International Civil Aviation Organization

Safety Enhancement Implementation Group

Eighth Meeting (SEIG/8)
(Muscat, Oman, 11 - 13 October 2026)

Agenda Item 2: Regional Performance Framework for Safety

UPDATE ON THE IMPLEMENTATION PROGRESS OF THE SAFETY ENHANCEMENT INITIATIVES (SEIS)

(Presented by the Secretariat)

SUMMARY

This paper presents the update on the implementation Progress of the Safety Enhancement Initiatives (SEIs) assigned to the SEIG.

Action by the meeting is at paragraph 3.

REFERENCES

- RASG-MID/13 Report

1. INTRODUCTION

1.1 In accordance with the SEIG Terms of Reference, the SEIG shifted to a different way of doing business, where States and Partners share expertise, experience and best practices to develop and monitor the implementation of SEIs related to identified regional operational risks, organizational challenges/issues, and emerged risks.

2. DISCUSSION

2.1 The Middle East Regional Aviation Safety Plan (MID-RASP) 2026-2028 Edition at ***Appendix A*** 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 NASPs.

2.2 The MID-RASP 2026-2028 Edition identifies MID Region Safety Performance Measurement and Monitoring (SPM) with specific safety targets in line with GASP and the RASG-MID would continuously monitor the implementation of the Safety Enhancement Initiatives (SEIs) and measure safety performance of regional civil aviation, to ensure the intended targets are achieved using the MID Region SPMM.

2.3 The MID-RASP provides strategy for improving safety within a specified timeframe, through defined SEIs in a coordinated, cooperative and collaborative approach among States, international organizations, and industry to achieve Safety Targets.

2.4 The MID-RASP strategic approach would focus on organizational issues, regional operational safety risks, and emerging issues.

2.5 The RASG-MID/13 meeting commended the ICAO MID Office efforts for developing the MID-RASP 2026-2028 Edition including the SEIs & safety actions and the MID Region SPMM; which would mainly support States to effectively implement their SSP in a timely manner including the National Aviation Safety plan (NASP); enhance State's safety oversight capabilities; and a risk-based approach to managing safety as well as a coordinated approach to collaboration between States, international organizations, and industry.

2.6 The thirteenth meeting of the Regional Aviation Safety Group – Middle East (RASG-MID/13) was held in Egypt, Cairo, 14-18 June 2026, reviewed and endorsed the MID-RASP 2026-2028 Edition including.

2.7 The list reflecting the status and progress made for each SEI and its respective action(s) is at **Appendix B**.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the progress achieved for the implementation of the SEIs and their respective actions assigned to the SEIG, and take actions, as necessary.

ICAO MID

SAFETY

MID-RASP

MIDDLE EAST REGIONAL AVIATION SAFETY PLAN

Third Edition **2026-2028**

EXECUTIVE SUMMARY

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- **Appendix A:** Identified safety issues as indicated in the 13th ASR
- **Appendix B:** MID Region-Safety Performance Measurement &Monitoring (SPMM)
- **Appendix C:** Safety Actions-Consolidated List of SEIs with their respective Actions for follow up - Draft
- **Appendix D:** SEIs identified in MID-RASP may be considered by States for inclusion in their NASPs
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MIDDLE EAST REGIONAL AVIATION SAFETY PLAN (MID-RASP)

ICAO

THIRD EDITION 2026–2028

PART I- PLANNING

SECTION 1. INTRODUCTION

1.1 Overview of the RASP

MID Region is committed to enhancing aviation safety, to the resourcing of supporting activities and to increasing collaboration at the regional level. 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 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.

The purpose of this MID-RASP is to continually reduce fatalities, and the risk of accidents, through the development and implementation of regional SEIs. A safe, resilient and sustainable aviation system contributes to the economic development of MID Region, the States which comprise it and their industries.

The MID-RASP promotes the effective implementation of safety oversight systems of States in MID Region, a risk-based approach to managing safety at the regional level, as well as a coordinated approach to collaboration between States in the region, international organizations and industry. All stakeholders are encouraged to support and implement the MID-RASP as the regional strategy for the continuous improvement of aviation safety.

In addition, MID-RASP is to create a common focus on regional aviation safety issues as a continuation of the MID Region work to improve aviation safety and to comply with ICAO standards. This approach complements the existing system of developing safety regulations, complying with them and investigating accidents and serious incidents when they occur.

The MID-RASP is in alignment with the International Civil Aviation Organization (ICAO) *Global Aviation Safety Plan* (GASP, Doc 10004) and the national aviation safety plans of States in the region.

1.2 Structure of the MID RASP

The MID- RASP presents the regional direction for the management of aviation safety at the regional level, for a period of three years (2026-2028). It comprises seven sections. In addition to the introduction, sections include: the purpose of the MID-RASP, the regional operational safety risks, the regional organizational challenges, MID region's strategic direction for the management of aviation safety at the regional level, and a description of how the implementation of the safety enhancement initiatives (SEIs) listed in the MID-RASP is going to be monitored.

- **Part I. Planning** provides an introduction, which describes how MID-RASP is structured, developed and monitored and includes the MID region's strategic safety priorities. It consists of **sections 1 to 3**.

- **Part II. Implementation** contains safety performance measurement & monitoring and the detailed list of MID-RASP safety actions. It consists of **sections 4 and 5**.

- Both parts are supported by a number of appendices providing further details or assisting the reader.

Part-I. Planning

Part I provides an introductory explanation. Sections 1 and 2 explain how MID-RASP is structured, developed, monitored; presents the structure of the document; operational context; and the main purpose of this MID-RASP. Section 3 presents MID region's safety priorities:

Part-II. Implementation

Part II contains MID region's strategic direction for the management of aviation safety and safety actions. It consists

of sections 4 and 5. Section **4** presents the MID Region safety performance monitoring and measurement (SPMM).

In respect of **section 5**, it facilitates the identification of SEIs and their respective actions relevant for each Goal identified in the MID Region Safety performance measurement and monitoring as follows:

- Goal 1: Achieve a continuous reduction of operational safety risks
- Goal 2: Strengthen States' safety oversight capabilities
- Goal 3: Establish & manage effective State safety Programmes (SSP)
- Goal 4: Strengthen collaboration at the regional & national levels to address safety issues
- Goal 5: Strengthen aviation safety planning (RASP & NASP)
- Goal 6: Expand the use of industry safety assessment and safety data sharing Programmes.

The MID Region SPMM includes six (6) Goals in line with GASP 2026-2028 Edition. For each Goal established in the MID Region SPMM, identified SEI(s) is mapped to it including their respective actions and the following information is provided:

Goal: Goal supports the region's strategic approach to managing safety at the regional level.

- **Goal #**Number & name
- **SEI# Number**: Description of the SEI
- **Target.** Target which serves to fulfil respective Regional Goal (Refer to MID Region SPMM)
- **Rationale** behind the safety issue (why it has been identified as an issue)
- **What it is to be achieved** (objective)
- **How we intend to monitor improvement/implementation of SEI** in the future
- **How we intend to achieve** the objective; here, the various actions contributing to mitigate the identified risk in that area are described
- **Actions**: The tasks required for the implementation of the SEI. The actions support the SEI and Targets of the Regional Goal
- **References:**
  - Indicates key existing global documents from which the SEI is adopted, if applicable.

Stakeholders:	Stakeholders in MID region
Example Action 1:	Description of the action to be taken
Responsible entity:	Appointed Group/State(s)/Organization(s) to develop details for implementation of the respective action
Priority:	Low, Medium, High
Completion Date:	The year(s) in which the respective action is expected to be implemented
Status:	new, ongoing, on hold, completed. (Provide also updated progress if any)

EXPECTED OUTPUT	
Deliverable	**TIMELINE**
Description of result be achieved	The year in which the Target is expected to be achieved

1.3 Process for the MID RASP development, implementation and monitoring

The RASG-MD is the governing body responsible for the development, implementation and monitoring of the MID-RASP, in collaboration with the ICAO MID Office, international and regional organizations and with the aviation industry. The MID-RASP was developed in consultation with States, regional organizations, and other stakeholders in the region, and in alignment with the 2026-2028 of the GASP. If required, RASG-MID would seek the support of MIDANPIRG and RASFG-MID, other sub-groups, States, regional organizations, and industry to ensure the timely implementation of SEIs to address safety deficiencies and mitigate risks. Through close monitoring of the SEIs, SEIG would make adjustments to the MID-RASP and its initiatives, if needed, and update the MID-RASP document

accordingly.

Furthermore, the MID-RASP is to be reviewed by SEIG every year mainly to include new identified SEIs, review/update the existing SEIs, and their respective safety actions. In addition, the MID-RASP is to be updated/endorsed by RASG-MID at least every three years and as deemed necessary.

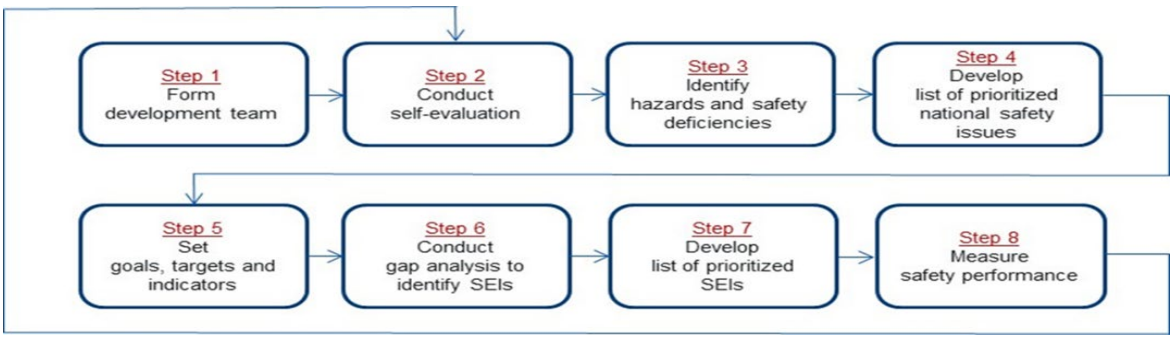
The SEIG is established to assist RASG-MID to develop and monitor the implementation of SEIs related to identified regional operational risks, Regional organizational challenges, and emerged issues. In addition, the SEIG takes the lead and ensures that SEIs are implemented in a timely, effective and efficient manner in coordination with RASG-MID, MIDANPIRG, and RASFG-MID groups and sub-groups (ASRG, ASPIG, AIIG, ATM-SG,..etc), States, regional organizations, and industry.

As a first step towards establishing this system and to facilitate MID-RASP implementation, it is necessary to enhance the communication and flow of safety data and information, as well as coordination processes, among RASG-MID and its subsidies, States, and regional organizations. There is also the need to continue to enhance collaboration with MIDANPIRG through coordinated processes to sustain the collection and sharing of regional air traffic management (ATM) data and the sharing and resolution of safety issues. This, in turn, would support the implementation of Aviation System Block Upgrade (ASBUs) and ensure that their implementation accounts for and properly manages existing and emerging issues, e.g. approaches with vertical guidance (APV) to mitigate risks associated with CFIT and runway excursions.

The MID-RASP was developed with the aim of addressing the MID region's safety issues in a timely manner, as applicable. It is expected that this approach would facilitate MID States' support and participation in the implementation of these SEIs and their respective actions at both the regional and national levels. The three-year period of the MID-RASP, i.e. 2026 to 2028, was selected to coincide with the GASP review period of the same duration, to ensure continued alignment with the latest global plans.

States should ensure that a NASP is maintained and regularly reviewed. MID-RASP provides the identified safety priorities in the region and States should identify which top risks and key issues mentioned in the GASP and MID-RASP which apply to their national context and identify suitable mitigation actions within their NASP. States should also add/consider other safety issues which are unique to their operational context. Furthermore, States to establish their NASPs taking into account the GASP and MID-RASP; and based on their operational safety needs.

The key contents of the MID-RASP were developed using an eight-step process recommended by the GASP to develop RASPs and NASPs as indicated below:



1.4 Regional safety issues, goals and targets

MID-RASP has been developed in full alignment with the Global Aviation Safety Plan (GASP), actively supporting its aspirational goal of achieving zero aviation fatalities by 2030, as well as its overarching objectives, targets, and performance indicators. Furthermore, the MID Region, its States, and industry stakeholders are committed to reducing the aviation accident rate by 2028, measured through a 5-year rolling average using 2025 as the baseline year.

Key Features of MID-RASP Implementation:

a. **Structural Alignment with GASP:** MID-RASP adheres rigorously to the framework and strategic priorities outlined in GASP, ensuring harmonized global and regional safety efforts.

b. **Comprehensive Gap Analysis:** A systematic review was conducted to identify gaps between RASG-MID initiatives and ICAO Doc 10131 (Manual on Regional and National Aviation Safety Plans), enabling targeted enhancements to align with global standards.

c. **Integration of SPMM:** The MID Region Safety Performance Monitoring and Mechanism (SPMM), aligned with the GASP 2026-2028 Edition, has been updated and incorporated as an appendix within MID-RASP to ensure continuity and measurable progress tracking.

d. **Strategic Selection of SEIs:** Safety Enhancement Initiatives (SEIs) for MID-RASP were prioritized based on regional relevance, GASP 2026-2028 guidance, and actionable outcomes from key forums (DCGA, RASG-MID, MIDANPIRG, and RASFG-MID). Notably, GASP SEIs focused on domestic State/industry responsibilities were excluded, as these will be addressed through individual National Aviation Safety Plans (NASPs) developed by MID States.

The MID Regional Aviation Safety Plan (MID-RASP) 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. 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.

At the regional level, MID-RASP commits RASG-MID to the following strategic priorities:

a. **Continuous reduction of regional operational risks:** Updating and developing new SEIs to address Regional High-Risk Categories (R-HRCs) such as Loss of Control In-Flight (LOC-I), Controlled Flight into Terrain (CFIT), Mid-Air Collision (MAC), Runway Incursion (RI), and Runway Excursion (RE), along with other safety priorities.
b. **Strengthening Safety Oversight**: Supporting States in enhancing their safety oversight capabilities notably for **AIG, AGA,** and **ANS** areas and resolving any Significant Safety Concerns (SSCs).
c. **SSP and SMS Implementation:** Assisting States in developing and implementing SSPs and Safety Management Systems (SMS) for service providers, including the formulation of National Aviation Safety Plans (NASPs).
d. **Promoting Regional Collaboration:** Encouraging States and Industry to share safety information and best practices.
e. **Aerodrome Safety and Certification:** Enhancing the implementation of Aerodrome Certification, SMS, Runway Safety Programmes, Runway Safety Teams (RSTs), and the Global Reporting Format (GRF) methodology.
f. **Integrating UAS and AAM:** Supporting States in addressing challenges and opportunities related to the integration of Unmanned Aircraft Systems (UAS) and Advanced Air Mobility (AAM) into national and global aviation ecosystems.
g. **Managing cross-sector risks:** Helping States mitigate risk interdependencies including cybersecurity threats, GNSS interference/spoofing, 5G interference with radio altimeters, aviation health safety risks, conflict zone hazards, and security risks impacting aviation safety.
h. **Supporting MENA ARCM Activities:** Providing continuous assistance for the activities of the MENA Aviation Regional Cooperation Mechanism (MENA ARCM).
i. **Advance the operation of MENA RSOO:** Assisting States in setting up and operationalizing the MENA Regional Safety Oversight Organization (MENA RSOO).
j. **Capacity Building and Implementation Support**: Conducting capacity building activities including resource mobilization, developing guidance material and sharing best practices to enhance State and industry capabilities.
k. **Promoting Safety Data Management:** promote the implementation of a regional framework for safety

data collection, analysis, and sharing to enable proactive risk management and evidence-based decision-making.

Through these initiatives, MID-RASP reinforces a proactive and collaborative approach to aviation safety, ensuring continuous improvement and resilience in the MID Region.

Commitment of States and Industry: States and industry are dedicated to the following efforts to enhance aviation safety in the MID Region:

a. **Implementation of SEIs:** Strategically and timely implement the GASP and MID-RASP SEIs, as appropriate, along with their respective actions.
b. **Strengthen state oversight system** to address deficiencies notably for AIG, AGA, &ANS
c. **Resolution of Significant Safety Concerns (SSCs):** States with SSCs identified under the ICAO Universal Safety Oversight Audit Programme – Continuous Monitoring Approach (USOAP CMA) should prioritize their resolution. This includes utilizing available resources, such as technical assistance from other States and Regional Programmes, to address SSCs promptly.
d. **Developing and implementing Safety Management:** Prioritize the implementation of State Safety Programmes (SSP), Safety Management Systems (SMS), and National Aviation Safety Plans (NASP).
e. **Data-Driven Risk Mitigation:** Use data-driven methodologies to identify Regional High-Risk Categories (R-HRCs) and associated safety issues. Implement collaborative solutions to reduce accident rates and fatalities while prioritizing the implementation of relevant SEIs.
f. **Leveraging Industry Safety Programmes:** Explore and utilize ICAO-recognized industry assessment Programmes, such as:

- IATA Operational Safety Audit (IOSA)
- IATA Safety Audit for Ground Operations (ISAGO)
- IATA Standard Safety Assessment Programme (ISSA)
- ACI Airport Excellence (APEX) Programme

States and industry should consider options ranging from recognizing these Programmes to encouraging registration by applicable operators to enhance safety management and compliance.

1.5 Operational context

The Middle East's aviation market is poised for significant growth in the coming years, driven by increased passenger demand, substantial investments, and strategic initiatives by regional carriers and governments.

Aviation Industry Overview

The Middle East's aviation industry is experiencing a transformative phase characterized by several key developments:

- Fleet Expansion and Modernization: Airlines in the region are investing heavily in expanding and modernizing their fleets. For instance, Etihad Airways plans to invest up to $1 billion in upgrading the cabins of its Boeing 787 and 777 planes, introducing high-speed internet and new entertainment systems. *(Business Insider)*
- Emergence of New Carriers: The region is witnessing the launch of new airlines, such as Saudi Arabia's Riyadh Air, set to begin passenger flights in 2025. *(Arab News)*
- Infrastructure Investments: Governments are investing in infrastructure to support the anticipated growth. The UAE, for example, has initiated mapping air corridors for air taxis and cargo drones, aiming to integrate advanced air mobility into the nation's infrastructure. *(Reuters)*
- Maintenance, Repair, and Overhaul (MRO) Growth: The fleet expansion is set to drive MRO spending from $16 billion in 2025 to $20 billion by 2035. *(Fast Company, oliverwyman.com)*

Passenger Market Forecast

In February 2025, airlines operating in the Middle East recorded a 3.3% year-on-year increase in passenger demand, with total flight capacity rising by 1.3% during the same period. This growth is part of a broader trend, as the region's aviation market is expected to reach USD 28.38 billion in 2025 and grow at a compound annual growth rate (CAGR) of 4.4% to reach USD 35.19 billion by 2030. Additionally, air passenger traffic in the Middle East is projected to surge by 300% to 1.1 billion passengers by 2040. (Arab News, IATA; Mordor Intelligence Airside International, Moodie Davitt Report)

These developments underscore the Middle East's commitment to becoming a global aviation hub, leveraging its strategic location and investing in both fleet and infrastructure to meet growing passenger demand.

The global scheduled commercial international operations accounted for approximately 35.25 million departures in 2023, compared to 31.2 million departures in 2022; which showed a high increase after covid-19 pandemic. The MID Region shows a slight increase in traffic volumes during 2023. Total scheduled commercial departures in 2023 accounted for approximately 1.33 million departures compared to 1.31 million departures in 2019. In terms of an aircraft accident, the MID Region had no accidents in 2023. The 5-year average accident rate for 2019-2023 is 1.77, which is below the global average rate (2.18) for the same period.

USOAP-CMA audits had identified that State's inability to effectively oversee aviation operations remains a global concern. In respect of MID Region, the regional average overall Effective Implementation (EI) (13 out of 15 States have been audited) is approx. 76,8 %, which is above the world EI 69.68% (as of 10 August 2024). Three (3) States are currently below EI 60%. *(13th MID ASR)*

The Middle East's complex geopolitical landscape significantly influences the safety and operations of commercial air transport. Ongoing conflicts, political tensions, and military activities in the region present various challenges for airlines, regulatory authorities, and passengers. The interplay between geopolitical tensions and aviation safety in the Middle East necessitates continuous monitoring, proactive risk management, and effective communication among airlines, regulatory authorities, and flight crews to ensure the safe operation of commercial air transport in the region. Furthermore, the political/security situation in some States, the cross-national variation in aviation development, impede the provision of technical assistance, implementation of regional projects and the achievement of the regional safety, air navigation and Security targets as well as the insufficient financial and human resources in some States.

SECTION 2. PURPOSE OF MID'S REGIONAL AVIATION SAFETY PLAN

The MID RASP is the master planning document containing the strategic direction of the region for the management of aviation safety for a period of three years (2026 to 2028). This plan lists regional safety issues, sets regional safety goals and targets, and presents a series of safety enhancement initiatives (SEIs) to achieve those goals.

2.1 Relationship between MID-RASP and GASP and other Plans

Aviation's contribution towards the United Nations 2030 Agenda for Sustainable Development and to maximize the benefits of aviation, the priorities of the aviation sector should be integrated and reflected in State's economic and social development planning with an appropriately balanced development of transport modes, including multi-modal and urban planning initiatives. In addition, recognizing that air transport is a catalyst for sustainable development and that it represents an essential lifeline for Least Developed Countries (LDCs), and especially for Landlocked Developing Countries (LLDCs).

ICAO Business Plan takes into consideration all of the work mandated to be undertaken by ICAO, regardless of source of funding. The Business Plan sets out the Strategic Goals and priorities to guide the activities of the Organization to support Members States in their attainment of a safe, secure, efficient, economically viable and environmentally responsible air transport network.
ICAO's global plans are essential in supporting safe, secure, efficient, economically viable and environmentally responsible air transportation. They provide a means to advance ICAO's Strategic Goals. The ICAO global plans

include: the GASP, the GANP and the Global Aviation Security Plan (GASeP).

The GASP 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, by guiding the development of a harmonized aviation safety.

The purpose of the Global Air Navigation Plan (GANP) is to drive the evolution of the global air navigation system to meet the ever-growing expectations of all sectors in the aviation community by equitably accommodating all airspace user operations in a safe, secure and cost-effective manner while reducing the environmental impact on aviation. To this end, GANP provides a series of operational improvements to increase capacity, efficiency, predictability and flexibility, while ensuring interoperability of systems and harmonization of procedures. The implementation of the GANP is enabled by promoting the effective implementation of safety oversight and a safety management approach to oversight, including SRM to permit innovation in a managed way.
GASP complements GANP by providing States and industry with the tools to implement a safety management approach through their SSP and SMS. The GANP, through the evolution of the system described in the conceptual roadmap and the operational improvements detailed in the technical frameworks, supports the goals within the GASP and the GASeP by enhancing safety and security of the air navigation system as reflected in the performance ambitions.

The GASP goals and targets support GASeP by providing the best practices and models that can be as effective in managing security as they are in safety management. These include effective oversight, organizational culture, risk management and assurance processes. GASeP in turn supports GASP's vision of zero fatalities.

The MID RASP has been developed using the goals and targets, and the global high-risk categories of occurrences (G-HRCs), and the global organizational challenges from the ICAO GASP (www.icao.int/gasp). Moreover, MID-RASP considers and supports the objectives and priorities of GASP. The purpose of GASP is to continually reduce fatalities, and the risk of accidents, by guiding the development of a harmonized aviation safety strategy and the development and implementation of regional and national aviation safety plans. A safe aviation system contributes to the economic development of States and their industries. GASP promotes the effective implementation of SSP and SMS including NASP, a state's safety oversight system, and a risk-based approach to managing safety as well as a coordinated approach to collaboration between States, international organizations, and industry. One of the GASP goals is for States to improve their effective safety oversight capabilities and to progress in the implementation of SSPs including NASPs. Thus, GASP calls for States to put in place robust and sustainable safety oversight systems that should progressively evolve into more sophisticated means of managing safety.

Assembly Resolution A40-1 also calls for each State to develop and implement a national aviation safety plan (NASP), in line with the GASP goals, targets and the global high-risk categories of occurrences (G-HRCs). The NASP should also be developed having close regard for the RASP, while acknowledging that each State may have its own, specific safety issues and priorities, including addressing significant safety concerns (SSCs).

Relationship between GASP, RASP and NASP

In addition, to addressing systemic safety issues, GASP addresses Global high-risk categories (G-HRC) of occurrences, which are deemed global safety priorities. These categories were determined based on actual fatalities from past accidents, high fatality risk per accident or the number of accidents and incidents. The following G-HRCs have been identified for the 2026-2028 edition of the GASP: controlled flight into terrain (CFIT); Loss of control in flight (LOC-I); Mid-air collision (MAC); runway excursion (RE); and runway incursion (RI). The GASP G-HRCs are addressed in MID-RASP.

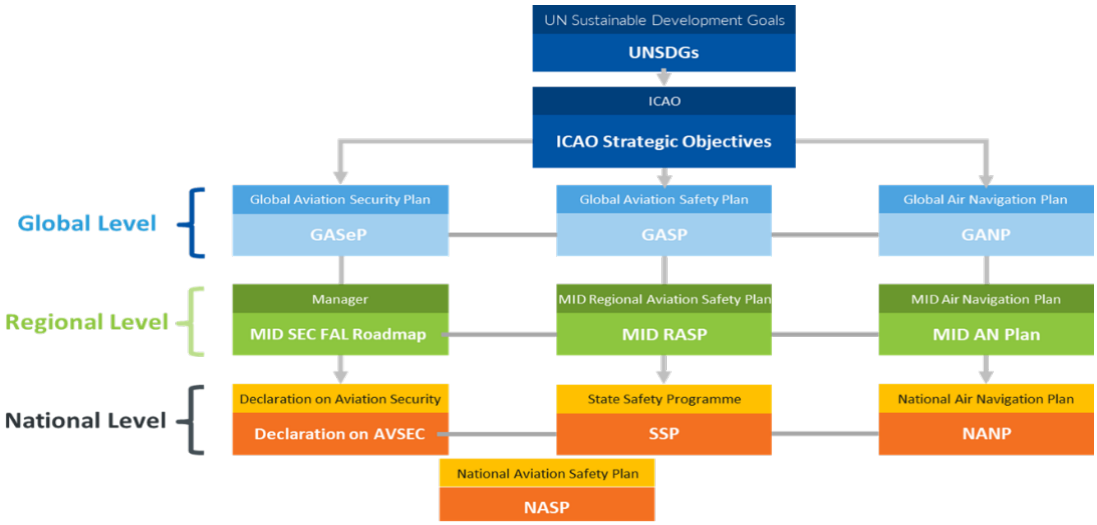
The MID-RASP considers the objectives and priorities of the GASP to enhance the level of safety in aviation and to better prepare the Member States for the ICAO Universal Safety Oversight Audit Programme (USOAP) audits including State Safety Programme.

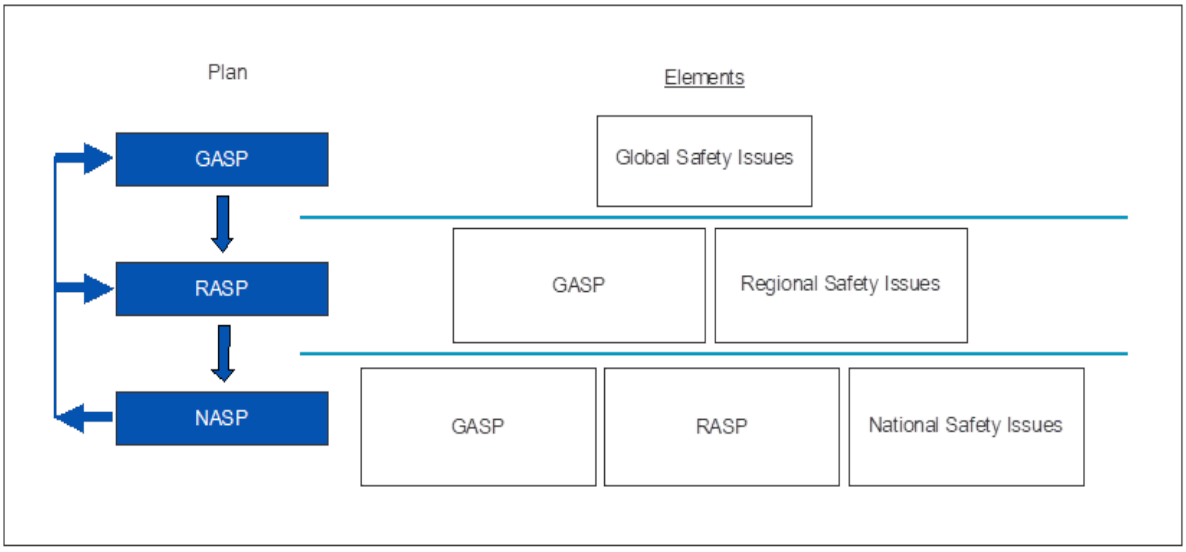
The SEIs listed in the MID RASP form the action plan that supports the regional safety strategy. Ultimately, they support the improvement of safety at the individual State level, for States in the region, and contribute to the enhancement of safety at the wider international level. The MID RASP includes several actions to address specific safety issues and recommended SEIs for individual States in the region. It is expected that States in the region adopt these SEIs and include them in their respective national aviation safety plans

The 2026-2028 Edition of the GASP includes a new set of goals, targets and indicators, in line with the United Nations' 2030 Agenda for Sustainable Development.

In respect of MID Region SPMM, the GASP provides global strategic direction while the MID region SPMM provides regional specific goals and supports the region's strategic approach to managing safety at the regional level. Consequently, MID region safety indicators and targets were aligned with the 2026-2028 GASP goals and targets as relevant in the MID Region. Furthermore, the RASG-MID would continuously monitor the implementation of the identified SEIs in the MID-RASP and measure safety performance of the regional civil aviation system, to ensure the intended targets are achieved, using the MID Region safety performance measurement & monitoring to this plan. Moreover, MID safety performance measurement & monitoring Goals support the region's strategic approach to managing safety at the regional level. Therefore, for each Goal established in the MID region SPMM identified SEI(s) is mapped to it including their respective actions.

The MID Region SPMM is included as an integral part of MID-RASP ***at Appendix B***.

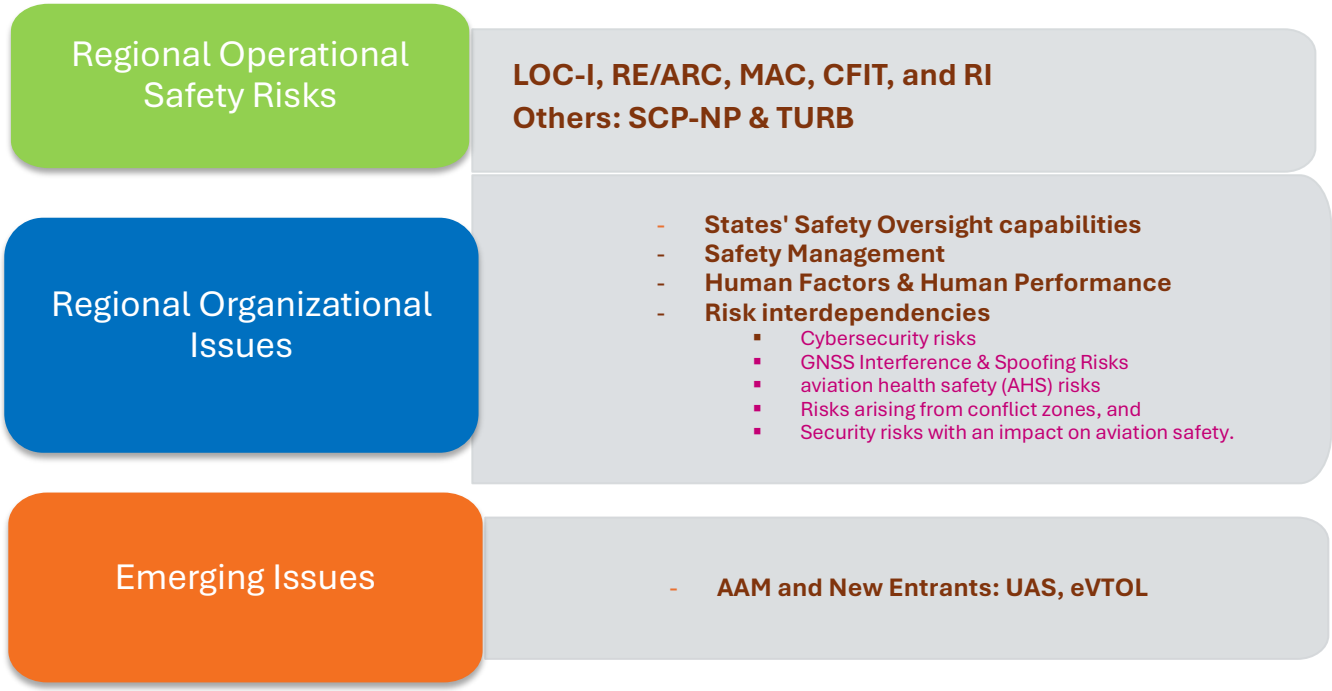




Relationship between MID-RASP and other Plans

SECTION 3. MID REGION'S STRATEGIC SAFETY PRIORITIES

The MID-RASP presents the safety priorities that were developed based on the ICAO GASP's including organizational challenges, operational safety risks and emerging issues as well as MID region-specific issues identified by a safety risk assessment and published in MID Region Annual Safety Reports and RASG-MID activities. Additionally, the MID region's strategic approach to managing safety at the regional level is to address the region's safety issues in a timely manner. Therefore, the MID-RASP strategic approach would focus on regional organizational challenges/issues, regional operational safety risks, and emerging issues as indicated in the graph below.



Therefore, the MID-RASP adopts three focus areas approach:

<u>First focus area:</u> Mitigation of Regional Operational Safety Risks

The GASP envisions achieving and sustaining zero fatalities in commercial operations by 2030 and beyond. To support this vision, the first focus area prioritizes the effective mitigation of regional operational safety risks, particularly: Loss of Control In-Flight (LOC-I), Controlled Flight Into Terrain (CFIT), Mid-Air Collision (MAC), Runway Incursion (RI), Runway Excursion (RE).

Addressing these risks at the regional level requires a structured and integrated approach that includes:

- **Effective mitigation strategies:** Promote and develop effective mitigations strategies at the regional level to address operational safety risks (LOC-I, CFIT, MAC, RE, and RI)
- **Safety Data Collection & Analysis**: Promote data-driven insights to identify safety issues and address them in an effective way.

- **Improve the Implementation of Safety Management:** Strengthen State Safety Programs (SSP) to incorporate data-driven safety risk management in line Annex 19 requirements
- **Foster regional collaboration:** Foster regional collaboration, including information exchange and best practice sharing as well as collaboration between regulators and service providers.
- **Collaborative Safety Enhancement Initiatives:** Encouraging joint efforts among States, industry, and stakeholders to address the regional operational safety risks.
- **Continuous Safety Promotion & Training:** Ensuring ongoing education and awareness for aviation professionals.

This approach creates a closed-loop system where data informs action, stakeholders collaborate, and adaptive strategies drive continuous improvement. By focusing on regional priorities while leveraging global best practices, this initiative ensures a comprehensive and sustainable reduction in LOC-I, CFIT, MAC, RI, and RE risks.

<u>Second focus area:</u> Strengthening Regional Safety Oversight and Management

The second focus area focuses on enhancing regional mechanisms to strengthen effective safety oversight capabilities, improve the establishment and implementation of safety management, and address risk interdependencies. Key regional challenges in aviation safety include regulatory oversight challenges, resource constraints, and deficiencies in safety management implementation. Addressing these issues requires a structured governance framework, capacity-building initiatives, and enhanced regional collaboration to ensure sustained safety improvements.

Strengthening Safety Oversight and Capacity Building

- Organizing and conducting regional technical assistance missions, capacity-building and Training Initiatives, and safety promotion activities.
- Enhancing human factors and human performance management.
- Supporting the establishment of an effective SSP and service providers' SMS.
- Manage risk interdependencies: Addressing interconnected risks such as 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.

Enhancing Regional Coordination and Cooperation

- Strengthening regional collaboration with States and regional organizations to support the implementation of MID-RASP SEIs.
- Enhancing communication and safety information sharing between States, international organizations, and industry stakeholders.
- Actively engage with donors, States and international organizations to mobilize the necessary financial and technical support.

Supporting and leveraging Regional Safety Initiatives

- Providing continuous support for MENA ARCM activities.
- Supporting the operation of the MENA Regional Safety Oversight Organization (MENA RSOO).

This structured mechanism ensures a systematic and effective approach to addressing regional safety oversight challenges, strengthening safety governance, and fostering collaborative risk management across the MID Region.

<u>Third focus area:</u> Integration of Emerging Technologies

Emerging technologies such as Advanced Air Mobility (AAM), Unmanned Aircraft Systems (UAS), and electric Vertical Take-Off and Landing (eVTOL) aircraft are reshaping the aviation industry. However, their integration into existing airspace presents significant regulatory, operational, and safety challenges. To support States in addressing these challenges, efforts will focus on:

- Conducting capacity building initiatives to promote a structured, safe, and harmonized approach.
- Promoting regional cooperation among states, organizations, and industry.
- Supporting the Development of a regional roadmap for the integration of AAM and new entrants.

Key Pillars for Safe Integration: A structured mechanism must address the following critical areas:

- **Regulatory and Policy Frameworks:** establishing clear regulations, policies, and guidelines for AAM and UAS operations.
- **Airspace Integration & Traffic Management:** Developing strategies for safe and efficient integration into controlled and uncontrolled airspace.
- **Safety Oversight & Risk Management:** Implementing robust safety oversight mechanisms and risk mitigation strategies.
- **Infrastructure Development & Certification:** Facilitating the development of vertiports, communication systems, and necessary certification processes.
- **Public Acceptance & Cybersecurity:** Addressing societal concerns, cybersecurity risks, and overall system resilience.

By leveraging global best practices and fostering regional collaboration, this initiative aims to ensure the safe, efficient, and sustainable integration of AAM and new entrants into the MID Region's aviation ecosystem.

3.1. REGIONAL OPERATIONAL SAFETY RISKS

The vision of the GASP is to achieve and maintain the goal of zero fatalities in commercial operations by 2030 and beyond. To do so, regional operational safety risks need to be identified and addressed. In line with the vision of the GASP, regional operational safety risks are listed in this section of the MID RASP. They addressed through the action plan presented in Section 5 of this document.
The RASG-MID produces and publishes an Annual Safety Report, available on the ICAO MID Office website. The RASG-MID Annual Safety Report is a timely, unbiased, and transparent source of safety-related information essential for all aviation stakeholders interested in having a tool to enable sound decision-making on safety-related matters.
The summary of accidents and serious incidents that occurred in MID Region as state of occurrence involved in scheduled commercial operations involving aircraft having a Maximum Take-off Weight (MTOW) above 5700 kg, is shown in the tables below.

Year	***Fatal accidents***	***Non-fatal accidents***	***Serious incidents***
2019 - 2023	1	7	287

The MID region (8) eight accidents occurred between 2019 and 2023. One fatal accident occurred respectively during the year 2020. The 5-year average accident rate for 2019-2023 is 1.77, which is below the global average rate (2.18) for the same period.
The MID Region had no fatal accident in 2023. However, the 5-year average fatal accident rate for 2019-2023 is 0.28 is slightly higher than the global average rate (0.21) for the same period. The MID Region had no fatal accidents in 2019, 2021, 2022, and 2023. However, one fatal accident occurred in 2020. The 2020 accident caused176 fatalities.

The GASP 2026-2028 Edition identifies the G-HRCs as LOC-I, CFIT, MAC, RE and RI. In the MID Region in 2019-2023 the topmost frequent accidents related to the security and runway safety, which includes RE and ARC during Landing. In terms of fatality risk, the fatal accidents for the period 2019- 2023 were attributed to security related. Thus, based on the analyses of reactive and proactive safety information, it is concluded that the regional operational safety risks including the identified safety issues for the MID Region for the triennium 2026-2028 are:

1. Loss of Control-In Flight (LOC-I);
2. Runway Safety (RS); mainly (RE and ARC during landing);
3. Mid-Air Collision (MAC);
3. Controlled Flight into Terrain (CFIT); and
5. Runway incursion (RI).

Other regional risk categories of occurrences: SCF-NP and TURB.

In addition, safety issues which could lead to the potential outcomes of LOC-I, CFIT, MAC, RE, and RI including the security related issue have been identified in the MID ASR and should be also considered by the States while

developing their NASP as well as the industry as indicated at ***Appendix A.***

Aircraft Upset in Flight (Loss of Control-Inflight)
Aircraft upset or loss of control inflight is the most common accident outcome for fatal accidents in CAT aero plane operations. It includes uncontrolled collisions with terrain, but also occurrences where the aircraft deviated from the intended flight path or intended aircraft flight parameters, regardless of whether the flight crew realized the deviation and whether it was possible to recover or not. It also includes the triggering of stall warning and envelope protections. This key risk area has been raised by some MID States that make it an area of concern. Therefore, the prevention of loss of control is a strategic priority.

Controlled Flight into Terrain (CFIT)
It comprises those situations where the aircraft collides or nearly collides with terrain while the flight crew has control of the aircraft. It also includes occurrences, which are the direct precursors of a fatal outcome, such as descending below weather minima, undue clearance below radar minima, etc. There was no fatal accident involving MID States operators during this period. This key risk area has been raised by some MID States and in other parts of the world that make it an area of concern. However, additional data is needed for further analysis to identify the underlying safety issues.

Mid-Air Collision (MAC)
Refers to the potential collision of two aircraft in the air. It includes direct precursors such as separation minima infringements, genuine TCAS resolution advisories, or airspace infringements. During 2020, no mid-air collision accident has been recorded. However, the flight crew received TCAS RA and applied high rate of climb according to the TCAS display to prevent Mid-air collision with military aircraft which caused injuries to some persons on board. In addition, this key risk area has been raised by some MID States specifically in the context of the collision risk posed by military aircraft operating over the high seas which are not subject to any coordination with related FIRs for airborne operation. This is one specific safety issue that is the main priority in this key risk area. However, additional safety data and safety information are needed for further analysis to identify the underlying safety issues.

Runway Excursion
Runway excursion covers materialized runway excursions, both at high and low speed, and occurrences where the flight crew had difficulties in maintaining the directional control of the aircraft or of the braking action during landing, where the landing occurred long, fast, off-centred or hard, or where the aircraft had technical problems with the landing gear (not locked, not extended or collapsed) during landing. During the period 2019-2023, Runway Excursions and abnormal runway contact accidents and serious incidents mainly occurred in the landing phase of flight. In addition, High Airspeed and Low Engine Thrust identified as key contributing factors to the Unstable Approaches Events.

Runway Incursion (RI)
A Runway Incursions refers to the incorrect presence of an aircraft, vehicle or person on an active runway or in its areas of protection. Their accident outcome is runway collisions. While there were no fatal accidents or accidents involving MID States operators in the last years involving runway collision, the risk of the reported occurrence demonstrated to be very real. In addition to this, MID States should provide further data analysis regarding runway incursion to identify the root causes and associated safety issues.

3.2 REGIONAL ORGANIZATIONAL CHALLENGES/ISSUES

Organizational challenges are systemic issues which take into consideration the impact of organizational culture, policies and procedures on the effectiveness of safety risk controls. The MID RASP has included the identified regional organizational challenges/issues. The deficiencies have been identified mainly from RASG-MID Annual Safety Report, USOPA Data, technical assistance mission. These are given priority in the MID RASP since they are aimed at enhancing and strengthening the management of aviation safety at the regional level.
To accelerate progress, a structured regional approach is needed, leveraging collaboration, capacity-building, regulatory alignment, and data-driven decision-making. It is crucial that States' safety oversight capabilities and safety management should keep pace with these regional safety issues. Therefore, for the triennium of 2026-2028, the MID region should continue to focus its efforts on addressing the following top regional organizational issues:

a. **Low USOAP EI scores:** Addressing persistently low Universal Safety Oversight Audit Programme (USOAP) Effective Implementation (EI) scores, particularly in States scoring below 60%, as well as in Accident Investigation (AIG)- (slow progress in establishing independent aircraft accident investigation authorities), Aerodrome & Ground Aids (AGA), and Air Navigation Services (ANS) domains.
b. **Slow SSP and NASP Implementation:** Accelerating the development and implementation of SSP, including the formulation of NASP.
c. **Delayed SMS Implementation & Oversight:** Enhancing the acceptance and regulatory surveillance of SMS for service providers.
d. **Gaps in State Safety Risk Management (SRM)**: Developing a holistic State Safety Risk Management framework to support data-driven decision-making, safety performance management, and effective resource allocation for risk mitigation.
e. **Challenges in Safety Data Management & Sharing:** Addressing the lack of resources, expertise, and formal mechanisms for collecting, managing, and sharing safety data and intelligence at both State and regional levels.
f. **Human Factors & Human Competence:** Strengthening initiatives to enhance human factors management, human performance optimization, and personnel competency development.
g. **Manage risk interdependencies:** Addressing interconnected risks such as 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.
h. **Slow Implementation of Safety Enhancements:** Accelerating the adoption of RASG-MID conclusions, MID-RASP Safety Enhancement Initiatives (SEIs), and other safety actions/tools to mitigate identified safety issues and deficiencies.
i. **Airspace Structure & Geopolitical Challenges:** Mitigating risks associated with airspace restrictions and rerouting, ensuring safe and efficient traffic flow amid the complex geopolitical landscape of the Middle East.

3.2.1 Strengthening of States' Safety Oversight Capabilities

Safety oversight is defined as a function by means of which States ensure effective implementation of the safety-related SARPs, and associated procedures contained in the Annexes to the Convention on International Civil Aviation and related ICAO documents. States have overall safety oversight responsibilities, which emphasize a state's commitment to safety in respect of the State's aviation activity. An individual State's responsibility for safety oversight is the foundation upon which a safe global air transport system is built. States that experience difficulties in carrying out safety oversight functions can impact the state of International Civil Aviation.
The eight critical elements (CEs) of a safety oversight system are defined by ICAO. MID Region is committed to the effective implementation of these eight CEs among all States in the region, as part of overall safety oversight responsibilities, which emphasize MID region's commitment to safety in respect of its aviation activities. The eight CEs are presented in the figure below.

USOAP-CMA audits had identified that State's inability to effectively oversee aviation operations remains a global concern. In respect of MID Region, the regional average overall Effective Implementation (EI) (13 out of 15 States have been audited) is approx. 76,8 %, which is above the world EI 69.68% (as of 10 August 2024). Three (3) States

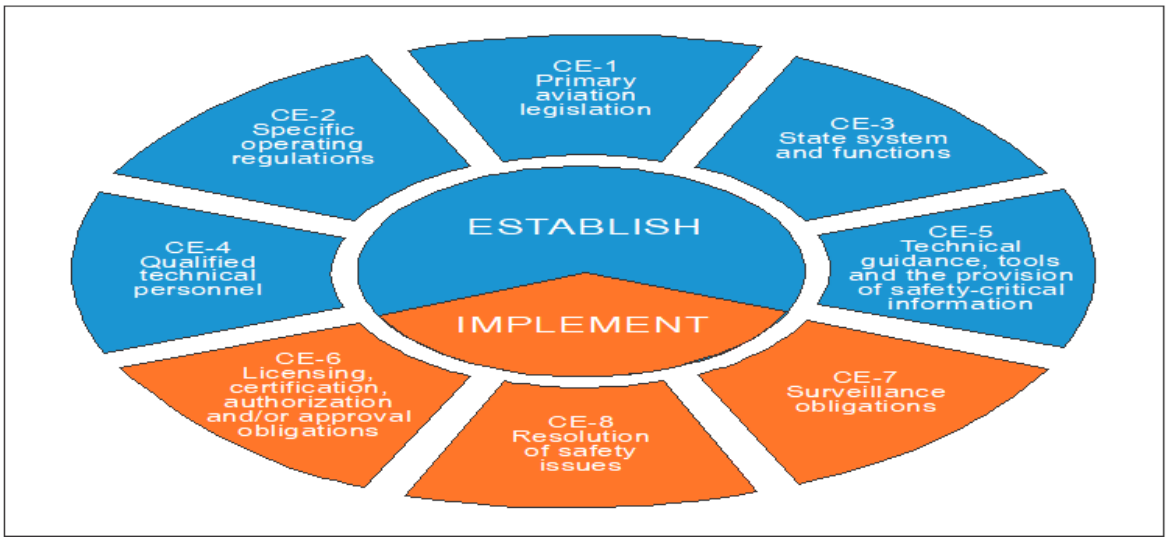
	LEG	ORG	PEL	OPS	AIR	AIG	ANS	AGA
CE-1	85.6			95.2		76.3	84.2	78.6
CE-2	71.6		90.5	84.9	93.5	78.3	75.7	85
CE-3		67.1	89.3	86.7	89.1	59.4	70.2	69.2
CE-4		81.5	69	75.4	81.7	43.8	52.4	51.5
CE-5	85.7	92.9	90.6	88.4	91.7	69.5	81.5	76.8
CE-6			86	80.7	88.9		76	72.2
CE-7			71.8	63.1	79.1		67.2	67.3
CE-8			64.7	57.7	81.4	66.3	44.3	53.4

are currently below EI 60%.

All eight areas and 5 CEs have an EI above 60%. For CE-4: AIG- 43.8%, AGA- 51.5%; and ANS- 52.4%. For CE-8: AGA – 53.4% and ANS – 44.3% respectively. However, the areas of AIG, AGA and ANS and CE4 and CE8 still need more improvement.

Moreover, the establishment in terms of training and effective implementation in certification, surveillance, and resolution of Safety concerns need to be improved.

The latest ICAO activities, which aim to measure the effective implementation of the eight CEs of States' individual safety oversight systems, as part of the ICAO Universal Safety Oversight Audit Programme (USOAP), have resulted



in the following scores, compiled as an average for the region of MID region as indicated in the table below.

The lowest EI areas in the region were aircraft accident and incident investigation (AIG), aerodrome & ground handling (AGA), and Air Navigation services (ANS) and identified as the organizational challenges/issues at the regional level considered of the utmost priority because they impact States' safety oversight and safety management capabilities and, consequently aviation safety at the regional level. They were identified based on analysis from USOAP data analysis, accident and incident investigation reports, technical assistance activities as well as based on regional analysis conducted by RASG-MID groups. These issues are typically systemic in nature and relate to challenges associated with the conduct of States' safety oversight functions, implementation of SSP at the regional level and the level of SMS implementation by industry in the region. Most of these organizational challenges/issues

are in line with those listed in the GASP 2026-2028 Edition.

3.2.2 Improve the development and implementation of Safety Management

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 78, 59%.

Proactive safety management considering all known safety data and information has proven essential for the ability of the aviation system to deal with disruptive events. SSP will be increasingly instrumental within MID region aviation safety management system, not only in ensuring that safety issues are addressed at the right level, but also in guaranteeing the availability of required data and safety intelligence to support the identification of hazards and safety issues. Establishing.

safety risk management capabilities in a collaborative manner is key to the safe development of aviation. Safety management also entails the management of human factors and human performance issues, fostering capable and streamlined oversight and establishing a safety promotion programme. In addition, 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). Moreover, the RASG-MID also supported the establishment and activation of the MENA RSOO, with a primary objective to assist member States to develop and implement SSP; and Several capacity building activities have been conducted to support the implementation of SSP & SMS as well as NASP and address the challenges and difficulties as well as the sharing of experiences and best practices.

Therefore, support to States with SSP, SMS and NASP development and implementation considered a strategic priority at the regional as they impact States' safety oversight and safety management capabilities and, consequently aviation safety at the regional level.

3.2.3. Human Factors and Human Performance

The performance of the aviation system, including its safety performance, depends on humans and on the effective integration of the human factors into the management systems in place. Accordingly, focus on human factors and human performance should form an integral part of any safety management approach, be it at regional, State or industry level.

Human Factors as a discipline has traditionally served as a special focus area in aviation safety management. With the fast-evolving aviation industry, the large variety of operating conditions and business models, but also in the face of disruptive events affecting the entire aviation ecosystem, it is increasingly important for aviation stakeholders to adopt a systems' view on safety. This requires sound knowledge and understanding of how and where people work within the aviation system and what may positively or negatively affect their performance.

The associated strategic goal is to improve the management of Human Factors/Human Performance issues at the level of States and industry by promoting a thorough understanding of Human Factors/Human Performance principles and their relevance in safety management. With this we aim at maximizing the ability for humans to make a positive contribution to system performance, while reducing the exposure of the aviation system to Human Factors/Human Performance related safety issues. This will improve safety performance as well as operational performance.
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. The top three key risk areas related to human factors (HF) and human performance (HP) are LOC-I, MAC, and RI.

3.2.4 Manage Risk Interdependencies

The COVID-19 crisis demonstrated that safety, security, health safety and other risks can no longer be managed in

isolation. The aviation community has realised 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.
Managing some of the risks of interdependencies considered a strategic priority at the regional as they impact on aviation safety at the regional level.

3.2.4. 1 Cybersecurity Risks

The global civil aviation ecosystem is accelerating towards more digitalisation. 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 of the need to manage the cybersecurity risk the MID Region needs to consider and address information security risks in a comprehensive and standardised 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/organisations with malicious intent.

3.2.4.2 Security Risks with an Impact on Aviation Safety

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.
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.

3.2.4.3 Risks Arising from Conflict Zones

The crash of flight MH17 immediately raised the question why the aero plane was flying over an area where there was an ongoing armed conflict. Similar events had occurred in the MID Region. This is why it's important for governments, 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 civilian flights. Similar events had occurred in the MID Region on Jan 2020 involving Ukraine International Airlines flight PS752. The tragic accident with the downing of Ukraine International Airlines Flight 752 highlighted once more the importance of information sharing and risk assessments.

3.2.4.4 GNSS Interference & spoofing Risks

Global Navigation Satellite System (GNSS), which involves systems such as Global Positioning System (GPS), Russia's GLONASS, China's, BeiDou, Europe's Galileo includes navigation satellite infrastructures and constellations which provide position, navigation, and timing (PNT) information supporting aircraft and air traffic management operations and support navigation applications in all phases of flight as well as surveillance application like ADS-B. GNSS is also used in safety nets like the EGPWS (Enhanced Ground Proximity Warning Systems) and provides the time reference that is used to synchronize systems and operations in ATM.
GNSS jamming and spoofing incidents have increasingly threatened the integrity of Positioning, Navigation, and Timing services across Eastern Europe and the Middle East. Similar incidents have been reported in other locations globally.
Jamming' blocks the GNSS signal, whereas 'spoofing' sends false information to the aircraft's receiver. There is a high safety risk as GPS spoofing has made backup inertial navigation systems unreliable by corrupting GPS data. This threat turns off the entire navigation system by tricking the Flight Management System into indicating that the aircraft is off-track. The aircraft's Inertia Reference System fails, leading to corrupted navigation systems. GPS jamming, while problematic, is a different risk level from GPS Spoofing, as it only blocks GPS signals. Still, the sensor fusion software can use other sources of information to provide continuous, precise navigation.
The analysis utilized data from the Flight Data Exchange (FDX) showed a total of 46444 'GPS signal in the MENA region from January 2023 to December 2023 with the rate of 98.76 compared to global average of 30.19 per cent.

3.2.4.5 Aviation Health Safety (AHS) Risks

The COVID-19 pandemic has shown that the harmonisation of health policies affecting aviation, and in particular the CAT domain, has become an important topic to help overcome the pandemic. The objective is to minimise the impact of health safety threats in CAT. Health safety threats should be included in the management of risk interdependencies. COVID-19 is unlikely to be the last pandemic we will be faced with. It is crucial to continue supporting the European 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.

3.3 EMERGING ISSUES

3.3.1 Advanced Air Mobility (AAM) and New Entrants

ICAO identified AAM and new entrants as one priority focus area out of seven. In terms of Regulatory Development for AAM, the 41st Session of the ICAO Assembly recognized that the rapidly evolving AAM ecosystem calls for work to be undertaken by ICAO, as well as the potential need for a globally harmonized framework. In addition, Urban air mobility is new revolution in transportation system and transforming urban transportation by leveraging advanced air vehicles to alleviate traffic congestion and provide efficient transportation solutions. AAM is integrating with urban infrastructure to enable seamless aerial transportation, connecting urban centers and offering new mobility options for passengers. AAM is experiencing rapid technological advancements, including electric vertical take-off and landing (eVTOL) aircraft, advanced air traffic management systems, and autonomous flight capabilities.

Available evidence demonstrates an increase of drones coming into close proximity with manned aviation (both aeroplanes and helicopters) and the need to mitigate the associated risk. The civil aviation authority is responsible for, inter alia, ensuring aviation safety and protecting the public from aviation hazards.

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.

Enabling the safe integration of UAS, being a fast evolving and emerging market segment, as well as of (initially manned) VTOL-capable aircraft, also intended for Advanced Air Mobility (AAM) operations, continue to be priority activities.

At the regional level to support states in establishing a comprehensive regulatory framework and Airspace Integration and Traffic Management for UAS and manned VTOL-capable aircraft.

PART-II. IMPLEMENTATION

Section 4. MID region's strategic direction for the management of aviation safety

4.1 Monitoring implementation

This section presents an outline of the safety performance indicators reflecting the MID Region strategic safety priorities in the area of safety. The RASG-MID would use the indicators listed in the MID Region SPMM at **Appendix B** to measure safety performance and monitor each regional safety target. Furthermore, the MID Region SPMM includes six (6) Goals in line with GASP 2026-2028 Edition.
The RASG-MID would continuously monitor the implementation of the identified SEIs in the MID-RASP and measure safety performance of the regional civil aviation system, to ensure the intended targets are achieved, using the MID Region SPMM to this plan. Therefore, for each Goal established in the MID Region SPMM, identified SEI(s) be mapped to it including their respective actions.
MID region safety indicators and targets were aligned with the 2026-2028 GASP goals and targets as relevant in the MID Region. A MID Region Annual safety report would be annually published to provide stakeholders with relevant up-to-date information on the progress made in achieving the regional safety goals and targets, as well as the implementation status/progress of the SEIs.

In the event that the regional safety goals and targets are not met, the causes would be addressed and presented to stakeholders. If RASG-MID identifies critical operational safety risks, reasonable measures would be taken to mitigate them as soon as practicable, possibly leading to an earlier revision of the MID-RASP by SEIG.
The monitoring of safety performance and its enhancement is achieved through identification of relevant Goals and Safety Indicators, taking into consideration the GASP 2026-2028 and regional specific objectives and priorities, as well as the adoption and attainment of Safety Targets with a specific timeframe.
The MID Region Safety performance measurement and monitoring includes the following Goals:
Aspirational Goal: Zero fatality by 2030, the GASP aspirational goal of 'zero fatalities in commercial operations by 2030 and beyond'.

Goal 1: Achieve a Continuous Reduction of Operational Safety Risks: This relates to GASP Goal 1 for 2026-2028 and aligns with ICAO's high-level safety metrics, enabling a direct comparison of the MID region's performance with global averages. Risk area indicators are identified using the MID region risk assessment methodology and are detailed in the MID Annual Safety Report (MID ASR). These operational safety indicators will continue to be monitored through the MID ASR.

Goal 2: Strengthen States' safety oversight capabilities: This is related to 2026-2028 GASP Goal 2. The monitoring will be based on the available data published through USOAP-CMA (OLF). The regional average overall Effective Implementation (EI) in the MID Region (13 out of 15 States have been audited) is 76.8 %, which is above the world average 69.68% (as of 10 August 2024). Three (3) states are currently below EI 60%. The objective is aligned with the 2026-2028 GASP requiring all states by 2028, to commit to national aviation safety plans that allocate to each safety oversight authority sufficient financial resources to meet national and international obligations, with at least 70% of States having sufficient financial resources, improve their EI score for qualified technical personnel (CE-4) for aircraft accident and incident investigation (AIG) and for aerodromes and ground aids (AGA), and improve their EI score for the resolution of safety issues (CE-8) in AGA.

Goal 3: Establish & manage effective State safety Programmes (SSP): This is related to 2026-2028 GASP. Related indicators will mainly be based on data available through USOAP-CMA (OLF). Feedback provided by Member States would also be considered. MID Office will in addition collect relevant documentation and information from States (SSP and NASP). The objective is aligned with the 2026-2028 GASP requiring all States by 2026, to assess the level of implementation of their SSP and by 2028, all States to establish an SSP.

Goal 4: Strengthen collaboration at the regional & national levels to address safety issues: This is related to 2026-2028 GASP. Related indicators will mainly be based on data available through USOAP-CMA (OLF) and MID Office data. Feedback provided by States would be also considered. The objective is aligned with the 2026-2028 GASP requiring by 2026, all regions to identify States that need assistance to address safety issues; by 2028, all regions to facilitate the required assistance, to identified States, to address safety issues; and by 2027, all regions to implement a mechanism to make use of the information on operational safety risks and emerging issues for the purpose of aviation safety planning.

Goal 5: Strengthen aviation safety planning (RASP & NASP): This is related to 2026-2028 GASP. Related indicators will mainly be based on data available through MID Office data. Feedback provided by States would be

also considered. The objective is aligned with the 2026-2028 GASP requiring by 2026, all regions to publish an updated RASP, taking into consideration the 2026-2028 edition of the GASP and by 2026, all States to publish an updated NASP, taking into consideration the 2026-2028 edition of the GASP and their corresponding RASP.

Goal 6: Expand the use of industry safety assessment and safety data sharing Programmes: This is related to 2026-2028 GASP. Related indicators will mainly be collected from IATA and other international and regional organizations. Feedback provided by States would also be considered. The objective is aligned with the 2026-2028 GASP requiring by 2028, industry to maintain an increasing trend in its use of industry safety assessment and safety data sharing Programmes.

4.2 Communication of Progress to RASG-MID and Regional Stakeholders

Effective communication of MID-RASP progress is essential for transparency, accountability, and continuous improvement in aviation safety. A structured communication framework will ensure that RASG-MID, States, industry partners, and other regional stakeholders are regularly updated on:

- Safety performance trends
- Challenges encountered
- Milestones achieved

To maintain clear and consistent communication, the following reporting mechanisms will be established:

MID Region Annual Safety Report: Published annually, this report will provide up-to-date insights on regional safety performance, progress toward achieving safety goals and targets, and the implementation status of Safety Enhancement Initiatives (SEIs) and their respective safety actions.

Regular Progress Reports: A comprehensive report on the status of MID-RASP SEI implementation and safety performance achievements will be presented at:

- Safety Enhancement Initiatives Group (SEIG) meetings
- RASG-MID meetings
- Regional safety seminars and workshops

Key Aspects Covered in Progress Reports: Each progress report will include:

a. **Overview of MID-RASP Implementation**: A summary of the overall progress and key developments.
b. **Challenges and Delays in SEI Implementation:** Analysis of implementation barriers and any corrective actions required.
c. **Evaluation of Safety Goals & Targets**: If regional safety goals and targets are not met, the root causes would be addressed and presented to the relevant stakeholders.

By ensuring regular and structured communication, this framework will enhance collaboration, data-driven decision-making, and continuous improvement in aviation safety across the MID Region.

SECTION 5: Safety Actions

This section addresses system-wide problems that affect aviation safety in MID region including the SEIs and their respective actions. In most scenarios, these problems are related to regional organizational processes and procedures, regional operational safety risks, and emerging issues. The safety actions in this section are driven principally by the need to maintain or increase the current level of safety in the aviation sector for the region.
This section also facilitates the identification of SEIs and their respective actions relevant for each Goal established in the MID Region Safety performance measurement and monitoring as follows:

Goal 1: Achieve a continuous reduction of operational safety risks
Goal 2: Strengthen States' safety oversight capabilities
Goal 3: Establish & manage effective State safety Programmes (SSP)
Goal 4: Strengthen collaboration at the regional & national levels to address safety issues
Goal 5: Strengthen aviation safety planning (RASP & NASP)
Goal 6: Expand the use of industry safety assessment and safety data sharing Programmes

5.1 Regional Operational Safety Risks

5.1.1 Goal 1: Achieve a continuous reduction in Operational Risks

5.1.1.1 G1-SEI-01: Aircraft upset in flight (LOC-I)

Target: The safety targets of this goal are indicated in the MID Region safety strategy at **Appendix B.**

Rationale: Loss of control usually occurs because the aircraft enters a flight regime which is outside its normal envelope, usually, but not always, at a high rate, thereby introducing an element of surprise for the flight crew involved. Prevention of loss of control is a strategic priority. In addition, Aircraft upset or loss of control is the key risk area with the highest risk related to fatal accidents in CAT aeroplane operations having a maximum take-off weight above 5700 kg. It includes uncontrolled collisions with terrain, but also occurrences where the aircraft deviated from the intended flight path or intended aircraft flight parameters, regardless of whether the flight crew realized the deviation and whether it was possible to recover or not. It also includes the triggering of stall warning and envelope protections.

What we want to achieve: Increase safety by continuously assessing and improving risk controls to mitigate the risk of loss of control.

How we monitor improvement: Continuous monitoring of safety issues identified in the MID Region annual safety report for CAT aeroplane above 5,700 kgs.

How we want to achieve it: States should set up a regular dialogue with their national aircraft operators on flight data monitoring (FDM) Programmes, with the objectives of: promoting the operational safety benefits of FDM, fostering an open dialogue on FDM Programmes that takes place in the framework of just culture, encouraging operators to include and further develop FDM events relevant for the prevention of LOC-I, or other issues identified by the SSP.

States to include LOC-I in national SSPs: LOC-I should be addressed by the States on their SSPs and included in NASPs. This should include as a minimum agreeing a set of actions and measuring their effectiveness.

Actions: A1-A2-A3-A4-A5-A6
A1- Guidance material on flight crew proficiency
A2- Advisory Circular: Mode Awareness and Energy State Management Aspects of Flight Deck Automation
A3-Promote and conduct Upset Recovery Capacity building activities
A4- Conduct Wildlife Hazard Management Control capacity building Activities
A5- Promote DG capacity building activities including Lithium batteries fire/smoke risk in cabin
A6- Promote Data-Driven Safety Management – Use flight data monitoring (FDM) to identify precursors to LOC-I events and develop targeted interventions

References:
- GASP 2026-2028 Goal 1 "Achieve a Continuous Reduction of Operational Safety Risks".

- GASP SEI-10 (Region) – Mitigate contributing factors to LOC-I accidents and incidents at the regional level.

Stakeholders: RASG-MID, States, industry, international organizations	
Action 1: Develop Guidance material on flight crew proficiency	
Responsible entity:	IATA and industry
Priority:	Medium
Completion Date:	2026
Status:	Ongoing
Action 2: Develop Advisory Circular: Mode Awareness and Energy State Management Aspects of Flight Deck Automation	
Responsible entity:	IATA and industry
Priority:	High
Completion Date:	2026
Status:	ongoing
Action 3: Conduct Upset Recovery Capacity building activities	
Responsible entity:	ICAO, IATA, Industry.
Priority:	High
Completion Date:	2026
Status:	Ongoing
Action 4- Conduct Wildlife Hazard Management Control capacity building Activities	
Responsible entity:	ICAO
Priority:	Medium
Completion Date:	2026
Status:	New
Action 5: Promote DG capacity building activities including Lithium batteries fire/smoke risk in cabin	
Responsible entity:	ICAO
Priority:	Medium
Completion Date:	2026
Status:	New
Action 6: Promote Data-Driven Safety Management during workshops and meetings	
Responsible entity:	ICAO
Priority:	Medium
Completion Date:	2026
Status:	New

EXPECTED OUTPUT

Deliverable	**Timeline**
Mitigate contributing factors to LOC-I accidents and incidents	2028

5.1.1.2 G1-SEI-02: Runway Safety- Runway Excursion

Target: The safety targets of this goal are indicated in the MID Region SPMM at **Appendix B**.

Rationale: Runway excursion covers materialized runway excursions, both at high and low speed, and occurrences where the flight crew had difficulties in maintaining the directional control of the aircraft or of the braking action during landing, where the landing occurred long, fast, off-centred or hard, or where the aircraft had technical problems with the landing gear (not locked, not extended or collapsed) during landing. During 2019-2023, Runway Excursions and abnormal runway contact accidents and serious incidents mainly occurred in the landing phase of flights.

What we want to achieve: Increase safety by continuously assessing and improving risk controls to mitigate the risk of RE.

How we monitor improvement: Continuous monitoring of safety issues identified in the MID Region annual safety report for CAT aeroplane above 5,700 kgs.

How we want to achieve it: States to set up a regular dialogue with their national aircraft operators on flight data monitoring (FDM) Programmes, with the objectives of: promoting the operational safety benefits of FDM, fostering an open dialogue on FDM Programmes that takes place in the framework of just culture, encouraging operators to include and further develop FDM events relevant for the prevention of REs.

States to include Runway Excursions in national SSPs: REs should be addressed by the States on their SSPs and included in NASPs in close cooperation with the aircraft operators, air traffic control, and airport operators. This should include as a minimum agreeing a set of actions and measuring their effectiveness.

Actions: **A1-A2-A3-A4**
A1- Support States to implement the Global Reporting Format (GRF) Methodology through capacity building activities
A2- Support States on the implementation of the ICAO Annex 14 requirements to achieve compliance with regards to Aerodrome Design and Operations, through capacity building activities.
A3- Conduct Runway Safety Go-Team (RST) assistance missions
A4- Enhance capacity building for States CAAs and Airport operators related to Aerodromes Certification through capacity building activities.

Stakeholders: RASG-MID, MIDANPIRG, States, industry, international organizations
Reference:
GASP 2026-2028 Goal 1 “Achieve a Continuous Reduction of Operational Safety Risks".
GASP SEI-12 (Region) – Mitigate contributing factors to RE accidents and incidents at the regional level

Action 1: Support States to implement the Global Reporting Format (GRF) Methodology through capacity building activities (Reference: G3-SEI-02)	
Responsible entity:	ICAO, ACI, and industry
Priority:	Medium
Completion Date:	2025
Status:	Ongoing

Action 2: Support States on the implementation of the ICAO Annex 14 requirements	
Responsible entity:	ICAO
Priority:	High
Completion Date:	2026
Status:	ongoing

Action 3: Conduct Runway Safety Go-Team (RST) assistance missions	
Responsible entity:	ICAO
Priority:	High
Completion Date:	2026
Status:	ongoing

Action 4: Enhance capacity building for States CAAs and Airport operators	
Responsible entity:	ICAO
Priority:	High
Completion Date:	2026
Status:	ongoing

EXPECTED OUTPUT	
Deliverable	**Timeline**
Mitigate contributing factors to RE accidents and incidents	2028

5.1.1.3 G1-SEI-03: Runway Safety- Runway Incursion

Target: The safety targets of this goal are indicated in the MID Region SPMM at **Appendix B**.

Rationale: Collision on the runway covers collisions between an aircraft and another object (other aircraft, vehicles, etc.) or person that occurs on a runway of an aerodrome or other predesignated landing area; it does not include collisions with birds or wildlife. While there were no fatal accident or accident involving MID States operators in the last years involving runway collision, the risk of the reported occurrence demonstrated to be very real.

What we want to achieve: Increase safety by continuously assessing and improving risk controls to mitigate the risk of RI.

How we monitor improvement: Continuous monitoring of safety issues identified in the MID Region annual safety report for CAT aeroplane above 5,700 kgs.

How we want to achieve it: **States to include Runway Incursions in national SSPs**: RIs should be addressed by the States on their SSPs and included in NASPs in close cooperation with the aircraft operators, air traffic control, and airport operators. This

should include as a minimum agreeing a set of actions and measuring their effectiveness.

Action: **A1-A2-A3-A4-A5**
A1- Promote the establishment and implementation of States' runway safety Programmes and runway safety teams
A2- Certification of aerodromes in accordance with Annex 14
A3- Promote the identification and publication in AIP of hot spots at aerodromes during workshops and sub-groups meetings
A4- Promote suitable strategies to remove hazards or mitigate risks associated with identified hot spots during workshops and sub-groups meetings
A5- Promote the use of standardized Phraseology & ATC Procedures through capacity activities.
A6- Promote the effective use of suitable technologies to assist the improvement of situational awareness, such as improved resolution A-SMGCS, stop bars and ARIWS

References:

- GASP 2026-2085 Goal 1 "Achieve a Continuous Reduction of Operational Safety Risks".
- GASP SEI-13 (Region) – Mitigate contributing factors to RI accidents and incidents at the regional level.

Stakeholders: RASG-MID, MIDANPIRG, States, industry, international organizations
Action 1: Promote the establishment and implementation of States' runway safety Programmes and runway safety teams
Responsible entity: ICAO **Priority:** High **Completion Date**: 2026 **Status:** New
Action 2: Certification of aerodromes in accordance with Annex 14 – Aerodromes
Responsible entity: ICAO **Priority:** High **Completion Date**: 2026 **Status:** Ongoing
Action 3: Promote the identification and publication in the AIP of hot spots at aerodromes
Responsible entity: ICAO **Priority:** High **Completion Date**: 2026 **Status:** New
Action 4: Promote suitable strategies to remove hazards or mitigate risks associated with identified hot spots
Responsible entity: ICAO **Priority:** High **Completion Date**: 2026 **Status:** New
Action 5: Promote the use of standardized Phraseology & ATC Procedures through workshops and meetings
Responsible entity: ICAO **Priority:** High **Completion Date**: 2026 **Status:** New
Action 6: Promote the effective use of suitable technologies to assist the improvement of situational awareness
Responsible entity: ICAO

Priority:	High
Completion Date:	2026
Status:	New

EXPECTED OUTPUT

Deliverable(s)	**Timeline**
Mitigate contributing factors to RI accidents and incidents	2028

5.1.1.4 G1-SEI-04: Airborne Conflict (Mid-Air Collisions)

Target: The safety targets of this goal are indicated in the MID Region SPMM **at Appendix B.**

Rationale: Airborne collision includes all occurrences involving actual or potential airborne collisions between aircraft, while both aircraft are airborne, and between aircraft and other airborne objects. This also includes all separation-related occurrences caused by either air traffic control (ATC) or cockpit crew, AIRPROX reports and genuine ACAS alerts. It includes direct precursors such as separation minima infringements, genuine TCAS resolution advisories or airspace infringements.
Although there have been no aeroplane mid-air collision accidents in recent years within the MID States, this risk area has been raised by some MID States specifically in the context of the collision risk posed by military aircraft operating over the high seas which are not subject to any coordination with related FIRs for airborne operation. This is one specific safety issue that is a main priority in this key risk area.

States must have due regard for the safety of civil aircraft and must have established respective regulations for national State aircraft.
Some States have reported an increase in incidents involving close encounters between civil and military aircraft and more particularly an increase in non-cooperative international military traffic over the high-sea waters. The States could consider the following recommendations:

1. Fully apply the ICAO Manual on Civil-Military Cooperation in Air Traffic Management (Doc 10088)
2. Closely coordinate to develop, harmonize and publish operational requirements and instructions for State aircraft to ensure that 'due regard' for civil aircraft is always maintained
3. Support the development and harmonization of civil/military coordination procedures for ATM at MID Region level and beyond if possible; and
4. Report relevant occurrences.

What we want to achieve: Increase safety by continuously assessing and improving risk controls to mitigate the risk of MAC.

How we monitor improvement: Continuous monitoring of safety issues identified in the MID Region Annual Safety Report for CAT aeroplane above 5,700 kgs.

How we want to achieve it: **States to include MACs in national SSPs**: MACs should be addressed by the States on their SSPs and included NASPs. This should include as a minimum agreeing a set of actions and measuring their effectiveness.
Sates to reinforce the appropriate reactions of flight crew in response to an airborne collision avoidance system (ACAS) resolution advisory (RA), which would help to mitigate the risk of mid-air collisions by providing safety promotion material and clear messages to pilots on the need to follow the instructions of the ACAS in high-risk situations.

Actions: A1-A2-A3-A4-A5
A1- Promote Civil-Military cooperation through capacity building activities
A2- Promote awareness among stakeholders related to the potential risk of MAC over high seas through capacity building activities.
A3- Promote guidance to ensure aircraft are equipped with ACAS, in accordance with Annex 6 – Operation of Aircraft during workshops, meetings, seminars.
A4- Promote airspace among stakeholders, including complexity of airspace design, Free Route Airspace (FRA) concept, route layout, and proximity of military operational or conflict zones, establishment of FUAs through capacity building activities.
A5- Promote the improvement of ATC systems, procedures and tools to enhance conflict management

References:

- GASP 2026-2028 Goal 1 "Achieve a Continuous Reduction of Operational Safety Risks".
- GASP SEI-11 (Region) – Mitigate contributing factors to MAC accidents and incidents at the regional level.
- ICAO Doc 10088 'Manual on Civil/Military Cooperation in Air Traffic Management'

Stakeholders: RASG-MID, MIDANPIRG, States, industry, international organizations

Action 1: Promote Civil-Military cooperation through capacity building activities	
Responsible entity:	ICAO, IATA, and States
Priority:	High
Completion Date:	2026
Status:	Ongoing
Action 2: Promote awareness among stakeholders related to the potential risk of MAC over high seas through capacity building activities	
Responsible entity:	ICAO and States
Priority:	High
Completion Date:	2026
Status:	Ongoing
Action 3: Promote guidance to ensure aircraft are equipped with ACAS	
Responsible entity:	ICAO and States
Priority:	High
Completion Date:	2026
Status:	New
Action 4: Promote airspace among stakeholders, including complexity of airspace design, route layout, and proximity of military operational or conflict zones through capacity building activities	
Responsible entity:	ICAO and States
Priority:	High
Completion Date:	2026
Status:	New
Action 5: Promote the improvement of ATC systems, procedures and tools to enhance conflict management	
Responsible entity:	ICAO and States
Priority:	High
Completion Date:	2026
Status:	New

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Mitigate contributing factors to MAC accidents and NMAC incidents	2028

5.1.1.5 G1-SEI-5: Controlled Flight into Terrain (CFIT)

Target: The safety targets of this goal are indicated in the MID Region SPMM at **Appendix B.**

Rationale: It comprises those situations where the aircraft collides or nearly collides with terrain while the flight crew has control of the aircraft. It also includes occurrences, which are the direct precursors of a fatal outcome, such as descending below weather minima, undue clearance below radar minima, etc. There was no fatal accident involving MID States operators during this period. This key risk area has been raised by some MID States and in other parts of the world that make it an area of concern.

What we want to achieve: Increase safety by continuously assessing and improving risk controls to mitigate the risk of CFIT**.**

How we monitor improvement: Continuous monitoring of safety issues identified in the MID Region annual safety report for CAT aeroplane above 5,700 kgs.

How we want to achieve it: States to set up a regular dialogue with their national aircraft operators on flight data monitoring (FDM) Programmes, with the objectives of: promoting the operational safety benefits of FDM, fostering an open dialogue on FDM Programmes that takes place in the framework of just culture, encouraging operators to include and further develop FDM events relevant for the prevention of CFIT or other issues identified by the SSP.

States to include CFITs in national SSPs: CFIT should be addressed by the States on their SSPs and included in NASPs. This should include as a minimum agreeing a set of actions and measuring their effectiveness.

Actions: A1-A2-A3
A1- Advisory Circular: Instrument Approach Procedures Using Continuous Descent Final Approach Techniques
A2- Advisory Circular: Crew Resource Management Training Programme (CRM)

References:

- GASP 2023-2025 Goal 1 "Achieve a Continuous Reduction of Operational Safety Risks".
- GASP SEI-9 (Region) – Mitigate contributing factors to CFIT accidents and incidents at the regional level.

Stakeholders: ICAO, RASG-MID, MIDANPIRG, States, industry**,** international organizations	
Action 1: Advisory Circular: Guidance for Operators on Training Programme on the use of GPWS	
Responsible entity:	IATA and industry
Priority:	Medium
Completion Date:	2026
Status:	ongoing
Action 2: Advisory Circular: Crew Resource Management Training Programme (CRM)	
Responsible entity:	IATA and industry
Priority:	High
Completion Date:	2026
Status:	ongoing

EXPECTED OUTPUT

Deliverable(s)	**Timeline**
Mitigate contributing factors to CFIT accidents and incidents	2028

5.2 Regional Organizational Challenges/issues

5.2.1 Goal 2: Strengthen States' Safety Oversight Capabilities

The States safety oversight capabilities remain an issue mainly for AIG, AGA, a d ANS areas. The inappropriate effective oversight remains an issue and the difficulties experienced by some authorities in properly discharging their oversight responsibilities is a concern also in the light of the size, scope and complexity of the aviation industry that some of them oversee. Furthermore, while a number of CAAs have reached a suitable and stable level of maturity, certain CAAs continue to underperform and/or struggle in achieving sustainable improvements. Most notably, while progress has been noted in the implementation of Authorities' management systems, effective oversight of undertakings' safety management systems continues to be an area of concern in several domains.

5.2.1.1 G2-SEI-01: Strengthening States' Safety Oversight Capabilities

Target: The safety targets of this goal are indicated in the MID Region SPMM at **Appendix B.**

Rationale: The CEs are essentially the safety defense tools of the State Safety Oversight system needed for the effective and sustainable implementation of a safety-related policy and associated procedures. The effective implementation of the CEs is an indication of a State's capability for safety oversight. States must establish CE-1 through CE-5 prior to the implementation of CE-6 through CE-8 to provide effective safety oversight and safety management. An individual State's responsibility for safety oversight is the foundation upon which a safe global air transport system is built. States that experience difficulties in carrying out safety oversight functions can impact the state of International Civil Aviation.

States should work to continually improve their effective implementation of the eight CEs of the State's safety oversight system in all relevant areas, as appropriate to their aviation system complexity. Through collaborative efforts, the level of effective implementation of the CEs of a State's safety oversight system can increase, particularly in those States where a State faces shortages of human, financial or technical resources.

The following elements are considered enablers of a robust safety oversight system, expected to be in place according to the requirements in force:

1. ability and determination to conduct effective oversight
2. ability to identify risks through a process of collecting and analyze data
3. ability to mitigate the identified risks in an effective way, implying measurement of performance and leading to continuous improvement
4. willingness and possibility to exchange information and cooperate with other CAAs
5. ability to ensure the availability of adequate personnel, where 'adequate' includes the notion of sufficient training and proper qualification; and
6. focus on the implementation of effective management systems in industry, wherever required by the regulations in force.

What we want to achieve:
A robust oversight system across the MID Region, where each CAA is able to properly discharge its oversight responsibilities, with particular care to exchange information and cooperate with other CAAs and to the implementation of management systems in all organizations, as well as to ensure the availability of adequate personnel in CAAs. In addition, to support MID Region States' civil aviation authorities to strengthen States' Safety Oversight Capabilities and increase progressively the USOAP-CMA EI results.

How we monitor improvement:
Significant increase of the number of States with an EI above 60% and implementing risk-based oversight**.**

How we want to achieve it: This SEI should be considered by States for inclusion in their NASPs. Therefore, States to ensure oversight capabilities:
a) Availability of adequate personnel in CAAs**:** States shall ensure that adequate personnel are available to discharge their safety oversight responsibilities.
b) Organizations' management system in all sectors: States shall foster the ability of CAAs to assess and oversee the organizations' management system in all sectors. This shall focus in particular on safety culture, the governance structure of the organization, the interaction between the risk identification/assessment process and the organization's monitoring process, the use of inspection findings and safety information such as occurrences, incidents and accidents and, where applicable, flight data monitoring (FDM). This should lead CAAs to adapt and improve their oversight system.

Actions: A1-A2-A3-A4-A5-A6-A7
A1- Conduct Capacity Building Activities to promote effective implementation of SARPs with focus on AGA, AIG, & ANS areas
A2- Conduct of technical assistance missions to States, to address safety issues and enhance safety with a focus on AGA, AIG, & ANS areas.
A3- Continuous support to strengthen MENA ARCM to best support States in the region
A4- Identify and mobilize resources to support SEIs for States in need to address safety issues and establish effective safety oversight capabilities
A5- Continuous support to strengthen MENA RSOO to best support States in the region
A6- Cooperation and collaboration with key stakeholders to enhance safety in the region
A7- Sharing of safety information via RASG-MID platform to make use of the information on operational safety risks and emerging issues for the purpose of aviation safety planning

References:

- ICAO SARPs & guidance documents and 2026-2028 GASP Goal 2 "Strengthen States' safety oversight capabilities"
- GASP SEIs : SEI-19, SEI-20, SEI-21, SEI-22, SEI-23, and SEI-24 (Regions).

Stakeholders: RASG-MID, MIDANPIRG, States, international organizations, and industry

Action 1: Conduct Capacity Building Activities to promote effective implementation of SARPs

Responsible entity: ICAO, States, international organizations, and industry

Priority: Medium

Completion date: 2026

Status: Ongoing

Action 2: Conduct technical assistance and NCLB missions to States

Responsible entity: ICAO

Priority: High

Completion date: 2026

Status: Ongoing

Action 3- Continuous support to strengthen MENA ARCM to best support States in the region

Responsible entity: ICAO, States, organizations, and industry

Priority: High

Completion date: 2026

Status: Ongoing

Action 4: Identify and mobilize resources to support SEIs for States in need

Responsible entity: ICAO, States, organizations, industry

Priority: Medium

Completion date: 2026

Status: New

Action 5- Continuous support to strengthen MENA RSOO

Responsible entity: ICAO, States, organizations, industry

Priority: Medium

Completion date: 2026

Status: ongoing

Action 6- Cooperation and collaboration with key stakeholders to enhance safety in the region

Responsible entity: ICAO, States, organizations, industry

Priority: Medium

Completion date: 2026

Status: Ongoing

Action 7- Sharing of safety information via RASG-MID platform

Responsible entity: ICAO, States, organizations, industry

Priority: Medium

Completion date: 2026

Status: New

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
MID States to improve their score for the effective implementation (EI)	2028

5.2.1.2 G2-SEI-02: Manage Human Factors and Human Performance

Target/Metrics: The safety targets of this goal are indicated in the MID Region SPMM **at Appendix B**.

Rationale: Human factors and human performance are strategic priorities. As new technologies and concepts of operations emerge on the market and the complexity of the aviation system continuously increases, it is of key importance to properly address human factors and human performance in terms of both limitations and their contribution to delivering safety, as part of the safety management implementation.

What we want to achieve: Ensure continuous improvement in safety management activities as related to human factors and human performance.

How we monitor improvement: Improvement in aviation personnel competence at all levels and feedback from States and MIDASR.

How we want to achieve it: This SEI should be considered by States for inclusion in their NASPs.

Actions: A1-A2
A1- Advisory Circular: Crew Resource Management Training Programme (CRM). **(Action addressed under G1-SEI-04: CFIT)**
A2- Conduct capacity building activities
A3- Develop practical guides and promotion material on aircrew fatigue

References:

- ICAO SARPs and guidance documents and 2026-2028 GASP Goal 2 “Strengthen States’ safety oversight capabilities".
- ICAO Human Performance Manual (ICAO Doc 10151) and ICAO Safety Management Manual (ICAO Doc 9859).

Stakeholders: RASG-MID, States, industry, international organizations	
Action 1: Advisory Circular: Crew Resource Management Training Programme (CRM). (Action addressed under G1-SEI-04: CFIT)	
Responsible entity:	ICAO, States, international organizations, and industry.
Priority:	Medium
Completion date:	2026
Status:	ongoing
Action 2: Conduct capacity building activities related HF & HP	
Responsible entity:	ICAO, States, international organizations, and industry
Priority:	Medium
Completion Date:	2026
Status:	ongoing
Action 3: Develop practical guides and promotion material on aircrew fatigue	
Responsible entity:	ICAO, States, international organizations, and industry
Priority:	Medium
Completion Date:	2026
Status:	New

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
mitigates risks incurred through the inadequate understanding, regulation and oversight of human factors and mitigate contributing factors to accidents and incidents	2028

5.2.1.3 G2-SEI-03: Manage Risk interdependencies

5.2.1.3.1 G2-SEI-03A: Managing GNSS Interference and spoofing

Target/Metrics: The safety targets of this goal are indicated in the MID Region SPMM **at Appendix B**.

Rationale: The management of GNSS interference & spoofing risks within the region that have an impact on safety is a strategic priority.

What we want to achieve: Increase aviation safety by managing the impact of GNSS interference & spoofing risks on safety and mitigating the related safety risks. GNSS jamming and spoofing incidents have increasingly threatened the integrity of Positioning, Navigation, and Timing services across Eastern Europe and the Middle East.

How we monitor improvement: Continuous assessment of safety-related occurrences and mitigations at the regional level and feedback from States.

How we want to achieve it: This SEI should be considered by States for inclusion in their NASPs.

Actions: A1-A2
A1- Raise awareness on the potential safety impact of GNSS interference and spoofing through capacity building activities
A2- Promote civil-military coordination and cooperation activities to facilitate the sharing of relevant information with airspace users
A3-

References:

- ICAO SARPs and guidance documents and 2026-2028 GASP Goal 2 “Strengthen States’ safety oversight capabilities".
- ICAO Doc 9849, GNSS Manual

Stakeholders: RASG-MID, MIDANPIRG, States, industry, international organizations

Action 1: Raise awareness on the potential safety impact of GNSS interference and spoofing	
Responsible entity:	ICAO, States, Organizations, industry
Priority:	Medium
Completion Date:	2026
Status:	Ongoing
Action 2: Promote civil-military coordination and cooperation activities	
Responsible entity:	ICAO, States, & Organizations
Priority:	High
Completion Date:	2026
Status:	

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Mitigate contributing factors to MAC & CFIT accidents	2028

5.2.1.3.2 G2-SEI-03B: Management of security risks with safety impact

Target/Metrics: The safety targets of this goal are indicated in the MID Region SPMM at **Appendix B**.

Rationale: The safety action in this area is aimed at mitigating the security-related safety risks. The implementation of aviation security measures can have a direct impact on the safety aspects of aerodrome or aircraft operations. Airport, aircraft or in-flight security are the areas where the interdependencies are highly visible and where any security requirements should also consider possible potential impacts on aviation safety. Managing the impact of security on safety is a strategic priority in MID region.

What we want to achieve: Increase safety by managing the impact of security on safety and mitigating related safety risks. Increase safety by managing the impact of security measures on safety, avoiding risk transfer and mitigating related safety risks. Encourage an integrated approach to management of safety and security risks across the spectrum of aviation activities

How we monitor improvement: Continuous assessment and mitigation of security threats.

How we want to achieve it: This SEI should be considered by States for inclusion in their NASPs. For MID States, a) to assess the impact of security measures implemented on the ground and in flight on operational safety and performance; b) assess the preparedness of aviation personnel and flight crews to cope with potential conflicting security and safety measures; c) Assess safety risk management techniques that can be applied to the security domain to produce harmonized risk assessment and support integrated policy and decision-making processes at national level.

Actions:
A1- Promote security risks with safety impact through capacity building activities

References:

- ICAO SARPs and guidance documents and 2026-2028 GASP Goal 2 “Strengthen States’ safety oversight capabilities". ICAO Annex 17.

Stakeholders: RASG-MID, RASFG-MID, MIDANPIRG, States, international organizations, industry

Action 1: Promote security risks with safety impact through capacity building activities

Responsible entity:	ICAO, States, Organizations
Priority:	High
Completion date:	2026
Status:	New

EXPECTED OUTPUT

Deliverable(s)	**Timeline**
mitigate contributing factors to accidents and incidents	2028

5.2.1.3.3 G2-SEI-03C: Management of the risks arising from conflict zones

Target/Metrics: The safety targets of this goal are indicated in the MID Region SPMM at **Appendix B**.

Rationale: Managing the risks arising from conflict zones is a strategic priority for MID region. There is a need to provide information on conflict zones developments and resulting risks to air operators so that they are able to conduct an informed risk assessment to mitigate the risks and threats posed by flying over or in the vicinity of zones where armed conflicts exist.

What we want to achieve: Increase safety by managing the risks arising from conflict zones and mitigation actions. Enable effective information-sharing about risks and possible threats in conflict zones.

How we monitor improvement: Continuous assessment and mitigation of conflict zones risks by air operators.

How we want to achieve it: This SEI should be considered by States for inclusion in their NASPs.

Actions:
A1- Promote risks arising from conflict zones through capacity building activities

References:

- ICAO SARPs and guidance documents and 2026-2028 GASP Goal 2 “Strengthen States’ safety oversight capabilities".
- ICAO Annex 17.
- Doc 10084 – Risk Assessment Manual for Civil Aircraft Operations Over or Near Conflict Zones
- Doc 10108 – Aviation Security Global Risk Context Statement.

Stakeholders: RASG-MID, RASFG-MID, MIDANPIRG, States, international organizations, industry

Action 1: Promote risks arising from conflict zones through capacity building activities

Responsible entity:	ICAO & States
Priority:	High
Completion date:	2026
Status:	Ongoing

EXPECTED OUTPUT

Deliverable(s)	**Timeline**
mitigate contributing factors to accidents and incidents	2028

5.2.1.3.4 G2-SEI-03D: Management of cybersecurity risks

Target/Metrics: The safety targets of this goal are indicated in the MID Region SPMM **at Appendix B**.

Rationale: The safety action in this area is aimed at mitigating cybersecurity related safety risks. Assess the safety impact of cybersecurity threats to aviation users, support the development of mitigations and specific Training actions, identify and mitigate the vulnerabilities of aviation products and identify the required changes to aviation standards.

What we want to achieve: Increase safety by managing the impact of cybersecurity on safety and mitigating related safety risks.

How we monitor improvement: Continuous assessment and mitigation of cybersecurity threats.

How we want to achieve it: This SEI should be considered by States for inclusion in their NASPs. For states, to assess the safety impact of cybersecurity threats to aviation users, support the development of mitigation actions and specific training actions, identify and mitigate the vulnerabilities of aviation products and identify the required changes to aviation standards.

Action: A1
A1- Promote Cybersecurity risks through capacity building activities

References: ICAO SARPs and guidance documents and 2026-2028 GASP Goal 2 “Strengthen States’ safety oversight capabilities". ICAO Annex 17.

Stakeholders: RASG-MID, RASFG-MID, MIDANPIRG, States, international organizations, industry

Action 1- Promote Cybersecurity risks through capacity building activities

Responsible entity:	ICAO, States, & Organizations
Priority:	High
Completion date:	2026
Status:	Ongoing

EXPECTED OUTPUT

Deliverable(s)	**Timeline**
mitigate contributing factors to accidents and incidents	2028

5.2.1.3.5 G2-SEI-03E: Manage aviation health safety (AHS) risks

Target/Metrics: The safety targets of this goal are indicated in the MID Region SPMM at **Appendix B**.

Rationale: The COVID-19 pandemic demonstrated that public health emergencies may severely impact the entire aviation environment and in particular crew members and passengers. The objective is to minimize the impact of health safety threats on CAT.
The safety action in this area is aimed at mitigating the COVID-19 or any other pandemic related to safety risks. The safety action in this area would focus on continuous support to the MID-RPTF and sharing of guidance material/best practices to mitigate the risks stemmed from the pandemic

What we want to achieve: Reduce the risk of disease transmission during the travel experience without negative impact on safety, maintain public trust and facilitate future responses to public health emergencies.

How we monitor improvement: Regular assessment of preventive measures used onboard aircraft while at the same time monitoring the emerging public health threats.

How we want to achieve it: This SEI should be considered by States for inclusion in their NASPs.

Actions: A1
A1: Activation of MID-RPTF, as needed

References:

- ICAO SARPs and guidance documents and 2026-2028 GASP Goal 2 “Strengthen States’ safety oversight capabilities".

Stakeholders: RASG-MID, RASFG-MID, MIDANPIRG, States, international organizations, industry	
Action 1- Activation of MID-RPTF, as needed	
Responsible entity:	ICAO and All stakeholders
Priority:	High
Completion date:	2026
Status:	Ongoing
EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
mitigate contributing factors to accidents and incidents	2028

5.2.1.4 G2-SEI-04: AAM and New Entrants

Target/Metrics: The safety targets of this goal are indicated in the MID Region SPMM at **Appendix B**.

Rationale: Enabling the safe integration of UAS, being a fast evolving and emerging market segment, as well as of (initially manned) VTOL-capable aircraft, also intended for Advanced Air Mobility (AAM) operations, continue to be priority activities. At the regional level to support states in establishing a comprehensive regulatory framework and Airspace Integration and Traffic Management for UAS and manned VTOL-capable aircraft.

What we want to achieve: to ensure safe UAS operations and mitigate the risks, it is important to manage their safe integration into the airspace. In addition, to enable the safe integration of UAS into airspace while maintaining a high and uniform level of safety.

How we monitor improvement: Feedback from states on the effectiveness of the related activities.

How we want to achieve it: This SEI should be considered by States for inclusion in their NASPs.

Actions: A1 – A2
A1: Support States to establish a comprehensive regulatory framework for UAS and manned VTOL-capable aircraft’ through capacity building activities
A2: Support States with the implementation of the UTM Regulatory Framework through capacity building activities

References:

- ICAO SARPs and guidance documents and 2026-2028 GASP Goal 2 “Strengthen States’ safety oversight capabilities".
- Annex 6-Part IV

Stakeholders: RASG-MID, RASFG-MID, MIDANPIRG, States, international organizations, industry	
Action 1- Support States to establish a comprehensive regulatory framework for UAS and manned VTOL-capable aircraft’ through capacity building activities	
Responsible entity:	ICAO and All stakeholders
Priority:	High
Completion date:	2026
Status:	Ongoing
Action 2: Support States with the implementation of the UTM Regulatory Framework through capacity building activities	
Responsible entity:	ICAO and All stakeholders
Priority:	High
Completion date:	2026
Status:	New
EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
mitigate contributing factors to MAC, LOC-I, CFIT accidents	2028

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

5.2.2.1 G3-SEI-01: Improve the development and implementation of Safety Management

Target: The safety targets of this goal are indicated in the MID Region SPMM at **Appendix B.**

Rationale: Management of safety in a systematic and proactive way enables authorities and organizations to set up management systems that take into consideration potential hazards and associated risks before aviation accidents occur. This global move is at the core of ICAO Annex 19. This safety area would enable further work to improve reporting processes, occurrence investigation at organizational level, and also the continued development of integrated data collection taxonomies.
The proactive implementation of safety management considering all known safety data and information has proven essential for the ability of the aviation system to deal with safety issues.

What we want to achieve: MID Region States implement SSP and consequently their services providers to implement SMS. In addition, improve the level of safety through the effective implementation of safety management by authorities and service providers.

How we monitor improvement: ICAO Annex 19 framework requiring safety management is in place across all aviation domains, and organizations and authorities are able to demonstrate compliance.

How we want to achieve it: This SEI should be considered by States for inclusion in their NASPs**.**

States to give priority to the work on SSPs: In the implementation and maintenance of the SSP, States should in particular:

- ensure effective implementation of the Annex 19 Requirements and address deficiencies in oversight capabilities, as a prerequisite for effective SSP implementation
- ensure effective coordination between State authorities having a role in safety management
- ensure that inspectors have the right competencies to support the evolution towards risk- and performance-based oversight
- ensure that policies and procedures are in place for risk- and performance-based oversight, including a description of

how an SMS is accepted and regularly monitored
- establish policies and procedures for safety data collection, analysis, exchange and protection
- establish a process to determine safety performance indicators at State level addressing outcomes and processes
- ensure that an approved SSP document is made available and published; and
- ensure that the SSP is regularly reviewed and that SSP effectiveness is regularly assessed.

SMS Assessment
States should make use of the available tools to support risk- and performance-based oversight. States also should regularly monitor status of compliance with SMS requirements of their industry.

SMS international cooperation
States should promote the common understanding of safety management and human factors principles and requirements in different countries, share lessons learned and encourage progress and harmonization, through active participation in the RASG-MID and other safety groups and fora.

FDM precursors of main operational safety risks
States in partnership with industry, other regional and international organizations should complete the good practice documentation which supports the inclusion of main operational safety risks such as RE, RI, LOC-I, CFIT and MAC into operators' FDM Programmes.

States to set up a regular dialogue with their national aircraft operators on flight data monitoring (FDM) Programmes
States to set up a regular dialogue with their national aircraft operators on flight data monitoring (FDM) Programmes, with the objectives of:
- promoting the operational safety benefits of FDM,
- fostering an open dialogue on FDM Programmes that takes place in the framework of just culture,
- encouraging operators to include and further develop FDM events relevant for the prevention of REs, MACs, CFIT and LOC-I, or other issues identified by the SSP

Actions: A1-A2-A3-A4-A5-A6-A7
A1- Conduct SSP & SMS capacity building activities
A2- SRM capacity building activities
A3- Conduct technical assistance missions to facilitate the establishment of SSP
A4- Promote safety management best practices
A5- Identify and mobilize resources to support states in need to establish an SSP
A6- Cooperation and collaboration with key stakeholders to support the establishment of SSPs
A7- Encourage all States to report safety issues via the Secure Portal on Operational Safety Risks and Emerging Issues

References:
- ICAO Annex 19 & Doc 9859 and GASP 2026-2028 Goal 3 "Establish & manage effective State safety Programmes (SSP)"
- GASP SEIs: SEI-38, SEI-39, SEI-40, SEI-41, SEI-42, SEI-43, and SEI-44.

Stakeholders: RASG-MID, States, industry, international organizations	
Action 1- Conduct SSP/SMS capacity building activities	
Responsible entity:	ICAO, supported by organizations, and industry
Priority:	High
Completion Date:	2026
Status:	ongoing
Action 2: Conduct SRM capacity building activities	
Responsible entity:	ICAO, supported by organizations, and industry
Priority:	High

Completion Date:	2026
Status:	ongoing
Action 3- Conduct technical assistance missions	
Responsible entity:	ICAO
Priority:	High
Completion Date:	2026
Status:	New
Action 4: Promote safety management best practices	
Responsible entity:	ICAO, states, organizations, and industry
Priority:	Medium
Completion Date:	2026
Status:	New
Action 5: Identify and mobilize resources to support states in need to establish an SSP	
Responsible entity:	ICAO
Priority:	High
Completion Date:	2026
Status:	New
Action 6: Cooperation and collaboration with key stakeholders to support the establishment of SSPs	
Responsible entity:	ICAO and all stakeholders
Priority:	High
Completion Date:	2026
Status:	New
Action 7: Encourage all States to report safety issues via the Secure Portal on Operational Safety Risks and Emerging Issues	
Responsible entity:	ICAO
Priority:	Medium
Completion Date:	2026
Status:	New

EXPECTED OUTPUT

Deliverable(s)	**Timeline**
MID States to Establish & manage effective SSP	2028

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

5.2.3.1 G4-SEI-01: Collaboration and coordination with stakeholders to address safety issues

Target: The safety targets of this goal are indicated in the MID Region SPMM at ***Appendix B***.

Rationale: cooperation and collaboration among all stakeholders to identify States that need assistance and facilitate the required assistance to address safety issues through Strategic collaboration with key aviation stakeholders, mobilization of resources, sharing of safety information, and agreeing on joint activities to avoid duplication of effort.

What we want to achieve: States, international organizations, and industry to increase collaboration at the regional and national levels so that to enhance safety.

How we monitor improvement: Reinforce efficient and effective cooperation and collaboration with all stakeholders, avoiding duplication and optimizing the allocation of resources at the regional and national levels.

How we want to achieve it: Joint Programme activities

References:

- GASP 2026-2028 Goal 4 "Strengthen collaboration at the regional and national levels to address safety issues"
- GASP SEIs: SEI-21, SEI-22, SEI-23, and SEI-24 (Regions).

Actions: A1-A2-A3-A4-A5
A1- Develop and agree on joint work activities with all stakeholders through MID RCMs
A2- Continuous support to strengthen MENA ARCM to best support States in the region **(Addressed in G2-SEI-01)**
A3- Continuous support to strengthen MENA RSOO to best support States in the region. **(Addressed in G2-SEI-01)**
A4- Identify and mobilize resources to support SEIs for States in need to address safety issues and establish effective safety oversight capabilities. **(Addressed in G2-SEI-01)**
A5- Sharing of safety information via RASG-MID platform to make use of the information on operational safety risks and emerging issues for the purpose of aviation safety planning. **(Addressed in G2-SEI-01)**

Stakeholders: RASG-MID. MIDANPIRG, RASFG-MID, States, international organizations, and industry.

Action 1: Develop and agree on joint work activities with all stakeholders through MID RCMs	
Responsible entity:	ICAO, States, international organizations, industry
Priority:	High
Completion date:	2026
Status:	Ongoing
EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
To increase States USOAP EI and SSP level of maturity.	2028

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

5.2.4.1 G5-SEI-01: Development and Implementation of MID-RASP

Target: The safety targets of this goal are indicated in the MID Region SPMM **at Appendix B.**

Rationale: The RASG-MD is the governing body responsible for the development, implementation and monitoring of the MID-RASP, in collaboration with the ICAO MID Office, international and regional organizations and with the aviation industry. MID-RASP is to be reviewed by the Safety Enhancement Implementation Group (SEIG) every year mainly to include new identified Safety Enhancement initiatives'(SEIs), reviewing the existing SEIs, as well as their respective actions.

What we want to achieve: States, international organization, and industry to increase collaboration at the regional level to enhance safety.

How we monitor improvement: MID region to publish an updated regional aviation safety plan (MID-RASP), in line with the 2026–2028 edition of GASP.

How we want to achieve it: This SEIs included in MID-RASP to be considered by States for inclusion in their NASPs.

References:

- GASP 2026-2028 Goal 5: "Strengthen aviation safety planning"
- GASP SEIs: SEI-21, SEI-22, SEI-23, and SEI-24 (Regions).

Action: A1

A1- Development and Implementation of MID-RASP 2026-2028 Edition

Stakeholders: RASG-MID, MIDANPIRG, RASFG-MID, States, International organizations, and industry.

Action 1: Development and Implementation of MID-RASP 2023-2025 Edition	
Responsible entity:	ICAO MID & SEIG
Priority:	High
Completion date:	2025
Status:	New
EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
To manage and enhance safety at the regional	2028

5.2.4.2 G5-SEI-02: MID States to develop and publish NASP

Target: The safety targets of this goal are indicated in the MID Region SPMM at **Appendix B.**

Rationale: States should ensure that NASP is maintained and regularly reviewed. MID-RASP provides the identified safety priorities in the region and States should identify which top risks and safety issues mentioned in the GASP and MID-RASP; which apply to their national context and identify suitable mitigation actions within their NASP. States should also add/consider others which are unique to their operational context.
.
What we want to achieve: MID Region States to develop NASP. Successful implementation of the NASP actions would require the commitment of resources from stakeholders within State, availability of data to effectively monitor the achievement of NASP Targets, and proper project governance. In addition to the actions, NASP shall also consider how to measure their effectiveness.

How we monitor improvement: ICAO GASP requiring States to develop NASP and region to develop RASP. Feedback from RASG-MID and states on NASP implementation.

How we want to achieve it: This SEI should be considered by States for inclusion in their NASPs.

States to establish and maintain a National Aviation Safety Plan (NASP)
States should ensure that a NASP is maintained and regularly reviewed. NASP should:

- Describe how the plan is developed and endorsed, including collaboration with different entities within the State, with industry and other stakeholders
- Include safety objectives, goals, indicators and targets in line with GASP as well as regional safety plan
- Identify the main safety risks at national level in addition to the ones identified in MID-RASP as applicable to the State
- Include series of SEIs to address safety issues
- Reflect the GASP and MID-RASP SEIs as applicable to the State.

Actions: A1-A2
A1- Conduct NASPs capacity building activities & technical assistance missions**.**
A2- Identify and mobilize resources to support states in need of developing NASP.

References:

- ICAO Annex 19 and GASP 2026-2028 Goal 5: “Strengthen aviation safety planning”
- GASP SEIs: SEI-21, SEI-22, SEI-23, and SEI-24 (Regions).

Stakeholders: RASG-MID, States, industry, international organizations

Action 1- Conduct NASPs capacity building activities & technical assistance missions	
Responsible entity:	ICAO and states
Priority:	High
Completion Date:	2026
Status:	Ongoing
Action 2- Identify and mobilize resources to support states in need of developing an NASP	
Responsible entity:	States, organizations, and industry
Priority:	High
Completion Date:	2026
Status:	ongoing

EXPECTED OUTPUT

Deliverable(s)	**Timeline**
MID States to develop and publish NASP	2026

5.2.5 Goal 6: Expand the Use of Industry Programmes and safety information sharing networks

5.2.5.1 G6-SEI-01: Promote the Use of industry Programmes

Target: The safety targets of this goal are indicated in the MID Region SPMM at **Appendix B.**

Rationale: What we want to achieve: Work with the civil aviation authorities and organizations to increase the number of service providers participating in the corresponding ICAO recognized industry assessment Programmes.

H**ow we monitor improvement:** Increase the number of service providers participating in the corresponding ICAO recognized industry assessment Programmes. RASG-MID, IATA, and ACI will give feedback on the effectiveness of the activities.

How we want to achieve it: Actions

Actions: A1-A2
A1- Encourage IATA's IOSA and ISAGO registrations through safety promotion
A2- Encourage the implementation of ACI Airport Excellence (APEX) in Safety Programme

References:

- This is related to 2026-2028 GASP Goal 6 "Expand the use of industry Programmes and safety information sharing networks"
- GASP SEIs: SEI-21, SEI-22, SEI-23, and SEI-24 (Regions).

Stakeholders: RASG-MID, States, industry, international organizations	
Action 1: Encourage IATA's IOSA and ISAGO registrations through safety promotion	
Responsible entity:	IATA
Priority:	Medium
Completion Date:	2026
Status:	Ongoing
Action 2: Encourage the implementation of ACI Airport Excellence (APEX) in Safety Programme	
Responsible entity:	ICAO and ACI
Priority:	medium
Completion Date:	2026

Status:	ongoing	
	EXPECTED OUTPUT	
Deliverable(s)		Timeline
Increase the number of service providers participating in ICAO recognized industry assessment Programmes and maintain recurrent APEX Missions in the region:		2028

Appendix A- Identified safety issues as indicated in the 13th MID ASR

Potential Accident Outcome							
Safety Issues	CFIT	LOC-I	MAC	RI	RE/ARC	Injury Damage inflight	Injury Damage on Ground
Monitoring of flight paremeters and automation modes	x	x			x		
Adverse Convective weather (Turb, Hail,..etc)	x	x			x	x	
Un-stabilized Approach		x			x		x
Flight planning and preparation	x	x	x	x	x		
Crew Resource Management	x	x	x	x	x		
Handling of technical failure	x	x		x	x		x
Handling and execution of GOA	x	x			x		
Loss of separation in flight/ and/or airspace/TCAS RA			x			x	
Experience, training and competence of Flight Crews	x	x	x		x		
Deconfliction between IFR and VFR traffic			x				
Inappropriate flight control inputs		x			x		
Fatigue	x	x					

Entry of aircraft performance data		x					
Contained engine Failure/Power Plant Malfunctions		x			x	x	
Birdstrike/Engine Bird ingestion		x			x		
Fire/Smoke-non impact		x				x	
Wake Vortex		x				x	
Deviation from pitch or roll attitude	x	x			x		
Security Risks with impact on Safety		x					
Tail/Cross wind/Winds hear		x			x		x
Runway Incursion				x	x		x
Maintenance events	x	x				x	
Contaminated runway/Poor braking action					x		x
Turbulence and Montain Waves		x				x	
GNSS Jamming/Spoofing	x		x				
Carriage and transport of lithium batteries		x					
Effectiveness of safety management	x	x	x	x	x		

Appendix B-MID Region-Safety Performance Measurement & Monitoring (SPMM)

Aspirational Goal: Zero Fatality by 2030

Goal 1: Achieve a Continuous Reduction of Operational Safety Risks

Safety Indicator	Safety Target	Timeline	Mapped with GASP
Number of accidents per million departures	Regional average rate of accidents to be in line with the global average rate	2028	Target 1.1 Target 1.2 Target 1.3
Number of fatal accidents per million departures	Regional average rate of fatal accidents to be in line with the global average rate	2028	
Number of fatalities per million departures	Number of fatalities per billion passengers carried (fatality rate) to be in line with the global average rate	2028	
Number of Runway Excursion accidents per million departures	Regional average rate of Runway Excursion accidents to be below the global average rate	2028	
Number of Runway Incursion accidents per million departures	Regional average rate of Runway Incursion accidents to be below the global average rate	2028	
Number of LOC-I related accidents per million departures	Regional average rate of LOC-I related accidents to be below the global rate	2028	
Number of CFIT related accidents per million departures	Regional average rate of CFIT related accidents to be below the global rate	2028	
Number of Mid-Air Collision (accidents)	Regional average rate of MID-Air Collision accident	2028	

Goal 2: Strengthen States' Safety Oversight Capabilities

Safety Indicator	Safety Target	Timeline	Mapped with GASP
a. Regional average EI b. States committed to national allocate to each safety oversight authority sufficient financial resources c. Number of audited States with an overall EI over 60% d. States to improve EI for CE-4 & CE-8 e. Regional average EI of PPQs	a. Regional average EI to be above 75% b. At least 10 States with a "satisfactory" rating for USOAP PQ: 2.051 c. All MID audited States to be above 60% EI d. Number of MID States average EI for CE-4 & CE-8. (AIG, AGA, ANS) to be above 60% e. Regional average EI PPQs above 75%	a. 2026-2028 b. 2026-2028 c. 2026-2028 d. 2026-2028 e. 2026-2028	Target 2.1 Target 2.2 Target 2.3

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

Safety Indicator	Safety Target	Timeline	Mapped with GASP
Regional Average SSP EI	TBD	2026- 2028	Target 3.1 Target 3.2
States to complete SSP self-assessment	All states	2026	
States to establish an SSP	• At least 10 States established an SSP • At least 10 States established SDCPS • At least 10 established safety data and safety information protection	2026- 2028	

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

Safety Indicator	Safety Target	Timeline	Mapped with GASP
Number of States in need of assistance, to strengthen their Safety Oversight capabilities through NCLB MID Strategy/Technical assistance	States with SSC as a first priority All States as a second priority having EI below 80%	2026-2028	Target 4.1 Target 4.2 Target 4.3
Number of States in need of assistance to address safety issues and facilitate SSP & NASP implementation through NCLB MID Strategy/Technical assistance	All States	2026-2028	
Percentage of safety enhancement initiatives (SEIs)/Safety Actions completed	80%	2026-2028	
Number of States sharing safety information to support the development of MID ASR	All states	2026-2028	

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

Safety Indicator	Safety Target	Timeline	Mapped with GASP
MID Region to publish an updated RASP in consultation with states and industry	2026	2026	Target 5.1 Target 5.5
Number of States that have developed and published NASP	At least 10 States	2026	

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

Safety Indicator	Safety Target	Timeline	Mapped with GASP
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 IOSA to complement their safety oversight activities.	a. 2026-2028 b. 2026-2028	Target 6.1
Use of the IATA Safety Audit for Ground Operations (ISAGO) certification, as a percentage of all Ground Handling service providers	IATA Ground Handling Manual (IGOM) endorsed as a reference for ground handling safety standards by all MID States. Pursue at least 25% increase in ISAGO registration	2026-2028	
Coordinate the ACI Airport Excellence (APEX) in Safety Programme	At least 2 ACI APEX in Safety to be conducted for 2 Airports of the Region per year	2026-2028	

Appendix C: Safety Actions- Consolidated List of SEIs with their respective Actions for follow up- Draft

EI Code	SEI Name	Actions	Owner(s)	Status/Progress	Completion Date	Name & # Activities
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	States, Organizations, industry		2026- 2028	
		A2- Advisory Circular: Mode Awareness and Energy State Management Aspects of Flight Deck Automation	States, Organizations, industry		2026- 2028	
		A3- Promote and conduct Upset Recovery Capacity building activities	States, Organizations, industry		2026- 2028	
		A4- Conduct Wildlife Hazard Management Control capacity building Activities	States, Organizations, industry		2026- 2028	
		A5- Promote DG capacity building activities including Lithium batteries fire/smoke risk in cabin	States, Organizations, industry		2026- 2028	
		A6- Promote Data-Driven Safety Management – Use flight data monitoring (FDM) to identify precursors to LOC-I events and develop targeted interventions	States, Organizations, industry		2026- 2028	
G1-SEI-02:	Runway Safety- Runway Excursion	**A1-** A1- Support States to implement the Global Reporting Format (GRF) Methodology through capacity building activities.	ICAO and ACI		2026-2028	
		A2- Support States on the implementation of the ICAO Annex 14 requirements to achieve compliance with regards to Aerodrome Design and Operations, through capacity building activities.	ICAO		2026-2028	
		A3- Conduct Runway Safety Go-Team (RST) assistance missions	States, ICAO, industry		2026-2028	
		A4- Enhance capacity	States,		2026-2028	

EI Code	SEI Name	Actions	Owner(s)	Status/Progress	Completion Date	Name & # Activities
		building for States CAAs and Airport operators related to Aerodromes Certification through capacity building activities.	ICAO, industry			
G1-SEI-03:	Runway Safety-Runway Incursion	**A1-** Promote the establishment and implementation of States' runway safety Programmes and runway safety teams	ICAO, states, industry		2026-2028	
		A2- Certification of aerodromes in accordance with Annex 14	ICAO, states, industry		2026-2028	
		A3- Promote the identification and publication in AIP of hot spots at aerodromes during workshops and sub-groups meetings	ICAO, states, industry		2026-2028	
		A4- Promote suitable strategies to remove hazards or mitigate risks associated with identified hot spots during workshops and sub-groups meetings	ICAO, states, industry		2026-2028	
		A5- Promote the use of standardized Phraseology & ATC Procedures through capacity activities.	ICAO, states, industry		2026-2028	
		A6- Promote the effective use of suitable technologies to assist the improvement of situational awareness, such as improved resolution A-SMGCS, stop bars and ARIWS	ICAO, states, industry		2026-2028	
G1-SEI-04	MID-Air Collision (MAC)	A1- Promote Civil-Military cooperation through capacity building activities	ICAO, states, industry		2026-2028	
		A2- Promote awareness among stakeholders related to the potential risk of MAC over high seas through capacity building activities.	ICAO, states, industry		2026-2028	
		A3- Promote guidance to ensure aircraft are equipped with ACAS, in accordance with Annex 6 – Operation of Aircraft during	ICAO, states, industry		2026-2028	

EI Code	SEI Name	Actions	Owner(s)	Status/Progress	Completion Date	Name & # Activities
		workshops, meetings, seminars.				
		A4- A4- Promote airspace among stakeholders, including complexity of airspace design, Free Route Airspace (FRA) concept, route layout, and proximity of military operational or conflict zones, establishment of FUAs through capacity building activities.	ICAO, states, industry		2026-2028	
		A5- Promote the improvement of ATC systems, procedures and tools to enhance conflict management	ICAO, states, industry		2026-2028	
G1-SEI-05	Controlled Flight into Terrain (CFIT)	**A1-** A1- Advisory Circular: Instrument Approach Procedures Using Continuous Descent Final Approach Techniques	ICAO, states, industry		2026-2028	
		A2- Advisory Circular: Crew Resource Management Training Programme (CRM)	ICAO, states, industry		2026-2028	

Organizational Challenges/issues						
Goal 2: Strengthen States' Safety Oversight Capabilities						
G2-SEI-01:	Strengthening of States' Safety Oversight Capabilities	**A1**- Conduct Capacity Building Activities to promote effective implementation of SARPs with focus on AGA, AIG, & ANS areas	ICAO, States, Organizations, and Industry.		2026-2028	
		A2- Conduct of technical assistance missions to States, to address safety issues and enhance safety with a focus on AGA, AIG, & ANS areas.	ICAO and States		2026-2028	
		A3 - Continuous support to strengthen MENA ARCM to best support States in the region**)**	ICAO, States, Organizations, and Industry		2026-2028	
		A4- Identify and mobilize resources to support	ICAO, States,		2026-2028	

		SEIs for States in need to address safety issues and establish effective safety oversight capabilities	Organizations, and Industry			
		A5- Continuous support to strengthen MENA RSOO to best support States in the region	ICAO, States, Organizations, and Industry		2026-2028	
		A6- Cooperation and collaboration with key stakeholders to enhance safety in the region	ICAO, States, Organizations, and Industry		2026-2028	
		A7- Sharing of safety information via RASG-MID platform to make use of the information on operational safety risks and emerging issues for the purpose of aviation safety planning	ICAO, States, Organizations, and Industry		2026-2028	
G2-SEI-02:	Manage Human Factors and Human Performance	**A1-** A1- Advisory Circular: Crew Resource Management Training Programme (CRM). **(Action addressed under G1-SEI-04: CFIT)**	ICAO, States, Organizations, and Industry		2026-2028	
		A2- Conduct capacity building activities	ICAO, States, Organizations, and Industry		2026-2028	
		A3- Develop practical guides and promotion material on aircrew fatigue	ICAO, States, Organizations, and Industry		2026-2028	
G2-SEI-03:	**Manage Risk interdependencies**					
G2-SEI-03A:	Managing GNSS Interference and spoofing	**A1-** Raise awareness on the potential safety impact of GNSS interference and spoofing through capacity building activities	States, Organizations, and Industry		2026-2028	
		A2- Promote civil-military coordination and cooperation activities to facilitate the sharing of relevant information with airspace users	States, Organizations, and Industry		2026-2028	
G2-SEI-03B:	Management of security risks with safety impact	**A1-** Promote security risks with safety impact through capacity building activities	States, Organizations, and Industry		2026-2028	

G2-SEI-03C:	Management of the risks arising from conflict zones	**A1-**Promote risks arising from conflict zones through capacity building activities	States, Organizations, and Industry		2026-2028	
G2-SEI-03D:	Management of cybersecurity risks	**A1-** Promote Cybersecurity risks through capacity building activities	States, Organizations, and Industry		2026-2028	
G2-SEI-03E:	Manage aviation health safety (AHS) risks	**A1-** Activation of MID-RPTF, as needed	States, Organizations, and Industry		2026-2028	
G2-SEI-04:	AAM and New Entrants	**A1-** Support States to establish a comprehensive regulatory framework for UAS and manned VTOL-capable aircraft' through capacity building activities	States, Organizations, and Industry		2026-2028	
		A2- Support States with the implementation of the UTM Regulatory Framework through capacity building activities	States, Organizations, and Industry		2026-2028	

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

G3-SEI-01:	Improve the development and implementation of Safety Management	**A1**- Conduct SSP & SMS capacity building activities	ICAO, States, organizations, & industry		2026-2028	
		A2- SRM capacity building activities	ICAO		2026-2028	
		A3- Conduct technical assistance missions to facilitate the establishment of SSP	ICAO		2026-2028	
		A4- Promote safety management best practices	ICAO		2026-2028	
		A5- Identify and mobilize resources to support states in need to establish an SSP	ICAO, States, organizations, &		2026-2028	

			industry			
		A6- Cooperation and collaboration with key stakeholders to support the establishment of SSP	ICAO, States, organizations, & industry		2026-2028	
		A7- Encourage all States to report safety issues via the Secure Portal on Operational Safety Risks and Emerging Issues	ICAO, States, organizations, & industry		2026-2028	

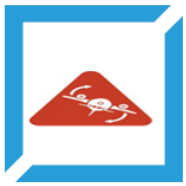
Goal 4: Strengthen collaboration at the regional and national levels to address safety issues

G4-SEI-01:	Collaboration and coordination with stakeholders to address safety issues	**A1-** A1- Develop and agree on joint work activities with all stakeholders through MID RCMs	ICAO, States, organizations, & industry		2026-2028	
		A2- Continuous support to strengthen MENA ARCM to best support States in the region **(Addressed in G2-SEI-01)**	States, organizations, & industry		2026-2028	
		A3- Continuous support to strengthen MENA RSOO to best support States in the region**. (Addressed in G2-SEI-01)**	States, organizations, & industry		2026-2028	
			States, organizations, & industry		2026-2028	
		A4- Identify and mobilize resources to support SEIs for States in need to address safety issues and establish effective safety oversight capabilities. **(Addressed in G2-SEI-01)**	States, organizations, & industry		2026-2028	
		A5- Sharing of safety information via RASG-MID platform to make use of the information on operational safety risks and emerging issues for the purpose of aviation safety planning. **(Addressed in G2-SEI-01)**	States, organizations, & industry		2026-2028	

Goal 5: Strengthen aviation safety planning (RASP & NASP)						
G5-SEI-01:	Development and Implementation of MID-RASP	**A1-** Development and Implementation of MID-RASP 2026-2028 Edition	States, organizations, & industry		2026-2028	
G5-SEI-02:	MID States to develop and publish NASP	**A1-** Conduct NASPs capacity building activities & technical assistance missions.	States, organizations		2026-2028	
		A2- Identify and mobilize resources to support states in need of developing NASP.	States, organizations, industry		2026-2028	
Goal 6: Expand the Use of Industry Programmes and safety information sharing networks						
G6-SEI-01:	Promote the Use of industry Programmes	**A1-** Encourage IATA's IOSA and ISAGO registrations through safety promotion	States, organizations, industry		2026-2028	
		A2- Encourage the implementation of ACI Airport Excellence (APEX) in Safety Programme	States, organizations, industry		2026-2028	

Appendix D:

SEIs identified in MID-RASP may be considered by States for inclusion in their NASPs, as appropriate



G1-SEI-01:
LOC-I

G1-SEI-02:
RE

G1-SEI-03:
RI

G1-SEI-04:
MAC

G1-SEI-05:
CFIT

G2-SEI-01:
Strengthening of States' Safety Oversight

G2-SEI-02:
Manage Human Factors and Human Performance

G2-SEI-03:
Manage Risk interdependencies

G2-SEI-04:
AAM and New Entrants

G3-SEI-01:
Implement an effective Safety Management

G5-SEI-02:
MID States to develop and publish NASP

Appendix E: Definitions

GLOSSARY

DEFINITIONS

Audit. A systematic, independent and documented process for obtaining evidence and evaluating it objectively to determine the extent to which requirements and audit criteria are fulfilled.

Critical elements (CEs). The critical elements of a safety oversight system encompass the whole spectrum of civil aviation activities. They are the building blocks upon which an effective safety oversight system is based. The level of effective implementation of the CEs is an indication of a State's capability for safety oversight.

Effective implementation (EI). A measure of the State's safety oversight capability, calculated for each critical element, each audit area or as an overall measure. The EI is expressed as a percentage.

Hazard. A condition or an object with the potential to cause or contribute to an aircraft incident or accident.

Safety data. A defined set of facts or values collected for reference, processing or analysis which could be used to maintain or improve safety.

Safety enhancement initiative (SEI). One or more actions to eliminate or mitigate operational safety risks or to address organizational challenges.

Safety information. Safety data processed, organized or analysed in a given context to support safety management and the development of safety intelligence.

Safety oversight. A function performed by a State to ensure that individuals and organizations performing an aviation activity comply with safety-related national laws and regulations.

Safety performance. A State or a service provider's measurable effect on safety achievement.

Safety risk. The predicted probability and severity of the consequences or outcomes of a hazard.

State safety programme (SSP). An integrated set of laws, regulations, policies, objectives, processes, procedures and activities aimed at managing safety, at the State level.

ABBREVIATIONS AND ACRONYMS

AA	Audit area
ACI	Airports Council International
AI	Artificial Intelligence
ANC	Air Navigation Commission
ARC	Abnormal runway contact
ATS	Air traffic service
BARS	Basic aviation risk standard
CANSO	Civil Air Navigation Services Organisation
CAST	Commercial Aviation Safety Team

CE	Critical element
CFIT	Controlled flight into terrain
CICTT	CAST/ICAO Common Taxonomy Team
CMA	Continuous monitoring approach
COSCAP	Cooperative Development of Operational Safety and Continuing Airworthiness Programme
EI	Effective implementation
EUROCONTROL	European Organisation for the Safety of Air Navigation
FSF	Flight Safety Foundation
GANP	Global Air Navigation Plan
GASP	Global Aviation Safety Plan
GASeP	Global Aviation Security Plan
GASP-SG	Global Aviation Safety Plan Study Group
G-HRC	Global high-risk category of occurrence
GNSS	Global navigation satellite system
IATA	International Air Transport Association
IBAC	International Business Aviation Council
IOSA	IATA Operational Safety Audit
ISAGO	IATA Safety Audit for Ground Operations
IS-BAH	IBAC International Standard for Business Aircraft Handling
IS-BAO	IBAC International Standard for Business Aircraft Operations
iSTARS	Integrated Safety Trend Analysis and Reporting System
LOC-I	Loss of control in-flight
MAC	Mid-air collision
NASP	National aviation safety plan
N-HRC	National high-risk category of occurrence
OLF	Online framework
PQ	Protocol Question
PANS	Procedures for Air Navigation Services
RAIO	Regional Accident and Incident Investigation Organization
RASG	Regional Aviation Safety Group
RASP	Regional aviation safety plan
RE	Runway excursion
RFI	Radio frequency interference
R-HRC	Regional high-risk category of occurrence
RI	Runway incursion
RSOO	Regional Safety Oversight Organization
SARPs	Standards and Recommended Practices
SCF–NP	System/component failure or malfunction (non-powerplant)
SDCPS	Safety data collection and processing system
SEI	Safety enhancement initiative
SMS	Safety management system
SOP	Standard operating procedure
SSP	State safety programme
SUPPS	Regional Supplementary Procedures
TURB	Turbulence encounter
USOAP	Universal Safety Oversight Audit Programme

Consolidated List of SEIs with their respective Safety Actions

EI Code	SEI Name	Actions	Owner(s)	Status/Progress	Completion Date	Name & # Activities
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	States, Organizations, industry		2026- 2028	
		A2- Advisory Circular: Mode Awareness and Energy State Management Aspects of Flight Deck Automation	States, Organizations, industry		2026- 2028	
		A3- Promote and conduct Upset Recovery Capacity building activities	States, Organizations, industry		2026- 2028	
		A4- Conduct Wildlife Hazard Management Control capacity building Activities	States, Organizations, industry		2026- 2028	
		A5- Promote DG capacity building activities including Lithium batteries fire/smoke risk in cabin	States, Organizations, industry		2026- 2028	
		A6- Promote Data-Driven Safety Management – Use flight data monitoring (FDM) to identify precursors to LOC-I events and develop targeted interventions	States, Organizations, industry		2026- 2028	
G1-SEI-02:	Runway Safety-Runway Excursion	**A1-** A1- Support States to implement the Global Reporting Format (GRF) Methodology through capacity building activities.	ICAO and ACI		2026-2028	
		A2- Support States on the	ICAO		2026-2028	

EI Code	SEI Name	Actions	Owner(s)	Status/Progress	Completion Date	Name & # Activities
		implementation of the ICAO Annex 14 requirements to achieve compliance with regards to Aerodrome Design and Operations, through capacity building activities.				
		A3- Conduct Runway Safety Go-Team (RST) assistance missions	States, ICAO, industry		2026-2028	
		A4- Enhance capacity building for States CAAs and Airport operators related to Aerodromes Certification through capacity building activities.	States, ICAO, industry		2026-2028	
G1-SEI-03:	Runway Safety-Runway Incursion	**A1-** Promote the establishment and implementation of States' runway safety Programmes and runway safety teams	ICAO, states, industry		2026-2028	
		A2- Certification of aerodromes in accordance with Annex 14	ICAO, states, industry		2026-2028	
		A3- Promote the identification and publication in AIP of hot spots at aerodromes during workshops and sub-groups meetings	ICAO, states, industry		2026-2028	
		A4- Promote suitable strategies to remove hazards or mitigate risks associated with identified hot spots during workshops and sub-groups meetings	ICAO, states, industry		2026-2028	
		A5- Promote the use of standardized Phraseology & ATC Procedures through capacity activities.	ICAO, states, industry		2026-2028	

EI Code	SEI Name	Actions	Owner(s)	Status/Progress	Completion Date	Name & # Activities
		A6- Promote the effective use of suitable technologies to assist the improvement of situational awareness, such as improved resolution A-SMGCS, stop bars and ARIWS	ICAO, states, industry		2026-2028	
G1-SEI-04	MID-Air Collision (MAC)	A1- Promote Civil-Military cooperation through capacity building activities	ICAO, states, industry		2026-2028	
		A2- Promote awareness among stakeholders related to the potential risk of MAC over high seas through capacity building activities.	ICAO, states, industry		2026-2028	
		A3- Promote guidance to ensure aircraft are equipped with ACAS, in accordance with Annex 6 – Operation of Aircraft during workshops, meetings, seminars.	ICAO, states, industry		2026-2028	
		A4- A4- Promote airspace among stakeholders, including complexity of airspace design, Free Route Airspace (FRA) concept, route layout, and proximity of military operational or conflict zones, establishment of FUAs through capacity building activities.	ICAO, states, industry		2026-2028	
		A5- Promote the improvement of ATC systems, procedures and tools to enhance conflict management	ICAO, states, industry		2026-2028	
G1-SEI-05	Controlled Flight into	**A1-** A1- Advisory Circular: Instrument Approach	ICAO, states, industry		2026-2028	

EI Code	SEI Name	Actions	Owner(s)	Status/Progress	Completion Date	Name & # Activities
	Terrain (CFIT)	Procedures Using Continuous Descent Final Approach Techniques				
		A2- Advisory Circular: Crew Resource Management Training Programme (CRM)	ICAO, states, industry		2026-2028	

Organizational Challenges/issues						
Goal 2: Strengthen States' Safety Oversight Capabilities						
G2-SEI-01:	Strengthening of States' Safety Oversight Capabilities	**A1-** Conduct Capacity Building Activities to promote effective implementation of SARPs with focus on AGA, AIG, & ANS areas	ICAO, States, Organizations, and Industry.		2026-2028	
		A2- Conduct of technical assistance missions to States, to address safety issues and enhance safety with a focus on AGA, AIG, & ANS areas.	ICAO and States		2026-2028	
		A3 - Continuous support to strengthen MENA ARCM to best support States in the region)	ICAO, States, Organizations, and Industry		2026-2028	
		A4- Identify and mobilize resources to support SEIs for States in need to address safety issues and establish effective safety oversight capabilities	ICAO, States, Organizations, and Industry		2026-2028	
		A5- Continuous support to strengthen MENA RSOO to best support States in the region	ICAO, States, Organizations, and Industry		2026-2028	

		A6- Cooperation and collaboration with key stakeholders to enhance safety in the region	ICAO, States, Organizations, and Industry		2026-2028	
		A7- Sharing of safety information via RASG-MID platform to make use of the information on operational safety risks and emerging issues for the purpose of aviation safety planning	ICAO, States, Organizations, and Industry		2026-2028	
G2-SEI-02:	Manage Human Factors and Human Performance	**A1-** A1- Advisory Circular: Crew Resource Management Training Programme (CRM). (**Action addressed under G1-SEI-04: CFIT)**	ICAO, States, Organizations, and Industry		2026-2028	
		A2- Conduct capacity building activities	ICAO, States, Organizations, and Industry		2026-2028	
		A3- Develop practical guides and promotion material on aircrew fatigue	ICAO, States, Organizations, and Industry		2026-2028	
G2-SEI-03:	**Manage Risk interdependencies**					
G2-SEI-03A:	Managing GNSS Interference and spoofing	**A1-** Raise awareness on the potential safety impact of GNSS interference and spoofing through capacity building activities	States, Organizations, and Industry		2026-2028	
		A2- Promote civil-military coordination and cooperation activities to facilitate the sharing of relevant information with airspace users	States, Organizations, and Industry		2026-2028	

G2-SEI-03B:	Management of security risks with safety impact	**A1-** Promote security risks with safety impact through capacity building activities	States, Organizations, and Industry		2026-2028	
G2-SEI-03C:	Management of the risks arising from conflict zones	**A1-**Promote risks arising from conflict zones through capacity building activities	States, Organizations, and Industry		2026-2028	
G2-SEI-03D:	Management of cybersecurity risks	**A1-** Promote Cybersecurity risks through capacity building activities	States, Organizations, and Industry		2026-2028	
G2-SEI-03E:	Manage aviation health safety (AHS) risks	**A1-** Activation of MID-RPTF, as needed	States, Organizations, and Industry		2026-2028	
G2-SEI-04:	AAM and New Entrants	**A1-** Support States to establish a comprehensive regulatory framework for UAS and manned VTOL-capable aircraft' through capacity building activities	States, Organizations, and Industry		2026-2028	
		A2- Support States with the implementation of the UTM Regulatory Framework through capacity building activities	States, Organizations, and Industry		2026-2028	
Goal 3: Establish & manage effective State safety Programmes (SSP)						
G3-SEI-01:	Improve the development and implementation	**A1-** Conduct SSP & SMS capacity building activities	ICAO, States, organizations, & industry		2026-2028	

	of Safety Management	**A2-** SRM capacity building activities	ICAO		2026-2028	
		A3- Conduct technical assistance missions to facilitate the establishment of SSP	ICAO		2026-2028	
		A4- Promote safety management best practices	ICAO		2026-2028	
		A5- Identify and mobilize resources to support states in need to establish an SSP	ICAO, States, organizations, & industry		2026-2028	
		A6- Cooperation and collaboration with key stakeholders to support the establishment of SSP	ICAO, States, organizations, & industry		2026-2028	
		A7- Encourage all States to report safety issues via the Secure Portal on Operational Safety Risks and Emerging Issues	ICAO, States, organizations, & industry		2026-2028	

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

G4-SEI-01:	Collaboration and coordination with stakeholders to address safety issues	**A1-** A1- Develop and agree on joint work activities with all stakeholders through MID RCMs	ICAO, States, organizations, & industry		2026-2028	
		A2- Continuous support to strengthen MENA ARCM to best support States in the region **(Addressed in G2-SEI-01)**	States, organizations, & industry		2026-2028	
		A3- Continuous support to strengthen MENA RSOO to best support States in the region**.**	States, organizatio		2026-	

		(Addressed in G2-SEI-01)	ns, & industry		2028	
			States, organizations, & industry		2026-2028	
		A4- Identify and mobilize resources to support SEIs for States in need to address safety issues and establish effective safety oversight capabilities. **(Addressed in G2-SEI-01)**	States, organizations, & industry		2026-2028	
		A5- Sharing of safety information via RASG-MID platform to make use of the information on operational safety risks and emerging issues for the purpose of aviation safety planning. **(Addressed in G2-SEI-01)**	States, organizations, & industry		2026-2028	
Goal 5: Strengthen aviation safety planning (RASP & NASP)						
G5-SEI-01:	Development and Implementation of MID-RASP	**A1-** Development and Implementation of MID-RASP 2026-2028 Edition	States, organizations, & industry		2026-2028	
G5-SEI-02:	MID States to develop and publish NASP	**A1-** Conduct NASPs capacity building activities & technical assistance missions.	States, organizations		2026-2028	
		A2- Identify and mobilize resources to support states in need of developing NASP.	States, organizations, industry		2026-2028	
Goal 6: Expand the Use of Industry Programmes and safety information sharing networks						

G6-SEI-01:	Promote the Use of industry Programmes	**A1-** Encourage IATA's IOSA and ISAGO registrations through safety promotion	States, organizations, industry		2026-2028	
		A2- Encourage the implementation of ACI Airport Excellence (APEX) in Safety Programme	States, organizations, industry		2026-2028	

- END -