MID Region Safety Priorities & Performance

MENA ARCM/8 Meeting

4th Nov 2025
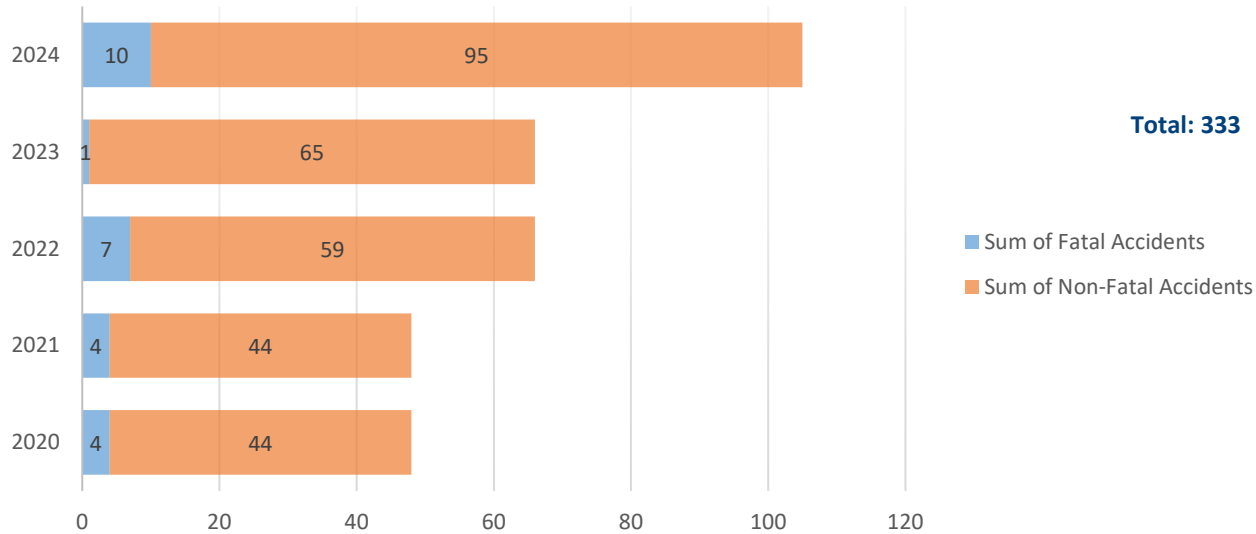
Riyadh, Saudi Arabia
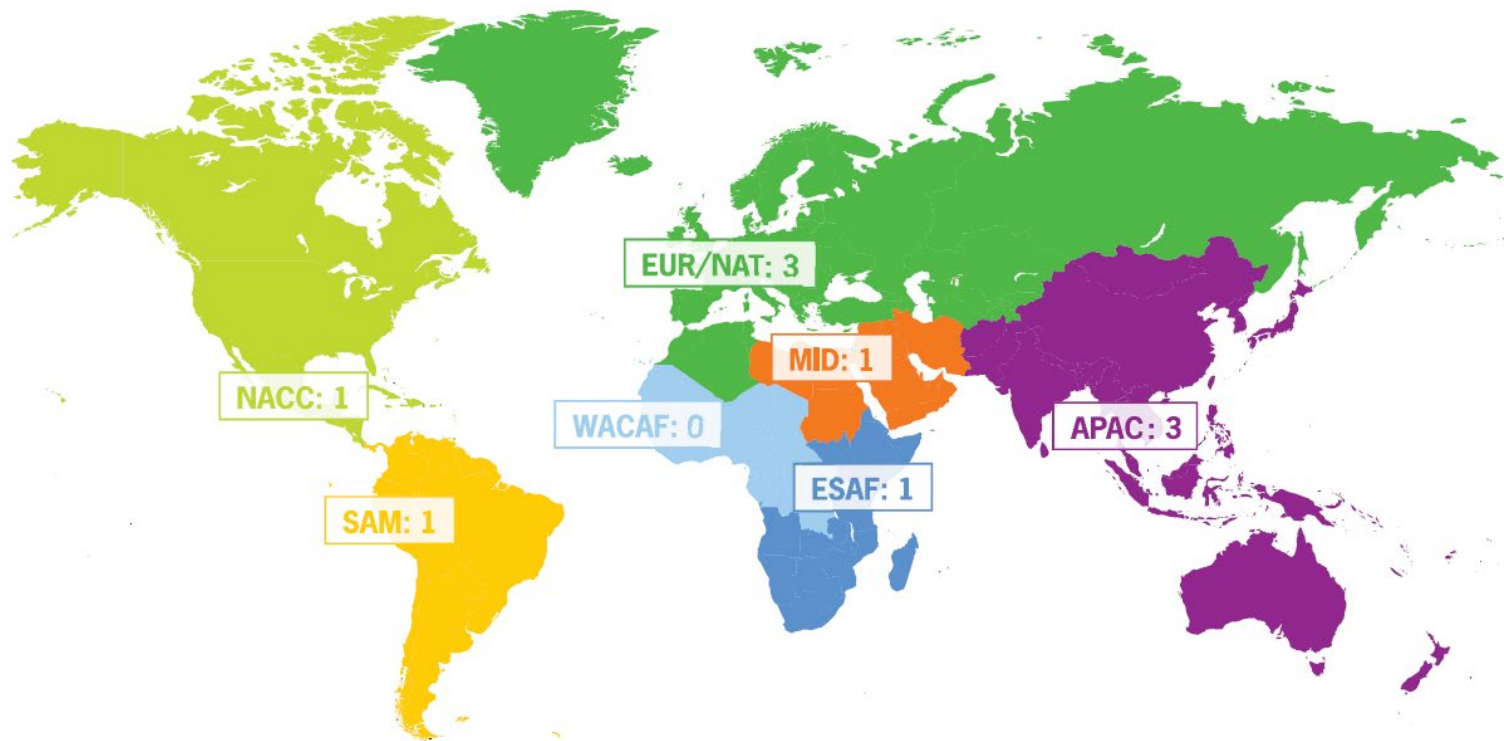
MID Region MID ASR update

Number of Global Accidents

Total: 333

■ Sum of Fatal Accidents
■ Sum of Non-Fatal Accidents

Number of fatal accidents by ICAO region in 2024

EUR/NAT: 3

MID: 1

NACC: 1

WACAF: 0

APAC: 3

ESAF: 1

SAM: 1

Accidents by Regional offices

MIDANPIRG 21 and RASG-MID 11

- Sum of Fatal Accidents
- Sum of Non-Fatal Accidents

Region	Fatal	Non-Fatal
WACAF	3	8
SAM	1	13
NACC	2	154
MID	1	7
EUR/NAT	7	65
ESAF	3	13
APAC	5	53
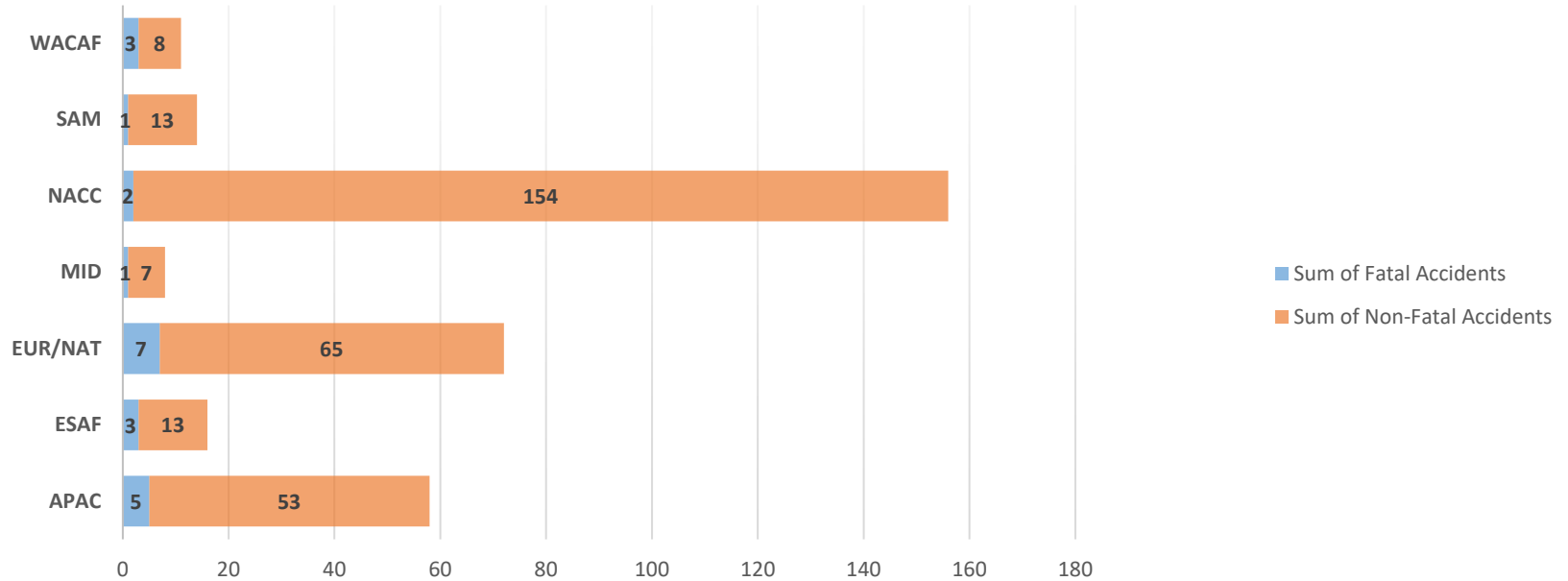
Number of MID Accidents

8 Accidents

Legend:
- ■ Sum of Fatal Accidents
- ■ Sum of Non-Fatal Accidents

Chart data:
- 2024: 1 (Fatal), 1 (Non-Fatal)
- 2023: 0
- 2022: 0 (Fatal), 2 (Non-Fatal)
- 2021: 0
- 2020: 1 (Fatal), 3 (Non-Fatal)

Accident Rate

Accident Rate
Scheduled Commercial above 5700 kg

Accidents per mill. dep.

Year	Accident Rate - World	Accident Rate - MID
2020	2.14	5.64
2021	1.93	0
2022	2.05	1.72
2023	1.87	0
2024	2.56	1.43

—— Accident Rate - World   - ■ - Accident Rate - MID
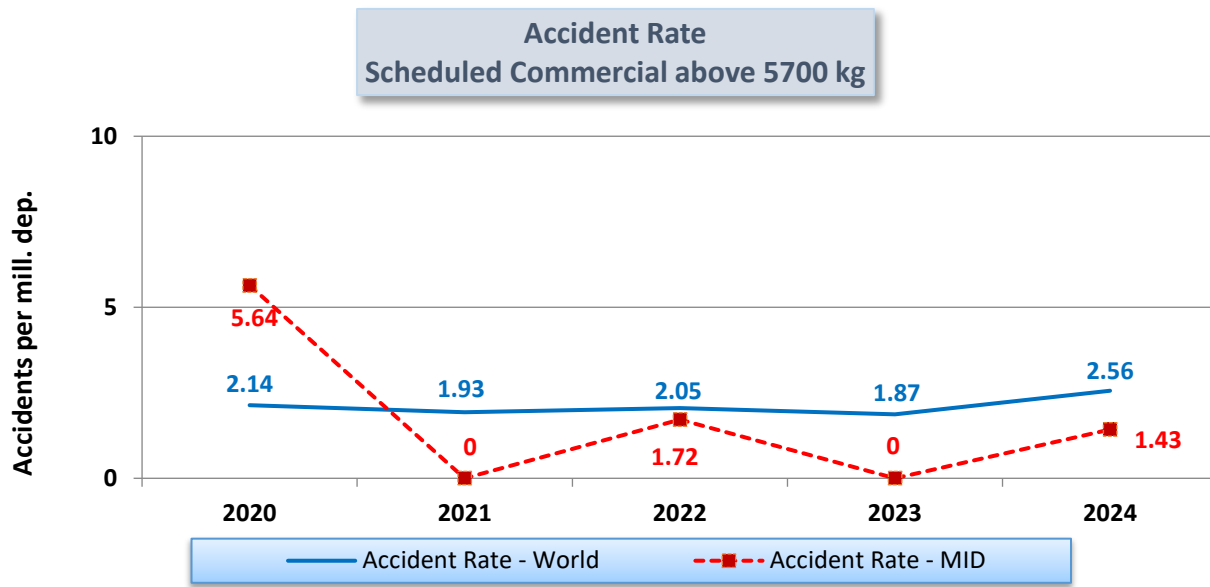
Average 2020-2024

Average MID
1.75

Average Global
2.11

MID Occurrence Category Distribution as Percentage

MIDANPIRG 21 and RASG-MID 11

ICAO
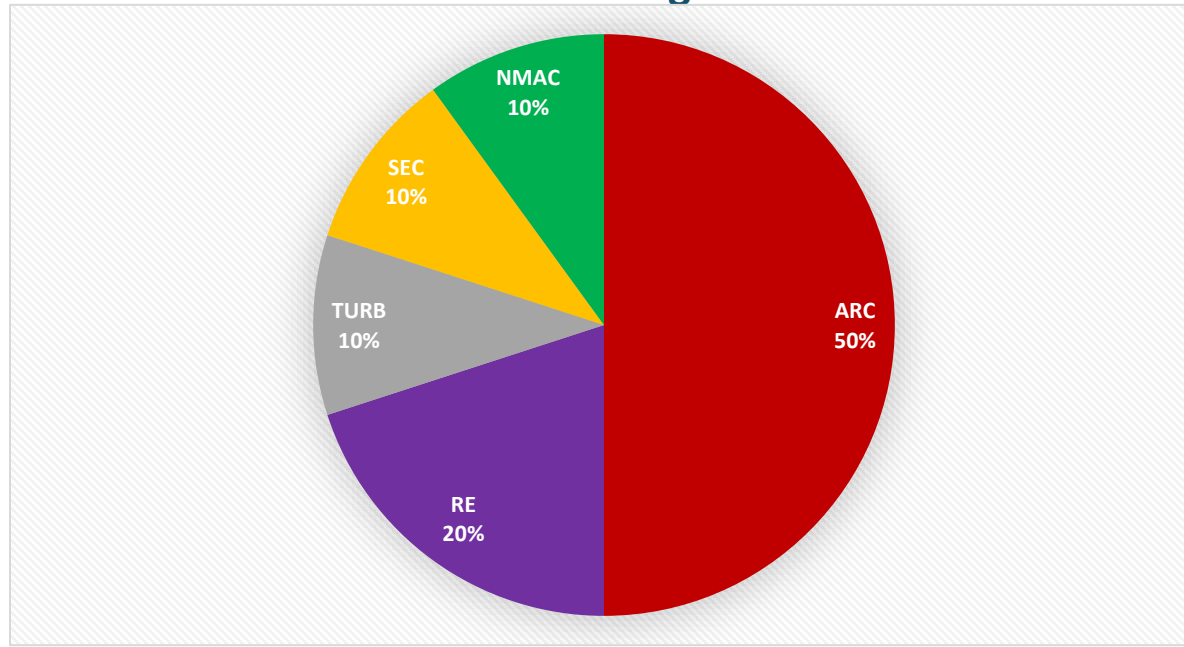
PROACTIVE SAFETY INFORMATION

MID USOAP
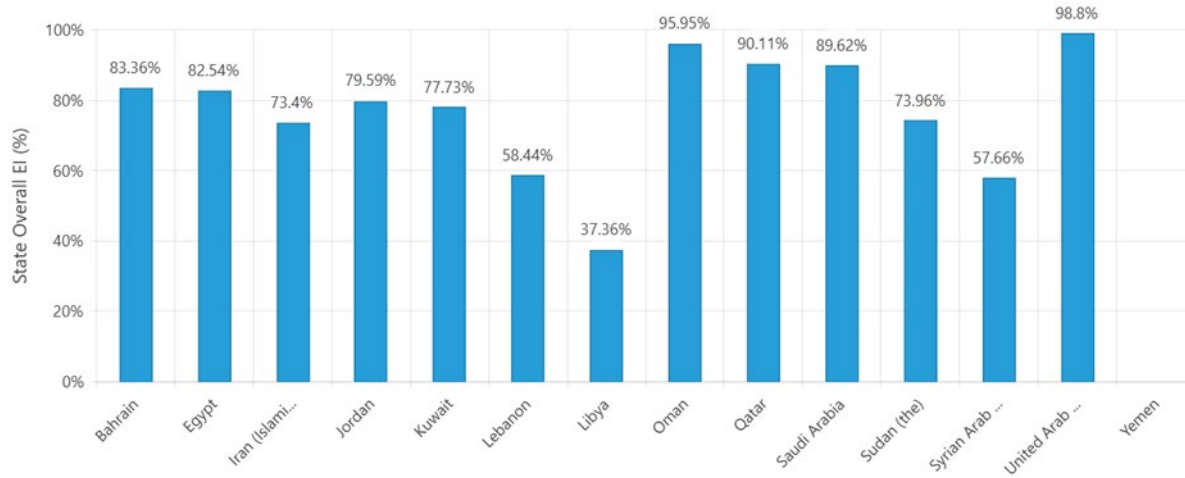
13 out of 15 States have been audited

Overall MID EI = 76, 8% which is above Global average (69.68%)

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

NO SSC in MID Region

Regional EI by Audit Area and Critical Element (CE)

	LEG	ORG	PEL	OPS	AIR	AIG	ANS	AGA
CE-1	85.6			95.2		76.3	84.2	78.6
CE-2	71.6		90.5	84.9	93.5	78.3	74.6	85
CE-3		67.1	89.3	86.7	89.1	59.4	70.5	69.2
CE-4		81.5	69	75.4	81.7	43.8	52.4	51.5
CE-5	85.7	92.9	90.6	88.4	91.7	69.5	81.5	76.8
CE-6			86.2	80.7	88.9		76.2	72.2
CE-7			71.8	63.1	79.1		67.6	67.3
CE-8			64.7	57.7	81.4	66.3	44.3	53.4

Regional PPQ EI by Audit Area and Critical Elements

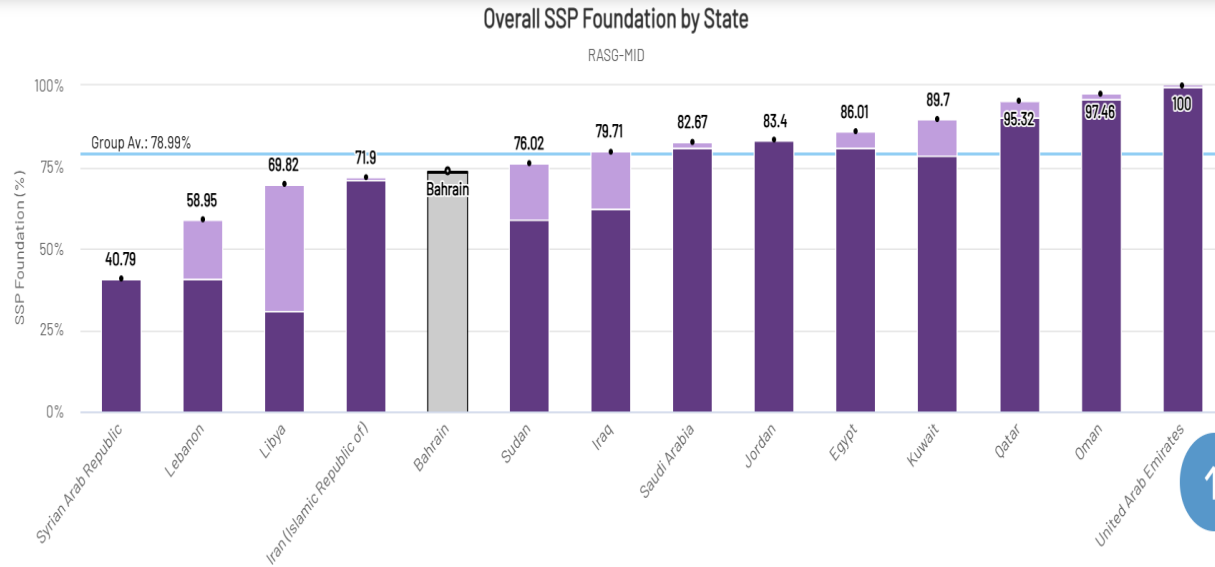|	LEG	ORG	PEL	OPS	AIR	AIG	ANS	AGA
CE-1	89.7					63.5		92.9
CE-2	71.4		86.9	78.3	78.2	72.2	74.1	78.3
CE-3		78	76.9	46.2	61.5	57.7		47.8
CE-4		84.6		71.4	77.1	23.1		30.8
CE-5			85.7	78.6	92.6	58.2		78.6
CE-6			86.7	77.6	83		75	69.6
CE-7			86.4	63.6	76.9		64.3	75.6
CE-8					76.9	60		42.3

Top 3 lowest PQ EI by Audit Area Source
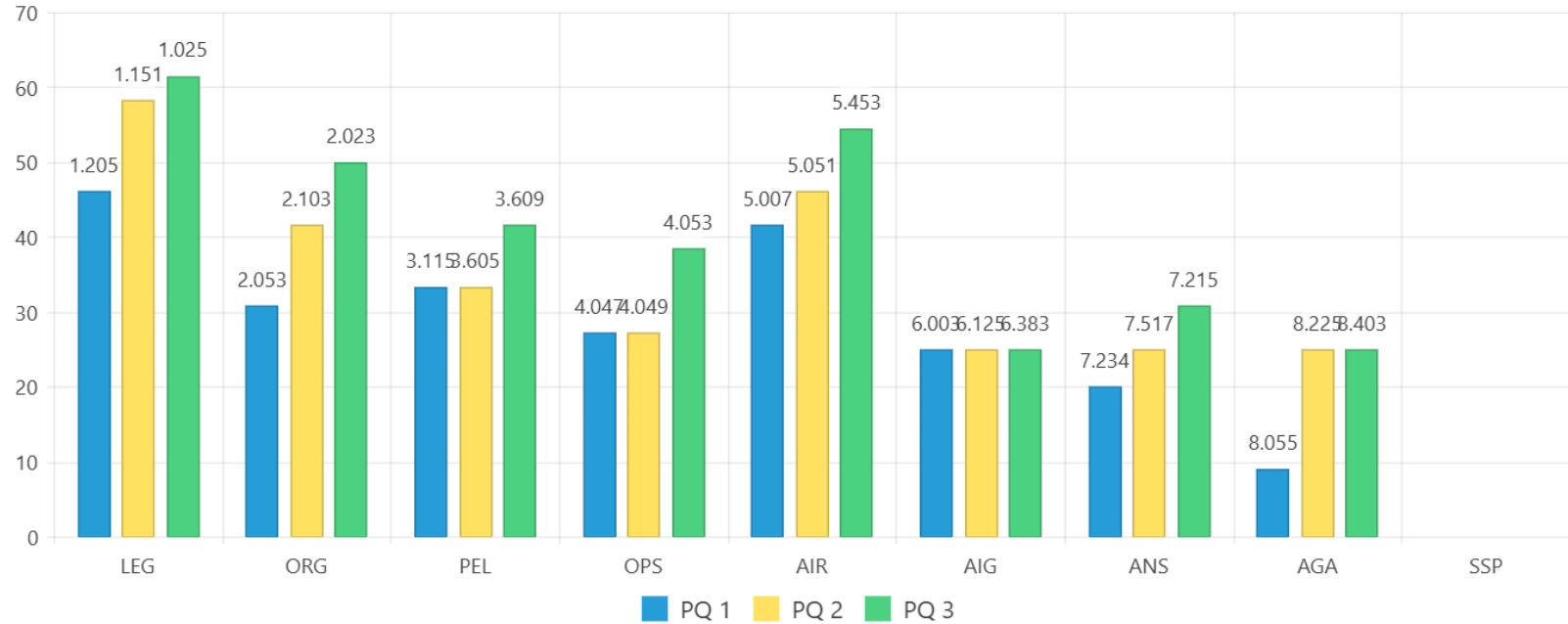
MID Region State Safety Programme (SSP) Foundation

SSP Foundation
Status of SSP Foundation Protocol Questions

Overall SSP Foundation by State
RASG-MID

Group Av.: 78.99%

State	Value
Syrian Arab Republic	40.79
Lebanon	58.95
Libya	69.82
Iran (Islamic Republic of)	71.9
Bahrain	
Sudan	76.02
Iraq	79.71
Saudi Arabia	82.67
Jordan	83.4
Egypt	86.01
Kuwait	89.7
Qatar	95.32
Oman	97.46
United Arab Emirates	100

Average EI for SSP foundation PQs for States in the MID Region is **78, 99%.**

Human Factors and Human Performance

- As the aviation system changes, it is imperative to ensure that human factors and the impact on human performance are taken into account, both at service provider and regulatory levels

- As new technologies emerge on the market and the complexity of the system continues increasing, it is of key importance to have the right competencies and adapt training methods to cope with new challenges.

Competence of Personnel

- Availability of well-trained and competent aviation personnel is paramount to the safety and resilience of the aviation industry. Some of States in MID Region has a mature and detailed regulatory framework in place to ensure proper training, licensing, adequacy of training devices and oversight.

- several factors are challenging this mature framework:

  - ✓ new technologies and increasing automation are changing the safety needs for aviation personnel and new training devices are emerging.
  - ✓ New aircraft types and technological advancements in virtual reality/artificial intelligence are revolutionizing pilot training altogether.

ICAO

16

Manage Risk Interdependencies

- Cybersecurity Risks
- GNSS Interference/Spoofing Risks
- 5G interference with Radio Altimeter Risks
- Security Risks with an Impact on Aviation Safety
- Risks Arising from Conflict Zones
- Aviation Health Safety (AHS) Risks

MIDANPIRG 21 and RASG-MID 11

ICAO

EMERGING ISSUES

1. AAM and New Entrants

- The safe integration on the basis of granting fair access to airspace of all new entrants into the airspace network will be one of the main challenges in relation to the integration of UAS technologies and related concepts of operation.

- AAM ecosystem including, UAM and enablers such as UTM, automation and autonomy, information and data management, artificial intelligence (AI), etc.);

- Enabling the safe integration of UAS, being a fast evolving and emerging market segment, as well as of (VTOL-capable aircraft, also intended for urban air mobility (UAM) operations, continue to be priority activities.

MID Region Safety Performance

Goal 1: Achieve a Continuous Reduction of Operational Safety Risks

**Accident Rate
Scheduled Commercial above 5700 kg**
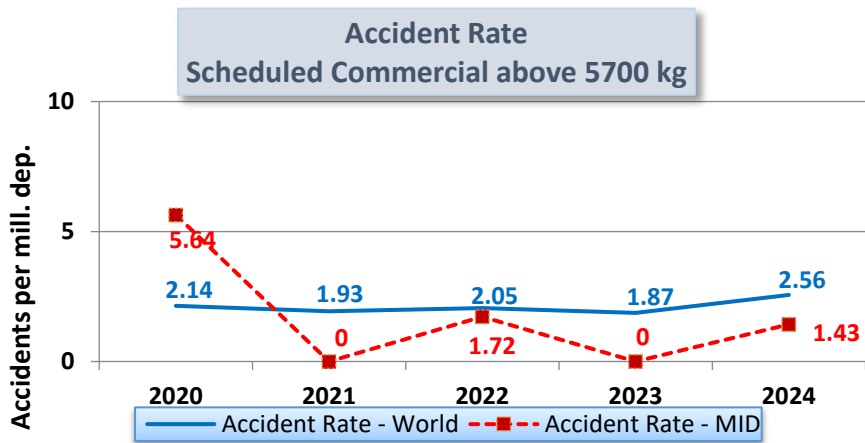
Safety Target

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

Average 2020-2024

Average MID · Average Global

1.75 · **2.11**

**Fatal Accident Rate
Scheduled Commercial above 5700 kg**

Safety Target

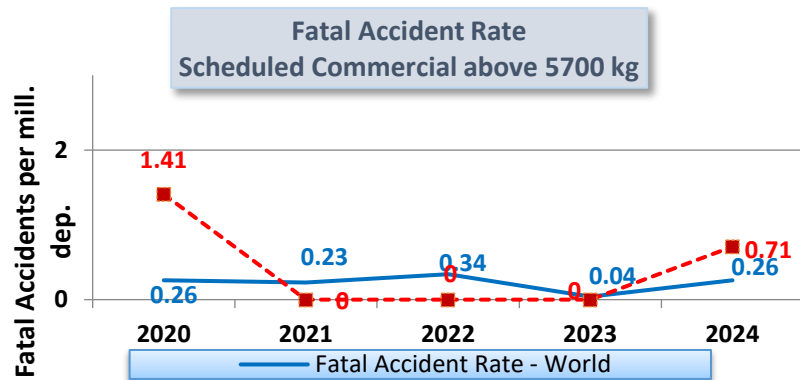Reduce/Maintain the regional average rate of fatal accidents to be in line with the global average rate
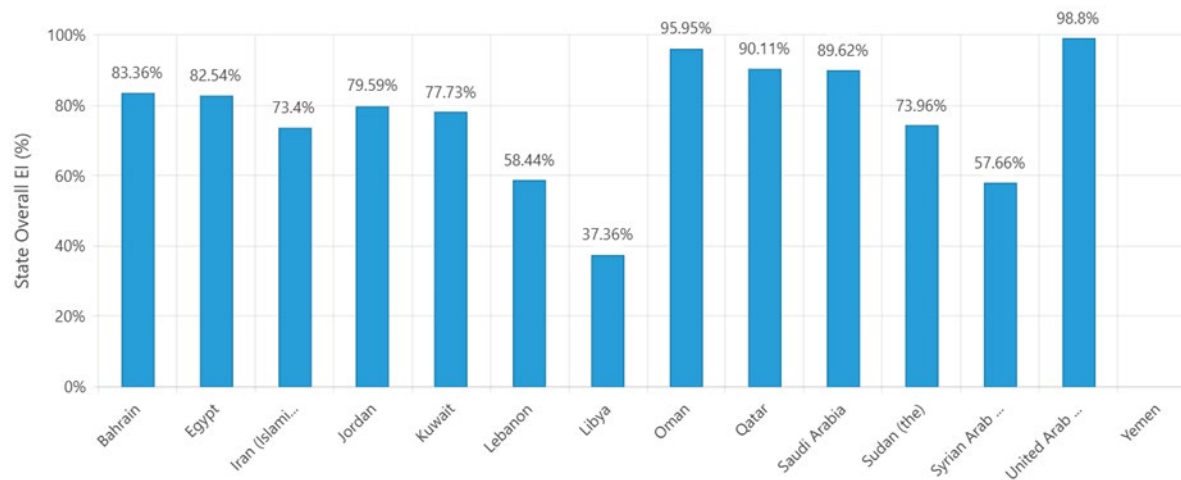
Average 2020-2024

Average MID · Average Global

0.42 · **0.22**

Goal 1: Achieve a Continuous Reduction of Operational Safety Risks

Average MID **0.45** Average 2020-2024 Average Global **0.19** Average 2020-2024	Average MID **0** Average 2020-2024 Average Global **0.02** Average 2020-2024	Average MID **0** Average 2020-2024 Average Global **0.05** Average 2020-2024	Average MID **0** Average 2020-2024 Average Global **0.02** Average 2020-2024	Average MID **0** Average 2020-2024 Average Global **0.02** Average 2020-2024
Runway Excursion (RE)	**Runway Incursion (RI)**	**Loss of Control Inflight (LOC-I)**	**Controlled Flight into Terrain (CFIT)**	**MID- Air Collision (MAC)**

Goal 2: Strengthen States' Safety Oversight Capabilities

State Overall EI (%)

State	Value
Bahrain	83.36%
Egypt	82.54%
Iran (Islami...	73.4%
Jordan	79.59%
Kuwait	77.73%
Lebanon	58.44%
Libya	37.36%
Oman	95.95%
Qatar	90.11%
Saudi Arabia	89.62%
Sudan (the)	73.96%
Syrian Arab ...	57.66%
United Arab ...	98.8%
Yemen	

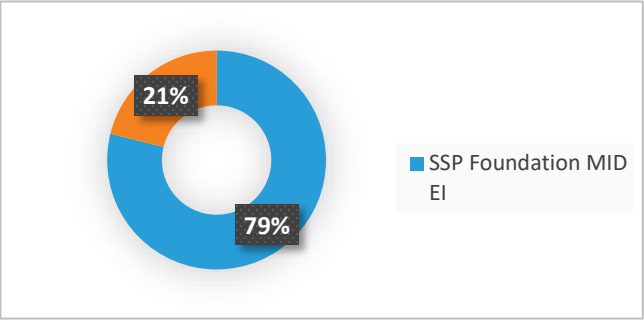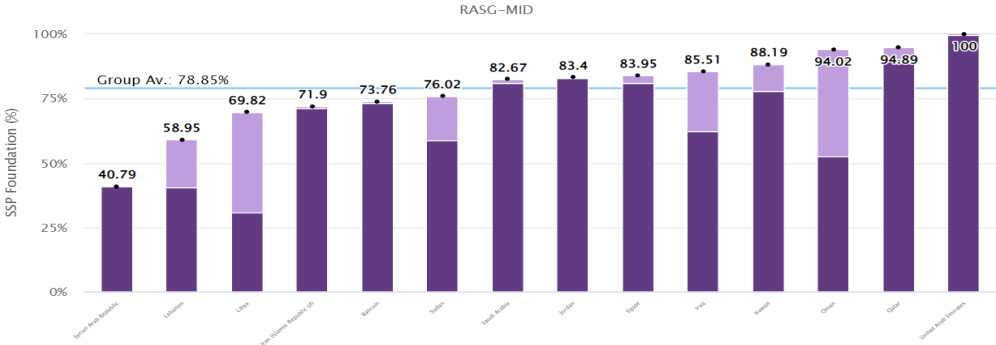13 out of 15 States have been audited

Overall MID EI = 76, 8%

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

NO SSC in MID Region

Goal 3: Implementation of Effective SSP

Overall SSP Foundation by State

RASG-MID
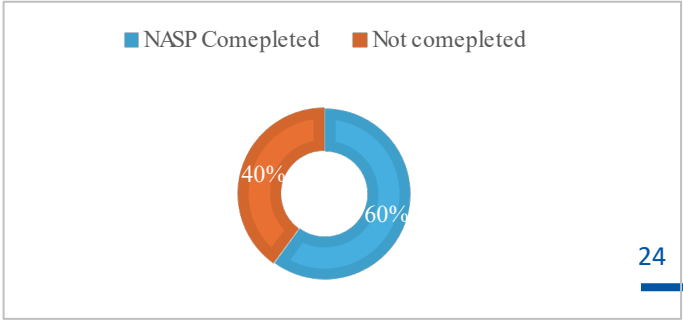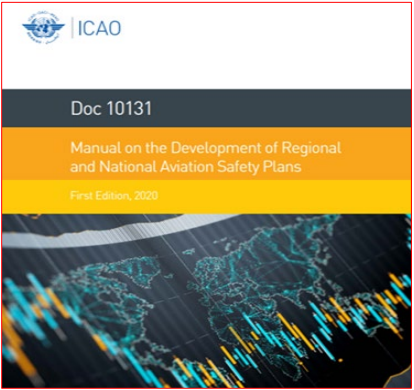
Goal 4: Increase Collaboration at the Regional Level

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

SEIs not completed 27%

SEIs completed 73%

25

Goal 5: Expand the use of Industry Programmes

ICAO MID   SAFETY

MID-RASP
MIDDLE EAST REGIONAL AVIATION SAFETY PLAN
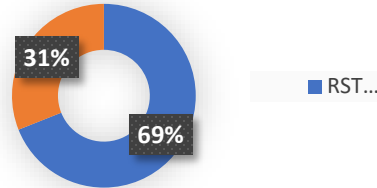
Second Edition   2023-2025
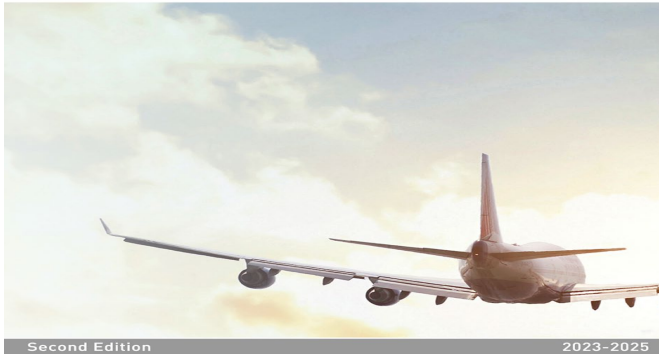
MID RASP 2023-2025 Edition developed and published

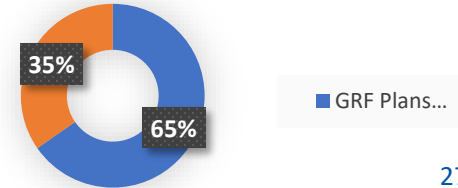# Goal 6: : Ensure Appropriate Infrastructure is available to Support Safe Operations

Aerodrome Certification
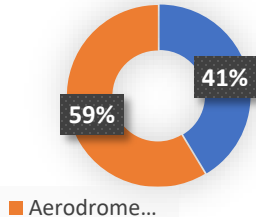
Runway Safety Team (RST)

GRF Plans implemented

41%

59%

■ Aerodrome…

31%

69%

■ RST…

35%

65%

■ GRF Plans…

MID REGION SAFETY PRIORITIES

MID Region Safety Priorities

Operational safety risks

Organizational issues

Emerging issues

MID Region Safety Priorities

Regional Operational Safety Risks

LOC-I, RE/ARC, MAC, CFIT, and RI
Other: SCF-NP and TURB

Organizational Issues

- States' Safety Oversight capabilities
- Safety Management
- Human Factors & Human Performance
- competence of personnel
- 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, AI

14th MID Annual Safety Report Draft

14th Edition   2025

Reference Period (2020 - 2024)

Thank You

MONTREAL
HQ

PARIS
Office

BEIJING
Sub-office

CAIRO
Office

MEXICO CITY
Office

DAKAR
Office

BANGKOK
Office

NAIROBI
Office

LIMA
Office

ICAO