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MIDANPIRG/20 & RASG-MID/10

Muscat, Oman, 14 – 17 May 2023





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MID-RASP 2023-2025 Edition





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GASP Mission

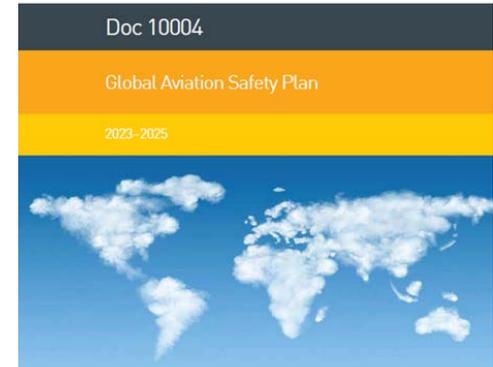
To continually enhance international aviation safety performance and resilience by providing a collaborative framework for States, regions and industry.





Global Aviation Safety Plan (GASP)

- 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



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INTERNATIONAL CIVIL AVIATION ORGANIZATION



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Subgroups of GASP-SG

<i>Subgroup</i>	<i>Responsibilities</i>
Organizational Issues (ORG)	<ul style="list-style-type: none"> • Organizational challenges <ul style="list-style-type: none"> • Effective safety oversight • SSP/SMS • NASP/RASP content (Doc 10131) • RASGs and other implementation mechanisms • ORG Roadmap content (Doc 10161) • Global aviation disruption events (from ORG side)
Operational Issues (OPS)	<ul style="list-style-type: none"> • Operational safety risks (incl. hazards / deficiencies) • G-HRCs • Performance-based approaches & SRM • OPS Roadmap (Doc 10161) • Emerging issues • Global aviation disruption events (from risk side)
Safety Performance Measurement (SPM)	<ul style="list-style-type: none"> • GASP Goals, Targets and Indicators • GASP update process / target development • Alignment with other Global Plans • Guidance on indicators and SPM (Doc 10162)



6 GASP Goals

1. Achieve continuous reduction of ops safety risks
2. Strengthen States' safety oversight capabilities
3. Implement effective State safety programmes
4. Increase collaboration at regional level
5. Expand use of industry programmes & **safety information sharing networks** by service providers
6. Ensure appropriate infrastructure is available to support safe ops





Affected GASP Content in 2023-2025 Ed

- Revision of GASP Targets and Indicators
 - ✓ taking into account factors such as pandemic impact
- 5 HRCs remain unchanged
 - ✓ Now Global or G-HRCs
- Impact of global aviation disruption events on aviation safety
 - ✓ and need for resilience
- Migration of implementation support content
 - ✓ making GASP solely Strategic Document



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Overview of Targets for 2023-2025

Target	Date of Completion	Description
T1.1	Decreasing trend	Maintain a decreasing trend of global accident rate
T2.1	2024/2026/2030	75% , 85% and 95% EI score of CEs
T3.1	2023	All States to implement foundation of SSP
T3.2	2024	All States to publish NASP
T3.3	2025/2028	All States to work towards effective SSP (present; present & effective)
T4.1	2023	States seek assistance
T4.2	2023	All Regions to publish RASP
T4.3	2025	All States to contribute information to RASGs
T5.1	Increasing trend	Industry's contribution in safety info sharing networks
T6.1	2025	States with AN and aerodrome infrastructure that meets ICAO standards



Link to NASP

- National goals, targets & indicators should be developed in line with GASP & RASP
- Dates associated with GASP targets are final deadline
 - for State to meet GASP goals





MID-RASP 2023-2025 Edition

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





How MID-RASP is structured

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



How MID-RASP is structured

PART-II. Implementation

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

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How MID-RASP is developed and monitored

- **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



How MID-RASP is developed and monitored

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

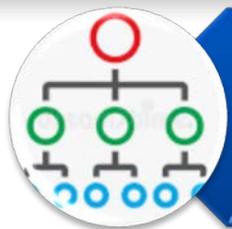
- Focus to address the R-HRCs of LOC-I, CFIT, MAC, RI and RE and identified safety issues
- Support States to strengthen safety oversight capabilities
- Assist States in the development and implementation of SSP and SMS including the development of NASPs
- Promote regional government and industry collaboration 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



How MID-RASP is developed and monitored

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).



Organizational issues



Regional Operational Risks



Emerging risks

Strategic Safety 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



Safety monitoring and implementation

- 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.





Communication of progress to RASG-MID & Stakeholders

- 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.

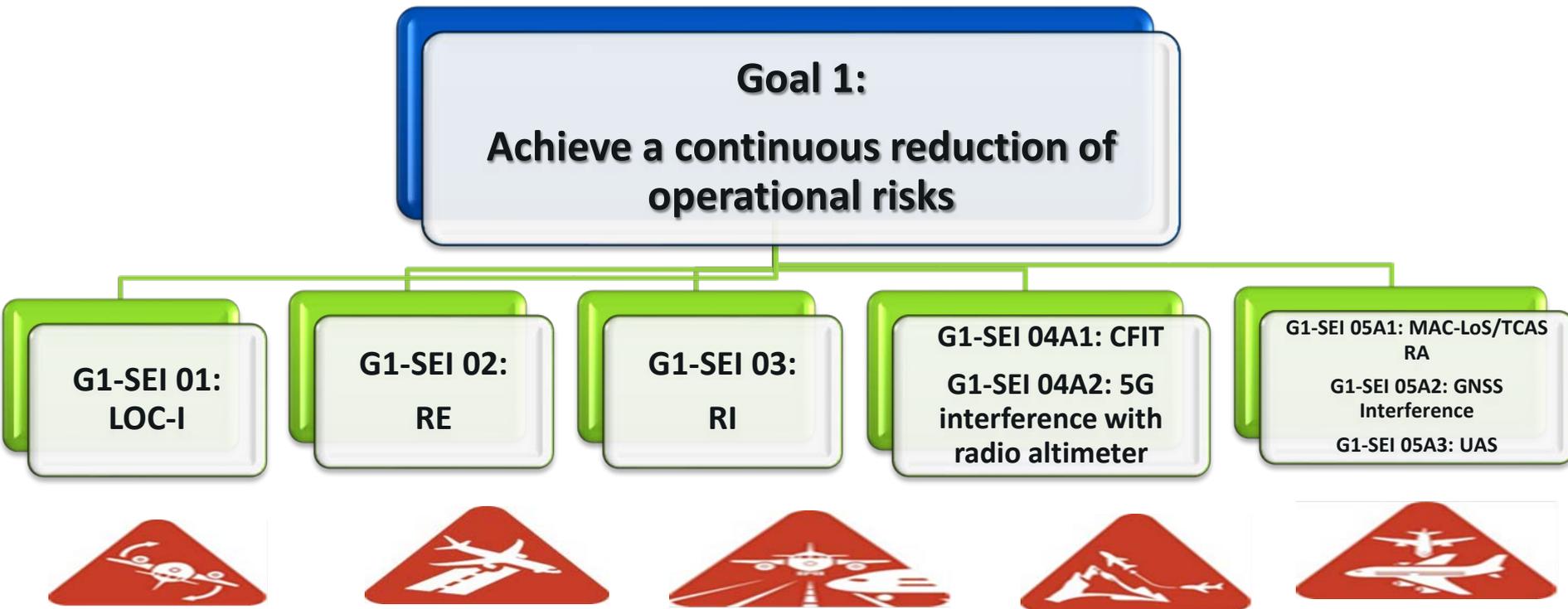
Goal: Goal supports the region’s strategic approach to managing safety at the regional level.

Safety Actions template

- **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

Safety Actions: Regional operational safety risks



Safety Actions: Organizational issues

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

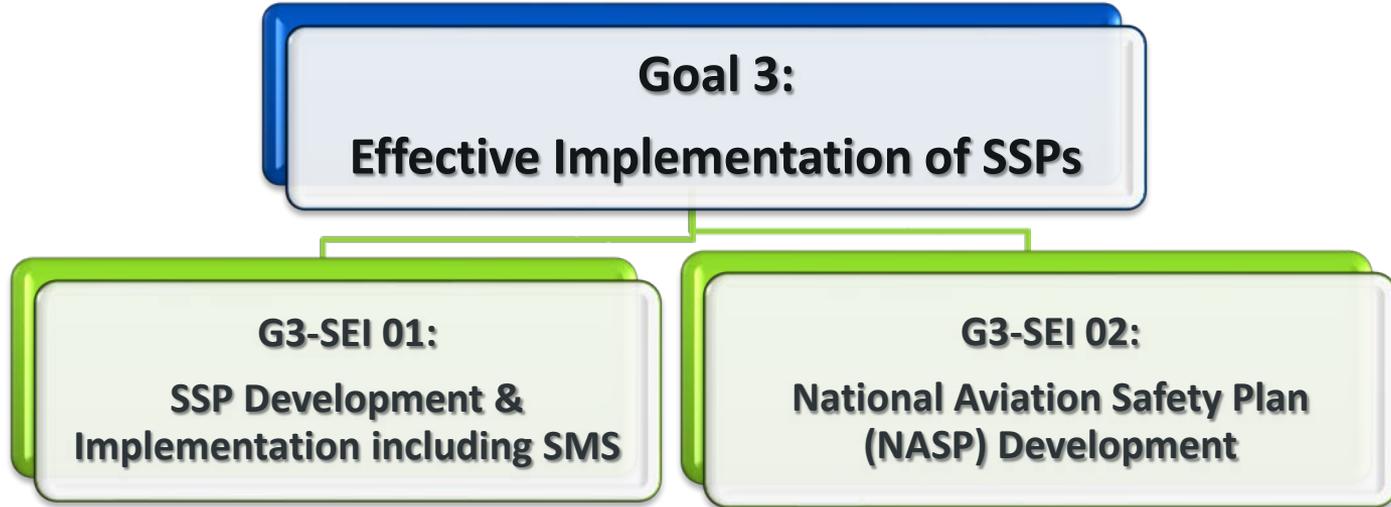
G2-SEI-06:
Impact of security on safety

G2-SEI-07:
Managing Cybersecurity risks

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



Safety Actions: Organizational issues



Safety Actions: Organizational issues

Goal 4:

Increase collaboration at the Regional level

G4-SEI 01:

Development & Implementation of MID-RASP

G4-SEI 02:

Enhance collaboration between States, international Organizations, & industry



Safety Actions: Organizational issues



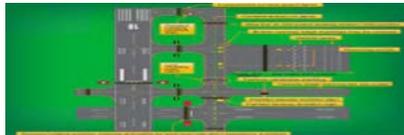
Safety Actions: Organizational issues

Goal 6:

Ensure the appropriate infrastructure is available to support safety operations

G6-SEI-01:

Certification of international aerodromes



G6-SEI-02:

Establish runway safety teams (RST)



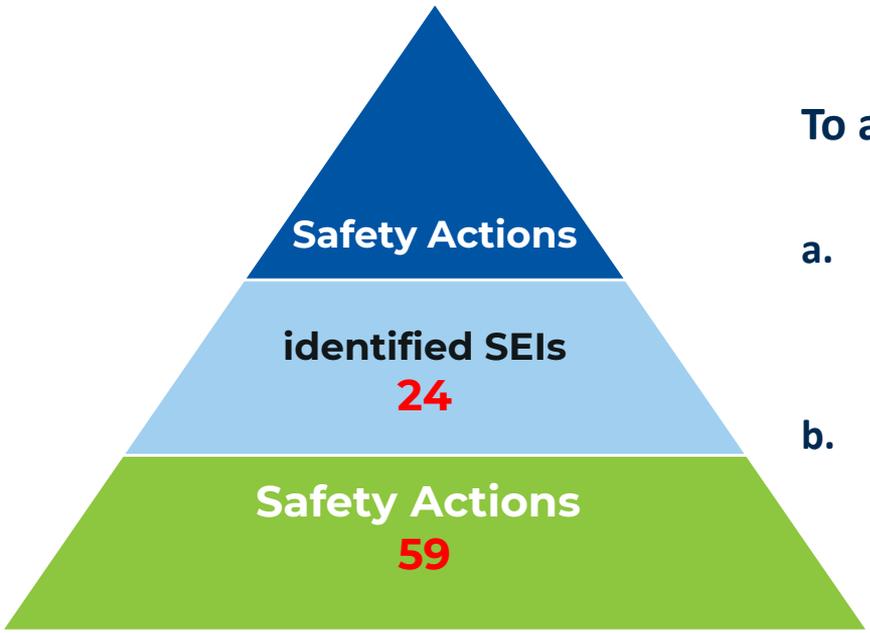


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Reinforce efficient and effective cooperation and collaboration with all stakeholders, avoiding duplication and optimizing the allocation of resources



To address:

- a. Regional operational risks including emerging risks: **9 SEIs & 21 actions**
- b. Organizational issues including emerging risks: **15 SEIs and 38 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



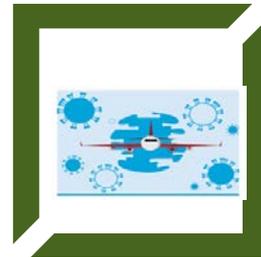
G2-SEI-05:
Human factors and
Competence of
Personnel



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



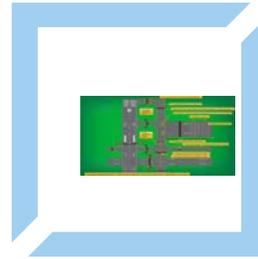
G3-SEI-01:

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)

Appendix D: Safety Actions- List of consolidated SEIs for follow up

t)

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 C: MID Region Safety Performance Monitoring (SPM)

Goal 1: Achieve a Continuous Reduction of Operational Safety Risks

Safety Indicator	Safety Target	Timeline
Number of accidents per million departures	Regional average rate of accidents to be in line with the global average rate	2025
Number of fatal accidents per million departures	Regional average rate of fatal accidents to be in line with the global average rate	2025
Number of fatalities per million departures	Number of fatalities per billion passengers carried (fatality rate) to be in line with the global average rate	2025
Number of Runway Excursion accidents per million departures	Regional average rate of Runway Excursion accidents to be below the global average rate	2025
Number of Runway Incursion accidents per million departures	Regional average rate of Runway Incursion accidents to be below the global average rate	2025
Number of LOC-I related accidents per million departures	Regional average rate of LOC-I related accidents to be below the global rate	2025
Number of CFIT related accidents per million departures	Regional average rate of CFIT related accidents to be below the global rate	2025
Number of Mid-Air Collision (accidents) per million departures	Regional average Mid Air Collision accident	2025





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Thank you for your Attention