advanced Air Mobility, artificial intelligence, aviation crisis management and resilience, and predictive safety, supporting SEIG's work on emerging risks, safety management and implementation of MID-RASP safety enhancement initiatives.

2.42 The meeting encouraged MID States and stakeholders to participate and contribute to the development of the ICAO Dubai Aviation Safety Recommendations 2026. Relevant Summit outcomes would be considered in SEIG's future work programme and safety actions.

***National Aviation Strategy 2040***

2.43 The meeting noted with appreciation Oman's National Aviation Strategy 2040, presented in PPT/15. Aligned with Oman Vision 2040, the Strategy emphasizes continuous safety improvement, human capital development, and the safe integration of Advanced Air Mobility, supported by stakeholder coordination and performance monitoring.

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**REPORT ON AGENDA ITEM 3: NCMCs MEETING**

3.1 The Fifth National Continuous Monitoring Coordinators (NCMCs/5) meeting was held on 13 October 2026. The meeting was a great opportunity to share experiences, challenges, and best practices, which were appreciated by all participants.

***ICAO USOAP-CMA Overview Update & Regional Status***

3.2 The subject was addressed in PPT/2 and PPT/3, presented by the Secretariat. The meeting was apprised of developments in USOAP CMA, including the application of the 2024 Protocol Question (PQ) edition to activities starting after 1 July 2025, initially excluding SSP and SMS PQs. As presented, SSP and SMS PQs apply to activities starting after 1 August 2026, with SSP introduced as a separate audit area and SMS PQs incorporated into PEL, OPS, AIR, ANS and AGA.

3.3 The meeting noted that safety oversight EI and SSP EI would be reported separately, with SSP results also reported by component. NCMCs should coordinate with technical focal points and SSP stakeholders to maintain current self-assessments, corrective action plans (CAPs) and evidence demonstrating implementation.

3.4 The average safety oversight EI of 77.36%, compared with a global average of 70.41%. Thirteen of the fifteen MID States had been audited; Iraq and Yemen had not yet received a USOAP audit. Three States were below 60% EI. The report also recorded a regional Priority PQ (PPQ) EI of 71.57%.

3.5 The meeting noted that AIG, ANS and AGA, and critical elements CE-4, CE-7 and CE-8, remain priority areas for improvement. Particular attention should be given to qualified technical personnel, sustained surveillance and effective resolution of safety issues.

3.6 The meeting was informed of the published activity planning presented in PPT/3, including postponement of the 2026 Bahrain audit and Iran ICVM, and planned audits of Egypt from 16 to 29 March 2027 and Saudi Arabia from 7 to 20 September 2027. The planning information presented was based on Electronic Bulletin 2026/21 of 25 June 2026 and remains subject to change.

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

3.7 Oman and the UAE shared their safety oversight experiences, challenges, and recommended practices. In PPT/18, Oman reported an EI of 95.88% in 2026, following the post-ICVM result of 95.95%. The meeting noted with appreciation Oman's structured preparation approach, including the Erteqaa programme, internal quality assurance, simulation exercises and successive ICAO MID technical assistance missions.

3.8 The meeting emphasized that State self-assessment and supporting evidence contribute to readiness and continuous monitoring. Official PQ status and EI changes remain subject to ICAO's applicable assessment and validation processes; uploading evidence alone does not establish a satisfactory official PQ status.

***Challenges and Recommended Practices***

3.9 The meeting identified common challenges affecting NCMC effectiveness and sustainable safety oversight. The following recommended practices support continuous readiness, implementation of corrective actions, and coordination with ICAO:

| Challenges                                           | Recommended practices                                                                                                                                                                 |
|------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| NCMC empowerment and coordination                    | Designate Primary and Alternate NCMCs with written responsibilities, access to senior management and technical focal points. Hold coordination meetings and escalate overdue actions. |
| Revised PQs including SSP and SMS                    | Maintain a controlled PQ matrix. Review revised PQs and evidence guidance, assign technical owners, and update self-assessments, CAPs and OLF evidence.                               |
| Currency and quality of information                  | Continuously review PQs, CAPs, SAAQ and CC/EFOD. Maintain controlled evidence showing titles, dates, relevant sections and links to each PQ.                                          |
| Implementation of corrective actions                 | Address root causes, assign owners and realistic milestones, and retain evidence of implementation and effectiveness. Prioritize PPQs and safety-critical deficiencies.               |
| Qualified personnel and training                     | Assess staffing needs, strengthen recruitment and retention, and implement competency-based training and recurrent development for inspectors, NCMCs and focal points.                |
| Financial resources and senior management support    | Link oversight needs and corrective actions to resource plans. Brief senior management regularly on implementation barriers and unresolved safety issues.                             |
| Institutional independence and coordination          | Clarify regulatory and service-provider responsibilities and support the independence and effectiveness of accident investigation arrangements.                                       |
| Sustained certification surveillance and enforcement | Maintain risk-informed oversight programmes and monitor follow-up of findings through effective corrective action and enforcement processes.                                          |
| Regional instability and continuity                  | Maintain succession, handover and continuity arrangements, protect essential records, and request targeted assistance where disruption constrains implementation.                     |
| Regional cooperation and technical assistance        | Exchange preparation practices, use mentoring and peer support, and coordinate assistance needs with the ICAO MID Office, Portfolio Holders and RCMC.                                 |

### ***ICAO MID Assistance and Future NCMC Meetings***

3.10 The meeting noted with appreciation the ICAO MID Office's technical assistance and capacity-building activities supporting States' preparation for audits and validation activities and strengthening sustainable national oversight capabilities. States were encouraged to identify their priority needs and request targeted assistance, as required.

3.11 The meeting thanked ICAO for conducting the NCMC meeting as part of the SEIG programme and requested that this practice continue to facilitate regional cooperation and the exchange of implementation experience.

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**REPORT ON AGENDA ITEM 4: SSP/SMS/NASP OVERSIGHT WORKSHOP**

4.1 The regional SSP/SMS/NASP oversight workshop was organized in Muscat, Oman, on 14–15 October 2026, back-to-back with SEIG/8 and the NCMC meeting. The workshop supported States in strengthening safety management, preparing for SSP and SMS assessment, and aligning national aviation safety planning with the GASP and MID-RASP 2026–2028 Editions.

4.2 The workshop emphasized the relationship between the GASP, MID-RASP, SSP and NASP. Global and regional plans establish safety priorities, goals and safety enhancement initiatives, while each State's NASP translates relevant priorities into national actions, responsibilities and resource requirements. The SSP provides the State framework for managing safety risks and monitoring safety performance, supported by effective oversight of service providers' SMS.

4.3 Participants discussed the importance of completing SSP PQ self-assessments, maintaining supporting evidence and using identified gaps to prioritize implementation. The workshop recalled the GASP 2026–2028 targets for States to assess SSP implementation by 2026, establish an SSP by 2028 and publish an updated NASP by 2027, taking into account national safety issues and the latest global and regional plans.

***Presentations by the States' experiences, challenges, and best practices related to the development and implementation of SSP/NASP***

4.4 The subject was addressed in PPT/14 presented by Egypt. The meeting noted with appreciation Egypt's approach to linking occurrence reporting, risk classification, assessment of safety barriers, safety performance indicators and organizational risk profiles to surveillance planning. Egypt reported that its online mandatory occurrence reporting portal and assessment tools were in service, while its SSP document, NASP 2026–2028 and related guidance updates were in the final stages of development or review.

4.5 The presentation highlighted the use of the 2025 safety performance baseline to inform national objectives and the next planning cycle, together with periodic risk profiling to focus oversight on priority safety issues. Egypt shared its experience in adapting alert methods for low-frequency events, considering operational exposure and evaluating the effectiveness of corrective actions through subsequent review cycles.

4.6 The subject was addressed in PPT/19 presented by the UAE. The meeting noted with appreciation the completion of the UAE's SSP self-assessment and the ongoing formal PQ reconciliation, evidence review and quality assurance. The UAE's approach compares documented arrangements with actual practice and maintains a controlled record for each PQ, including evidence references, gaps, responsible owners and approved target dates.

4.7 The presentation emphasized assessing each PQ against its wording and evidence guidance, documenting implementation as work is performed, and evaluating effectiveness. The UAE's six internal review themes support coordination across the four ICAO SSP components and do not replace the ICAO framework. Priority work includes confirming governance and competencies, integrating safety data, applying State safety risk management procedures, linking SPIs to risks and objectives, and evaluating training and communication.

4.8 The meeting was also apprised of the development of the UAE NASP 2027–2029, following the NASP 2024–2026 cycle. The review of safety data and identification of national operational risk categories and organizational challenges had been completed, while goals and SEIs were being finalized ahead of planned endorsement and publication by the end of 2026. The new plan is intended to align with the GASP and MID-RASP 2026–2028 Editions.

4.9 The subject was addressed in PPT/20 presented by Oman. The meeting noted with appreciation Oman's SSP governance arrangements, including strategic, senior and working-level coordination mechanisms, annual reviews of gap analysis and implementation progress, and publication of its SSP Main Manual on the CAA website.

4.10 Oman highlighted its work on reporting systems, safety data management, establishment of a safety data analysis unit, coordinated occurrence information with the Oman Transport Safety Bureau, and completion of the SSP training programme. Oman reported that the NASP 2026–2028 had been established and was planned for publication by the end of 2026, with defined SEIs, responsibilities, timelines and monitoring arrangements.

#### **IMPLEMENTATION CHALLENGES AND RECOMMENDED PRACTICES**

4.11 The meeting considered the Secretariat's presentation on challenges and recommended practices related to NCMCs, SSP and NASP. It emphasized the connection between continuous monitoring, effective safety management and measurable national safety planning, supported by coordination among NCMCs, SSP focal points and NASP implementation teams.

4.12 The State presentations highlighted common challenges concerning resources and specialist competencies, coordination among authorities and technical domains, safety data quality and analysis, and the availability of evidence demonstrating effective implementation. Participants emphasized the need to connect safety risks, objectives, indicators, mitigation actions and effectiveness reviews.

4.13 The following practices were highlighted to support SSP, SMS and NASP implementation:

- a) establish clear governance, responsibilities and coordination arrangements, supported by senior management commitment and adequate resources;
- b) maintain controlled PQ self-assessments and implementation records, with responsible owners, realistic target dates and traceable evidence;
- c) strengthen safety data collection, processing, analysis and protection, and use the results to inform State safety risk profiles and national priorities;
- d) link safety objectives and SPIs to identified risks, operational exposure and mitigation actions, with periodic evaluation of effectiveness;
- e) develop inspector and specialist competencies for SMS assessment and risk-based oversight; and
- f) update NASPs in consultation with stakeholders and monitor SEI implementation through defined responsibilities, milestones and review arrangements.

4.14 The meeting expressed appreciation to Egypt, Oman and the UAE for sharing their experience, and to the ICAO MID Office for facilitating regional capacity building. States were encouraged to continue exchanging lessons learned, share updated SSP manuals and NASPs with the ICAO MID Office, and request targeted implementation assistance, as needed. Relevant practices and identified needs would inform SEIG's follow-up of MID-RASP safety actions.

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**REPORT ON AGENDA ITEM 5: FUTURE WORK PROGRAMME**

5.1 The subject was addressed in WP/8 presented by the Secretariat.

5.2 The meeting noted with appreciation the offer by the United Arab Emirates to host SEIG/9 and NCMCs/6 during a one-week period in the fourth quarter of 2027. Workshop on National Aviation Safety Plans (NASPs) would also be conducted to support States in developing, updating, and implementing their NASPs in alignment with the GASP and MID-RASP, and to facilitate the exchange of experiences and best practices. The dates would be coordinated with the respective Chairpersons.

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