



**REPORT OF THE  
DGCA-MID/3 MEETING  
(Doha, Qatar, 27-29 April 2015)**

**تقرير الاجتماع الثالث للمدراء العاميين  
للطيران المدني في إقليم الشرق الأوسط**

**(الدوحة، قطر، 27-29 ابريل 2015)**

**Qatar Civil Aviation Authority (QCAA)**

**الهيئة العامة للطيران المدني - قطر**



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

**REPORT OF THE THIRD MEETING OF THE  
DIRECTORS GENERAL OF CIVIL AVIATION-  
MIDDLE EAST REGION**

**(DGCA-MID/3)**

*(Doha, Qatar, 27-29 April 2015)*

Approved by the Meeting  
and published by authority of the Secretary General

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## **PART I - HISTORY OF THE MEETING**

### **1. INTRODUCTION**

1.1 The Third Meeting of the Directors General of Civil Aviation-Middle East Region (DGCA-MID/3) was hosted by Qatar Civil Aviation Authority (QCAA) at the Marriott Hotel, Doha, State of Qatar, from 27 to 29 April 2015.

1.2 The meeting was attended by a total of Eighty Two (82) participants, which included experts from Fifteen (15) States (Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Mauritania, Morocco, Oman, Palestine, Qatar, Saudi Arabia, Sudan, United Arab Emirates and United States) and Seven (7) International/Regional Organizations (AACO, ACAC, CANSO, GCC, IATA, IFALPA and IFATCA). The list of participants is at **Attachment A**.

### **2. OPENING CEREMONY**

2.1 The meeting was opened by His Excellency Abdul Aziz Al-Noaimi, Chairman of Qatar Civil Aviation Authority who extended a warm welcome to all Delegates to the Third Meeting of the Directors General of Civil Aviation in the Middle East Region. He saluted the participation of Mr. Raymond Benjamin, the Secretary General of ICAO, and highlighted that this demonstrates the high importance that ICAO attaches to the MID Region. He expressed his assurance that with the vision and contributions of the Delegates, the DGCA-MID/3 meeting would be very successful and pave the way for further enhancement of air transport safety, security and efficiency in the Region. The full text of the Chairman Opening Remarks is at **Attachment B**.

2.2 Mr. Raymond Benjamin, Secretary General of ICAO, welcomed all Delegates to Doha. He expressed ICAO's sincere gratitude and appreciation to the Chairman, His Excellency Abdul Aziz Al-Noaimi for his kind words and for the generous hospitality extended to all participants. Mr. Benjamin recalled that he had the honour to open the DGCA-MID/1 meeting in Abu Dhabi, in March 2011, and stated that it had been very encouraging to see the progress achieved by the MID Region since that time. He provided a brief update on global developments related to the different ICAO Strategic Objectives as well as the main achievements in the MID Region. He wished the Meeting fruitful deliberations, productive meeting and a pleasant stay in Doha. The full text of the ICAO Secretary General Opening Remarks is at **Attachment C**.

### **3. SECRETARIAT**

3.1 Mr. Mohamed R. M. Khonji, ICAO Middle East Regional Director acted as the Secretary of the Meeting, assisted by Mr. Mohamed Smaoui, Deputy Regional Director (DRD), Mr. Mashhor Alblowi, Regional Officer, Flight Safety (FLS), Mr. Elie El Khoury, Regional Officer, Air Traffic Management/Search and Rescue (ATM/SAR) and Mr. David Sterland, Regional Officer Aviation Security and Facilitation (AVSEC/FAL) from the ICAO Middle East Regional Office.

3.2 The meeting was also supported by Mr. Stephen Creamer, Director Air Navigation Bureau (D/ANB), Mr. Djibo Boubacar, Director Air Transport Bureau (D/ATB) and Mr. Iván Galán, Director Technical Co-operation Bureau (D/TCB), from ICAO Montréal.

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#### 4. LANGUAGE AND ADMINISTRATION

4.1 The proceedings were conducted in Arabic and English and the meeting documentation was issued in both languages. Translation and simultaneous interpretation services were also provided.

#### 5. CONCLUSIONS

5.1 The meeting, after reviewing and discussing the working papers listed in DGCA-MID/3 IP/1 at **Attachment D**, developed a total of Six (6) Conclusions as follows:

***DGCA-MID/3 CONCLUSION 3/1 – DOHA DECLARATION ON AVIATION  
SAFETY AND AIR NAVIGATION***

*That, the Doha Declaration on Aviation Safety and Air Navigation in the MID Region, at **Appendix 4A**, is endorsed.*

***DGCA-MID/3 CONCLUSION 3/2 – MID REGION ATM ENHANCEMENT  
PROGRAMME MEMORANDUM OF AGREEMENT***

*That,*

- a) *the MID Region ATM Enhancement Programme (MAEP) Memorandum of Agreement (MOA), at **Appendix 4B**, is endorsed; and*
- b) *States, that have not yet done so, are encouraged to sign the MAEP MOA.*

***DGCA-MID/3 CONCLUSION 3/3 – MID REGION ATM ENHANCEMENT  
PROGRAMME FUNDING MECHANISM***

*That,*

- a) *the MID Region ATM Enhancement Programme (MAEP) Steering Committee be tasked to explore options for the funding of MAEP; and*
- b) *the MAEP Board is delegated the authority to endorse the final funding mechanism for MAEP*

***DGCA-MID/3 CONCLUSION 3/4 – MIDAD PROJECT***

*That,*

- a) *the MIDAD Project be managed as a TCB project under the MAEP framework;*
- b) *the final decision on the funding mechanism of the MIDAD Project be addressed by the MIDAD TF and MAEP SC/Board;*

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- c) *States committed to the MIDAD Project ensure that their representatives to the upcoming MIDAD TF and MAEP SC/Board meetings have the authority to decide on the funding of the MIDAD Detailed Study; and*
  - d) *a progress report on the MIDAD Project be presented to the DGCA-MID/4 meeting.*

***DGCA-MID/3 CONCLUSION 3/5 – ESTABLISHMENT OF MENA RSOO***

*That, Bahrain, Egypt, Jordan, Kuwait, Morocco, Oman, Qatar, Saudi Arabia and Sudan are committed to participate in the establishment process of a Regional Safety Oversight Organization for the Middle East and North African Group of States (MENA RSOO), as reflected in the Letter of Intent at **Appendix 5C**.*

***DGCA-MID/3 CONCLUSION 3/6 – NOISE MONITORING AND CONTROL***

*That, States be urged to:*

- a) *conduct a comprehensive noise study in order to identify the airports where mitigation measures are necessary to minimize the number of people affected by aircraft noise, and develop associated plans of action, accordingly; and*
- b) *send an update on the results of the study and actions implemented/planned to the ICAO MID Regional Office by **December 2015**.*

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**PART II – REPORT ON AGENDA ITEMS****REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA**

(DGCA-MID/3-WP/1)

1.1. The meeting reviewed and adopted the following Agenda:

- Agenda Item 1:** Adoption of the Provisional Agenda
- Agenda Item 2:** Review and Follow-up of Action Items arising from the previous Meetings
- Agenda Item 3:** Managerial Issues
- Agenda Item 4:** Air Navigation
- Agenda Item 5:** Aviation Safety
- Agenda Item 6:** Aviation Security and Facilitation
- Agenda Item 7:** Environmental Protection
- Agenda Item 8:** Technical Cooperation
- Agenda Item 9:** Air Transport
- Agenda Item 10:** Dates and Venues of Next Meetings
- Agenda Item 11:** Any other Business

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**REPORT ON AGENDA ITEM 2: REVIEW AND FOLLOW-UP OF ACTIONS ITEMS ARISING FROM THE PREVIOUS MEETING**

(DGCA-MID/3-WP/2)

2.1 The subject was addressed in WP/2 presented by the Secretariat. The meeting considered the follow up actions and implementation status of the 12 Conclusions of the DGCA-MID/2 meeting held in Jeddah, Saudi Arabia, 20-22 May 2013. It was noted with appreciation that the majority of the DGCA-MID/2 Conclusions have been completed or at least actioned. However, it was highlighted that although the ICAO MID Regional Office had undertaken the necessary follow-up actions to the DGCA-MID/2 Conclusion 2/1 and Conclusion 2/2 related to the *States' support for the use of the Arabic Language in the MID Region* and *Support to the ICAO MID Office Activities*, respectively, including the establishment of specific account to receive the voluntary contributions, no State made any contribution. Accordingly, the meeting encouraged States to coordinate with the ICAO MID Regional Office for the provision of voluntary financial or in-kind contributions.

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**REPORT ON AGENDA ITEM 3: MANAGERIAL ISSUES*****Guidance Material for the Convening of the DGCA Meetings***

(DGCA-MID/3-WP/3)

3.1 The subject was addressed in WP/3 presented by the Secretariat. The meeting recalled the DGCA-MID/2 outcome related to the Guidance Material for the Convening of the Directors General of Civil Aviation (DGCA) Meetings in the Middle East Region.

3.2 The meeting agreed that the information papers and power point presentations (PPTs) would be made available only in the original language; and that the ICAO MID Regional Office should coordinate on a case-by-case basis with the Host State if the Appendices of the working papers need to be translated or no (para. 8.7 of the Guidance, refers).

3.3 The meeting agreed to the revised list of the minimum requirements for the hosting of the meeting, including the requirements related to IT services, security issues and assistance for the issuance of entry visa.

3.4 Based on the above, the meeting endorsed the revised version of the Guidance Material for the Convening of the Directors General of Civil Aviation (DGCA) Meetings in the Middle East Region as at **Appendix 3A**.

***Assistance for the conduct of meetings and missions in the MID Region***

(DGCA-MID/3-WP/4)

3.5 The subject was addressed in WP/4 presented by the Secretariat. It was highlighted that the conduct of meetings and missions necessitates coordination with the host State. The meeting noted that the issuance of entry visa to some participants was in many cases a big challenge and the delays in visa processing or even visa refusal, in some cases, led to the postponement of some events and/or resulted in low level of attendance in other events. Accordingly, the meeting urged States to explore ways and means (internal coordination at Ministerial level) to facilitate the granting of entry visas for official missions to the participants attending ICAO events in their State, in a timely manner. Nevertheless, it was also re-emphasized that applicants for visa should comply with the timelines reflected in the Bulletin of the meeting/event.

3.6 In the same vein, the meeting was appraised of the difficulties facing the Middle East Regional Monitoring Agency (MIDRMA) when conducting GMU missions especially with the Customs (i.e.: in some cases the Customs did not authorize the MIDRMA staff to enter the Country with the GMU Units). Accordingly, the meeting supported the MIDANPIRG/14 Conclusion 14/37 and urged States to take necessary measures to implement its provisions.

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**REPORT ON AGENDA ITEM 4: AIR NAVIGATION*****Air Navigation Global update***

(DGCA-MID/3-PPT/7)

4.1 The subject was addressed in PPT/7 presented by the Secretariat, which included also an update on safety at both global and regional levels. It was highlighted that Performance-Based Navigation (PBN), Continuous Descent Operations (CDO), Continuous Climb Operations (CCO), Aeronautical Information Management (AIM), Air Traffic Flow Management (ATFM) and Collaborative Decision Making (CDM) have been identified as the global air navigation priorities. The meeting noted that the regional dashboards and the air navigation reports are used to provide progress (updated status of implementation). In this respect, the meeting noted that the 2015 Air Navigation Report will be published soon and will be available on the ICAO public website.

4.2 Based on the above, the meeting urged States to continue measuring and reporting against regional air navigation targets and performance indicators.

***MID Air Navigation Strategy and Progress Report on the Air Navigation Priorities and Targets***

(DGCA-MID/3- PPT/1 and WP/5)

4.3 The subject was addressed in PPT/1 and WP/5 presented by the Secretariat. The meeting noted that the MSG/4 meeting reviewed, updated and endorsed the MID Region Air Navigation Strategy, consolidated based on the outcome of the different MIDANPIRG subsidiary bodies and inputs received from States and concerned international organizations. The Strategy includes 12 ASBU Block 0 Modules identified as priority for implementation in the MID Region. The Strategy is available on the ICAO MID Regional Office website: [https://portal.icao.int/RO\\_MID/Pages/eDocs.aspx](https://portal.icao.int/RO_MID/Pages/eDocs.aspx)

4.4 In connection with the above, the meeting reviewed the implementation status of the Air Navigation Priorities and Targets, as reported by the First meeting of the Air Navigation Systems Implementation Group (ANSIG/1) (Cairo, Egypt, 10-12 February 2015). The meeting noted with concern that the implementation of the MID Region Priorities is still below the agreed targets. Accordingly the meeting urged States to take necessary measures to foster the implementation of the regional air navigation priorities and objectives.

***Doha Declaration***

(DGCA-MID/3- WP/5 and WP/11)

4.5 The subject was addressed in WP/5 and WP/11 presented by the Secretariat. The meeting reviewed and updated the Declaration on Aviation Safety and Air Navigation in the MID Region, at **Appendix 4A**, which was developed taking into consideration the MID Region Air Navigation and Safety Strategies and the Montréal Declaration on Planning for Aviation Safety Improvement (February 2015). The objective of the Declaration is to expedite the achievement of the main Aviation Safety and Air Navigation Targets in the MID Region.

4.6 Considering that the governing body of the MID Region Air Navigation Strategy is MIDANPIRG, the meeting endorsed the Doha Declaration at **Appendix 4A**, which includes a set of core Air Navigation Targets to be monitored by the DGCA-MID meetings.

4.7 Based on the above, the meeting agreed to the following Conclusion:

***DGCA-MID/3 CONCLUSION 3/1 – DOHA DECLARATION ON AVIATION SAFETY AND AIR NAVIGATION***

*That, the Doha Declaration on Aviation Safety and Air Navigation in the MID Region at Appendix 4A, is endorsed.*

***Qatar ANS Improvements to achieve MID Air Navigation Strategy Objectives***

(DGCA-MID/3- PPT/12)

4.8 The subject was addressed in PPT/12 presented by Qatar. The meeting was apprised of the latest developments related to the ANS systems improvements in Qatar to achieve the MID Air Navigation Strategy Objectives, in particular the implementation of the priority 1 Block 0 Modules.

***MID ATM Enhancement Programme (MAEP)***

(DGCA-MID/3- PPT/2 and WP/6)

4.9 The subject was addressed in PPT/2 and WP/6 presented by the MAEP Board Chairman and the Secretariat, respectively. The meeting was provided with a progress report related to the establishment of MAEP. The meeting noted that in order to complete the establishment of MAEP and to start the process for the recruitment of a manager for the MAEP Project Management Office (PMO), the following documents should be finalized and signed by States:

- a) MAEP Memorandum of Agreement (MOA), which should be signed between States;
- b) MAEP Management Service Agreement (MSA), which should be signed between States and ICAO; and
- c) MAEP Project Document (ProDoc), which should be signed between States and ICAO.

4.10 The meeting reviewed and endorsed the MAEP MOA, at **Appendix 4B**, which was consolidated by the Secretariat based on the inputs received from States. The meeting agreed that the MAEP MOA shall come into effect on the date it is signed by at least five (05) States. In this respect the meeting urged States to join the Programme through the signature of the MAEP MOA. The meeting applauded Sudan and UAE for the signature of the MAEP MOA. The meeting noted that the majority of States are supporting the Programme in principal; however, they need more time in order to finalize their internal approval process before signature. The meeting noted with appreciation that UAE will support the Programme with in-kind contribution.

4.11 Based on the above, the meeting agreed to the following Conclusion:

***DGCA-MID/3 CONCLUSION 3/2 – MID REGION ATM ENHANCEMENT PROGRAMME MEMORANDUM OF AGREEMENT***

*That,*

- a) *the MID Region ATM Enhancement Programme (MAEP) Memorandum of Agreement (MOA) at Appendix 4B, is endorsed; and*
- b) *States, that have not yet done so, are encouraged to sign the MAEP MOA.*

4.12 The meeting noted that the MAEP MSA reflects the agreement between States and ICAO TCB regarding the management and other support services to be provided by or through ICAO. It was highlighted that States that have already signed an MSA with ICAO TCB, do not need to sign another MSA for MAEP.

4.13 The meeting noted that the MAEP ProDoc provides the project details such as: Project objectives, outputs, activities, inputs to be delivered by ICAO, States, and other Stakeholders, project monitoring, communication procedures; budget, job description of the MAEP PMO personnel, etc.

4.14 The meeting noted with appreciation that a MAEP ProcDoc Action Group was established by the First meeting of the MAEP Steering Committee (MAEP SC/1) (Dubai, UAE, 20-22 January 2015), to review and finalize the Draft MAEP ProDoc and eventually the Draft MSA. The meeting agreed that the final Draft MAEP MSA and ProDoc should be sent to States for final review and comment, prior to the endorsement by the MAEP Board or MIDANPIRG.

4.15 The meeting noted the concern raised by some States related to the payment of the MAEP annual contribution, and eventually the funding of the projects that will be implemented under the framework of MAEP. Accordingly, the meeting tasked the MAEP SC to explore several options for the funding of MAEP and delegated the authority to the MAEP Board to agree on the appropriate funding mechanism.

4.16 Based on the above, the meeting agreed to the following Conclusion:

***DGCA-MID/3 CONCLUSION 3/3 – MID REGION ATM ENHANCEMENT PROGRAMME FUNDING MECHANISM***

*That,*

- a) the MID Region ATM Enhancement Programme (MAEP) Steering Committee be tasked to explore options for the funding of MAEP; and*
- b) the MAEP Board is delegated the authority to endorse the final funding mechanism for MAEP.*

***Contingency Planning***

(DGCA-MID/3-WP/7)

4.17 The subject was addressed in WP/7 presented by the Secretariat. The meeting was apprised of the regional and inter-regional developments related to contingency planning. The meeting noted that some airspace users continue to circumnavigate Baghdad, Damascus, Sana'a, and Tripoli Flight Information Regions (FIRs), due to the conflicts zones. In this respect, the meeting noted with appreciation that contingency measures have been successfully implemented by the concerned States.

4.18 The meeting noted that in accordance with MID Region ATM Contingency Plan, the Notification Procedures had been implemented and the Contingency Coordination Teams (CCTs), which ensured effective coordination between the concerned parties for sharing information and implementation of contingency measures, had been activated.

4.19 The meeting was apprised of the outcomes of the First and Second meetings of the Ad-Hoc Afghanistan Contingency Group (AHACG), held respectively in Kuala Lumpur, Malaysia, 11-12 September 2014, and Istanbul, Turkey, 17-19 November 2014. The meeting noted that the AHACG/3 meeting will be held in Muscat, Oman from 11 to 14 May 2015. These Ad-Hoc meetings are organized by the three ICAO Regional Offices, Asia-Pacific (APAC), Europe and North Atlantic (EUR/NAT) and Middle East (MID), to agree on inter-regional contingency arrangements to be implemented in case of the discontinuity of the Air Traffic Services (ATS) in Afghanistan after the date of the termination of the current ANSP contract.

4.20 Based on the above, the meeting urged States to implement the global and regional contingency provisions/measures to ensure the safety of the air traffic operating across the MID Region.

### ***Search and Rescue (SAR)***

(DGCA-MID/3-WP/8)

4.21 The subject was addressed in WP/8 presented by the Secretariat. The meeting was apprised of the regional developments related to Search and Rescue (SAR). The meeting noted that the SAR deficiencies in the MID Region concern mainly the following:

- a) lack of signature of SAR agreements;
- b) lack of plans of operations for the conduct of SAR operations and SAR exercises;
- c) training of SAR personnel and SAR inspectorate staff;
- d) lack of provision of required SAR services; and
- e) non-compliance with the carriage of Emergency Locator Transmitter (ELT) requirements.

4.22 Based on the above, the meeting urged States to take necessary measures to ensure the implementation of the ICAO provisions related to SAR.

4.23 The meeting was apprised of the outcome of the ICAO/International Maritime Organization (IMO) Search and Rescue-Global Maritime Distress and Safety System Conference (ICAO/IMO SAR GMDSS Conference), which was successfully held in Bahrain 21-22 October 2014, for the Gulf Cooperation Council (GCC) States. The Conference provided a forum for sharing experiences and discussing relevant matters to SAR between Civil/Military Aeronautical and Maritime representatives.

4.24 The meeting urged States to take into consideration the Recommendations emanating from the ICAO/IMO SAR GMDSS related to civil aviation, when planning for or implementing SAR services.

4.25 The meeting noted that the ICAO MID Regional Office will schedule a SAR Regional Workshop in 2016, which might be held jointly with the IMO to foster the implementation of SAR provisions in the MID Region and enhance cooperation between concerned stakeholders. In this respect, the meeting encouraged States to actively participate in the planned workshop and ensure that their delegations are composed of Civil/Military Aeronautical and Maritime representatives involved in SAR.

4.26 The meeting recognized the importance of the conduct of regional/sub-regional SAR training exercises.

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### ***Global Flight Tracking***

(DGCA-MID/3-PPT/7 and WP/8)

4.27 The subject was addressed in PPT/7 and WP/8 presented by the Secretariat. The meeting noted that the Air Navigation Commission, at the third meeting of its 198th Session held on 29 January 2015, considered a proposal for amendment of Annex 6 — *Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes*, to develop a performance-based aircraft tracking requirement, and authorized its transmission to Contracting States and relevant international organizations, for comment.

4.28 The proposed amendments, which are aligned with the Global Aeronautical Distress and Safety System (GADSS) concept of operations and the performance criteria identified in the Aircraft Tracking Task Force (ATTF) Report, have been prepared as a matter of urgency, as recommended by the HLSC 2015. The GADSS and ATTF Report are available as attachments to the HLSC 2015-WP/2 and WP/11, respectively, on the HLSC 2015 website: (<http://www.icao.int/Meetings/HLSC2015/Pages/WorkingPapers.aspx>).

4.29 The proposed amendments were circulated by ICAO through State Letter Ref.: AN 11/1.1.29-15/12 dated 25 February 2015, requesting States to provide their comments on the proposed amendments, not later than 15 May 2015. The applicability date of the proposed amendments is 10 November 2015.

4.30 The meeting noted the concerns raised by States related to the installation cost of the technologies supporting the flight tracking and their associated costs such as training, new regulations, etc. In the same vein, it was highlighted that other alternatives should be explored in case some air operators were unable to equip their aircraft with flight tracking capabilities, such as compulsory position reporting, civil/military coordination, etc.

4.31 Based on the above, the meeting urged States to:

- a) review the proposed amendments and provide their comments to ICAO by **15 May 2015**; and
- b) take necessary measures to implement the recommendations/requirements included in the GADSS and ATTF Report.

4.32 The meeting noted Sudan's concerns related to the installation and maintenance of equipment and the challenges they are facing due to the embargo imposed on Sudan.

### ***MID Region AIM Database (MIDAD) Project***

(DGCA-MID/3-WP/9)

4.33 The subject was addressed in WP/9 presented by the Secretariat. The meeting noted that, in line with the DGCA-MID/2 Conclusion 2/7, the Civil Aviation Affairs of Bahrain (BCAA) published a Call for Tender for the development of the specifications for the MIDAD Detailed Study on 15 August 2013. After evaluation of tenders, ITV was selected as the Consultant and a contract was signed on 10 February 2014. The meeting noted with appreciation that Bahrain, Qatar, Saudi Arabia and UAE covered the cost of the mentioned contract on the basis of equal contribution (Total cost: 40,000 EUR).

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4.34 The meeting noted that, in accordance with the Action Plan/Timelines related to the MIDAD Project and based on the Specifications for the Detailed Study, a Call for Tender for the MIDAD Detailed Study was published by UAE on 25 November 2014. Offers were received from Two (2) Companies by 1 March 2015: NATS and a joint venture (Helios, Group EAD and APAC).

4.35 Taking into consideration the outcomes of the MSG/4, MAEP SC/1 and MIDAD TF/2 meetings, it was agreed that there is a strong link between the funding mechanism of the MIDAD project and the legal framework (signature of contract, collection of contributions, etc.). Accordingly, the meeting agreed that the MIDAD Project (Detailed Study, implementation, operation, etc.) be managed as a TCB project under the MAEP framework. The meeting agreed that the final decision on the funding mechanism of the MIDAD Project should be addressed by the upcoming MIDAD TF/3 and MAEP SC/Board meetings.

4.36 Based on the above, the meeting agreed to the following Conclusion:

***DGCA-MID/3 CONCLUSION 3/4 – MIDAD PROJECT***

*That,*

- a) the MIDAD Project be managed as a TCB project under the MAEP framework;*
- b) the final decision on the funding mechanism of the MIDAD Project be addressed by the MIDAD TF and MAEP SC/Board;*
- c) States committed to the MIDAD Project ensure that their representatives to the upcoming MIDAD TF and MAEP SC/Board meetings have the authority to decide on the funding of the MIDAD Detailed Study; and*
- d) a progress report on the MIDAD Project be presented to the DGCA-MID/4 meeting.*

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**REPORT ON AGENDA ITEM 5: AVIATION SAFETY*****Aviation Safety Global Update***

(DGCA-MID/3-PPT/7)

5.1 The subject was addressed in PPT/7 presented by the Secretariat, which included also an update on air navigation at both global and regional levels. It was highlighted that the Global Aviation Safety Plan (GASP) identifies the global objectives and priorities for the aviation community. Runway Safety, Controlled Flight Into Terrain, and Loss of Control In-Flight continue to be top global safety priorities. The meeting noted that the regions together with their RASGs have established their regional priorities, indicators and targets. This is now measured and published in a transparent manner through the Regional Dashboards available online at the ICAO public website, providing an up-to-date status. This is supported by the annual safety reports, which provide a snapshot of the status of safety for the world.

5.2 The meeting was appraised of the accidents statistics at the global and regional level as well as the current global status of ICAO safety audit results for all member States. In this respect, it was highlighted that in accordance with the GASP, the global target is for all States to achieve effective implementation rates above 60% by 2017. However, 76 States have yet to achieve this target, and it was recognized that with an average improvement rate of 1.5% per year, it might be difficult to achieve this goal.

5.3 With regard to the MID Region, it was underlined that one (1) Significant Safety Concern (SSC) is not yet resolved and accordingly, it was recommended to prioritize the resolution of this SSC through a technical assistance project, as well as support from the Regional Office and States.

5.4 The meeting was appraised of the main outcomes of the HLSC-2015. In particular, it was highlighted that the majority of the safety indicators recommended by the HLSC are already adopted by the MID Region. The meeting urged States to continue measuring and reporting against regional safety targets and performance indicators.

5.5 With regard to the Conflict Zones, the meeting noted that the HLSC-2015 supported the comprehensive risk mitigation work programme presented by ICAO, which includes:

- an online repository hosted by ICAO, which serves as a single public source for up-to-date risk assessments from States and International Organizations;
- harmonization of terminology used for risk assessments;
- comprehensive review of existing requirements and message formats; and
- industry-led initiatives to share operational information and be more transparent with passengers on conflict zone risk methodologies being applied.

5.6 The meeting encouraged States to:

- a) assign designated focal point for the use of the centralized repository related to conflict zones, if they did not yet done so; and
- b) comply with the interim procedure to disseminate information on risks to civil aviation arising from conflict zones attached to State Letter Ref.: SMM 1/4-15/16 dated 20 March 2015.

5.7 The meeting supported the following HLSC recommendations related to effective and efficient regional collaboration:

- the conference recommended that aviation safety partners, including donor States, international organizations, industry and financial institutions, collaborate with ICAO to assist States to improve aviation safety;
- the conference also called upon ICAO to lead the alignment and coordination of regional initiatives to improve safety, implement the GASP objectives, and achieve the regional safety targets;
- the conference recommended that States, International Organizations and industry increase their participation in and contributions to the ICAO and partner regional safety mechanisms, including support to the activities of the RASGs with resources; and
- the conference requested ICAO to develop a resource mobilization strategy and implementation plan to increase and pool resources for assistance and implementation activities. This includes participation of ICAO towards the UN Sustainable Development Goals, as well as increasing contributions to ICAO voluntary funds such as SAFE and Human Resources Development Fund (HRDF)

5.8 The meeting was briefed about the “No Country Left Behind” campaign on which more information is available on the website: <http://www.icao.int/about-icao/NCLB/Pages/default.aspx>.

***Outcome of the Second Meeting of the Regional Aviation Safety Group-Middle East Region (RASG-MID)***

(DGCA-MID/3-PPT/3 and WP/10)

5.9 The subject was addressed in PPT/3 and WP/10 presented by the RASG-MID Chairman and the Secretariat, respectively. The meeting was apprised of the outcome of the Fourth Meeting of the Regional Aviation Safety Group-Middle East (RASG-MID/4) held in Jeddah, Saudi Arabia, from 30 March to 1 April 2015. The meeting noted with appreciation the RASG-MID achievements and deliverables including:

- three MID Annual Safety Reports;
- two successful MID Region Safety Summits;
- development of SEIs and DIPs related to the Regional Focus Areas (Runway Safety, LOC-I and CFIT) in addition to the SSP implementation in the MID Region;
- completion of two approved Safety Enhancement Initiatives (SEIs) related to Runway Safety and issuance of three RASG-MID Safety Advisories;
- Second MID Regional Runway Safety Seminar, three Workshops on Aerodrome Certification Workshop, Runway Safety Team (RST), and Wildlife and Foreign Object Debris (FOD) at airports;
- establishment of the MID Runway Safety Go-Team; and
- studies/surveys related to emerging safety issues such as call sign similarity and confusion and laser attacks.

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5.10 The meeting noted the challenges faced by the RASG-MID in achieving its objectives. Accordingly, the meeting urged States and safety partners to support the RASG-MID activities in line with the RASG-MID Engagement Strategy.

***MID Region Safety Strategy and Progress Report on the Safety Priorities and Targets***

(DGCA-MID/3- PPT/3 and WP/11)

5.11 The subject was addressed in PPT/3 and WP/11 presented by the RASG-MID Chairman and the Secretariat, respectively. The meeting noted that the RASG-MID/4 meeting reviewed, updated and endorsed the MID Region Safety Strategy. It was highlighted that the Strategy was developed based on the version endorsed by the High-Level Briefing/Meeting, which was held on the third day of the Second MID Region Safety Summit (Muscat, Oman, 27 - 29 April 2014) and the outcome of the Third meeting of the RASG-MID Steering Committee (RSC/3) held in Cairo (9-11 December 2014).

5.12 Considering that the governing body of the MID Region Safety Strategy is the RASG-MID, and taking into account the outcome of the RASG-MID/4 meeting, the meeting reviewed and endorsed the Doha Declaration, at **Appendix 4A**, which includes a set of core Aviation Safety Targets to be monitored by the DGCA-MID meetings.

***Runway Safety Team and Go-Team***

(DGCA-MID/3-WP/12)

5.13 The subject was addressed in WP/12 presented by the Secretariat. The meeting noted that the RASG-MID/4 meeting agreed that establishment of Runway Safety Teams (RST) in the MID international aerodromes should be one of the safety indicators of the MID Region Safety Strategy. Accordingly, the meeting supported the RASG-MID Conclusion 4/9 encouraging MID States to: 1) foster the implementation of RST at their international aerodromes, 2) consider supporting the regional Runway Safety Go-Team activities, and 3) urge their aerodrome operators to request Runway Safety Go-Team visits, as required.

5.14 In connection with the above, the meeting noted with appreciation that the First Runway Safety Go-Team visit was successfully conducted to Khartoum, Sudan (30 November – 4 December 2014). The Runway Safety Go-Team mission was well received and appreciated by the Sudanese Civil Aviation Authority and the Khartoum International Airport management. The meeting noted that the potential candidates for the Runway Safety Go-Team visits in the MID Region include Muscat, Jeddah, Cairo, Imam Khomeini, Amman and Kuwait international airports.

***RSOO Study***

(DGCA-MID/3- PPT/4 and WP/13)

5.15 The subject was addressed in WP/13 and PPT/4 presented by the Secretariat. The meeting was apprised of the outcome of the study related to the establishment of RSOO(s) for the ACAC and ICAO MID States, in accordance with the Strategy for the establishment of RSOO(s), which was endorsed by the ACAC Executive Council and the DGCA-MID/2 meeting, in December 2012 and May 2013, respectively. It was highlighted that Bahrain, Egypt, Iraq, Jordan, Kuwait, Morocco, Oman, Qatar, Saudi Arabia, Sudan, Tunisia, UAE and Yemen participated in the study. The meeting noted with appreciation that the study was funded by ACAC, Boeing and ICAO (SAFE Fund).

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5.16 The needs for the establishment of RSOO as well as the associated benefits were highlighted.

5.17 The meeting noted that work begun on the Study in January 2015, upon the hiring of a consultant. The Final Report of the Study was consolidated taking into consideration the outcome of the Workshop on the Initial Results of the Study on the Establishment of Regional Safety Oversight Organization(s), held in Rabat, Morocco, 23-24 March 2015.

5.18 It was highlighted that the Final Report of the Study was circulated by ACAC to the 13 States that participated in the Study on 21 April 2015.

5.19 The meeting was appraised of the Proposals of the Study and the proposed Future Activities and Work Plan as at **Appendices 5A** and **5B**, respectively.

5.20 Based on the results of the Study, the meeting supported the establishment of an RSOO for the Middle East and North African Group of States (MENA RSOO). In this respect, the meeting noted that the study outlines a work plan for carrying out the next steps for completing the establishment of the RSOO. An important step in the work plan is the signing of the Letter of Intent by the Directors General of those States that are ready to commit to the process of establishing the MENA RSOO. It was highlighted that a minimum of five States will have to sign the Letter of Intent in order to start the establishment process.

5.21 The meeting noted with appreciation that Bahrain, Egypt, Jordan, Kuwait, Morocco, Oman, Qatar, Saudi Arabia and Sudan signed the the Letter of Intent during the course of the meeting as reflected at **Appendix 5C**. Accordingly, in accordance with the Future Activities and Work Plan proposed by the Study, the meeting agreed that the next step would be the establishment of the Steering Committee, which will be composed of the Directors General of the States that signed the Letter of Intent.

5.22 In connection with the above, the meeting noted UAE willingness to support the establishment and operation of the MENA RSOO.

5.23 The meeting noted with appreciation Saudi Arabia's offer to host the MENA RSOO. However, it was highlighted that the decision related to the location of the RSOO should be left to the MENA RSOO Steering Committee, taking into consideration the criteria included in the Report of the Study.

5.24 The Steering Committee would hire a Consultant to develop the legal, organizational and financial frameworks of the MENA RSOO and associated documents, such as the business and financial plans. It was highlighted that the deliverables developed by the Consultant should be approved by the Committee. In this respect, the meeting noted that, although Jordan is committed to participate in the establishment phase of the MENA RSOO, they may face difficulties to contribute financially to the project. The meeting agreed that this should be addressed by the MENA RSOO Steering Committee.

5.25 The meeting was informed that the signed Letter of Intent was handed to the Director General of ACAC for presentation to the ACAC Executive Council, Rabat, Morocco, 5-7 May 2015 and necessary follow-up action with concerned States and ICAO.

5.26 Based on all the foregoing, the meeting agreed to the following Conclusion:

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***DGCA-MID/3 CONCLUSION 3/5 – ESTABLISHMENT OF MENA RSOO***

*That, Bahrain, Egypt, Jordan, Kuwait, Morocco, Oman, Qatar, Saudi Arabia and Sudan are committed to participate in the establishment process of a Regional Safety Oversight Organization for the Middle East and North African Group of States (MENA RSOO), as reflected in the Letter of Intent at **Appendix 5C**.*

***RAIO***

(DGCA-MID/3-WP/14)

5.27 The subject was addressed in WP/14 presented by the Secretariat. The meeting recalled that the DGCA-MID/2 meeting (Jeddah, Saudi Arabia, 20 - 22 May 2013), endorsed the Strategy for the establishment of RAIO(s) in the MID Region and agreed that a progress report on the subject should be presented to the DGCA-MID/3 meeting to decide if it would be necessary to go ahead with a feasibility study on the establishment of RAIO(s).

5.28 The meeting noted with appreciation the UAE's contribution for an improved coordination of accident and incident investigation activities between the MID and ACAC States including the organization of three Workshops between 2012 and 2013 that led to the establishment of the Middle East and North Africa Society of Air Safety Investigators (MENASASI) in August 2013, as well as the MOUs signed with Bahrain, Egypt, Jordan and Sudan covering cooperation in all aspects of accident investigation including training and sharing of information and expertise. Nevertheless, the meeting noted that the majority of the States in the MID Region are not yet ready for Stage B of the Strategy. Accordingly, the meeting urged States to provide feedback on the implementation of the different steps of Stage A in order to be able to take a decision related to the next Stage of the Strategy. The meeting agreed that a progress report on the subject should be presented to the DGCA-MID/4 meeting.

5.29 In connection with the above, the meeting noted with appreciation the invitation extended by Saudi Arabia to MID States to participate in the following two specialized training courses: Investigation Management (Jeddah, Saudi Arabia, 25- 29 October 2015) and Quality Systems & Integrated Management Systems (Jeddah Saudi Arabia, 22-26 November 2015).

***State Safety Programme (SSP) Implementation in Qatar and Sudan***

(DGCA-MID/3-PPT/5 and PPT/6)

5.30 The subject was addressed in PPT/5 and PPT/6 presented by Qatar and Sudan, respectively. The meeting was apprised of the progress achieved by Qatar and Sudan in the implementation of their SSP. The meeting noted with appreciation that Qatar and Sudan are ready to share experience with other States, upon request.

5.31 The meeting underlined the need for ICAO to organize safety management events (workshops, courses, etc), on regular basis to assist States in the implementation of SSP in an expeditious manner. In this respect, the meeting recalled that several events were organized by ICAO during the past years and a Safety Management Workshop will be jointly organized by COSCAP-GS and the ICAO MID Regional Office and gratefully hosted by Kuwait from 25 to 27 May 2015. Accordingly, the meeting encouraged States to participate in the Workshop.

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***CANSO Guidelines on Safety Culture***

(DGCA-MID/3-WP/24)

5.32 The subject was addressed in WP/24 presented by CANSO. The meeting was apprised of the CANSO Guidelines on Safety Culture.

***Coordination between MIDANPIRG and RASG-MID***

(DGCA-MID/3-WP/16)

5.33 The subject was addressed in WP/15 presented by the Secretariat. The meeting recalled that, since the establishment of the RASG-MID, the subject of necessary coordination between MIDANPIRG and RASG-MID was addressed. It was highlighted also that the coordination between MIDANPIRG and RASG-MID is reflected in the Terms of Reference (TOR) of both Groups. The Secretariat was also requested to ensure that the safety issues raised by MIDANPIRG and RASG-MID are fully coordinated.

5.34 The meeting was apprised of the outcome of the Second PIRG-RASG meeting held in ICAO Headquarters, Montreal on 5 February 2015. In order to further improve the current coordination mechanism between MIDANPIRG and RASG-MID and considering the outcome of the Second PIRG-RASG meeting and the RASG-MID/4 meeting, the following was agreed:

- the Chairperson(s) of MIDANPIRG should attend the RASG-MID meetings;
- the Chairperson(s) of RASG-MID should attend the MIDANPIRG meetings;
- the ICAO MID Regional Office to organize on a yearly basis a MIDANPIRG-RASG-MID Coordination meeting to be attended by the Chairpersons of both Groups and their subsidiary bodies, in order to follow-up on the activities being coordinated between the two Groups, agree on the level of involvement of the relevant subsidiary bodies, address any roadblocks and identify additional subjects, which need to be addressed by/coordinated between both Groups;
- a list of subject areas in which both Groups may have an interest, with a clear assignment of leadership, would be first presented to the MIDANPIRG/15 meeting (Bahrain, 8-11 June 2015) and endorsed at a later stage by the First MIDANPIRG-RASG-MID Coordination meeting; and
- the procedural handbooks of MIDANPIRG and RASG-MID be updated before the end of 2015 to include the agreed coordination mechanism.

***Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA)***

(DGCA-MID/3-WP/15)

5.35 The subject was addressed in WP/15 presented by the Secretariat. The meeting was apprised of the progress made by the ICAO Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) programme. CAPSCA provides, in collaboration with WHO, technical assistance programme to support States, ANSPs, airport and aircraft operators' implementation of the public health related SARPs. The programme provides meetings, training events and assistance visits to States and international airports which strengthen public health preparedness plans at global, regional and national levels.

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5.36 The meeting was apprised of the outcome of the Fourth CAPSCA Middle East Regional Meeting (CAPSCA-MID/4) and the Fifth CAPSCA Global Coordination Meeting (CAPSCA GLOBAL/5) held in Cairo, Egypt from 17 to 20 November 2014. Further details on the CAPSCA programme are available on the ICAO MID website at: [www.icao.int/MID/Pages/capsca-mid.aspx](http://www.icao.int/MID/Pages/capsca-mid.aspx) and the CAPSCA website: [www.capsca.org](http://www.capsca.org).

5.37 The meeting urged MID States that have not yet done so, to join the CAPSCA-MID Project, request Assistance Visit and support and provide voluntary contributions to the CAPSCA-MID project.

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**REPORT ON AGENDA ITEM 6: AVIATION SECURITY AND FACILITATION*****Cooperative Aviation Security Programme for the Middle East (CASP-MID)***

(DGCA-MID/3-WP/17)

6.1 The subject was addressed in WP/17 presented by the Secretariat. In this paper the Secretariat provided an update on the implementation of CASP-MID, focusing on the following:

- the background to the establishment of CASP-MID;
- the objectives of CASP-MID (improve the regulation and implementation of aviation security in the region, and develop a standing structure in the region for aviation security cooperation and coordination);
- current and planned membership;
- programme components and achievements (including meeting and governance structures, work plan development, activities completed and staffing);
- the announcement of the intention to convene a joint CASP-MID/MID Regional Office Technical AVSEC Seminar for all Middle East States to be convened in Manama, Bahrain in the autumn of 2015; and
- next steps (including encouraging States to become participants in the CASP-MID programme and to attend the next meeting of the Executive Steering Committee in Bahrain in autumn 2015).

6.2 Based on the above, the meeting encouraged States that have not yet done so, to participate in the CASP-MID Programme.

***Unilateral Recognition of Equivalence and One-Stop Security***

(DGCA-MID/3-WP/18)

6.4 The subject was addressed in the WP/18 presented by Qatar. In this paper Qatar provided an overview of the objectives and mechanisms regarding recognition of equivalence, mutual recognition and one-stop security measures in the implementation of aviation security.

6.5 MID Region States were encouraged to recognize equivalent security measures of other States to focus security efforts where they are most needed. Additionally, MID Region States and airports were encouraged to consider one-stop security arrangements for passengers and baggage in the planning of airport infrastructure and associated operational processes.

***Requests by States for Implementation of Additional Security Measures***

(DGCA-MID/3-WP/19)

6.6 The subject was addressed in WP/19 presented by Qatar. In this paper Qatar provided an overview of the current situation regarding requests by States for the implementation of additional security measures to be applied in another State.

6.7 States were encouraged to refrain from unilateral action of an extra-territorial or discriminatory nature when requesting the implementation of additional security measures in another State. At the same time, MID Region States were invited to support ICAO in the performance of any coordinating or facilitating function with regards to the resolution of issues between Member States in accordance with ICAO Assembly Resolution A38-15 (Consolidated statement of continuing ICAO policies related to aviation security).

### ***Recent Developments in Aviation Security and Facilitation***

(DGCA-MID/3- PPT/11 and WP/20)

6.8 The subject was addressed in PPT/11 and WP/20 presented by the Secretariat. The paper highlighted recent developments in ensuring greater efficiency and effectiveness of measures in the global aviation security framework, as called for by the 38th ICAO Assembly in 2013. It also described a number of developments in ICAO's Aviation Security and Facilitation programmes as well as developments in the MID Region, including:

- Amendment 14 to Annex 17 – *Security* which became applicable in November 2014 and includes revised and new provisions to address vulnerabilities in the global aviation security framework;
- Air cargo security enhancements, including the Joint ICAO-WCO Conference on Air Cargo Security and Facilitation in Bahrain in April 2014 and the review of Pre-loading Advance Cargo Information as a further measure to strengthen a risk-based approach to securing air cargo and mail;
- Amendment 24 to Annex 9 – *Facilitation* which became applicable in July 2014 and includes provisions to strengthen facilitation arrangements, the outcomes of the eighth meeting in November 2014 of the Facilitation Panel (including the proposed Amendment 25 to Annex 9), the publication by ICAO of a Model National Air Transport Facilitation Programme, the ICAO Traveller Identification Programme (including MRTD developments), and the first MID Regional Facilitation Seminar held in Cairo in February 2014;
- The results of the second cycle of the Universal Security Audit Programme and the implementation of the continuous monitoring approach from 2015, and the recent completion of auditor training and a regional audit seminar for MID States; and
- An overview of the assistance activities, including the work of the ICAO Aviation Security Training Centres, being undertaken in the MID Region.

6.9 States were invited to note the progress being made by ICAO to enhance aviation security and facilitation and were encouraged to support related ICAO initiatives, including the ICAO Traveller Identification Programme.

### ***Montreal Protocol 2014 on Unruly Passengers***

(DGCA-MID/3-WP/21)

6.10 The subject was addressed in WP/21 presented by AACO which highlighted the challenge faced by airlines in dealing with unruly passenger behaviour and the related adoption by States of the 2014 Montreal Protocol amending the 1963 Tokyo Convention on offenses committed on aircraft.

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6.11 The benefits emanating from the 2014 Montreal Protocol, including the extension of jurisdiction, the definition of offenses, and the right of recourse for airlines to claim compensation were highlighted by AACO.

6.12 The meeting noted AACO's recommendations which encourage States to ratify the 2014 Montreal Protocol due to the benefits it brings to States, airlines and passengers; and adopt or amend national regulations to secure the proper activation of jurisdictional and prosecution powers, and to work to raise public awareness of the consequences of failing to follow crew instructions or behaving in an unruly manner. Nevertheless, the meeting agreed that the final decision for the implementation of AACO's recommendations is left to the discretion of States.

### ***Air Cargo Security***

(DGCA-MID/3-WP/32)

6.13 The subject was addressed in WP/32 presented by the United States. The paper highlighted ongoing developments in air cargo security, including data- and intelligence-based risk approaches, ICAO Standards and Recommended Practices, advance cargo shipment information, and mutual recognition of cargo security regimes.

6.14 Taking account of global trends in air cargo supply chain security, including the development and implementation of risk-based frameworks, States were encouraged to collaborate to strengthen the security of the cargo network given the volume of cargo originating and transiting the MID Region and the threat to cargo.

### ***Sharing of Threat/Risk Assessments***

(DGCA-MID/3-WP/33)

6.15 The subject was addressed in the WP/33 presented by AACO which summarized the efforts of AACO member airlines, following the downing of MH17, to share assessments of threats/risks arising from conflict zones in order to assist each other in ensuring the safety of their flights.

6.16 The meeting noted AACO's recommendations which encourage States to make use of ICAO's Conflict Zone Information Repository and Global Risk Context Statement in developing their national risk assessments, to strengthen communication between their relevant agencies and share information with airlines in a timely manner, and to share best practices, expertise and information to elevate the level of preparedness of States and to assist airlines to better manage operations in a safe and sustainable manner.

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**REPORT ON AGENDA ITEM 7: ENVIRONMENTAL PROTECTION*****International Civil Aviation and the Environment***

(DGCA-MID/3-PPT/8 and WP/22)

7.1 The subject was addressed in PPT/8 and WP/22 presented by the Secretariat. The meeting was provided with a summary of the main developments on the actions requested by the 38th Session of the ICAO Assembly in the field of international aviation and climate change, in particular those actions relating to the following key areas: 1) technological and operational measures; 2) sustainable alternative fuels for aviation; 3) market-based measures; 4) States' action plans; and 5) assistance to States.

7.2 The meeting noted in particular that ICAO conducted MBM Global Aviation Dialogues (GLADs) in April 2015 in five ICAO Regions, including one in Cairo, Egypt from 20 to 21 April 2015, to share up-to-date information on the work of ICAO related to the development of a global MBM scheme for international aviation, and provide an important opportunity for ICAO to receive feedback from all its Member States and relevant organizations.

7.3 The meeting recalled also that ICAO convened a series of back-to-back Seminars in 2014 and 2015 on International Aviation and Environment and on States' Action Plans. In total, seven Seminars were held in Mexico and Peru in April 2014, in Cameroon and Kenya in June 2014, in Malaysia in October 2014, in the United Arab Emirates (UAE), from 10 to 12 March 2015, and in Poland in March 2015. The material presented during each Seminar is available on the ICAO action plan website: <http://www.icao.int/Meetings/EnvironmentalWorkshops/Pages/2014-Seminars.aspx>

7.4 The meeting recognized that climate change will remain the major challenge of the ICAO environmental activities in the upcoming years.

7.5 The meeting noted the availability of further assistance by ICAO in the preparation and submission of voluntary States' action plans.

7.6 The meeting noted with concern that the provisions of the MIDANPIRG/14 Conclusion 14/29 have not been implemented, despite the follow-up actions undertaken by the ICAO MID Regional Office, in particular the issuance of the State Letter Ref: AN 6/15-14/247 dated 23 September 2014, urging States and Users to provide the ICAO MID Regional Office with their data related to the environmental benefits accrued from the implementation of operational improvements, in order to be incorporated in the Second MID Air Navigation Environmental Report, which was supposed to be developed by the APM TF/2 meeting. The meeting noted that, through Draft Conclusion 1/6, the ANSIG/1 meeting agreed that the Draft Second MID Region Air Navigation Environmental Report would be consolidated by the Secretariat based on the inputs received from States and Users and presented to the MIDANPIRG/15 meeting for endorsement. Accordingly, the meeting urged States to implement the provision of the MIDANPIRG Conclusion 14/29:

*CONCLUSION 14/29: ESTIMATING AND REPORTING ENVIRONMENTAL BENEFITS*

*That, in order to follow-up the implementation of the ATM operational improvements and estimate the accrued fuel savings and associated CO<sub>2</sub> emission reduction from the corresponding improvements on regional basis:*

- a) States be encouraged to develop/update their Action Plans for CO<sub>2</sub> emissions and submit them to ICAO through the APER website on the ICAO Portal or the ICAO MID Regional Office;*

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- b) *States be urged to:*
- i) *identify the operational improvements which have been implemented within their FIR and/or international aerodromes;*
  - ii) *collect necessary data for the estimation of the environmental benefits accrued from the identified operational improvements;*
  - iii) *use IFSET to estimate the environmental benefits accrued from operational improvements; and*
  - iv) *send the IFSET reports/the accrued environmental benefits to ICAO on bi-annual basis; and*
- c) *IATA to:*
- i) *encourage users to support the APM TF in the development of the MID Region Air Navigation Environmental Reports; and*
  - ii) *consolidate users' inputs and report the accrued environmental benefits to the ICAO MID Regional Office on bi-annual basis*

### **Noise Management**

(DGCA-MID/3-WP/23)

7.7 The subject was addressed in WP/23 presented by the Secretariat. The meeting noted that the aircraft noise is the most significant cause of adverse community reaction related to the operation and expansion of airports that could have a negative influence on the future growth of the aviation industry. The meeting was informed of the Assembly Resolution A38-17 parts related to aircraft noise and the ICAO environment-related technical activities which are undertaken by the Committee on Aviation and Environmental Protection (CAEP).

7.8 The meeting was appraised of the status of implementation of Noise Abatement Operational Procedures and Noise Monitoring Systems at International Aerodromes in the MID Region. It was noted that the magnitude and scope of the utilization of specific noise abatement operational procedures to achieve noise reduction should be determined through a comprehensive noise study, taking into consideration all positive and negative impacts on safety and environment.

7.9 The meeting noted that airport management plan can be a valuable tool to help estimate future noise levels. Management plan includes information about air traffic at present and for a planned period into the future. Management plan also includes information on the number of people affected by aircraft noise, or other environmental indicators within certain zones surrounding the airport, and any land-use restrictions already in place within those zones. Housing requirements and restrictions and noise contours for current and planned traffic corresponding to the noise index used for establishing the above-mentioned housing restrictions may also be part of the management plan.

7.10 The meeting noted that the objective of land use planning and management is to direct incompatible land use (such as houses and schools) away from the airport environs and to encourage compatible land use (such as industrial and commercial use) to locate around airport facilities. The meeting stressed that airport authority should work closely with those authorities responsible for land-use management to educate them regarding the noise impact of aviation operations. It was highlighted that States should provide a leadership role by encouraging local authorities to implement land-use planning and management around airports through appropriate early action and cooperative mechanisms between interested stakeholders, such as coordination committees.

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7.11 Based on the above, the meeting agreed to the following Conclusion:

***DGCA-MID/3 CONCLUSION 3/6 NOISE MONITORING AND CONTROL***

*That, States be urged to:*

- a) conduct a comprehensive noise study in order to identify the airports where mitigation measures are necessary to minimize the number of people affected by aircraft noise, and develop associated plans of action, accordingly; and*
- b) send an update on the results of the study and actions implemented/planned to the ICAO MID Regional Office by **December 2015**.*

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**REPORT ON AGENDA ITEM 8: TECHNICAL COOPERATION**

(DGCA-MID/3-PPT/10)

8.1 The subject was addressed in PPT/10 presented by the Secretariat, which provided an overview of the ICAO Technical Co-operation Programme and highlighting the advantages for recipient States, donors, financing institutions and other development partners in having ICAO as a partner in the implementation of civil aviation projects in the MID Region.

8.2 The meeting noted that one of the main objectives and activities of the ICAO Technical Co-operation Bureau (TCB) is the provision of assistance to States (Follow-up to USOAP and USAP audits and development of Corrective Action Plans (CAPs), compliance with ICAO SARPs, development of Civil Aviation Authorities (capacity building), etc). It was highlighted that this activity is directly related to the *No Country Left Behind* Initiative.

8.3 The meeting was appraised of the ICAO Technical Co-operation Projects implemented in the MID Region (13 projects) and the modern structure and management of the TCB. It was highlighted in this respect, that 6 MID States have already signed a Management Service Agreement (MSA) with the TCB.

8.4 The meeting noted the advantages of using the ICAO TCB services for the implementation of States' civil aviation projects, i.e.: impartiality and objectivity, knowledge and experience, economy of scale, no commercial interests - low costs, transparency, administrative savings, etc.

8.5 The meeting noted with appreciation that, similar to the CASP-MID project, ICAO is proposing to fund the first months of operation of MAEP (recruitment of the MAEP Project Coordinator/PMO Manager and payment of his/her salary for the first 6 months).

8.6 Based on the above, the meeting encouraged MID States to consider associating themselves with ICAO as one of the executing agency for their civil aviation projects and sign an MSA with TCB, if not yet already done.

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**REPORT ON AGENDA ITEM 9: AIR TRANSPORT*****ICAO's Work for Economic Development of Air Transport***

(DGCA-MID/3-PPT/9 and WP/25)

9.1 The subject was addressed in PPT/9 and WP/25 presented by the Secretariat. The meeting was appraised of the ICAO Work on air transport policy and regulation (the progress of the follow-up work to the 6th Worldwide Air Transport Conference, ATConf/6), regulatory framework (competition rules and consumer's protection), infrastructure management (incentive and financing scheme for the implementation of the Aviation System Block Upgrades), and aviation data (traffic forecasts, new ICAO Data Plus and business analysis tools). The meeting noted also the establishment of the voluntary Air Transport Fund, which supports ICAO's activities not covered by the Regular Programme Budget under the Strategic Objective – Economic Development of Air Transport. In this respect, it was highlighted that the projects to be undertaken by ICAO under the voluntary contributions of the Air Transport Fund include cost-benefit analysis related to air transport connectivity, econometric studies on the effects of the liberalization on traffic and assistance with the ratification of the *Convention for the Unification of Certain Rules for International Carriage by Air* (Montréal Convention 1999, MC99). The meeting noted also that another possible project may be to develop essential services and connectivity improvement scheme to assist States in creating more opportunities for employment and investments in the liberalized business environment and as guidance for decision makers to invest in air transport infrastructure, especially in Least Developed Countries (LDCs), Landlocked Developing Countries (LLDCs) and Small Island Developing States (SIDS) not merely for the sake of air transport itself but as an effective means for economic development and poverty reduction.

9.2 The meeting was appraised of the advantages of ratifying the Cape Town Convention and noted that only six (6) States from the MID Region ratified this Convention.

9.3 It was highlighted that the development of international Air Transport policy and regulations should be led by ICAO.

9.4 Based on the above, the meeting encouraged States to:

- a) support ICAO's work for economic development of air transport;
- b) make use of the ICAO Data Plus and business analysis tools;
- c) contribute to the voluntary Air Transport Fund; and
- d) ratify the Cape Town Convention, if not yet already done.

9.5 The meeting noted that an ICAO Aviation Data Analyses Seminar was successfully held in Cairo, Egypt, from 27 to 29 October 2014. The main objectives of the Seminar were to focus on ways and means to improve the quality and quantity of statistic data sent to ICAO and the Civil Aviation Authorities, taking into consideration the Recommendations of the Tenth Session of the Statistics Division (STA/10) and the results of the First Meeting of the Aviation Data and Analyses Panel (ADAP/1). The meeting noted that as part of the Recommendations of the Seminar, States and ICAO were requested to continue to cooperate closely to overcome the difficulties related to the low level of reporting statistic data to ICAO in order to improve the coverage and quality of reporting on ICAO Air Transport Reporting Forms. The meeting supported also the recommendation regarding the need for another Seminar to be organized by ICAO in 2016 to further enhance the technical knowledge of States and address other subjects of relevance, which due to time constrains, have not been addressed in detail during the Seminar of 2014. Accordingly, the meeting encouraged States and all Organizations, in

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particular ACAC and GCC, to participate actively in the 2016 Seminar. The meeting encouraged also States to host this Seminar and coordinate accordingly with the ICAO MID Regional Office in a timely manner.

### ***Liberalization of Air Transport Services***

(DGCA-MID/3-WP/27 and WP/28)

9.6 The subject was addressed in WP/27 and WP/28 presented by Qatar and AACO, respectively. The meeting was provided with a briefing on the evolution of air services agreements and traffic rights, indicating the main concern of States for having traffic rights and defending their designated carriers' interests. The meeting noted also Qatar's views regarding the liberalization of Air Services agreements and adoption of open skies policy, and the steps taken by Qatar in this regard.

9.7 The importance of further pursuing liberalized policies was underlined. It was recognized that in order to benefit from the Damascus Agreement, it needs to be fully implemented; and in case there are reservations on some provisions of the Agreement, States could consider the option of phasing in the freedoms included in the Agreement.

9.8 The meeting noted that work is currently underway in ICAO to develop a liberalization vision and templates of liberalized agreements for market access and foreign investments in airlines. Work of the ICAO's ATRP will be revisited in the upcoming September meeting in order to present the final outcome to the ICAO 39th Assembly in 2016.

9.9 Based on the above, the meeting strongly supported the application of the Damascus Agreement 2004 and encouraged States to take a further step towards the establishment of an economic entity for a single aviation market between the Arab States and Africa, which may be called "**Arab African Skies**".

9.10 Regarding the issue of competition rules, the meeting agreed that a common approach of the States of the region, in particular those having an expert in the ATRP (Egypt, Saudi Arabia and UAE) should be communicated to ICAO, in cooperation with the relevant stakeholders, GCC, ACAC and AACO.

### ***Consumer Protection***

(DGCA-MID/3-WP/26 and WP/29)

9.11 The subject was addressed in WP/26 and WP/29 presented by Qatar and AACO, respectively. The meeting was appraised of Qatar's vision and action towards providing healthy economic environment and high consideration to the consumer's rights and protection, including the main areas to be considered while drafting national regulations.

9.12 The meeting recalled that work is underway by the ICAO Air Transport Regulations Panel (ATRP) to bring more harmony to the different regulations developed by various States following the Organization's 2013 Assembly that requested the Council to develop, in the short term, a set of high-level, non-binding, non-prescriptive core principles on consumer protection, for use of policy guidance, which strike an appropriate balance between protection of consumers and industry competitiveness and which take into account the needs of states for flexibility, given different state social, political and economic characteristics; these core principles should be consistent with existing instruments, in particular that of the Convention for the Unification of Certain Rules for International Carriage by Air, adopted in Montreal on 28 May 1999.

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9.13 Reference was also made to IATA resolution of the 69<sup>th</sup> AGM in 2013. IATA had set the core principles for such regulation as a step towards unification of regulations considering balance between consumer rights and burdens generated over airlines.

9.14 The meeting noted that the ACAC Air Transport Committee has developed guidance material on consumer protection that the Arab States can use when they want to develop their own regulations on passenger rights. This material is a work in progress and AACO is currently cooperating with ACAC through the ACAC Air Transport Committee to revise the material to bring it more in line with the principles being developed at ICAO.

9.15 The meeting recognized the need for unification of principles of consumer's protection, concerning mainly the following areas:

- reservations and Sales;
- denied boarding;
- delay and cancellation of flights;
- incapacitated special needs passengers;
- delay, loss or damage of baggage; and
- Air cargo.

9.16 The meeting agreed that the ATRP principles are a good starting step towards more harmonization and compatibility of consumer protection regulations around the world. In particular, the meeting supported the below concepts from the ATRP principles:

- regulations should strike an appropriate balance between protection of consumers and industry competitiveness;
- should take into account States' different social, political, and economic characteristics, without prejudice to the security and safety of aviation;
- the ATRP guidance on passenger rights before, during and after travel is also a good guidance for States to include in their regulations;
- the ATRP principles though should ensure that application of any regulation should avoid extraterritoriality; and
- National and regional consumer protection regimes should:
  - ✓ reflect the principle of proportionality;
  - ✓ allow for the consideration of the impact of massive disruptions; and
  - ✓ be consistent with the international treaty regimes on air carrier liability established by the Convention for the Unification of Certain Rules Relating to International Carriage by Air (Warsaw, 1929) and its amending instruments, and the Convention for the Unification of Certain Rules Relating to International Carriage by Air (Montréal, 1999).

9.17 The meeting recognized the differences between States and their different constrains. The need to differentiate also between international flights and domestic flights was highlighted.

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9.18           Based on all of the foregoing, there was no support for unified regulations on consumer rights. The meeting agreed that the subject should be pursued by ICAO in accordance with the Assembly Resolution for the development, of a set of high-level, non-binding, non-prescriptive core principles on consumer protection (at least for the short-term). The meeting agreed also that further discussion on the subject could take place under the ACAC framework.

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**REPORT ON AGENDA ITEM 10: DATES AND VENUES OF NEXT MEETINGS**

(DGCA-MID/3-WP/30)

10.1 The subject was addressed in WP/30 presented by the Secretariat. The meeting recalled that the DGCA-MID meetings are to be convened every two years and hosted by MID States on a voluntary and rotational basis, to the extent possible, around March-April of the odd years (2011, 2013, 2015, 2017, etc.).

10.2 Both Oman and Kuwait proposed to host the upcoming DGCA-MID meetings in 2017 and 2019 sequentially. Accordingly, the meeting agreed that the DGCA-MID/4 meeting be hosted by Oman in 2017 and the DGCA-MID/5 meeting be hosted by Kuwait in 2019.

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**REPORT ON AGENDA ITEM 11: ANY OTHER BUSINESS*****Voluntary Contributions for translation of ICAO Public Websites and other Documentation into Arabic***

(DGCA-MID/3-WP/31)

11.1 The subject was addressed in WP/31 presented by the Secretariat. The meeting recalled that the DGCA-MID/1 and DGCA-MID/2 meetings encouraged MID States to provide additional voluntary contributions and/or support for the translation of ICAO's publications and websites into Arabic.

11.2 The meeting noted that the ICAO Secretary General State Letter A4/32-11/32 – *Voluntary support for language translation and hosting services of ICAO public websites in languages other than English* – outlined that, due to budgetary constraints the voluntary financial support of Member States would be essential in order to undertake the necessary translation work. The initial translation work is estimated at USD 264,000 with an additional annual support cost of USD 66,000 for maintenance of translated texts to reflect any changes made in the original English texts.

11.3 The meeting was informed that certain relevant publications are not yet available in Arabic as no additional resources have been provided for their translation, and that an additional amount of USD 360,000 is still required to complete the translation of the remaining documents.

11.4 Based on the above, the meeting strongly encouraged States to provide voluntary contributions, secondment of translators to ICAO or in-country translation services for the translation of ICAO's publications and websites into Arabic to facilitate the dissemination of information in support of safety and security of civil aviation.

11.5 In connection with the above, it was also highlighted that some technical documents do not necessarily need to be available in Arabic and a prioritization of the list of documents which need to be translated into Arabic might be necessary. Accordingly, the meeting agreed that the subject be referred to the Arab Civil Aviation Commission (ACAC) for further discussion and action as appropriate.

***Coordination between International and Regional Organizations***

11.6 The meeting raised concern regarding the duplication of efforts between some Organizations in the MID Region. In particular, it was highlighted that ACAC, GCC and ICAO have some overlapping activities. The meeting recognized the need to specify the activities to be undertaken under the framework of each Organization in accordance with the agreed mandates, roles and responsibilities. In this respect, the meeting noted that the Third Regional Coordination Meeting (RCM/3) is tentatively scheduled to be held at the ICAO MID Regional Office premises on 30 November 2015.

11.7 In view of the above, the meeting noted with appreciation that the President of the Council of ICAO approved the GCC participation to the ICAO MID Regional Office meetings and events, as observer. It was highlighted that the GCC will be invited to the RCM/3 meeting.

***Closing of the Meeting***

11.8 H.E. Abdul Aziz Al-Noaimi, Chairman of the meeting and Chairman of Qatar Civil Aviation Authority, expressed his gratitude to Mr. Raymond Benjamin, the Secretary General of ICAO, for attending the meeting and for his tremendous support to the MID Region. He further, congratulated Mr. Benjamin for all the achievements and success stories of ICAO during his term as Secretary General. He highlighted that this would be the last time for Mr. Benjamin to attend a DGCA-MID meeting as the Secretary General of ICAO. The Chairman wished Mr. Benjamin all the best for the rest of his life.

11.9 Mr. Raymond Benjamin, the Secretary General of ICAO, thanked H.E. Abdul Aziz Al-Noaimi, for inviting him to the meeting. Moreover, Mr. Benjamin indicated that the MID Region is close to his heart and bid farewell to all meeting participants wishing them and the Region all the success.

11.10 During the closing session, H.E. Abdul Aziz Al-Noaimi, also bid a fond farewell to Mr. Mohamed R. M. Khonji, ICAO Middle East Regional Director, who would retire as of 31 December 2015. The Chairman mentioned that this DGCA-MID/3 meeting would be Mr. Khonji's last DGCA-MID meeting. The Chairman addressed the meeting recalling with appreciation Mr. Khonji's contributions to the ICAO Middle East Region and to ICAO as a whole. He wished him a very happy retirement after a long and rich career with Bahrain Civil Aviation Affairs and ICAO.

11.11 Many well-wishers recalled with thanks Mr. Khonji's tremendous efforts to bring the MID Region to the forefront and foster cooperation between States. Mr. Khonji had been well known within the MID Region for his significant contributions. His wisdom and particular character will be missed. The efforts of QCAA and the ICAO MID Regional Office for the good preparation, coordination and secretariat work were recognised and commended.

11.12 Mr. Khonji thanked the Chairman for the gracious words and expressed his gratitude and appreciation to Qatar Civil Aviation Authority (QCAA) and especially to the Chairman and all the QCAA team who contributed to the success of the meeting, for the excellent arrangements made towards successful conduct of the meeting and the warm hospitality extended to all delegates throughout their stay in Doha. He congratulated the Chairman for the excellent conduct and management of the meeting. He expressed his gratitude to all participants from States and International/Regional Organizations for their attendance, support and contributions.

11.13 Mr. Khonji expressed his appreciation to the ICAO Secretary General and the Directors of Air Navigation, Air Transport and Technical Cooperation Bureaux from ICAO Headquarters, for their attendance. He highlighted that this is evidence that ICAO HQ is supporting the MID Region, its meetings and initiatives which are driven by ICAO's strategic objectives.

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# ***APPENDICES***

**GUIDANCE MATERIAL FOR THE CONVENING OF  
THE DIRECTORS GENERAL OF CIVIL AVIATION MEETINGS  
IN THE MIDDLE EAST REGION  
(DGCA-MID MEETINGS)**

**1. AIMS AND OBJECTIVES**

1.1 The Meeting of Directors General of Civil Aviation is unique owing to its informal nature. It allows the Directors General/Chief Executives of Civil Aviation to discuss any issue, pertaining to any aspect of civil aviation, openly and frankly and facilitates bilateral and regional cooperation in areas of common interest. The forum also provides an essential linkage for all the aeronautical authorities of the Region to establish a very close and personal rapport to facilitate co-ordination of civil aviation activities in the Region.

1.2 Broadly, the aims and objectives of the Directors General of Civil Aviation Meeting in the Middle East Region (DGCA-MID) are to:

- review and exchange information on matters of interest in civil aviation;
- enhance co-ordination of civil aviation activities in the Region;
- review of work of the MIDANPIRG and the RASG-MID;
- develop specific *Action Items* that are of common interest and importance to the Region;
- provide overall guidance, harmonization and co-ordination of implementation of standards and procedures in the Region; and
- follow up by the ICAO Secretariat to coordinate issues of importance in a timely and orderly manner.

**2. HOSTING**

2.1 The Meeting is to be hosted bi-annually (every two years) by States within the Middle East Region on a voluntary and rotational basis.

**3. PARTICIPATION**

3.1 The Meeting essentially comprises Directors General/Chief Executives and representatives from the 15 MID States to which the ICAO Middle East (MID) Regional Office is accredited (Bahrain, Egypt, Iran (Islamic Republic of), Iraq, Jordan, Kuwait, Lebanon, Libya, Oman, Qatar, Saudi Arabia, Sudan, Syria, United Arab Emirates (UAE) and Yemen). However, the ICAO Regional Office has an integral and a key role. ICAO serves the Meeting as the Secretary, besides remaining closely associated with planning and conduct of the Meeting and eventual follow up on Action Items, which are developed by each Meeting.

3.2 States from outside the MID Region may be invited to participate on ad-hoc basis, when this will be of assistance in the general conduct of the work of the meeting.

3.3 International/Regional Organizations such as AACO, ACAC, CANSO, IATA and IFALPA may be invited on regular basis to attend the DGCA-MID as observers. Other Organizations may also be invited by both the host State and the ICAO MID Regional Office, as deemed necessary.

3.4 The host State also decides on the participation of various agencies/organizations in the State – such as representatives from the Air Navigation Service Providers, Airport Authorities, National Airlines and others as considered appropriate.

**Note:** *The President of the ICAO Council or the Secretary General of ICAO is usually invited by the host State to attend as a Guest of Honour.*

#### **4. CONVENING OF MEETINGS**

4.1 A convening letter for a meeting shall be prepared by the ICAO MID Regional Office in coordination with the host State. The convening letter shall be sent to all participants, normally 90 days prior to the meeting.

4.2 The convening letter should include the provisional agenda of the meeting, together with explanatory notes in order to assist participants in preparing for the meeting.

4.3 The list of hotels and bulletin containing administrative and other useful information about the meeting should be prepared by the host State, in coordination with the ICAO Regional Office in order to be attached also to the convening letter.

**Note:** *Attractive rates for hotel accommodation for the delegates; if possible, the rate at the venue hotel should be attractive enough so that most of the delegates can afford to stay there. This will avoid logistics difficulties and will facilitate unhindered movements of delegates for meetings, functions, visits etc.*

#### **5. ADMINISTRATION OF THE MEETINGS**

5.1 The DGCA-MID shall be administered as follows:

- a) by a Chairperson elected from the Representatives designated by Member States. The Director General of Civil Aviation (DGCA) of the host State or his Representative, by tradition, will be elected as Chairperson; and the Director General of Civil Aviation (DGCA) of the State hosting the next DGCA-MID meeting, or his Representative should be elected as a Vice-Chairperson; and
- b) by the ICAO MID Regional Director, Cairo who serves as Secretary of the meeting.

#### **6. LANGUAGE**

6.1 Arabic and English languages are used for production of documentation and conduct of the meeting. The host State shall ensure that all meeting working papers are to be made available in both Arabic and English languages and to make necessary arrangements, in coordination with the ICAO MID Regional Office, to ensure the interpretation from English to Arabic and vice-versa during the conduct of the meeting (discussions).

#### **7. AGENDA**

7.1 The Secretary, in consultation with the Chairperson (Host State) shall establish a provisional agenda for the meeting.

7.2 The provisional agenda with explanatory notes shall be circulated with the convening letter for comments by expected participants.

7.3 At the opening of the meeting, any State or International/Regional Organization may propose the inclusion of additional items on the agenda, and this shall be accepted if the majority of States attending the meeting so agree.

7.4 For standardization purpose and subject to the approval by the meeting, the agenda would not be too different from the following:

- 1) Adoption of the Agenda
- 2) Review and Follow-up of Action Items arising from the previous Meeting
- 3) Managerial issues
- 4) Air Navigation
- 5) Aviation Safety
- 6) Aviation Security and Facilitation
- 7) Environmental protection
- 8) Technical Cooperation
- 9) Air Transport
- 10) Dates and venues of next meetings
- 11) Any other business

## **8. SUPPORTING DOCUMENTATION**

8.1 Documentation for the DGCA-MID meetings is prepared by the Secretariat, States and International/Regional Organizations invited on regular basis to attend the DGCA-MID meetings as observers.

8.2 Supporting documentation shall be presented in the form of:

- a) Information Papers: are intended solely to provide participants at a meeting with factual information on developments of technical or administrative matters of interest and normally are not presented during the meeting; and
- b) Working Papers: constitute the main basis of the discussions on the various items on the agenda.

8.3 Working Papers shall be presented in a standardized format. Each paper should be limited to one agenda item or sub-item and contain, as appropriate, introduction of the matter, brief discussion and conclusions with specific proposals for action(s) that can be completed.

8.4 To the extent possible States, International/Regional Organizations refrain from presenting working papers of technical nature. The working papers to be presented to the DGCA-MID meetings should focus mainly on regional strategies, projects, common deficiencies, challenges, bilateral and regional cooperation in areas of common interests.

8.5 To the extent possible, the length of the working papers to be presented to the DGCA-MID meetings should not exceed three (3) pages.

8.6 The working papers for the DGCA-MID meetings should be submitted to the ICAO MID Regional Office, at least one (1) month prior to the meeting for review, in close coordination with the Host State, in order to ensure that the papers are in line with the requirement in 8.3 above. The decision related to the acceptance of working papers is kept with the ICAO MID Regional Office and the Host State.

8.7 Only working papers will be made available in both Arabic and English languages (the host State is responsible for the translation); the information papers and power point presentations (PPTs) will be made available only in the original language. The ICAO MID Regional Office should coordinate on a case-by-case basis with the Host State if the Appendices of the working papers need to be translated or no.

8.8 As part of the mechanism used for the review and selection of the working papers to be presented to the DGCA-MID meetings, the ICAO MID Regional Office, in close coordination with the Host State, ensure that the working papers presented to the meeting do not duplicate the work carried out within the framework of the Arab Civil Aviation Commission (ACAC).

## 9. SCHEDULE OF THE MEETING

9.1 The daily schedule of the meeting or order of business should be prepared by the ICAO MID Regional Office in coordination with the host State. The daily schedule should be distributed to the participants during registration. It should provide a detailed list of the activities to be carried out for each session (opening ceremony, presentation/discussion of Working Papers, Information Papers and Presentations, etc). Social events, if any, such as, cultural programmes, visits, sightseeing, lunches, dinners, refreshments, etc, should also be reflected on the daily schedule of the meeting.

## 10. PREPARATION FOR THE MEETING

10.1 For efficient organization and administration of the Meeting, the host State designates a focal point and eventually establishes an Organizing Committee for coordinating various activities associated with the hosting of this important event, in close cooperation with the ICAO MID Regional Office, so that any unforeseen issue that comes up is resolved in a timely and efficient manner.

10.2 The minimum requirements for the hosting of the meeting are as follows:

- a) a meeting room, in a U-shape layout and head table (for 4 persons), with its facilities (including microphones) to serve generally 50-60 participants;  
*Note: number of participants could change depending on the host State attendees*
- b) podium and flag poles for the ICAO and host State flags;
- c) meeting notice board located in the venue main lobby as well as other signs throughout the meeting venue to guide participants to the meeting room;
- d) an adjacent Secretariat Room with one (1) heavy duty photocopying machine;
- e) one (1) PC and one (1) printer;
- f) the assistance of one (1) local Secretary fluent in both Arabic and English languages/typing;
- g) IT services provision: Wireless Internet connection access (Wi-Fi) in the meeting room to accommodate all participants working from their laptops. Availability of numerous electric power points to plug-in participant laptops and computers in the meeting room, including the head table;
- h) a counter for registration of participants;
- i) writing pads and pens/pencils;
- j) a video projector with screen and pointer pen; and
- k) arrangement for two daily coffee breaks.

**Note:** - *Security: In accordance with the United Nations Department of Safety and Security (UNDSS) requirements, the security for the event, participants and ICAO Staff is the responsibility of the host State.*

- *The host State provides necessary assistance for the issuance of entry visa to the participants requiring such assistance.*
- *The host State provides the meeting arrangements including Air Tickets and Hotel accommodations together with meet and assist services at Airport for the ICAO Secretariat (staff from the MID Regional Office in Cairo, Egypt), The President of the ICAO Council or the Secretary General of ICAO attending as Guest of Honour and any other ICAO Headquarter personnel.*

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**DOHA DECLARATION  
ON  
AVIATION SAFETY AND AIR NAVIGATION  
IN THE MID REGION**

**April 2015**

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## **DECLARATION**

**Whereas** the Convention on International Civil Aviation and its Annexes provide the essential framework required to support the safe operation of a global aviation system;

**Considering** the Montréal Declaration on Planning for Aviation Safety Improvement, February 2015;

**Recognizing** the importance of effective implementation of regional and national plans and initiatives based on the global frameworks;

**Recognizing** that further progress in enhancing the global safety and improving air navigation capacity and efficiency, is best achieved through a cooperative, collaborative and coordinated approach in partnership with all stakeholders under the leadership of ICAO;

**Recognizing** the need to set air navigation and safety priorities, targets and indicators for the monitoring of performance at the national, regional and global levels;

**Considering** the need to implement safety management principles and mitigate risks on identified operational issues;

**Considering** the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG) is the governing body responsible for the review and update of the MID Region Air Navigation Strategy, as deemed necessary;

**Considering** the Regional Aviation Safety Group-Middle East (RASG-MID) is the governing body responsible for the review and update of the MID Region Safety Strategy, as deemed necessary;

We, the Directors General of Civil Aviation-Middle East Region, meeting in Doha, Qatar, from 27 to 29 April 2015, on the occasion of the Third meeting of the Directors General of Civil Aviation-Middle East Region (DGCA-MID/3):

***Undertake to:***

1. meet our States' civil aviation obligations under the Convention on International Civil Aviation (the Chicago Convention);
2. act upon the plans agreed during the Second High-level Safety Conference (*HLSC 2015*), as reflected in the Montréal Declaration on Planning for Aviation Safety Improvement;
3. support the effective implementation of the ICAO Global Aviation Safety Plan (GASP), ICAO Global Air Navigation Plan (GANP) and MID Region Air Navigation and Safety Strategies;
4. take necessary measures to foster the implementation of the global safety and air navigation priorities and objectives;
5. support MIDANPIRG and RASG-MID activities and achieve the regional Aviation Safety and Air Navigation objectives and targets, including those at **Appendix A**.

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## APPENDIX A

### MAIN AVIATION SAFETY AND AIR NAVIGATION TARGETS FOR THE MID REGION

#### Accidents

- 1) Reduce/Maintain the regional average rate of accidents to be in line with the global average rate by 2016
- 2) Reduce/Maintain the regional average rate of fatal accidents to be in line with the global average rate by 2016

#### USOAP-CMA Effective Implementation (EI)

- 3) Increase the regional average EI to be above 70% by 2020
- 4) 11 States to have at least 60% EI by 2020

#### Significant Safety Concerns (SSCs)

- 5) States resolve identified Significant Safety Concerns as a matter of urgency and in any case within 12 months from their identification

#### Aerodrome Certification

- 6) 80% of the international aerodromes certified by 2020

#### State Safety Programme (SSP)

- 7) All MID States with EI>60% to complete implementation of SSP by 2020

#### Optimization of Approach Procedures including vertical guidance (PBN)

- 8) Implement PBN approach procedures with vertical guidance, for all runways ends at international aerodromes, either as the primary approach or as a back-up for the precision approaches by 2017

#### Increased Interoperability, Efficiency and Capacity through Ground-Ground Integration

- 9) 11 States to implement AIDC/OLDI between their ACCs and at least one adjacent ACC by 2017

#### Service Improvement through Digital Aeronautical Information Management

- 10) All States to complete implementation of Phase I of the transition from AIS to AIM by 2017

#### Meteorological information supporting enhanced operational efficiency and safety

- 11) 12 States to complete the implementation of QMS for MET by 2017

#### ACAS Improvement

- 12) All States require carriage of ACAS (TCAS v 7.1) for aircraft with a max certificated take-off mass greater than 5.7 tons by 2017

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**MID REGION ATM ENHANCEMENT PROGRAMME  
(MAEP)**

**MEMORANDUM OF AGREEMENT  
(MOA)**

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**MID REGION ATM ENHANCEMENT PROGRAMME  
(MAEP)**

**MEMORANDUM OF AGREEMENT**

**1. PARTIES**

1.1 The signatories to this Memorandum of Agreement (MOA) herein called the Parties are listed at **Attachment I**.

**2. AGREEMENT**

- CONSIDERING the increasing need for cooperation between the different Air Traffic Management (ATM) stakeholders for the enhancement of ATM efficiency and increase of capacity to safely accommodate air traffic growth in the MID Region;
- CONSIDERING the decision to establish a MAEP Board, which will be responsible for the overall management of MAEP and the below DGCA-MID/2 Conclusions 2/3 and 2/4:

*DGCA-MID/2 CONCLUSION 2/3 – MID REGION ATM ENHANCEMENT  
PROGRAMME (MAEP) – SPECIAL  
COORDINATION MEETING*

*That, the ICAO MID Regional Office organise a Special Coordination Meeting in September 2013 in order to agree on the best mechanism to establish a MID Region ATM Enhancement Programme, taking into consideration all initiatives.*

*DGCA-MID/2 CONCLUSION 2/4 – MID REGION ATM ENHANCEMENT  
PROGRAMME (MAEP) BOARD*

*That, a MID Region ATM Enhancement Programme Board composed of high level representatives from concerned States and Organizations, be established for overall supervision, direction, and management of the Programme.*

The Parties have agreed to the following:

1. The Parties to this Agreement agree to establish the MAEP and undertake to support the programme.
2. MAEP shall be managed as a regional programme by the MAEP Board in accordance with the agreed Terms of Reference as at **Appendix I**.
3. MAEP will be established as an ICAO Technical Cooperation (TC) project.
4. The overall objective of MAEP, which is a regional platform that provides the basis for a collaborative approach towards planning and implementing air navigation projects in support of the MID Air Navigation Strategy, is to maximize ATM performance in the MID Region through project management; by supporting the implementation of ATM projects in the MID Region in a harmonized and collaborative manner in line with the MID Air Navigation Strategy and Global Air Navigation Plan (GANP), taking into consideration the users' requirements.

5. The MAEP Steering Committee (MAEP SC) is established to act as an advisory body to the MAEP Board, guide MAEP's work and ensure that its objectives are accomplished in a timely, effective and efficient manner. The MAEP SC Terms of Reference (TORs) are at **Appendix II**.
6. The MAEP Board, in which each Party is entitled to appoint a Member, Alternate, and Advisor(s), shall retain overall direction and responsibility for the supervision and operation of the MAEP Project Management Office (PMO) through the MAEP Steering Committee (MAEP SC).
7. The Board shall elect its chairperson from among the Parties.
8. The Board shall secure the commitment of the Parties for funding the MAEP activities, in accordance with agreed funding mechanism.
9. The MAEP PMO scope, duties and responsibilities will be agreed by the MAEP Board and could be revised as deemed necessary, through the MAEP SC.
10. The MAEP PMO shall be assigned clear tasks in a step-by-step approach.
11. The MAEP PMO will be co-located by the ICAO MID Regional Office. The co-location arrangements shall be subject to a written agreement with the relevant authorities of ICAO.
12. The MAEP Funding mechanism shall be agreed by the MAEP Board and amended as deemed necessary. The MAEP funding mechanism is at **Appendix III**.
13. The running cost of the MAEP PMO shall be covered through annual contribution from the Parties.
14. The funding of the projects/working packages shall be addressed by the Board on case-by-case basis; and ensured through contribution (cash or in-kind) by concerned States, stakeholders and sponsors/donors. Funds and activities concerning projects/working packages undertaken through ICAO TCB, as well as project documents with ICAO, shall be executed and administered according to applicable ICAO procedures, policies and practices.
15. The MAEP Board Chairperson is delegated the authority to sign with ICAO, on behalf of the Parties, the MAEP Legal, Administrative and Financial documentation.
16. Any State listed in **Attachment I** may join the MAEP by signing this Agreement. This Agreement shall come into effect on the date it has been signed by at least five (05) States, States willing to join the Programme after it has entered into force shall submit a request to the MAEP Board through the Regional Director of the ICAO Middle East Office, for appropriate action.
17. Any amendment to this Agreement shall be valid only if agreed and executed in writing by the Parties.
18. The Appendices to this Agreement are subject to periodic review by the MAEP Board, as deemed necessary. Amendments to the Appendices do not require the re-signature of the Agreement by the Parties.
19. Any dispute arising out of or relating to this Agreement shall be settled by direct consultation between the Parties concerned.

20. Any Party wishing to withdraw from this Agreement shall notify in writing the MAEP Board through the Regional Director of the ICAO Middle East Office, at least 12 months in advance. The obligations assumed by the Parties under this Agreement shall continue to exist after the withdrawal from this Agreement to the extent necessary to permit the orderly finalization of activities, the withdrawal of personnel, the distribution of funds, assets and the settlement of contractual obligations, approved before withdrawing. Additional funds, if necessary, shall be provided by the remaining Parties.
21. All correspondence related to the implementation of this Agreement, shall be addressed to:

**Chairman of the MAEP Board**

General Civil Aviation Authority  
P.O.Box 666  
Abu Dhabi  
United Arab Emirates

and

**Regional Director, ICAO Middle East Office**

ICAO Middle East Regional Office  
Egyptian Civil Aviation Complex, Airport Road  
P.O Box 85, Airport Post office, Terminal One  
11776, Cairo, Egypt

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**ATTACHMENT I****Agreed on behalf of**

<b>Parties</b>	<b>Name</b>	<b>Title</b>	<b>Signature</b>	<b>Date</b>
Bahrain				
Egypt				
Iran				
Iraq				
Jordan				
Lebanon				
Libya				
Kuwait				
Oman				
Qatar				
Saudi Arabia				
Sudan				
Syria				
Unite Arab Emirates				
Yemen				

**APPENDIX I****MID Region ATM Enhancement Programme Board  
(MAEP Board)****TERMS OF REFERENCE****The Terms of Reference of the MAEP Board are:**

1. Take responsibility for overall leadership, supervision, direction, and management of the MID Region ATM Enhancement Programme (MAEP).
2. Agree on MAEP objectives and develop the policies and the strategic plans to achieve these objectives including those related to the legal, financial and institutional arrangements, in line with the MAEP Scope and Strategic Objective.
3. Work to build commitment of all the involved Stakeholders.
4. Review and approve the MAEP work plan on a yearly basis and/or whenever required.
5. Develop duties and the responsibilities of the MAEP key players.
6. Approve the projects implementation plans to achieve the agreed objectives, which include projects scope, milestones, deliverables, budgets and resources.
7. Review and amend as deemed necessary the TOR of the MAEP Board and the MAEP Steering Committee (MAEP SC).
8. Develop, review and amend as deemed necessary the Institutional Framework and Administrative Procedures Manual of the PMO.
9. Monitor and review the activities and the work programme of the PMO through the MAEP SC and ensure compliance with the project charter and take actions as appropriate.
10. Review, amend and approve the business plans submitted by the MAEP SC for the implementation of MAEP projects/working packages.
11. Maintain a close and permanent consultation and cooperation with Stakeholders/Entities that might contribute to the work of the Board and optimize the exploitation of available expertise and resources.
12. Provide high level support and guidance to States to ensure harmonization and interoperability in line with the projects deliverables and recommendations.
13. Provide regular progress reports to MIDANPIRG.

In order to effectively perform its tasks and responsibilities:

1. The MAEP Board shall elect a Chairperson for a cycle of five years unless otherwise re-elected. The Chairperson acts as the contact point and coordinator on behalf of the MAEP Board members to oversee the Programme in coordination with ICAO.
2. The MAEP Board shall meet at least once a year and/or when deemed necessary.
3. The MAEP Board meetings should be hosted by its members on rotation basis.

**Composition:**

The MAEP Board is composed of:

- a) High Level (Decision Makers) Members from the MID States listed in **Attachment I** to the MAEP MOA;
- b) The MAEP Board Chairperson;
- c) MAEP SC Chairpersons; and
- d) Observers from AACO, ACAC, ACI, AIRBUS, BOEING, CANSO, EUROCONTROL/SESAR JU, FAA-USA, IATA, IFALPA and IFATCA

Other representatives from States and industry may be invited on ad-hoc basis as Observers when required.

The ICAO MID Regional Office will act as the Secretary of the MAEP Board meetings.

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**APPENDIX II****MAEP STEERING COMMITTEE (MAEP SC)****TERMS OF REFERENCE****A) Purpose of the MAEP SC:**

The MAEP SC is established to act as an advisory body to the MAEP Board, guide its work and ensure that MAEP objectives are accomplished in a timely, effective and efficient manner.

In order to meet its Terms of Reference, the MAEP SC shall:

1. Review regional objectives, plans and users' requirements, and recommend priorities to the MAEP Board.
2. Review plans submitted by the PMO, and recommend priorities, projects/working packages and associated funding arrangements to the MAEP Board.
3. Ensure that the business plans are in line with the MID Air Navigation Strategy.
4. Oversee the activities of the PMO in line with the plans and budgets approved by the MAEP Board.
5. Monitor the financial performance at project level in line with the Board approved budget for each project/working package.
6. Monitor and follow-up the implementation of the MAEP Board Conclusions and Decisions related to the projects/working packages management.
7. Follow up with the PMO the implementation of the agreed projects/working packages and provide regular progress report to the Board.
8. Coordinate technical issues with the appropriate MIDANPIRG subsidiary bodies;
9. Establish Task Forces and implementation bodies, as deemed necessary, provided that:
  - i. the MAEP SC ensure harmonization and avoidance of duplication of efforts;
  - ii. the MAEP SC assumes the role of maintaining accountability for the established task forces and implementation bodies ensuring that they meet their deliverables; and
  - iii. all ATM stakeholders, including Industry and International Organizations, have an active participation in the established task forces and implementation bodies.
10. Monitor the progress of work and provide guidance to the established Task Forces and implementation bodies.

**B) Composition:**

The MAEP SC is composed of:

- a) The MAEP SC Co-Chairpersons
- b) MAEP Board Chairperson
- c) Members/Alternates from the MAEP member States
- d) MAEP Representatives/Alternates from the following Partners:

AACO, ACAC, ACI, AIRBUS, BOEING, CANSO, EUROCONTROL/SESAR JU, FAA-USA, IATA, IFALPA

Other representatives from States and industry may be invited on ad-hoc basis, as required.

**Note 1:** *The MAEP SC meetings are organised by the PMO. The PMO Manager will act as the Secretary of the MAEP SC meetings.*

**Note 2:** *ICAO will attend the MAEP SC meetings as Observer and would provide support as appropriate.*

**Note 3:** *The composition of the MAEP SC might be updated over time to include only Member States and Partners that could participate actively in the MAEP SC and contribute to its work.*

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**APPENDIX III****MAEP Funding Mechanism**

The MAEP funding mechanism was endorsed by the MSG/4 meeting as follows:

*MSG CONCLUSION 4/7: MAEP FUNDING MECHANISM*

*That,*

- a) the running cost of the MAEP PMO be ensured through contributions from all MAEP Member States;*
- b) the annual amounts to be paid by the MAEP Member States are, as follows:*
  - i. Bahrain, Iran, Oman, Qatar, Saudi Arabia and UAE annual contribution is US\$ 30,000 each;*
  - ii. Egypt, Iraq, Kuwait and Libya annual contribution is US\$ 20,000 each; and*
  - iii. Jordan, Lebanon, Sudan, Syria and Yemen annual contribution is US\$ 10,000 each.*
- c) the funding of the projects/working packages:*
  - i. be addressed by the Board, on case-by-case basis; and*
  - ii. be ensured through contribution (cash or in-kind) by concerned States, stakeholders and sponsors/donors.*
- d) the MAEP funding mechanism be revised by the MAEP Board, when necessary.*

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**PROPOSALS FOR THE ESTABLISHMENT OF AN RSOO FOR THE MENA STATES**

- Proposal 1:** An RSOO for the MENA Group of States should be established.
- Proposal 2:** A minimum of five State signatories to the Letter of Intent for establishing the MENA RSOO is required to start the process of establishment.
- Proposal 3:** The primary objective of the RSOO should be to assist member States to develop and implement SSP (core service). The RSOO should also assist States to resolve safety oversight deficiencies, and thereby achieve compliance with international requirements.
- Proposal 4:** The RSOO should have an advisory/consultative mandate, under which member States would hold it accountable for the performance of certain tasks and functions, whilst retaining their sovereign responsibilities.
- Proposal 5:** The RSOO should carry out a range of activities to support the implementation of SSP, in particular safety risk management, safety assurance and the establishment of an acceptable level of safety performance.
- Proposal 6:** With respect to safety oversight, the RSOO should carry out tasks and functions in the area of PEL, OPS, AIR, AGA and ANS.
- Proposal 7:** Safety oversight activities of the RSOO should include harmonization of regulations, development of guidance materials, the conduct of audits and inspections, training and consultancies.
- Proposal 8:** The RSOO should perform its duties and functions within the framework of the GASP and should be fully aligned with the RASGs' priorities and objectives.
- Proposal 9:** The RSOO should make regular reports on the status of its activities to the ACAC Safety Committee and the RASGs.
- Proposal 10:** The MENA RSOO should be first established on the basis of an MOU.
- Proposal 11:** The establishment of the MENA RSOO on the basis of an MOU should not preclude its later transitioning to a formal inter-governmental agreement/treaty, if so decided by the RSOO's Board.
- Proposal 12:** The MOU should provide the RSOO with legal personality, thus enabling it to act independently.
- Proposal 13:** The MOU should be binding on the signatories to the agreement.
- Proposal 14:** The primary source of funding for the common core functions of the RSOO should be contributions made in equal amounts by member States.
- Proposal 15:** Funding for services provided on demand to individual States should be on the basis of fees to be charged to the beneficiary States (cost recovery basis).

**Proposal 16:** Both business and financial plans should be developed to support the RSOO.

**Proposal 17:** In order to reduce cost, and when appropriate, the RSOO should use technical personnel seconded by States, the recruitment of short-term consultants and the implementation of an inspector-sharing scheme.

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**FUTURE ACTIVITIES AND WORK PLAN FOR ESTABLISHING THE MENA RSOO**

<b>Activity</b>	<b>Responsible Entity</b>	<b>Completion Date</b>
Signing of the Letter of Intent for establishing RSOO	MENA States committed to the establishment of the RSOO	June 2015
Establishment of the Steering Committee	MENA States committed to the establishment of the RSOO	June 2015
Obtaining funding	Participating States, ACAC, ICAO, funding agencies and industry	October 2015
Recruitment of consultant	Steering Committee members	January 2016
Review of deliverables, including the financial and business plans	HLTF	May 2016
Approval of deliverables, signing of the RSOO MOU and other related documents and agreement on the RSOO location	Steering Committee members	June 2016
Launch of the MENA RSOO (including recruitment of RSOO staff and establishment of the RSOO location)	Steering Committee members	January 2017

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**Letter of Intent on the Establishment of a Regional Safety Oversight  
Organization (RSOO) for the Middle East and  
North African States Committed to  
The Establishment of the RSOO**

Whereas the ACAC General Assembly (GA/16), held in Rabat, Morocco, from 16 to 18 May 2012, agreed by its Decision No. 5, to conduct a study on the establishment of an RSOO for ACAC and ICAO MID States;

Whereas the ACAC/ICAO Seminar/Workshop, held in Rabat in December 2012, developed a strategy for the establishment of an RSOO, further endorsed by decision No. 4 of the ACAC Executive Council (EC/42);

Whereas the 2<sup>nd</sup> meeting of MID Directors General (DGCA-MID/2), held in Jeddah, Saudi Arabia, from 20 to 22 May 2013, endorsed this strategy and agreed that ICAO support ACAC in the conduct of the study;

Recognizing that the RSOO could be an effective means of rectifying safety deficiencies and strengthening safety oversight capabilities, in an effective, cooperative and sustainable manner, by way of shared resources, objectives, strategies and activities;

Recognizing that the study should result in a proposal for the establishment of the RSOO that should include well-defined legal, organizational and financial frameworks and a work plan with clear deliverables and timelines;

Bearing in mind that the initial study and proposals on the establishment of an RSOO for the Middle East and North African (MENA) States were reviewed by the workshop held in Rabat, Morocco, from 23 to 24 March 2015;

Recognizing that the establishment of an RSOO for the MENA States would result in effective implementation of State Safety Programmes (SSP) and enhanced safety oversight capabilities and compliance with international requirements;

Recalling that proposals of the study on the establishment of an RSOO for the MENA States called, inter alia, for States that were committed to the establishment of an RSOO to sign a Letter of Intent, and that a minimum of five signatories to the Letter of Intent would be needed to allow the RSOO establishment phase to begin;

Have agreed as follows:

## **1. GENERAL**

1.1 This Letter of Intent represents a clear statement by those States that are committed to the establishment of the RSOO for the MENA Group of States. A minimum of five signatories to the letter is required to enable the process of establishing the RSOO to begin.

## **2. DUTIES AND OBLIGATIONS**

2.1 States that sign the Letter of Intent commit to fulfil their roles and obligations as contained in the work plan (found in paragraph 9 of the report on the study into the establishment of the MENA RSOO). These include:

- a. The establishment of the Steering Committee, by June 2015.
- b. Contributing, along with other partners, the funding required for establishing the RSOO, by October 2015.
- c. The recruitment of the consultant who will work on the deliverables to be approved by the Steering Committee, by January 2016.
- d. Signing of the MENA RSOO MOU and other related documents that will enable the launch of the RSOO, by June 2016.
- e. Launch of the RSOO and recruitment of the RSOO staff in January 2017.

2.2 The States committed to the establishment of the MENA RSOO shall ensure that the actions for which they are responsible shall be completed in accordance with the work plan's timeline.

2.3 Inputs required of the MENA States committed to the establishment of the RSOO include:

- a. Each State shall provide local counterparts, support personnel and office facilities during the visits of the consultant to the respective States, as well as ensure coordination with other departments and organizations and facilitate locally, the data collection, information gathering and consultation, as may be required by the consultant.
- b. Each State shall facilitate the meeting of the consultant with State's decision makers as may be required in the course of the project.
- c. Each State shall furnish the consultant all relevant information necessary for the successful implementation of the establishment of the RSOO.

## **3. ADDITIONAL ARTICLES**

5.1 This Letter of Intent shall come into force on the date of signature by a minimum of five signatories from the MENA States committed to the establishment of the RSOO.

5.2 Any amendment to this Letter of Intent shall be carried out by the mutual consent of all its signatories.

**Signatures:**



# ***ATTACHMENTS***



**DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION**

**Third Meeting (DGCA-MID/3)**  
*(Doha, Qatar, 27-29 April 2015)*

**LIST OF PARTICIPANTS**

<b>NAME</b>	<b>TITLE &amp; ADDRESS</b>
<b><u>STATES</u></b>	
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Mr. Hussain Ahmed AL Shuail	Assistant Undersecretary Safety & Aviation Security Ministry of Transportation & Telecommunications KINGDOM OF BAHRAIN
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Mr. Mahmoud Mohamed Ahmed	Head of AVSEC Central Administration Egyptian Civil Aviation Authority Cairo, EGYPT
<b>ISLAMIC REPUBLIC OF IRAN</b>	
Mr. Alireza Jahangirian	Vice Minister of Road Urban Development & President of C.A.O Civil Aviation Organization Tehran - ISLAMIC REPUBLIC OF IRAN

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Mr. Hamid Habibi	Vice President for Flight Standard Civil Aviation Organization Tehran - ISALAMIC REPUBLIC OF IRAN
Mr. Morteza Dehghan	Director General for Airports, Airlines & Aeronautical Institutions Supervision Civil Aviation Organization Tehran - ISALAMIC REPUBLIC OF IRAN
Mr. Rahmatollah Firouzi Pourbadi	Director General for Security Civil Aviation Organization Tehran - ISALAMIC REPUBLIC OF IRAN
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Mr. Mohammad Bagheri	Economic Counsellor Embassy of Islamic Republic of Iran Doha, Qatar
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Mrs. Rawaa Ahmed Salim	Airworthiness Inspector Baghdad International Airport Civil Aviation Institute IRAQ
<b>JORDAN</b> Capt. Jawdat Eyadeh I. Albaqeen	Deputy Chief Commissioner Commissioner Safety & Security Civil Aviation Regulatory Commission Amman - JORDAN
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Eng. Saud Abdulazziz Al Mahrous	Director of Technical Bureau Directorate General of Civil Aviation State of KUWAIT

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<b>MAURITANIA</b>	
Mr. Mohamed Mahmoud Bouassriya	Director General Civil Aviation Authority MAURITANIA
Mr. Sayed Mohamed Sidi	Safety Director Air Navigation Service MAURITANIA
<b>MOROCCO</b>	
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Mr. Mohammed Ben Nasser Al Za'abi	Chief Executive Officer of Public Authority for Civil Aviation SULTANATE OF OMAN
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Mr. Iván Galán	Director Technical Co-operation Bureau (D/TCB) International Civil Aviation Organization (ICAO) CANADA

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Mr. David Tiedge	Programme Coordinator CASP-MID c/o Bahrain CAA Manama, BAHRAIN

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## DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

### Third Meeting (DGCA-MID/3) (Doha, Qatar, 27-29 April 2015)

#### SPEECH OF H.E ABDUL AZIZ MOHAMMED AL NOAIMI

**Your Excellency, the Secretary General of International Civil Aviation Organization,  
Mr. Mohamed Khonji, Regional Director of ICAO MID Regional Office  
Honorable Directors General of Civil Aviation in the Middle East,  
Distinguished guests, Ladies and gentlemen,**

In the name of the State of Qatar and the Civil Aviation Authority, It is indeed a pleasure to host and welcome you to the Third Meeting of the Directors General of Civil Aviation in the Middle East Region.

The participation of Mr. Raymond Benjamin, the Secretary General of the International Civil Aviation Organization – Middle East Region in this meeting, demonstrates the high importance that ICAO attaches to this region and the outcomes of this meeting.

It is noted with concern that the aviation industry is facing emerging risks and ICAO has accordingly taken prompt action to address: global flight tracking, conflict zones, public health and extreme meteorological conditions.

We are today aware of the challenges we face to meet five strategic objectives established by ICAO for the triennium 2014-2016; namely, Safety, Air Navigation Capacity and efficiency, Security and facilitation, Economic development of air transport and Environment protection, will certainly require coordinated efforts and commitment from all our aviation partners both at the level of States and the industry.

The Middle East Region is considered one of the fastest growing regions of the world, especially in air traffic growth, cargo transportation and fleet size. Therefore, Unless we join our efforts and collectively embark on emerging new technologies; Performance Based Navigation (PBN), Airspace Block Upgrades (ASBU) and timely transition towards the

Aeronautical Information Management (AIM) system, we will not be able to cope with these challenges in a timely manner.

Furthermore, The implementation of effective safety oversight systems and States Safety Programme (SSP) in accordance with the strategic objectives of this region will also require coordinated efforts.

It is a pleasure to note that the Middle East Region is actively involved in meeting the objectives of the Global Aviation Safety Plan (GASP) and Global Air Navigation Plan (GANP).

Our mandate at this meeting is to review and endorse, as appropriate, all conclusions and recommendations emanating from the Middle East Regional Groups and accordingly provide the necessary support to meet these objectives.

Based on the agenda, and the working papers, it is recognized that we have a very busy schedule and I am sure that through your vision and contributions, this meeting will be very successful and pave the way for further enhancement of safety in the region.

Thanks you very much for your presence and I wish you all an enjoyable stay in Qatar.

Chairman

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**Address by the  
Secretary General of the  
International Civil Aviation Organization (ICAO),  
Mr. Raymond Benjamin,  
to the Third Meeting of the Directors General of Civil Aviation  
Middle East Region**

*(Doha, Qatar, 27-29 April 2015)*

1. Good morning ladies and gentlemen.
2. It is a great honour, and indeed a privilege, for me to deliver this opening address to the Third Meeting of the Directors General of Civil Aviation of the Middle East Region. My thanks to Mr. Abdul Aziz Al-Noaimi, Chairman of the Qatar Civil Aviation Authority, for his kind introduction.
3. It was only four years ago that I had the honour of opening the very first of these meetings in Abu Dhabi, and it has been very encouraging to see the progress which your Region has made since that time.
4. But before I begin to review in greater detail your local accomplishments and challenges, permit me please to provide some perspective on the latest global indicators for the air transport sector, along with some points for your Region specifically.
5. ICAO's figures show that some 3.2 billion passengers took advantage of air transport services for their business and travel needs in 2014. This total passenger figure is up approximately five per cent compared to 2013, and is expected to reach over 6.4 billion by 2030.
6. Aircraft departures reached 33 million globally during 2014, establishing a new record and surpassing the 2013 figure by roughly one million flights. Solid global economic growth, as well as some gains in world trade, helped scheduled passenger traffic to grow at a rate of 5.9 per cent last year, compared to 5.5 per cent in 2013.
7. The world's largest air travel market in 2014, with a 31 per cent share of world Revenue Passenger Kilometres (RPKs), was the Asia-Pacific. The second and third largest air travel markets were Europe and North America, with 27 per cent and 25 per cent shares respectively.
8. Your Middle East Region accounted for 9 per cent of world RPKs, but what is perhaps more noteworthy is that it recorded the fastest travel market growth rate at 12.8 per cent for 2014.
9. And with its combined economic strength and airline network expansion, the MID Region also recorded the highest international passenger traffic growth rate at 13.4 per cent. This figure, along with the equally impressive 11.3 per cent growth you registered in freight traffic, were each *more than double* the comparable rates seen anywhere else in the world.
10. Looking now to global and local developments with respect to ICAO's strategic objectives, let me please begin with our most fundamental goal, Safety, and summarize for you the results of our recent High Level Safety Conference.
11. The disappearance of Malaysian Airlines flight MH370 in 2014, and the downing of Malaysian Airlines flight MH17, raised important concerns with respect to the public's trust in air transport. This is why ICAO rapidly convened a sectoral response and brought related proposals to the attention of the HLSC less than a year after these incidents took place.

12. With respect to MH17 and conflict zones, the Conference's main recommendation was for ICAO to develop and host a centralized online repository where States, operators and applicable organizations could share up-to-date conflict zone risk information.
13. The ICAO Council subsequently endorsed this recommendation and, as of early April, access to the repository for registered users has been readily available on the homepage of the ICAO website.
14. Another major outcome of the High Level Safety Conference was support for a new 15-minute flight-tracking standard. This development represents a critical first step in the implementation of ICAO's more comprehensive Global Aeronautical Distress and Safety System, or GADSS, which over time will also lead to greater tracking frequency and precision under distress conditions.
15. ICAO is also leading a global aircraft tracking implementation initiative at present, in order to demonstrate the best use of existing equipment and capabilities. A dozen or more world airlines are participating, as well as a range of aircraft types.
16. Another topic I wish to briefly address today relates to the very unfortunate and more recent loss of Germanwings Flight 9525.
17. ICAO has been seeking to draw greater attention to the importance of mental health assessments for licensed aviation personnel since 2009, and we will continue to do so. But I also wish to stress in this regard that determining mental health to any practical extent is a very complex medical challenge, and that airlines, pilots and others can only react to what the best medical approaches make available to us.
18. Looking at your region's Safety issues more closely, ICAO has been encouraged to see that the MID Regional Safety Indicators and Targets have been identified and included in your Regional Safety Strategy. We are similarly heartened that your *Third Annual Safety Report*, which monitors results, was recently approved by the MID Regional Aviation Safety Group.
19. We have also gratefully observed that several of your Safety Enhancement Initiatives (SEIs) and Detailed Implementation Plans (DIPs) have now been completed, and we will look forward to this meeting's decision on the possible establishment of Regional Safety Oversight Organizations RSOO(s) for the Arab Civil Aviation commission (ACAC) and MID States.
20. With respect to ICAO's Strategic Objectives for Air Navigation Capacity and Efficiency, the revised ICAO *Global Air Navigation Plan* (GANP) continues to serve as the guiding resource for all long-term capacity planning in our sector.
21. And the annual ICAO *Air Navigation Report* and real-time Performance Dashboards continue to drive greater progress and accountability on local goals.
22. We have been pleased to note in this regard that the MID Regional Air Navigation Indicators and Targets have now been identified and included in your Regional Air Navigation Strategy. As you know, this strategy is based on 12 priority performance improvements reflected in the GANP's Block Zero ASBU Modules.
23. ICAO is also expecting your States to sign the Memorandum of Agreement on the MID Region ATM Enhancement Programme during this meeting, an ongoing project being managed under ICAO's Technical Cooperation Bureau.

24. Lastly, the establishment of the MID Region Aeronautical Information Management (AIM) Database is another regional initiative which is now at an advanced stage, and your support will be appreciated to expedite its implementation.
25. I noted earlier that air traffic volumes globally will double by 2030, but related projections point to a doubling of Middle East Regional traffic much sooner than this – perhaps as early as 2020. This makes all of these issues urgent concerns for your Region's States, especially as regards the needed harmonization and coordination of local air traffic management responsibilities.
26. Moving now to ICAO's Security and Facilitation objectives, let us first recall that the task of safeguarding civil aviation is a formidable undertaking. Today's threats are real, and they are almost constantly evolving. Be it cyber-attacks or 3D-printed weapons, aviation's focus and determination to address emerging trends will continue to be tested.
27. Furthermore, recent events, such as the 2014 attack at the Karachi International Airport in Pakistan, remind us that civil aviation remains a target for terrorists. This is an unfortunate reality and one which is unlikely to change.
28. ICAO is also continuing to support States through our cooperative work with the World Customs Organization on cargo screening and clearance optimization, as well as through our new Traveler Identification Programme. It establishes an integrated approach to the identification management process leading up to the issuance of travel documents and their inspection at borders.
29. ICAO has been happy to take note of the progress being achieved since the MID Cooperative Aviation Security Programme was established in 2012.
30. CASP-MID is successfully providing a regional approach to aviation security assistance and training, work which is being aided by the new Aviation Security Training Centres ICAO has established here.
31. The first of these was established in the UAE in 2008, but more recently additional facilities have been realized in Lebanon in 2013, and the Kingdom of Bahrain last April. We have already realized new USAP-CMA auditor training in Bahrain, developments which have been helpfully complemented by the regional seminars you arranged in Cairo covering facilitation and audit activities.
32. In the area of Economic Development, ICAO continues to strongly support agreements and measures aimed at accelerating the process of liberalization and optimized connectivity. Signing and ratification of the Damascus Convention by all MID States is certainly encouraged in this regard.
33. ICAO also recognizes, however, that some emerging issues which can negatively impact liberalization, mainly relating to protectionism and slot access, are concerns not only locally in your region, but also where you fly to.
34. Lastly in this area, I would highlight that ICAO will be conducting our ICAN Air Services Negotiation meeting this October in Antalya, Turkey, and I would encourage all MID States to take advantage of this unique facility.
35. In the Environmental domain, ICAO continues to drive forward on the basket of measures relating to biofuels development, improved operations and other initiatives which have been supported by recent ICAO Assemblies. We have realized a number of important achievements in setting Standards on aircraft noise and emissions, and we are currently finalizing a first ever CO<sub>2</sub> certification Standard for aircraft.

36. We are also progressing our work on an aviation Market-based Measure, and conducting a series of MBM Global Aviation Dialogues (GLADs) this month to raise awareness of it in every ICAO Region. The MID GLADs event took place just last week in Cairo, and was greatly appreciated by all present.
37. Ladies and gentlemen, in closing today, let me please stress that progress on all of the priorities I have outlined here will require not only that we determine practical standards and guidance, but also that our Member States have the tools and proficiencies they need to effectively put those provisions into practice.
38. The Council President has made it his clear priority that ICAO stay closely focused on providing and coordinating the implementation assistance and capacity-building resources many of our States require, and ICAO recognizes that, only by succeeding on this goal, will we be able to ensure that *No Country is Left Behind* where the significant social and economic benefits of air transport are concerned.
39. I must also bring to your attention that this will quite likely be my last opportunity to address MID DGCAAs while serving as the Secretary General of ICAO.
40. It has been my great honour to serve ICAO, and the global air transport sector it supports, for so many years now, and during my tenure the Middle East region has made tremendous progress in many areas.
41. I wish all of my dear friends and colleagues here in the Middle East only the greatest successes in your private and professional lives in the years ahead, and I trust that further productive progress will be made during the course of this Third Meeting of MID DGCAAs.

Thank you.



**DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION**

**Third Meeting (DGCA-MID/3)**  
*(Doha, Qatar, 27-29 April 2015)*

**LIST OF WORKING AND INFORMATION PAPERS**

*(Presented by the Secretariat)*

**1- WORKING PAPERS**

WP No.	Agenda Item	Title of Working Paper	Presented by
1	1- Adoption of the Provisional Agenda	Provisional Agenda	Secretariat
2	2- Review and Follow-up of Action Items arising from the previous Meeting	Review and Follow-up of Action Items arising from the DGCA-MID/2 Meeting	Secretariat
3	3- Managerial Issues	Guidance Material for the Convening of the DGCA Meetings	Secretariat
4	3- Managerial Issues	Assistance for the conduct of meetings and missions in the MID Region	Secretariat
5	4- Air Navigation	MID Air Navigation Strategy	Secretariat
6	4- Air Navigation	MID ATM Enhancement Programme	Secretariat
7	4- Air Navigation	Contingency Planning	Secretariat
8	4- Air Navigation	Search and Rescue (SAR)	Secretariat
9	4- Air Navigation	MID Region AIM Database (MIDAD) Project	Secretariat
10	5- Aviation Safety	Outcome of the Fourth Meeting of the Regional Aviation Safety Group-Middle East Region (RASG-MID/4).	Secretariat
11	5- Aviation Safety	MID Region Safety Strategy	Secretariat
12	5- Aviation Safety	Runway Safety Team and Go-Team	Secretariat
13	5- Aviation Safety	RSOO Study	Secretariat

*NB: The Titles of the Papers shown in the English version of IP/1 reflect the original language of the papers.*

WP No.	Agenda Item	Title of Working Paper	Presented by
14	5- Aviation Safety	RAIO	Secretariat
15	5- Aviation Safety	Collaborative Arrangement for the Prevention and Management of Public Health Events In Civil Aviation (CAPSCA)	Secretariat
16	5- Aviation Safety	Coordination between MIDANPIRG and RASG-MID	Secretariat
17	6- Aviation Security and Facilitation	Cooperative Aviation Security Programme for the Middle East (CASP-MID)	Secretariat
18	6- Aviation Security and Facilitation	Unilateral Recognition of Equivalence and One-Stop Security	Qatar
19	6- Aviation Security and Facilitation	Requests by States for Implementation of Additional Security Measures	Qatar
20	6- Aviation Security and Facilitation	Recent Developments in Aviation Security and Facilitation	Secretariat
21	6- Aviation Security and Facilitation	Montreal Protocol 2014 on Unruly Passengers	AACO
22	7- Environmental Protection	International Civil Aviation and the Environment	Secretariat
23	7- Environmental Protection	Noise Management	Secretariat
24	5- Aviation Safety	CANSO Guidelines on just Culture	CANSO
25	9- Air Transport	ICAO's Work for Economic Development of Air Transport	Secretariat
26	9- Air Transport	حماية مستهلكي خدمات النقل الجوي	Qatar
27	9- Air Transport	تحرير خدمات النقل الجوي وتنفيذ رؤية قطر نحو التحرير تمهيداً للمشروع العربي الإفريقي	Qatar
28	9- Air Transport	Aeropolitical Relations	AACO
29	9- Air Transport	Consumer Protection Regulations in Air Transport	AACO
30	10- Dates and Venues of Next Meetings	Dates and Venues of DGCA-MID/4 and DGCA-MID/5 Meetings	Secretariat
31	11- Any other Business	Voluntary Contributions for translation of ICAO Public Websites and other Documentation into Arabic	Secretariat
32	6- Aviation Security and Facilitation	Air Cargo Security	United States
33	6- Aviation Security and Facilitation	Sharing of Threat/Risk Assessments	AACO

2- INFORMATION PAPERS

IP No.	Agenda Item	Title of Information Paper	Presented By
1		List of Working & Information Papers	Secretariat
2		Daily order of Business and Work Programme	Secretariat
3	7- Environmental Protection	Airport Carbon Emissions Management	ACI
4	4- Air Navigation	Mini-Global Project Demonstrations	United States
5	4- Air Navigation	U.S. Implementation of the Aviation System Block Upgrades (ASBU) Block 0 Modules and Collaboration in the United States	United States
6	5- Aviation Safety	تنفيذ برنامج الدولة للسلامة ونظام إدارة السلامة إنشاء البرنامج السوداني الوطني للسلامة	Sudan
7	11- Any other Business	Regulatory and Safety Oversight of Heliports	United Arab Emirates
8	11- Any other Business	Regulation of Unmanned Aircraft Systems (UAS)	United Arab Emirates

3- PRESENTATIONS

PPT No.	Agenda Item	Title of Presentation	Presented By
1	4- Air Navigation	Progress Report on the Air Navigation Priorities and Targets	Secretariat
2	4- Air Navigation	MID Region ATM Enhancement Program (MAEP)	MAEP Board Chairman/ Secretariat
3	5- Aviation Safety	RASG-MID Achievements and Progress Report on Safety priorities and Targets	Secretariat with RASG-MID Chairman)
4	5- Aviation Safety	RSOO Study	Secretariat
5	5- Aviation Safety	Experience of Qatar CAA in the implementation process for the State Safety Programme (SSP) and challenges ahead	Qatar
6	5- Aviation Safety	National Safety Programme Implementation	Sudan
7	4- Air Navigation 5- Aviation Safety	Aviation Safety and Air Navigation Global Update	Secretariat
8	7- Environmental Protection	International Civil Aviation and the	Secretariat

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<b>PPT No.</b>	<b>Agenda Item</b>	<b>Title of Presentation</b>	<b>Presented By</b>
		Environment	
9	9- Air Transport	ICAO's Work for Economic Development of Air Transport	Secretariat
10	8- Technical Cooperation	ICAO TCB	Secretariat
11	6- Aviation Security and Facilitation	Enhance Global Civil Aviation Security and Facilitation.	Secretariat
12	4- Air Navigation	ANS Improvements to achieve MID Air Navigation Strategy Objectives	Qatar

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