



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

MID STATES PROGRESS ON NASPS DEVELOPMENT

(Presented by the Secretariat)

SUMMARY This paper presents the status of MID States Progress on NASPs Development. Action by the meeting is at paragraph 3.
REFERENCES - RASG-MID/13 Report - GASP 2026-2028 Edition

1. INTRODUCTION

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

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

1.3 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.

1.4 The MID-RASP provides a 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.

1.5 The States NASP should be developed in alignment with the GASP and the MID-RASP. However, priority should be given to national safety issues. Moreover, the NASP should be also aligned and coordinated with the MID-RASP (as appropriate) and with other efforts aimed at enhancing aviation safety.

2. DISCUSSION

2.1 The meeting recalled that ICAO issued States Letter to States on “*the sharing/submission of the National Aviation Safety Plan (NASP)*” through State Letter Ref.: ME 4 – 26/195 Dated 24 September 2026. So far, nine (9) States developed their NASPs and shared approved copies with the ICAO MID Office. Eight (8) have published their NASPs on the ICAO website (Egypt, Iran, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, and UAE).

2.2 The meeting may wish to note that the RASG-MID/13 held in Cairo, Egypt 14 - 18 June 2026 endorsed a conclusion 13/7 on the development of NASP.

2.3 It is to be highlighted that the **GASP 2026-2028 Target 5.2 calls for all States to publish an updated NASP**, taking into consideration the 2026–2028 edition of GASP and their corresponding RASP, **by 2027**. It is important to note that States having published a NASP should update it to align with the latest editions of the corresponding RASP and the GASP. While ideally, both the RASP and the NASP should be revised once the latest edition of the GASP is published, the year 2027 was selected for this target to allow for sufficient time for the updated RASPs to be published, as per Target 5.1. Indicators linked to this target are the number of States that published an updated NASP; the number of NASPs developed in consultation with industry; and the number of States reporting provision of safety information by industry to assist in the development of NASPs.

2.4 Therefore, the NASP can assist a State in developing a strategy, including an action plan with specific SEIs, to facilitate SSP implementation. Through the NASP, the State expresses its commitment to enhancing aviation safety and to the resourcing of supporting activities. The publication of a NASP, as the document containing the State’s strategic direction for the management of aviation safety at the national level, allows for the allocation of resources dedicated to the SSP, through the development and implementation of that plan.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the MID States Progress on NASPs Development;
- b) urge states to prioritize the development and implementation of the NASP in line with the GASP and MID-RASP, if not yet done so;
- c) encourage states to share the latest versions of their NASPs with ICAO HQ and ICAO Regional MID office for publication on the GASP public portal;
- d) Encourage states to leverage existing ICAO guidance materials, tools, and best practices to accelerate NASP development and implementation;

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