

# MID Region Safety Priorities & Performance

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SEIG/6 Meeting

13<sup>th</sup> Oct 2024

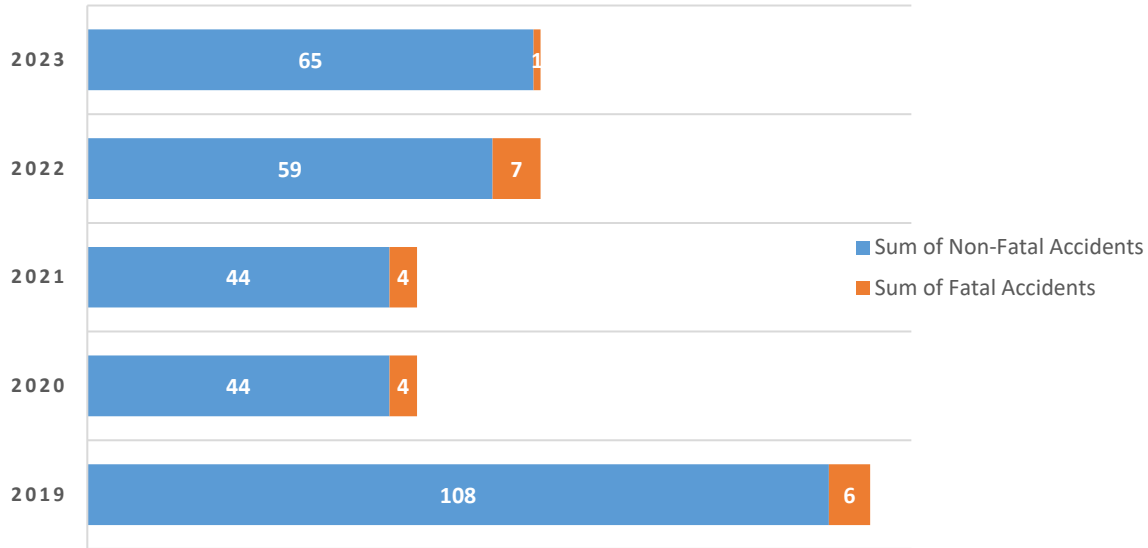
Kuwait



A close-up photograph of a person's hands, with light-colored nail polish, holding a small white model airplane. The person is wearing a light-colored, long-sleeved shirt. The background is a soft, out-of-focus pattern. The text "MID Region Safety Performance" is overlaid in the center in a bold, blue font.

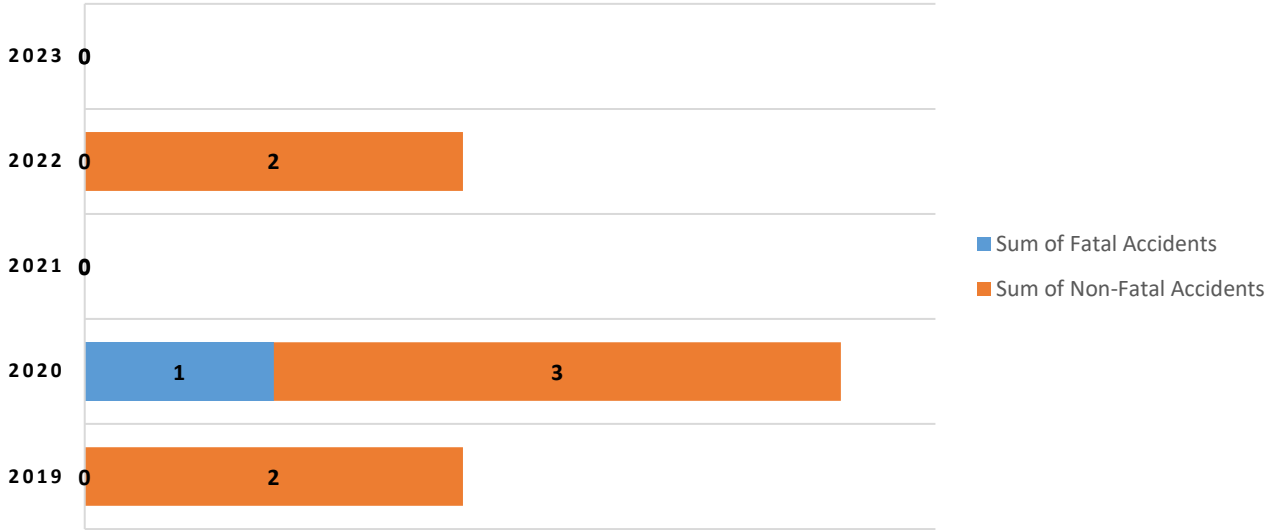
# MID Region Safety Performance

# Number of Global Accidents



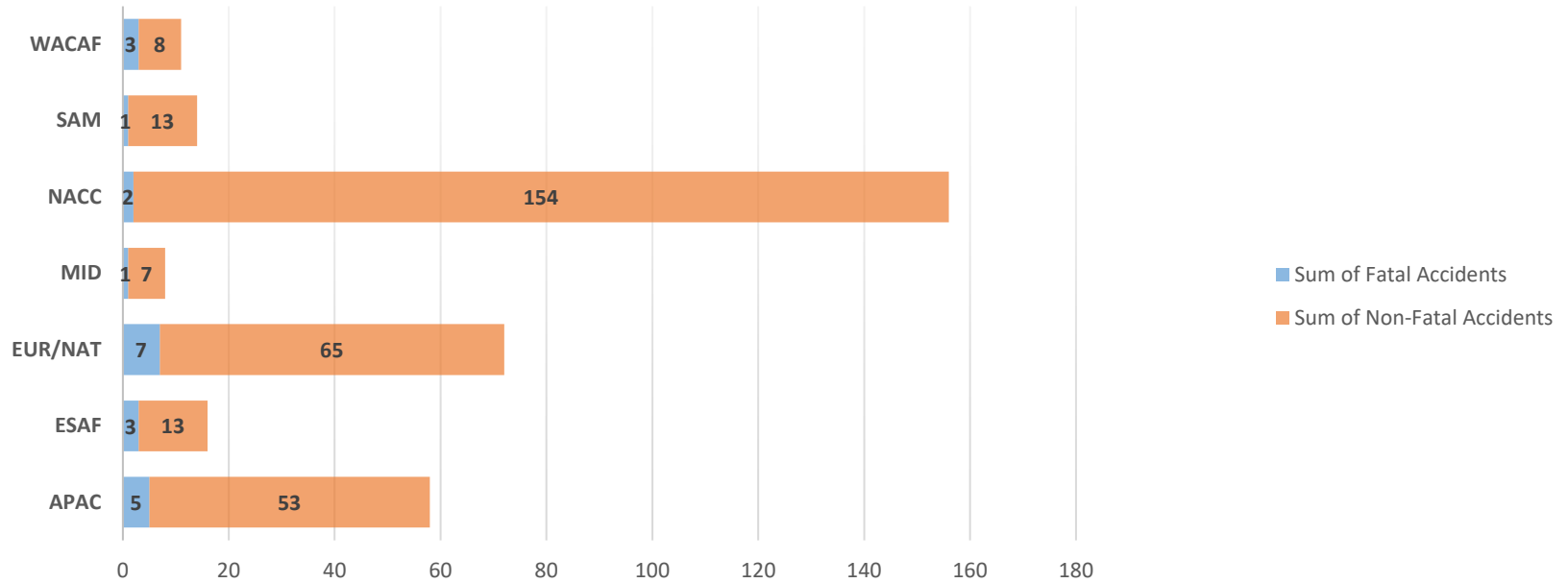
**342 Accidents**

# Number of MID Accidents

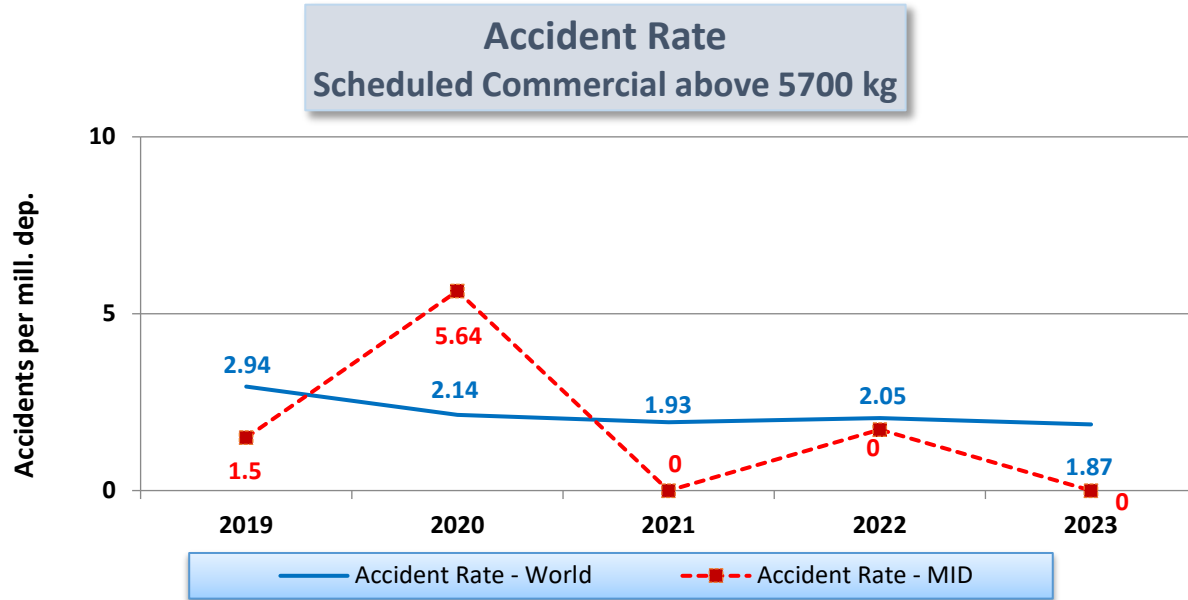


**8 Accidents**

# Accidents by Regional offices



# Accident Rate

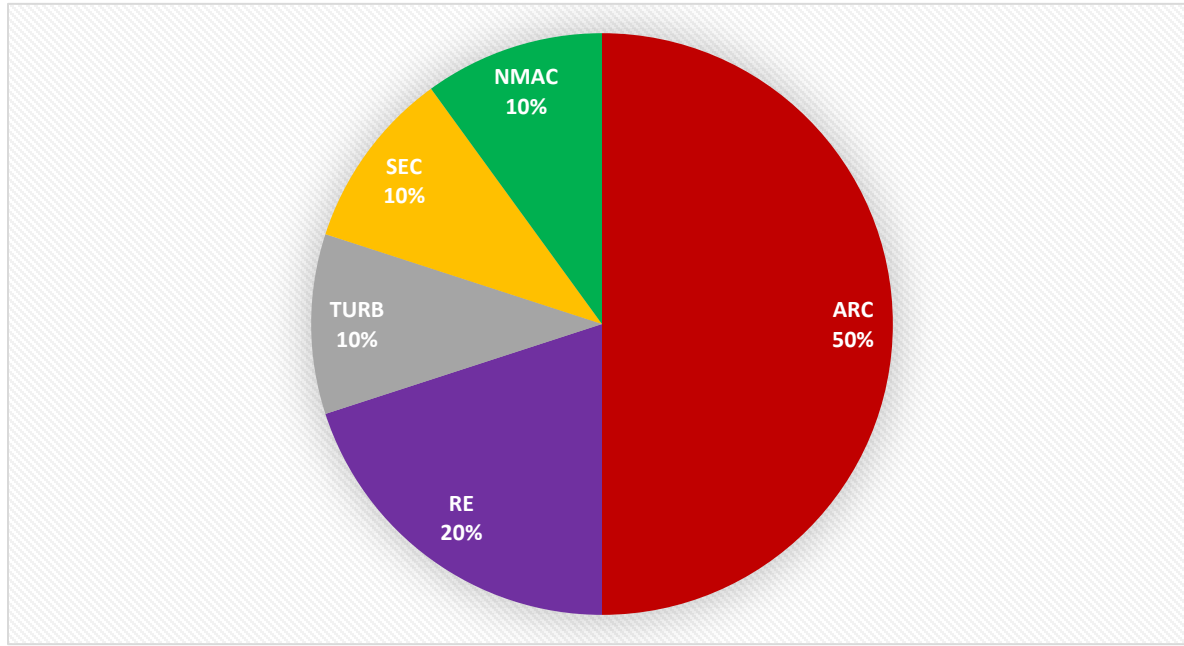


Average 2019-2023

Average MID  
1.17

Average Global  
2.18

## Occurrence Category Distribution as Percentage

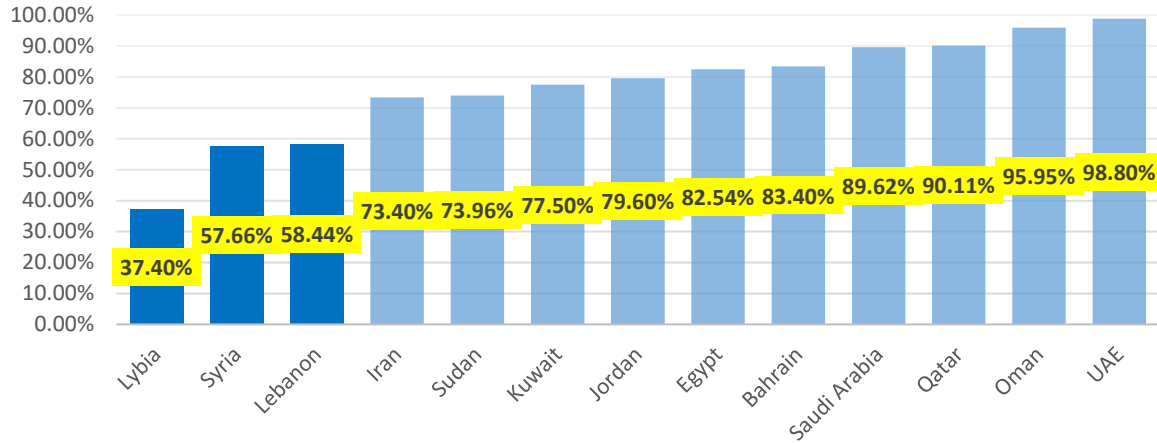


# PROACTIVE SAFETY INFORMATION



# MID USOAP

## MID STATES USOAP OVERALL EI



13 out of 15 States have been audited

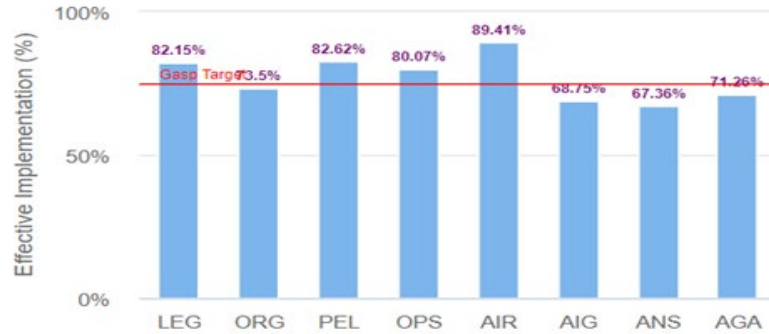
**Overall MID EI = 76, 8%**  
which is above Global average (69.68%)

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

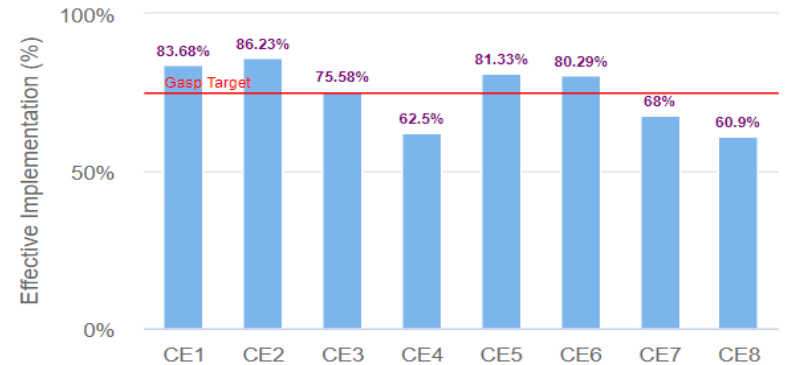
**NO SSC in MID Region**

# MID USOAP

## EI by Area



## EI by Critical Element



6 areas and 5 critical elements are above 70%

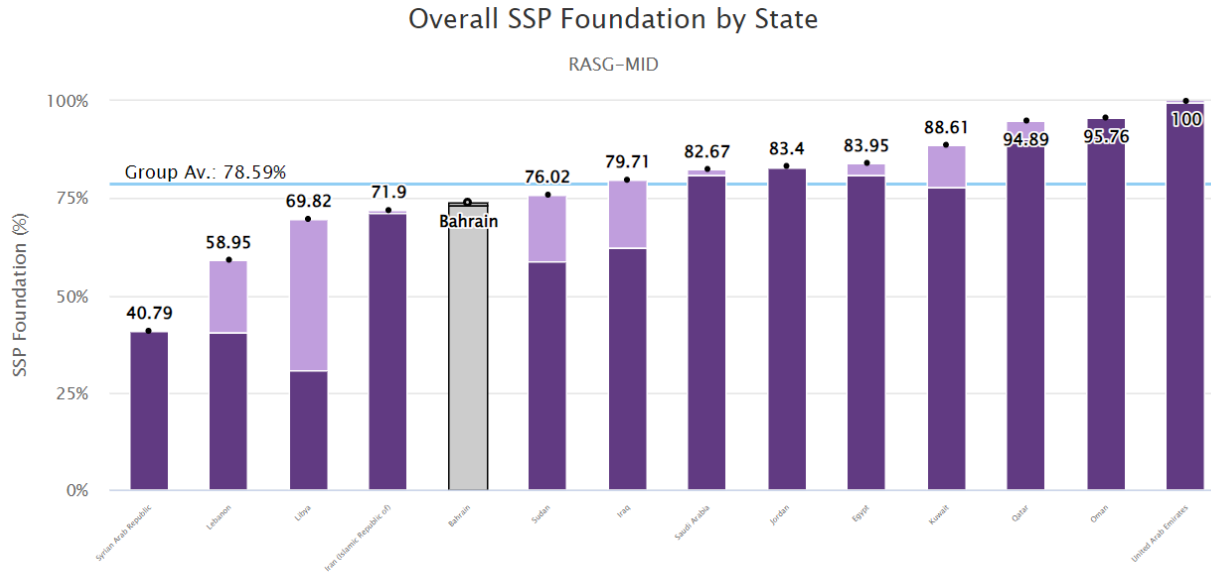
CE4, CE7, & CE8 are the lowest in terms of EI (below 70%)



# MID Region State Safety Programme (SSP) Foundation



**SSP Foundation**  
Status of SSP Foundation Protocol Questions



Average EI for SSP foundation PQs for States in the MID Region is **78, 59%**.

## Human Factors and Human Performance

- As the aviation system changes, it is imperative to ensure that human factors and the impact on human performance are taken into account, both at service provider and regulatory levels
- As new technologies emerge on the market and the complexity of the system continues increasing, it is of key importance to have the right competencies and adapt training methods to cope with new challenges.



# Competence of Personnel

- Availability of well-trained and competent aviation personnel is paramount to the safety and resilience of the aviation industry. Some of States in MID Region has a mature and detailed regulatory framework in place to ensure proper training, licensing, adequacy of training devices and oversight.
- several factors are challenging this mature framework:
  - ✓ new technologies and increasing automation are changing the safety needs for aviation personnel and new training devices are emerging.
  - ✓ New aircraft types and technological advancements in virtual reality/artificial intelligence are revolutionizing pilot training altogether.



## Manage Risk Interdependencies

- Cybersecurity Risks
- GNSS Interference/Spoofing Risks
- 5G interference with Radio Altimeter Risks
- Security Risks with an Impact on Aviation Safety
- Risks Arising from Conflict Zones
- Aviation Health Safety (AHS) Risks



# EMERGING ISSUES



## 1. 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.





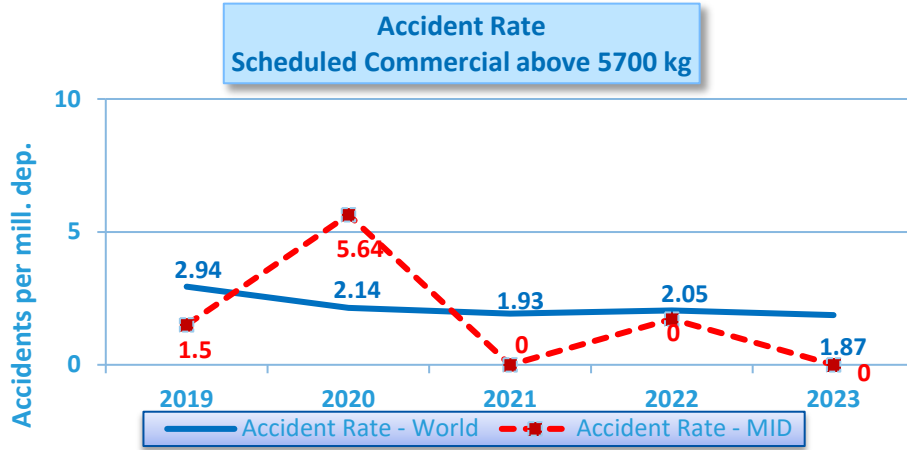


# MID REGION SAFETY PERFORMANCE

A close-up photograph of a person's hands, with light-colored nail polish, holding a small white model airplane. The person is wearing a light-colored, long-sleeved shirt. The background is a soft, out-of-focus pattern. The text "MID Region Safety Performance" is overlaid in the center in a bold, blue font.

# MID Region Safety Performance

# Goal 1: Achieve a Continuous Reduction of Operational Safety Risks



Safety Target

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

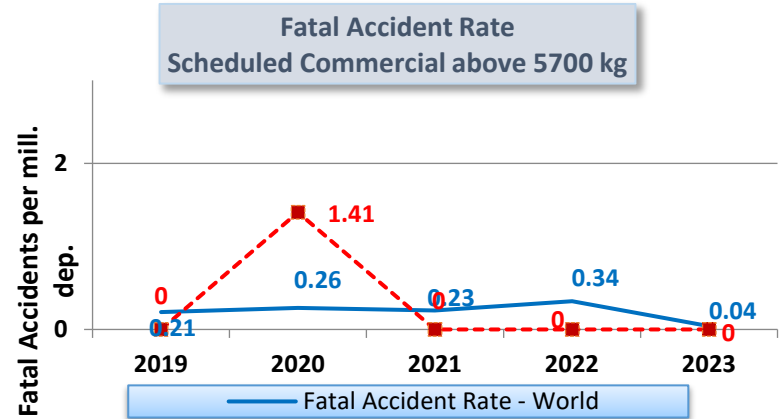
**Average 2019-2023**

Average MID

**1.17**

Average Global

**2.18**



Safety Target

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

**Average 2019-2023**

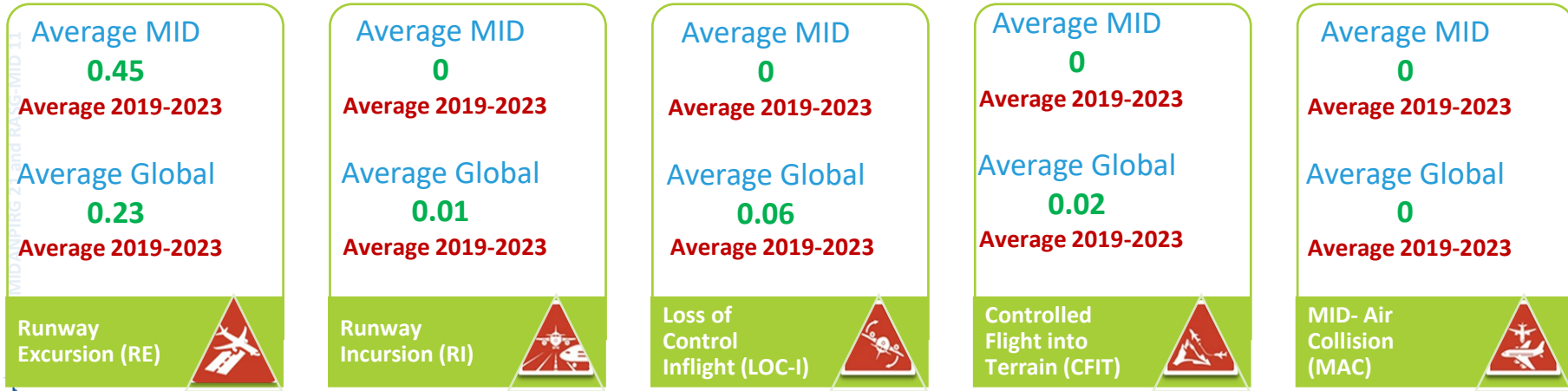
Average MID

**0.28**

Average Global

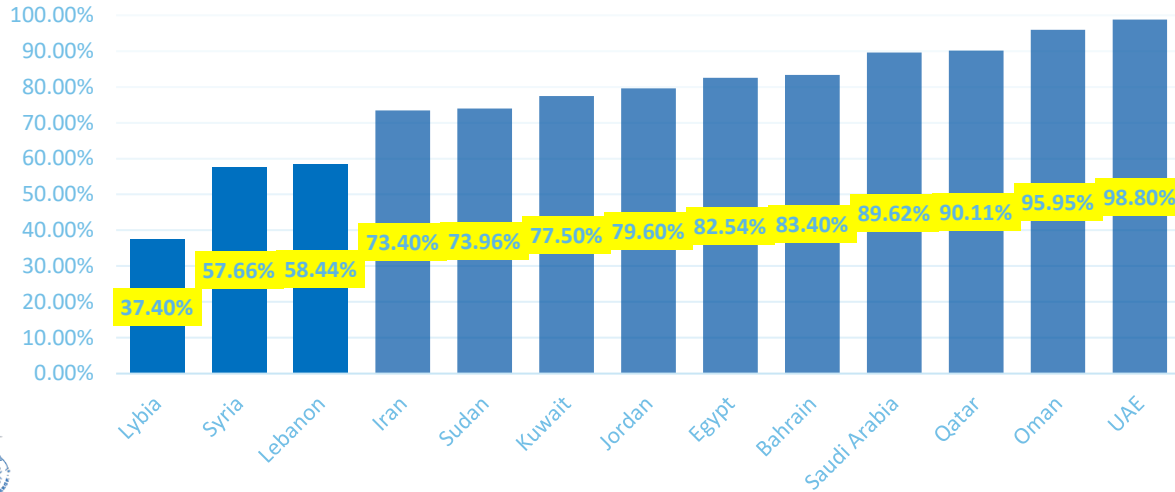
**0.21**

# Goal 1: Achieve a Continuous Reduction of Operational Safety Risks



# Goal 2: Strengthen States' Safety Oversight Capabilities

## MID STATES USOAP OVERALL EI



13 out of 15 States have been audited

**Overall MID EI = 76, 8%**

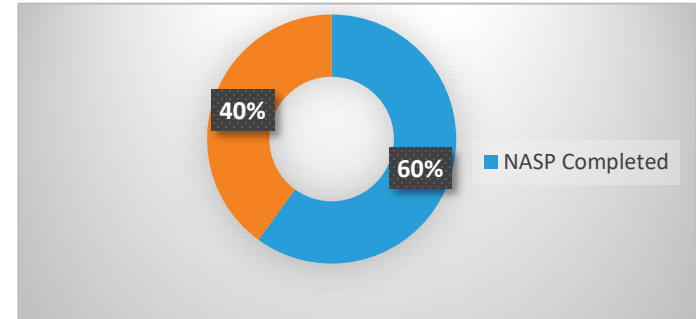
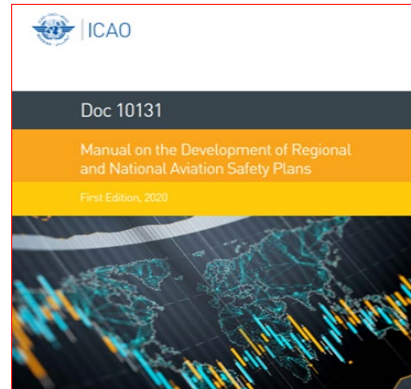
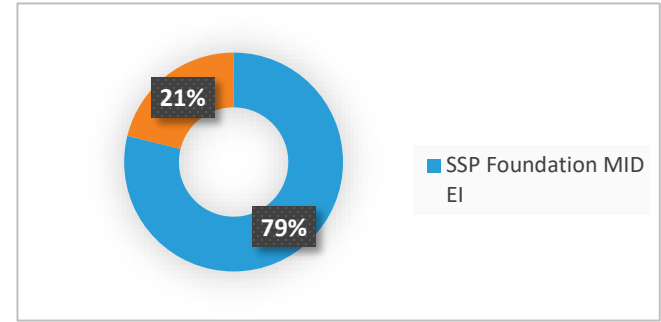
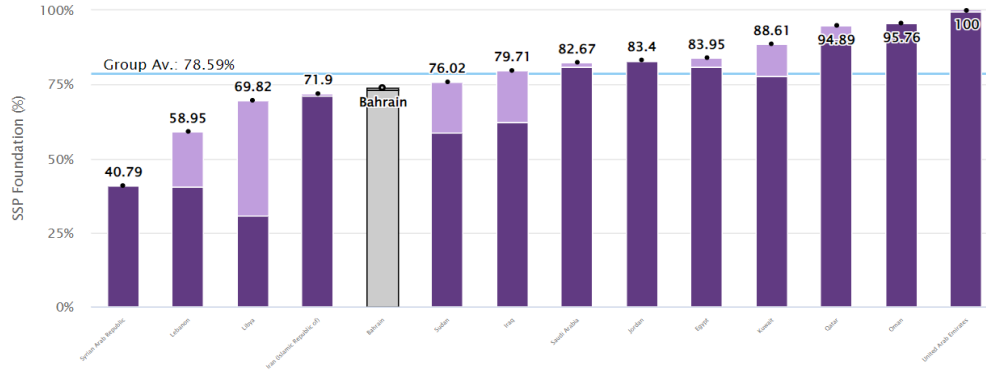
3 states are below 60% (Libya, Syria, Lebanon)

**NO SSC in MID Region**

# Goal 3: Implementation of Effective SSP

Overall SSP Foundation by State

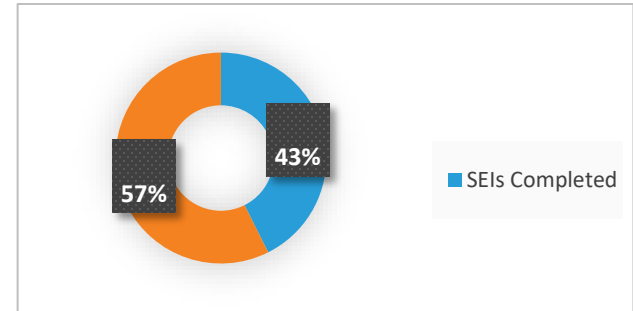
RASG-MID



# 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
<b>Regional Operational Safety Risks</b>					
<b>Goal 1: Achieve a Continuous Reduction in Operational Risks</b>					
<b>G1-SEI-01:</b>	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. <b>Completed</b>	2023-2025
		A4- Develop guidance material on the air cargo safety	Oman	Planned for 2024	2023-2025
<b>G1-SEI-02:</b>	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



# Goal 5: Expand the use of Industry Programmes



ICAO MID

SAFETY

## MID-RASP

MIDDLE EAST REGIONAL AVIATION SAFETY PLAN



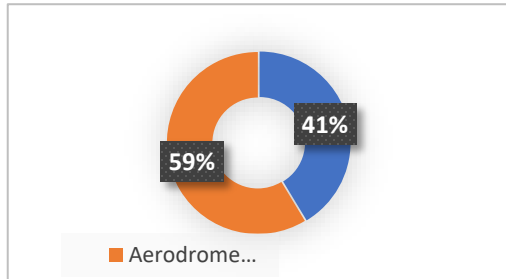
**MID RASP 2023-2025  
Edition developed  
and published**



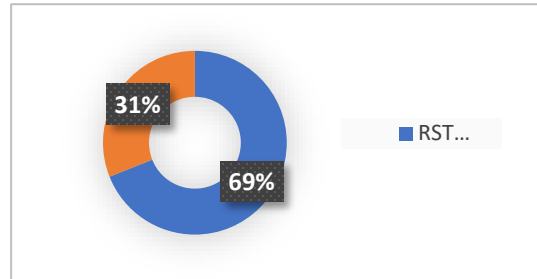


# Goal 6: : Ensure Appropriate Infrastructure is available to Support Safe Operations

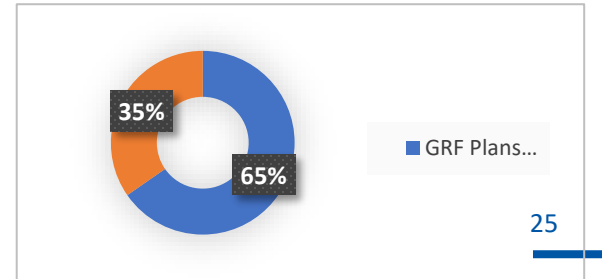
## Aerodrome Certification



## Runway Safety Team (RST)



## GRF Plans implemented



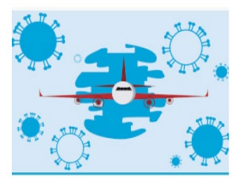
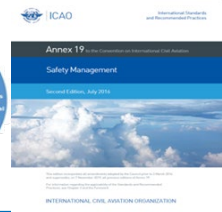


ICAO

UNITING AVIATION

# MID REGION SAFETY PRIORITIES

# MID Region Safety Priorities



**Operational safety risks**

**Organizational issues**

**Emerging issues**

# 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 & Spoofing Risks  
aviation health safety (AHS) risks  
Risks arising from conflict zones, and  
Security risks with an impact on aviation safety.

Organizational  
Issues

Emerging Issues

- AAM and New Entrants: UAS, eVTOL

13<sup>th</sup> MID Annual Safety Report Draft



SAFETY

MID Region Annual Safety Report



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# Thank You

