



ICAO MID

الهيئة العامة للطيران المدني
Civil Aviation Authority
دولة قطر • State of Qatar



الاجتماع الثامن للمدراء العاميين للطيران المدني في منطقة الشرق الأوسط (DGCA-MID/8)

Eighth Meeting of the Directors General of Civil Aviation-Middle East Region (DGCA-MID/8)



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Outcomes of MIDANPIRG/23 & RASG-MID/13



Executive Summary

- 1 History of the meeting
- 2 RASG-MID activities, achievement, priorities & challenges
- 3 MIDANPIRG activities, achievements & priorities and challenges
- 4 Working Arrangements and Future Work Programme

MIDANPIRG/23 & RASG-MID/13

Meeting Overview and Agenda

Cairo, Egypt • 14-18 June 2026

165 participants

12 MID States and 1 State from outside the Region (USA)

Bahrain, Egypt, Iraq, Kuwait, Lebanon, Libya, Oman, Qatar, Saudi Arabia, Sudan, UAE and Yemen

9 international organizations / industries

ACAO, ACI, CANSO, IATA, IFATIMA, IFALPA, IFATCA, IFATSEA and MIDRMA

Six Agenda Items

- 1 Adoption of the Provisional Agenda (Plenary)
- 2 Global and Regional Developments (Plenary)
- 3 Coordination between MIDANPIRG and RASG-MID (Plenary)
- 4 RASG-MID Work Programme (RASG-MID/13)
- 5 MIDANPIRG Work Programme (MIDANPIRG/23)
- 6 MIDANPIRG & RASG-MID Working Arrangements (Plenary)



MID Region Safety Performance

2025 Results



ZERO

Accidents, fatalities
and serious injuries



1.49 million

Scheduled commercial
departures



+7.2%

Traffic growth
from 2024

**MID was the only ICAO region with no reported accidents
in scheduled commercial air transport in 2025**

State-of-Occurrence basis

2021–2025 average accident rate per million departures

MID 0.62

Global 2.12

Scope: Aeroplanes with maximum take-off mass above 5,700 kg

Sources: 15th MID-ASR; ICAO Safety Report 2026, Table 2, p. 17

RASG-MID

Achievements



Regional Safety Planning

MID-RASP 2026–2028 provides a shared programme for regional safety improvement



Safety Actions Delivered

49 of 62 actions completed under MID-RASP 2023–2025, approximately 79%



Regional Safety Guidance

22 Regional Safety Advisories published, with further guidance under development



Annual Safety Reporting

14th MID-ASR published on the ICAO MID website; 15th edition ready for RASG-MID/14 endorsement



Implementation Support

Technical assistance and capacity building for oversight, SSPs, SMS and NASPs



Regional Cooperation

Support to MENA RSOO, MENA ARCM and State–industry collaboration

Challenges Identified by RASG-MID



Uneven Oversight

3 States below 60% EI; persistent gaps in AIG, AGA and ANS.



Slow Safety Management Progress

9 States had developed NASPs; SSP implementation and SMS oversight remain uneven.



Institutional Independence

Gaps in investigation independence and separation of oversight from service provision.



Data and Competency Gaps

Limited reporting, analytical capacity and qualified technical personnel.



Interconnected Risks

GNSS interference, conflict zones, cybersecurity and airspace disruptions.



Implementation and New Entrants

Slow delivery of safety actions and regulatory readiness for AAM and UAS.

RASG-MID

Key Priorities

MID-RASP 2026–2028



Reduce Operational Risks

Address LOC-I, runway safety, MAC and CFIT; monitor turbulence and system failures.



Strengthen Oversight

Prioritize States with gaps and strengthen independent investigation systems.



Deliver Safety Management

Implement SSPs, oversee SMS and align NASPs with MID-RASP.



Improve Safety Intelligence

Strengthen reporting, data analysis, information sharing and performance monitoring.



Build Capacity and Cooperation

Develop competent personnel and mobilize support through partners, MENA RSOO and MENA ARCM.



Manage Interconnected Risks

Address GNSS interference, conflict zones and cybersecurity; prepare for AAM and UAS.

MIDANPIRG/23

Key Activities and Achievements



Air Navigation Performance Improvement

- New ANP Volume III
- MID Air Navigation Report 2025
- Deficiencies reduced from 102 to 97
- MID Digital Data Sets Implementation Plan
- Completion of the Regional OPMET Center (ROC) Plan



Crisis Management and Response Preparedness

- ICAO CCT mechanism
- Special ATM coordination meetings and workshops



ANS Safety-Related Matters

- MID RVSM Safety Monitoring Report (SMR) 2025; TLS are met
- Regional regulatory measures to strengthen GNSS spectrum protection

MIDANPIRG/23

Key Priorities



Air Navigation Performance Improvement

- Develop and update NANPs; deploy the MID ANS Dashboard
- Improve APAC–MID interface operations and advance ATFM, CMC and FUA
- Accelerate digital AIM, MET and SWIM implementation
- Secure MID Flight Procedure Programme sustainability



Crisis Management and Response Preparedness

- Develop the Regional ATM Contingency Framework (RACF)
- Incorporate lessons from recent regional contingencies



Strengthening Regional Air Navigation Infrastructure and Operational Coordination

- Establish a regional GNSS RFI monitoring network
- Protect the Radio Altimeter band at WRC-27 and enhance frequency availability
- Resolve outstanding inter-regional AFS issues
- Establish a Regional IP Network

Challenges Identified by MIDANPIRG/23



Frequent Contingencies

Traffic disruptions and intensive coordination to maintain safety and continuity.



Performance-Based Planning

Implementing the Performance-Based Approach and developing National Air Navigation Plans.



Data Reporting

Low reporting levels for the Air Navigation Report and RVSM safety monitoring.



Spectrum Congestion

Congested COM and NAV frequencies.



GNSS Interference

Persistent radio frequency interference.



FIR and SRR Descriptions

Outstanding delineation in MID ANP Volume I.



Digital AIM

Aeronautical data quality, digital datasets and the transition from AIS to AIM.

Working Arrangements and Future Work Programme



Review of Working Arrangements

Increasing operational complexity and implementation demands call for reflection on the efficiency and implementation focus of the current MIDANPIRG and RASG-MID arrangements.

Alternating Meeting Formats

Even-numbered years: in-person meetings during DGCA-MID years, at least six months before DGCA-MID.

Odd-numbered years: virtual meetings.

Focused Virtual Meetings

MIDANPIRG and RASG-MID meet separately, with limited agendas covering follow-up of existing Conclusions and Decisions and urgent or time-critical matters.

Next Meetings

MIDANPIRG/24 and RASG-MID/14

Separate virtual meetings planned around June 2027.

Action by the meeting

The meeting is invited to:

- 1) Note the outcomes of the MIDANPIRG/23 and RASG-MID/13 meetings;
- 2) Encourage States and stakeholders to actively participate in and contribute to the work of MIDANPIRG, RASG-MID and their subsidiary bodies, ensuring effective coordination, collaboration and timely implementation of agreed actions; and
- 3) Urge all concerned parties to work collectively towards addressing the identified priorities and challenges, closing implementation gaps, and accelerating the delivery of agreed regional initiatives, in support of enhanced aviation safety, operational efficiency and the sustainable development of air transport in the MID Region.





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Thank You