## PART II – REPORT ON AGENDA ITEMS

**REPORT ON AGENDA ITEM 1:  ADOPTION OF THE PROVISIONAL AGENDA**

*(DGCA-MID/5-WP/1)*

1.1.         The subject was addressed in WP/1 presented by the Secretariat.  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:**         Global Developments

– 40th ICAO Assembly
– 75th Anniversary of ICAO

**Agenda Item 5:**         Aviation Safety and Air Navigation

**Agenda Item 6:**         Aviation Security and Facilitation

**Agenda Item 7:**         Environmental Protection

**Agenda Item 8:**         Economic Development of Air Transport

**Agenda Item 9:**         ICAO Technical Assistance and Technical Cooperation Activities

**Agenda Item 10:**        MID Region Strategic Planning

**Agenda Item 11:**        Dates and Venues of Next Meetings

**Agenda Item 12:**        Any other Business

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

*Review and Follow-up of Action Items arising from the DGCA-MID/4 Meeting*

*(DGCA-MID/5-WP/2)*

2.1           The subject was addressed in WP/2 presented by the Secretariat. The meeting noted the implementation status of the 10 Conclusions endorsed by the DGCA-MID/4 meeting, as well as the follow-up actions taken by the concerned parties.

*Progress Report since the DGCA-MID/4 Meeting*

*(DGCA-MID/5-PPT1)*

2.2           The subject was addressed in PPT/1 presented by the Secretariat.  The meeting was apprised of the main accomplishments in the MID Region, by Strategic Objective, achieved thanks to the support of both States and partners.

2.3           The meeting was provided with an update on the CASP-MID activities and objectives and encouraged States that have not yet done so, to join the CASP-MID.

2.4           The meeting was apprised of the MID Region Priorities for 2020-2022 and urged States and stakeholders to work cooperatively to overcome the identified challenges and achieve the objectives.

*MID Aviation Current Opportunities and Challenges*

*(DGCA-MID/5-PPT/2)*

2.5           The subject was addressed in PPT/2 presented by IATA.  The meeting

- noted with appreciation that the cooperation and partnership are the key for success;

- noted the main priorities in the region including: Safety, Security, Air Traffic Management, Regulatory harmonization and capacity building;

- noted the economic projection growth in the Middle East Region despite the global economic slowness;

- encouraged States to consider incorporating smarter regulation principles when developing and implementing air transport regulation, including taxes and charges, economic regulations and consumer protection; and

- noted with appreciation the IATA's commitment to collaborate with ICAO and other stakeholders with respect to aviation security issues in the Middle East Region (MID).

*Cooperation between ICAO and the International and Regional Organizations*

*(DGCA-MID/5-PPT/3)*

2.6        The subject was addressed in PPT/3 presented by ACAO. The meeting noted that several joint ACAO/ICAO events have successfully been conducted.

2.7        The meeting was apprised of the outcome of the sixth MID Regional Cooperation Meeting (MID-RCM/6) held in Kuwait, 3 November 2019 and attended by ACAO, CANSO, IATA and ICAO. The meeting noted with appreciation that the MID-RCM/6 developed the Joint Regional Cooperation Triennium Plan (2020-2022), which includes joint activities covering the 5 Strategic Objectives of ICAO focusing on the priorities identified in the MID Region, especially within the framework of MIDANPIRG, RASG-MID and MID-RASFG.

2.8        The meeting appreciated the excellent cooperation between ICAO and other International and Regional Organizations and requested that this spirit of collaboration will reduce extensively the duplication of efforts and maximize the benefit to member States.


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**REPORT ON AGENDA ITEM 3:   MANAGERIAL ISSUES**

*Guidance Material for the Convening of the DGCA Meetings*

*(DGCA-MID/5-WP/3)*

3.1        The subject was addressed in WP/3 presented by the Secretariat. 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**. The meeting supported Kuwait's suggestion to include in the Guidance the option/requirement for the Host State to broadcast the proceedings of the DGCA-MID meetings.

*State Letters Online Monitoring Tool (SLOMT)*

*(DGCA-MID/5-PPT/4)*

3.1        The subject was addressed in PPT/4 presented by the Secretariat. The meeting noted with concern the low level of responses to the ICAO MID Office State Letters. The meeting urged States to follow up on State Letters provided by ICAO and provide required replies and actions in due time.

3.2        The meeting noted that the subject was addressed also by the MIDANPIRG/17 and RASG-MID/7. The meeting agreed that the development and implementation of the State Letters Online Monitoring Tool (SLOMT) would support States in the process of follow-up and effective provision of replies to the ICAO State Letters. The meeting was informed about the project's implementation resource requirements, phases and timelines. The meeting underlined the importance of designation of Focal Points from States to follow-up the development of the tool and contribute with feedback, in order to take into consideration States' needs. The meeting noted with concern that, as a follow-up to the PIRG-RASG-MID Conclusion 2, only 6 States sent a reply to the ICAO MID Office State Letter Ref.: A 7/4-19-03001. Accordingly, the meeting agreed to the following Conclusion:

> *DGCA-MID/5 CONCLUSION 5/1:     STATE LETTERS ONLINE MONITORING TOOL (SLOMT)*
>
> *That,*
>
> *a)   States are urged to take necessary measures to enhance the level of timely reply to the ICAO State Letters,*
>
> *b)    in order to support States in the process of follow-up and effective provision of replies to the ICAO MID Office State Letters, ICAO develop a State Letter Online Monitoring Tool (SLOMT); and*
>
> *c)   States, that have not yet done so, designate Focal Points to support the design, development, testing and implementation of the SLOMT before 31 December 2019.*

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**REPORT ON AGENDA ITEM 4:    GLOBAL DEVELOPMENTS**

**40th Session of the Assembly**

*(DGCA-MID/5-PPT/6)*

4.1         The subject was addressed in PPT/6 presented by the Secretariat. The meeting was apprised of the main outcomes of the ICAO 40th Session of the Assembly (A40) held at ICAO Headquarters in Montreal, Canada from 26 September to 4 October 2019. The meeting urged States to take necessary measures to implement the A40 Resolutions.

***PIRGs and RASGs Terms of Reference***

*(DGCA-MID/5-WP/4)*

4.2         The subject was addressed in WP/4 presented by the Secretariat. The meeting was apprised of the new Generic Terms of Reference (TORs) for the Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs), as approved by the President of the Council and agreed that the MIDANPIRG and RASG-MID TORs should be amended, accordingly. The meeting agreed that the MIDANPIRG and RASG-MID should meet on biennial basis (every two years), concurrently (similar to the MIDANPIRG/17 and RASG-MID/7), to the extent possible, around March-April of the odd years (2021, 2023, 2025, etc.). The MIDANPIRG Steering Group and the RASG-MID Committee should meet also on biennial basis during the even years (2022, 2024, 2026, etc).

4.3         Based on the above the meeting agreed to the following Conclusion:

> ***DGCA-MID/5 CONCLUSION 5/2:        FREQUENCY OF THE MIDANPIRG AND RASG-MID***
>
> ***MEETINGS***
>
> *That,*
>
> a)   *the MIDANPIRG and RASG-MID meetings be organized concurrently and on a biennial basis; and*
>
> b)   *the outcomes of MIDANPIRG and RASG-MID (and their Steering Group/Committee) be reported to the Council on annual basis.*

4.4         With regard to the "Fast Track/Approval by passing Procedure", the meeting agreed that this should be further studied/considered by MIDANPIRG and RASG-MID.

***75th Anniversary of ICAO***

*(DGCA-MID/5-PPT/5)*

4.1         The subject was addressed in PPT/5 presented by the Secretariat. The meeting started by thanking the State of Kuwait, H.E. Sheikh Salman Al-Homoud Al-Sabah and Kuwait DGCA for their generous support to celebrate the ICAO 75th Anniversary.

4.2 As part of the ICAO 75th Anniversary celebration, the meeting was apprised of:

- The history of creation of ICAO, establishment of the Regional Offices and the major achievements throughout the 75 years;

- The dates of signing the Chicago Convention by MID States;

- The role of Middle Eastern women in Aviation;

- MID States activities in celebration of the ICAO 75th Anniversary:

  o UAE projection of "ICAO 75" on Sheikh Zayed Grand Mosque and Burg Al Arab building during the ICAO Blockchain Aviation Summit;

  o A football game during the MIDANPIRG/17 and RASG-MID/7 meeting;

  o Jordan candle lit display of "ICAO 75" at the heritage site of Petra during the ICAO Cybersecurity and Resilience Symposium;

  o Kuwait display of "ICAO 2019 - 75 Years of Connecting the World" on the Oreedoo building, Kuwait Towers; and the Kuwaiti Skydive team raising the ICAO flag.

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**REPORT ON AGENDA ITEM 5:   AVIATION SAFETY AND AIR NAVIGATION**

*PIRGs and RASGs Global Symposium-Innovation*

*(DGCA-MID/5-WP/13)*

5.1          The subject was addressed in WP/13 presented by the Secretariat. The meeting noted that with the rapid pace of innovation, ICAO is planning the second Innovation Fair to be held in Montréal from 26 to 27 October 2020. It was noted with satisfaction that a PIRG/RASG Global Symposium will follow on 29 and 30 October 2020. The meeting highlighted that the PIRGs and RASGs will continue to play an important role specifically related to innovation, as they are the entry point related to regional planning and implementation in a coordinated and timely manner. The meeting encouraged States to identify and propose innovation activities to ICAO that they are aware of in their State that may be of global interest. With regard to the PIRG/RASG Symposium, the meeting invited States to identify problem areas and propose topics for discussion.

*Aviation Safety and Air Navigation Global Update*

*(DGCA-MID/5-PPT/7 and* IPs 3, 4 & 5*)*

5.2          The subject was addressed in PPT/7 presented by the Secretariat. The meeting was apprised of the global developments related to aviation safety and air navigation. The meeting agreed that the MIDANPIRG/18 and RASG-MID/8 meetings to provide feedback on the following questions raised by ICAO/ANB related to the Shift from the development of global provisions to the development of global provisions and implementation:

  a)   Reduction and/or slowing down the pace of development of global provisions?

  b)   What weight of effort should be dedicated to development of global provisions versus implementation?

  c)   What is the region doing for improving collaboration to enhance implementation?

  d)   What should be the focus of ICAO implementation support?  And will the model proposed is workable in MID?

*Outcome of the MIDANPIRG/17 and RASG-MID/7 meetings*

*(DGCA-MID/5-PPT/8 and* IP/9*)*

5.3          The subject was addressed in PPT/8 presented by the MIDANPIRG & RASG-MID Chairpersons. The meeting:

  • noted with satisfaction the arrangements for the conduct of MIDANPIRG and RASG-MID meetings concurrently;
  • noted the activities and achievements of MIDANPIRG and RASG-MID;
  • noted the challenges faced by the MIDANPIRG and RASG-MID;
  • highlighted that there is a need to improve the level of replies to State Letters;
  • noted that Safety and Air Navigation priorities are well defined through the MID Region Safety and Air Navigation Strategies;
  • noted that the MID Region Aviation Safety Reports and Air Navigation Reports

ensure the appropriate monitoring of the MID Region priorities;

- noted that major changes are expected on the MID Air Navigation Strategy pursuant to the endorsement of the Sixth Edition of the GANP by the 40th Assembly;
- encouraged the continuous cooperation with ACAO and all the International and Regional Organizations to avoid duplication of efforts;
- was apprised of the revised MIDANPIRG and RASG-MID Organizational Structures; and
- invited States to support the implementation of the MID Region NCLB Strategy for the provision of assistance to States.

*Progress Report on Safety priorities and targets*

*(DGCA-MID/5-PPT/9)*

5.4        The subject was addressed in PPT/9 presented by the Secretariat. The meeting commended the RASG-MID for the development, update and monitoring of the MID Region Safety Strategy (priorities and targets) in a cooperative manner with all stakeholders within the framework of RASG-MID. In this respect, the meeting noted that the last edition of the Strategy (Edition 6) was endorsed by the RASG-MID/7 meeting based on the outcome of the Fourth MID Region Safety Summit (Riyadh, Saudi Arabia, 2 - 3 October 2018). The 6th Edition of the Strategy includes selected goals from the new GASP 2020-2022, taking into consideration the regional specific objectives and priorities including new safety targets with specific timeframes. The goals include an Aspirational Goal (Zero fatality by 2030) as well as the followings:

- Goal 1: Achieve a continuous reduction of operational safety risks
- Goal 2: Strengthen States' safety oversight capabilities/Progressively increase the USOAP-CMA EI scores/results
- Goal 3: Improve aerodrome safety
- Goal 4: Expand the use of Industry Programmes
- Goal 5: Implementation of effective SSPs and SMSs
- Goal 6: Increase Collaboration at the Regional Level to enhance safety
- Goal 7: Ensure the appropriate infrastructure is available to support safe operations
- Goal 8: Monitor the fleet age

5.5        The meeting was apprised of the current status of the different Safety Indicators and Targets included in the MID Region Safety Strategy. It was highlighted that the new indicators included in the 6th Edition of the Strategy will be monitored by the RASG-MID.

5.6        The meeting urged States and Stakeholders to:

- support the goals and safety indicators and targets contained in the 6th Edition of the MID Region Safety Strategy;
- provide necessary information to the ICAO MID Regional Office related to all Safety Indicators;
- take necessary measures to achieve the agreed safety targets; and
- enhance collaboration to assist States towards achieving the targets in line with the MID Region NCLB Strategy.

*Progress Report on Air Navigation priorities and targets*

*(DGCA-MID/5-PPT/10)*

5.7          The subject was addressed in PPT/10 presented by the Secretariat. The meeting was apprised of the status of implementation of the priority 1 ASBU Block 0 Modules.

5.8          The meeting noted that the GANP 6th Edition brings major changes. The meeting recalled that MIDANPIRG/17, through Conclusion 17/1, agreed to organize a joint ACAO/ICAO ASBU Symposium in 2020. Accordingly, the meeting encouraged States to actively participate in the ASBU Symposium in order to revise the MID Region Air Navigation Strategy.

*Update on Regional Projects/Initiatives: MENA RSOO, MIDAD, CRV and MID FPP*

*(DGCA-MID/5-PPT/11 and IP/6, IP/7 &IP/8)*

5.9          The subject was addressed in PPT/11 presented by the Secretariat. The meeting was provided with an update on the following regional projects:

- Middle and North Africa Regional Safety Oversight Organization (MENA RSOO);
- MID Region AIM Database (MIDAD);
- Common aeRonautical VPN (CRV);
- MID Flight Procedure Programme (MID FPP); and
- Air Traffic Flow Management (ATFM) System.

MENA RSOO

*(DGCA-MID/5 PPT/11 and IP/6)*

5.10          The subject was addressed in PPT/11 presented by the Secretariat. The meeting was apprised of the progress made related to the establishment of the MENA RSOO. The meeting recalled that during the First MENA RSOO Steering Committee meeting held on 1 October 2018, in Riyadh, Saudi Arabia, a revised Letter of Intent (LoI) was signed by 15 States (Bahrain, Egypt, Jordan, Kuwait, Lebanon, Libya, Mauritania, Morocco, Oman, Palestine, Saudi Arabia, Somalia, Sudan, UAE and Yemen).

5.11          The meeting recalled that the First MENA RSOO Technical meeting was held at the MENA RSOO premises (Riyadh, Saudi Arabia, 2-4 February 2019) to review the draft MOA and Project Document. Accordingly, the MOA was circulated to the States by ACAO and feedback was received from some States.

5.12          The meeting noted that during the ACAO 61st Executive Committee (Rabat 29-30 April 2019) it was agreed that a second technical meeting be organized by Saudi Arabia to review States' feedback and propose a revised Action Plan for the launch of the MENA RSOO.

5.13          The meeting thanked Saudi Arabia for its continuous support and for generously hosting the MENA RSOO in Riyadh and facilitating the launching of its operation technically and financially for the first 2 years.

MID Region AIM Database (MIDAD)

5.14       The meeting recalled that the establishment of Regional/ Sub-regional AIM Database (MIDAD) in the MID Region would improve the quality, availability and timeliness of aeronautical information provided to users and pave the way for the transition from AIS to AIM to AIM 2.0 to SWIM.

5.15       The meeting noted that the MIDANPIRG/16 agreed that MIDAD would be implemented as per the following Phases:

> Phase A: Individual migration of MID States to EAD
>
> Phase B: Set-up of MIDAD Manager
>
> Phase C: Implementation of MIDAD system and service

5.16       The meeting recalled that MIDANPIRG/17 through Conclusion 17/1 agreed that the development of a detailed action plan for the implementation of the MIDAD Project Phase B (set-up of MIDAD Manager) be initiated when at least 7 States complete their migration to EAD. The meeting noted that only 1 State completed the migration to EAD. Accordingly, the meeting encouraged the remaining States to take necessary measures to migrate to EAD.

CRV

5.17       The meeting was apprised of the CRV project progress. The meeting was apprised of the outcome of the MIDAMC STG/5 meeting held in Amman, Jordan, 13-14 October 2019. The meeting noted that the following actions should be implemented by mid-November 2019, in order to allow the CRV's Service Provider (PCCW Global) to provide better pricelist:

> a)    PCCW to explore the possibility of contracting alternative local partners in some states like (Bahrain, Jordan, Lebanon, Oman, Saudi Arabia, and UAE);
>
> b)    PCCW to arrange bilateral meeting with the Saudi Arabia;
>
> c)    PCCW's local partners to conduct site surveys in some MID States (Bahrain, Jordan, Lebanon, Oman, Qatar, Saudi Arabia, and UAE);
>
> d)    PCCW to take necessary actions to allow hardware delivery to Iran and Yemen in order to include them in the project;
>
> e)    PCCW to provide new revised pricelist to all MID states; and
>
> f)    ICAO MID to follow-up and coordinate as deem necessary.

MID Flight Procedure Programme (MID FPP)

5.18       The meeting re-iterated that the MID FPP is a viable solution to support States at National level in meeting their obligations related to PANS-OPS and in particular the implementation of Performance Based Navigation PBN (regulatory and service provision) through an effective resource sharing approach under an ICAO Framework. The services that will be provided by the MID FPP are listed in the Project Document. These services would support States to overcome the challenges related to the high cost of establishing and running a PANS-OPS Office, as well as ensuring that the competency and qualification of the required PANS-OPS specialists is always maintained.

5.19        The meeting noted with appreciation that the ICAO MID Office managed to secure the required funds, through voluntary contributions from States and ICAO, to support the launching of the Programme and cover the expenses at least for the first year. However, the recruitment process of the MID FPP Manger through the ICAO TCB could not start before the signing of the MID FPP Project Document by at least five (5) States.

5.20        The meeting was informed that due to the current situation in Lebanon, which was assigned to be the host of the MID FPP, the signature of the Project Document by Lebanon might be delayed and accordingly, the start of operations of the MID FPP would be further delayed. Therefore, the meeting accepted with appreciation UAE's offer to host the MID FPP.

5.21        The meeting urged States to join the MID FPP through the signature of the Project Document. In this respect, Jordan, Kuwait, Lebanon, Syria, UAE (Host) and Yemen signed the Project Document, which provides for the launching of the MID FPP.

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

> ### DGCA-MID/5 CONCLUSION 5/3:        MID FLIGHT PROCEDURE PROGRAMME (MID FPP)
>
> *That:*
>
> a)  *the MID FPP be hosted by UAE;*
>
> b)  *States, that have not yet done so, are urged to sign the MID FPP Project Document with ICAO;*
>
> c)  *till the recruitment of a MID FPP Manager, the ICAO MID Office provide full support to run the programme, in close coordination with the Host State;*
>
> d)  *States be invited to designate members to the MID FPP Steering Committee with decision making authority;*
>
> e)  *the first meeting of MID FPP of the Steering Committee be held in Aqaba, Amman, on 4 and 5 December 2019; and*
>
> f)  *States and Stakeholders as well as potential Donors be invited to participate in the First Meeting of the MID FPP Steering Committee.*

### ATFM Project in the MID Region and FIFA World Cup 2022

*(DGCA-MID/5-PPT/12 and PPT 14)*

5.23        The subject was addressed in PPT/12 and PPT/14 presented by the Secretariat. The meeting was provided with an overview of the work carried out by the ATFM Task Force and the FIFA World Cup 2022 Task Force (FWC2022 TF) since their establishment by MIDANPIRG/16.

5.24        The meeting encouraged States and Organizations to continue their collaboration and provide further support in order to expedite the implementation of a Regional ATFM Solution and prepare the MID Region to accommodate the significant increase of traffic due to the FIFA World Cup 2022 or any other major event in a safe and efficient manner.

5.25        The meeting noted that MIDANPIRG/17 through Conclusion 17/22 agreed that the Multi-Nodal Concept should be applied for the MID Region as a first phase, which would be evolved to a Centralized ATFM System in the future.

5.26        The meeting commended the work carried out by all the experts supporting the ATFM TF and FWC 2022 TF.

5.27        The meeting urged States to take necessary measures to ensure the establishment of ATFM service at the national level, including the promulgation of the required regulations, organizational structure, human and financial resources, training, etc.

*Cybersecurity*

*(DGCA-MID/5-PPT/16)*

5.28        The subject was addressed in PPT/16 presented by the Secretariat. The meeting was apprised of the outcome of the ICAO Cyber Security & Resilience Symposium, held in Amman, Jordan, 15-17 October 2019.

5.29        The meeting noted that several challenges facing cyber-resilience have been identified. The meeting supported the Recommendations emanating from the Symposium. The meeting agreed that these challenges and Recommendations be addressed by the relevant subsidiary bodies of both MIDANPIRG and the MID-RASFG.

*ATM/SAR achievements and challenges in the MID Region*

*(DGCA-MID/5-PPT/15)*

5.30        The subject was addressed in PPT/15 presented by the Secretariat.  The meeting was apprised of the achievements and main challenges related to airspace management and Search and Rescue (SAR) in the MID Region.

5.31        The meeting recognized that in order to achieve the vision of optimized ATS Route Network (User Preferred Routes, Unidirectional Parallel Routes, Free Route Concept); national and bilateral efforts should be incorporated into a regional framework.

5.32        The meeting urged States to take necessary actions to enhance Civil-Military Cooperation that would lead to a better approach in sharing the airspace, which would support the significant increase of airspace capacity.

5.33        Taking into consideration that the main objective of SAR is saving lives and support in preventing future accidents through lessons learned, the meeting agreed that SAR should be given high priority through the allocation of adequate resources. Accordingly, the meeting urged States to ensure:

a)   the allocation of adequate resources to SAR;

b)   effective and efficient cooperation between all concerned authorities at national level (SAR Plan); and with their Adjacent and neighboring States;

c)   that SAR services are provided by qualified and well trained SAR experts; and

d)   cross-border collaboration for sharing of resources through bilateral or multilateral agreements.

*Ground Handling*

*(DGCA-MID/5-PPT/13)*

5.34        The subject was addressed in PPT/13 presented by Kuwait. The meeting noted with appreciation Kuwait's approach for Ground Handler Certification, including the Regulatory Framework that has been established to oversight Ground Handling Operators using a performance-based surveillance programme.

5.35        The meeting was informed that an unedited version of Doc 10121 "Ground Handling Manual" is available on the ICAO-NET.

5.36        With respect to Ground Handling Safety, it was highlighted that a joint IATA-ICAO Ground Handling Seminar will be organised in 2020 by the ICAO MID Office and IATA with the support of ACAO. The meeting encouraged States to participate actively in this Seminar.

*Strategy for the enhancement of cooperation among the Middle East and North Africa (MENA) States in the provision of AIG Functions*

*(DGCA-MID/5-WP/5)*

5.37        The subject was addressed in WP/5 presented by Secretariat.

5.38        The meeting recalled that the DGCA-MID/4 meeting, through Conclusion 4/6, endorsed the Strategy for the enhancement of cooperation among the Middle East and North Africa (MENA) States in the provision of AIG Functions.

5.39        The meeting reviewed and endorsed the AIG Regional Cooperation Mechanism (ARCM) at **Appendix 5X** and agreed to the following Conclusion:

> ### *DGCA-MID/5 CONCLUSION 5/4:      AIG REGIONAL COOPERATION MECHANISM (ARCM)*
>
> *That, the AIG Regional Cooperation Mechanism (ARCM) at **Appendix 5X**. is endorsed;*

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**REPORT ON AGENDA ITEM 6:    AVIATION SECURITY AND FACILITATION**

*Developments in the ICAO AVSEC Programme*

*(DGCA-MID/5-PPT/17, IP/10 & IP/12)*

6.1          The subject was addressed in PPT/17 presented by the Secretariat. The meeting was apprised of the latest developments related to Aviation Security, including the main outcomes and Resolutions of the 40th session of the Assembly. The following was highlighted:

- the Second Edition of GASeP (2020-2022);
- the efforts taken by ICAO to develop and update Aviation Security guidance material;
- the work done by ICAO Headquarter and Regional offices in the implementation of Capacity Building activities through the Global ASTC network and other technical mechanisms, such as Aviation Security Improvement Plans (ASIP);
- recognised the role of the regional Cooperative Aviation Security Programmes (CASP-AP and CASP-MID;
- the continuous work on cybersecurity; and
- cooperation with the other UN Agencies in the field of aviation security.

6.2          The meeting urged States to provide information to ICAO to support the task of mapping capacity building resources, providers and activities.

*IATA and ICAO MID AVSEC Regional Cooperation*

*(DGCA-MID/5-PPT/18 and IP/17)*

6.3          The subject was addressed in PPT/18 presented by IATA. The meeting noted the initiatives that IATA is taking through providing technical assistance to MID States to enhance Aviation Security in the Region and maintain sustainable and effective Aviation Security systems. The meeting appraised the cooperation between IATA and ICAO MID Office in the AVSEC field and in particular to promote the exchange of information and reporting of AVSEC Incidents.

*Developments in the ICAO FAL Programme*

*(DGCA-MID/5-PPT/19 and IP/11)*

6.4          The subject was addressed in IP/11 and PPT/19 presented by the Secretariat. The meeting was apprised of the latest developments related to Facilitation, including the main outcomes and Resolutions of the 40th session of the Assembly. The following was highlighted:

- Traveller Identification Programme (TRIP);
- Public Key Directory (PKD);
- Advanced Passenger Information (API);
- Passenger Number Record (PNR);
- Automated Boarder Control (ABC);

6.5       The meeting was apprised of the status of implementation of the different FAL subjects in the MID Region and urged States to take necessary measures to implement the ICAO FAL provisions and programmes.

*Outcome of the MID-RASFG/1 meeting*

*(DGCA-MID/5-PPT/20 and IP/6)*

6.6       The subject was addressed in PPT/20 presented by the MID-RASFG Chairman. The meeting noted that the MID-RASFG/1 meeting was held in Kuwait, 24-26 September 2018. The meeting thanked Kuwait for hosting the first meeting of the MID-RASFG and for all the support provided, including for the chairmanship of the Group. The meeting commended the MID-RASFG for the development and endorsement of the MID SEFAL Plan, Roadmap and targets. The meeting was apprised of the achievements of and challenges facing the MID-RASFG. The meeting underlined the need for active involvement and participation of ICAO MID States and International/Regional Organizations and Stakeholders to deliver the required actions assigned to them in the MID SECFAL Roadmap, including the CASP-MID, which is the implementation arm of ICAO in the Region.

6.7       The meeting noted that the MID-RASFG/2 meeting will be hosted by Oman in Muscat, end of March 2020 and urged all States and stakeholders to participate actively in this meeting.

*Regional Cooperation to address Cybersecurity Threats*

*(DGCA-MID/5-WP/11)*

6.8       The WP/11 submitted by AACO was not presented and discussed due to the non-attendance of any representative from AACO.

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**REPORT ON AGENDA ITEM 7:    ENVIRONMENTAL PROTECTION**

*International Civil Aviation and the Environment*

*(DGCA-MID/5-PPT/21 and* IP/13*)*

7.1         The subject was addressed in PPT/21 presented by the Secretariat. The meeting was appraised of the latest developments related to Environmental Protection, including the main outcomes and Resolutions of the 40th session of the Assembly.

7.2         The meeting noted that the work of ICAO on environmental protection focuses on meeting three major environmental goals that aim to:

- limit or reduce the number of people affected by significant aircraft noise;
- limit or reduce the impact of aviation emissions on local air quality; and
- limit or reduce the impact of aviation greenhouse gas emissions on the global climate.

7.3         The meeting was informed about the ICAO basket of $CO_2$ mitigation measures (aircraft technology and Standards, operational improvements, sustainable aviation fuels, and Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)) and the associated ICAO Work Programmes.

7.4         The meeting recalled that the objective is to achieve the following global aspirational goals for international aviation:

- improving fuel efficiency by 2 per cent per year, and
- keeping $CO_2$ emissions from 2020 at the same level (carbon neutral growth from 2020).

7.5         The meeting urged States and all stakeholders to join efforts to implement the ICAO provisions related to environmental protection in order to achieve the above aspirational goals.

7.6         The meeting re-iterated MIDANPIRG Conclusion 16/31 related to environmental protection. In this respect, the meeting urged States to develop/update their State Action Plans on $CO_2$ emission reduction, using the guidelines contained in the ICAO Doc 9988; and submit them to ICAO through the APER website or the ICAO MID Regional Office.

*(DGCA-MID/5-WP/12)*

7.7         The WP/12 submitted by AACO was not presented and discussed due to the non-attendance of any representative from AACO.

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**REPORT ON AGENDA ITEM 8:   ECONOMIC DEVELOPMENT OF AIR TRANSPORT**

*ICAO's Work for Economic Development of Air Transport*

*(DGCA-MID/5-PPT/22 and* IP/14*)*

8.1        The subject was addressed in PPT/22 presented by the Secretariat. The meeting was apprised of the latest developments related to Economic Development of Air Transport, including the main outcomes and Resolutions of the 40th Session of the Assembly. The meeting was provided with an update on the state of the air transport industry at both global and regional levels.

8.2        The meeting emphasized that the Air Transport Industry has become:

- − a catalyst for economic development;
- − a vital engine of global socio-economic growth; and
- − one of the greatest contributors to the advancement of modern Society.

8.3        The meeting was informed about the upcoming Global and Regional Air Transport Events, including the ICAN 2019 which will be held in Aqaba, Jordan, 2-6 December 2019. Jordan extended the invitation to all States and stakeholders to attend the meeting.

8.4        The meeting encouraged States to:

- − support ICAO's work for Economic Development of Air Transport;
- − apply and follow ICAO's policies and guidance in the air transport field in their regulatory practices, including the long-term vision for liberalization and core principles on consumer protection;
- − coordinate with ICAO in meeting States' needs of data, analysis and tools to promote air transport development in the region; and
- − to contribute to the Voluntary Air Transport Fund.

*Smarter Regulations*

*(DGCA-MID/5-PPT/23 and* IP/15*)*

8.5        The subject was addressed in PPT/23 presented by IATA. The meeting agreed that Regulations inconsistent with the ICAO's policies related to economic development of air transport, in particular the ICAO Doc 9626 "Manual on the Regulation of International Air Transport", act as a hindrance on aviation's ability to serve as a catalyst for economic and social development and a key contributor to the achievement of the UN's Sustainable Development Goals (SDG). The importance of collaboration to apply a good regulatory practices to aviation in order to remove barriers to sustainable growth in the Middle East Region (MID) was underlined.

8.6        It was highlighted that one way of helping aviation deliver on its potential is by applying a 'smarter regulation' approach to the sector. The meeting noted that Smart Regulation delivers clearly defined, measurable policy objectives in the least burdensome way; and it is achieved through a transparent, objective, and consultative process. A national or regional policy framework consistent with ICAO policy guidance, and with globally accepted smarter regulation principles, can contribute to unlocking the full value of aviation.

8.7        The meeting noted that IATA adopted smarter regulation methodology in 2014 based on global best practices. The set of principles seeks to capture the common themes among the various government or international organization programmes worldwide. It includes the following policy design and development principles, which were adopted also by ICAO as Good Regulatory Practices at its 39th Assembly in 2016:

| Process level: Smart Regulation should | Policy-design level: Regulations should |
| --- | --- |
| Address a clearly identified need | Be consistent and coherent |
| Be supported by an impact assessment | Be proportional |
| Be developed by transparent decision-making | Be targeted at risk |
| Be informed by stakeholder consultation | Be fair and non-distortive |
| Be subject to regular review | Be clearly drafted and provide legal certainty |

*Airport and Air Navigation Charges*

(DGCA-MID/5-WP/6)

8.8        The subject was addressed in WP/6 presented by the Secretariat. The meeting was apprised of the outcomes of the ACAO/IATA/ICAO Airports and Air Navigation Charges Workshop (Rabat, Morocco, 27-28 November 2018). The following Recommendations of the Workshop were supported:

    −    ACAO, IATA and ICAO, in coordination with ACI and CANSO to identify the best regional mechanism to provide a Forum for States (airports, ANSPs including MET Service Providers, regulators) and airlines to share information and best practices and address difficulties and challenges related to airports and air navigation charges, on regular basis;

    −    ICAO to consider the review of the Doc 9082 to split the MET charges from the air navigation charges;

    −    States should ensure that airports and ANSPs consult with users and that appropriate performance management systems are in place; the first step is to promulgate economic regulations; and

    −    States to exercise their economic oversight responsibilities over the airport operators and ANSPs, with clear definition of roles and powers.

8.9        Based on the above, the meeting agreed to the following Conclusions:

*DGCA-MID/5 CONCLUSION 5/5:*        *GUIDANCE FOR THE CALCULATION OF MET CHARGES*

*That, ICAO consider the review of the Doc 9082 to provide additional guidance on the calculation/recovery of MET charges, independently from the Airports and Air Navigation charges.*

*DGCA-MID/5 CONCLUSION 5/6:*        *CHARGES FOR AIRPORTS AND AIR NAVIGATION SERVICES*

*That, in order to ensure a balance between the respective interests of airports and ANSPs on one hand and of aircraft operators and end-users on the other, Sates be urged to:*

a) *incorporate the four key charging principles of non-discrimination, cost-relatedness, transparency and consultation with users into their national legislation, regulation or policies, as well as into their future air services agreements, in order to ensure compliance by airport operators and air navigation services providers (ANSPs);*

b) *ensure that airports operators and ANSPs develop and implement appropriate performance management systems that include, inter-alia:*

   i.   *definition of performance objectives; and*

   ii.  *consultations with users and other interested parties to discuss investments, charge revisions and performance levels.*

c) *provide the ICAO MID Office by 31 March 2020 with an update on the National legislation, regulations and policies related to airports and air navigation charges, as well as the mechanism put in place for economic oversight over the airport operators, ANSPs and aircraft operators.*

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**REPORT ON AGENDA ITEM 9:  ICAO  TECHNICAL  ASSISTANCE  AND  TECHNICAL  COOPERATION ACTIVITIES**

*ICAO Technical Cooperation activities*

*(DGCA-MID/5-PPT/24)*

9.1          The subject was addressed in PPT/24 presented by the Secretariat.  The meeting noted the main objectives of the ICAO Technical Cooperation Bureau (TCB)

9.2          The meeting was apprised of the ICAO Technical Cooperation Projects implemented in the MID Region.

9.3          The meeting noted the advantages of using the ICAO TCB services for the implementation of States' civil aviation projects.

*Technical Assistance activities in the MID Region - Progress Report on the implementation of the MID Region*

*(DGCA-MID/5-PPT/25)*

9.4          The subject was addressed in PPT/25 presented by the Secretariat. The meeting was apprised of the technical assistance activities implemented in the MID Region, further to the endorsement of the MID Region NCLB Startegy by the DGCA-MID/4 meeting in 2017.

9.5          The meeting appreciated the cooperative approach between the ICAO MID Office, States, and the International and Regional Organizations and invited all stakeholders to continue their support for the implementation of the technical assistance activities in accordance with the MID Region NCLB Strategy.

9.6          The meeting recalled that initially the technical activities focused on safety, air navigation, and security objectives as matter of priority for the MID Region. In this respect the meeting noted with appreciation that the future technical activities would also include the air transport and environment objectives in line with MID Region NCLB Strategy.

9.7          The meeting commended the ICAO MID Office efforts for the implementation of the MID Region NCLB Strategy.


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**REPORT ON AGENDA ITEM 10:     MID REGION STRATEGIC PLANNING**

*MID Region NCLB Strategy (Second Edition)*

*(DGCA-MID/5-WP/7)*

10.1         The subject was addressed in WP/7 presented by the Secretariat. The meeting recalled that in support to the ICAO "No Country Left Behind" (NCLB) Initiative and the Assembly Resolution A39-23, the DGCA-MID/4 meeting, through Conclusion 4/1, endorsed the MID Region NCLB Declaration (Muscat Declaration) at **Appendix 10A**, and the MID Region NCLB Strategy.

10.2         The meeting reviewed and endorsed the Second Edition of the MID Region NCLB Strategy at **Appendix 10B**, which was consolidated by the Secretariat considering the experience gained in the implementation of the First Edition of the Strategy and the global and regional developments.

10.3         The meeting:

   a)   urged States to coordinate with the ICAO MID Office the development/finalization of their NCLB Plans;

   b)   encouraged States/Stakeholders to coordinate with the ICAO MID Office for the provision of required assistance, in support to the MID Region NCLB Strategy; and

   c)   encouraged States/Stakeholders to provide voluntary contributions to support the MID Region NCLB activities.

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

   ***DGCA-MID/5 CONCLUSION 5/7 –   MID REGION NCLB STRATEGY***
                                            ***(SECOND EDITION)***

   *That:*

   a)   *the MID Region NCLB Strategy (Second Edition) at **Appendix 10A** is endorsed;*

   b)   *States and Stakeholders are invited to support the implementation of the MID Region NCLB Strategy; and*

   c)   *a detailed ptrogress report on the implementation of the MID Region NCLB Strategy be presented to the DGCA-MID/6 meeting.*

**Strategic Plan for the support of Air Transport in the MID Region**

*(DGCA-MID/5-WP/8)*

10.5         The subject was addressed in WP/8 presented by the Secretariat. The meeting recognized that the adoption of a regional vision of the future promotes the opportunity for mutual cooperation and optimization of the use of resources to achieve common objectives aligned with the ICAO vision of achieving the sustainable development of the global civil aviation system. It was also underlined that the benefits enabled by air transportation can only materialize if States have a safe, efficient, secure, economically viable and environmentally sound air transport system.

10.6        The meeting recalled that through Assembly Resolution A39-25, States were urged to enhance their air transport systems by effectively implementing SARPs and policies while at the same time including and elevating the priority of the aviation sector into their national development plans supported by robust air transport sector strategic plans and civil aviation master plans, thereby leading to the attainment of the United Nations (UN) Sustainable Development Goals (SDGs).

10.7        The meeting agreed to the development of a Strategic Plan for the support of the sustainable development of air transport in the Region in the next 15 years (2020-2035). The objective of the plan is to ensure that all MID States can enjoy the benefits of air transport with greater connectivity, under optimum conditions of safety and security, with duly strengthened civil aviation authorities acting autonomously and independently, with due care to environmental protection. It is sought to orientate the priorities to achieve greater access of the population to air transport, combining at the same time the three dimensions of sustainable development: economic, social and environmental.

10.8        It was highlighted that the Strategic Plan should include a Vision for the sustainable development of Air Transport in the MID Region up-to 2035. It should also include specific objectives with clear timelines, in support of the UN SDGs and ICAO Strategic Objectives.

10.9        The meeting agreed that the endorsement of the Plan by the Ministers responsible of Civil Aviation in the MID Region will foster the involvement and commitment of the Civil Aviation Authorities and industry in its implementation during the next 15 years. This will ensure the sustained growth of air transport, in line with the Strategic Objectives of ICAO and at the same time supporting the achievement of the United Nations Sustainable Development Goals (UN SDGs).

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


***DGCA-MID/5 - CONCLUSION 5/8:       MID REGION AIR TRANSPORT STRATEGIC PLAN 2020 -2035***

*That, in order to support the sustainable development of air transport in the MID Region, in line with the Strategic Objectives of ICAO and at the same time supporting the achievement of the United Nations Sustainable Development Goals (UN SDGs):*

   *d)  States and International Organizations designate Focal Points to support the ICAO MID Office in the drafting of the MID Region Air Transport Strategic Plan 2020 -2035; and*

   *e)  the Draft MID Region Air Transport Strategic Plan 2020 -2035 be presented to the DGCA-MID/6 meeting for review and fine-tuning before presentation to a Ministerial Conference for endorsement.*


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**REPORT ON AGENDA ITEM 11:      DATES AND VENUES OF NEXT MEETINGS**

*Dates and Venues of DGCA-MID/6 and DGCA-MID/7 Meetings*

*(DGCA-MID/5-WP/9)*

11.1           The subject was addressed in WP/9 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 October-November of the odd years (2019, 2021, 2023, etc.).

11.2           The meeting received with appreciation the offers from UAE and Saudi Arabia to host the DGCA-MID/6 and DGCA-MID/7 in 2021 and 2023, respectively.

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**REPORT ON AGENDA ITEM 12: ANY OTHER BUSINESS**

12.1        The meeting agreed that the Chairman, H.E Sheikh Salman Sabah Al-Salem Al-Homoud Al-Sabah to send, on behalf of the meeting, a Thank you Letter to H.H. the Amir of the State of Kuwait, Sheikh Sabah Al Ahmad  Al Jaber Al Sabah……

12.2