International Civil Aviation Organization

MIDANPIRG/23 & RASG-MID/13 Meetings

(Cairo, Egypt, 14 – 18 June 2026)

Agenda Item 4.3: Other Emerging Safety Matters

ESTABLISHMENT OF A MID REGIONAL NETWORK OF ANALYSTS (MID-RNA) IN SUPPORT OF RASG-MID

(Presented by Saudi Arabia/General Authority of Civil Aviation)

SUMMARY

This paper presents information on a proposed MID Regional Network of Analysts (MID-RNA) to support RASG-MID in fulfilling its mandate under the Global Aviation Safety Plan (GASP). The proposed network aims to enhance analytical capabilities within the MID region, standardize safety data analysis methodologies, and improve coordination among MID States and stakeholders. The paper also highlights the longer-term potential for inter-regional collaboration should similar networks be established by other RASGs.

Action by the meeting is at item 3.

REFERENCE

- Doc 10004 — Global Aviation Safety Plan (GASP)
- Annex 19 — Safety Management; Doc 9859 — Safety Management Manual (SMM)

1. INTRODUCTION

1.1 The Regional Aviation Safety Groups (RASGs) play a crucial role in implementing the Global Aviation Safety Plan (GASP) at the regional level. Established across all ICAO regions, RASGs are responsible for coordinating safety activities, developing Regional Aviation Safety Plans (RASPs), monitoring safety performance, and facilitating exchange of information among member states and stakeholders.

1.2 As aviation safety data grows in volume and complexity, the value of structured analytical collaboration continues to increase. A dedicated MID Regional Network of Analysts (MID-RNA) would strengthen RASG-MID's existing capabilities by providing a formal mechanism to pool expertise across MID States, align analytical methodologies, and produce shared safety intelligence enabling more consistent and comprehensive support for regional safety planning and decision-making.

2. DISCUSSION

2.1 **Concept and Objectives:** The MID-RNA would be a formal network of safety analysts drawn from RASG-MID member states, working collaboratively to enhance analytical capabilities across the MID region. The network's primary objectives would be to: standardize analytical methodologies and tools applicable to MID region safety data; enhance capacity for safety data analysis and risk assessment among MID States; facilitate sharing of analytical expertise and best practices within the region; coordinate MID-wide analytical activities; and support evidence-based decision-making for MID regional safety initiatives.

2.2 **Structure and Governance**: The MID-RNA would operate under RASG-MID authority with a lean governance structure: a MID Network Coordinator, designated as a focal point within the RASG-MID framework; MID state Analysts nominated by participating states; specialized Working Groups focused on MID-specific analytical domains such as RVSM, runway safety, and CFIT; and a Steering Committee comprising the MID Network Coordinator, State analysts, and the ICAO MID Regional Office.

2.3 **Implementation Approach**: A phased implementation approach is envisaged for the MID-RNA. Phase 1 (1st Year) would focus on network establishment within the MID region: developing Terms of Reference (ToR) and operational procedures under RASG-MID oversight, designating MID state analyst focal points, establishing MID-specific working groups, and developing standardized analytical methodologies tailored to MID region safety priorities. Phase 2 (2nd Year) would address operational development: implementing coordination mechanisms among MID states, conducting capacity building workshops, initiating coordinated analytical activities, establishing reporting protocols to RASG-MID, and managing the risks identified in 2.5. Phase 3 (3rd Year onwards) would represent full operation, with continuous improvement of methodologies and periodic evaluation of MID-RNA effectiveness.

2.4 **Expected Benefits**: The proposed MID-RNA would deliver several key benefits to RASG-MID and its member states: enhanced analytical capabilities through pooled expertise and standardized methodologies tailored to MID region conditions; improved coordination and efficiency by avoiding duplication of analytical effort across MID states; strengthened evidence-based decision-making for RASG-MID safety programmes through high-quality, regionally relevant analytical products; and enhanced MID safety oversight through proactive identification and mitigation of safety risks specific to the region.

2.5 **Risk Considerations**: Preliminary risks and proposed mitigations have been identified: insufficient participation from MID states can be addressed through a clear value proposition and pilot analytical activities that demonstrate early benefits; data sharing and confidentiality concerns would be managed through MID-specific data-sharing protocols and confidentiality agreements developed under RASG-MID; and coordination challenges would be addressed through a clear governance structure anchored within the existing RASG-MID framework.

2.6 **Monitoring and Evaluation**: MID-RNA performance would be tracked through key indicators including the number and quality of analytical products delivered to RASG-MID, level of participation from MID states, reduction in duplication of analytical efforts, timeliness of deliverables, and satisfaction of RASG-MID working groups. Reporting mechanisms would include periodic progress reports to the ICAO MID Regional Office and annual reports integrated into RASG-MID meeting documentation.

2.7 The establishment of the MID-RNA would significantly enhance the analytical capabilities of RASG-MID and improve coordination of safety analysis across MID states. The proposed network would support evidence-based decision-making, standardize analytical

methodologies within the MID region, and contribute to enhanced aviation safety throughout the region.

2.8 **Future Vision — Towards Global RNA Integration**: While the scope of this paper is focused on establishing the MID-RNA as a RASG-MID initiative, it is noted that a similar concept is either adopted or could, in time, be adopted by other RASGs in their respective regions. Should each RASG establish its own regional network of analysts, significant opportunities would emerge for inter-RNA collaboration: linking MID-RNA with counterpart networks to pool global safety data, identify cross-regional trends, and develop common analytical methodologies at a global scale. Such integration would strengthen the evidence base supporting GASP and enhance ICAO's ability to monitor and respond to emerging safety risks worldwide. Saudi Arabia encourages RASG-MID to consider sharing this concept with other RASGs through ICAO as a longer-term aspiration, while maintaining focus on the successful establishment of MID-RNA as the immediate priority.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) note the information contained in this paper;

b) discuss the proposed concept, structure, and phased implementation approach for the establishment of the MID Regional Network of Analysts (MID-RNA) to support RASG-MID analytical activities; and

c) agree to support the establishment of the MID-RNA under RASG-MID authority and invite States to nominate analyst focal points to participate in the network.

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