INTERNATIONAL CIVIL AVIATION ORGANIZATION



ASRG/8 Meeting

4th October 2025
Virtual

15th ASR MID

ICAO

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MID Region Safety Highlights for 2025

0

reported accidents

The only ICAO region without a reported Annex 13 accident, based on State of Occurrence

1.49 million

departures · 3.9% of world traffic

0 of 85

global accidents occurred in MID

Zero

fatal accidents, fatalities and serious injuries

Global rate: 2.23 per million departures. ICAO shows “–” for MID; the ASR comparison figure plots zero.

Source: ICAO Safety Report 2026, Table 2 (scheduled commercial operations). The 2025 result should be read alongside the ASR’s 2021–2025 trends.

2025 Performance in Context

1.39m → 1.49m

Departures rose about 7.2% from 2024 to 2025

2 → 0

MID accidents fell from two in 2024 to none in 2025

Five-year averages (2021–2025)

MID 0.62	**World 2.12**
MID 0.14	**World 0.15**

MID’s one fatal accident in 2021–2025 occurred in 2024 and resulted in one fatality.

One accident-free year is encouraging. The five-year indicators provide a more stable view as traffic grows.

Priority Actions for the MID Region

Regional delivery	Implement MID-RASP 2026–2028; 49 of 62 regional safety actions (about 80%) completed and implemented.
Operational risk	Focus on LOC-I, runway excursions and abnormal runway contact, MAC, CFIT and runway incursions; assess failures, turbulence and GNSS interference.
Oversight capacity	Strengthen inspectors and surveillance. Regional EI was 76.64% vs 70.46% globally (24 Aug 2026); three MID States remained below 60%.
Safety management	Advance SSPs, SMSs, NASPs and safety data. Nine States had developed NASPs; support delivery through MENA RSOO and technical assistance.
Emerging challenges	Manage conflict zones, cyber threats, unmanned aircraft and advanced air mobility across safety, security and air navigation.

Sustaining the 2025 result calls for targeted State support and regular review of safety indicators and emerging risks.

Objective of ASRG

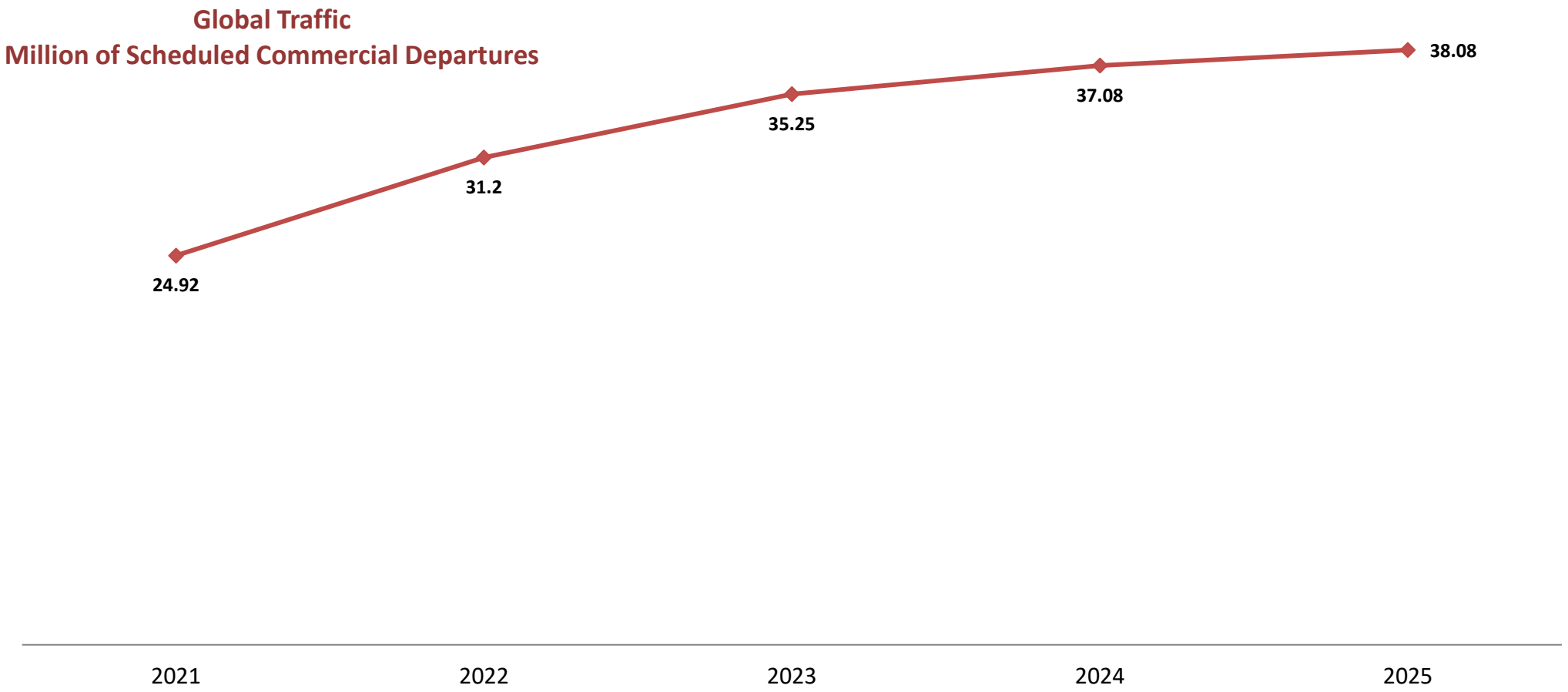
- Gathering and Analyzing safety information
- MID Region Safety Priorities
- Production of the annual safety report



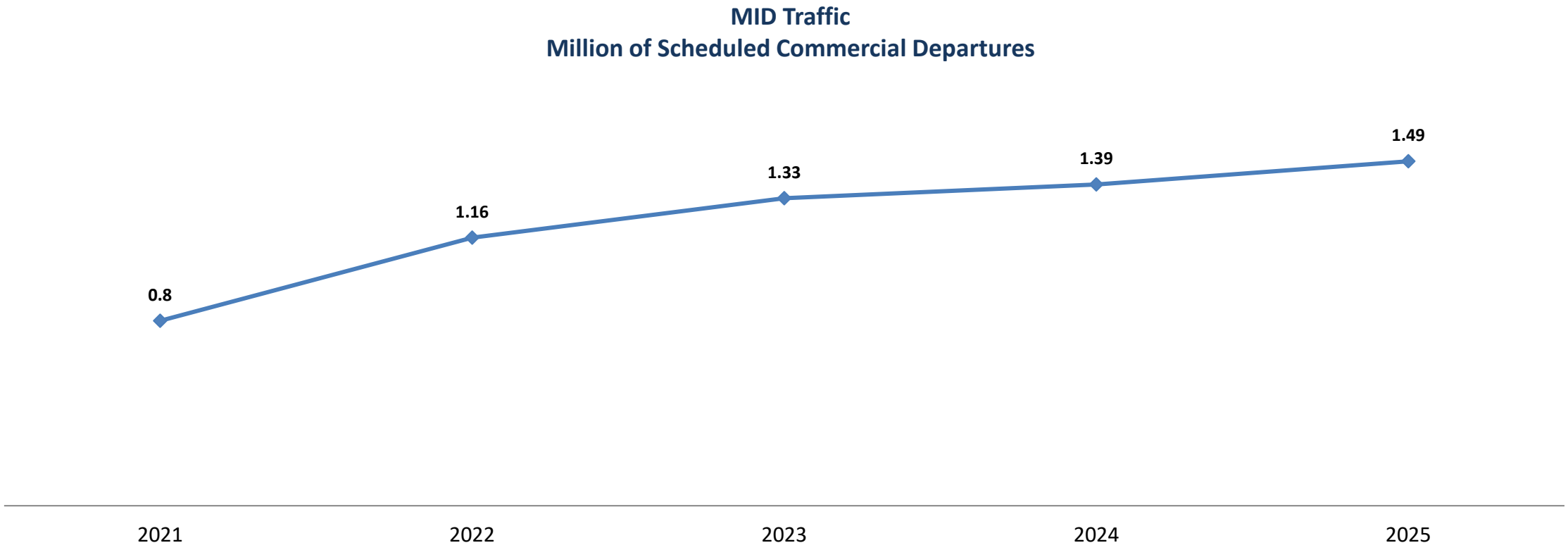
- 1st Edition, Nov 2012
- 2nd Edition, Jan 2014
- 3rd Edition, March 2015
- 4th Edition, May 2016
- 5th Edition, Jan 2017
- 6th Edition, June 2018
- 7th Edition, April 2019
- 8th Edition, April 20
- 9th Edition, March 2021
- 10th Edition, March 2022
- 11th Edition May 2023
- 12th Edition, April 2024
- 13th Edition, May 2025
- 14th Edition, June 2026
- 15th in progress

TRAFFIC VOLUMES

Global Traffic



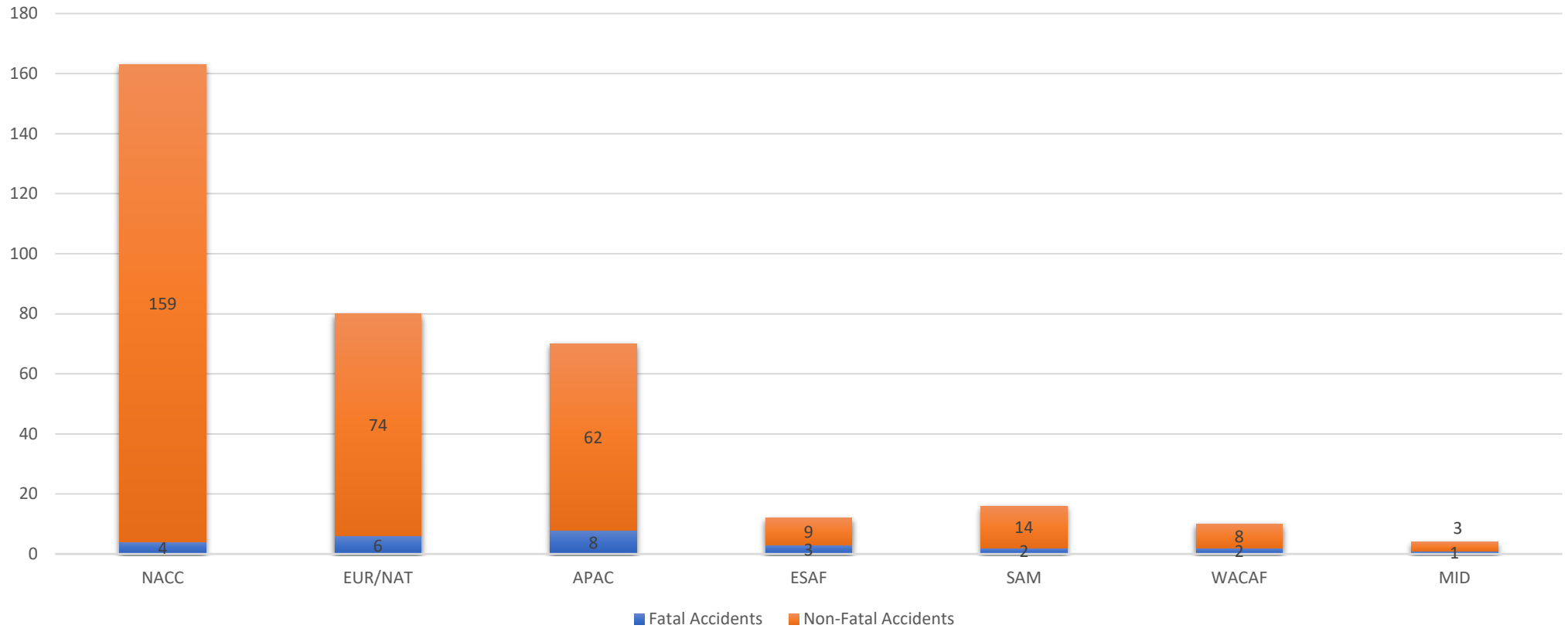
MID Traffic


MID Traffic
Million of Scheduled Commercial Departures
0.8
1.16
1.33
1.39
1.49
2021
2022
2023
2024
2025

REACTIVE SAFETY INFORMATION

State of Occurrence

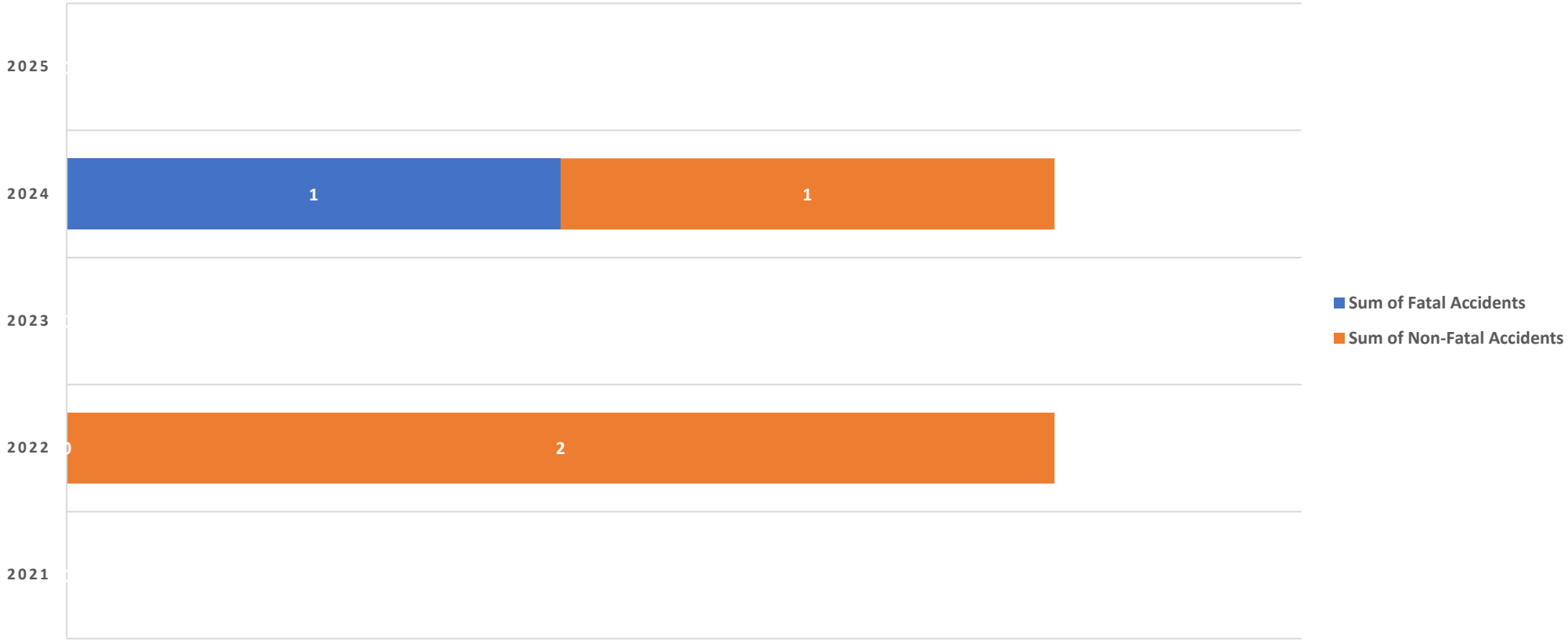
Number of Global Accidents



355 Accidents

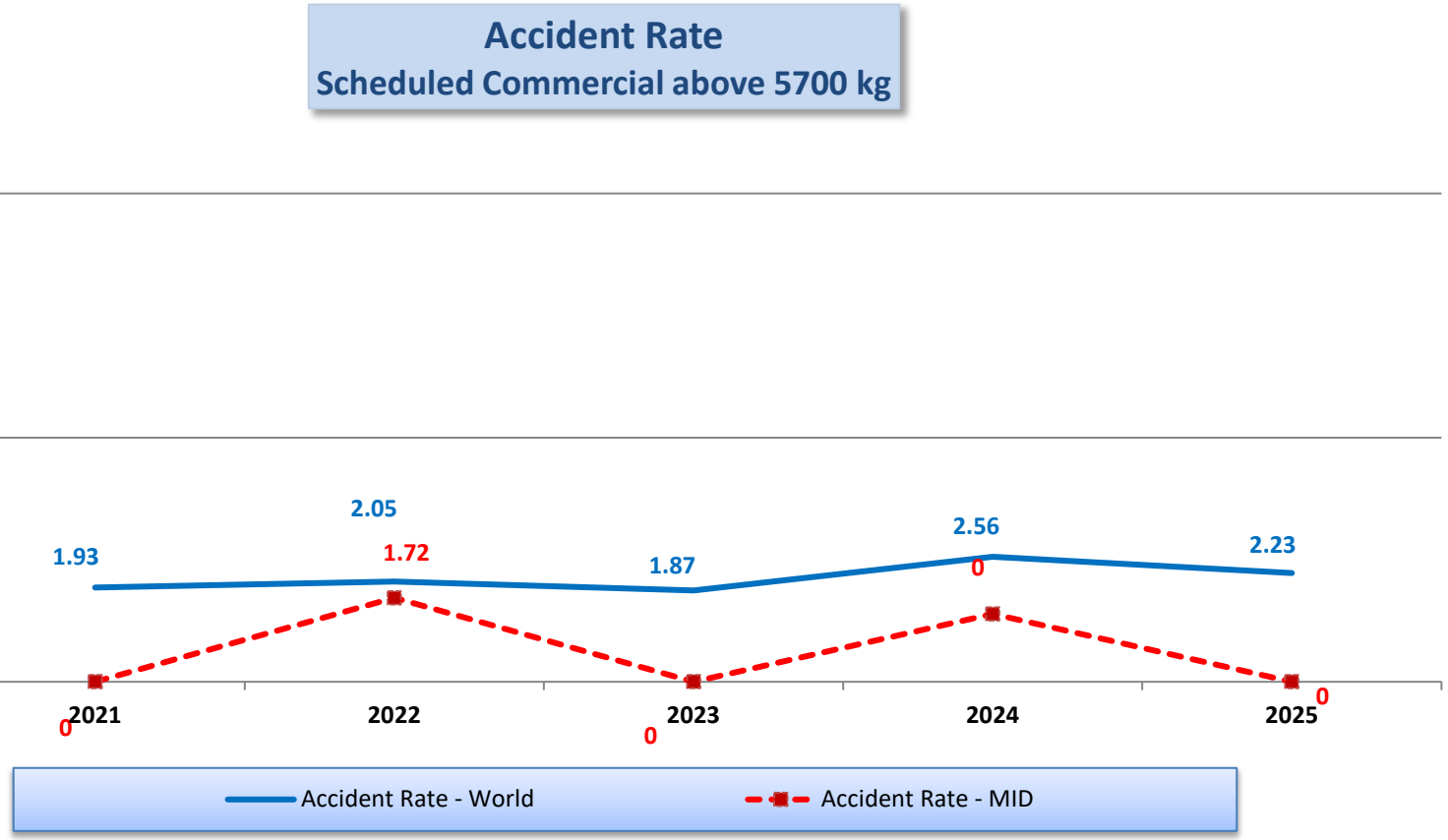
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Number of MID Accidents



4 Accidents

Accident Rate

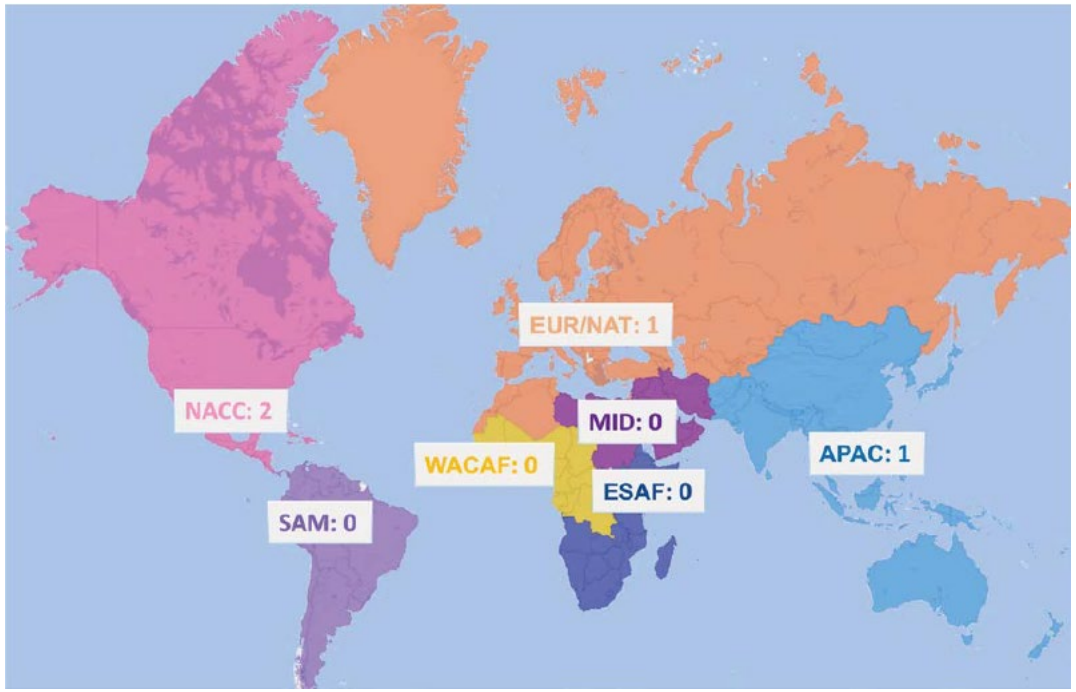


Average 2021-2025

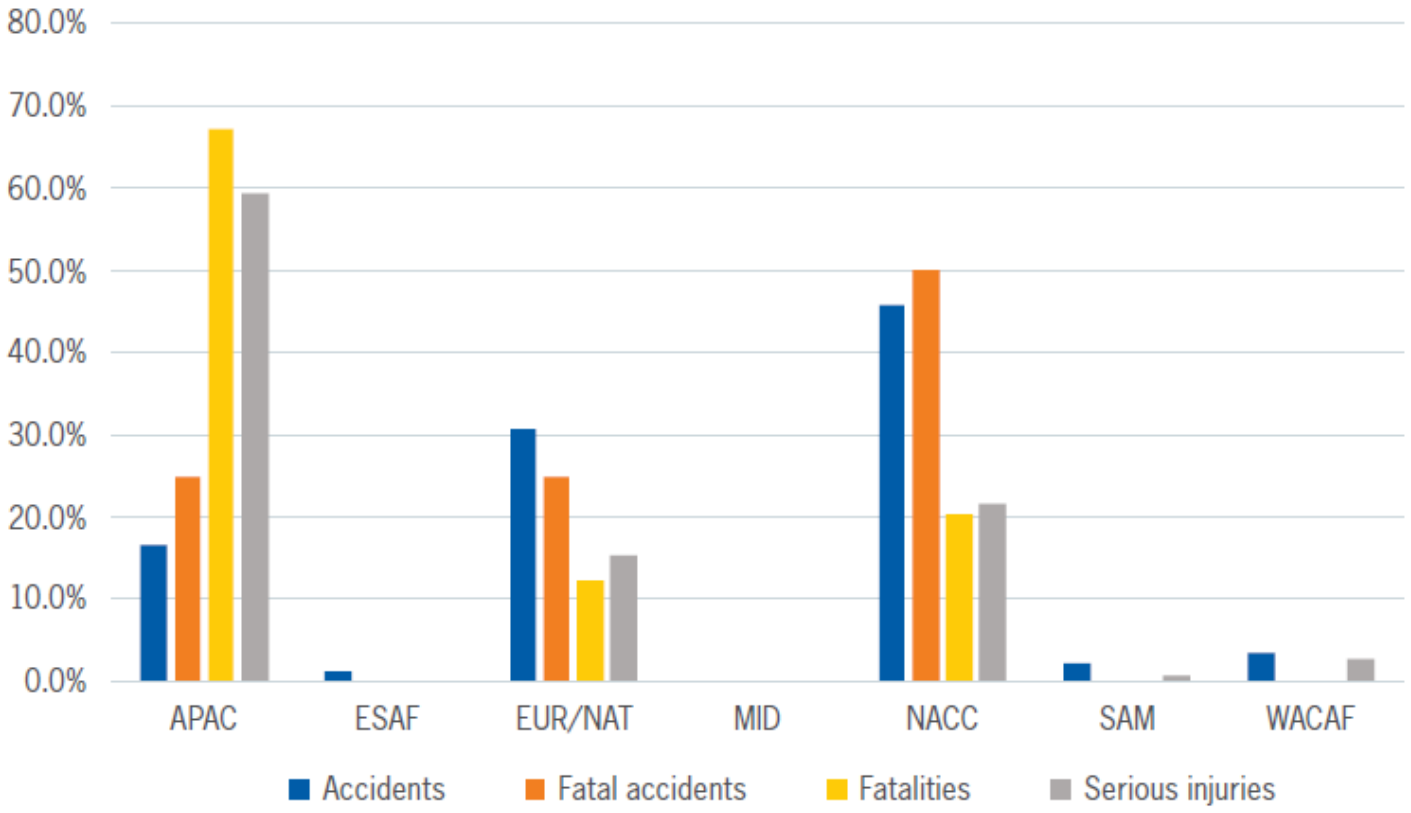
Average MID
0.62

Average Global
2.12

Number of fatal accidents by ICAO region in 2025

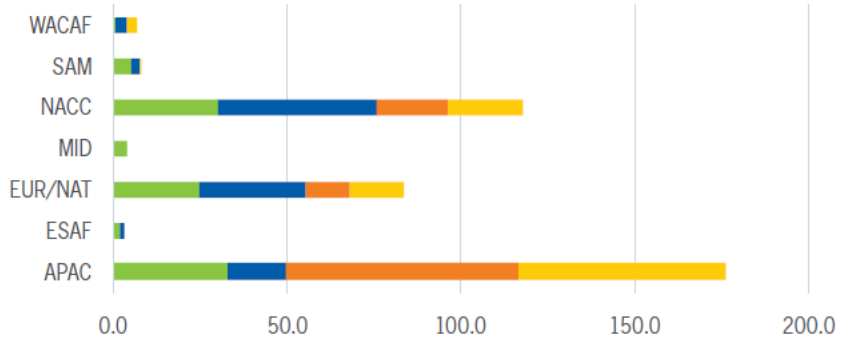


Accident overview by ICAO Region in 2025



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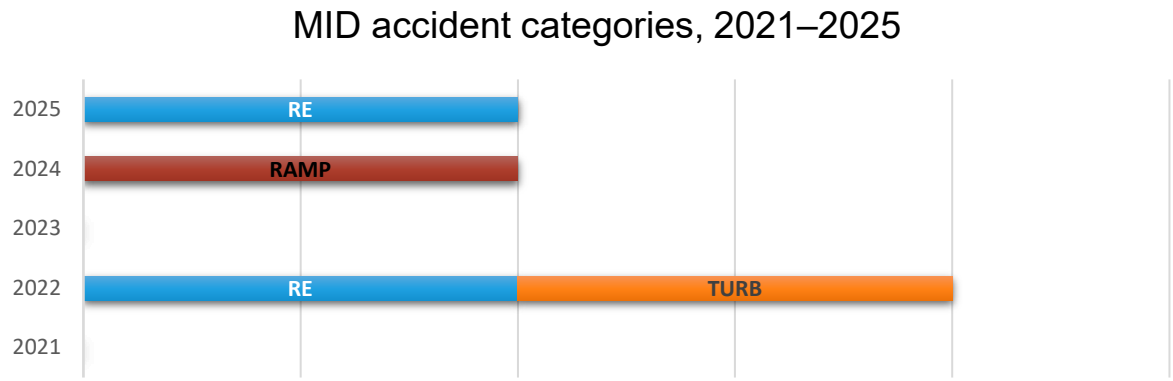
Share of traffic, accidents, and fatalities by ICAO region based on State of Occurrence in 2025



	APAC	ESAF	EUR/NAT	MID	NACC	SAM	WACAF
Traffic (%)	33.1	2.0	25.0	3.9	30.0	5.2	0.7
Accidents (%)	16.5	1.2	30.6	0.0	45.9	2.4	3.5
Fatalities (%)	67.2	0.0	12.4	0.0	20.4	0.0	0.0
Serious injuries (%)	59.4	0.0	15.4	0.0	21.7	0.7	2.8

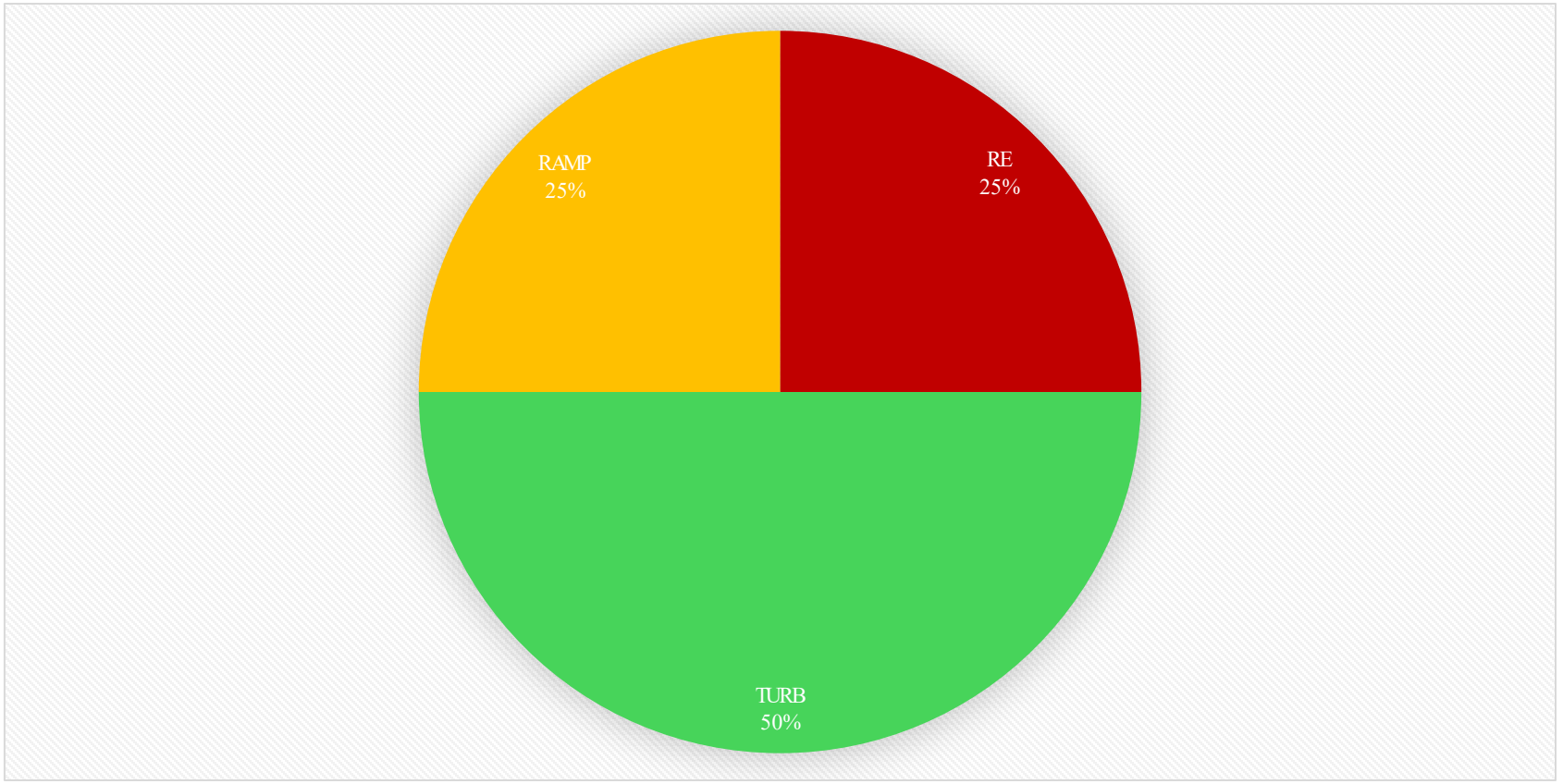
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MID- Distribution of Occurrence Category



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Occurrence Category Distribution as Percentage

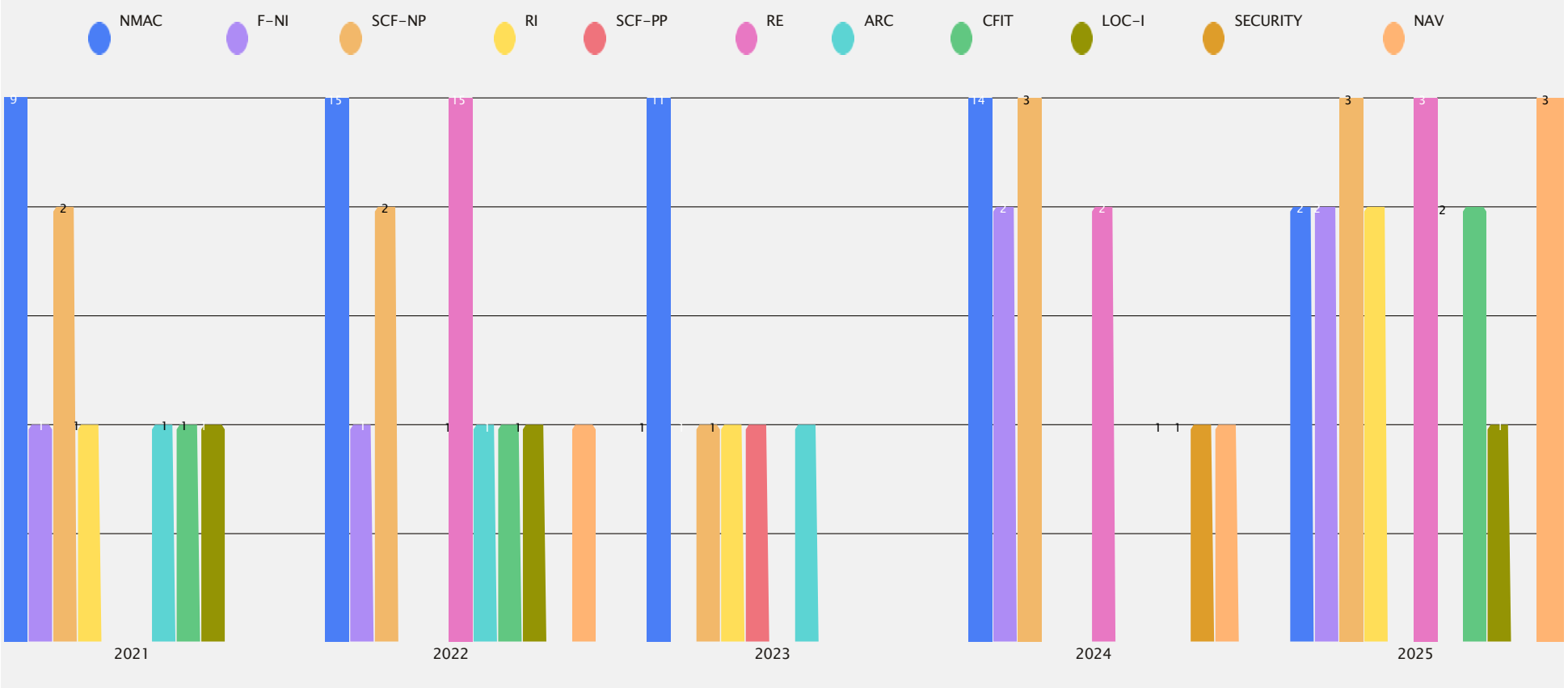


State of Occurrence

Accident occurrence categories recorded in the MID Region, 2021–2025:

1. Runway Excursion (RE) during landing
2. Ramp (RAMP)
3. Turbulence (TURB)
4. RAMP event: sole fatality

Serious Incidents reported by States



Number of Serious Incidents Distribution Per Year (2021-2025)

States Analysis

Main Safety Issues

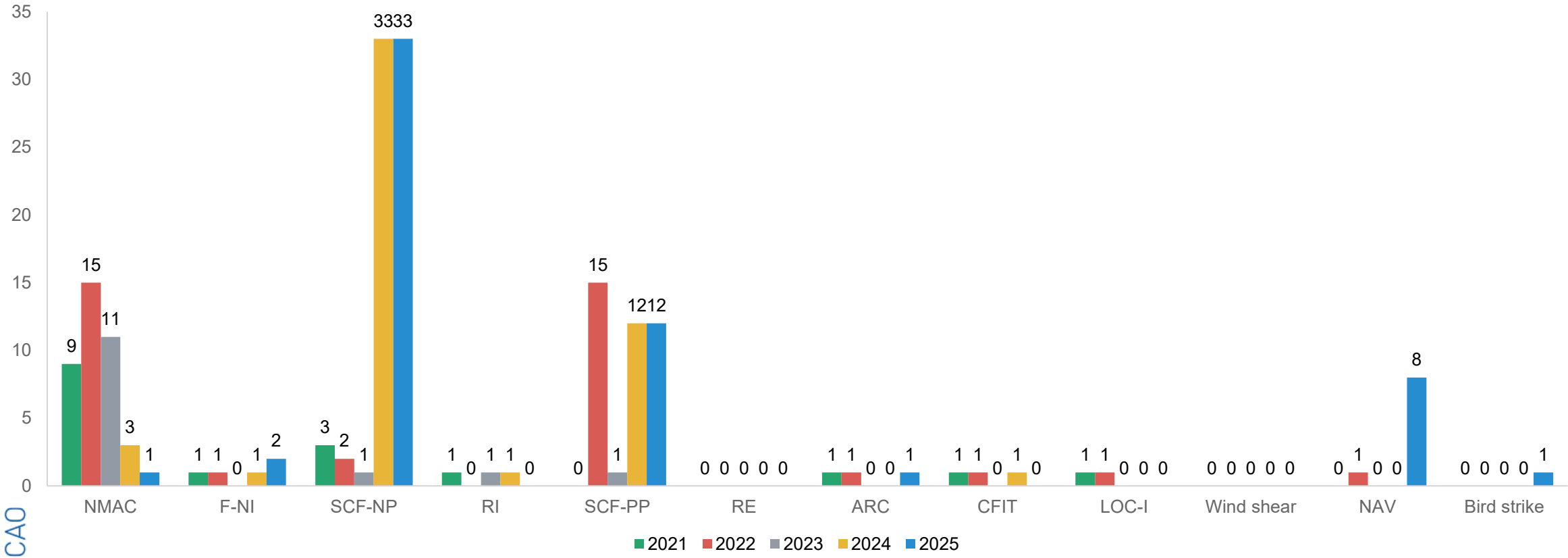
Identified and shared by MID States

- GNSS interference and navigation
  GPS jamming/spoofing, EGPWS warnings and NAV
- Airborne collision risks
  NMAC and TCAS resolution advisories
- Runway safety
  Runway excursions and incursions
- Technical reliability and maintenance
  Technical failures, SCF-PP and SCF-NP
- Weather and aerodynamic hazards
  Low-level wind shear and wake turbulence
- Wildlife hazards
  Bird strikes
- Dangerous goods
  Carriage and handling

Safety oversight and safety management
Regulatory oversight, SSP development and implementation, and SMS
Human factors and personnel competence
Human performance, training effectiveness and personnel competence

MID States: Serious Incidents by Occurrence Category

Reported occurrences, 2021–2025

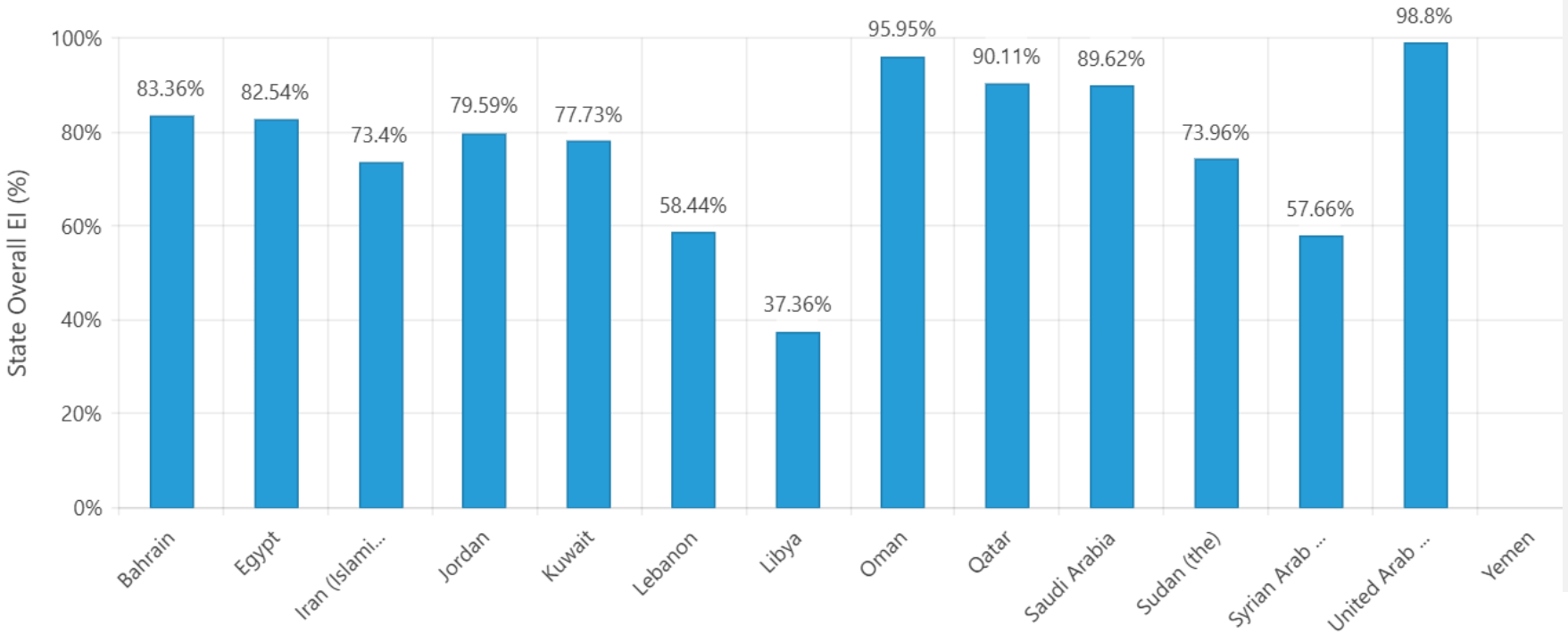


NMAC: Near mid-air collision F-NI: Fire/smoke (non-impact) SCF-NP / SCF-PP: System/component failure, non-powerplant / powerplant

RI: Runway incursion RE: Runway excursion ARC: Abnormal runway contact CFIT: Controlled flight into terrain LOC-I: Loss of control in flight

Proactive Safety Information

MID USOAP



13 out of 15 States have been audited

Overall MID EI = 76, 64% which is above Global average (70.46%)

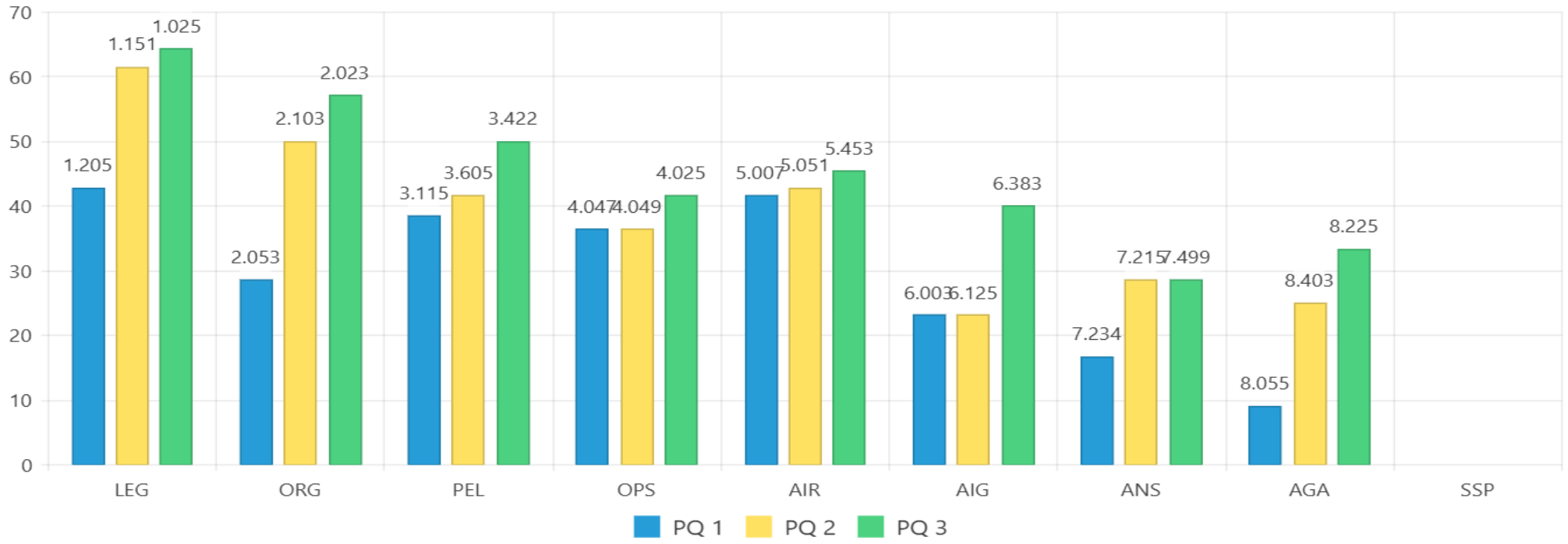
3 states are below 60% (Libya, Syria, Lebanon)

NO SSC in MID Region

Regional EI by Audit Area and Critical Element (CE)



Top 3 lowest PQ EI by Audit Area Source



Regional PPQ EI by Audit Area and Critical Elements



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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 states in the MID Region have 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.



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









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Emerging issues

- The safe integration on the basis of granting fair access to the 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, continues to be a priority activity.

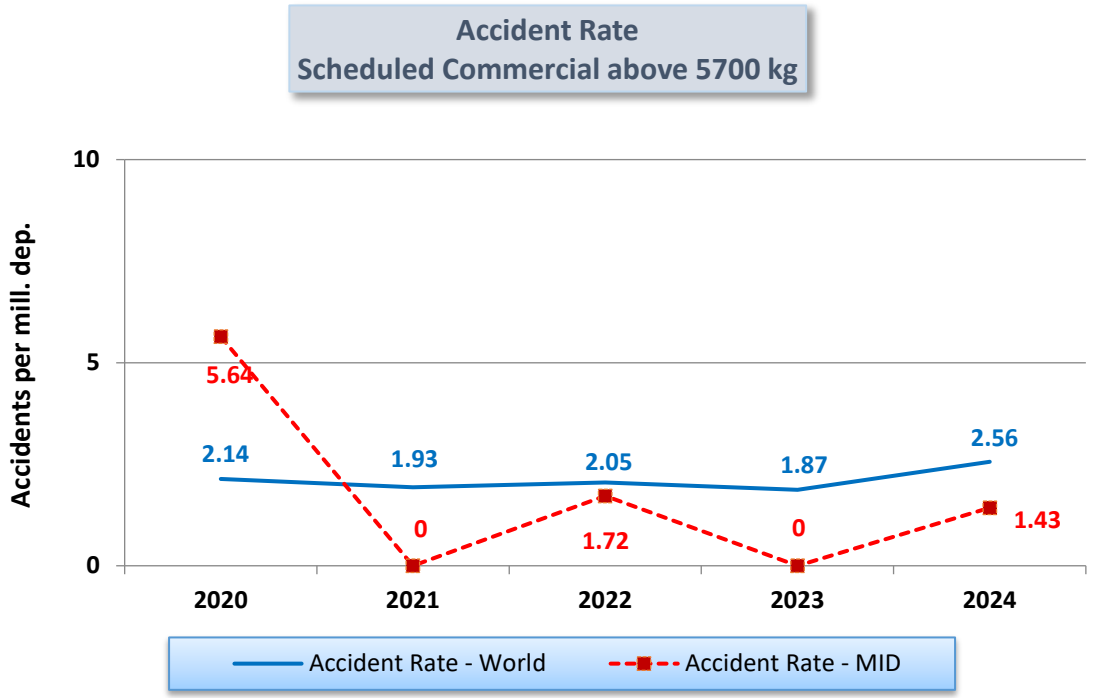


MID Region Safety Performance

MID Region Safety Performance Monitoring

MID Region Safety Priorities

Goal 1: Achieve a Continuous Reduction of Operational Safety Risks

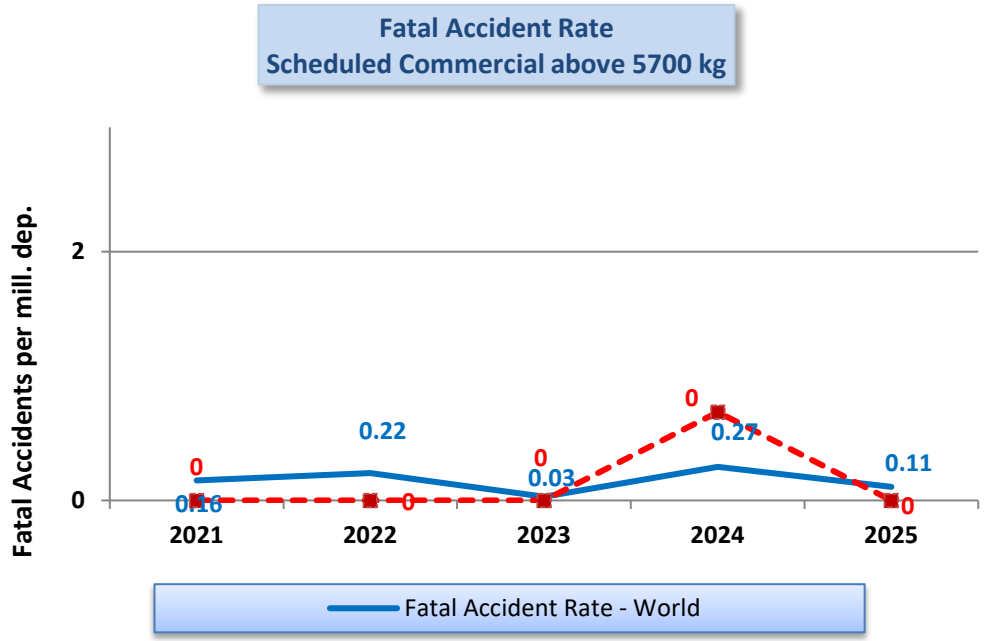


Safety Target

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

Average 2021-2025

Average MID	Average Global
0.62	**2.12**



Safety Target

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

Average 2021-2025

Average MID	Average Global
0.14	**0.15**

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Goal 1: Regional operational risk indicators

Average MID
0.17

Average 2021-2025

Average Global
0.12

Average 2021-2025

Runway Excursion (RE)



Average MID
0

Average 2021-2025

Average Global
0.02

Average 2021-2025

Runway Incursion (RI)



Average MID
0

Average 2021-2025

Average Global
0.05

Average 2021-2025

Loss of Control Inflight (LOC-I)



Average MID
0

Average 2021-2025

Average Global
0.03

Average 2021-2025

Controlled Flight into Terrain (CFIT)



Average MID
0

Average 2021-2025

Average Global
0.01

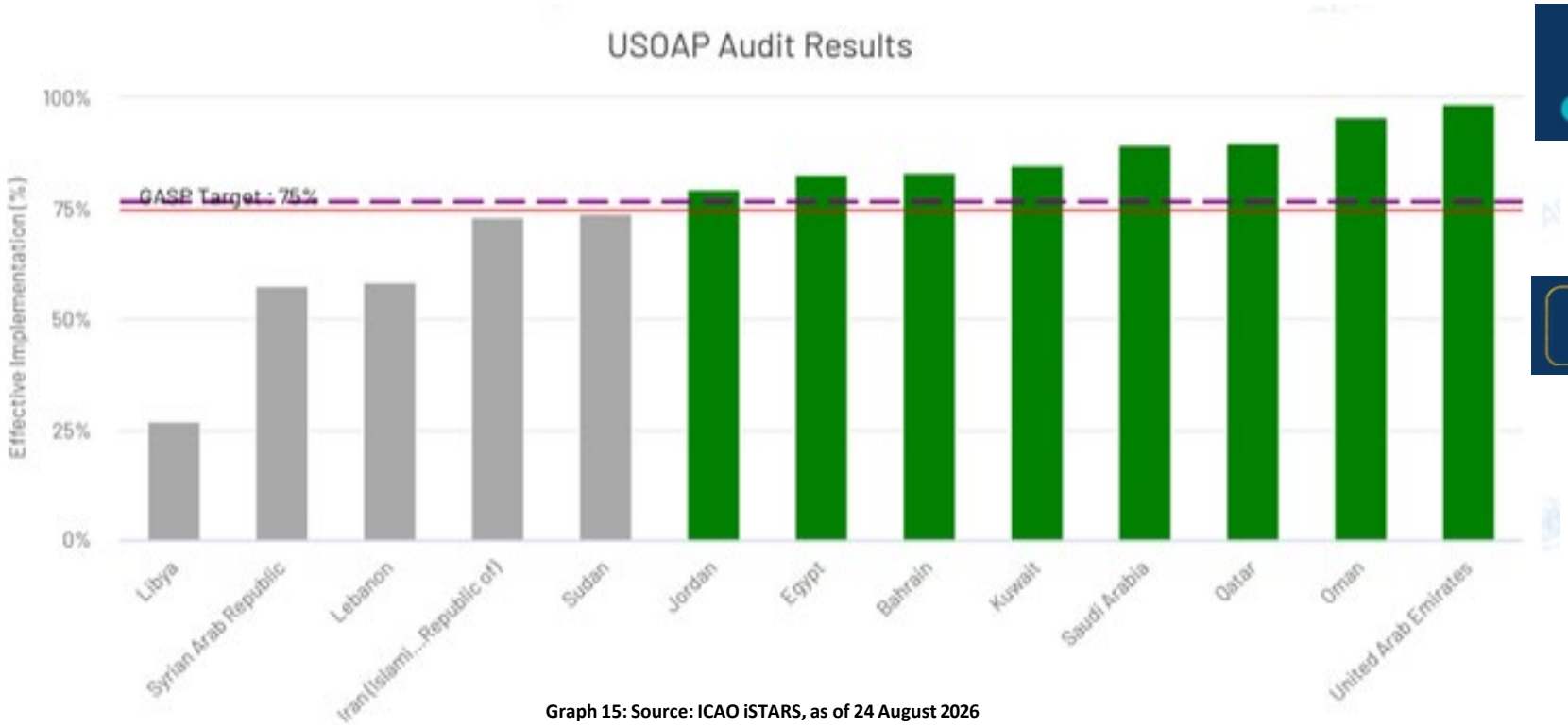
Average 2021-2025

MID- Air Collision (MAC)



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Goal 2: Strengthen States' Safety Oversight Capabilities



Graph 15: Source: ICAO iSTARS, as of 24 August 2026





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

SSP implementation remains a top regional safety priority

IMPLEMENTATION CHALLENGES

Legislation and governance
Legislative amendments and limited stakeholder coordination

People and resources
Limited qualified personnel, training and financial resources

Safety intelligence and risk management
Limited data analysis and safety risk management guidance

Oversight transition
Shift to risk-based and performance-based approaches

Regional context
Geopolitical constraints and emerging technologies

PRIORITY ACTIONS

Secure commitment and strengthen governance
High-level support, adequate resources and clear State coordination

Build SSP expertise
Targeted training, workshops and technical assistance

Strengthen safety risk management
Robust State frameworks supported by data collection and sharing

Measure and monitor safety performance
Harmonized regional SPIs for monitoring and benchmarking

Improve collaboration
Share best practices and lessons learned across the region

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NASP DEVELOPMENT

Align with GASP 2026–2028 and MID-RASP, prioritizing national safety issues. ICAO MID supports States through workshops and assistance missions.

6th MID REGION SAFETY SUMMIT

UAE to host in 2026, supporting aviation safety and regional collaboration.

Goal 4:Strengthen collaboration at the regional and national levels to address safety issues

Goal 4: Increase Collaboration at the Regional Level					
G4-SEI-01:	Development and Implementation of MID-RASP	**A1**- Development and Implementation of MID-RASP 2023-2025 Edition	SEIG	Published May 2023. **Completed**	2023-2025
G4-SEI-02:	Enhance collaboration between States, international organizations, and industry	**A1**- Develop and agree on joint work activities through MID-RCM meetings	ICAO, States, Regional Groups, International Organizations, and Industry	**Completed** Conducted Oct 2023	2023-2025
		A2- Support the establishment of MENA RSOO and its activities	ACAO, ICAO and States	States Signed the RSOO MoU on Dec 2023 and RSOO started its operations. **Completed.**	2023-2025





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



Align with GASP 2026–2028 and MID-RASP, prioritizing national safety issues. ICAO MID supports States through workshops and assistance missions.

Nine States have developed NASPs.

The main challenges faced by States in developing their NASPs.

- Capacity building and training;
- Senior management commitment
- Limited resources including financial
- Limited qualified personnel;
- Safety data and safety information collection and analysis;
- Emerging of new technologies;
- Limited collaboration, coordination, and communication amongst stakeholders;
- Limited guidance to develop a robust safety risk management framework and processes; and
- Geopolitical situation in the region.

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Goal 6: Expand the use of industry Programmes and safety information sharing networks

Goal 6: Expand the Use of Industry Programmes and Safety Information Sharing Networks					
G5-SEI-01:	Promoting the Use of Industry Programmes	**A1**- Encourage IATA's IOSA and ISAGO registrations through safety promotion	IATA	**Completed**	2023-2025
		A2- Encourage the implementation of ACI Airport Excellence (APEX) in Safety Programme	ICAO and ACI	**Completed**	2023-2025

Safety Indicator	Safety Target	MID	Remark
Use of the IATA Operational Safety Audit (IOSA), to complement safety oversight activities.	a. Maintain at least 60% of eligible MID airlines to be certified IATA-IOSA at all times. b. All MID States with an EI of at least 60% use the IATA Operational Safety Audit (IOSA) to complement their safety oversight activities.	6 states (40%)	
Use of the IATA Safety Audit for Ground Operations (ISAGO) certification, as a percentage of all Ground Handling service providers	The IATA Ground Handling Manual (IGOM) endorsed as a reference for ground handling safety standards by all MID States by 2025	6 States (40%)	

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MID Region Safety Priorities

MID Region Safety Priorities

OPERATIONAL RISKS

Loss of control in flight (LOC-I)
Runway excursions and abnormal runway contact
Mid-air collisions and controlled flight into terrain
Runway incursions
System/component failures and turbulence
Operational effects of GNSS interference

ORGANIZATIONAL PRIORITIES

Strengthen State safety oversight
Improve safety management
Address human factors and human performance
Strengthen personnel competence

INTERCONNECTED RISKS

Cybersecurity
GNSS jamming and spoofing
5G interference with radio altimeters
Aviation health safety
Conflict-zone risks
Security threats affecting aviation safety

EMERGING ISSUES

Advanced Air Mobility (AAM) and new entrants, including UAS and eVTOL aircraft

Sharing of Safety Data Analysis & safety information



States are encouraged to provide necessary safety information to the ICAO MID Office, by May 2027

The Draft of the 16th edition of the MID ASR will be presented to the ASRG/9 meeting for review.

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ASR and MID-RASP link

- The 2021–2025 ASR identifies operational risks and organizational issues. MID-RASP 2026–2028 assigns SEIs under six goals and monitors progress through regional safety indicators. More State safety data and analysis are needed.

Thank You



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