
REPORT ON AGENDA ITEM 4: RASG-MID WORK PROGRAMME**4.1 Follow-up on the RASG-MID/12 Conclusions and Decisions**

4.1.1 The subject was addressed in WP/20 presented by the Secretariat. The meeting was apprised of the progress achieved in the implementation of the RASG-MID/12 Conclusions and Decisions as at **Appendix 4A**.

4.2 Outcomes of the RASG-MID Groups (ASRG, SEIG, ASPIG and AIIG)**ASRG Outcomes**

4.2.1 The subject was addressed in WP/22 and PPT/23 presented by the Secretariat. The meeting noted that Eng. Moaz Hezzi, Airworthiness Inspector / Aviation Safety and Quality expert, Oman, and Eng. Mohamed El-Tobgy, Lead Safety Investigator, Egypt, were unanimously elected as the Chairperson and Vice-Chairperson of the Annual Safety Report Group (ASRG), respectively.

4.2.2 The meeting was apprised of the MID Region safety priorities.

4.2.3 Based on the analysis of the reactive and proactive safety information for the period 2020-2024, the safety priorities defined for the MID Region are:

Regional Operational Safety Risks

1. Runway Excursion (RE) and Abnormal Runway Contact (ARC) during landing;
2. loss of Control Inflight - (LOC-I);
3. MID Air Collision- (MAC)
4. controlled Flight into Terrain- (CFIT); and
5. runway Incursion- (RI).

4.2.4 In line with GASP 2026-2028 Edition, other considered regional occurrence categories: SCF-NP and TURB

4.2.5 In addition to this, safety issues have been identified and mapped to their respective potential accident outcomes.

Regional Organizational issues**States' Safety Oversight Capabilities**

4.2.6 USOAP-CMA audits had identified that State's inability to effectively oversee aviation operations remains a global concern. In respect of the MID Region, the regional average overall Effective Implementation (EI) (13 out of 15 States have been audited) is approx. 77,36 %, which is above the world average 70.41% (as of 8 June 2026). Three (3) States are currently below EI 60.

4.2.7 The MID Office continues to support States in strengthening their safety oversight capabilities through capacity-building activities and technical assistance missions.

4.2.8 Moreover, the effective implementation in certification, surveillance, and resolution of Safety concerns needs to be improved.

Safety Management

4.2.9 States should build upon fundamental safety oversight systems to fully implement SSPs according to Annex 19; States shall require that applicable service providers under their authority implement an SMS. The average EI for SSP foundation PQs for States in the MID Region is approximately 79%.

4.2.10 An SSP requires increased collaboration across operational domains to identify hazards and manage risks. Aviation authorities and organizations should anticipate new emerging threats and associated challenges by developing SRM principles. Implementation of SSP is one of the main challenges faced by the State in the MID Region. The RASG-MID addresses the improvement of SSP implementation in the MID Region as one of the top Safety Enhancement Initiatives (SEIs). In connection with this, the RASG-MID supported the establishment and activation of the MENA RSOO, with a primary objective to assist member States to develop and implement SSP. Recognizing the challenges faced by States in developing their SSPs, the MID Office has organized various workshops and activities focused on SSP implementation, including Safety Risk Management (SRM), safety performance management, developing a Safety Intelligence.

4.2.11 The Collaborative Approach to Managing and Enhancing Aviation Safety in the MID Region, 5th Safety Summit was held in Kuwait from 25th –27th November 2024, bringing together over 100 participants from States, international organizations, and industry stakeholders. The Summit served as a platform to foster collaboration in Aviation Safety by aligning strategies, sharing experiences, addressing emerging challenges, and supporting States with SSP development.

The following actions were recommended to support the SSP implementation in the MID Region:

- Enhance State Commitment: Secure high-level commitment and adequate resources for effective SSP implementation.
- Strengthen Governance: Establish clear governance and coordination mechanisms at the State level.
- Capacity Building: Provide targeted training, Workshops, and technical assistance to develop SSP expertise.
- Establish a robust safety risk management framework at the State level
- Promote Data-Driven Oversight: Improve safety data collection, sharing, and analysis to support proactive risk management.
- Develop Regional Safety Performance Measurement and Monitoring: Harmonize SPIs across States to enable effective monitoring and benchmarking.
- Foster Collaboration: Encourage sharing of best practices and lessons learned among States and stakeholders

4.2.12 In addition, the development of the National Aviation Safety Plan (NASP) is one of the MID region safety priorities, and eight (8) States had published their NASPs in the ICAO website, and one State developed and did not yet publish it.

4.2.13 In line with the Safety Strategic Objective of the International Civil Aviation Organization (ICAO), the 2023-2025 edition of the Global Aviation Safety Plan (GASP, Doc 10004) presents the global strategy for the continuous improvement of aviation safety. It also provides a framework in which regional and National Aviation Safety Plans (RASPs and NASPs) are developed and implemented.

4.2.14 The State's NASP should be developed in alignment with the GASP and the MID-RASP. However, priority should be given to national safety issues. Moreover, the NASP should also be aligned and coordinated with the MID-RASP (as appropriate).

4.2.15 Recognizing the challenges facing the States in the development of their NASPs, the ICAO MID Office conducted NASP workshops and assistance Missions dedicated to NASP to support States with NASP development.

Human Factors and Human Performance

4.2.16 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

4.2.17 Availability of well-trained and competent aviation personnel is paramount to the safety and resilience of the aviation industry. Some of 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. Nevertheless, 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

4.2.18 The COVID-19 crisis demonstrated that safety, security, health safety and other risks can no longer be managed in isolation. The aviation community has realized that continuing to develop tools and specific guidance for each situation and for each domain affected by transversal risks may delay not only the implementation of mitigation measures, but also the development of an enabling framework to support integrated, collaborative risk management.

Cybersecurity Risks

4.2.19 The Global Civil Aviation Ecosystem is accelerating towards more digitalization. This implies that any exchange of information within any digital workflow of the aviation community needs to be resilient to information security threats which have consequences on the safety of flight or the availability of airspace and beyond. Aware of the complexity of the aviation system and the need to manage cybersecurity risk, the MID Region needs to consider and address information security risks in a comprehensive and standardized manner across all aviation domains. In addition, it is essential that the aviation industry and civil aviation authorities share knowledge and learn from experience to ensure systems are secure from individuals/organizations with malicious intent.

Security Risks with an impact on Aviation Safety

4.2.20 The implementation of aviation security measures can have a direct impact on safety aspects of aerodrome or aircraft operations. Airport security, aircraft security or in-flight security are the areas where the interdependencies are highly visible and where any security requirements should also consider potential impacts on aviation safety. States should consider where interdependencies between civil aviation safety and security exist.

4.2.21 Therefore, an integrated approach to the management of safety and security risks across the spectrum of aviation activities would bring benefits such as a complete overview of risks, a better sharing of security information and the closure of gaps in the security system while focusing on increasing the overall level of safety. Consequently, this would allow ensuring synergies where security measures can have an impact on safety and vice versa; thereby avoiding incompatible actions and strengthening the overall safety and security of civil aviation.

Risks arising from conflict zones

4.2.22 Some fatal accidents on conflicted areas raised the question why the aeroplane was flying over an area where there was an ongoing armed conflict. This is why it's important for states, aircraft operators, and other airspace users such as air navigation service providers (ANSPs), to work together to share the most up-to-date conflict zone risk-based information possible to assure the safety of civil flights.

Aviation Health Safety (AHS) Risks

4.2.23 The COVID-19 pandemic has shown that the harmonization of health policies affecting aviation, and in particular in the CAT domain, has become an important topic to help overcome the pandemic. The objective is to minimize the impact of health safety threats in CAT. Health safety threats should be included in the management of risk interdependencies.

4.2.24 COVID-19 is unlikely to be the last pandemic we will be faced with. It is crucial to continue supporting the MID Region aviation industry competitiveness by offering the safest aircraft interior environment to reduce the risk of disease transmission between continents and States, restore public trust and facilitate future responses to events of similar nature.

GNSS Interference Risks

4.2.25 IATA presented statistical evidence covering over 36,000 reported events, highlighting sharp increases in spoofing (375%) and jamming (58%) from January 2023 to September 2024, with Egypt, Iraq, and Türkiye identified among the most affected States.

4.2.26 To bring attention to the critical issue of GNSS interference and spoofing, and to foster discussions on the management of GNSS vulnerabilities and potential mitigation measures against GNSS RFI, ICAO convened the ICAO EUR/MID Radio Navigation Symposium from 6 to 8 February 2024 in Turkey, and several recommendations have been adopted by the meeting.

Emerging Safety Issues

4.2.27 Emerging issues are risks that might impact Safety in the future, these may include a possible new technology, a potential public policy, a new concept, business model or idea that, while

perhaps an outlier today, could mature and develop into a critical mainstream issue in the future or become a major trend in its own right.

- Advanced Air Mobility (AAM) and New Entrants including UAS and EVTOL

4.2.28 The meeting reviewed and endorsed the 14th MID-ASR and agreed to the following RASG-MID Conclusion:

RASG-MID CONCLUSION 13/1: 14TH ASR

That, the Fourteenth MID Annual Safety Report is endorsed and be posted on the ICAO MID Website

4.2.29 The MID Annual Safety Reports (ASRs) are available at the following link: [RASGMID-ASR](#).

4.2.30 The meeting noted the main challenge facing the ASRG for the development of the ASRs, in particular are mainly limited sharing of safety information, including safety analysis by the States.

4.2.31 In connection with the above, the meeting reiterated the importance of sharing safety information for improved ASRs development and urged States to provide the ICAO MID Office by the end of July 2026 the safety data analysis and their associated safety recommendations for the period (2021 – 2025). Accordingly, the meeting agreed to the following RASG-MID Conclusion:

RASG-MID CONCLUSION 13/2: SHARING OF SAFETY DATA ANALYSIS

In order to enable the development of the 15th Edition of the MID ASR, States are urged to provide necessary safety information and safety data analysis to the ICAO MID Office, by end of July 2026, related to each occurrence category in Appendix 4B for the past 5 years (2021– 2025) and using the templates in Appendices 4C and 4D. The Draft of the 15th edition of the MID ASR will be presented to the ASRG/8 meeting for review.

Accidents Safety Status 2025 -IATA

4.2.32 The subject was addressed in PPT/24 presented by IATA. The meeting was apprised of the 2025 aviation accident safety statistics and expressed its appreciation to IATA for sharing the update.

SEIG Outcomes

4.2.33 The subject was addressed in WP/25, PPT/26, PPT/27, and WP/28 presented by the secretariat.

4.2.34 The meeting noted that Dr. Mohammad M. Hushki, Director Compliance Monitoring & NCMC of Jordan, Jordan Civil Aviation Regulatory Commission (CARC), and Mrs. Rawya Nasser Al-Adawi, Director General of Civil Aviation Regulations, Oman Civil Aviation Authority (CAA), were unanimously elected as the Chairperson and Vice-Chairperson of the Safety Enhancement Implementation Group (SEIG), respectively.

4.2.35 The meeting also noted that Dr. Mohammad M. Hushki has subsequently been appointed as Director of Aircraft Accident Investigation at Jordan Civil Aviation Regulatory Commission. Consequently, the position of SEIG Chairperson has become vacant. The meeting agreed that the election of a new Chairperson would be included on the agenda of the next SEIG meeting.

Outcome on the ICAO Assembly 42nd

4.2.36 Covered under Agenda item 2.2 “Global and regional safety and Air Navigation development”.

Update on the implementation Progress of the Safety Enhancement Initiatives (SEIs)

4.2.37 The meeting noted with appreciation the update on the implementation progress of the SEIs conducted by the Secretariat in coordination with all stakeholders.

4.2.38 The Middle East Regional Aviation Safety Plan (MID-RASP) 2023-2025 Edition at **Appendix 4E** presents the strategic direction for the management of aviation safety in the MID Region, to strengthen Member States Safety Oversight System, and risk-based approach to managing safety and support effective implementation of States’ Safety Programmes (SSP) and Safety Management System (SMS) including the development of NASP.

4.2.39 The tenth meeting of the Regional Aviation Safety Group – Middle East (RASG-MID/10) was held in Muscat, Oman, 14-17 May 2023; reviewed and endorsed the MID-RASP 2023-2025 Edition including 24 Safety Enhancement Initiatives (SEIs) and 62 safety actions through RASG-MID Conclusion 10/7.

4.2.40 The meeting was apprised with appreciation on the updated progress on SEIs and their respective safety actions and noted with appreciation that 49 safety actions out of 62 (Approx 80%) have been completed and implemented. Accordingly, the meeting endorsed the updated implementation progress of SEIs and safety actions and agree to the following RASG-MID Conclusion:

RASG-MID CONCLUSION 13/3: IMPLEMENTATION PROGRESS ON THE SAFETY ENHANCEMENT INITIATIVES (SEI)

*That the implementation progress of the Safety Enhancement Initiatives (SEIs) and safety actions included in the MID-RASP 2023-2025 Edition at **Appendix 4F** is endorsed*

SEIs Guidance material development

4.2.41 The meeting noted with appreciation the guidance material developed by Qatar on the issuance of temporary exemption. The issuance of temporary exemptions became critical during global disruptions such as the COVID-19 pandemic.

4.2.42 The meeting was informed that it outlines principles, processes, and risk-based methodologies for granting temporary deviations from ICAO SARPs while maintaining safety and compliance obligations.

4.2.43 The meeting also noted key challenges identified including limited technical expertise; inadequate data governance systems; regulatory fragmentation; and emergent risks associated with

algorithmic bias and system interoperability. Accordingly, the meeting endorsed the issuance of temporary exemptions guidance material and agreed to the following RASG-MID Conclusion:

RASG-MID CONCLUSION 13/4: ISSUANCE OF TEMPORARY EXEMPTIONS GUIDANCE MATERIAL

That the guidance material on the issuance of temporary exemptions at Appendix 4G is endorsed.

4.2.44 The meeting noted with appreciation the guidance material developed by Qatar on remote safety oversight.

4.2.45 The meeting was informed that the COVID-19 pandemic and other global disruptions highlighted the need for innovative approaches to safety oversight. Remote oversight emerged as a practical and effective method for maintaining regulatory compliance and safety performance when on-site activities were limited.

4.2.46 The meeting also noted that the guidance manual on remote safety oversight provides a framework for planning, conducting, and monitoring remote safety oversight activities. Accordingly, the meeting endorsed the remote safety oversight guidance material and agree to the following RASG-MID Conclusion:

RASG-MID CONCLUSION 13/5: REMOTE SAFETY OVERSIGHT GUIDANCE MATERIAL

That the guidance material on the remote safety oversight at Appendix 4H is endorsed.

4.2.47 The meeting noted with appreciation the guidance material developed by Qatar on Judicial Enforcement for Aviation Inspectors.

4.2.48 The meeting was informed that it provides a standardized approach to differentiate administrative and judicial enforcement, align with ICAO provisions. Accordingly, the meeting endorsed the judicial Enforcement for Aviation Inspectors guidance material and agreed to the following RASG-MID Conclusion:

RASG-MID CONCLUSION 13/6: JUDICIAL ENFORCEMENT FOR AVIATION INSPECTORS GUIDANCE MATERIAL

That the guidance material on the judicial Enforcement for Aviation Inspectors at Appendix 4I is endorsed.

Progress Towards 2026-2028 GASP

4.2.49 The subject was addressed in PPT/21 by the Secretariat. The meeting noted the process undertaken by ICAO, through the GASP Study Group (GASP-SG), to develop the final version of the 2026-2028 edition of the GASP, presented for endorsement at the 42nd Session of the ICAO Assembly (A42).

4.2.50 The meeting was informed of the global safety issues presented in the GASP, including the main findings related to global operational safety risks and organizational challenges, and took note of the 2026-2028 GASP goals and targets.

4.2.51 The meeting was also informed on all the GASP-related documents and tools, which were being revised to coincide with the latest edition of the GASP, as well as the next steps to assist States in developing or revising their national aviation safety plans and actions by ICAO to address feedback on the GASP, received during A42.

MID States Progress on NASPs Development

4.2.52 The meeting recalled that ICAO issued States Letter to States on “the sharing/submission of the National Aviation Safety Plan (NASP)” through State Letter Ref.: ME 4 – 25/159 dated 7 July 2025. So far, nine (9) States have developed their NASPs and shared approved copies with the ICAO MID Office. Eight (8) have published their NASPs on the ICAO website (Egypt, Iran, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, and UAE).

4.2.53 In line with the Safety Strategic Objective of the International Civil Aviation Organization (ICAO), the 2026-2028 edition of the Global Aviation Safety Plan (GASP, Doc 10004) presents the global strategy for the continuous improvement of aviation safety. The purpose of the GASP is to continually reduce fatalities and the risk of fatalities associated with accidents by guiding the harmonized development and implementation of regional and national aviation safety plans. States, regions, and industry facilitate the implementation of the strategy presented in the GASP through RASPs and NASPs.

4.2.54 The meeting was informed that the States’ NASP should be developed in alignment with the GASP and the MID-RASP. However, priority should be given to national safety issues. Moreover, the NASP should be also aligned and coordinated with the MID-RASP (as appropriate).

4.2.55 The meeting noted that the GASP 2026-2028 Target 5.2 calls for all States to publish an updated NASP, taking into consideration the 2026–2028 edition of GASP and their corresponding RASP, by 2027.

4.2.56 The meeting was informed that States shared their safety strategies and challenges related to the development of their NASPs.

4.2.57 The meeting noted the 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 new technologies including UTM-ATM integration sandbox;
- limited collaboration, coordination, and communication amongst stakeholders including industry involvement from beginning;
- limited guidance to develop a robust safety risk management framework and processes; and
- geopolitical situation in the region.

4.2.58 The meeting recognized the challenges facing the States in the development of their NASPs. In this respect, the meeting was apprised about the MID Regional Office to conduct dedicated Assistance Missions to support States with NASP development and implementation. Accordingly, the meeting agreed to the following RASG-MID Conclusion:

**RASG-MID CONCLUSION 13/7: DEVELOPMENT OF NATIONAL
AVIATION SAFETY PLAN (NASP) IN MID
STATES**

That, States be:

- a) *urged to develop and implement the NASP in line with the GASP and MID-RASP, if not yet done so;*
- 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;*
- c) *encouraged to continue to use existing ICAO guidance material and tools to implement their NASPs;*
- d) *encouraged to request assistance from the ICAO MID Regional Office related to the development of their NASPs including the conduct of assistance missions and/or customized NASP Workshop for each State; and*
- e) *encouraged to share their experiences related to the development of their NASPs during the SEIG meetings and/or Regional NASP Workshop to be organized by the ICAO MID Regional Office in 2026.*

MID RASP 2026-2028 Edition

4.2.59 The meeting noted with appreciation the development of RASP-MID 2026-2028 Edition including the Safety Enhancement Initiatives (SEIs) and the MID Region Safety Performance Measurement and Monitoring (SPMM).

4.2.60 The meeting was briefed that the MID Regional Aviation Safety Plan (MID-RASP) presents the strategic direction for the management of aviation safety at the regional level. It constitutes the regional safety plan for the MID Region, setting out the strategic priorities, main risks affecting the regional aviation system, and the necessary actions to mitigate those risks to further improve aviation safety.

4.2.61 The meeting was informed that the MID-RASP Edition 2026-2028 aims to enhance the MID Region's commitment to improving safety oversight capabilities, reducing operational risks, and establishing effective State Safety Programmes (SSP). It serves as a key framework for raising awareness of safety risks and their consequences among States, industry, and stakeholders. The MID-RASP encourages the allocation of financial, human, and technical resources to improve safety management, oversight, and operational performance. Additionally, it facilitates information sharing among relevant stakeholders to support timely action and collaborative problem-solving.

4.2.62 In respect of the Turbulence Encounter (TURB) occurrence category, the meeting was also informed that additional safety information should be collected to address the issue at the regional level. Accordingly, the meeting agreed that:

- IATA will explore the possibility of sharing the safety data analysis related to the TURB occurrence category to the ASRG;
- States are urged to share safety information and analysis related to TURB category with the ASRG for further processing; and

- A workshop on TURB occurrence data analysis will be organized to develop recommendations and identify appropriate safety actions for the next course of action

4.2.63 The meeting commended and expressed its appreciation to the ICAO MID Regional Office for the significant efforts and excellent work undertaken in the development of the MID Region Aviation Safety Plan (MID-RASP) 2026–2028 Edition. The meeting recognized the MID-RASP as a comprehensive and strategic framework that aligns regional safety priorities with the objectives of the Global Aviation Safety Plan (GASP) and addresses the MID Region’s key operational risks, organizational issues, and emerging issues.

4.2.64 The meeting further noted the extensive coordination, consultation, safety analysis, and stakeholder engagement conducted by the ICAO MID Regional Office throughout the development process, ensuring that the MID-RASP reflects regional needs, supports effective implementation of Safety Enhancement Initiatives (SEIs), and provides a clear roadmap for enhancing aviation safety performance across the MID Region during the 2026–2028 planning cycle.

4.2.65 The meeting noted that, in order to effectively address regional operational risks, organizational safety challenges, and emerging aviation safety issues, a total of 18 Safety Enhancement Initiatives (SEIs) comprising 58 associated safety actions have been identified, developed, and proposed.

4.2.66 The meeting was also informed that these SEIs are designed to support the implementation of targeted risk mitigation measures, strengthen State safety management capabilities, enhance regional safety performance, and contribute to the achievement of the safety objectives and targets established under the MID-RASP and the Global Aviation Safety Plan (GASP).

4.2.67 The meeting encouraged States and stakeholders to actively support the implementation and monitoring of the MID-RASP to achieve the region’s safety objectives and targets. Accordingly, the meeting agreed to the following RASG-MID Conclusion:

RASG-MID CONCLUSION 13/8: MID-RASP 2026-2028 EDITION

That,

- a) the MID-RASP 2026-2028 Edition including the Safety Enhancement Initiatives (SEIs) and the MID region Safety performance Measurement and Monitoring (SPMM) at Appendix 4J is endorsed; and*
- b) urge States, international organizations, and industry to support the MID-RASP 2026-2028 Edition activities including the implementation of SEIs and safety actions*

State Safety Programme (SSP)

4.2.68 The meeting noted that States should build upon fundamental safety oversight systems to implement effective SSPs. As per Annex 19, States shall require that applicable service providers under their authority implement an SMS. The SMS enables service providers to capture and transmit safety information, which contributes to safety risk management. An SSP requires the implementation of a risk-based approach to measure and monitor the safety performance of the State’s civil aviation system and the progress towards achieving the State’s safety objectives. In this context, the role of the State evolves to include the establishment and achievement of safety performance targets, as well as effective oversight of its service providers’ SMS.

4.2.69 The meeting also noted that the GASP 2026-2028 Edition Goal 3 is aimed at States individually and calls for the establishment and management of State Safety Programmes (SSPs), in accordance with Annex 19 – Safety Management.

4.2.70 The meeting was informed that the GASP 2026-2028 Edition Goal 3 Target 3.1 calls for all States to assess the level of implementation of their SSP, by 2026.

4.2.71 The meeting was also informed that the GASP 2026-2028 Edition Goal 3 Target 3.2 calls for all States to establish an SSP, by 2028.

4.2.72 The meeting noted with appreciation the updated status of Annex 19, Amendment 2 including the State safety policy, objectives, and resources (SSP Component 1), State Safety Risk Management (SSP Component 2), State safety assurance (SSP Component 3), and State safety promotion (SSP Component 4).

4.2.73 The meeting was informed on the delivered workshop related to the guidance on the development of Safety Intelligence including an overview on Safety Intelligence, establishment of Safety Data of Collection and Processing System (SDCPS), Governance and Management of Safety Data and Safety Information, Safety Data And Safety Information Analysis, Use of Analysis Results For Decision Making, and Sharing and Exchange of Safety Information and Safety Intelligence.

4.2.74 The meeting commended and expressed its appreciation to the ICAO MID Office for its valuable efforts in supporting States in the development of their SSPs through various capacity-building activities.

4.2.75 The meeting noted that states of Egypt, Jordan, Saudi Arabia, and the UAE for sharing their experiences and challenges related to the development of SSP.

4.2.76 The meeting noted the challenges faced by States in developing their SSP.

- Legislation amendments;
- capacity building and training;
- limited human and financial resources;
- limited guidance to establish and develop a safety data and safety information collection and analysis;
- limited collaboration, coordination, and communication amongst SSP stakeholders;
- limited guidance to develop a robust safety risk management framework and processes;
- transition from a prescriptive approach to a more risk-based and performance-based approach; and
- geopolitical situation in the region

4.2.77 The meeting recognized the challenges facing the States on the development of SSP and the preparation for the upcoming SSP assessment. 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 RASG-MID Conclusion:

RASG-MID CONCLUSION 13/9: DEVELOPMENT OF SSP IN MID STATES

That, States be:

- a) *urged to prioritize the timely establishment, implementation, and maintenance of State Safety Programmes (SSPs) and to strengthen Safety Management System (SMS) adoption across all aviation service providers, ensuring alignment with ICAO Annex 19 standards;*
- b) *encouraged to request assistance from the ICAO MID Regional Office related to the development and implementation of their SSPs including the conduct of:*
 - i. *Targeted SSP technical assistance missions to prepare States for upcoming ICAO SSP assessments*
 - ii. *Tailored SSP implementation Workshops*
 - iii. *State Safety Risk Management framework workshops to enhance risk-based decision-making capabilities.*
- c) *invited to share lessons learned, challenges, and successes in SSP development during SEIG meetings, fostering peer-to-peer knowledge exchange and regional collaboration; and*
- d) *encouraged to share their latest version of SSP manuals with ICAO MID Office.*

NCMCs Meeting

4.2.78 The subject was addressed by WP/28 presented by the Secretariat. The meeting reviewed the outcome of the NCMC meeting held during SEIG/7 and noted the common challenges faced by States in the implementation of the USOAP Continuous Monitoring Approach (CMA). The meeting supported the recommended actions and regional initiatives contained in Appendix 3X aimed at strengthening safety oversight capabilities, enhancing regional cooperation, and supporting the development of USOAP-CMA guidance material to assist States in the preparation for USOAP audits and ICAO Coordinated Validation Missions (ICVMs).

ASPIG Outcomes

4.2.79 The subject is covered in IP/3, submitted by the Secretariat.

4.2.80 The meeting noted the outcomes related to the Aerodrome Safety, Planning and Implementation Group (ASPIG), which recalled the Conclusions and Decisions endorsed by MIDANPIRG/22 & RASG-MID/12 aimed at strengthening aerodrome safety, operational efficiency and regional harmonization in the MID Region. The meeting further noted that the effective implementation of these outcomes would require continued commitment by States and stakeholders, as well as the allocation of adequate technical, human and financial resources.

4.2.81 The meeting recalled that aerodrome certification remains one of the fundamental pillars of the State safety oversight system and a key requirement for ensuring compliance with ICAO Annex 14, Volume I. The meeting noted that RASG-MID/12 Conclusion 12/11 established a harmonized regional monitoring mechanism for aerodrome certification implementation, with a view to supporting States in advancing certification activities, enhancing continuing surveillance and enabling the ICAO MID Office to provide targeted assistance, as required.

4.2.82 The meeting noted that runway incursions and runway excursions continue to represent significant operational safety risks at global and regional levels. In this regard, the meeting recalled the importance of Local Runway Safety Teams (LRSTs) as an effective mechanism for local hazard identification, risk assessment and implementation of mitigation measures. The meeting noted that RASG-MID/12 Conclusion 12/12 supports the monitoring of LRST implementation across the MID Region, in line with the ICAO Global Runway Safety Action Plan.

4.2.83 The meeting further recalled that Runway Safety Go-Team missions provide practical and performance-based support to aerodromes through the assessment of local runway safety arrangements, identification of operational challenges and sharing of best practices. The meeting noted that RASG-MID/12 Conclusion 12/13 was endorsed to facilitate the conduct of such missions within the MID Region, strengthen the effectiveness of LRSTs and support aerodrome operators in addressing identified safety concerns.

4.2.84 With regard to the Global Reporting Format (GRF), the meeting noted that GRF establishes a globally harmonized methodology for assessing and reporting runway surface conditions, thereby enhancing the quality and consistency of information provided to flight crews and air traffic services. The meeting noted that RASG-MID/12 Conclusion 12/14 supports the monitoring of GRF implementation in the MID Region and encourages States to ensure the availability of the necessary training, procedures, equipment and oversight arrangements.

4.2.85 The meeting was apprised of the importance of the transition to the Aircraft Classification Rating – Pavement Classification Rating (ACR-PCR) methodology, which replaces the legacy ACN-PCN system and provides a more performance-based approach to aircraft-pavement compatibility and pavement strength reporting. The meeting noted that RASG-MID/12 Conclusion 12/15 supports the monitoring of ACR-PCR implementation and facilitates a coordinated transition by States and aerodrome operators.

4.2.86 The meeting noted that wildlife strikes continue to pose a significant safety risk to aircraft operations and that reliable and timely reporting is essential to support risk assessment, trend analysis and the development of effective mitigation measures. The meeting recalled that RASG-MID/12 Conclusion 12/16 was endorsed to strengthen wildlife strike reporting in the MID Region and improve the quality, completeness and consistency of data submitted through ICAO reporting mechanisms.

4.2.87 The meeting further noted that RASG-MID/12 Decision 12/17 established the MID Wildlife Hazard Management Action Group (MID WHM AG) as a regional platform for coordination, information exchange, capacity building and the development of harmonized approaches to wildlife hazard management. The meeting recognized the importance of the Group's work, particularly in view of the MID Region's location along major migratory bird routes and the increasing complexity of wildlife-related safety challenges.

4.2.88 The meeting also noted the importance of aerodrome safety data sharing in supporting proactive safety management and data-driven decision-making. In this connection, the meeting recalled that RASG-MID/12 Conclusion 12/18 established the MID Aerodrome Safety Data Sharing Framework, with the objective of facilitating the collection and exchange of anonymized aerodrome safety information and promoting collaborative learning among States and aerodrome operators.

4.2.89 The meeting emphasized that the ASPIG-related Conclusions and Decisions provide an important framework for addressing aerodrome safety priorities in the MID Region, including aerodrome certification, LRST implementation, Runway Safety Go-Team missions, GRF, ACR-PCR, wildlife hazard

management and aerodrome safety data sharing. Accordingly, the meeting encouraged States, aerodrome operators and concerned stakeholders to continue supporting the implementation of these regional priorities and to coordinate with the ICAO MID Office, as required, to ensure effective follow-up.

AIIG Outcomes

MENA ARCM/7 MEETING

4.2.90 The subject was address in WP/29, presented by the Secretariat.

Update points from MENA ARCM Chairperson

4.2.91 The meeting was informed on the updates provided, which covered key areas including participation in meetings, the Terms of Reference (ToRs) and nomination mechanism for the MENA ARCM Coordinator, capacity-building activities and collaboration arrangements, strategic engagement, membership expansion, the establishment of the MENA ARCM Safety Recommendations Platform, as well as international engagement efforts.

4.2.92 The meeting was also informed on the ACAO mechanism for the “Coordination and Alliance of ACAO Positions During High-Level Events.” This initiative aims to facilitate the coordinated submission of WPs on behalf of ACAO Member States.

Updated Progress on MENA ARCM Areas of Cooperation & Technical Assistance

4.2.93 The meeting was informed about the work progress achieved on the MENA ARCM database management, Technical Assistance, and shared folder.

4.2.94 The meeting noted that MENA ARCM Member States were urged to submit their data to the MENA ARCM Coordinator if they had not already done so.

Proposed Amendment to Annex 13

4.2.95 The meeting was informed on the proposed Amendment to Annexes 13 and 6 from both AIGP/7 & AIGP/8 as well as the updates related to Protocol Questions (PQs) 6.003 and 6.101 in the 2024 Edition of the PQs.

Safety Recommendations reports

4.2.96 The meeting was informed that IATA shared an overview of accidents and the updated status of final accident investigation reports for the period 2020–2024.

4.2.97 The meeting was also informed of RASG-MID/12 Conclusion 12/19 on Adherence to ICAO Annex 13 – Accident Investigation Final Reports and noted that the MID Office circulated the conclusion to all MID States.

Proposed Agenda for MENA ARCM/8 meeting

4.2.98 The meeting was also informed on the proposed agenda for the MENA ARCM/8 meeting and the MENA ARCM Workshop on “Establishing an Accident Investigation Safety Recommendations Platform”.

MENA ARCM/8 Meeting

4.2.99 The meeting noted that Capt. Aysha Mohammed Al Hamili, Acting Assistant Director-General – Air Accident Investigations, United Arab Emirates, and Mr. Abdulelah Felemban, EVP Safety Investigation and Research, National Transport Safety Center (NTSC), Kingdom of Saudi Arabia, were unanimously re-elected as the Chairperson and Vice-Chairperson of the Middle East North Africa Aircraft Accident and Incident Investigation Regional Cooperation Mechanism (MENA ARCM), and Accident and Incident Investigation Group (AIIG), respectively.

MENA ARCM Coordinator ToRs and nomination mechanism of MENA ARCM Coordinator

4.2.100 The meeting reviewed and agreed to the MENA ARCM Coordinator Terms of References (ToRs) as at **Appendix 4K**.

4.2.101 The meeting noted that Eng. Albaraa Naser, National Transport Safety Center (NTSC), Saudi Arabia, was unanimously re-elected as the MENA ARCM Coordinator.

Outcome of the RASG-MID/12

4.2.102 The meeting was informed on the outcome of the RASG-MID/12.

Assembly 42nd Outcomes

4.2.103 Covered under Agenda item 2.2 “Global and regional safety and Air Navigation development”.

MID Region Safety Priorities and Performance

4.2.104 Covered under Agenda item 3.2 “Safety Subjects of interest to MIDANPIRG”

Updated Progress on MENA ARCM Areas of Cooperation & Technical Assistance

4.2.105 The meeting was informed of the work progress achieved on the MENA ARCM database management, Technical Assistance, and shared folder.

4.2.106 The meeting noted that MENA ARCM Member States were urged to submit their data to the MENA ARCM Coordinator if they had not already done so.

RASP-MID 2026-2028 Edition

4.2.107 Covered under Agenda item 4.2 “Outcomes of the SEIG/7”

Accident investigation final report

4.2.108 The meeting was informed that IATA presented an overview of accidents and an updated status on the completion and publication of final accident investigation reports for 2018–2024, with particular emphasis on the MENA region, recognizing the efforts undertaken by the MENA ARCM Committee.

4.2.109 To address the remaining final investigation reports, the following actions were agreed:

- a. IATA will provide the updated list of outstanding reports to the MENA ARCM Coordinator
- b. The MENA ARCM Coordinator will coordinate with each concerned AIA to obtain the current status of these reports.
- c. The MENA ARCM Coordinator will assess whether the reports will be submitted in accordance with the established procedure.

Lithium batteries

4.2.110 The meeting noted the concerns raised by IATA regarding the transport of lithium batteries by air.

Workshop: “Mechanism for establishing MENA ARCM Accident investigation Safety Recommendations Platform (MENA ARCM SRP).”

4.2.111 The meeting noted that the National Transport Safety Center (NTSC) of the Kingdom of Saudi Arabia has successfully organized “Mechanism for establishing MENA ARCM Accidents and serious incidents investigation Safety Recommendations Platform (MENA ARCM SRP)” Workshop in Riyadh, from 2 to 3 November 2025. The Workshop brought together accident investigation authorities, international organizations, and industry experts to share experiences and discuss challenges related to establishing and managing safety recommendations.

4.2.112 The meeting was informed that the second day of the Workshop focused on initiating the development of a draft roadmap for the establishment of the MENA ARCM Accident and Serious Incident Investigation Safety Recommendations Platform (MENA ARCM SRP), with emphasis on:

- i. Governance framework
- ii. Platform Design & Technical requirements
- iii. Data privacy & protection
- iv. Implementation Roadmap
- v. Drafting the Action Plan

4.2.113 The meeting noted with appreciation that the NTSC of Saudi Arabia generously offered to host the MENA ARCM SRP and develop its supporting software, including the maintenance required to ensure the Platform’s effective and sustainable operation.

4.2.114 The meeting reviewed and approved the MENA ARCM Accidents & Serious Incidents Investigation Safety Recommendation Platform (MENA ARCM SRP) Roadmap at **Appendix 4L**.

4.2.115 The meeting was also informed on the establishment of the Safety Recommendations Platform Working Group (SRPWG) and its composition.

Accident Investigation Reports- IATA

4.2.116 The subject was address in PPT/30 presented by IATA. The meeting expressed its appreciation to IATA for providing an updated status of final accident investigation reports for the period 2018–2025, particularly for the MID region.

4.2.117 IATA briefed the meeting about “Save a Life, Not a bag” campaign. The campaign aimed

to raise the awareness of Passengers taking baggage during aircraft evacuations, which can block aisles and exits, slow other passengers, damage evacuation slides, and put lives at risk, followed the briefing a short video was played.

4.3 Other Emerging Safety Matters

Oversight of safety management systems for foreign approved maintenance organizations-UAE

4.3.1 The subject was address in WP/56 presented by UAE. The meeting noted with appreciation UAE experience related to overseeing SMS for foreign Approved Maintenance Organizations (AMOs) and that the UAE will take the lead in conducting a study on possible approaches for the proportional, risk-based, and harmonized implementation of SMS for foreign AMOs. The outcomes of the study will be presented at the next Safety Enhancement Initiatives Group (SEIG) meeting for further review, discussion, and a way forward.

Digital pilot licensing implementation experience and considerations for international interoperability-UAE

4.3.2 The subject was address in WP/57 presented by UAE. The meeting was apprised of the UAE's experience in implementing Digital Pilot Licensing (DPL), including the associated regulatory, technical, and operational considerations.

4.3.3 The meeting encouraged MID States to share their experiences, best practices, and challenges related to the implementation of digital licensing systems in support of harmonized and effective regional adoption.

NANSC Safety Implementation- Egypt

4.3.4 The subject was address in PPT/73 presented by Egypt. The meeting expressed its appreciation to Egypt for sharing the NANSC Safety Implementation including the NANSC safety performance-based operation.

Establishment of a MID regional network of analysts (MID-RNA) in support of RASG-MID – Saudi Arabia

4.3.5 The subject was address in WP/79 presented by Saudi Arabia. The meeting expressed its appreciation to Saudi Arabia for proposing the MID Regional Network of Analysts (MID-RNA) to support RASG-MID in fulfilling its mandate under the Global Aviation Safety Plan (GASP).

4.3.6 The meeting agreed that Saudi Arabia will develop and present a Working Paper (WP) on the proposed MID Regional Network of Analysts (MID-RNA) concept to the upcoming Safety Enhancement Initiatives Group (SEIG) to assess its feasibility and provide recommendations on the appropriate way forward.

Inclusion of the applicable TCDS reference on aircraft identification plates- Saudi Arabia

4.3.7 The subject was address in WP/80 presented by Saudi Arabia. The meeting noted with appreciation the proposal to enhance the aircraft identification plate to include the Type Certificate Data Sheet (TCDS) and that Saudi Arabia will kindly provide more data and information on the subject to be addressed by SEIG.

Aviation risk management and operational resilience - Saudi Arabia

4.3.8 The subject was address in WP/81 presented by Saudi Arabia. The meeting was apprised of Saudi Arabia's experience in implementing an Aviation Risk Management and Operational Resilience Framework based on the Safety Analytic Technique-led Scenario Risk Cycle (SAT/SRC).

4.3.9 The meeting encouraged States to consider similar mechanisms, as appropriate, to enhance stakeholder coordination, risk assessment, information sharing, and proactive safety risk management.

Sixth MID region safety summit and SSP/SMS regional workshop- UAE

4.3.10 The subject was addressed under IP/5 presented by UAE. The meeting noted that the Sixth MID Region Safety Summit and the SSP/SMS and USOAP CMA Regional Workshop, to be hosted in Dubai, United Arab Emirates, from 9 to 12 November 2026.

4.3.11 The meeting encouraged States, international organizations, regional safety organizations, and industry stakeholders to actively participate in the Sixth MID Region Safety Summit and the SSP/SMS Regional Workshop.

Promoting safety culture as a tool for sustainable aviation sector growth- Saudi Arabia

4.3.12 The subject was addressed under IP/8 presented by Saudi Arabia. The meeting was apprised of Saudi Arabia's experience in using a national safety promotion initiative to support safety culture, Just Culture, State Safety Programme (SSP) implementation, State Safety Risk Management, safety data and intelligence led learning, systems thinking, holistic aviation risk management, fatigue management, human error learning, integrated safety approaches and general aviation risk management.

Building sustainable aviation systems through positive safety culture and safety intelligence- Saudi Arabia

4.3.13 The subject was addressed under IP/9 presented by Saudi Arabia. The meeting was apprised of the importance of strengthening aviation sustainability through the promotion of a positive safety culture and the effective use of safety intelligence.

4.3.14 The meeting noted the need to evolve from proactive to predictive safety management approaches to better identify and mitigate emerging risks in an increasingly complex aviation environment.

Wildlife Hazard Management – Egypt

4.3.15 The subject was addressed under PPT/74 presented by Egypt. The meeting noted with appreciation Egypt's experience in Wildlife Hazard Management, including the regulatory framework, main bird and wildlife attractants around Egyptian airports, mitigation measures implemented by the Egyptian Civil Aviation Authority (ECAA), and case studies related to Hurghada International Airport and Cairo International Airport.

4.3.16 The meeting was informed of the measures taken by ECAA, including publication of bird migration information in the AIP, coordination with concerned authorities, and periodic and unannounced inspections of airport Wildlife Hazard Management Programmes. The meeting noted that bird migration and wildlife activity continue to pose safety risks to aircraft operations, particularly during seasonal migration periods and in areas affected by external attractants such as landfills, oxidation ponds, residential waste and attractive crops.

4.4 *USOAP SSP/SMS Workshop*

4.4.1 The subject was addressed under PPT/31 presented by the Secretariat. The meeting commended the ICAO MID Regional Office for successfully organizing and conducting the State Safety Programme (SSP) and SMS Workshop, which provided valuable guidance and practical insights to support States in the effective implementation of SSP in accordance with the requirements of Annex 19 and the Global Aviation Safety Plan (GASP).

4.4.2 The meeting noted that the USOAP teams have been working on integrating safety management PQs (SSP and SMS) into the legacy audit scheme.

4.4.3 The meeting was briefed that starting from August 2026, all audited states will be subjected to the new SSP and SMS PQs.

4.4.4 The meeting received a detailed briefing on the SSP and SMS Protocol Questions (PQs), including their intent, assessment criteria, evidence requirements, and common implementation challenges. The briefing highlighted practical approaches for addressing SSP-related PQs and emphasized the importance of establishing and implementing all SSP components in accordance with the provisions of International Civil Aviation Organization Annex 19.

4.4.5 The meeting noted that the guidance provided would support States in conducting self-assessments, identifying gaps, developing corrective action plans, and preparing for upcoming ICAO USOAP audit related to SSP and SMS PQs.

4.4.6 The meeting further emphasized the need for States to ensure the availability of objective evidence demonstrating the effective implementation of SSP requirements, including safety policy and objectives, State safety risk management, State safety assurance, and State safety promotion.

4.4.7 The meeting further acknowledged the continued efforts of the ICAO MID Regional Office in assisting MID Region States in strengthening their SSP implementation capabilities and advancing the achievement of regional and global aviation safety objectives.
