



ICAO

الهيئة العامة للطيران المدني
GENERAL CIVIL AVIATION AUTHORITY



MIDANPIRG 21 and RASG-MID 11

ABU DHABI, UAE | MARCH 4-8, 2024



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MID Region Safety Priorities & Performance

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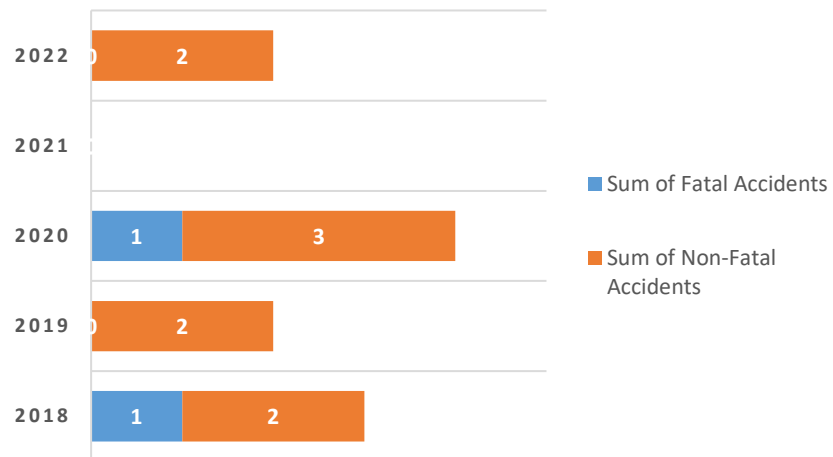
A close-up photograph of a person's hands, with light-colored nail polish, holding a small white model airplane. The hands are positioned on either side of the airplane, with the fingers slightly curled. The background is a blurred, light-colored surface, possibly a desk or table. The overall lighting is soft and even.

MID Region Safety Priorities

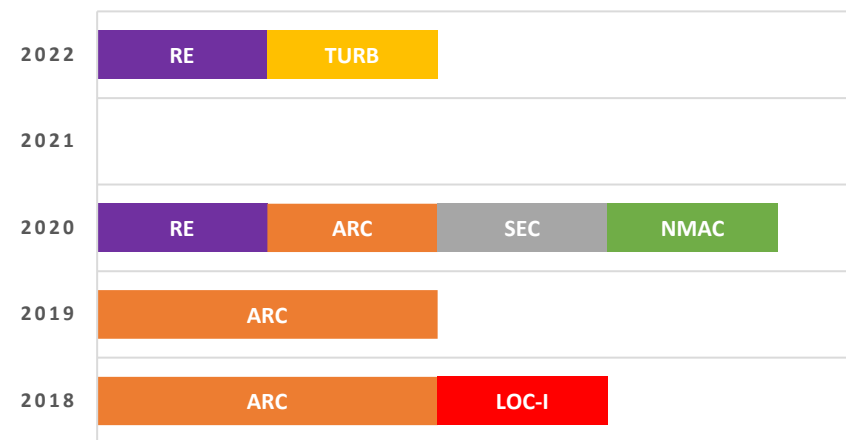


State of occurrence-accidents schedule commercial above 5700 kg

Number of Fatal Accidents Vs Accidents

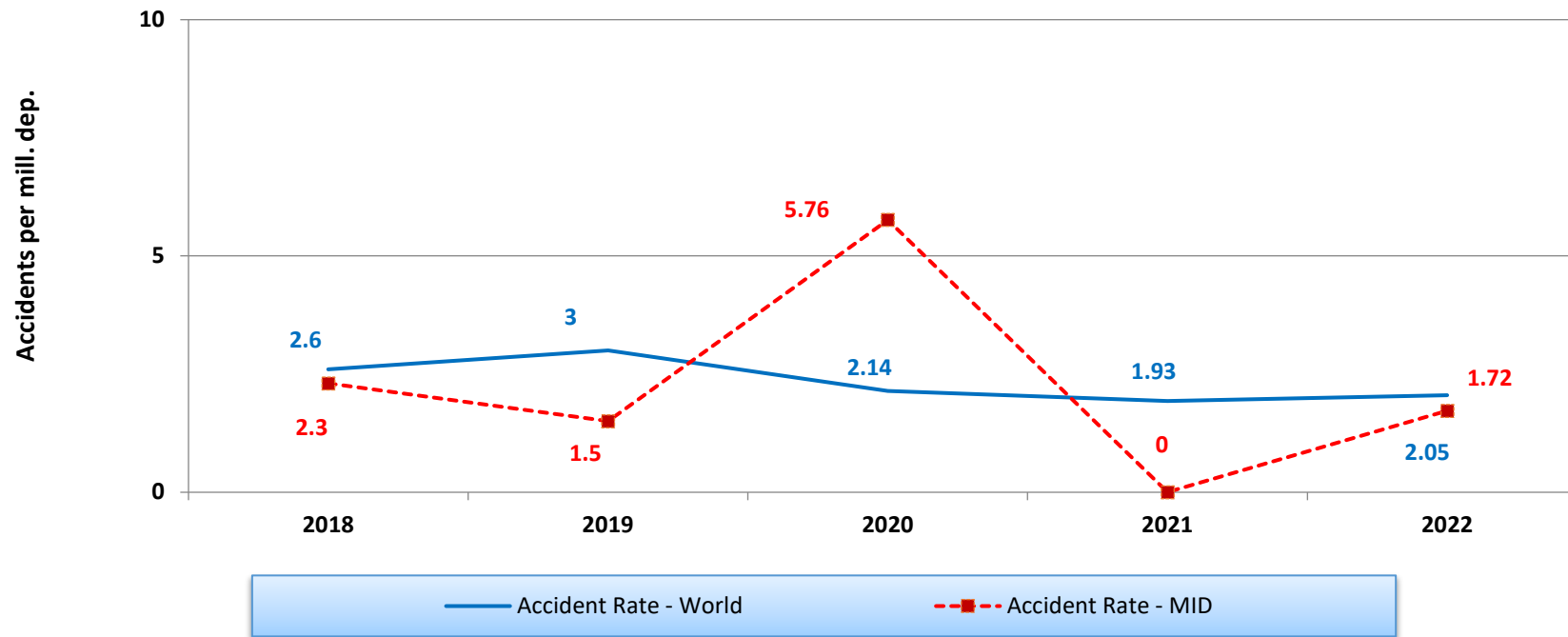


Distribution of Occurrence Category





Accident Rate Scheduled Commercial above 5700 kg



Conclusion

MID Region Safety Priorities

12th MID Annual Safety Report Draft



SAFETY

MID Region Annual Safety Report



Regional Operational Safety Risks

LOC-I, RE/ARC, MAC, CFIT, and RI

- States' Safety Oversight capabilities
- Safety Management
- Human Factors & Human Performance
- Competence of personnel
- Risk interdependencies
 - Cybersecurity risks
 - GNSS Interference Risks
 - 5G interference with Radio Altimeter
 - aviation health safety (AHS) risks
 - Risks arising from conflict zones, and
 - Security risks with an impact on aviation safety.

Organizational Issues

Emerging Issues

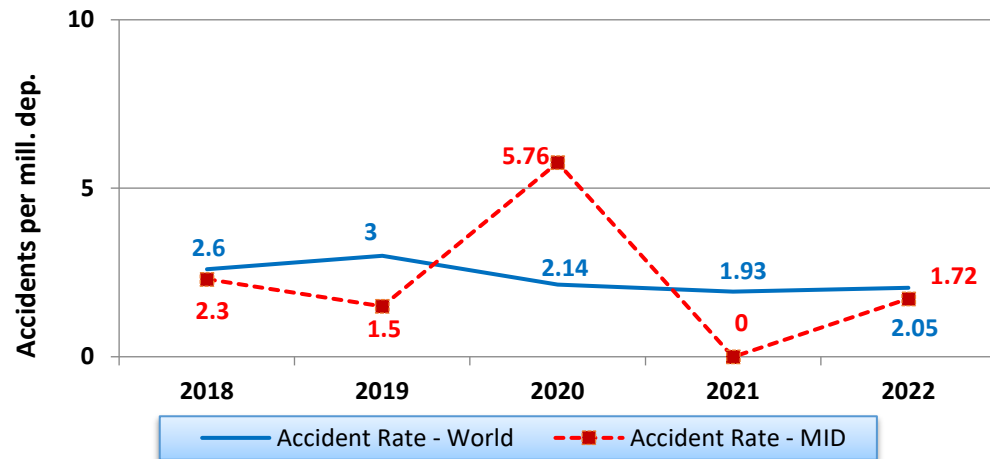
- UAS and manned VTOL-capable aircraft;
- Artificial intelligence (AI) in Aviation; and
- Digitalization in the aviation field.

A close-up photograph of a person's hands, with light-colored nail polish, holding a small white model airplane. The hands are positioned on either side of the airplane, with the fingers slightly curled. The background is a soft, out-of-focus light brown color. The text "MID Region Safety Performance" is overlaid in the center in a bold blue font.

MID Region Safety Performance

Goal 1: Achieve a Continuous Reduction of Operational Safety Risks

Accident Rate
Scheduled Commercial above 5700 kg



Safety Target

Reduce/Maintain the regional average rate of accidents to be in line with the global average rate

Average 2018-2022

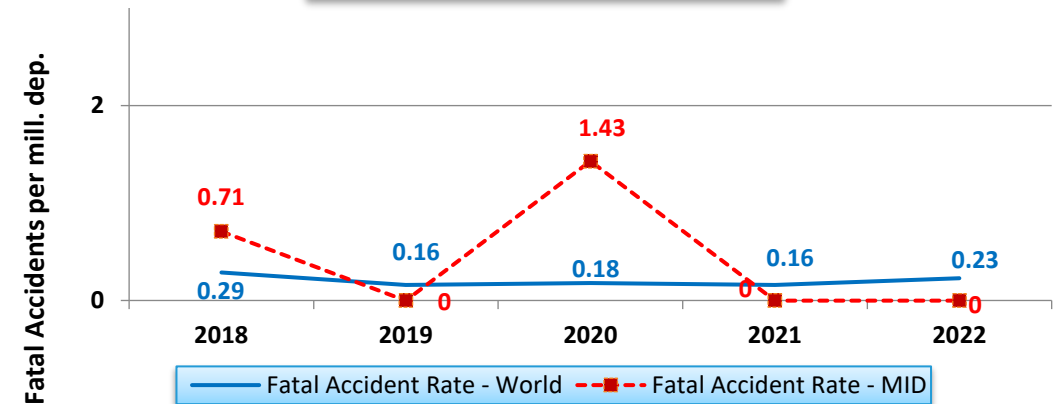
Average MID

2.25

Average Global

2.34

Fatal Accident Rate
Scheduled Commercial above 5700 kg



Safety Target

Reduce/Maintain the regional average rate of fatal accidents to be in line with the global average rate

Average 2018-2022

Average MID

0.42

Average Global

0.20



Goal 1: Achieve a Continuous Reduction of Operational Safety Risks

MIDANPIRG 21 and RASG-MID 11

Average MID
0.85
Average 2018-2022

Average Global
0.29
Average 2018-2022

Runway
Excursion (RE) 

Average MID
0
Average 2018-2022

Average Global
0.02
Average 2018-2022

Runway
Incursion (RI) 

Average MID
0.14
Average 2018-2022

Average Global
0.07
Average 2018-2022

Loss of Control
Inflight (LOC-I) 

Average MID
0
Average 2018-2022

Average Global
0.02
Average 2018-2022

Controlled
Flight into
Terrain (CFIT) 

Average MID
0
Average 2018-2022

Average Global
0
Average 2018-2022

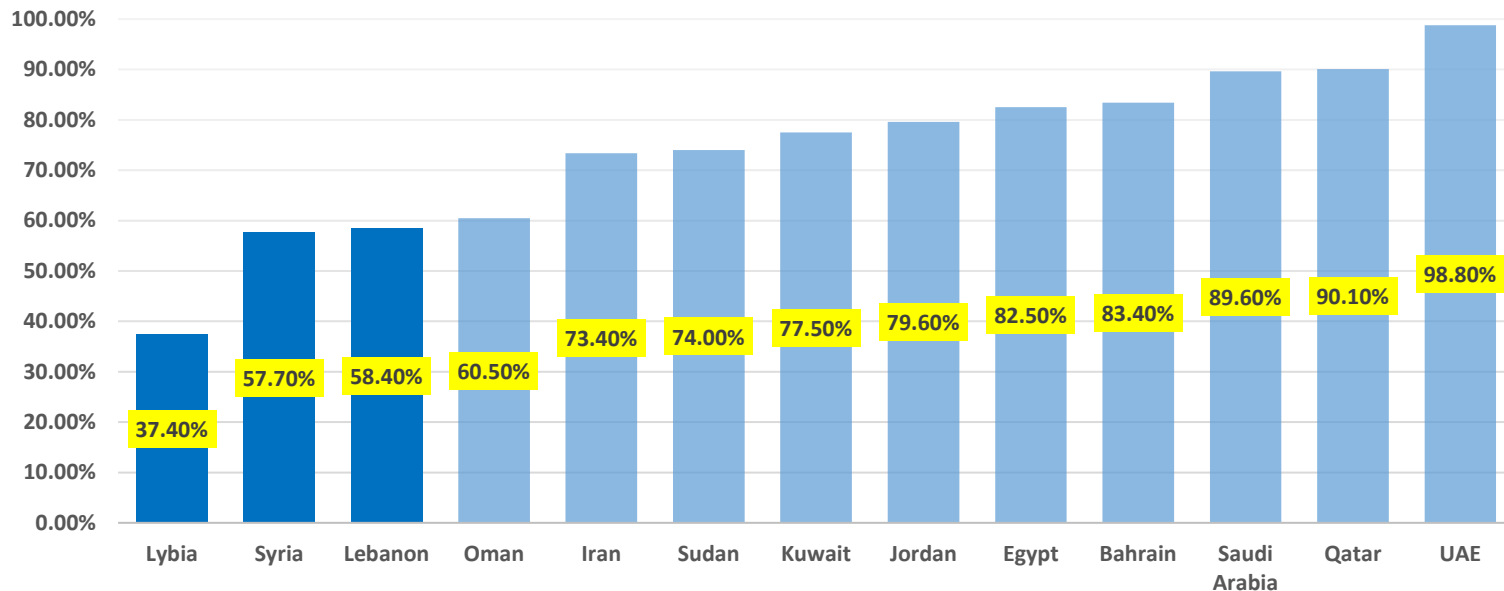
MID- Air
Collision
(MAC) 





Goal 2: Strengthen States' Safety Oversight Capabilities

OVERALL EI



Source: ICAO USOAP CMA On Line Framework (OLF), as of 20 July, 2023

13 out of 15 States have been audited

Overall MID EI = 74, 07%
which is above Global average (68.81%)

3 states are below 60% (Libya, Syria, Lebanon)

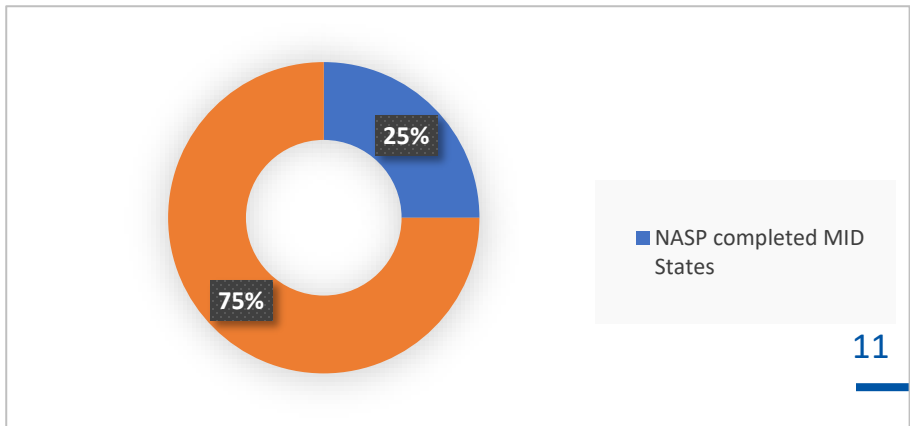
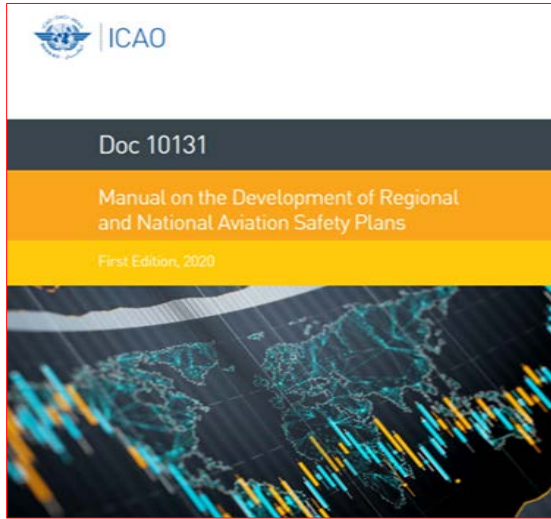
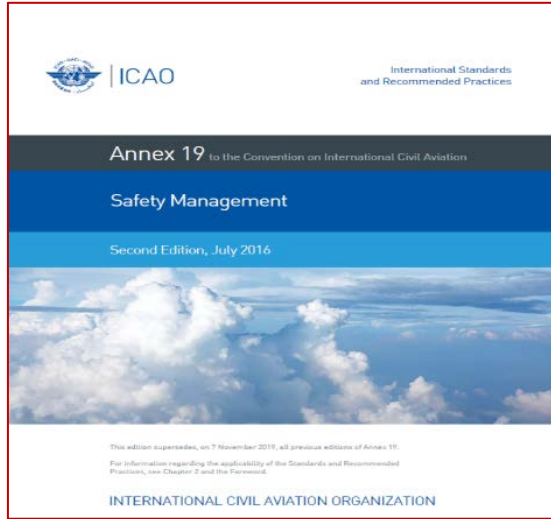
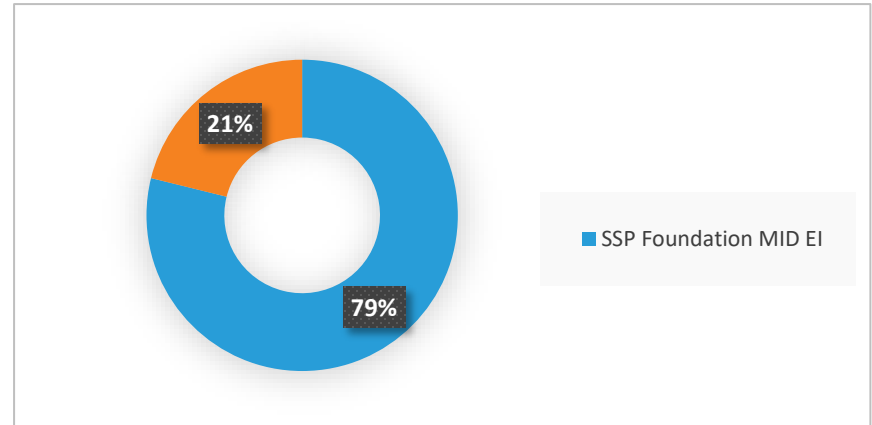
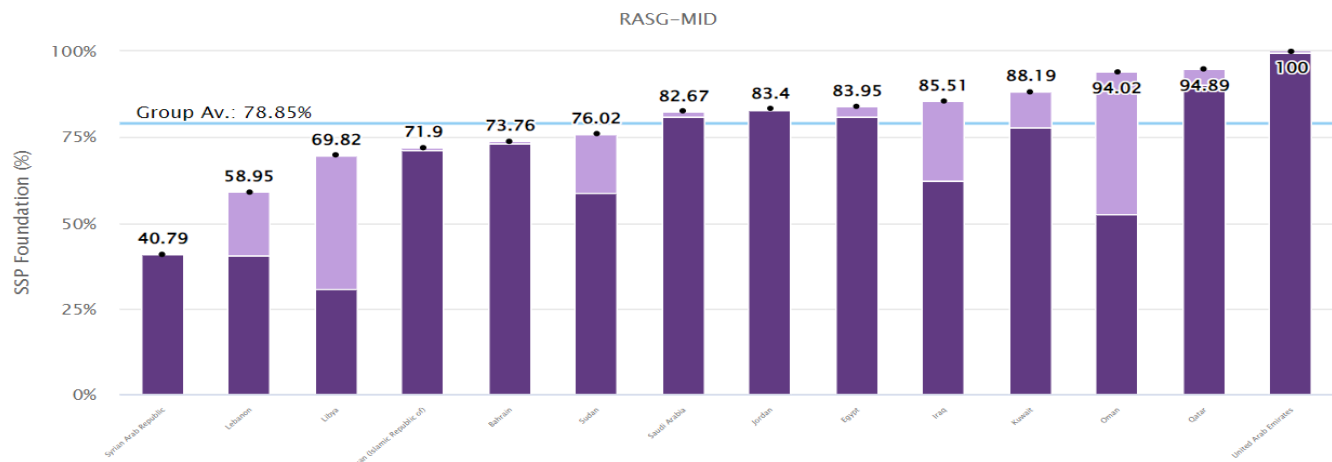
NO SSC in MID Region

Regional average EI PPQs = 66



Goal 3: Implementation of Effective SSP

Overall SSP Foundation by State

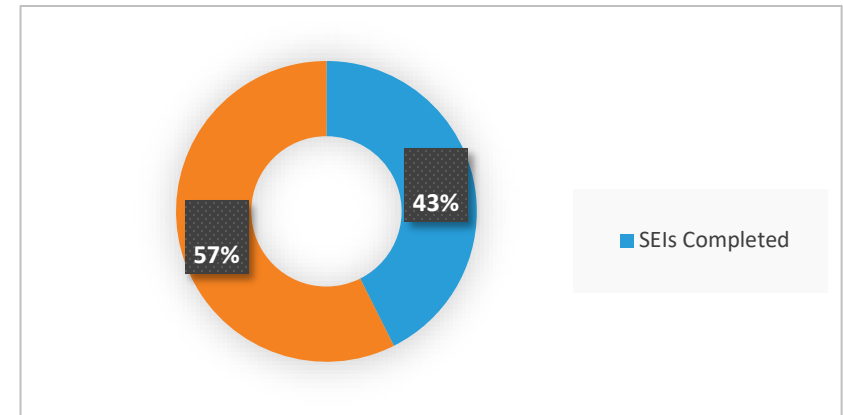




Goal 4: Increase Collaboration at the Regional Level

Consolidated List of SEIs with their respective Safety Actions

SEI Code	SEI Name	Actions	Owner(s)	Status/Progress	Completion Date
Regional Operational Safety Risks					
Goal 1: Achieve a Continuous Reduction in Operational Risks					
G1-SEI-01:	Aircraft Upset in Flight (LOC-I)	A1- Guidance material on flight crew proficiency	IATA to be supported by Airbus		2023- 2025
		A2- Advisory Circular: Mode Awareness and Energy State Management Aspects of Flight Deck Automation	IATA to be supported by Airbus		2023- 2025
		A3- Conduct Upset Recovery capacity building activities	UPRT Workshop. Airbus, ICAO, Kuwait	Regional ICAO UPRT Workshop (jointly involving Airbus, ICAO, Kuwait) conducted in Kuwait 7-11 May 2023. Completed	2023-2025
		A4- Develop guidance material on the air cargo safety	Oman	Planned for 2024	2023-2025
G1-SEI-02:	Runway Safety- Runway Excursion	A1- Support States to implement the Global Reporting Format (GRF) Methodology through capacity building activities.	ICAO and ACI		2023-2025
		A2- MID Region Action Plan/Milestones on the Global Reporting Format (GRF) Implementation.	ICAO		2023-2025
		A3- Awareness Material on the vulnerabilities of BARO-VNAV approaches and mitigation actions	ICAO	Planned for 2024	2023-2025





Goal 5: Expand the use of Industry Programmes



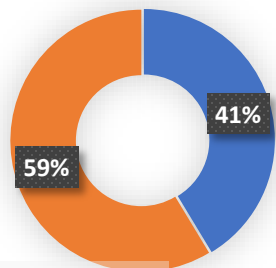
**MID RASP 2023-2025
Edition developed
and published**

MIDANPIRG 21 and RASG-MID 11

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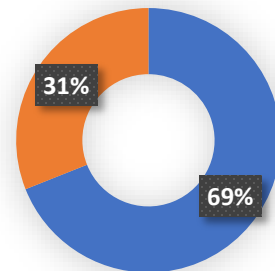
Goal 6: : Ensure Appropriate Infrastructure is available to Support Safe Operations

Aerodrome Certification



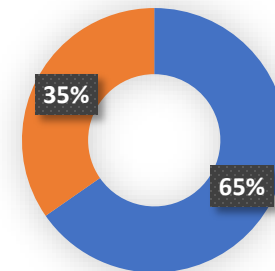
■ Aerodrome Certification

Runway Safety Team (RST)



■ RST Established

GRF Plans implemented



■ GRF Plans Implemented

Action by the Meeting

- a. *note the MID Region safety priorities and safety targets*
- b. *encourage States to share safety information to support the development of MID ASR.*
- c. *encourage States, international organizations, & industry to support the MID-RASP 2023-2025 Edition activities including the implementation of SEIs and their respective safety actions.*

Thank You

