



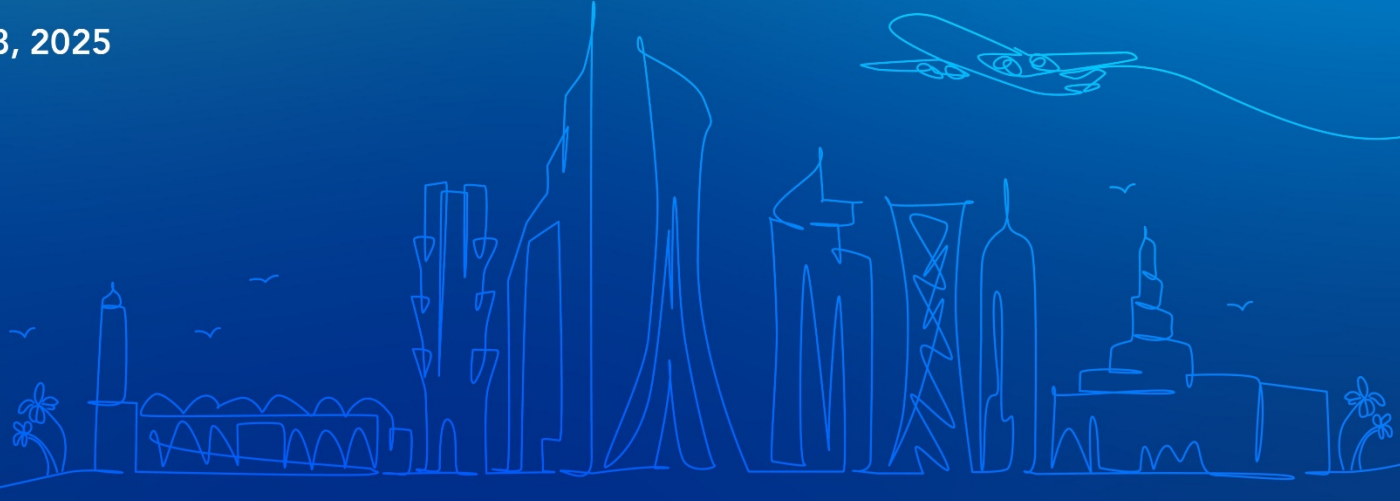
الهيئة العامة للطيران المدني
CIVIL AVIATION AUTHORITY
قطر QATAR



ICAO

MIDANPIRG/22 & RASG-MID/12

Doha, Qatar | May 4-8, 2025



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Doha, Qatar | May 4-8, 2025

MID Annual Safety Report 13th Edition

Mohamed Chakib

*Regional Officer, Safety Implementation
ICAO MID Office*



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Doha, Qatar | May 4-8, 2025

- ❑ Reactive safety information
- ❑ Proactive safety information
- ❑ Emerging Issues
- ❑ MID Region Safety Performance
- ❑ MID Region Safety Priorities

MID Region Annual Safety Report



A close-up photograph of a person's hands with pink nail polish, positioned on either side of a small white airplane model. The hands are held in a way that frames the airplane, which is sitting on a reflective surface. The background is a soft, out-of-focus grey.

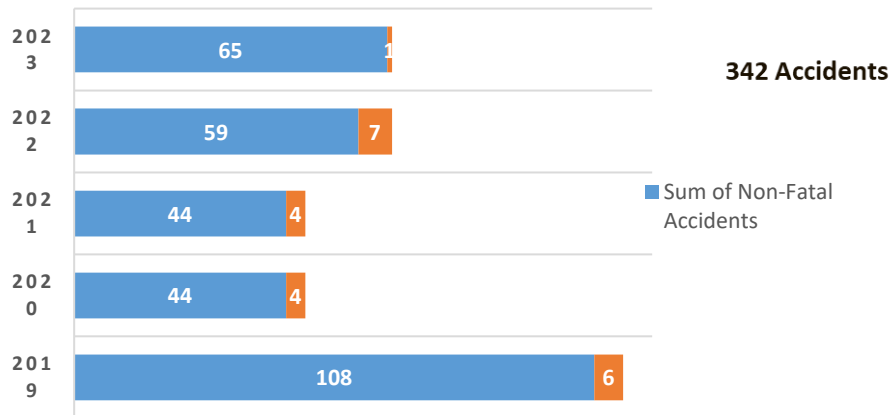
Reactive Safety Information State of Occurrence

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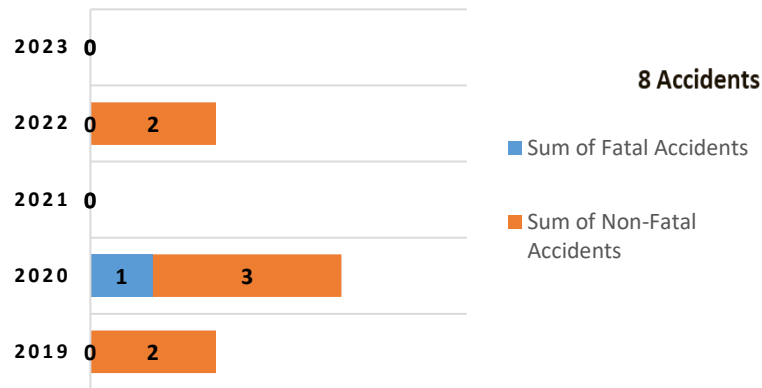
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State of occurrence-accidents schedule commercial above 5700 kg

Fatal Accidents Vs Accidents- Global



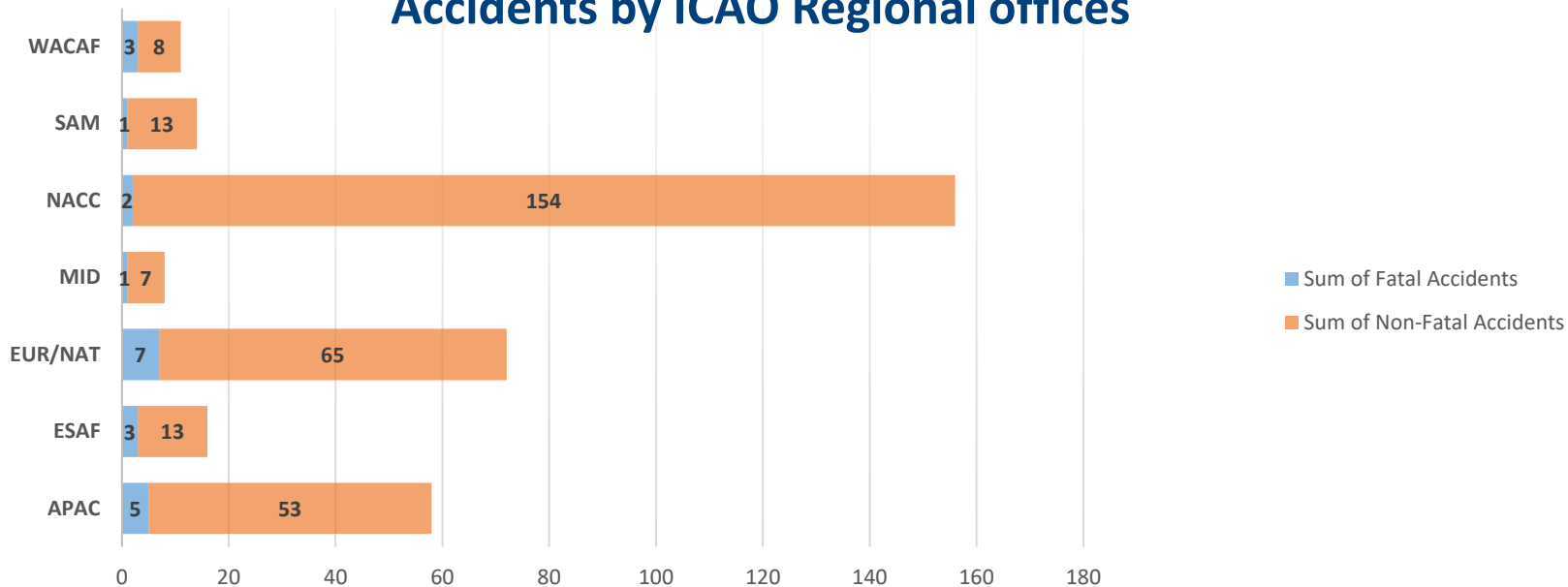
Fatal Accidents Vs Accidents- MID



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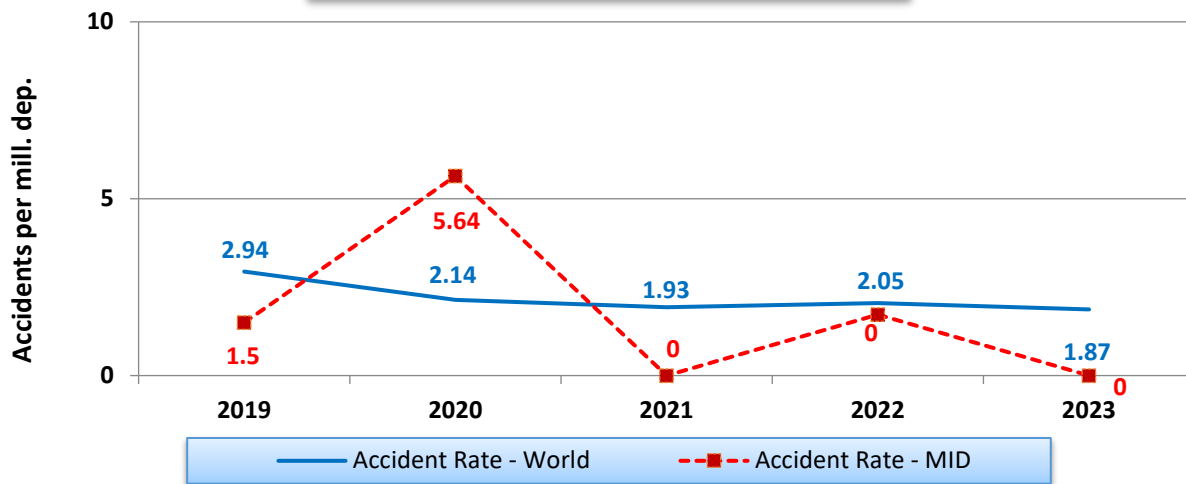
Accidents by ICAO Regional offices



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Accident Rate Scheduled Commercial above 5700 kg



Average 2019-2023

Average MID
1.17

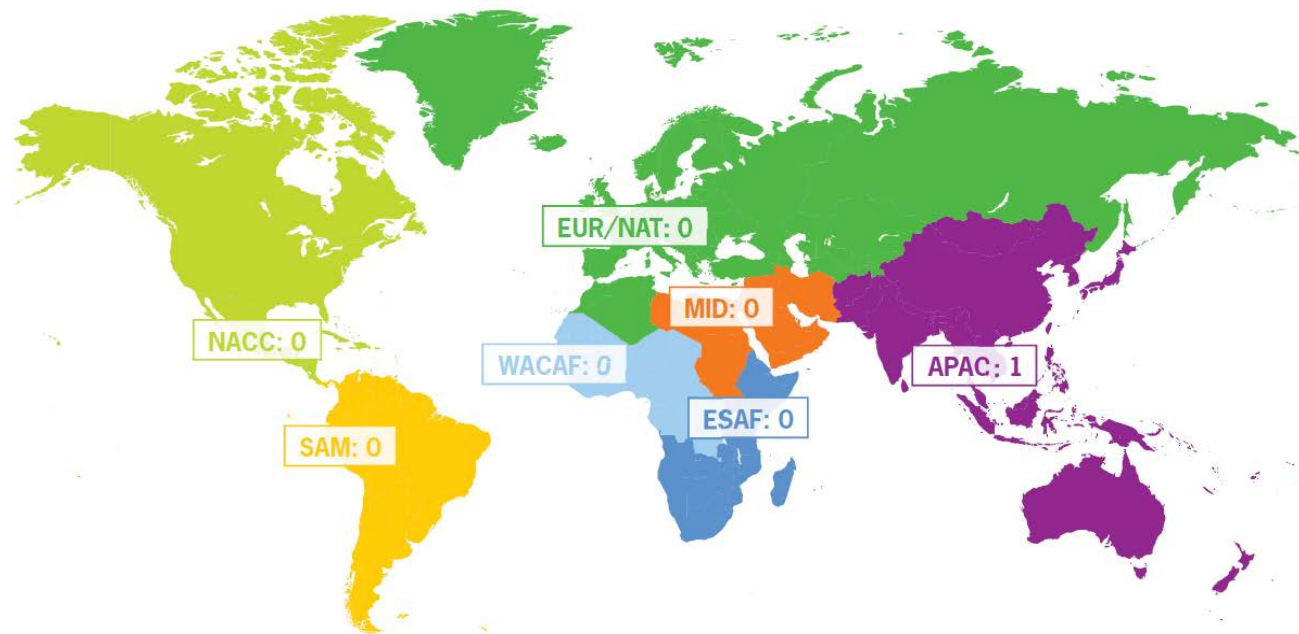
Average Global
2.18



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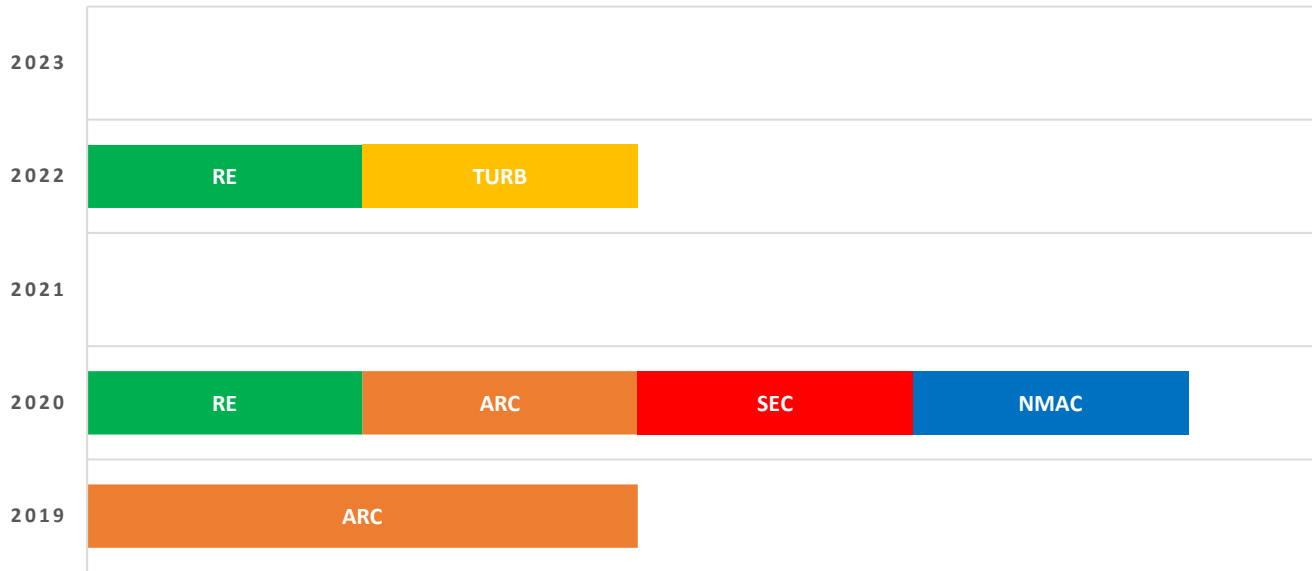
Number of fatal accidents by ICAO region in 2023



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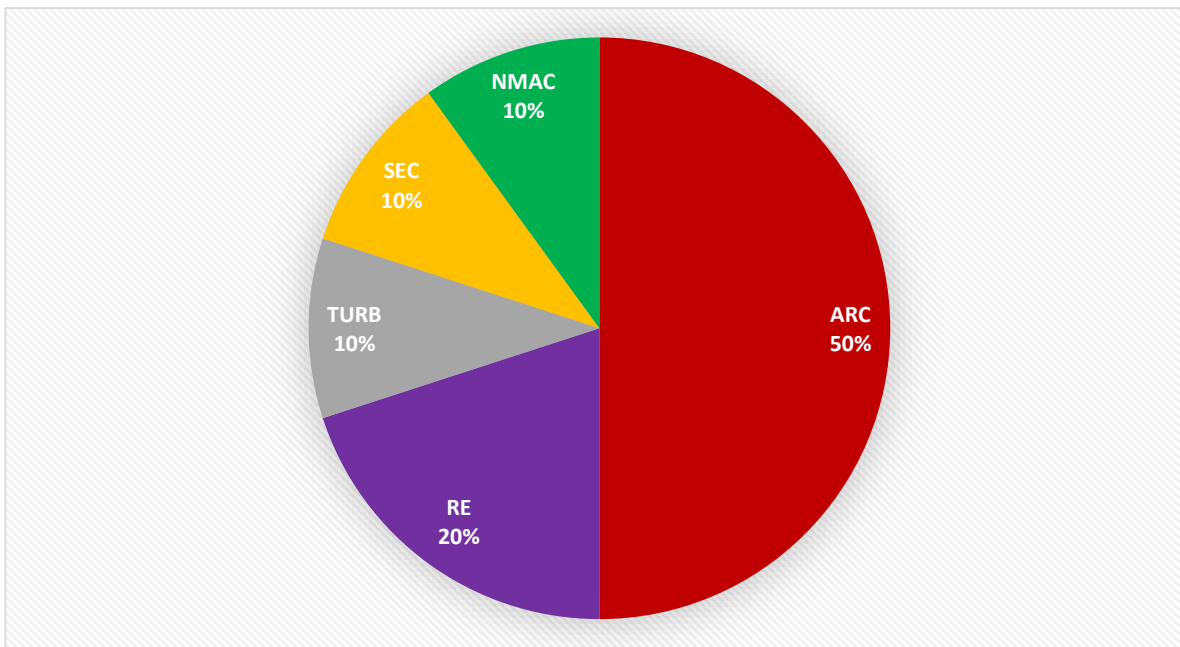
MID- Distribution of Occurrence Category



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Occurrence Category Distribution as Percentage

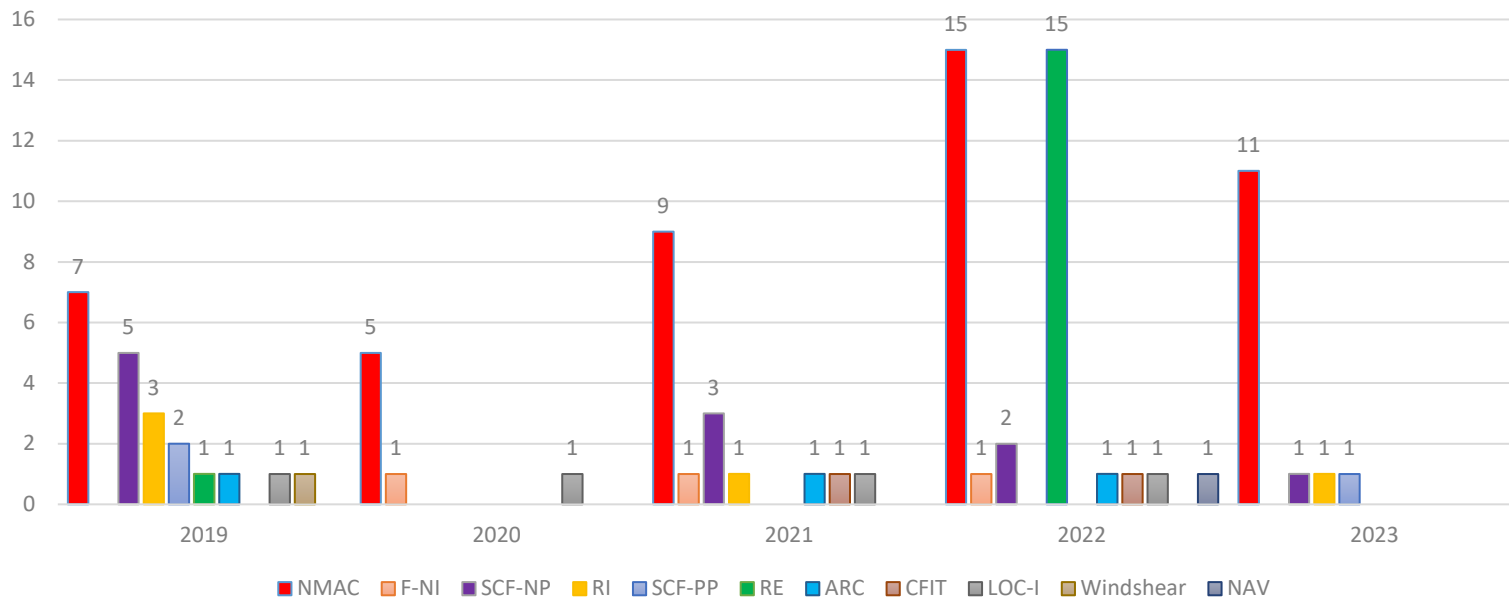


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Serious Incidents reported by States

MID-Serious incident 2019-2023



States Analysis

Main Safety issues

Identified
and shared
by the
States

EGPWS warnings

TCAS/RA

RE, RI & NAV

Low level wind shear & BS

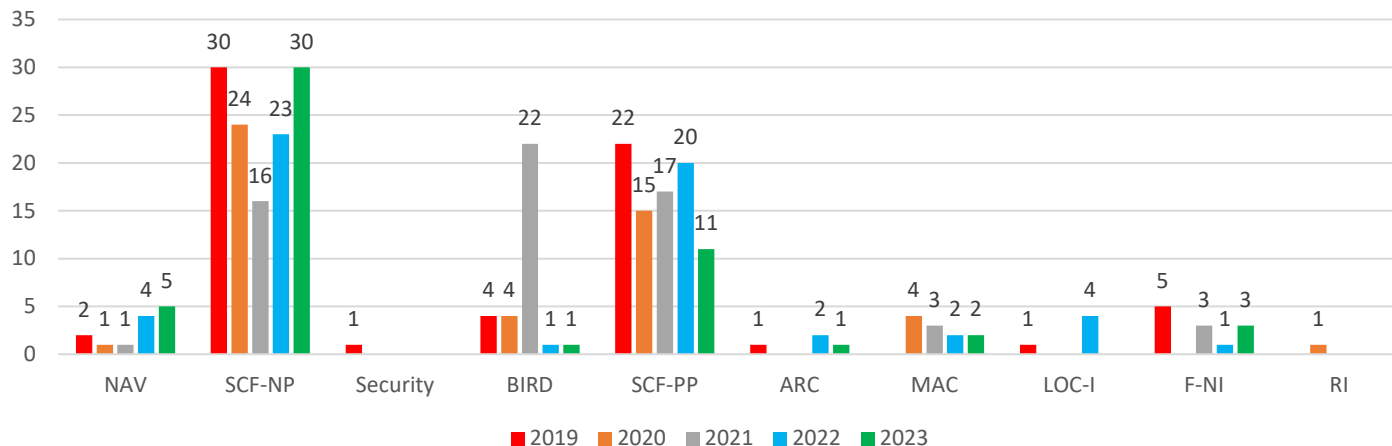
Technical Failures & SCF-PP

- Regulatory Oversight
- Human factors and Human Performance
- competence of personnel

Commercial helicopters operations Data Analysis reported by States

5 States shared some data analysis For the period 2019-2023, one LOC-I accident and one CFIT serious incident had occurred.

Commercial Heli Operation Incidents: 2019-2023



A close-up photograph of a person's hands with pink nail polish, positioned on either side of a small white airplane model. The hands are held in a way that frames the airplane, which is sitting on a reflective surface. The background is a soft, out-of-focus grey. The text "Proactive Safety Information" is overlaid in the center in a bold blue font.

Proactive Safety Information

Organizational Issues



**STATES' SAFETY
OVERSIGHT
CAPABILITIES**



**SAFETY
MANAGEMENT**



**HUMAN FACTORS &
HUMAN
PERFORMANCE**



**COMPETENCE OF
PERSONNEL**

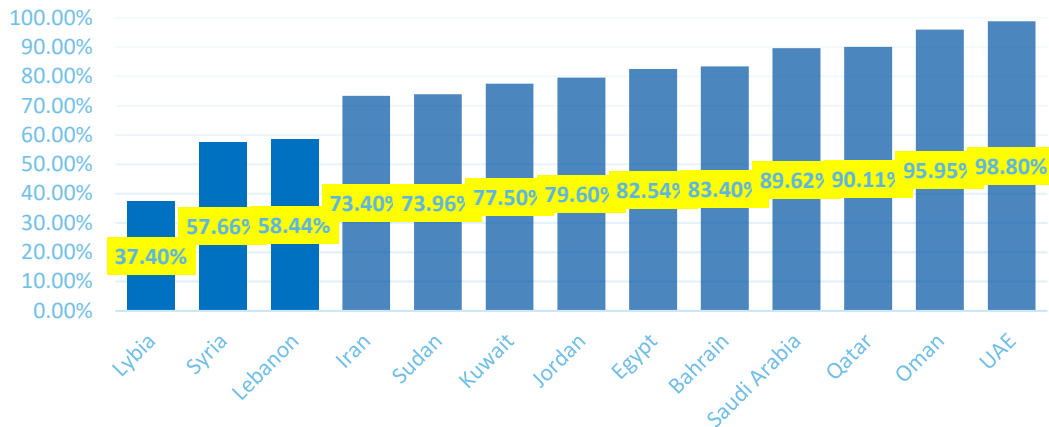


**RISK
INTERDEPENDENCIES**

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MID STATES USOAP OVERALL EI



Source: ICAO USOAP CMA On Line Framework (OLF).

13 out of 15 States have been audited

Overall MID EI = 76, 8%

3 states are below 60%
(Libya, Syria, Lebanon)

NO SSC in MID Region



MIDANPIRG/22 & RASG-MID/12

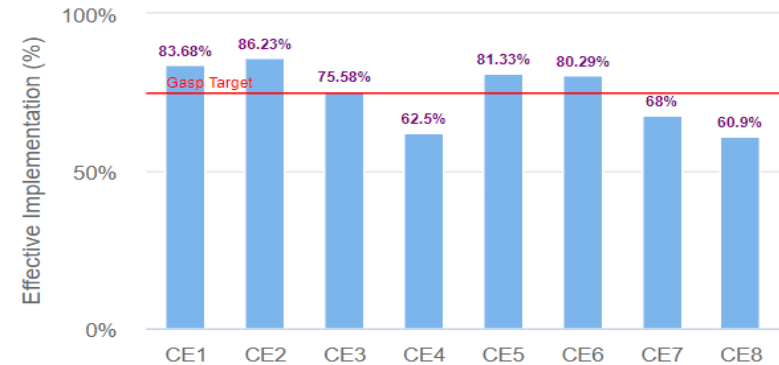
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MID USOAP

EI by Area



EI by Critical Element



6 areas and 5 critical elements are above 70%

CE4, CE7, & CE8 are the lowest in terms of EI (below 70%)

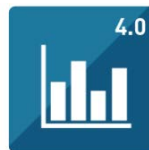
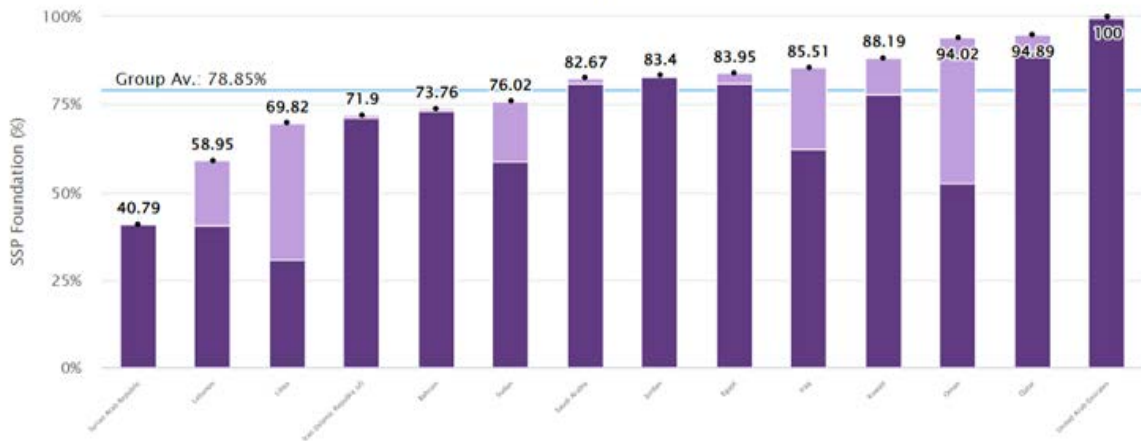
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MID Region State Safety Programme (SSP) Foundation

Overall SSP Foundation by State

RASG-MID



SSP Foundation

Overall EI for SSP foundation PQs for States in the MID Region is **78, 85%.**

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Risk interdependencies



**CYBERSECURITY
RISKS**



**GNSS INTERFERENCE
RISKS**



**5G INTERFERENCE
WITH RADIO
ALTIMETER**



**AVIATION HEALTH
SAFETY (AHS) RISKS**



**RISKS ARISING FROM
CONFLICT ZONES**



**SECURITY RISKS
WITH AN IMPACT ON
AVIATION SAFETY**

EMERGING ISSUES

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AAM and New Entrants

- 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.
- AAM ecosystem including, UAM and enablers such as UTM, automation and autonomy, information and data management, artificial intelligence (AI), etc.);
- Enabling the safe integration of UAS, being a fast evolving and emerging market segment, as well as of (VTOL-capable aircraft, also intended for urban air mobility (UAM) operations, continue to be priority activities.



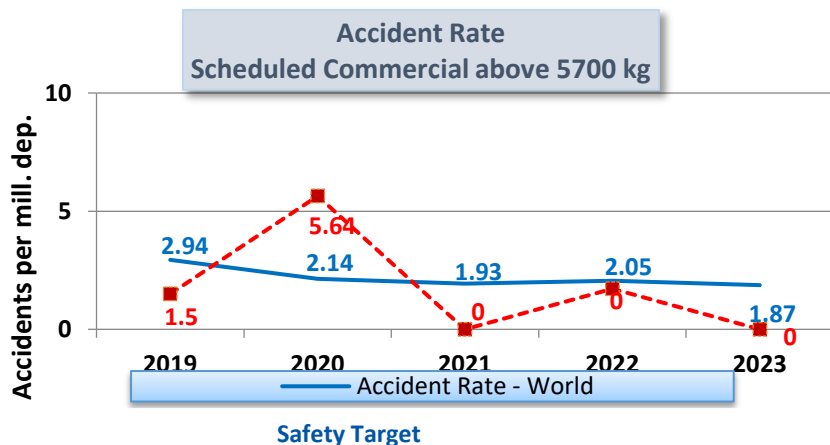
A close-up photograph of a person's hands, with light pink manicured nails, positioned on either side of a small white model airplane. The hands are slightly curled, framing the airplane. The airplane is a twin-engine jet with a yellow stripe along its fuselage. The background is a soft, out-of-focus grey. The title text is overlaid in the center.

MID Region Safety Performance

MIDANPIRG/22 & RASG-MID/12

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Goal 1: Achieve a Continuous Reduction of Operational Safety Risks



Reduce/Maintain the regional average rate of accidents to be in line with the global average rate

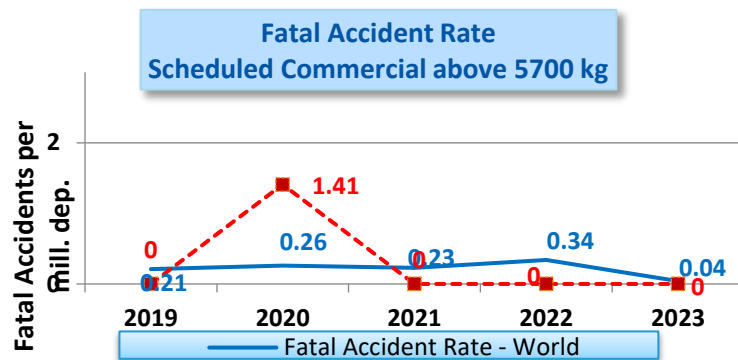
Average 2019-2023

Average MID

1.17

Average Global

2.18



Reduce/Maintain the regional average rate of fatal accidents to be in line with the global average rate

Average 2019-2023

Average MID

0.28

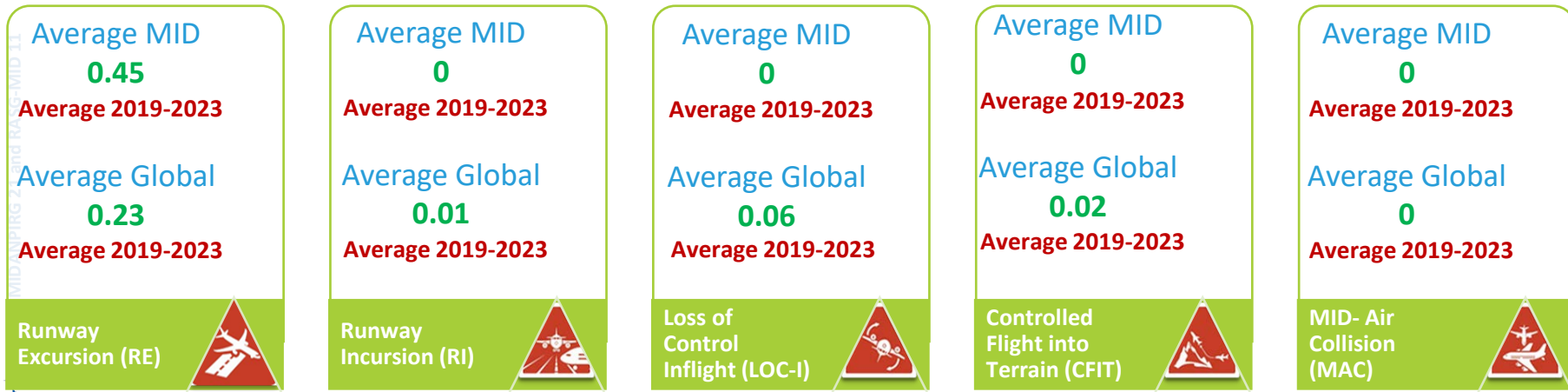
Average Global

0.21

MIDANPIRG/22 & RASG-MID/12

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Goal 1: Achieve a Continuous Reduction of Operational Safety Risks

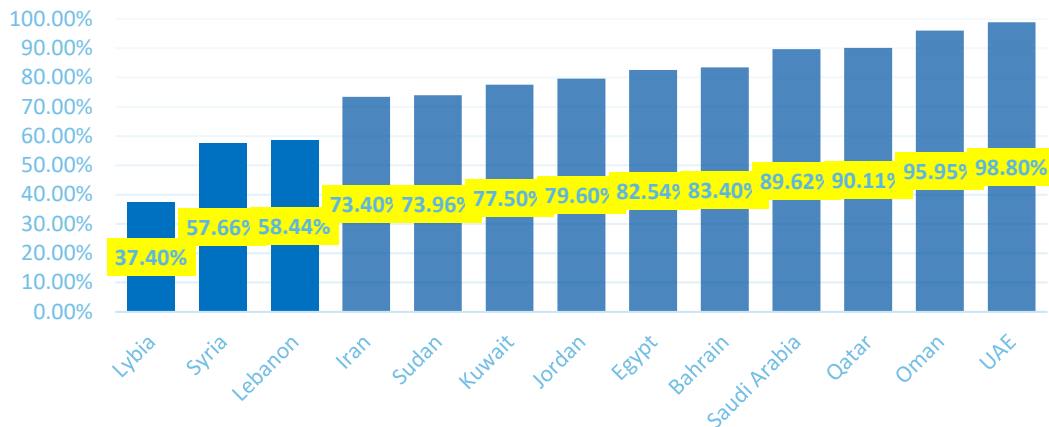


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Goal 2: Strengthen States' Safety Oversight Capabilities

MID STATES USOAP OVERALL EI



Source: ICAO USOAP CMA On Line Framework (OLF).

13 out of 15 States have been audited

Overall MID EI = 76, 8%

3 states are below 60%
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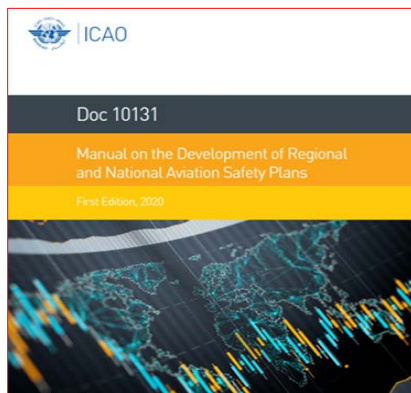
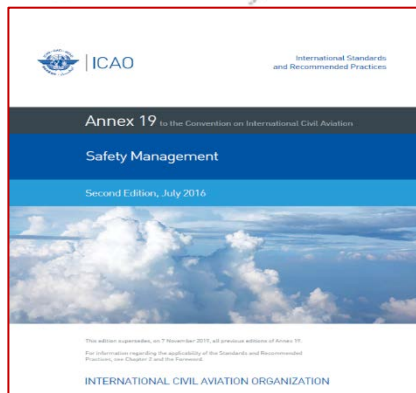
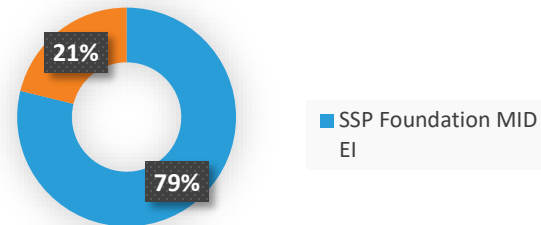
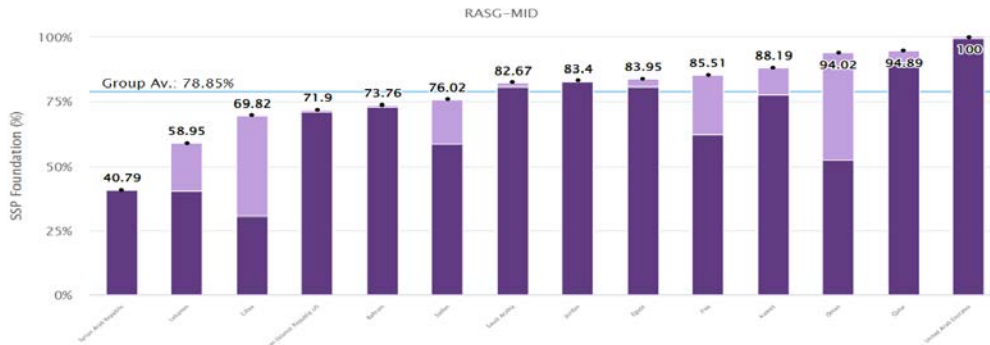
NO SSC in MID Region

MIDANPIRG/22 & RASG-MID/12

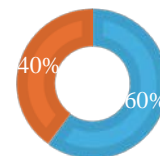
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Goal 3: Implementation of Effective SSP

Overall SSP Foundation by State



NASP Completed



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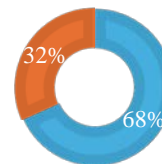
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Goal 4: Increase Collaboration at the Regional Level

Consolidated List of SEIs with their respective Safety Actions

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 to be supported by Airbus		2023- 2025
		A2- Advisory Circular: Mode Awareness and Energy State Management Aspects of Flight Deck Automation	IATA to be supported by Airbus		2023- 2025
		A3- Conduct Upset Recovery capacity building activities	UPRT Workshop. Airbus, ICAO, Kuwait	Regional ICAO UPRT Workshop (jointly involving Airbus, ICAO, Kuwait) conducted in Kuwait 7-11 May 2023. Completed	2023-2025
		A4- Develop guidance material on the air cargo safety	Oman	Planned for 2024	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		2023-2025
		A2- MID Region Action Plan/Milestones on the Global Reporting Format (GRF) Implementation.	ICAO		2023-2025
		A3- Awareness Material on the vulnerabilities of BARO-VNAV approaches and mitigation actions	ICAO	Planned for 2024	2023-2025

■ SEI Completed



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Goal 5: Expand the use of Industry Programmes



ICAO MID

SAFETY

MID-RASP

MIDDLE EAST REGIONAL AVIATION SAFETY PLAN



Second Edition

2023-2025

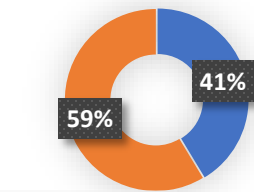
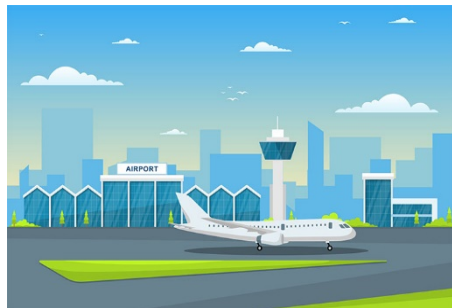
MID RASP 2023-2025
Edition developed
and published

MIDANPIRG/22 & RASG-MID/12

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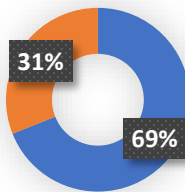
Goal 6: : Ensure Appropriate Infrastructure is available to Support Safe Operations

Aerodrome Certification



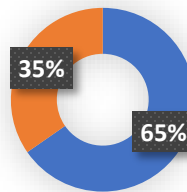
■ Aerodrome...

Runway Safety Team (RST)



■ RST...

GRF Plans implemented



■ GRF Plans...

A close-up photograph of a person's hands, with light pink manicured nails, positioned on either side of a small white model airplane. The hands are slightly curled, framing the airplane. The airplane is a twin-engine jet, viewed from the front, and sits on a reflective surface. The background is a soft, out-of-focus grey.

MID Region Safety Priorities

MIDANPIRG/22 & RASG-MID/12

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MID Region Safety Priorities



Operational
safety risks

Organizational
issues

Emerging
issues

Conclusion

MID Region Safety Priorities

Regional
Operational Safety
Risks

LOC-I, RE/ARC, MAC, CFIT, and RI

- States' Safety Oversight capabilities
- Safety Management
- Human Factors & Human Performance
- Competence of personnel
- Risk interdependencies

Cybersecurity risks
GNSS Interference Risks
5G interference with Radio Altimeter
aviation health safety (AHS) risks
Risks arising from conflict zones, and
Security risks with an impact on aviation safety.

Regional
Organizational
Issues

Emerging Issues

- UAS and manned VTOL-capable aircraft;
- Artificial intelligence (AI) in Aviation; and
- Digitalization in the aviation field.

13th MID Annual Safety Report Draft



SAFETY

MID Region Annual Safety Report



Sharing of Safety Data Analysis & safety information



States are encouraged to provide necessary safety information to the ICAO MID Office, by 30 June 2025

The Draft of the 14th edition of the MID ASR will be presented to the ASRG/7 meeting for review.

Thank You

