



ICAO

UNITING AVIATION

Safety Enhancement Implementation Group SEIG/4

MID RASP 2023-2025 Edition

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Cairo, Egypt



- The **vision of the GASP** is to achieve and maintain the aspirational safety goal of zero fatalities in commercial operations by 2030 and beyond, which is consistent with the United Nations' 2030 Agenda for Sustainable Development.
- **GASP is Global strategy** for the continuous improvement of aviation safety:
 - ✓ Provides Framework for regional and national aviation safety plans development and implementation
 - ✓ Promotes harmonization and coordination of efforts



The MID-RASP 2023-2025 Edition presents the **strategic direction** for the **management of aviation safety** at the regional level to:

- **support** States to effectively implement their **SSP** in a timely manner, and to strengthen the implementation of **SMS** in their aviation industry including the development of **NASP**
- **strengthen States Safety Oversight capabilities**, and **risk-based approach** to managing safety
- focus on MID Region **strategic safety priorities**: Organizational challenges/issues, operational safety risks, and emerging risks
- provide **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**
- **outline to all stakeholders** where the different **regional entities** involved in the management of aviation safety should **target resources**
- **emphasize the commitment** of States, international organizations, and industry to aviation safety.

MID-RASP

MIDDLE EAST REGIONAL AVIATION SAFETY PLAN

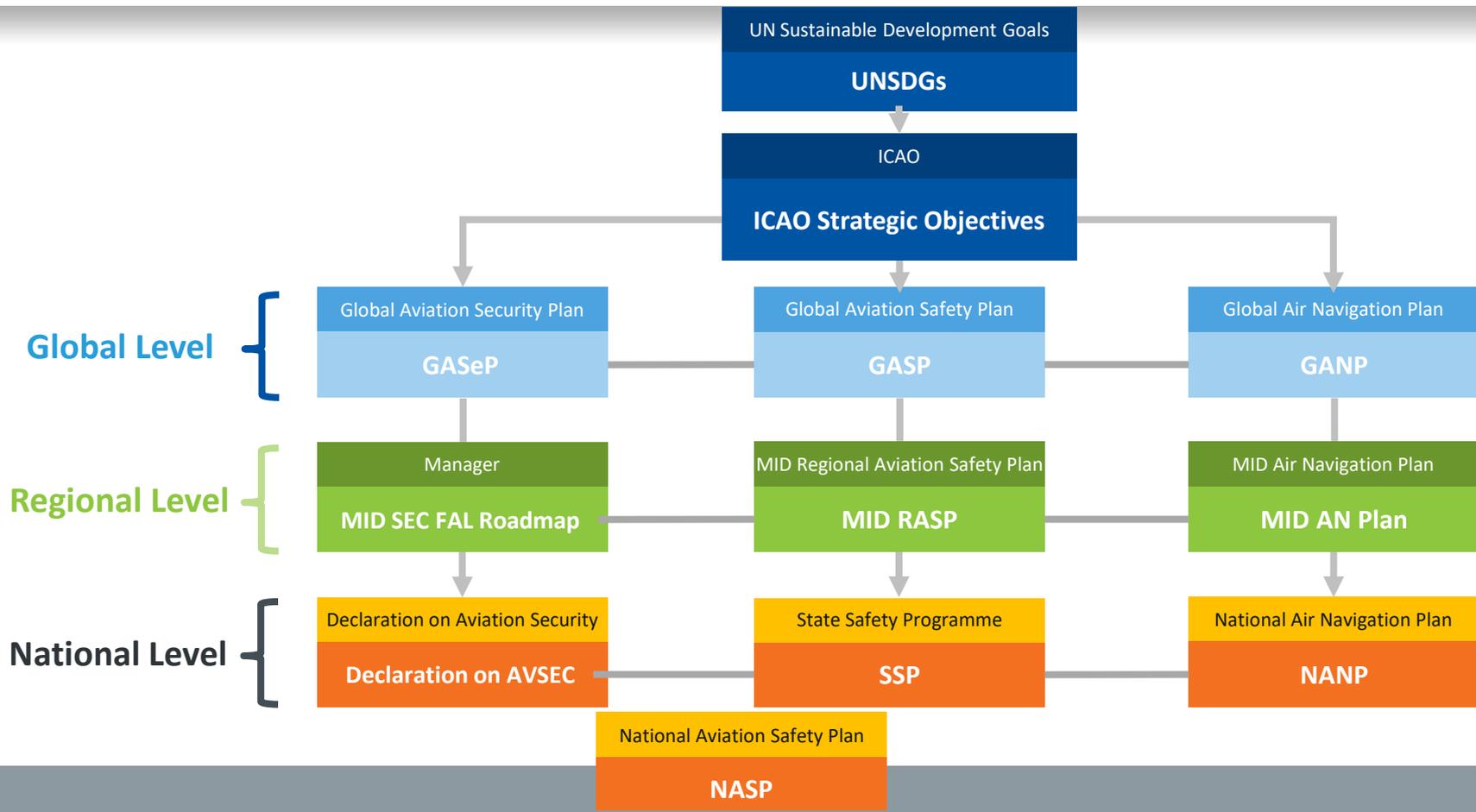


- ❑ The ICAO **Strategic Objectives** address **Fifteenth** (15) out of the seventeen (17) United Nations Sustainable Development Goals (**SDGs**), adopted by all United Nations Member States in 2015 through the 2030 Agenda for Sustainable Development, which are an urgent call for action by all Member States
- ❑ 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 Objectives.
- ❑ The 2023-2025 Edition of the GASP would set forth ICAO's Safety Strategy in support of the prioritization and continuous improvement of aviation. The plan **guides the implementation** of regional and national aviation safety plans.





Relationship between MID-RASP and other Plans





Executive Summary

PART-I. Planning

1. Introduction
 - 1.1 Objectives and principles
 - 1.2 MID-RASP & GASP
2. How MID-RASP is structured
3. How MID-RASP is developed and monitored
4. Operational Context
5. Strategic Priorities
 - 5.1. Organizational Challenges/Issues
 - 5.2. Regional Operational Safety risks
 - 5.3. Emerging Safety Risks

MIDDLE EAST REGIONAL AVIATION SAFETY PLAN (MID-RASP)



ICAO

SECOND EDITION 2023–2025
DRAFT

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6. Safety Implementation

6.1 Safety monitoring and implementation

6.2 Communication of Progress to RASG-MID

7. Safety Actions

7.1. Organizational Challenges

7.2. Regional Operational Risks

Executive Summary

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- **RASG-MD** is the **governing body** responsible for the **development, implementation and monitoring** of the MID-RASP
- SEIG to **support the RASG-MID** in the **development/update of MID-RASP** and the **monitoring of the implementation** of SEIs related to identified safety issues
- The MID-RASP Edition 2023-2025 **covers the three-year period** between 2023 and 2025 and will be updated on a yearly basis.
- The MID-RASP is to **be endorsed by RASG-MID** at least every three years and as deemed necessary



The MID-RASP has been developed in congruence with the GASP, and supports the GASP objectives, goals, targets and indicators.

- The MID-RASP structure adheres closely to GASP and the 'RASP template'
- The MID Safety Performance Monitoring (SPM) is aligned with GASP 2023-2025 Edition, updated and included as an Appendix in the MID-RASP;
- MID-RASP SEIs were identified taking into consideration relevant SEIs for the region in line with GASP 2023-2025 as well as relevant work activities of DCGA, RASG-MID, RASFG-MID, and MIDANPIRG meetings.
- GASP SEIs for States and Industry (domestic) were not considered as these are more suitable to be included in the NASPs of the MID States.



At the regional level, the MID-RASP commits RASG-MID to continue the following efforts as indicated below:

- Focus to address the Regional High Risk Categories (R-HRCs) of LOC-I, CFIT, MAC, RI and RE and identified safety issues
- Support States to strengthen safety oversight capabilities
- Assist States in the development and implementation of SSP and SMS including the development of NASPs
- Promote regional government and industry collaboration for sharing safety information and best practices in safety management
- Promote the effective implementation of AGA, with a focus on implementation of Aerodrome Certification including the SMS, runway safety Programmes including the establishment of Runway Safety Teams (RSTs) and Global reporting Format methodology (GRF)
- Support States in the development of Unmanned aircraft system (UAS) national regulations Framework



At the regional level, the MID-RASP commits RASG-MID to continue the following efforts as indicated below:

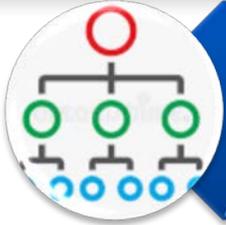
- Support States on COVID-19 pandemic activities to enable a safe and secure return to operations, GNSS interference, impact of security on safety, manage Cybersecurity risks; and 5G interference with Radar Altimeter frequency band.
- Support States to establish and activate the MENA RSOO
- Provide continuous support for the MENA ARCM activities
- Continue implementation support to States and industry, including the development of improved guidance materials as well as the organization of workshops and training to provide assistance and guidance to MID States
- Put in place a structure for the collection, analysis and sharing of safety and operational data in the region to support a comprehensive approach to risk management, and facilitate initiatives to develop Regional data collection, and analysis.



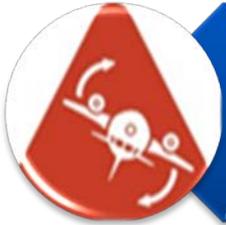
States and industry are committed to the following efforts:

- Implement, as appropriate, the GASP SEIs and MID-RASP SEIs
- Accord priority to the implementation of SSP and SMS
- Strengthen State oversight capability
- Use data-driven methodologies to identify N-HRCs, and implement collaborative solutions to reduce accident rates and fatalities in the region, and likewise accord priority to the implementation of respective SEIs
- Consider various options to leverage ICAO-recognized industry assessment Programmes such as the IATA Operational Safety Audit (IOSA), IATA Safety Audit for Ground Operations (ISAGO) and IATA Standard Safety Assessment Programme (ISSA).

Strategic Priorities



Organizational issues



Regional Operational Risks



Emerging risks





MID Region Strategic Priorities

Organizational Challenges/Issues

States' Safety Oversight

Safety Management

Human Factors & Competence of personnel

Accident and incident investigation

Cybersecurity

Regional Operational Safety Risks-CAT

LOC-I

CFIT

RE

RI

MAC

Emerging Risks

COVID-19 Pandemic

GNSS Interference

Civil Drones (UAS/RPAS)

Impact of security on safety

5G interference with Radio Altimeter

- The **MID Region Safety Performance Monitoring** provides a **regional specific goals** and **supports the region's strategic approach** to managing safety at the regional level.
- MID region safety indicators and targets were aligned with the 2023-2025 GASP goals and targets as relevant in the MID Region
- 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 Monitoring**
- For **each Goal** established in the MID Region Safety Performance Monitoring, **identified SEI(s) be mapped** to it including their respective actions.





- 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 of the SEIs.
- MID-RASP SEIs and their respective actions as well as regional safety goals and targets; would be presented at every SEIG and RASG-MID meetings as well as safety seminars.

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

Safety Actions

- **Name:** Goal #Number - SEI# Number: Description of the SEI;
- **Target(s)/Metrics.** Targets which serve to fulfil their respective Regional Goal;
- **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** 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: The entities/ stakeholders in the MID region, to which the Actions are addressed	
Example Action 1: Description of the Action to be taken	
Subtask(s) if needed to be added	
Owner(s):	Appointed Group/State(s)/Organization(s) to further develop details for implementation of the respective Action
Priority:	Low, Medium, High
Completion Date:	The date in which the respective Action is expected to be implemented
Status:	new, ongoing, on hold, completed. (Provide also updated progress if any)
Example Action 2: Description of the Action to be taken	
Subtask(s) if needed to be added	
Owner(s):	Appointed Group/State(s)/Organization(s) to further 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(s)	TIMELINE
Description of the Result to be achieved	The year in which the respective Target is expected to be achieved

Goal 1:
Achieve a continuous reduction of operational risks

G1-SEI 01:
LOC-I

G1-SEI 02:
RE

G1-SEI 03:
RI

G1-SEI 04A1: CFIT
G1-SEI 04A2: 5G interference

G1-SEI 05A1: MAC-LoS/TCAS RA
G1-SEI 05A2: GNSS Interference
G1-SEI 05A3: UAS



Goal 2: Strengthening states safety oversight capabilities

G2-SEI-01:
Strengthening state safety oversight

G2-SEI-02:
Improve regional cooperation for the provision of AIG

G2-SEI-03:
Sharing of SRs

G2-SEI-04:
Enhance state safety oversight on DG

G2-SEI-05:
Human Factors & competence of personnel

G2-SEI-06:
Impact of security on safety

G2-SEI-07:
Managing Cybersecurity risks

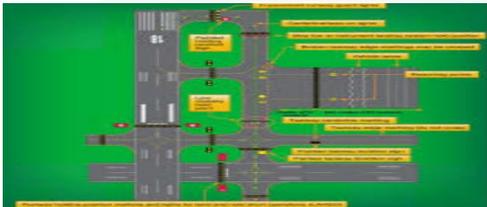
G2-SEI-08:
Impact of COVID-19-Safe return to ops

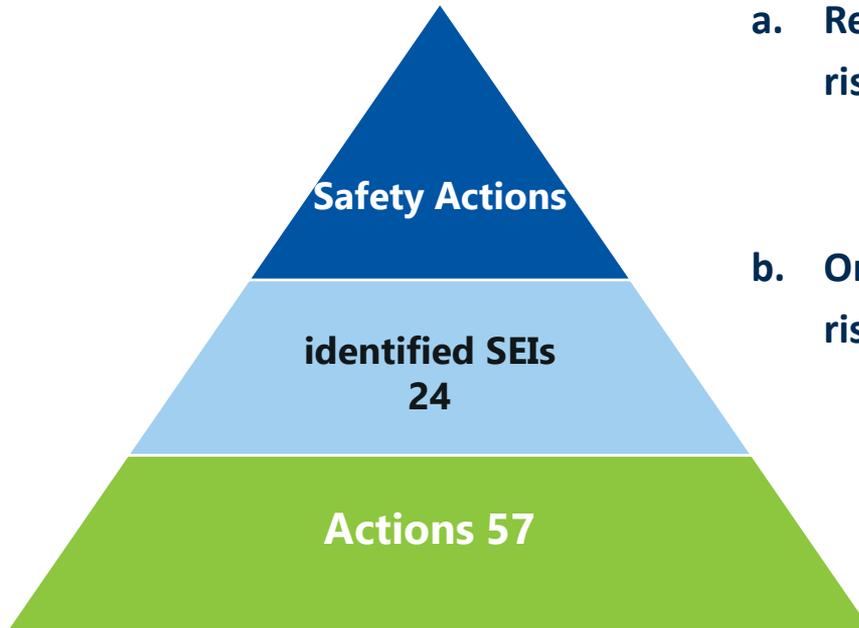










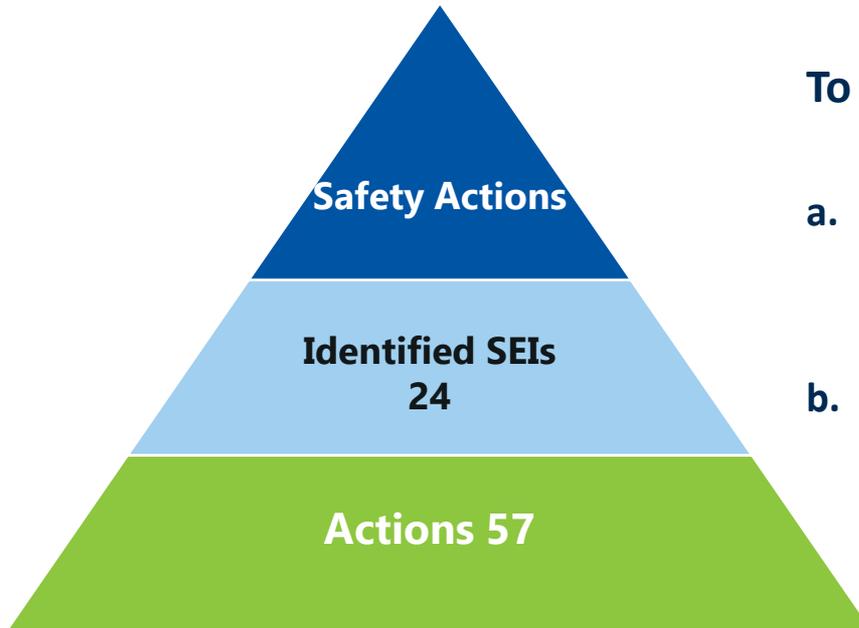


To address:

- a. Regional operational risks including emerging risks: **9 SEIs & 20 actions**
- b. Organizational issues including emerging risks: **15 SEIs and 37 actions**



Reinforce efficient and effective cooperation and collaboration with all stakeholders, avoiding duplication and optimizing the allocation of resources



To address:

- Regional operational risks including emerging risks: **9 SEIs & 20 actions**
- Organizational issues including emerging risks: **15 SEIs and 32 actions**

SEIs identified in MID-RASP and recommended to States for inclusion in their NASPs



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



G2-SEI-04:
Enhance State Oversight on DG



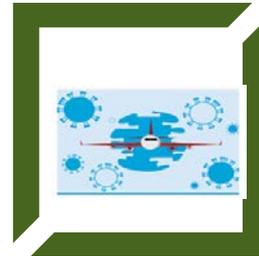
G2-SEI-05:
Human factors and Competence of Personnel



G2-SEI-06:
Impact of security on safety



G2-SEI-07:
Managing Cybersecurity Risks



G2-SEI-07:
Safe return to operations



SEIs identified in MID-RASP and recommended to States for inclusion in their NASPs



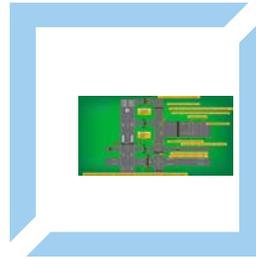
G3-SEI-01:

**Implement an effective
Safety Management**



G3-SEI-02:

NASP development



G6-SEI-01:

**Certification of International
Aerodromes**



G3-SEI-02:

**Establish Runway Safety Team
(RST) at International Aerodromes**



SEIs identified in MID-RASP and recommended to States for inclusion in their NASPs



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



G1-SEI-02:
Runway Excursion (RE)



G1-SEI-03:
Runway Incursion (RI)



G1-SEI-04:
Controlled Flight into Terrain (CFIT)



G1-SEI-05:
Mid Air Collision (MAC)



SEI Code	SEI Name	Actions	Owner(s)	Status/Progress	Completion Date
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	IATA and Aircraft manufacturers/industry	Support by Airbus	2025
		A2- Advisory Circular: Mode Awareness and Energy State Management Aspects of Flight Deck Automation	IATA and Aircraft manufacturers/industry.	Support by Airbus	2025
		A3- Conduct Upset Recovery capacity building activities	UPRT Workshop, Airbus, ICAO, State (TBD). 2023		2025
G1-SEI-02:	Runway Safety- Runway Excursion	A1- Support States to implement the Global Reporting Format (GRF) Methodology through capacity building activities.	ICAO and ACI	Support by Airbus	2025
		A2- MID Region Action Plan/Milestones on the Global Reporting Format (GRF) Implementation.	ICAO		2025
G1-SEI-03:	Runway Safety- Runway	A1- Support States to implement	ICAO, International	Support by Airbus	2025



Appendix E: SEIs identified in MID-RASP and recommended to States for inclusion in their NASPs as appropriate

SEI Code	SEI name
Organizational Challenges	
Goal 2: Strengthen States' Safety Oversight Capabilities	
G2-SEI-01:	Strengthening of States' Safety Oversight Capabilities
G2-SEI-04:	Enhance State Oversight on Dangerous Goods
G2-SEI-05:	Human factors and Competence of Personnel
G2-SEI-06:	Impact of security on safety
G2-SEI-07:	Managing cybersecurity risks
G2-SEI-08:	Impact of COVID-19 pandemic- Safe return to operations
Goal 3: Implementation of Effective States Safety Programme (SSP)	
G3-SEI-01:	Implement safety management
G3-SEI-02:	NASP Development & Implementation
Goal 6: Ensure the Appropriate Infrastructure is available to Support Safe Operations	
G6-SEI-01:	Certification of International Aerodromes
G6-SEI-02:	Establish Runway Safety Team (RST) at International Aerodromes
Regional Operational Safety Risks	
Goal 1: Achieve a continuous reduction in Operational Risks	
G1-SEI-01:	Aircraft upset in flight (LOC-I)
G1-SEI-02:	Runway Excursion (RE)
G1-SEI-03:	Runway Incursion (RI)
G1-SEI-4A1:	Controlled Flight Into Terrain (CFIT)
G1-SEI-04A2:	5G operations on Radar Altimeter
G1-SEI-05A1:	MAC- Loss of separation /TCAS RA
G1-SEI-05A2:	GNSS Interference
G1-SEI-05A3:	Ensure the Safe Operations of UAS (drones)

