MID-RASP 2026-2028

MENA ARCM/8 Meeting

4th Nov 2025

Riyadh, Saudia Arabia

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Overview on MID Regional Aviation Safety Plan (MID-RASP) 2026-2028 Edition

Third Edition

2026-2028

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MID Regional Aviation Safety Plan (MID-RASP) 2026-2028 Edition

Introduction: Overview & structure of the RASP; Process for MID RASP development; Regional Safety issues, goals and targets; Operational context

Purpose of MID-RASP

MID Region's Strategic Safety Priorities

MID region's strategic direction for the management of aviation safety

Safety Actions

MIDANPIRG 21 and RASG-MID 11

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Section 1.

Introduction

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Overview of MID RASP

- **Commitment to regional safety enhancement:** The MID Region is committed to improving aviation safety and fostering regional collaboration.

- **Implementation of MID- RASP:** The MID-RASP provides a strategic framework for managing aviation safety at the regional level.

  - Lists regional safety issues.
  - Sets regional safety goals and targets.
  - Presents Safety Enhancement Initiatives (SEIs) to achieve goals.

- **Alignment with GASP:** Aligns with ICAO's Global Aviation Safety Plan.

MID-RASP

MIDDLE EAST REGIONAL AVIATION SAFETY PLAN

Third Edition   2026-2028

Main objectives of MID-RASP

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MID-RASP

MIDDLE EAST REGIONAL AVIATION SAFETY PLAN

Third Edition   2026-2028

- Continuous reduction of operational risks
- Enhance safety oversight capabilities
- Establish effective State Safety Programmes (SSP)
- Development of NASPs
- Raise awareness of safety risks among States, industry, and stakeholders
- Encourage collaboration among all stakeholders to address regional aviation safety issues and support the implementation of GASP.
- Encourage allocation of resources to improve safety management.
- Facilitate information sharing.

Strategic Goals of MID-RASP

Aligned with GASP (2026–2028 Edition)

- **Goal 1:** Achieve a continuous reduction of operational safety risks

- **Goal 2**: Strengthen States' safety oversight capabilities

- **Goal 3**: Establish & manage effective State safety Programmes (SSP)

- **Goal 4:** Strengthen collaboration at the regional & national levels to address safety issues

- **Goal 5:** Strengthen aviation safety planning (RASP & NASP)

- **Goal 6:** Expand the use of industry safety assessment and safety data sharing Programmes.

How MID-RASP is developed and monitored

Governing Body and Collaboration

❑ **RASG-MID:** Governing body responsible for MID-RASP development, implementation, and monitoring in collaboration with MID Office, organization, and industry.

❑ **SEIG** supports RASG-MID in developing MID-RASP. It also reviews MID-RASP annually to:

- Include new SEIs.
- Update existing SEIs and safety actions
- Monitors and ensures timely implementation of SEIs in coordination with all stakeholders
- Monitors and update SPMM

❑ Collaboration with ICAO MID Office, States, international organizations, and aviation industry.

❑ Support from MIDANPIRG, RASFG-MID, States, and industry ensures timely implementation of SEIs.

❑ MID-RASP is reviewed and endorsed by RASG-MID every three years or as necessary.

Operational Context

The Middle East's role in global aviation

01

The Middle East is a global leader in aviation growth, connecting Europe and Asia-Pacific.

02

Geographical shift: West-to-east movement of air transport's center of gravity.

03

Hubs like Dubai and Doha dominate long-haul markets, reshaping global travel dynamics.

Regional Challenges to Aviation Development

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Complex geopolitical landscape impacts safety and operations

Political/security instability in some States hinders technical assistance and project implementation

Cross-national variations in aviation development impede progress toward regional safety and navigation targets

Insufficient financial and human resources in certain States exacerbate these challenges.

Section 2.

Purpose of MID-RASP

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Purpose of MID RASP

Continually reduce fatalities and accident risks through regional Safety Enhancement Initiatives (SEIs)

Achieve zero fatalities in commercial operations by 2030 through full alignment with ICAO's GASP objectives

Creates a common focus on regional aviation safety issues

Complements existing systems for regulations, compliance, and accident investigation

Supports a safe, resilient, and sustainable aviation system that contributes to economic development in the MID Region

NASP Alignment with GASP and MID-RASP

Assembly Resolution A40-1 calls for each State to develop a National Aviation Safety Plan (NASP) in line with GASP
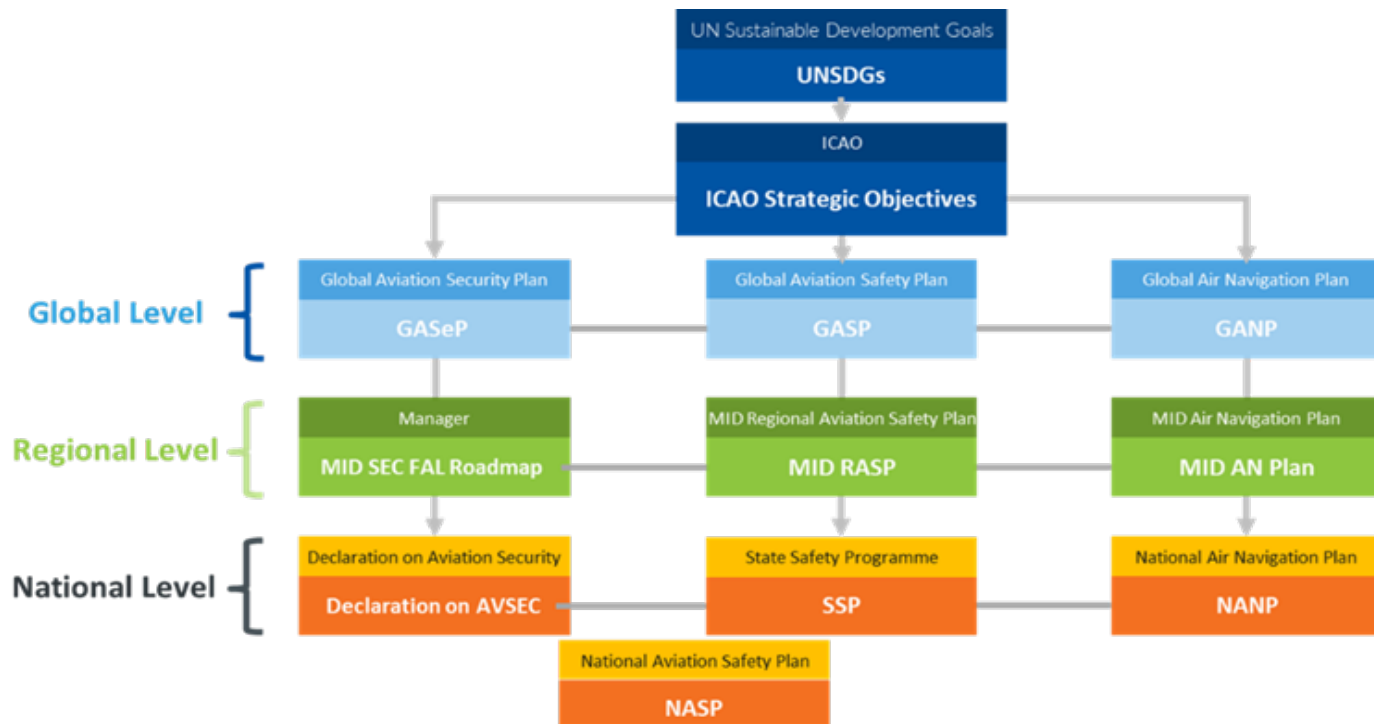
States identify top risks and key safety issues from GASP and MID-RASP applicable to their national context and identify suitable mitigation actions within their NASP

States may add/consider other safety issues which are unique to their operational context.
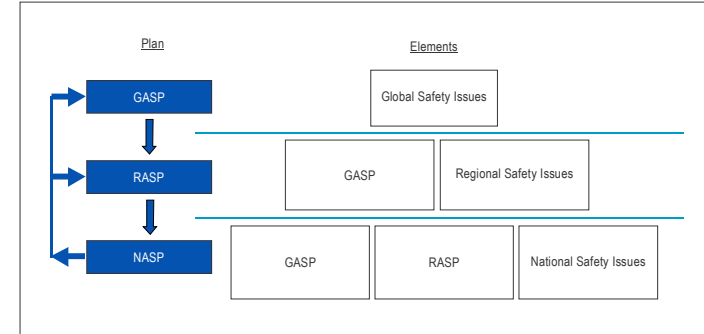
Relationship between MID-RASP, GASP and other Plans

Section 3.

MID Region's Strategic Safety Priorities

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Three Focus areas

Regional Operational Safety Risks

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

Regional Organizational Issues

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

Emerging Issues

- AAM and New Entrants: UAS, eVTOL

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Three Focus areas

|	
Regional Operational Safety Risks	LOC-I, RE/ARC, MAC, CFIT, and RI

Regional Organizational Issues	• States' Safety Oversight capabilities
	• Safety Management
	• Human Factors & Human Performance
	• Risk interdependencies
	    • Cybersecurity risks
	    • GNSS Interference & Spoofing Risks
	    • aviation health safety (AHS) risks
	    • Risks arising from conflict zones, and
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Emerging Issues	- AAM and New Entrants: UAS, eVTOL
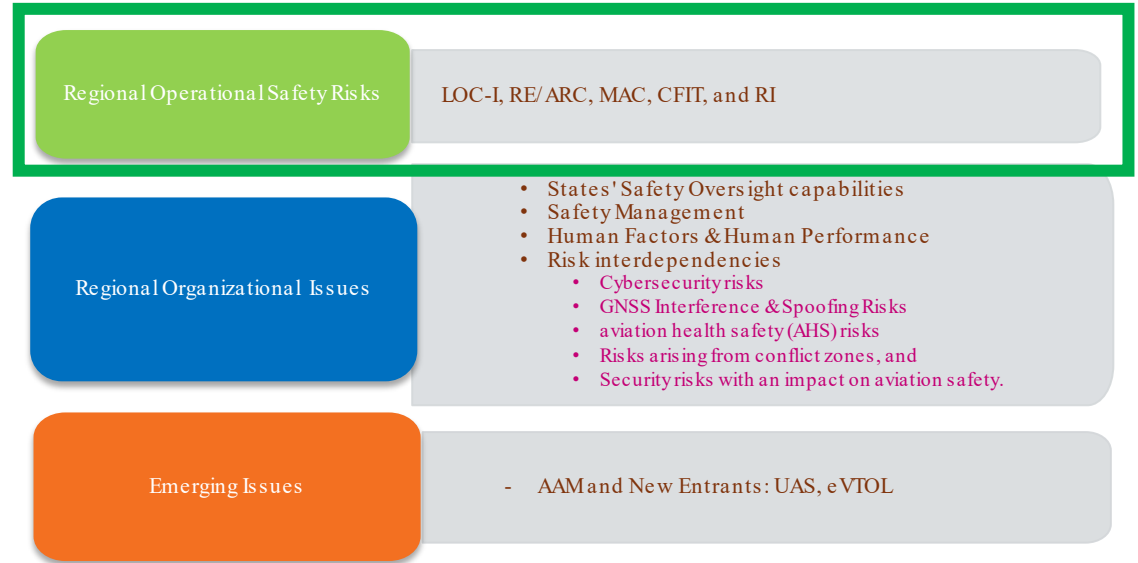
First Focus Area – Mitigation of Regional Operational Safety Risks

Structured approach to address Regional operational risks

Effective Mitigation Strategies: Develop and promote strategies to address LOC-I, CFIT, MAC, RI, and RE at the regional level.

Safety Data Collection & Analysis: Use data-driven insights to identify safety issues and implement evidence-based solutions.

Improved Safety Management: Strengthen SSP & SMS to incorporate data-driven risk

Fostering Regional Collaboration: Facilitate information exchange and best practice sharing among States and stakeholders.
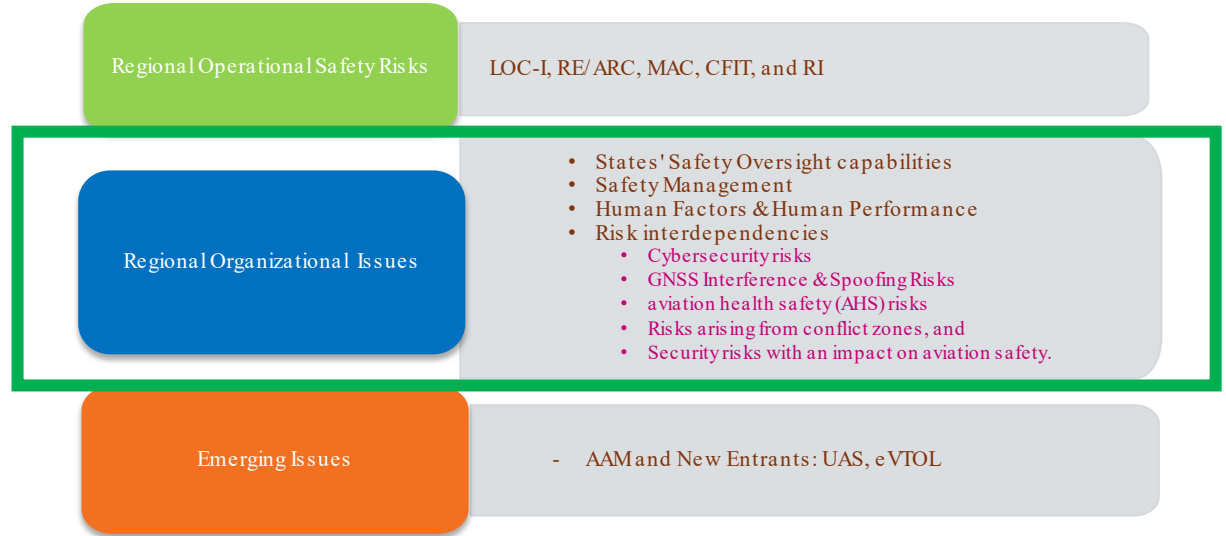
Collaborative SEIs: Align SEIs with regional priorities and global best practices for maximum impact and encourage joint effort among stakeholders

Continuous Safety Promotion & Training: Promote training programs & safety promotion targeting high-risk areas LOC-I, CFIT, MAC, RI, and RE.

Three Focus areas

Regional Operational Safety Risks

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

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Emerging Issues

- AAM and New Entrants: UAS, eVTOL

Second Focus Area – Strengthening Regional Safety Oversight and Management

Structured approach to address systemic issues

| **Strengthening Safety Oversight and Capacity Building**. Conduct regional technical assistance missions and training programs & safety promotion activities | **Human Factors and Performance Management:** Enhance human factors training to improve decision-making and performance in aviation operations | **Improved Safety Management implementation**: Support SSP & SMS development & implementation | **Manage risk interdependencies : Addressing** interconnected risks such as cybersecurity risks, GNSS interference & spoofing risks, aviation health safety (AHS) risks, risks arising from conflict zones, and security risks with an impact on aviation safety | **Enhancing Regional Coordination & Cooperation:** Strengthen partnerships to support the implementation of MID-RASP SEIs & information sharing | **Resource Mobilization** Engage with donors, States, and international organizations to secure financial and technical support for safety initiatives | **Supporting Regional Safety Initiatives** Provide continuous support for MENA ARCM &operationalizati on of MENA RSOO . |

Three Focus areas

Regional Operational Safety Risks

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

Regional Organizational Issues

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Emerging Issues

- AAM and New Entrants: UAS, eVTOL

Third Focus Area – Integration on emerging technologies

Structured approach to address AAM & New Entrants issues

❑ **Capacity Building Initiatives:** Promote structured, safe, and harmonized approaches to integrating new technologies.

❑ **Regional Cooperation:** Foster collaboration among States, organizations, and industry stakeholders to share best practices and expertise.

❑ **Development of a Regional Roadmap:** Support the creation of a roadmap for the integration of AAM and new entrants into the aviation system.
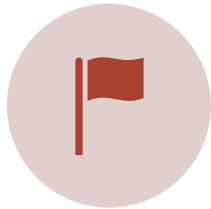
Section 4.

MID region's strategic direction for the management of aviation safety
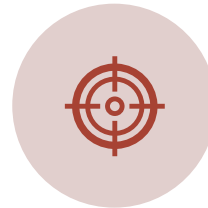
Monitoring implementation

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MID – RASP Presents strategic safety priorities and performance indicators for the MID Region.

MID region safety indicators and targets aligned with GASP 2026-2028 Edition goals. and targets as relevant in the MID Regio

RASG-MID uses the MID Region SPMM to measure safety performance and monitor regional safety targets.

For each goal in the MID Region SPMM, identified SEIs are mapped with their respective actions.

Monitoring implementation

❏ RASG-MID continuously monitors the implementation of SEIs in the MID-RASP.

❏ Measures the safety performance of the regional civil aviation system to ensure target achievement.

❏ Publishes an annual safety report with up-to-date information on progress toward regional safety goals and the implementation status of SEIs.

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Monitoring implementation

Goal 1: Achieve a Continuous Reduction of Operational Safety Risks

Goal 2: Strengthen States' Safety Oversight Capabilities

Goal 3: Establish & manage effective State safety Programmes (SSP)

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Safety monitoring and implementation

MID Region-Safety Performance Measurement & Monitoring (SPMM)

Goal 1: Achieve a Continuous Reduction of Operational Safety Risks

Safety Indicator	Safety Target	Timeline	Mapped with GASP
Number of accidents per million departures	Regional average rate of accidents to be in line with the global average rate	2028	
Number of fatal accidents per million departures	Regional average rate of fatal accidents to be in line with the global average rate	2028	
Number of fatalities per million departures	Number of fatalities per billion passengers carried (fatality rate) to be in line with the global average rate	2028	
Number of Runway Excursion accidents per million departures	Regional average rate of Runway Excursion accidents to be below the global average rate	2028	Target 1.1 Target 1.2 Target 1.3
Number of Runway Incursion accidents per million departures	Regional average rate of Runway Incursion accidents to be below the global average rate	2028	
Number of LOC-I related accidents per million departures	Regional average rate of LOC-I related accidents to be below the global rate	2028	

Goal 2: Strengthen States' Safety Oversight Capabilities

Safety Indicator	Safety Target	Timeline	Mapped with GASP
a. Regional average EI	a. Regional average EI to be above 75%		
b. States committed to national allocate to each safety oversight authority sufficient financial resources	b. At least 10 States with a "satisfactory" rating for USOAP PQ: 2.051	a. 2026-2028 b. 2026-2028	
c. Number of audited States with an overall EI over 60%	c. All MID audited States to be above 60% EI	c. 2026-2028	Target 2.1 Target 2.2 Target 2.3
d. States to improve EI for CE-4 & CE-8	d. Number of MID States average EI for CE-4 & CE-8. (AIG, AGA, ANS) to be above 60%	d. 2026-2028	
e. Regional average EI of PPQs	e. Regional average EI PPQs above 75%	e. 2026-2028	

Section 5.
Safety Actions

Safety Actions

- This section focuses on system-wide issues impacting aviation safety in the MID Region.

- Includes Safety Enhancement Initiatives (SEIs) and their respective actions related to:

    - Regional organizational issues
    - Regional operational safety risks
    - Emerging Issues

- Facilitates stakeholders support and participation in the implementation of these SEIs and their respective actions at both the regional and national levels

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Safety Actions

Total: SEIs= 18 and Actions: 58

Regional operational risks:

5 SEIs & 23 actions

Regional Organizational issues:

12 SEIs & 33 actions

Emerging issues:

1 SEI and 2 actions