



**INTERNATIONAL
CIVIL AVIATION
ORGANIZATION**



SEIG/8 Meeting

MID Region Safety Priorities

MID Region Safety Highlights for 2025

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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

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

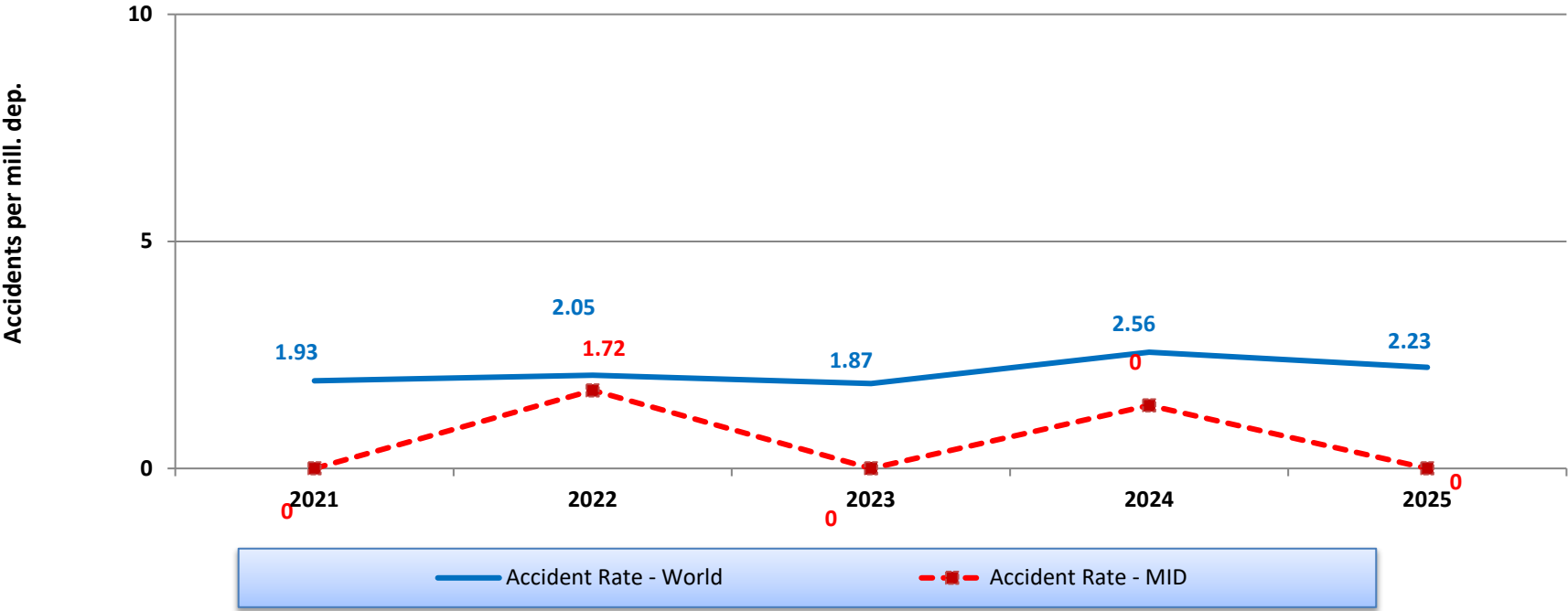
Manage conflict zones, cyber threats, unmanned aircraft and advanced air mobility across safety, security and air navigation.

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

REACTIVE SAFETY INFORMATION

Accident Rate

Accident Rate
 Scheduled Commercial above 5700 kg



Average 2021-2025

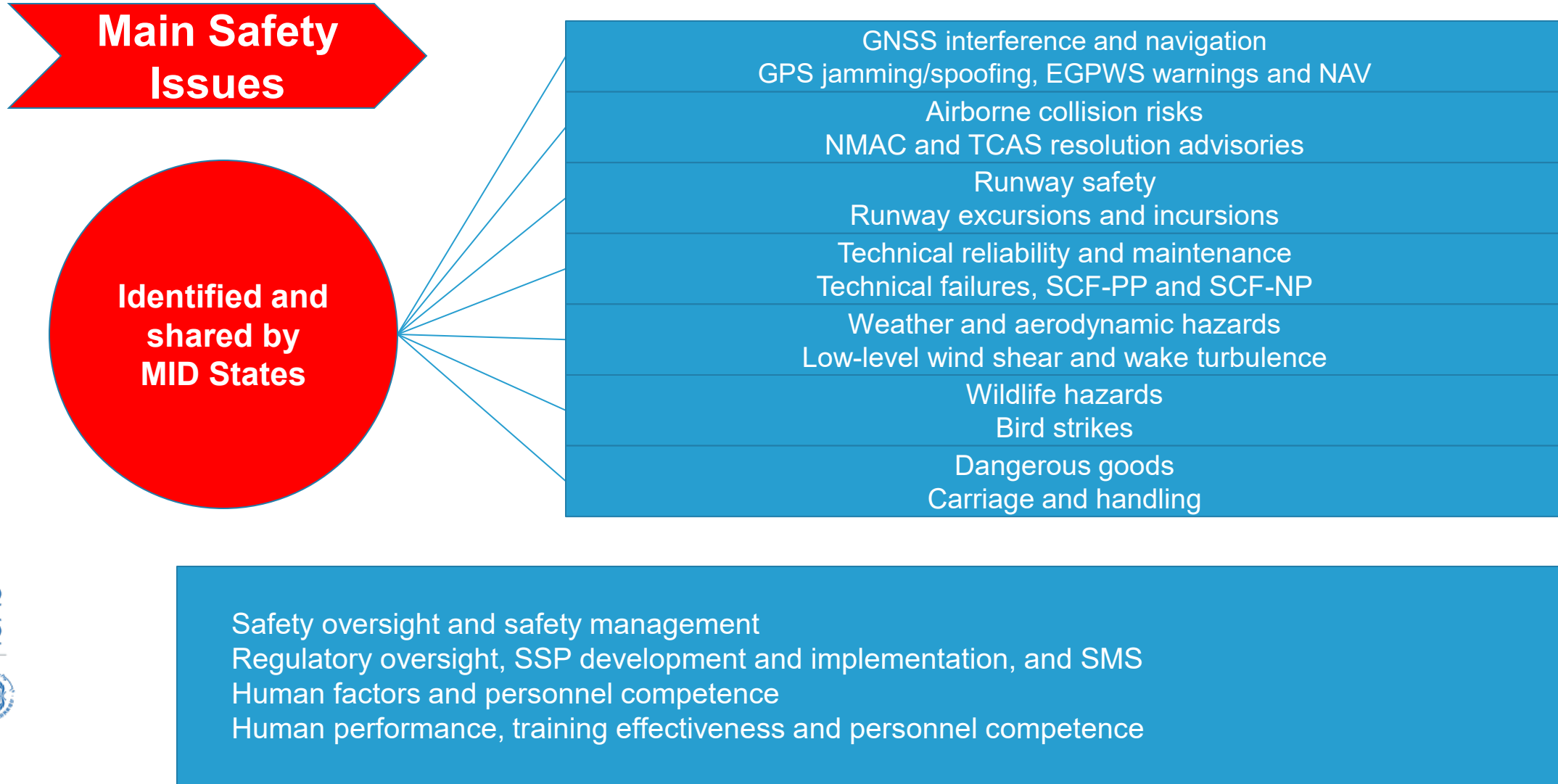
Average MID
 0.62

Average Global
 2.12

MID- Distribution of Occurrence Category

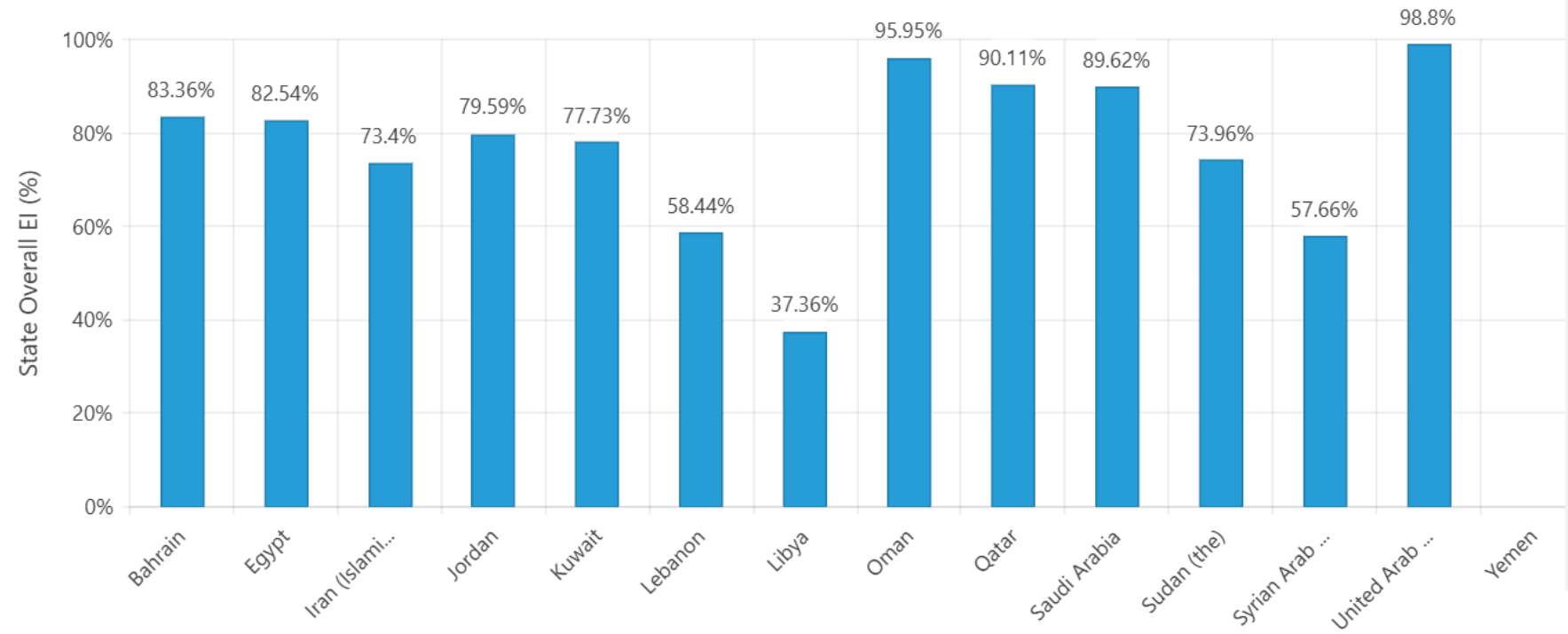
Accident occurrence categories recorded in the MID Region, 2021–2025:

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



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)

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	LEG	ORG	PEL	OPS	AIR	AIG	ANS	AGA
CE-1	91.6			94.4		79.8	87.9	87.5
CE-2	71.9		88.8	85.4	93.6	85.2	78.4	89.6
CE-3		67.1	92.5	87.5	91.4	63.7	74.1	72.9
CE-4		87.5	74.4	80	82.7	52.3	56.8	60
CE-5	86.1	92.9	89.1	89.1	93.5	80	87.5	79.9
CE-6			90.5	84.8	89.7		74.6	78.2
CE-7			75.2	69.1	82.5		72.2	75.5
CE-8			70.9	57.6	83.3	70.2	51.4	61.1

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

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- 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

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- 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



Emerging issues

1. AAM and New Entrants

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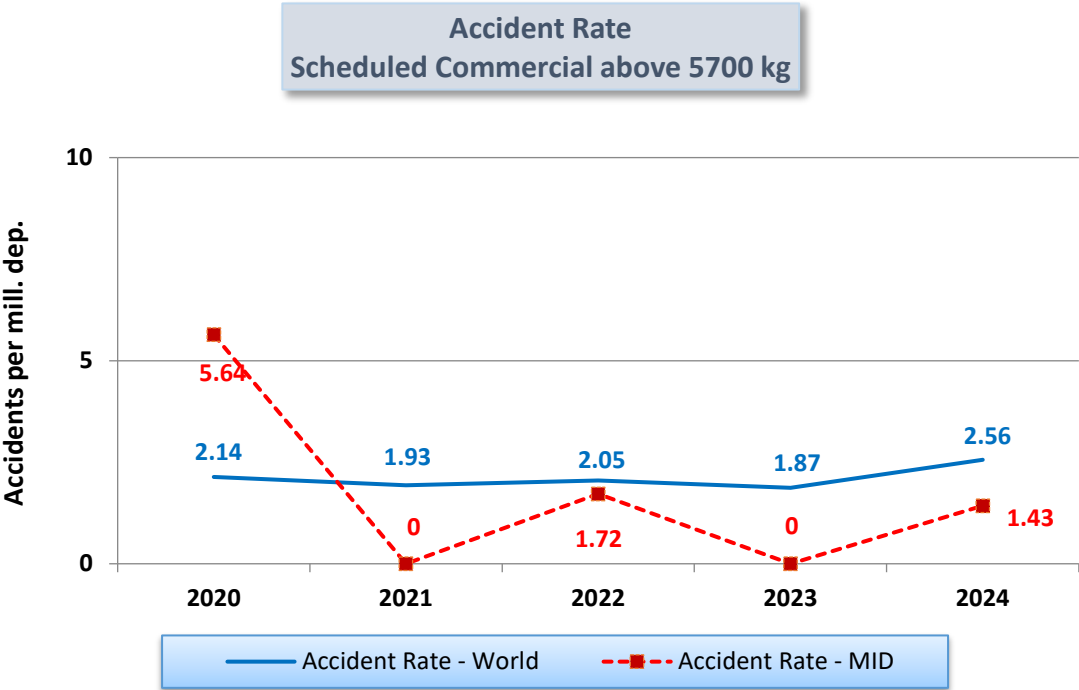
- The safe integration on the basis of granting fair access to the airspace of all new entrants into the airspace network, will be one of the main challenges in relation to the integration of UAS technologies and related concepts of operation.
- AAM ecosystem including UAM and enablers such as UTM, automation 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 Monitoring

MID Region Safety Priorities

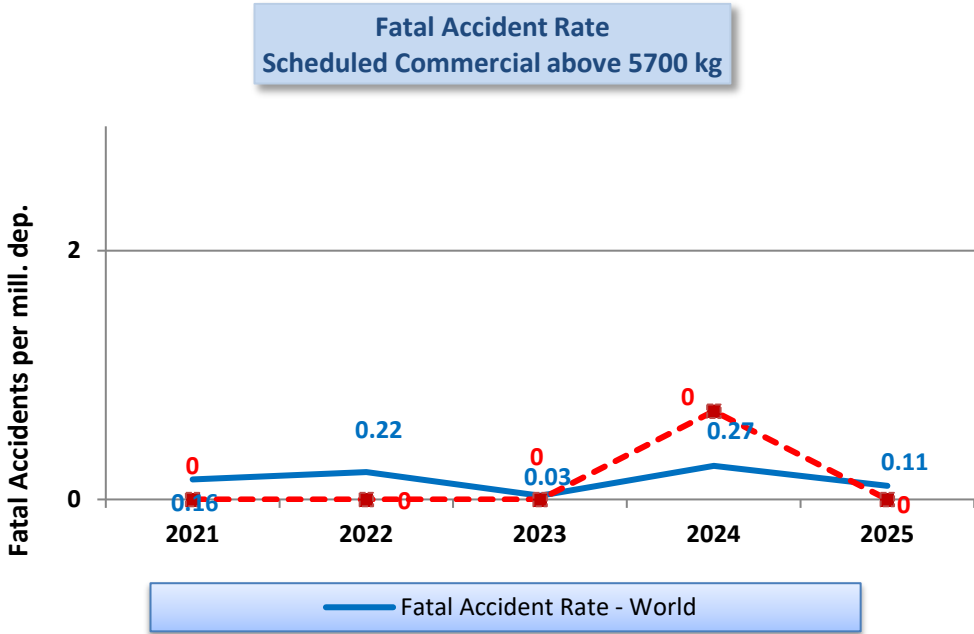
Goal 1: Achieve a Continuous Reduction of Operational Safety Risks



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

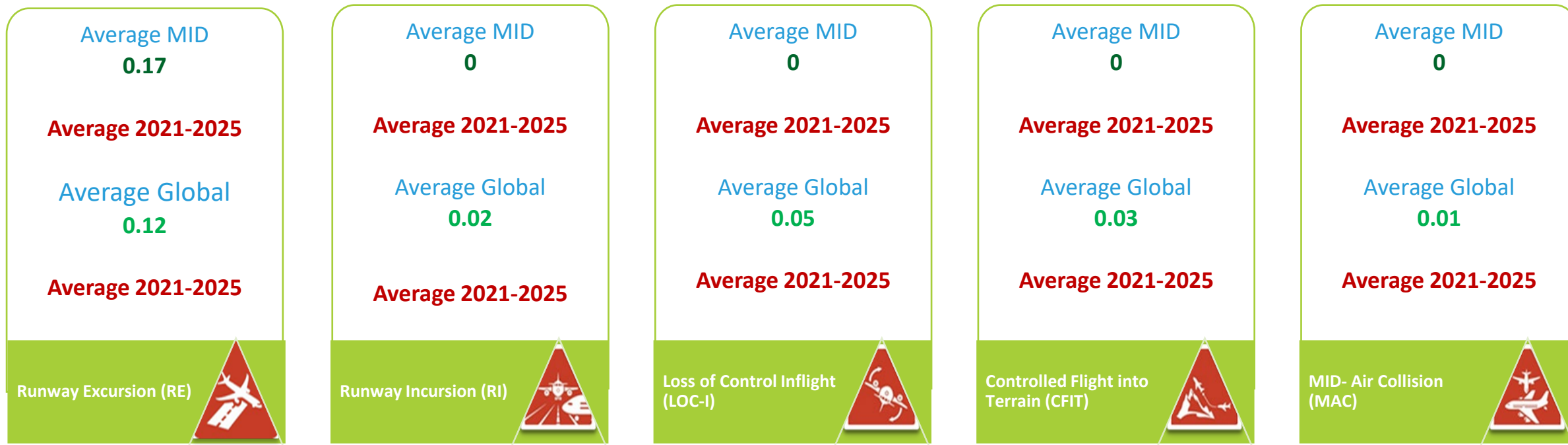


Safety Target

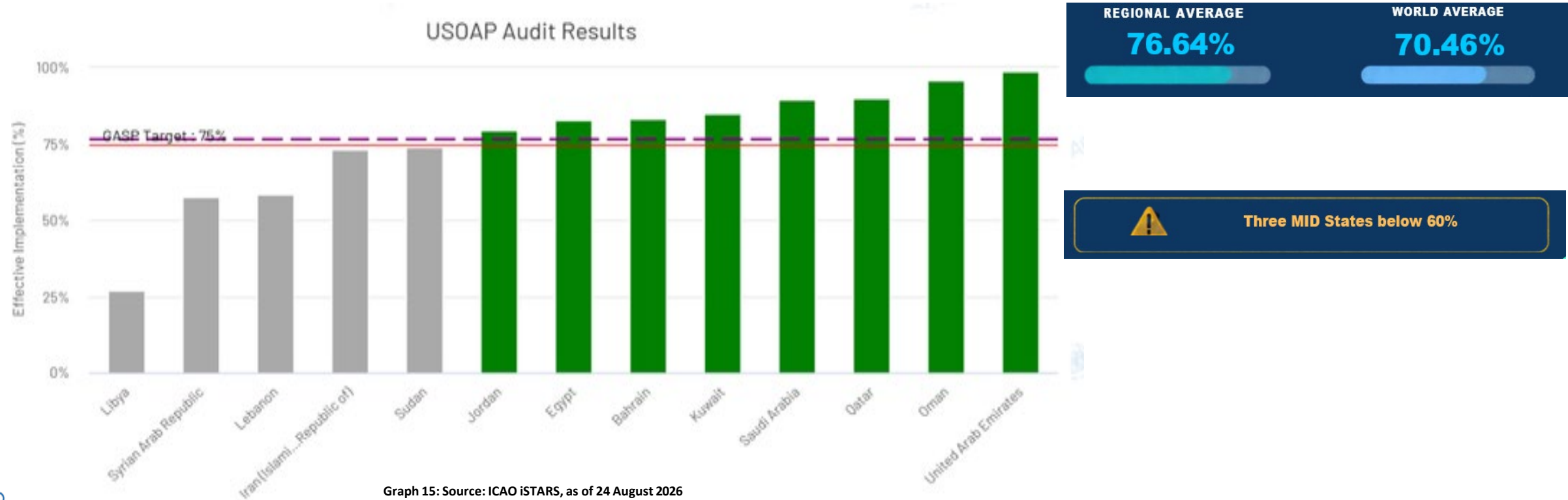
Reduce/Maintain the regional average rate of fatal accidents to be in line with the global average rate

Average 2021-2025	
Average MID	Average Global
0.14	0.15

Goal 1: Regional operational risk indicators



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)

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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

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

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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

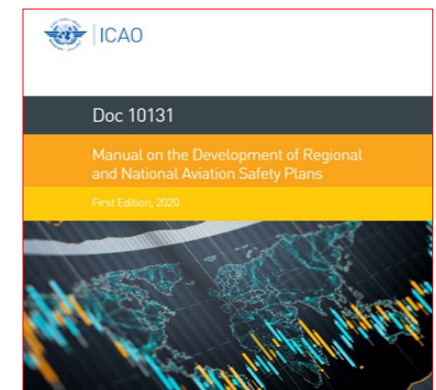
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FOR THE REGION

Regional delivery

49 of 62
approximately 80%

Implement the MID-RASP 2026-2028. The plan aligns regional targets and safety Enhancement initiatives with the GASP and guides joint action by States, industry and regional partners. RASG-MID13 noted that **49 of 62 safety actions, approximately 80%**, had been completed and implemented.



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

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SAFETY

MID-RASP

MIDDLE EAST REGIONAL AVIATION SAFETY PLAN



Third Edition

2026-2028

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.

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

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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%)	

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



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.

ICAO Sixth MID Region Safety Summit

Dubai, UAE · 9–12 November 2026

Anantara Downtown Dubai

Shaping the Future of Aviation Safety in Complex Airspace and Emerging Technologies across the MID Region

PROGRAMME

9–10 November

SSP/SMS and USOAP CMA
Regional Workshop

11–12 November

Sixth MID Region Safety Summit



KEY SAFETY TOPICS

Advanced Air Mobility and artificial intelligence
Predictive safety and safety data
Crisis management and operational resilience
SSP/SMS implementation and human factors

Expected outcome: ICAO Dubai Aviation Safety Recommendations 2026

Thank You

