



**FIFTH MEETING OF THE DIRECTORS  
GENERAL OF CIVIL AVIATION  
MIDDLE EAST REGION  
(DGCA-MID/5)**

*(Kuwait, 4-6 November 2019)*





**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

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

**(DGCA-MID/5)**

*(Kuwait, 4-6 November 2019)*

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 Fifth Meeting of the Directors General of Civil Aviation-Middle East Region (DGCA-MID/5) was gratefully hosted by the Directorate General of Civil Aviation in Kuwait from 4 to 6 November 2019.

1.2 The meeting was attended by a total of Sixty-Six (66) participants from Fifteen (15) States (Bahrain, Egypt, Iraq, Jordan, Kuwait, Lebanon, Oman, Palestine, Qatar, Saudi Arabia, Syria, United Arab Emirates, United Kingdom, United States and Yemen) and Eight (8) International/Regional Organizations (ACAO, ACI, CANSO, GCC, IATA, IFALPA, IFATSEA and TSA). The list of participants is at **Attachment A**.

### **2. OPENING CEREMONY**

2.1 The meeting was opened by His Excellency Sheikh Salman Al-Homoud Al-Sabah , President of the Directorate General of Civil Aviation of Kuwait who extended a warm welcome to all Delegates to the Fifth Meeting of the Directors General of Civil Aviation in the Middle East Region. The full text of the Chairman Opening Remarks is at **Attachment B**.

2.2 Dr. Fang Liu, the Secretary General of ICAO, welcomed all Delegates to Kuwait. She expressed ICAO's sincere gratitude and appreciation to the State of Kuwait and in particular, to H.E. Sheikh Salman Sabah Al-Salem Al-Homoud Al-Sabah for hosting the DGCA-MID meeting in Kuwait and for the warm welcome and generous hospitality extended to all participants. The full text of the ICAO Secretary General Opening Remarks is at **Attachment C**.

### **3. OFFICERS AND SECRETARIAT**

3.1 The meeting was chaired by H.E. Sheikh Salman Al-Homoud Al-Sabah, President of the Directorate General of Civil Aviation of Kuwait; who was supported by H.E. Eng. Yousef Sulaiman Al Fouzan, Director General of Civil Aviation Kuwait.

3.2 Mr. Mohamed Khalifa Rahma, ICAO Middle East Regional Director acted as the Secretary of the Meeting, assisted by Mr. Mohamed Smaoui, Deputy Regional Director, Mr. Mashhor Alblowi, Regional Officer, Flight Safety, Mr. Elie El Khoury, Technical Officer, Air Traffic Management/Search and Rescue, Mrs. Muna Alnadaf Regional Officer, Communications, Navigation and Surveillance, Mr. Mohamed Chakib, Regional Officer, Safety-Implementation, Mr. Mohamed Iheb Hamdi, Regional Officer, Aerodromes and Ground Aids and Mrs. Sonia El Sakka, ICT/ Marketing Regional Coordinator, from the ICAO Middle East Regional Office.

3.3 The meeting was also supported by Mr. Boubacar Djibo, Director Air Transport Bureau (D/ATB), Mr. Stephen Creamer, Director Air Navigation Bureau (D/ANB), and Mr. Jorge Vargas, Director, Technical Cooperation Bureau (TCB), from ICAO Headquarters; and Mr. Luay Ishaqat, CASP-MID Coordinator.

3.4 Mr. Hatem Oueslati, Field Project Officer, TCB, Mr. Mekki, Lahlou Operations Coordinator, and Mrs. Rasha Programme Implementation Associate, from GAT attended also the meeting and supported D/TCB in his bilateral meetings with States and promoted TCB/GAT as part of the exhibition organized concurrently with the meeting (ICAO Booth)

3.5 Dr. Fang Liu, Secretary General of ICAO attended, as the guest of honor.

#### **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 and powerpoint presentations listed in DGCA-MID/5 IP/1 at **Attachment D**, developed a total of Eight (8) Conclusions as follows:

##### ***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.*

##### ***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.*

##### ***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, Jordan, 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.*

**DGCA-MID/5 CONCLUSION 5/4 – AIG REGIONAL COOPERATION MECHANISM (ARCM)**

*That, the AIG Regional Cooperation Mechanism (ARCM) at Appendix 5A is endorsed.*

**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, States 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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**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 progress report on the implementation of the MID Region NCLB Strategy be presented to the DGCA-MID/6 meeting.*

**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):*

- a) *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*
- b) *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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**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:

- |                        |   |
|------------------------|---|
| <b>Agenda Item 1:</b>  | Adoption of the Provisional Agenda  |
| <b>Agenda Item 2:</b>  | Review and Follow-up of Action Items arising from the previous Meetings   |
| <b>Agenda Item 3:</b>  | Managerial Issues   |
| <b>Agenda Item 4:</b>  | Global Developments <ul style="list-style-type: none"><li>– 40<sup>th</sup> ICAO Assembly</li><li>– 75<sup>th</sup> Anniversary of ICAO</li></ul> |
| <b>Agenda Item 5:</b>  | Aviation Safety and Air Navigation  |
| <b>Agenda Item 6:</b>  | Aviation Security and Facilitation  |
| <b>Agenda Item 7:</b>  | Environmental Protection  |
| <b>Agenda Item 8:</b>  | Economic Development of Air Transport   |
| <b>Agenda Item 9:</b>  | ICAO Technical Assistance and Technical Cooperation Activities  |
| <b>Agenda Item 10:</b> | MID Region Strategic Planning   |
| <b>Agenda Item 11:</b> | Dates and Venues of Next Meetings   |
| <b>Agenda Item 12:</b> | 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).

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***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 recognized that this spirit of collaboration would 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****40<sup>th</sup> 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 (2020, 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.

***75<sup>th</sup> Anniversary of ICAO****(DGCA-MID/5-PPT/5)*

4.5 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.

4.7 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 75<sup>th</sup> 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 6<sup>th</sup> 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 6<sup>th</sup> 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 6<sup>th</sup> 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.

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***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 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 61<sup>st</sup> 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.

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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 Manager 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:*

- g) the MID FPP be hosted by UAE;*
- h) States, that have not yet done so, are urged to sign the MID FPP Project Document with ICAO;*
- i) 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;*
- j) States be invited to designate members to the MID FPP Steering Committee with decision-making authority;*
- k) the first meeting of MID FPP of the Steering Committee be held in Aqaba, Jordan, on 4 and 5 December 2019; and*
- l) 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.

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

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

5.28 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.

5.29 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.

5.30 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.

5.31 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)*

5.32 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.

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

5.34 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)*

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

5.36 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.

5.37 The meeting reviewed and endorsed the AIG Regional Cooperation Mechanism (ARCM) at **Appendix 5A** 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 5A is endorsed;*

***Cybersecurity***

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

5.38 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.

5.39 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.

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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 40<sup>th</sup> 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);
- the important 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 apprised 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 40<sup>th</sup> 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);

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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 apprised of the latest developments related to Environmental Protection, including the main outcomes and Resolutions of the 40<sup>th</sup> 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<sub>2</sub> 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<sub>2</sub> 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<sub>2</sub> 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 40<sup>th</sup> 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:

<b>Process level: Smart Regulation should</b>	<b>Policy-design level: Regulations should</b>
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:
  - iii. definition of performance objectives; and*
  - iv. 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 Strategy 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 the MID Region NCLB Strategy (Second Edition).

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 progress 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):*

- a) 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*
- b) 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 Emir of the State of Kuwait, Sheikh Sabah Al-Ahmad Al-Jaber Al-Sabah, to convey to His Highness the head of delegations' gratitude and deep appreciation for the generous hospitality extended to the Representative of States, the International Organizations and all participants to the DGCA-MID/5 meeting; and for the excellent arrangements and support provided by Kuwait, which contributed largely to the success of the meeting.

12.2 The meeting congratulated Kuwait for their efforts related to the sustainable development of air transport at national level and for the active role Kuwait is playing in the best interest of international civil aviation.

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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 on a biennial basis (once every two years) by States within the Middle East Region on a voluntary and rotational basis, to the extent possible, around October-November of the odd years (2011, 2013, 2015, 2017, 2019, 2021, etc.).

**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 Palestine is invited as Observer; and 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, ACAO, ACI, AFCAC, CANSO, EASA, Eurocontrol, GCC, IATA, IFAIMA, IFALPA, IFATCA, IFATSEA, GCC, Airbus, Boeing, DfT and TSA 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, Military Authority, 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, the Head of the Civil Aviation Authority of the host State (President/Chairman of CAA, DGCA, Chief Executive Officer, etc) who should designate an Official from his/her Civil Aviation Authority to replace him and chair the meeting, in case of unavailability for other high-level commitments; 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).

6.2 The Draft Report of the meeting is issued in the English language only. The host State, in coordination with other MID States, decides on the need to translate the Final Report of the meeting from English to Arabic. In case the need for translation was confirmed, the host State should send the translated version of the Final Report to the ICAO MID Office, within three (3) months from the publication of the English version of the Final Report.

## 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 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) Air Transport
- 9) Technical Cooperation
- 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 (IP): 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 (WP): constitute the main basis of the discussions on the various items on the agenda.
- c) Powerpoint Presentations (PPT): a collection of individual slides that contain information on a topic, including charts, graphs, diagrams, photos, etc.

8.3 WPs should be brief, action-oriented and concise; and shall be presented in a standardized format. Each paper should be limited, to the extent possible, 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 WPs of technical nature. The WPs 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 WPs to be presented to the DGCA-MID meetings should not exceed three (4) pages.

8.6 The WPs 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 and 8.4 above. The decision related to the acceptance of WPs is kept with the ICAO MID Regional Office and the Host State. Only WPs will be made available in both Arabic and English languages (the host State is responsible for the translation); the IPs and 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 WPs need to be translated or no.

8.7 WPs that do not propose any substantive action will be reclassified as IPs and will not be translated.

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 WPs presented to the meeting do not duplicate the work carried out within the framework of the Arab Civil Aviation Organization (ACAO).

## **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. PROCEEDINGS OF THE MEETING**

10.1 The meeting is conducted under the leadership of the chairperson, to the extent possible, in accordance with the daily schedule of meeting/order of business. Some adjustments to the order of business might be necessary, if approved by the Chairperson.

10.2 The Host State might decide to broadcast the proceedings of the DGCA-MID meeting on the internet to allow for a larger audience.

## **11. PREPARATION FOR THE MEETING**

10.3 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.

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

- a) a meeting room, preferably, 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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**AIG Regional Cooperation Mechanism (ARCM)**

**Middle East and North Africa (MENA)**

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## **1. VISION AND MISSION OF THE ARCM**

1.1 The MENA AIG Regional Cooperation Mechanism (ARCM) is a mechanism, which will foster the cooperation among MENA member States for the provision of AIG functions. The ARCM will create a platform to support States requesting assistance for fulfilling their investigation obligations. This will make investigation capabilities and outcomes of the investigation within the Region more effective.

1.2 The ARCM is NOT an entity with legal status, and its work will be with no financial implications. Any expenses for applying this ARCM provisions will be covered by the Member State requesting such services or as agreed by both parties (requestor and provider(s)).

## **2. PARTICIPANTS**

2.1 Participation in the ARCM is open to all MENA member States interested to join the ARCM.

## **3. ARCM OBJECTIVES**

3.1 The main objectives of the ARCM are to:

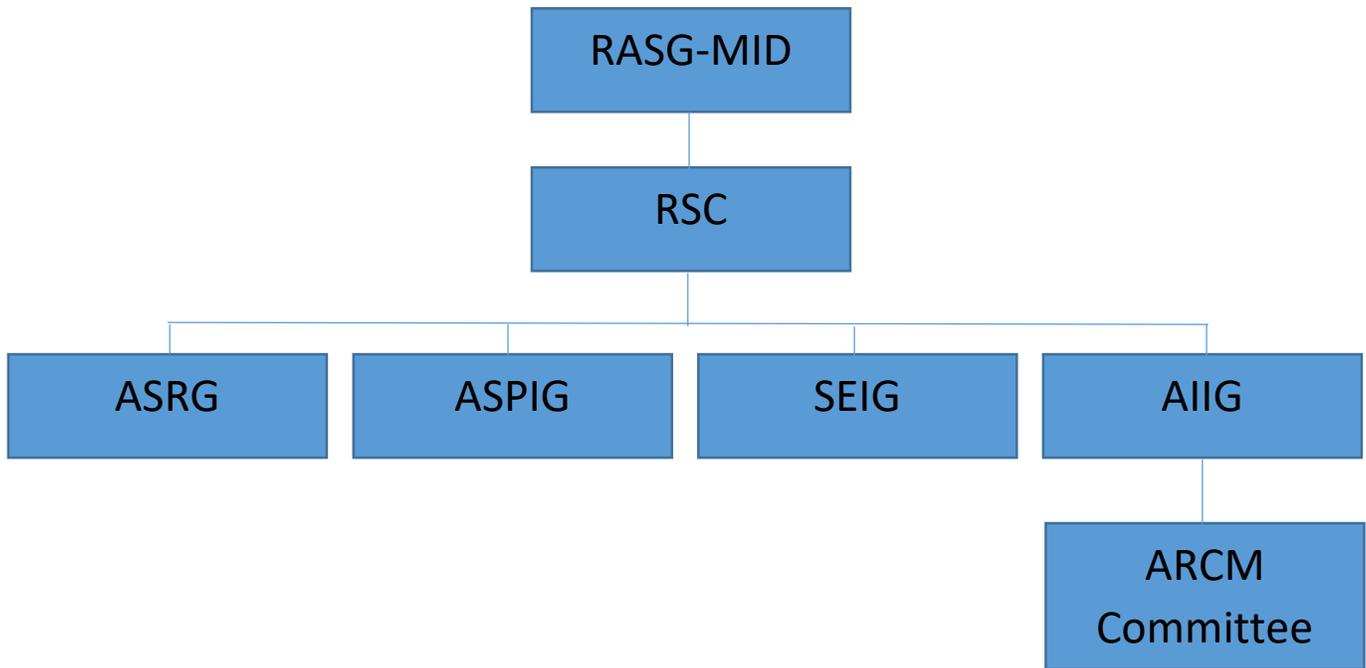
- a) increase and facilitate cooperation and collaboration among ARCM member States with respect to aircraft accident and incident investigation;
- b) make utmost use of AIG resources available in the MENA member States, including expertise, training capabilities, equipment, investigation know-how and information, standards and guidance, etc.;
- c) facilitate actions aiming at increasing the qualifications and experience of accident investigators in MENA member States;
- d) encourage the development of investigation common standards, rules and regulations consistent with the ICAO provisions. The MENA member States will also be encouraged to use a standard Template of investigation regulations for the development of their National Regulations; and
- e) encourage the development of a common accident and incident database for the MENA member States, and utilize this database for identifying operational safety risks and their corresponding controls.

## **4. ARCM ORGANIZATIONAL STRUCTURE**

4.1 The ARCM Committee shall consist of focal points nominated by each Member State.

4.2 The ARCM Committee is responsible for the overall supervision, direction, and management of the ARCM.

4.3 The ARCM Committee will be reporting to the RASG-MID through the Accident and Incident Investigation Group (AIIG), as shown in the following Organization Structure:



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**MID Region NCLB Declaration**  
**(MUSCAT DECLARATION)**

**19 October 2017**

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## DECLARATION

We, Directors General of Civil Aviation and Chief Executive Officers (CEOs) of the Civil Aviation Authorities in the ICAO Middle East (MID) Region, meeting in Muscat, Oman, 17-19 October 2017, on the occasion of the “Fourth meeting of the Directors General of Civil Aviation-Middle East (DGCA-MID/4)” organized by the Sultanate of Oman:

### A. MINDFUL OF

1. The Convention on International Civil Aviation (Chicago Convention)
2. Assembly Resolution A39-23 related to the No Country Left Behind (NCLB) initiative
3. Assembly resolutions, including A38-5, A38-11, A38-12, A38-15, A38-16, A38-17, and A33-9, urging States to increase the implementation of ICAO Standards and Recommended Practices (SARPs)
4. Doha Declaration on Aviation Safety and Air Navigation in the MID Region (April 2015)
5. Riyadh Declaration on Aviation Security and Facilitation in the ACAC and ICAO MID Regions (August 2016)
6. Africa and Middle East Aviation Security Roadmap (Sharm El Sheikh, Egypt, August 2017)
7. Dubai Declaration on Cyber Security (April 2017)
8. MID Region Safety Strategy
9. MID Region Air Navigation Strategy
10. The findings of the Universal Safety Oversight Audit Programme (USOAP) and the Universal Security Audit Programme (USAP) activities, which continue to indicate that many States experience difficulties in the implementation of ICAO SARPs
11. The different challenges and geopolitical and economic realities of the various member States accredited to the ICAO MID Regional Office

### B. CONSIDERING THAT

1. All States should effectively implement ICAO’s Standards and Recommended Practices(SARPs) and policies so that all States have safe, secure, efficient, economically viable and environmentally sound air transport systems which support sustainable development and socio-economic prosperity, and which ultimately help to create and preserve friendship and understanding among the nations and peoples of the world
2. Due to a varying level of capacity to meet and sustain their compliance with SARPs, States are not always able to effectively implement SARPs in a timely manner at the rate in which they are adopted by ICAO
3. Further progress in improving civil aviation, including the efficient human and financial resources for the implementation of assistance activities that are tailored to the needs of individual States, is best

achieved through a cooperative, collaborative and coordinated approach in partnership with all stakeholders

4. The ICAO's Strategic Objectives are linked to 13 out of the 17 United Nations Sustainable Development Goals (SDGs)
5. The successful implementation of the No Country Left Behind (NCLB) initiative will enhance States' air transport systems and align with the achievement of the United Nations (UN) Sustainable Development Goals (SDGs)

## **C. COMMENDING**

1. ICAO for leading the ICAO No Country Left Behind (NCLB) initiative and their continued technical assistance to the ICAO MID States;
2. States and International Organizations providing voluntary in-kind and financial contributions to support the ICAO NCLB initiative and MID Region NCLB activities

## **D. AIMING TO**

1. Establish arrangements for mutual cooperation in the promotion and development of civil aviation, in support of the ICAO No Country Left Behind (NCLB) initiative, in order to assist States in the MID Region to increase their Effective Implementation (EI) of ICAO SARPs
2. Foster political will, engagement at the highest level and accountability to expedite the implementation of the previously agreed commitments in the Doha Declaration to attain/achieve the regional safety and air navigation targets
3. Improve regional safety and security oversight capacity
4. Establish long-term partnerships between States based on win-win situations

## **D. UNDERTAKE TO**

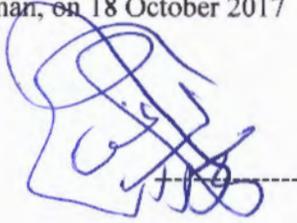
1. Urge States to actively participate in the ICAO MID Office activities to foster the effective implementation of ICAO SARPs and policies
2. Encourage States to take appropriate measures to further enhance their safety and security oversight capabilities and level of implementation of the ICAO SARPs, plans and policies, through the development and implementation of tailored NCLB plan of actions, contributing to the achievement of the regional performance targets
3. Urge States, the industry, financial institutions, donors and other stakeholders to coordinate and cooperate amongst themselves and through ICAO, and to support the implementation of assistance activities in line with the global and regional priorities established by ICAO, thereby avoiding duplication of efforts
4. Encourage States to include within their aviation infrastructure development projects, elements of training and capacity building aimed at strengthening their civil aviation authorities to enable an effective oversight of such infrastructure

5. Encourage States to establish partnerships with other States, industry, financial institutions, donors and other stakeholders through ICAO to enhance their civil aviation systems and oversight capabilities
6. Call upon States and relevant partners able to do so to provide States in need with financial and technical resources to assist them in enhancing their civil aviation systems by implementing SARPs and fulfilling their oversight responsibilities

## E. DECIDE TO

1. Adopt the MID Region NCLB Strategy at **Attachment A**;
2. Provide necessary support and resources for the implementation of the MID Region NCLB Strategy.

Done and adopted in Muscat, Oman, on 18 October 2017





UNITING AVIATION

## MID Region NCLB Strategy



NO COUNTRY LEFT BEHIND

Second Edition  
November 2019

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## **MID Region NCLB Strategy**

### **1. Background**

1.1 The ICAO Council identified that there is still a large discrepancy among States in the implementation of ICAO Standards and Recommended Practices (SARPs). As a result, the ICAO “No Country Left Behind” (NCLB) Campaign was established by the Council to help ensure that SARPs implementation is better harmonized globally so that all States have access to the significant socio-economic benefits of safe and reliable air transport. To avoid this gap, ICAO should focus its activities on States lacking fundamental oversight capabilities for effective implementation of ICAO SARPs, particularly in the priority areas of safety, air navigation and efficiency, and security. Therefore, particular attention should be given to the assistance of those States with a higher safety and security risk.

1.2 ICAO should find the best way to reduce this gap and increase the regional Effective Implementation (EI), by providing more assistance to developing States, playing a more active coordination role between States and generating the political will to pool resources, participate in regional efforts, earmark voluntary funds and build capacities.

1.3 In accordance with Assembly Resolution A39-23 “No Country Left Behind” (NCLB) Initiative, States should effectively implement ICAO’s Standards and Recommended Practices (SARPs) and policies so that all States have safe, secure, efficient, economically viable and environmentally sound air transport systems which support sustainable development and socio-economic prosperity, and which ultimately help to create and preserve friendship and understanding among the nations and peoples of the world. In addition, further progress in improving civil aviation, including the efficient human and financial resources for the implementation of assistance activities that are tailored to the needs of individual States, is best achieved through a cooperative, collaborative and coordinated approach in partnership with all stakeholders.

1.4 The ICAO No Country Left Behind (NCLB) initiative, which was launched in December 2014, aims at providing support to all States and in support of the five ICAO strategic objectives, for the resolution of significant safety concerns (SSCs) and significant security concerns (SSeCs) and for an effective implementation of ICAO’s SARPs, policies, plans and programmes, in a globally-harmonized manner; promoting and implementing all ICAO’s assistance activities.

1.5 The ICAO Strategic Objectives address thirteen (13) out of the seventeen (17) United Nations Sustainable Development Goals (SDGs), adopted by all United Nations Member States in 2015 through the 2030 Agenda for Sustainable Development, which are an urgent call for action by all Countries - developed and developing - in a global partnership.

## Sustainable Development Goals



1.6 Through the NCLB initiative, ICAO resolves to be more effective in directly supporting all willing States that need assistance to develop and improve the aviation system by implementing ICAO's global Standards and policies. In its role as an advocate for aviation, ICAO will work with States to ensure aviation be given greater importance in the context of development at the Country level.

1.7 The NCLB initiative seeks to improve implementation support delivery to States. Support, collaboration and assistance from States, international organizations, industry and other stakeholders is essential to the success of these ICAO efforts to ensure that no Country is left behind.

1.8 The ICAO MID Regional Office promotes and monitors the implementation of Standards and Recommended Practices (SARPs) in 15 Member States of ICAO to which it is accredited.

1.9 To ensure the success of the assistance/cooperation actions, first ICAO needs to have a deep understanding on the root causes for a State not been able to improve its level of implementation of SARPs. Once this is achieved, it is necessary to select the best candidates States for deploying technical assistance/cooperation projects that will produce a sustainable improvement of the Effective Implementation (EI).

1.10 The design of an effective NCLB Strategy could only be possible by gathering enough information on the organization, structure, formal and informal hierarchy, cultural aspects, etc. This information could be considered as State Profile or as business intelligence, which might be needed for the development of necessary project document and to seek support from donors that might be interested in subsidizing the NCLB initiative.

## 2. Challenges for States

2.1 The MID Region is faced with a wide variety of geopolitical diversity, airspace features, operational challenges and civil aviation capacity building issues.

2.2 States continue to face various challenges regarding the implementation of ICAO's Standards and Recommended Practices (SARPs), which impact a safe, secure, efficient, economically viable and environmentally sound air transport system.

2.3 In order to achieve the objectives of the NCLB Initiative, it is also important to identify and address the challenges facing States to implement ICAO policies, plans and SARPs. The followings are some of the main challenges common to many States in the MID Region:

- rapid and continuing growth of traffic in the MID Region, which places increased demand on airspace capacity and imposes an optimum utilization of the available airspace and airports;

- insufficient financial and human resources capacity;
- retention and training/re-training of personnel;
- changing environment with the development of new technologies and SARPs;
- existing deficiencies;
- political, governance, institutional and legal issues;
- States have other higher priorities than aviation; and
- emergencies – natural disasters, public health, civil unrest, etc.

### 3. Objectives

3.1 The success of the NCLB initiative will hinge on support and collaboration of resources of partners and donors and requires firm commitment from the States, involving both aviation and non-aviation sectors. One of the priorities of the NCLB is to garner the political will necessary to support aviation improvements. ICAO plays a leadership role in the aviation community to facilitate communication and coordination amongst key stakeholders regarding assistance activities. This will allow the continued growth of a safe, secure, efficient, economically viable and environmentally sound aviation system and well established development frameworks, at both the international and national levels, to engage in providing resources for the effective implementation of aviation global standards and policies.

3.2 The primary objectives of the NCLB initiative include:

- a) providing enhanced support for States in the effective implementation of ICAO's SARPs, plans and policies in a more coordinated, comprehensive and globally harmonized manner; and
- b) promoting the resolution of significant safety concerns (SSCs) and significant security concerns (SSeCs), if any.

#### *Means to achieve NCLB Objectives:*

- advocate the benefits of aviation for States at the highest level;
- prioritize assistance needs and assessing risks for each State;
- facilitate and support implementing capacity-building initiatives;
- establishing and enhancing partnerships;
- mobilizing resources for aviation-related projects;
- develop implementation support tools and services; and
- monitoring and recognizing progress by States.

#### *Safety, Air Navigation and Security Priorities and Targets*

3.3 The MID Region Safety and Air Navigation Strategies at **Attachments A and B**, respectively, defined regional performance targets for the monitoring of performance at the national and regional levels, in accordance with the Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan (GANP), aiming at enhancing safety and improving air navigation capacity and efficiency, through a cooperative, collaborative and coordinated approach in partnership with all stakeholders under the leadership of ICAO. The RASG-MID and the MIDANPIRG are the governing bodies responsible for the review and update of the MID Region Safety and Air Navigation Strategies, respectively.

3.4 In the aviation security and facilitation (AVSEC/FAL) field, the Middle East Regional Aviation Security and Facilitation Group (MID-RASFG), established by the DGCA-MID/4 meeting (Muscat, Oman, 17-19 October 2017) endorsed the MID SECFAL Plan, developed in line with the Global Aviation Security Plan (GASeP) and which includes the SECFAL priorities. The MID SECFAL Plan includes also the MID SECFAL Targets at **Attachment C**.

3.5 The MID Region NCLB Strategy aims to foster the achievement of the regional targets, through assistance activities that are tailored to the needs of selected States, in cooperation with other States and stakeholders, as appropriate. This will be achieved through:

- identification of States lacking fundamental oversight capabilities for effective implementation of ICAO SARPs;
- prioritization of States in term of provision of required assistance;
- selection of the best candidates States for deploying technical assistance/cooperation projects that will produce a sustainable improvement of the Effective Implementation (EI);
- proactive approach to foster political will and senior level commitment;
- agreement with concerned States, as part of specific Plan of Actions, on measureable outcomes and clear definition of accountability for the achievement of the set goals; and
- identification of Champions (State, ICAO or stakeholder) to provide required assistance.

## 4. Prioritization of States

4.1 The priority for the provision of technical assistance under the MID Region NCLB Strategy should be for the States lacking fundamental oversight capabilities for the effective implementation of ICAO SARPs. In order to select the best candidate States for deploying technical assistance/cooperation projects that will produce a sustainable improvement of the Effective Implementation (EI) in a specific field (safety, security, etc), the following should be taken into consideration:

- 1- States with SSC or SSeC;
- 2- States with no audit results or with EI below 60% (in safety USOAP and in Security USAP);
- 3- State willingness/commitment to receive assistance;
- 4- Security and political stability;
- 5- Level of aviation activities in the State;
- 6- Gross Domestic Product (GDP) per capita; and
- 7- Ongoing or planned assistance projects.

4.2 Specific prioritization criteria might be developed for each area (safety and capacity & efficiency, security, environment, etc), taken into consideration the above, as well as additional criteria/factors, including but not limited to:

- a) EI per Area and per Critical Element (CE);
- b) SSP foundation;
- c) SSP implementation plan;
- d) Air navigation deficiencies (including the deficiencies related to aerodrome certification);
- e) Level of progress made by State in the development and implementation of Corrective Action Plans (CAPs); and
- f) Non-implementation of specific ICAO provisions, such as, Advanced Passenger Information (API) or State Action Plan for the reduction of CO2 emission, etc.

4.3 Based on the above criteria, NCLB Plans are developed for the selected States, in accordance with the MID Region NCLB Strategy. A NCLB Plan Sample/Template is at **Attachment D**.

## 5. MID Region NCLB Strategy – Phases

5.1 The MID Region NCLB Strategy is composed of three (3) phases as follows:

**Phase I – Selection:** Selection of the best candidates States for deploying assistance that will produce a sustainable improvement of the effective implementation of SARPs, in accordance with agreed prioritization criteria; and communication with States (Executive Level) for the development and implementation of an NCLB Plan/Plan of Actions.

During this phase, the ICAO MID Office plays the main role in the selection of the best candidate States and ensuring necessary leadership, commitment, political will and accountability for the development and implementation of State's NCLB Plan/Plan of Actions.

**Phase II – Development:** Development of detailed NCLB Plan of Actions (for the identified priority area(s)) or similar plans, such as, Aviation Security Improvement Plan (ASIP), in coordination with concerned State(s) and stakeholders, as required. The Plan of Actions is to be appended to the NCLB Plan and should include measurable outcomes with specific timelines. This phase includes also the communication of the Plan of Actions to the State Executive Level.

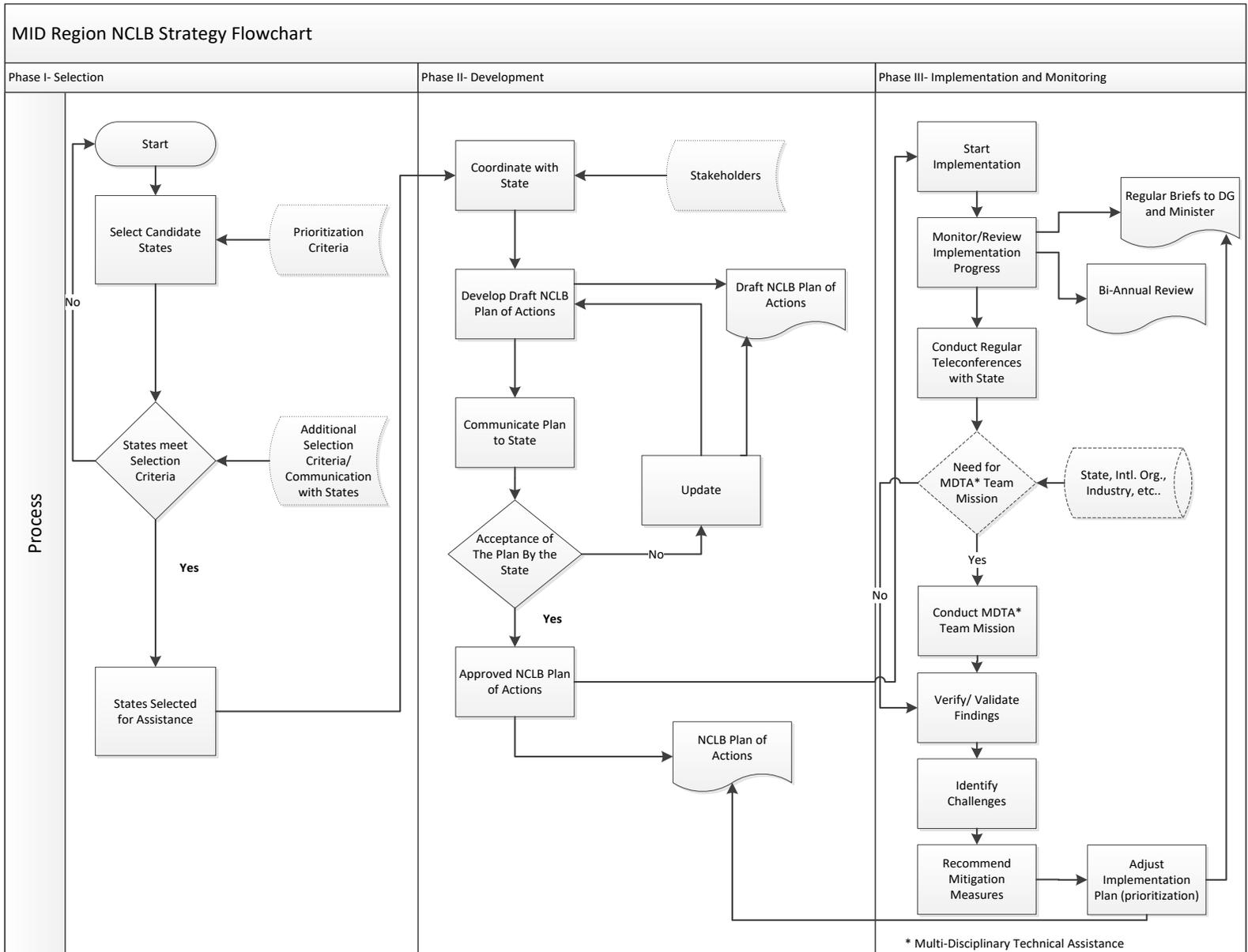
**Phase III – Implementation and Monitoring:** Implementation of the agreed actions in coordination with concerned stakeholders; and continuous monitoring of the implementation process to ensure the achievement of the agreed objectives and targets.

The implementation of the different activities included in the Plan of Actions could be supported by different stakeholders. During the implementation process, visit(s) by a multi-disciplinary Technical Assistance Team composed of Experts from ICAO and other stakeholders (States, International Organizations, Industry, etc.) might be needed to advance and expedite the implementation of the agreed actions in a prioritized manner, verify/validate the evidences related to the resolution of previously identified findings, provide necessary assistance, identify the main challenges and agree on necessary mitigation measures.

During this phase, regular teleconferences with the concerned technical experts will be held and regular briefs will be provided to the DG/Minister.

### ***MID Region NCLB Strategy – Flowchart***

5.2 The following Flowchart helps understand the process and activities related to each phase of the MID Region NCLB Strategy:





ICAO

SAFETY

**REGIONAL AVIATION SAFETY GROUP – MIDDLE EAST  
(RASG-MID)**

**MID REGION  
SAFETY STRATEGY**

**EDITION 6, APRIL 2019**



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# MID Region Safety Strategy

## 1. Strategic Safety Objective

1.1 Continuous improvement of aviation safety through a progressive reduction of the number of accidents and related fatalities in the MID Region to be in line with the global average, based on reactive, proactive and predictive safety management practices.

## 2. Safety Objectives

2.1 States and Regions must focus on their safety priorities as they continue to foster expansion of their air transport sectors.

2.2 The ICAO Global Aviation Safety Plan (GASP) establishes targeted safety objectives and initiatives while ensuring the efficient and effective coordination of complementary safety activities between all stakeholders.

2.3 The 2017-2019 GASP introduced a global aviation safety roadmap to ensure that safety initiatives deliver the intended benefits of the GASP objectives through enhanced coordination, thus reducing inconsistencies and duplication of efforts.

2.4 The GASP roadmap outlines specific safety initiatives supported by a set of actions associated with each of the four safety performance enablers (standardization, resources, collaboration and safety information exchange) which, when implemented by stakeholders, will address the GASP objectives and global safety priorities. These specific safety initiatives targeted to the different streams of stakeholders (States, regions and industry) at different levels of maturity.

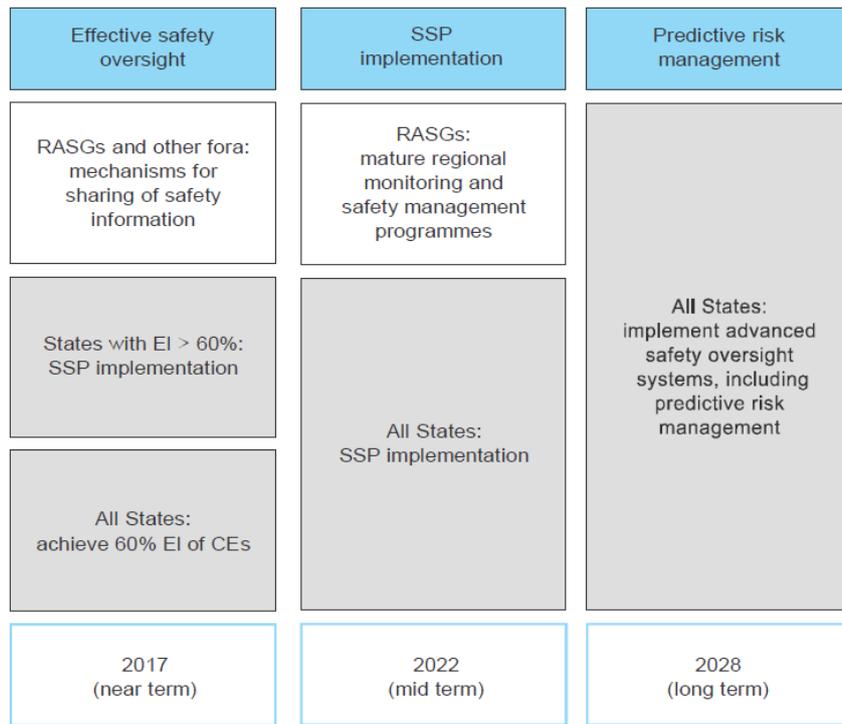
2.5 States, Regions (supported primarily by the RASGs) and industry are expected to use the roadmap individually and collectively as the basis to develop action plans that define the specific activities which should take place in order to improve safety at the regional or sub-regional and national levels.

2.6 The Draft 2020-2022 Edition of the GASP would set forth ICAO's Safety Strategy in support of the prioritization and continuous improvement of aviation. The plan guides the implementation of regional and national aviation safety plans.

2.7 The 2020-2022 Edition of the GASP includes a new set of goals, targets and indicators, in line with the United Nations' 2030 Agenda for Sustainable Development.

2.8 The global aviation safety roadmap, presented in the Draft 2020-2022 Edition of the GASP, would serve as an action plan to assist the aviation community in achieving the GASP goals.

2.9 The MID Region safety objectives are in line with the GASP objectives and address specific safety risks identified within the framework of the Regional Aviation Safety Group-Middle East (RASG-MID), based on the analysis of available safety data.



### 2017-2019 GASP Objectives

2.10 The enhancement of communication and information exchange between aviation Stakeholders and their active collaboration under the framework of RASG-MID would help achieving the MID Region safety objectives in an expeditious manner.

## 3. Measuring and monitoring Safety Performance:

3.1 The first version of the MID Region Safety Strategy was developed by the First MID Region Safety Summit (Bahrain, 28-29 April 2013) and endorsed by the DGCA-MID/2 meeting (Jeddah, Saudi Arabia, 20 -22 May 2013).

3.2 The monitoring of safety performance and its enhancement is achieved through identification of relevant Goals and Safety Indicators, taking into consideration the Draft GASP 2020-2022 and regional specific objectives and priorities, as well as the adoption and attainment of Safety Targets with a specific timeframe.

3.3 The MID Region Safety Strategy includes the following Goals:

- Aspirational Goal: Zero fatality by 2030
- 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

3.4 The MID Region Safety Goals, Indicators and Targets are detailed in the Table below:

## MID Region Safety Targets

**Aspirational Goal: Zero Fatality by 2030**

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

Safety Indicator	Safety Target	Timeline
Number of accidents per million departures	Regional average rate of accidents to be in line with the global average rate	2016
Number of fatal accidents per million departures	Regional average rate of fatal accidents to be in line with the global average rate	2016
Number of fatalities per million departures	Number of fatalities per billion passengers carried (fatality rate) to be in line with the global average rate	2018
Number of Runway Excursion accidents per million departures	Regional average rate of Runway Excursion accidents to be below the global average rate	2016
Number of Runway Incursion accidents per million departures	Regional average rate of Runway Incursion accidents to be below the global average rate	2018
Number of LOC-I related accidents per million departures	Regional average rate of LOC-I related accidents to be below the global rate	2016
Number of CFIT related accidents per million departures	Regional average rate of CFIT related accidents to be below the global rate	2016
Number of Mid Air Collision (accidents)	Zero Mid Air Collision accident	2018
Number of Near Mid Air Collision (serious incidents)	Regional average rate of Near Mid Air Collision (serious incidents per million departures) to be less than <b>0.1</b>  All States to reduce the rate of Near Mid Air Collision (AIRPROX) within their airspace	2020

**Goal 2: Strengthen States' Safety Oversight Capabilities/Progressively Increase the USOAP-CMA EI Scores/Results:**

Safety Indicator	Safety Target	Timeline
USOAP-CMA Effective Implementation (EI) results: a. Regional average EI b. Number of States with an overall EI over 60% c. Regional average EI by area d. Regional average EI by CE	a. Regional average EI to be above 70% b. 11 MID States to have at least 60% EI c. Regional average EI for each area to be above 70% d. Regional average EI for each CE to be above 70%	a. 2020 b. 2020 c. 2020 d. 2020
Number of Significant Safety Concerns (SSC)	a. No Significant Safety Concern (SSC) b. SSC, if identified, to be resolved as a matter of urgency, and in any case within 12 months from its identification	2016

**Goal 3: Improve Aerodrome Safety:**

Safety Indicator	Safety Target	Timeline
Number of certified International Aerodrome as a percentage of all International Aerodromes in the MID Region	a. 50% of the International Aerodromes certified b. 75% of the International Aerodromes certified	a. 2015 b. 2017
Number of established Runway Safety Team (RST) at MID International Aerodromes.	50% of the International Aerodromes having established a RST	2020

**Goal 4: Expand the use of Industry Programmes:**

Safety Indicator	Safety Target	Timeline
Use of the IATA Operational Safety Audit (IOSA), to complement safety oversight activities.	a. Maintain at least 60% of eligible MID airlines to be certified IATA-IOSA at all times. b. All MID States with an EI of at least 60% use the IATA Operational Safety Audit (IOSA) to complement their safety oversight activities	a. N/A b. 2018
Use of the IATA Safety Audit for Ground Operations (ISAGO) certification, as a percentage of all Ground Handling service providers	The IATA Ground Handling Manual (IGOM) endorsed as a reference for ground handling safety standards by all MID States. Pursue at least 50% increase in ISAGO registration (baseline 2017)	2020
Use of the ACI Airport Excellence (APEX) in Safety programme	At least 1 ACI APEX in Safety conducted in 1 Airport of the Region per year	N/A

**Goal 5: Implementation of Effective SSPs and SMSs:**

Safety Indicator	Safety Target	Timeline
Number of MID States that use ECCAIRS for the reporting of accidents and serious incidents.	a. 9 States b. 12 States	a. 2019 b. 2020
Number of States that have completed the SSP Gap Analysis on iSTARS	13 States	2020
Number of States that have developed an SSP implementation plan	13 States	2020
Regional Average SSP Foundation (in %)	70%	2022
Number of States that have fully implemented the SSP Foundation	10 States	2022
Number of States that have established an ALoSP	10 States	2025
Number of States that have implemented an effective SSP	7 States	2025
Number of States that have established a process for acceptance of individual service providers' SMS	2 States	2020
Number of States providing information on safety risks, including SSP SPIs, to the RASG-MID	7 States	2020
Establishment of a Regional mechanism for regional data collection, sharing and analysis	Regional Mechanism established	2018

**Goal 6: Increase Collaboration at the Regional Level to Enhance Safety:**

Safety Indicator	Safety Target	Timeline
Number of States attending the RASG-MID meetings	At least 12 States from the MID Region	2019
Number of States providing required data related to accidents, serious incidents and incidents to the MID-ASRT	All States from the MID Region	2020
Number of States requiring and actively seeking assistance/support  Number of States that received assistance/support through the RASG-MID, MENA RSOO and/or other NCLB mechanisms	All States having an EI below 60% to be member of the MENA RSOO All States having an EI below 60% to have an approved NCLB Plan of Actions for safety (agreed upon with the ICAO MID Office) SEI or Technical Assistance Mission/Project implemented for each assistance need identified by the RASG-MID	2019   2019
Number of States, having an EI below 60% in some areas, delegating certain safety oversight functions to the MENA RSOO or other State(s)	Percentage of States, having an EI below 60% in some areas, delegating certain safety oversight functions to the MENA RSOO or other State(s), to be at least <b>50%</b>	2022
Number of States that contribute to the implementation of SEIs and Technical Assistance Missions/Projects	7 States	2020
Percentage of SEIs implemented in accordance with the agreed timeframe	80% of the SEIs	N/A

**Goal 7: Ensure the Appropriate Infrastructure is available to Support Safe Operations:**

Safety Indicator	Safety Target	Timeline
Number of Air Navigation Deficiency Priority “U” identified by MIDANPIRG	No Air Navigation Deficiency Priority “U”	2022

**Goal 8: Monitor the Fleet Age:**

Safety Indicator	Safety Target
*Average Fleet Age.	States are required to monitor their fleet age.
*Percentage of fleet above 20 years of age.	No regional Safety Targets are defined.

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## 4. Governance

4.1 The MID Region Safety Strategy will guide the work of RASG-MID and all its member States and partners.

4.2 The RASG-MID will be the governing body responsible for the review and update of the Strategy, as deemed necessary.

4.3 Progress on the implementation of the MID Region Safety Strategy and the achievement of the agreed Safety Targets will be reported to the ICAO Air Navigation Commission (ANC), through the review of the RASG-MID reports; and to the stakeholders in the Region during the MID Region Safety Summits.

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**MID Doc 002**

**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

**MIDDLE EAST AIR NAVIGATION PLANNING  
AND IMPLEMENTATION REGIONAL GROUP  
(MIDANPIRG)**

**MID REGION  
AIR NAVIGATION STRATEGY**

**EDITION APRIL, 2019**

The designations employed and the presentation of material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontier or boundaries.

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## 1. Introduction

1.1 As traffic volume increases throughout the world, the demands on air navigation service providers in a given airspace increase, and air traffic management becomes more complex.

1.2 It is foreseen that the implementation of the components of the ATM operational concept will provide sufficient capacity to meet the growing demand, generating additional benefits in terms of more efficient flights and higher levels of safety. Nevertheless, the potential of new technologies to significantly reduce the cost of services will require the establishment of clear operational requirements.

1.3 Taking into account the benefits of the ATM operational concept, it is necessary to make many timely decisions for its implementation. An unprecedented cooperation and harmonization will be required at both global and regional level.

1.4 ICAO introduced the Aviation System Block Upgrades (ASBU) framework as a systemic manner to achieve a harmonized implementation of the air navigation services. An ASBU designates a set of improvements that can be implemented globally from a defined point in time to enhance the performance of the ATM system.

1.5 Through Recommendation 6/1 - *Regional performance framework – planning methodologies and tools*, AN-Conf/12 urged States and PIRGs to harmonize the regional and national air navigation plans with the ASBU methodology in response to this, the MID region developed the MID Region Air Navigation Strategy, which is aligned with the GANP and ASBU Framework.

1.6 Stakeholders including service providers, regulators, airspace users and manufacturers are facing increased levels of interaction as new, modernized ATM operations are implemented. The highly integrated nature of capabilities covered by the block upgrades requires a significant level of coordination and cooperation among all stakeholders. Working together is essential for achieving global harmonization and interoperability.

## 2. Strategic Air Navigation Capacity and Efficiency Objective

2.1 To realize sound and economically-viable civil aviation system in the MID Region that continuously increases in capacity and improves in efficiency with enhanced safety while minimizing the adverse environmental effects of civil aviation activities.

## 3. MID Air Navigation Objectives

3.1 The MID Region air navigation objectives are set in line with the global air navigation objectives and address specific air navigation operational improvements identified within the framework of the Middle East Regional Planning and Implementation Group (MIDANPIRG).

3.2 Block '0' features Modules are characterized by operational improvements, which have already been developed and implemented in many parts of the world. The MID Region priority 1 Block 0 Modules are reflected in **Table 1** below.

3.3 The MID Region Air Navigation Strategy aims to maintain regional harmonisation. The States should develop their National ASBU Implementation Plan, including action plans for the implementation of relevant priority 1 ASBU Modules and other Modules according to the States' operational requirements.

3.4 The implementation of the ASBU Block 0 Modules in the MID Region started in 2013 and is continuing.

3.5 Blocks 1 features Modules are characterized by both existing and projected performance area solutions, with availability milestones beginning in 2019.

3.6 The Block Upgrades incorporate a long-term perspective matching that of the Regional Air Navigation Plan (eANP). They coordinate clear aircraft- and ground-based operational objectives together with the avionics, data link and ATM system requirements needed to achieve them. The overall strategy serves to provide industry wide transparency and essential investment certainty for operators, equipment manufacturers and ANSPs.

3.7 The implementation of Block 2 and Block 3 Modules is planned for 2025 and beyond.

#### 4. MID Region ASBU Block 0 Modules Prioritization and Monitoring

4.1 On the basis of operational requirements and taking into consideration the associated benefits, **Table 1** below shows the priority for implementation of the 18 Block “0” Modules, as well as the MIDANPIRG subsidiary bodies that will be monitoring and supporting the implementation of the Modules:

**Table 1. MID REGION ASBU BLOCK 0 MODULES PRIORITIZATION AND MONITORING**

Module Code	Module Title	Priority	Start Date	Monitoring		Remarks
				Main	Supporting	
<b>Performance Improvement Areas (PIA) 1: Airport Operations</b>						
B0-APTA	Optimization of Approach Procedures including vertical guidance	1	2014	PBN SG	ATM SG, AIM SG, CNS SG	
B0-WAKE	Increased Runway Throughput through Optimized Wake Turbulence Separation	2				
B0-RSEQ	Improve Traffic flow through Runway Sequencing (AMAN/DMAN)	2				
B0-SURF	Safety and Efficiency of Surface Operations (A-SMGCS Level 1-2)	1	2014	ANSIG	CNS SG	Coordination with RGS WG
B0-ACDM	Improved Airport Operations through Airport-CDM	1	2014	ANSIG	CNS SG, AIM SG, ATM SG	Coordination with RGS WG
<b>Performance Improvement Areas (PIA) 2 Globally Interoperable Systems and Data Through Globally Interoperable System Wide Information Management</b>						
B0-FICE	Increased Interoperability, Efficiency and Capacity through Ground-Ground Integration	1	2014	CNS SG	AIM SG, ATM SG	
B0-DATM	Service Improvement through Digital Aeronautical Information Management	1	2014	AIM SG		
B0-AMET	Meteorological information supporting enhanced operational efficiency and safety	1	2014	MET SG		

<b>Performance Improvement Areas (PIA) 3 Optimum Capacity and Flexible Flights – Through Global Collaborative ATM</b>						
B0-FRTO	Improved Operations through Enhanced En-Route Trajectories	1	2014	ATM SG		
B0-NOPS	Improved Flow Performance through Planning based on a Network-Wide view	1	2015			
B0-ASUR	Initial capability for ground surveillance	2	2014	CNS SG		
B0-ASEP	Air Traffic Situational Awareness (ATSA)	2				
B0-OPFL	Improved access to optimum flight levels through climb/descent procedures using ADS-B	2				
B0-ACAS	ACAS Improvements	1	2014	CNS SG		
B0-SNET	Increased Effectiveness of Ground-Based Safety Nets	1	2017	ATM SG		
<b>Performance Improvement Areas (PIA) 4 Efficient Flight Path – Through Trajectory-based Operations</b>						
B0-CDO	Improved Flexibility and Efficiency in Descent Profiles (CDO)	1	2014	PBN SG		
B0-TBO	Improved Safety and Efficiency through the initial application of Data Link En-Route	2		ATM SG	CNS SG	
B0-CCO	Improved Flexibility and Efficiency Departure Profiles - Continuous Climb Operations (CCO)	1	2014	PBN SG		

**Priority 1:** Modules that have the highest contribution to the improvement of air navigation safety and/or efficiency in the MID Region. These modules should be implemented where applicable and will be used for the purpose of regional air navigation monitoring and reporting for the period 2015-2018.

**Priority 2:** Modules recommended for implementation based on identified operational needs and benefits.

## 5. Measuring and Monitoring Air Navigation Performance

5.1 The monitoring of air navigation performance and its enhancement is achieved through identification of relevant air navigation Metrics and Indicators as well as the adoption and attainment of air navigation system Targets. The monitoring of the priority 1 ASBU modules is carried out through the MID eANP Volume III.

5.2 MIDANPIRG through its activities under the various subsidiary bodies will continue to update and monitor the implementation of the ASBU Modules to achieve the air navigation targets.

5.3 The priority 1 Modules along with the associated elements, applicability, performance Indicators, supporting Metrics, and performance Targets are shown in the **Table 2** below.

*Note: The different elements supporting the implementation are explained in detail in the ASBU Document which is attached to the Global Plan (Doc 9750).*

## **6. Governance**

6.1 Progress report on the status of implementation of the different priority 1 Modules and other Modules, as appropriate, should be developed by the Air Navigation System Implementation Group (ANSIG) and presented to the MIDANPIRG Steering Group (MSG) and/or MIDANPIRG on regular basis.

6.2 The MIDANPIRG and its Steering Group (MSG) will be the governing body responsible for the review and update of the MID Region Air Navigation Strategy.

6.3 The MID Region Air Navigation Strategy will guide the work of MIDANPIRG and its subsidiary bodies and all its member States and partners.

6.4 Progress on the implementation of the MID Region Air Navigation Strategy and the achievement of the agreed air navigation targets will be reported to the ICAO Air Navigation Commission (ANC), through the review of the MIDANPIRG reports, MID Air navigation Report, etc.; and to the stakeholders in the Region within the framework of MIDANPIRG.

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**Table 2. MONITORING THE IMPLEMENTATION OF THE ASBU BLOCK 0 MODULES  
IN THE MID REGION**

*B0 – APTA: Optimization of Approach Procedures including vertical guidance*

**Description and purpose:**

The use of performance-based navigation (PBN) and ground-based augmentation system (GBAS) landing system (GLS) procedures will enhance the reliability and predictability of approaches to runways, thus increasing safety, accessibility and efficiency. This is possible through the application of Basic global navigation satellite system (GNSS), Baro vertical navigation (VNAV), satellite-based augmentation system (SBAS) and GLS. The flexibility inherent in PBN approach design can be exploited to increase runway capacity.

**Main performance impact:**

KPA- 01 – Access and Equity	KPA-02 – Capacity	KPA-04 – Efficiency	KPA-05 – Environment	KPA-10 – Safety
Y	Y	Y	Y	Y

**Applicability consideration:**

This module is applicable to all instrument, and precision instrument runway ends, and to a limited extent, non-instrument runway ends.

<i>B0 – APTA: Optimization of Approach Procedures including vertical guidance</i>				
Elements	Applicability	Performance Indicators/Supporting Metrics	Targets	Timelines
LNAV	All RWYs Ends at International Aerodromes	Indicator: % of runway ends at international aerodromes with RNAV(GNSS) Approach Procedures (LNAV)  Supporting metric: Number of runway ends at international aerodromes with RNAV (GNSS) Approach Procedures (LNAV)	100% (All runway ends at Int'l Aerodromes, either as the primary approach or as a back-up for precision approaches)	Dec. 2016
LNAV/VNAV	All RWYs ENDS at International Aerodromes	Indicator: % of runways ends at international aerodromes provided with Baro-VNAV approach procedures (LNAV/VNAV)  Supporting metric: Number of runways ends at international aerodromes provided with Baro-VNAV approach procedures (LNAV/VNAV)	100% (All runway ends at Int'l Aerodromes, either as the primary approach or as a back-up for precision approaches)	Dec. 2017

**Module B0-SURF: Safety and Efficiency of Surface Operations (A-SMGCS Level 1-2)**

**Description and purpose:**

Basic A-SMGCS provides surveillance and alerting of movements of both aircraft and vehicles on the aerodrome thus improving runway/aerodrome safety. ADS-B information is used when available (ADS-B APT).

**Main performance impact:**

KPA- 01 – Access and Equity	KPA-02 – Capacity	KPA-04 – Efficiency	KPA-05 – Environment	KPA-10 – Safety
Y	Y	Y	Y	Y

**Applicability consideration:**

A-SMGCS is applicable to any aerodrome and all classes of aircraft/vehicles. Implementation is to be based on requirements stemming from individual aerodrome operational and cost-benefit assessments. ADS-B APT, when applied is an element of A-SMGCS, is designed to be applied at aerodromes with medium traffic complexity, having up to two active runways at a time and the runway width of minimum 45 m.

<b>B0-SURF: Safety and Efficiency of Surface Operations (A-SMGCS Level 1-2)</b>				
<b>Elements</b>	<b>Applicability</b>	<b>Performance Indicators/Supporting Metrics</b>	<b>Targets</b>	<b>Timelines</b>
A-SMGCS Level 1*	OBBI, HECA, OIII, OKBK, OOMS, OTBD, OTHH, OEDF, OEJN, OERK, OMDB, OMAA, OMDW	Indicator: % of applicable international aerodromes having implemented A-SMGCS Level 1  Supporting Metric: Number of applicable international aerodromes having implemented A-SMGCS Level 1	70%	Dec. 2017
A-SMGCS Level 2*	OBBI, HECA, OIII, OKBK, OOMS, OTBD, OTHH, OEJN, OERK, OMDB, OMAA, OMDW	Indicator: % of applicable international aerodromes having implemented A-SMGCS Level 2  Supporting Metric: Number of applicable international aerodromes having implemented A-SMGCS Level 2	50%	Dec. 2017

\*Reference: Eurocontrol Document – “Definition of A-SMGCS Implementation Levels, Edition 1.2, 2010”.

***B0 – ACDM: Improved Airport Operations through Airport-CDM***

**Description and purpose:**

To implement collaborative applications that will allow the sharing of surface operations data among the different stakeholders on the airport. This will improve surface traffic management reducing delays on movement and maneuvering areas and enhance safety, efficiency and situational awareness.

**Main performance impact:**

KPA- 01 – Access and Equity	KPA-02 – Capacity	KPA-04 – Efficiency	KPA-05 – Environment	KPA-10 – Safety
N	Y	Y	Y	N

**Applicability consideration:**

Local for equipped/capable fleets and already established airport surface infrastructure.

***B0 – ACDM: Improved Airport Operations through Airport-CDM***

<b>Elements</b>	<b>Applicability</b>	<b>Performance Indicators/Supporting Metrics</b>	<b>Targets</b>	<b>Timelines</b>
A-CDM	OBBI, HECA, OIII, OKBK, OOMS, OTBD, OTHH, OEJN, OERK, OMDB, OMAA	Indicator: % of applicable international aerodromes having implemented improved airport operations through airport-CDM  Supporting metric: Number of applicable international aerodromes having implemented improved airport operations through airport-CDM	50%	Dec. 2018

***B0 – FICE: Increased Interoperability, Efficiency and Capacity through Ground-Ground Integration***

**Description and purpose:**

To improve coordination between air traffic service units (ATSUs) by using ATS Inter-facility Data Communication (AIDC) defined by the ICAO *Manual of Air Traffic Services Data Link Applications* (Doc 9694). The transfer of communication in a data link environment improves the efficiency of this process particularly for oceanic ATSUs.

**Main performance impact:**

KPA- 01 – Access and Equity	KPA-02 – Capacity	KPA-04 – Efficiency	KPA-05 – Environment	KPA-10 – Safety
N	Y	Y	N	Y

**Applicability consideration:**

Applicable to at least two area control centers (ACCs) dealing with enroute and/or terminal control area (TMA) airspace. A greater number of consecutive participating ACCs will increase the benefits.

***B0 – FICE: Increased Interoperability, Efficiency and Capacity through Ground-Ground Integration***

Elements	Applicability	Performance Indicators/Supporting Metrics	Targets	Timelines
AMHS capability	All States	Indicator: % of States with AMHS capability  Supporting metric: Number of States with AMHS capability	90%	Dec. 2020
AMHS implementation /interconnection	All States	Indicator: % of States with AMHS implemented (interconnected with other States AMHS)  Supporting metric: Number of States with AMHS implemented (interconnections with other States AMHS)	90%	Dec. 2020
Implementation of AIDC/OLDI between adjacent ACCs	As per the AIDC/OLDI Applicability Table*	Indicator: % of priority 1 AIDC/OLDI Interconnection have been implemented  Supporting metric: Number of AIDC/OLDI interconnections implemented between adjacent ACCs	70%	Dec. 2020

\* Note – the required AIDC/OLDI connection is detailed in the MID eANP Volume II Part III

**B0 – DATM: Service Improvement through Digital Aeronautical Information Management**

**Description and purpose:**

The initial introduction of digital processing and management of information, through aeronautical information service (AIS)/aeronautical information management (AIM) implementation, use of aeronautical information exchange model (AIXM), migration to electronic aeronautical information publication (AIP) and better quality and availability of data

**Main performance impact:**

KPA- 01 – Access and Equity	KPA-02 – Capacity	KPA-04 – Efficiency	KPA-05 – Environment	KPA-10 – Safety
N	N	Y	Y	Y

**Applicability consideration:**

Applicable at State level, with increased benefits as more States participate

<b>B0 – DATM: Service Improvement through Digital Aeronautical Information Management</b>				
<b>Elements</b>	<b>Applicability</b>	<b>Performance Indicators/Supporting Metrics</b>	<b>Targets</b>	<b>Timelines</b>
AIXM	All States	Indicator: % of States that have implemented an AIXM-based AIS database  Supporting Metric: Number of States that have implemented an AIXM-based AIS database	80%	Dec. 2018
eAIP	All States	Indicator: % of States that have implemented an IAID driven AIP Production (eAIP)  Supporting Metric: Number of States that have implemented an IAID driven AIP Production (eAIP)	80%	Dec. 2020
QMS	All States	Indicator: % of States that have implemented QMS for AIS/AIM  Supporting Metric: Number of States that have implemented QMS for AIS/AIM	90%	Dec. 2018
WGS-84	All States	Indicator: % of States that have implemented WGS-84 for horizontal plan (ENR, Terminal, AD)  Supporting Metric: Number of States that have implemented WGS-84 for horizontal plan (ENR, Terminal, AD)  Indicator: % of States that have implemented WGS-84 Geoid Undulation  Supporting Metric: Number of States that have implemented WGS-84 Geoid Undulation	Horizontal: 100%  Vertical: 90%	Dec. 2018  Dec. 2018
Agreement with data originators	All States	Indicator: % of States that have signed Service Level Agreements (SLA) with at least 50% of their AIS data originators  Supporting Metric: Number of States that have signed Service Level Agreements (SLA) with at least 50% of their AIS data originators	80%	Dec. 2020

***B0 – AMET: Meteorological information supporting enhanced operational efficiency and safety***

**Description and purpose:**

Global, regional and local meteorological information:

- a) forecasts provided by world area forecast centres (WAFC), volcanic ash advisory centres (VAAC) and tropical cyclone advisory centres (TCAC);
- b) aerodrome warnings to give concise information of meteorological conditions that could adversely affect all aircraft at an aerodrome including wind shear; and
- c) SIGMETs to provide information on occurrence or expected occurrence of specific en-route weather phenomena which may affect the safety of aircraft operations and other operational meteorological (OPMET) information, including METAR/SPECI and TAF, to provide routine and special observations and forecasts of meteorological conditions occurring or expected to occur at the aerodrome.

This module includes elements which should be viewed as a subset of all available meteorological information that can be used to support enhanced operational efficiency and safety.

**Main performance impact:**

KPA- 01 – Access and Equity	KPA-02 – Capacity	KPA-04 – Efficiency	KPA-05 – Environment	KPA-10 – Safety
N	Y	Y	Y	Y

**Applicability consideration:**

Applicable to traffic flow planning, and to all aircraft operations in all domains and flight phases, regardless of level of aircraft equipage.

<b><i>B0 – AMET: Meteorological information supporting enhanced operational efficiency and safety</i></b>				
<b>Elements</b>	<b>Applicability</b>	<b>Performance Indicators/Supporting Metrics</b>	<b>Targets</b>	<b>Timelines</b>
SADIS FTP	All States	Indicator: % of States having implemented SADIS FTP service  Supporting Metric: Number of States having implemented SADIS FTP service	100%	Dec. 2018
QMS	All States	Indicator: % of States having implemented QMS for MET  Supporting metric: number of States having implemented QMS for MET	80%	Dec. 2018
SIGMET	All States with MWOs in MID Region	Indicator: % of States having implemented SIGMET  Supporting metric: number of States having implemented SIGMET	100%	Dec. 2018
OPMET	All States	Indicator: % of States having implemented METAR and TAF  Supporting metric: number of States having implemented METAR and TAF	95%	Dec. 2018
WIND SHEAR	TBD	Indicator: TBD  Supporting metric: TBD	TBD	TBD

***B0 – FRT0: Improved Operations through Enhanced En-Route Trajectories***

**Description and purpose:**

To allow the use of airspace which would otherwise be segregated (i.e. special use airspace) along with flexible routing adjusted for specific traffic patterns. This will allow greater routing possibilities, reducing potential congestion on trunk routes and busy crossing points, resulting in reduced flight length and fuel burn.

**Main performance impact:**

KPA- 01 – Access and Equity	KPA-02 – Capacity	KPA-04 – Efficiency	KPA-05 – Environment	KPA-10 – Safety
Y	Y	Y	Y	N/A

**Applicability consideration:**

Applicable to en-route and terminal airspace. Benefits can start locally. The larger the size of the concerned airspace the greater the benefits, in particular for flex track aspects. Benefits accrue to individual flights and flows. Application will naturally span over a long period as traffic develops. Its features can be introduced starting with the simplest ones.

<b><i>B0 – FRT0: Improved Operations through Enhanced En-Route Trajectories</i></b>				
<b>Elements</b>	<b>Applicability</b>	<b>Performance Indicators/Supporting Metrics</b>	<b>Targets</b>	<b>Timelines</b>
Flexible Use of Airspace (FUA) Level 1 Strategic	All States	Indicator: % of States that have implemented FUA Level 1  Supporting metric*: number of States that have implemented FUA Level 1	50%	Dec. 2019
FUA Level 2 Pre-tactical	All States	Indicator: % of States that have implemented FUA Level 2  Supporting metric*: number of States that have implemented FUA Level 2	60%	Dec. 2020
FUA Level 3 Tactical	All States	Indicator: % of States that have implemented FUA Level 3  Supporting metric*: number of States that have implemented FUA Level 3	60%	Dec. 2022

***B0 – NOPS: Improved Flow Performance through Planning based on a Network-Wide view***

**Description and purpose:**

Air Traffic Flow Management (ATFM) is used to manage the flow of traffic in a way that minimizes delay and maximizes the use of the entire airspace. ATFM can regulate traffic flows involving departure slots, smooth flows and manage rates of entry into airspace along traffic axes, manage arrival time at waypoints or Flight Information Region (FIR)/sector boundaries and re-route traffic to avoid saturated areas. ATFM may also be used to address system disruptions including crisis caused by human or natural phenomena.

Experience clearly shows the benefits related to managing flows consistently and collaboratively over an area of a sufficient geographical size to take into account sufficiently well the network effects. The concept for ATFM and demand and capacity balancing (DCB) should be further exploited wherever possible. System improvements are also about better procedures in these domains, and creating instruments to allow collaboration among the different actors.

Guidance on the implementation of ATFM service are provided in the ICAO Doc 9971– Manual on Collaborative Air Traffic Flow Management

**Main performance impact:**

KPA- 01 – Access and Equity	KPA-02 – Capacity	KPA-04 – Efficiency	KPA-05 – Environment	KPA-10 – Safety
Y	Y	Y	Y	N/A

**Applicability consideration:**

Applicable to en-route and terminal airspace. Benefits can start locally. The larger the size of the concerned airspace the greater the benefits. Application will naturally span over a long period as traffic develops.

***B0 – NOPS: Improved Flow Performance through Planning based on a Network-Wide view***

Elements	Applicability	Performance Indicators/Supporting Metrics	Targets	Timelines
ATFM Measures implemented in collaborative manner	All States	Indicator: % of States that have established a mechanism for the implementation of ATFM Measures based on collaborative decision  Supporting metric: number of States that have established a mechanism for the implementation of ATFM Measures based on collaborative decision	100%	Dec. 2018
ATFM Structure	All States	Indicator: % of States that have established an ATFM Structure  Supporting metric: number of States that have established an ATFM Structure	100 %	Dec. 2019

**B0 – ACAS: ACAS Improvements**

**Description and purpose:**

To provide short-term improvements to existing airborne collision avoidance systems (ACAS) to reduce nuisance alerts while maintaining existing levels of safety. This will reduce trajectory deviations and increase safety in cases where there is a breakdown of separation

**Main performance impact:**

KPA- 01 – Access and Equity	KPA-02 – Capacity	KPA-04 – Efficiency	KPA-05 – Environment	KPA-10 – Safety
N/A	N/A	Y	N/A	Y

**Applicability consideration:**

Safety and operational benefits increase with the proportion of equipped aircraft.

<b>B0 – ACAS: ACAS Improvements</b>				
<b>Elements</b>	<b>Applicability</b>	<b>Performance Indicators/Supporting Metrics</b>	<b>Targets</b>	<b>Timelines</b>
Avionics (TCAS V7.1)	All States	Indicator: % of States requiring carriage of ACAS (TCAS v 7.1) for aircraft with a max certificated take-off mass greater than 5.7 tons  Supporting metric: Number of States requiring carriage of ACAS (TCAS v 7.1) for aircraft with a max certificated take-off mass greater than 5.7 tons	100%	Dec. 2017

***B0 – SNET: Increased Effectiveness of Ground-based Safety Nets***

**Description and purpose:**

To enable monitoring of flights while airborne to provide timely alerts to air traffic controllers of potential risks to flight safety. Alerts from short-term conflict alert (STCA), area proximity warnings (APW) and minimum safe altitude warnings (MSAW) are proposed. Ground-based safety nets make an essential contribution to safety and remain required as long as the operational concept remains human centered.

**Main performance impact:**

KPA- 01 – Access and Equity	KPA-02 – Capacity	KPA-04 – Efficiency	KPA-05 – Environment	KPA-10 – Safety
N/A	N/A	Y	N/A	Y

**Applicability consideration:**

Benefits increase as traffic density and complexity increase. Not all ground-based safety nets are relevant for each environment. Deployment of this Module should be accelerated.

<b><i>B0 – SNET: Increased Effectiveness of Ground-based Safety Nets</i></b>				
<b>Elements</b>	<b>Applicability</b>	<b>Performance Indicators/Supporting Metrics</b>	<b>Targets</b>	<b>Timelines</b>
Short-Term Conflict Alert (STCA)	All States	Indicator: % of States that have implemented Short-term conflict alert (STCA)  Supporting metric*: number of States that have implemented Short-term conflict alert (STCA)	80 %	Dec. 2018
Minimum Safe Altitude Warning (MSAW)	All States	Indicator: % of States that have implemented Minimum safe altitude warning (MSAW)  Supporting metric*: number of States that have implemented Minimum safe altitude warning (MSAW)	80 %	Dec. 2018

**B0 – CDO: Improved Flexibility and Efficiency in Descent Profiles (CDO)**

**Description and purpose:**

To use performance-based airspace and arrival procedures allowing aircraft to fly their optimum profile using continuous descent operations (CDOs). This will optimize throughput, allow fuel efficient descent profiles and increase capacity in terminal areas.

**Main performance impact:**

KPA- 01 – Access and Equity	KPA-02 – Capacity	KPA-04 – Efficiency	KPA-05 – Environment	KPA-10 – Safety
N	Y	Y	Y	Y

**Applicability consideration:**

Regions, States or individual locations most in need of these improvements. For simplicity and implementation success, complexity can be divided into three tiers:

- a) least complex – regional/States/locations with some foundational PBN operational experience that could capitalize on near term enhancements, which include integrating procedures and optimizing performance;
- b) more complex – regional/States/locations that may or may not possess PBN experience, but would benefit from introducing new or enhanced procedures. However, many of these locations may have environmental and operational challenges that will add to the complexities of procedure development and implementation; and
- c) most complex – regional/States/locations in this tier will be the most challenging and complex to introduce integrated and optimized PBN operations. Traffic volume and airspace constraints are added complexities that must be confronted. Operational changes to these areas can have a profound effect on the entire State, region or location.

<b>B0 – CDO: Improved Flexibility and Efficiency in Descent Profiles (CDO)</b>				
<b>Elements</b>	<b>Applicability</b>	<b>Performance Indicators/Supporting Metrics</b>	<b>Targets</b>	<b>Timelines</b>
PBN STARs	OBBI, HESN, HESH, HEMA, HEGN, HELX, OIIE, OISS, OIKB, OIMM, OIFM, ORER, ORNI, OJAM, OJAI, OJAQ, OKBK, OLBA, OOMS, OOSA, OTHH, OEJN, OEMA, OEDF, OERK, HSNN, HSOB, HSSS, HSPN, OMAA, OMAD, OMDB, OMDW, OMSJ	Indicator: % of International Aerodromes/TMA with PBN STAR implemented as required.  Supporting Metric: Number of International Aerodromes/TMAs with PBN STAR implemented as required.	100% (for the identified Aerodromes/TMAs)	Dec. 2018
International aerodromes/TMAs with CDO	OBBI, HESH, HEMA, HEGN, OIIE, OIKB, OIFM, OJAI, OJAQ, OKBK, OLBA, OOMS, OTHH, OEJN, OEMA, OEDF, OERK, HSSS, HSPN, OMAA, OMDB, OMDW, OMSJ	Indicator: % of International Aerodromes/TMA with CDO implemented as required.  Supporting Metric: Number of International Aerodromes/TMAs with CDO implemented as required.	100% (by for the identified Aerodromes/TMAs)	Dec. 2018

**B0 – CCO: Improved Flexibility and Efficiency Departure Profiles - Continuous Climb Operations (CCO)**

**Description and purpose:**

To implement continuous climb operations in conjunction with performance-based navigation (PBN) to provide opportunities to optimize throughput, improve flexibility, enable fuel-efficient climb profiles and increase capacity at congested terminal areas.

**Main performance impact:**

KPA- 01 – Access and Equity	KPA-02 – Capacity	KPA-04 – Efficiency	KPA-05 – Environment	KPA-10 – Safety
N/A	N/A	Y	Y	Y

**Applicability consideration:**

Regions, States or individual locations most in need of these improvements. For simplicity and implementation success, complexity can be divided into three tiers:

- a) least complex: regional/States/locations with some foundational PBN operational experience that could capitalize on near-term enhancements, which include integrating procedures and optimizing performance;
- b) more complex: regional/States/locations that may or may not possess PBN experience, but would benefit from introducing new or enhanced procedures. However, many of these locations may have environmental and operational challenges that will add to the complexities of procedure development and implementation; and
- c) most complex: regional/States/locations in this tier will be the most challenging and complex to introduce integrated and optimized PBN operations. Traffic volume and airspace constraints are added complexities that must be confronted. Operational changes to these areas can have a profound effect on the entire State, region or location.

<b>B0 – CCO: Improved Flexibility and Efficiency Departure Profiles - Continuous Climb Operations (CCO)</b>				
<b>Elements</b>	<b>Applicability</b>	<b>Performance Indicators/Supporting Metrics</b>	<b>Targets</b>	<b>Timelines</b>
PBN SIDs	OBBI, HESN, HESH, HEMA, HEGN, HELX, OIIE, OISS, OIKB, OIMM, OIFM, ORER, ORNI, OJAM, OJAI, OJAJ, OKBK, OLBA, OOMS, OOSA, OTHH, OEJN, OEMA, OEDF, OERK, HSNN, HSOB, HSSS, HSPN, OMAA, OMAD, OMDB, OMDW, OMSJ	Indicator: % of International Aerodromes/TMA with PBN SID implemented as required.  Supporting Metric: Number of International Aerodromes/ TMAs with PBN SID implemented as required.	100% (for the identified Aerodromes/TMAs)	Dec. 2018
International aerodromes/TMAs with CCO	OBBI, HESN, HESH, HEMA, HEGN, HELX, OIIE, OIKB, OIFM, ORER, ORNI, OJAM, OJAI, OJAJ, OKBK, OLBA, OOMS, OOSA, OTHH, OEJN, OEMA, OEDF, OERK, HSNN, HSOB, HSSS, HSPN, OMAA, OMDB, OMDW, OMSJ	Indicator: % of International Aerodromes/TMA with CCO implemented as required.  Supporting Metric: Number of International Aerodromes/TMAs with CCO implemented as required.	100% (for the identified Aerodromes/TMAs)	Dec. 2018

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**AVIATION SECURITY AND FACILITATION TARGETS  
 FOR THE MID REGION**

The MID Region SECFAL Targets are detailed in the Table below:

	<b>Indicator</b>	<b>Target</b>
1	USAP-CMA regional Average / - EI of the CEs / - Annex 17 compliance	Increase/Maintain the USAP-CMA regional average EI of the CEs to 75% by 2021
2	Number of MID States with an overall USAP-CMA EI below 70%	The number of MID States with an overall USAP-CMA EI below 70% to be less than 3 by 2021
3	Number of Significant Security Concerns (SSeCs)	No MID State with a SSeC  Any new SSeC to be resolved within 6 months
4	% CE-4: Personnel Qualifications and Training	The regional average for CE-4 to be 70% by 2021 The number of States that scored below 70% in CE-4 be a maximum of 3 MID States by 2021
5	% CE-7: Quality Control Obligation	The regional average of CE-7 to be 70% by 2021  The number of States that scored below 70% in CE-7 to be a maximum of 3 MID States by 2021

	<b>Indicator</b>	<b>Target</b>
6	% CE-8: Resolution of Security Concerns	The regional average CE-8 to be 70% by 2021  The number of States that scored below 70% in CE-8 to be a maximum of 3 MID States by 2021
7	Number of States that have established a National Civil Aviation Security Committees (NCASC) and National Air Transport Facilitation Committees (NATFC)	All MID States to establish a National Civil Aviation Security Committees (NCASC) and National Air Transport Facilitation Committees (NATFC) by 2020
8	Number of States that have established a Risk Management framework taking into account ICAO's Risk Context Statement and crisis response procedures	A Risk Management framework taking into account ICAO's Risk Context Statement and crisis response procedures is established by at least 11 of the MID States by 2020
9	Number of States joining the ICAO Public Key Directory (PKD)	10 MID States to be members of the ICAO PKD by 2020
10	Number of States signing the USAP-CMA Memorandum of Understanding (MoU)	All MID States to sign the USAP-CMA MoU by 2019
11	Number of States using/contributing to the INTERPOL SLTD database	All MID States to utilize/contribute to the SLTD database by 2020
12	Number of States joining the ICAO Aviation Security Point of Contact (PoC) Network	All MID States to join the PoC Network by 2019

	<b>Indicator</b>	<b>Target</b>
13	Number of States issuing only Machine Readable Passports (MRPs) in conformance with ICAO Doc 9303	All MID States to issue only Machine Readable Passports (MRPs) by 2019
14	Number of States revoking non-MRPs in conformance with ICAO Doc 9303	All MID States to revoke non-MRPs by 2019
15	Number of States implementing Advanced Passenger Information (API)	All MID States to implement Advanced Passenger Information (API) by 2021
16	Number of States joining the CASP-MID Programme	CASP-MID membership to include at least 6 States by 2021

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**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

**MIDDLE EAST REGIONAL OFFICE**

**NO COUNTRY LEFT BEHIND PLAN**

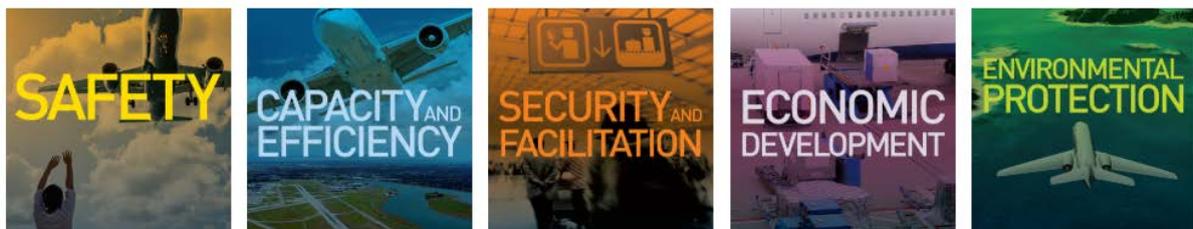
**[State X]**

## 1. MID NCLB BACKGROUND

1.1 In accordance with Assembly Resolution A39-23 “No Country Left Behind” (NCLB) Initiative, States should effectively implement ICAO’s Standards and Recommended Practices (SARPs) and policies so that all States have safe, secure, efficient, economically viable and environmentally sound air transport systems which support sustainable development and socio-economic prosperity, and which ultimately help to create and preserve friendship and understanding among the nations and peoples of the world.

1.2 The key success of the NCLB initiative is the collaborative support and assistance that would be provided by States, international organizations and industry under the ICAO umbrella.

1.3 The MID Region NCLB Strategy addresses the ICAO’s Five (5) Strategic Objectives:



1.4 In return, the ICAO Strategic Objectives address thirteen (13) out of the seventeen (17) United Nations Sustainable Development Goals (SDGs), adopted by all United Nations Member States in 2015 through the 2030 Agenda for Sustainable Development, which are an urgent call for action by all Countries - developed and developing - in a global partnership.

### Sustainable Development Goals



1.5 The MID Region NCLB Strategy is composed of three (3) phases as follows:

**Phase I – Selection:** Selection of the best candidates States for deploying assistance that will produce a sustainable improvement of the effective implementation of SARPs, in accordance with agreed prioritization criteria.

**Phase II –Development:** Development of detailed NCLB Plan of Actions (for the identified priority area(s)) or similar plans, such as, Aviation Security Improvement Plan (ASIP), in coordination with concerned State(s) and stakeholders, as required. The Plan of Actions is to be appended to the NCLB Plan and should include measurable outcomes with specific timelines. In order to ensure effective implementation, each action should be associated with an accountable person, timeframes, contributors, etc. This phase includes also the communication of the NCLB Plan/Plan of Actions to the State Executive Level.

**Phase III – Implementation and Monitoring:** Implementation of the agreed actions will be continuously monitored by the ICAO MID Office and progress reports will be provided to the officials concerned on regular basis.

## 2. NCLB PLAN FOR [STATE X]

2.1 Provide a short description of the history/background, identified challenges, deficiencies, milestones, etc.; then area by area (safety and capacity & efficiency, security and facilitation, economic development of air transport and environmental protection) provide specific details, if any, and the assistance activities (NCLB Plan of Actions, Aviation Security Improvement Plan (ASIP), Remedial Actions, etc); this might be also in the form of Appendices (Tables, etc).

### *SAFETY AND CAPACITY & EFFICIENCY*



2.2 (history of USOAP-CMA audits, results, areas of concern, Plan of Actions, etc)

2.3 Plan of Actions is at **Appendix A**

### *SECURITY AND FACILITATION*



2.4 (history of USAP-CMA audits, results, areas of concern, ASIPs, etc)

2.5 Aviation Security Improvement Plan (ASIP) is at **Appendix B**

### *ECONOMIC DEVELOPMENT (AIR TRANSPORT)*



2.6 TBD

*ENVIRONMENTAL PROTECTION*



2.7

TBD

Sample

**Aviation Safety and Capacity & Efficiency  
Plan of Actions**

Ref	Key Activity	Actions	Link to USOAP Critical Elements, or AN Deficiency	Audit Area	State POC	Accountable	Supported by	Deliverables	Timeline	Source of Funds/ amount	Remarks/Status
<b>Air Navigation Services</b>											
1.	Development and implementation of Procedures and mechanisms including supporting documentation (guidance material, forms, templates, etc.)  <i>Procedures should address the following: Who does what, how, when and in coordination with whom</i>	6.1. Develop an Inspector handbook for ANS	CE 5 CE 7 CE 8	ANS	Director ANS	DG		ANS inspector Handbook	Apr 2019	CAA	
		6.2. Develop Template for Audit report	CE 5 CE 7 CE 8	ANS	Director ANS	DG		Template for Audit/inspection reports	Apr 2019	CAA	
		6.3. Develop comprehensive Checklist to be used by ATS, PANS-OPS, AIS, Charting, CNS, MET and SAR inspectors	CE 5 CE 7 CE 8	ANS	Director ANS	DG	State X	Comprehensive Checklist to be used by ANS inspectors	Apr 2019	CAA	
		6.4. Mechanism and Forms to be used for communication between ANS inspectorate and ANSP such as the outcome of audits/inspection, findings, provisions of CAPs, resolution of findings, etc.)	CE 5 CE 7 CE 8	ANS	Director ANS	DG		Mechanism and Forms for communication between ANS inspectorate and ANSP	Apr 2019	CAA	

**Aviation Security and Facilitation  
Aviation Security Improvement Plan (ASIP)**

ACTIVITY	CONDITIONS	OBJECTIVES	PERFORMANCE INDICATORS	QUALITY ASSURANCE MEASURES	ROLES AND RESPONSIBILITIES	STATUS
<b>PHASE 1: National Civil Aviation Security programme</b> <i>Estimated timeframe of completion: 6 months</i>						
Activity #1: <b>NCASP Workshop</b>	Formulation of a NCASP drafting team.	Provide the designated NCASP drafting team with the skills and understanding needed to update and maintain a NCASP that meets, at a minimum, ICAO SARPs.	<p>Completion of the workshop</p> <p>Short term: completion of a draft NCASP</p> <p>Mid to long term: Adoption of the NCASP</p> <p>Mid to long term: Dissemination and implementation of the NCASP</p>	<p>Participant evaluation forms</p> <p>Verification that a draft NCASP has been submitted for approval by the appropriate government authority</p> <p>Verification that the approved NCASP has been disseminated to the appropriate stakeholders.</p>	<p>The State will identify a resource able to adapt the training material to local requirements and complete the review prior to course delivery;</p> <p>The State is responsible for identifying 10 to 15 individuals who meet the NCASTP requirements for instructing aviation security material on behalf of the State;</p> <p>The State will be responsible for all local logistics related to hosting the training event (see 7.2);</p> <p>ISD-SEC will identify one or two existing instructors to teach the course under the supervision of an ICAO Certified Instructor; and</p> <p>ICAO will provide facilitators and training materials.</p>	<b>Conducted</b>

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# ***ATTACHMENTS***



**DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION  
FIFTH MEETING (DGCA-MID/5)**

*(Kuwait, 4-6 November 2019)*

**LIST OF PARTICIPANTS**

*26 November 2019*

<b>NAME</b>	<b>TITLE &amp; ADDRESS</b>
<b><u>STATES</u></b>	
<b>BAHRAIN</b>	
H.E. Mr. Mohamed Thamir Al-Kaabi	Under-Secretary Civil Aviation Affairs KINGDOM OF BAHRAIN
Mr. Ali Ahmed Mohammed	Advisor Air Navigation Civil Aviation Affairs KINGDOM OF BAHRAIN
Mr. Abdulla Hassan Alqadhi	Chief Aeronautical Information & Airspace Planning KINGDOM OF BAHRAIN
<b>EGYPT</b>	
H.E. Pilot Sameh Ahmed Hefni	President of Egyptian Civil Aviation Authority Ministry of Civil Aviation Cairo Airport-Village Road Cairo-EGYPT
<b>IRAQ</b>	
Eng. Ahmed Mohammed Toimah	Director Flight Safety Iraqi Civil Aviation Authority P.O. Box 23006 Baghdad - IRAQ

NAME	TITLE & ADDRESS
Mr. Fadhil G. Bedn	Director of Air Traffic Management Department General Company of Air Navigation Services (GCANS) Baghdad - IRAQ
Mr. Riad Chehayeb	Consultant General Company of Air Navigation Services (GCANS) Baghdad – IRAQ
<b>JORDAN</b> H.E. Capt Haitham Misto	Chief Executive Officer and Chief Commissioner Civil Aviation Regulatory Commission (CARC) JORDAN
Mr. Khaled Arabiyat	Legal Affairs Director Civil Aviation Regulatory Commission Air Navigation Service JORDAN
Dr. Mohammad Hushki	Director of Quality Assurance and Internal Audit JORDAN
<b>KUWAIT</b> H.E. Sheikh Salman Hamoud Al Sabah	President of Civil Aviation Directorate General of Civil Aviation KUWAIT
Eng. Yousef Sulaiman. Al-Fouzan	Director General of Civil Aviation Directorate General of Civil Aviation KUWAIT
Eng. Eng. Fahad S Alanzi	Civil Aviation Security Director Directorate General of Civil Aviation P.O. Box 17 Safat 13001 KUWAIT
Mr. Adel Saoud Boresli	Chairman of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG) KUWAIT

NAME	TITLE & ADDRESS
Mr. Faisal Adel Alasousi	Head of Tower and A.T.C. Directorate General of Civil Aviation KUWAIT
Mr. Fahad Al Meshsan	Chief of Search and Rescue Directorate General of Civil Aviation KUWAIT
Eng. Emad A. Al-Sanousi	Director of Navigation Department Directorate General of Civil Aviation KUWAIT
Mr. Said F. Al Ajeel	Chief of Search and Rescue Directorate General of Civil Aviation KUWAIT
Mr. Salah Hamad Al Mushaiti	Superintendent of A.I.S. Directorate General of Civil Aviation KUWAIT
Eng. Ahmed H. Alsafi	Director of the office the General Director of Civil Aviation KUWAIT
<b>LEBANON</b> H.E. Eng. Mohammad Chehabeddine	Acting Director General of Civil Aviation Beirut Rafiq Hariri International Airport, Directorate General Of Civil Aviation Beirut – LEBANON
Ms. Maya Safa	Chief of Diwan Directorate General Of Civil Aviation Beirut – LEBANON
<b>OMAN</b> H.E. Dr. Mohammed Ben Nasser Ben Ali Al Za'abi	Chief Executive Officer of Public Authority for Civil Aviation Ministry of Transport and Communications Muscat, SULTANATE OF OMAN
Eng. Abdullah O. Rejab Al Ojaili	Assistant Director General for Safety Public Authority for Civil Aviation(PACA) Muscat, SULTANATE OF OMAN

NAME	TITLE & ADDRESS
Mr. Mubarak Al Gheilani	Senior Director Of Control And Quality Management, Air Traffic Public Authority for Civil Aviation(PACA) Muscat, SULTANATE OF OMAN
<b>PALESTINE</b> Eng. Mohammed Ammous	D.G./ Chairman adviser Palestinian Civil Aviation Authority STATE OF PALESTINE
Mr. Omar Ali Salman	Chairman Palestinian Civil Aviation Authority STATE OF PALESTINE
<b>QATAR</b> H.E. Mr. Abdulla Bin Nasser Turki Al Subaey	Director of Joint Service Dept. Civil Aviation Authority Doha – QATAR
Mr. Abdulrahman Al Hammadi	Director of Air Safety Department Civil Aviation Authority Doha - QATAR
Mr. Ahmed Mohamed Al Eshaq	Director of Air Navigation Civil Aviation Authority Doha – QATAR
Mr. Abdellah Al Tamimi	Civil Aviation Authority Civil Aviation Authority Doha – QATAR
<b>SAUDI ARABIA</b> H.E. Abdulhadi Ahmed Almansouri	President of General Authority of Civil Aviation General Authority of Civil Aviation KINGDOM OF SAUDI ARABIA
Mr. Abdullah Mohammed Alenezi	Director of Public Relations and Protocol, Office of the President General Authority of Civil Aviation KINGDOM OF SAUDI ARABIA

NAME	TITLE & ADDRESS
Mr. Abdullah Saeed Alomair	Organizations Manager General Authority of Civil Aviation KINGDOM OF SAUDI ARABIA
Mr. Bader Saleh Alsagri	General Manager, International Cooperation General Authority of Civil Aviation KINGDOM OF SAUDI ARABIA
Mr. Hussain Alyami	International Cooperation Specialist General Authority of Civil Aviation KINGDOM OF SAUDI ARABIA
<b>SYRIA</b> H.E. Eng. Basem Mansour	General Director Syrian Civil Aviation Authority Damascus – SYRIA
Eng. Nadim Ebrahim Salim	Com. Radar IT Director Syrian Civil Aviation Authority Damascus – SYRIA
<b>UNITED ARAB EMIRATES</b> Mr. Ahmed Al Jallaf	Assistant Director General Air Navigation Services General Civil Aviation Authority Abu Dhabi - UNITED ARAB EMIRATES
H.E. Mr. Saif Mohammed Al Suwaidi	Director General General Civil Aviation Authority Abu Dhabi, UNITED ARAB EMIRATES
Mr. Hamad Al Muhairi	Assistant Director of Aviation Security Affairs General Civil Aviation Authority Abu Dhabi- UNITED ARAB EMIRATES
Mr. Ismaeil Mohammed Al Balooshi	Assistant Director General - Aviation Safety Affairs General Civil Aviation Authority Dubai, UNITED ARAB EMIRATES
Mr. Saeed Al Suwaidi	Manager, Director General Office and Customer Happiness General Civil Aviation Authority Abu Dhabi- UNITED ARAB EMIRATES

NAME	TITLE & ADDRESS
<p><b>UNITED KINGDOM</b> Mr. Liam Byrne</p>	<p>Senior Manager - International Development Civil Aviation Authority International Limited Aviation House UNITED KINGDOM</p>
<p>Mr. Matthew William Parker</p>	<p>Aviation Security Liaison Officer UK Department for Transport British Embassy Bahrain BAHRAIN</p>
<p><b>UNITED STATES</b> Mr. Greg Hebert</p>	<p>Global Operations Liaison Federal Aviation Administration UNITED STATES</p>
<p>Ms. Jennifer Arquilla</p>	<p>Manager- Africal Europe and Middle East Staff Federal Aviation Administration UNITED STATES</p>
<p>Mr. Robert Roxbrough</p>	<p>FAA Senior Representative Abu Dhabi Office of International Affairs Federal Aviation Administration UNITED ARAB EMIRATES</p>
<p>Mr. Travis Fiebelkorn</p>	<p>Senior International ATC Operations Officer Federal Aviation Administration Air Traffic Organization, System Operations Europe, Africa, Middle East Group FAA c/o American Embassy</p>
<p><b>YEMEN</b> H.E. Capt. Saleh Saleem Binnuhaid</p>	<p>Chairman Civil Aviation &amp; Meteorology Authority Aden, YEMEN</p>
<p><b><u>ORGANIZATIONS</u></b></p>	
<p><b>ACAO</b> H.E. Eng. Abdennebi Manar</p>	<p>Director General of ACAO Arab Civil Aviation Organization MOROCCO</p>

NAME	TITLE & ADDRESS
Mr. Mohamed Rejeb	Air Navigation & Air Safety Expert Arab Civil Aviation Organisation (ACAO) MOROCCO
<b>ACI</b> Mr. Ada Wai-Che Tse	Deputy Regional Director Airports Council International HONG KONG
<b>CANSO</b> Mr. Nicolaas Voorback	Director ICAO Affairs CANADA
<b>GCC</b> Mr. Ahmad Gh. Al-Shammari	Civil Aviation Expert Economic & Development Affairs The Cooperation Council for the Arab States of the Gulf
Mr. Hussain Omar A. Al Ibrahim	Head of Air Transportation Economic & Development Affairs The Cooperation Council for the Arab
<b>IATA</b> Mr. Muhammad Ali Al Bakri	Regional Vice President Africa & The Middle East International Air Transport Association (IATA)
Mr. Khaled Al-Eisawi	Head of Account Management Gulf & Near East International Air Transport Association (IATA)
Mr. Jehad Faqir	Assistant Director Safety and Flight Operations, MENA International Air Transport Association (IATA)
Mrs. Rima Tayyah	Regional Director, Advocacy and Strategic Relations - Middle East and North Africa International Air Transport Association (IATA)
Mr. Sharron Ann Caunt	Regional Director Safety & Flight Operations Africa & Middle East International Air Transport Association (IATA)

NAME	TITLE & ADDRESS
Mr. Shawn Goudge	IATA Regional Manager Aviation Security & Facilitation International Air Transport Association (IATA)
Dr. Falah S. Salman	Asst. Engineering Director Materials & Support Engineering Department State of KUWAIT
<b>IFALPA</b> Capt. Souhail Dallem	Executive Vice President - AFI/MID Region The International Federation of Air Line Pilot's Associations – IFALPA TUNISIA
<b>IFATSEA</b> Mr. Nsiri Khaled	IFATSEA North Africa and Middle East Strategy Officer Chief of communication Office TUNISIA
<b>TSA</b> Mr. John Robert Devine	Transportation Security Administration Representative (TSAR) American Embassy Abu Dhabi
<b>ICAO HEADQUARTERS</b> Dr. Fang Liu	Secretary General International Civil Aviation Organization Montréal, CANADA
Ms. Jiarong Yan	D/OSG International Civil Aviation Organization Montréal, CANADA
Mr. Boubacar Djibo	Director Air Transport Bureau, (D/ATB) International Civil Aviation Organization Montréal, CANADA
Mr. Stephen Patrick Creamer	Director Air Navigation Bureau, (D/ANB) International Civil Aviation Organization Montréal, CANADA

NAME	TITLE & ADDRESS
Mr. Jorge Vargas	Director Technical Co-operation Bureau (D/TCB) International Civil Aviation Organization Montréal, CANADA
Mr. Mekki Lahlou	Operations Coordinator International Civil Aviation Organization Montréal, CANADA
Mr. Hatem Oueslati	Field Project Officer, TCB International Civil Aviation Organization (Montréal, CANADA
Mrs. Rasha Haider	Programme Implementation Associate Global Aviation Training Office International Civil Aviation Organization Montréal, CANADA
<b>ICAO MIDDLE EAST OFFICE</b> Mr. Mohamed Khalifa Rahma	ICAO Regional Director International Civil Aviation Organization ICAO Middle East Office Cairo-EGYPT
Mr. Mohamed Smaoui	Deputy Regional Director International Civil Aviation Organization ICAO Middle East Office Cairo-EGYPT
Mr. Mr. Elie El Khoury	Regional Officer, Air Traffic Management/Search and Rescue (ATM/SAR) International Civil Aviation Organization Middle East Office Cairo-EGYPT
Mr. Mashhor Alblowi	Regional Officer, Flight Safety (FLS) International Civil Aviation Organization ICAO Middle East Office Cairo-EGYPT
Mr. Luay Ishaqat	CASP-MID Coordinator International Civil Aviation Organization (ICAO) Riyadh-SAUDI ARABIA

NAME	TITLE & ADDRESS
Eng. Muna Alnadaf	Regional Officer, Communications, Navigation and Surveillance (CNS) International Civil Aviation Organization Middle East Office Cairo-EGYPT
Mr. Mohamed Chakib	Regional Officer, Safety-Implementation International Civil Aviation Organization ICAO Middle East Office Cairo-EGYPT
Eng. Mohamed Iheb Hamdi	Regional Officer, Aerodromes and Ground Aids International Civil Aviation Organization) ICAO Middle East Office Cairo-EGYPT
Mrs. Sonia El Sakka	ICT/ Marketing Regional Coordinator and Trainer International Civil Aviation Organization ICAO Middle East Office Cairo-EGYPT
Mrs. Soheir Kodsí	Personal Associate to the Regional Director International Civil Aviation Organization ICAO Middle East Office Cairo-EGYPT

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## **THE SPEECH OF THE PRESIDENT OF CIVIL AVIATION**

**Sheikh/ Salman Sabah Al-Salem Al-Hamoud Al-Sabah**

**On the occasion of the 5<sup>th</sup> Meeting of the Directors General of Civil Aviation in the Middle East**

**Monday, 04/10/2019, 09:00 am**

**Your Excellencies and Highnesses, Presidents and Directors General of Civil Aviation in the Middle East Region**

**His Excellency the Secretary General of the International Civil Aviation Organization**

**Honorable audience,**

I am delighted to welcome you to the State of Kuwait on the occasion of the opening ceremony of the fifth meeting of the Directors General of Civil Aviation, hosted by Kuwait in cooperation with the Regional Office of the International Civil Aviation Organization in the Middle East from 4 to 6 November 2019 and with the participation of His Excellency the Secretary General of the International Civil Aviation Organization. Mrs. Fang Liu along with the Excellencies and Highnesses, Presidents and Directors General of Civil Aviation in the Middle East Region.

**Honorable audience,**

Allow me, brothers and sisters, to take this opportunity, to express, on behalf of me and the family of Civil Aviation in the State of Kuwait, my sincere congratulations to His Excellency the President of the International Civil Aviation Organization Dr. Olumuyiwa Benard Aliu, and to all Member States, officials and staff of the International Organization on the occasion of the 75<sup>th</sup> anniversary of its founding, recording our pride and privilege for the leading role of development and improvement made by ICAO in the field of global civil aviation

We also extend sincere congratulations to the new members of the Board of Directors of the Organization on the occasion of their election at the 40<sup>th</sup> General Assembly meeting held recently in Montreal, as the State of Kuwait praises and appreciates the General Assembly for its election as First Vice-President of the General Assembly of the International Organization.

**Honorable audience,**

The close cooperation between the International Civil Aviation Organization and the civil aviation authorities in the Middle East Region has had a significant impact on the development of the air transport sector in the region, and It worth mentioning the efforts exerted by the countries of the region to develop the air transport sector in the field of safety and aviation security, and to support the aviation industry and its economies, and the successes achieved by regional airlines at the global level. We would also like to recall the efforts made by Civil Aviation Officials to establish the Riyadh-based Middle East and North Africa Regional Safety Oversight Organization, which has the full support of the Kingdom of Saudi Arabia, in order to enhance cooperation in the field of aviation safety between the countries of the region in a safe and effective way and to exchange experiences in this field.

**Honorable audience,**

We meet today to further expand cooperation between the International Civil Aviation Organization and civil aviation bodies and entities in the Middle East region by discussing civil aviation issues and topics of common interest in the region, and to support and facilitate ways of cooperation between the aviation authorities in the region to reach the best results, review and exchange of technical and specialized information, as well as review the work of regional groups in the various fields of aviation security and safety and provide the necessary guidance to ensure and expand inter-entity cooperation.

**Honorable audience,**

In line with Kuwait Vision 2035, we have adopted a new methodology in the field of civil aviation in Kuwait. The main pillars of the methodology are the transformation of the State of Kuwait into an active regional center in the transit traffic linking the West and East to implement one of the priorities of the State which is evolving in modernizing the infrastructure of the civil aviation sector in the State of Kuwait.

The State of Kuwait is expected to witness rapid growth in passenger and cargo traffic over the next 10 years. It is estimated that the number of passengers in 2037 will reach about 42 million passengers annually, which will lead to the expected annual revenues of about 800 million dollars, and create about 40,000 jobs, which imposes a huge investment to develop the air transport sector in Kuwait.

We are currently reviewing and updating existing legislation to bring it in line with ICAO's recommendations and in line with air transport applied policies.

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كلمة رئيس الطيران المدني

الشيخ/ سلمان صباح السالم الحمود الصباح

بمناسبة الاجتماع الخامس لمدرء عامون الطيران المدني فى الشرق الأوسط

الاثنين الموافق 2019/1/4 الساعة 09:30 صباحا

أصحاب المعالى والسعادة رؤساء ومدرء عامون الطيران المدني فى إقليم الشرق الأوسط  
سعادة الأمين العام لمنظمة الطيران الدولي المدني ICAO  
الحضور الكريم

السلام عليكم ورحمة الله وبركاته،،،

يسعدنى اليوم ان ارحب بكم أجمل ترحيب فى دولة الكويت بمناسبة حفل افتتاح الاجتماع الخامس لمدرء عامون الطيران المدني فى إقليم الشرق الأوسط الذى تستضيفه دولة الكويت بالتعاون مع المكتب الاقليمي لمنظمة الطيران المدني الدولي فى الشرق الأوسط خلال الفترة من 4 لغاية 6 نوفمبر 2019 وبمشاركة سعادة الأمين العام لمنظمة الطيران الدولي المدني السيدة / فانغ لو و أصحاب المعالى و السعادة رؤساء و مدرء عامون الطيران المدني فى إقليم الشرق الأوسط.

الحضور الكريم،،،

ولتسمحوا لى – أيها الاخوة والأخوات – بأن أنتهز هذه الفرصة لأعبر بالأصالة عن نفسى ونيابة عن أسرة الطيران المدني فى دولة الكويت عن التهنئة الخاصة لسعادة رئيس منظمة الطيران المدني الدولي (ICAO) الدكتور / Olumuyiwa Benard Aliu ولجميع الدول الأعضاء والمسؤولين والعاملين فى المنظمة الدولية بمناسبة مرور 75 عاما على أنشائها، مسجلين إعتزنا وفخرنا للدور الرائد الذى قامت به (الايكاو) من تطوير وتحسين فى مجال الطيران المدني العالمى.

كما نتقدم بالتهنئة الخالصة للسادة / أعضاء مجلس الادارة الجديد للمنظمة بمناسبة انتخابهم فى اجتماع الجمعية العمومية الأربعين للمنظمة الذى مؤخرا فى مونتريال ، كما نتمن دولة الكويت وتقدر ثقة الجمعية العمومية لانتخابها نائبا أول لرئاسة الجمعية العمومية للمنظمة الدولية.

الحضور الكريم،،،

لقد كان للتعاون الوثيق بين منظمة الطيران المدني الدولي وهيئات الطيران المدني فى إقليم الشرق الأوسط الأثر البالغ فى تطوير قطاع النقل الجوى فى المنطقة، ولابد هنا من الإشارة الى الجهود التى تبذلها دول المنطقة لتطوير قطاع النقل الجوى فى مجال السلامة وأمن الطيران ودعم صناعة الطيران واقتصادياتها ومحققته شركات الطيران الاقليمية من نجاحات على المستوى العالمى ، وكذلك نود ان نشير الى الجهود اتى بذلها المسؤولين المعنيين بالطيران المدني فى المنطقة لتأسيس المنظمة الاقليمية لمراقبة السلامة الجوية للشرق الأوسط وشمال أفريقيا ومقرها الرياض والتى حظت بدعم كامل من المملكة العربية السعودية وذلك من تعزيز التعاون فى مجال الاسلامة الجوية بين دول الأقليم بصورة آمنة وفعالة تبادل الخبرات فى هذا المجال.

### الحضور الكريم،،،

نلتقى اليوم لمواصلة توسيع التعاون بين منظمة الطيران المدني الدولي وهيئات وكيانات الطيران المدني في اقليم الشرق الأوسط وذلك من خلال مناقشة قضايا الطيران المدني والمواضيع ذات الإهتمام المشترك في المنطقة ودعم وتسهيل سبل التعاون بين سلطات الطيران في المنطقة للوصول الى أفضل النتائج ، ومراجعة وتبادل المعلومات الفنية والتخصصية ، وكذلك مرجعة اعمال مجموعات الأقليم في مجالات الطيران المختلفة من أمن وسلامة وتقديم الارشادات اللازمة لضمان وتوسيع التعاون المشترك بين كيانات الإقليم .

### الحضور الكريم،،،

أعتمدنا في الطيران المدني في دولة الكويت منهجية جديدة وذلك تماشيا مع رؤية كويت 2035 ، وتمثل المرتكزات الرئيسية للمنهجية في تحول دولة الكويت الى مركز اقليمي نشط في حركة العبور للربط بين الغرب والشرق وذلك لتنفيذواحدة من أولويات الدولة التي تتبلور في تحديث البنية التحتية لقطاع الطيران المدني في دولة الكويت.

ومن المتوقع ان تشهد دولة الكويت نموا متسارعا في حركة الركاب والشحن خلال العشر سنوات المقبلة حيث تشير التقديرات الى ان عدد المسافرين في العام 2037 سيصل الى حوالي 42 مليون راكب سنويا والذي سيؤدي الى تحقيق إيرادات سنوية متوقعة تناهز 800 مليون دولار سنويا وتوفير مايقارب 40 الف فرصة عمل والذي يفرض ضخ استثمارات ضخمة لتطوير قطاع النقل الجوي في الكويت.

كما نقوم بمراجعة التشريعات الحالية وتحديثها لتأتى متناغمة مع توصيات المنظمة الدولية للطيران المدني ومتماشية مع السياسات المتبعة في مجال النقل الجوي.

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**OPENING REMARKS BY THE  
SECRETARY GENERAL OF ICAO**

**DR. FANG LIU,**

**TO THE FIFTH MEETING OF DIRECTORS GENERAL OF CIVIL AVIATION FOR THE ICAO MIDDLE EAST  
REGION (DGCA-MID/5)**

*(Kuwait, 4 November 2019)*

*H.E. Sheikh Salman Al Salem Al Sabah,  
President of Directorate General of Civil Aviation*

*Excellencies  
Distinguished friends and colleagues,  
Ladies and gentlemen,*

It is my great pleasure to join you in the lovely city Kuwait for this fifth Meeting of Directors General of Civil Aviation of the ICAO Middle East Region.

Please let me begin by expressing ICAO's sincere thanks to the government of Kuwait, and to H.E. Sheikh Salman and his team for the organization, very warm welcome, and excellent facilities we've been provided.

I would also like to highlight the incredible appreciation which ICAO has for the many States we work so closely within the MID Region, and how honoured I am to be here with you to celebrate the 75th Anniversary of ICAO this year.

The ICAO Middle East Region has been one of the fastest growing in the world for passenger and cargo traffic since 2011.

Aviation activities continue to deliver important direct and indirect benefits in terms of local and regional economic growth, and this is backed-up by the fact that MID air carriers are continuing to record steady and robust growth rates of between four and five per cent annually for passenger and freight traffic.

ICAO is also encouraged that 2018 witnessed a 10% increase in tourist arrivals by air to MID destinations, a figure which represented some 64 million new tourists in 2018 alone.

While all of your States have had a role to play in this success, and notably as a result of your steadily increasing levels of ICAO compliance, it's also my pleasure to congratulate Kuwait with respect to the inauguration of its new Terminal 4 and the capacity it now provides for an additional 4.5 million passengers annually in your region. It was also a great pleasure for me yesterday to visit the new terminal 2 at Kuwait international airport and to see the ambitious blueprint in realization.

This reminds us as well that more than half of all international tourism and nearly a third of global trade by value are dependent on air transport connectivity, and that through these and other factors aviation presently supports more than 2.4 million jobs and contributes USD130 billion to GDP in MID Region GDP.

We should recall here that each of your States has the primary responsibility to ensure that sufficient infrastructure, human resources, training, and other capacities are in place to accommodate and manage forecast traffic growth.

This reminds us of the important role of having national development plans, which meaningfully incorporate aviation development priorities, an area which ICAO has been seeing tremendous success in.

ICAO promotes the benefits of aviation toward the UN's *2030 Agenda for Sustainable Development*. ICAO makes clear to national governments how the international connectivity established through civil aviation operations provides fundamental capabilities which supports 15 of the 17 Sustainable Development Goals (SDGs) under Agenda 2030.

Local and national aviation planning must furthermore be aligned with ICAO's Standards and Recommended Practices (SARPs), and structured on the basis of the targets and frameworks established in our Global Plans for Aviation Safety (GASP), Air Navigation Capacity and Efficiency (GANP), and Aviation Security (GASeP).

Talking about MID Region, in the safety domain it is my pleasure today to commend the MID Region in particular on the aviation safety performance being achieved— even as your traffic figures continue to rise.

I am pleased to see that the MID Accident rate of 2.3 accidents per million departures is still better than the Global Rate, and that Regional EI has increased from 70.5 to 75.23 per cent— a significant improvement compared to other regions.

Aerodrome Certification has also increased, from 54 per cent in 2017 to 67 per cent in 2019, which demonstrates the strong commitment on behalf of your States to enhance the effective implementation of ICAO SARPs. And lastly under safety, I have been greatly encouraged that the MID Region has no SSCs at present, an accomplishment you can all take some pride in.

Where both Aviation Safety and Air Navigation Capacity and Efficiency are concerned, continuous increases in traffic growth are making our goal of maximized and efficient operations increasingly complex.

In this regard please let me take a moment to commend the spirit of cooperation and respect for safety prioritization exemplified by the rapid addressing of several ATM operational challenges through the MID Contingency Coordination Teams (CCTs) and ATM Contingency Plan.

The establishment of the MID Flight Procedures Programme (MID FPP) will further support States in meeting their obligations relating to flight procedure design. The MID Office has secured sizeable local contributions to help launch the programme, and we will now be looking forward to your States' signing of the project document and establishing the needed steering committee.

In the Security area, I would like to congratulate you on the establishment of your Middle East Regional Aviation Security and Facilitation Group (MID-RASFG), the development of a MID SECFAL Plan in line with the GASeP. Here, I would like also to thank Kuwait for hosting the very first meeting of this regional group.

Excellencies, Ladies and Gentlemen

This year was the year of the 40<sup>th</sup> Session of the Assembly of ICAO. I wish to thank all MID States for your contributions to the Assembly and I wish to congratulate the MID Region and in particular the State of Kuwait for electing H.E. Sheikh Salman Al-Sabah as the First-Deputy Chairman of the ICAO Assembly.

During this Assembly a lot of important issues has been endorsed by the member States. In the areas of Aviation Safety and Air Navigation Capacity and Efficiency at A40, States endorsed new revisions to ICAO's GASP and GANP Global Plans which will be instrumental to managing the adoption and integration of new 21st Century aircraft and operations alongside traditional aircraft operations.

ICAO also welcomed States agreement at A40 that we should pursue a new global target of zero aviation fatalities by 2030, a target which will be supported by the new Global Aviation Safety Oversight System (GASOS) which was also adopted there. This will help to augment safety cooperation, and assist many States in terms of their aviation safety oversight, safety management, and accident investigation capabilities.

In the area of Aviation Security, ICAO further welcomed States' commitment to forge global partnerships supporting the implementation and evolution of the Global Aviation Security Plan (GASeP), as well as their calls for ICAO's continuing TRIP Strategy work in support of passport and border control modernization, identity management infrastructure, and the ICAO Public Key Directory.

With respect to ICAO's important global role in system-wide UN efforts to combat global terrorism, States expressed their clear agreement that ICAO should increase its outreach on the accelerated implementation of an Advance Passenger Information (API) system.

They also endorsed the prioritization of United Nations Security Council resolution 2396 (2017), urging that a new ICAO Standard be adopted relevant to Passenger Name Record (PNR) data.

States also supported the idea of establishing 2020 as the 'Year of Security Culture', and endorsed ICAO's continued focus on insider threats; the achievement of the national targets reflected in the GASeP; and other security priorities.

ICAO's 40<sup>th</sup> Assembly also endorsed the ICAO Cybersecurity strategy for civil aviation and called for its implementation through an action plan.

They also strongly called for the establishment of a renewed governance structure to further the work on Cybersecurity initiated by the Secretariat Study Group.

This will feature important goals relating to information sharing, improved coordination among all partnering government and enforcement entities, and timely and aligned responses to related risks and events.

I was also pleased to note that more than 23 States from inside and outside the MID Region were hand in hand last month in Jordan to discuss Cyber security policy, strategy and legislation, as well as operations.

The A40 Delegates reconfirmed their commitments in support of the CORSIA global offsetting solution and the ICAO basket of measures.

States also acknowledged the excellent recent progress achieved through ICAO on the first aeroplane CO<sub>2</sub> emissions standard and the non-volatile Particulate Matter standard for aircraft engines. States also agreed that ICAO's Committee on Aviation Environmental Protection (CAEP) should prioritize an exploratory study on environmental impacts of new supersonic aircraft being developed.

The successful adoption of the new fourth volume to Annex 16, and the ICAO-driven development and implementation of 116 State Action Plans to reduce aviation-related CO<sub>2</sub> emissions. The need for further elaboration of 2050 ICAO Vision on Sustainable Aviation Fuel, were also acknowledged.

We should also appreciate in this context the excellent insights we heard at ICAO during the innovation-focused World Aviation Forum and Fair events which we conducted on the eve of the Assembly.

The A40's delegates also supported the need to assess national taxation objectives in accordance with ICAO's policies, and subsequent to appropriate cost-benefit analyses, while continuing their support for the ICAO *Long-term Vision for International Air Transport Liberalization*.

Regarding ICAO's work to develop robust aviation data, monitoring and analyses, States at A40 endorsed new objectives in the areas of air transport statistics, big data analytics, forecasting and economic analysis, including with respect to the development of an aviation satellite account methodological framework.

In terms of global air transport consumer protection, they encouraged that all Member States should apply the ICAO Core Principles, as well as pursue the signing and ratification of the Montreal Convention of 1999.

And lastly in this area, I wish to welcome the release during the Assembly of the new edition of the Industry High-level Group's Aviation Benefits report, to which ICAO is a key contributor.

In addition to these developments relating to ICAO's Strategic Objectives, I was pleased to see States' endorsement at A40 that ICAO should provide fresh impetus to its Next Generation Aviation Professionals (NGAP) programme through a new, ambitious and holistic strategy.

In the same vein, we welcomed States' clear acknowledgement of the scope and value inherent in ICAO's assistance and capacity-building prioritization under our *No Country Left Behind* Initiative.

With respect to capacity-building, it has been greatly encouraging to take note of how closely your States have been working with the ICAO MID Office under *No Country Left Behind*, ensuring that the significant growth you're experiencing is supported by effective assistance activities.

In this regard, I would like to congratulate both MID States and ICAO's Regional Director Mr. Rahma and his team on the development and implementation of the MID Region NCLB Strategy, and I must also underscore ICAO's deep appreciation for the financial contributions we've received from MID States which play such an important role in helping to elevate overall regional compliance.

I look forward to reviewing the newly-updated version of the MID NCLB strategy later at this meeting.

Governments at A40 also appreciated the invaluable assistance to Member States toward achieving and maintaining the highest competencies of aviation personnel through ICAO's aviation training programmes.

*Ladies and gentlemen, distinguished colleagues,*

As we set out on this 5th MID DGCA conference, please let me express my sincere hopes and aspirations for all what could the MID Region achieve in this evolving and dynamic environment. I trust that all of us are aiming for a better and prosperous aviation in the future.

While the MID Region being among the world leaders in traffic growth, this poses many serious issues which must be confronted. Nevertheless, this also indicates the increased connectivity and prosperity of your societies and economies.

In this 75th Anniversary year of ICAO, we must remain aware more than ever of all aviation achievements, and of all that is on our horizons in terms of the incredible innovations, which will revolutionize what we understand today as civil air transport.

I would also wish to express in this context our immense gratitude to the MID States that have undertaken commemorative activities to celebrate ICAO's 75th anniversary this year.

ICAO, as always, remains extremely grateful for the commitments and achievements of our Member States, and please accept my steadfast assurance that we will be a partner you can rely on in all civil aviation matters in the exciting decades ahead.

Thank you.

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ملاحظات افتتاحية  
لـ الأمين العام لمنظمة الطيران المدني الدولي ايكاو  
دكتور فانغ ليو،  
الاجتماع الخامس للمدراء العامين للطيران المدني في منطقة الشرق الأوسط  
(الكويت، 4-6 نوفمبر 2019)

معالي الشيخ سلمان السالم الصباح،  
رئيس المديرية العامة للطيران المدني

أصحاب السعادة  
أيها الأصدقاء والزعماء الكرام،  
السيدات والسادة،

إنه لمن دواعي سروري أن أنضم إليكم في مدينة الكويت الجميلة لحضور هذا الاجتماع الخامس للمدراء العامين للطيران المدني لمنظمة الطيران المدني الدولي في الشرق الأوسط.

واسمحوا لي بادئ ذي بدء أن أعرب عن خالص شكر وتقدير منظمة الطيران المدني الدولي لحكومة الكويت، ومعالي الشيخ سلمان وفريقه على التنظيم والترحيب الحار، والتسهيلات الممتازة التي منحونا إياها.

أود أيضاً أن أسلط الضوء على التقدير المذهل الذي تبديه ايكاو نحو العديد من الدول التي تعمل معها عن كثب في منطقة الشرق الأوسط، وكم يشرفني أن أكون هنا معكم للاحتفال بالذكرى السنوية الخامسة والسبعين للإيكاو هذا العام.

تعد منظمة الطيران المدني الدولي في الشرق الأوسط من أسرع المناطق نمواً في العالم بالنسبة لحركة الركاب والبضائع منذ عام 2011.

تواظب فعاليات الطيران في تقديم فوائد مباشرة وغير مباشرة مهمة من حيث النمو الاقتصادي المحلي والإقليمي، وهذا مدعوم بحقيقة أن شركات النقل الجوي في الشرق الأوسط تواصل تسجيل معدلات نمو ثابتة وقوية تتراوح بين أربعة وخمسة في المئة سنوياً من حيث حركة نقل الركاب والبضائع.

كما تؤكد ايكاو أن عام 2018 شهد زيادة بنسبة 10 ٪ في عدد السياح المسافرين عن طريق الجو إلى وجهات مختلفة في الشرق الأوسط، ويقابل حوالي 64 مليون سائح جديد في عام 2018 وحده.

على الرغم من أن جميع دول منطقة الشرق الأوسط كان لها دور توديه لتحقيق هذا النجاح، وخاصة نتيجة للزيادة التدريجية في درجة امتثال منظمة الطيران المدني الدولي، فإن من دواعي سروري أن أهنئ الكويت على افتتاح مبنى الركاب الجديد رقم 4 وسعة الاستيعاب التي يوفرها الآن لما يقدر بـ 5.4 مليون مسافر سنوياً في المنطقة. لقد كان من دواعي سروري الشديد أن أشرف أمس بزيارة مبنى الركاب 2 الجديد في مطار الكويت الدولي ورؤية المخطط الطموح على أرض الواقع.

يذكرنا هذا أيضاً بأن أكثر من نصف السياحة الدولية وحوالي ثلث التجارة العالمية من حيث القيمة تعتمد على ترابط النقل الجوي، وأن الطيران يدعم من خلال هذه العوامل وغيرها أكثر من 2.4 مليون وظيفة ويساهم بمبلغ 130 مليار دولار أمريكي في الناتج المحلي الإجمالي في منطقة الشرق الأوسط الناتج.

ولا بدّ أن نشير هنا أن كل دولة من دول المنطقة تتحمل المسؤولية الأساسية عن ضمان وجود بنية أساسية وموارد بشرية وتدريبات وقدرات أخرى كافية لاستيعاب وإدارة نمو حركة النقل المتوقعة.

هذا يذكرنا بالدور الهام المتمثل في وجود خطط تنموية وطنية، والتي تتضمن بشكل معقول تنفيذ أولويات تطوير الطيران، وهو مجال شهدت الايكاف فيه نجاحاً منقطع النظير.

إنّ منظمة الطيران المدني الدولي تعزز مزايا الملاحة الجوية بما يضمن تحقيق جدول أعمال الأمم المتحدة لعام 2030 للتنمية المستدامة. توضح منظمة الطيران المدني الدولي للحكومات الوطنية كيف يوفر الترابط الدولي الذي ترسخ من خلال عمليات الطيران المدني قدرات أساسية تدعم 15 هدفاً من أهداف التنمية المستدامة السبعة عشر في إطار جدول أعمال 2030.

يجب أن يتواءم تخطيط الطيران المحلي والوطني مع المعايير والممارسات الموصى بها من قبل منظمة الطيران المدني الدولي (SARP)، وأن يُبنى على أساس الأهداف والأطر الموضوعية في مخططاتنا العالمية الخاصة بسلامة الطيران (GASP)، وقدرة الملاحة الجوية وكفاءتها (GANP)، وأمن الطيران (GASep).

ويسعدني اليوم في خضم الحديث عن منطقة الشرق الأوسط أن أشيد بهذه المنطقة على وجه الخصوص فيما يتعلق بأداء سلامة الطيران الذي تحقيق- حتى مع استمرار ارتفاع أرقام حركة المرور في المنطقة.

يسعدني أن أرى أن معدل الحوادث البالغ 2.3 حادث لكل مليون من المغادرين لا يزال أفضل من المعدل العالمي، وأن معدل حركة تنقل رجال الأعمال ارتفعت من 70.5 إلى 75.23 %، وهو تحسن كبير مقارنة بالمناطق الأخرى.

كما ازدادت تراخيص المطارات أيضاً، من 54 % عام 2017 إلى 67 % عام 2019، مما يدل على الالتزام القوي من قبل دولكم بتعزيز التنفيذ الفعال لخطط منظمة الطيران المدني الدولي.

وأخيراً أرى أنّ من المشجع جداً عدم وجود ثغرات أمنية في منطقة الشرق الأوسط في الوقت الحالي، وهو إنجاز يمكنك أن تفخر به جميعاً.

عندما يتعلق الأمر بسلامة الطيران وقدرة الملاحة الجوية وكفاءتها، فإن الزيادات المستمرة في نمو حركة المرور تجعل هدفنا المتمثل في زيادة عمليات التشغيل إلى أقصى حد وكفاءة ممكنة يزداد تعقيداً.

اسمحوا لي في هذا الصدد أن أفق لحظة للإشادة بروح التعاون واحترام أولويات السلامة المتمثلة في المعالجة السريعة للعديد من التحديات التشغيلية لإدارة الحركة الجوية (ATM) من خلال فرق تنسيق الطوارئ في منطقة الشرق الأوسط (MCT) وخطة طوارئ إدارة الحركة الجوية (ATM).

إن إنشاء برنامج إجراءات طيران الشرق الأوسط (MID FPP) سيزيد من دعم الدول للوفاء بالتزاماتها المتعلقة بتخطيط إجراءات الطيران. حصل مكتب الشرق الأوسط الإقليمي على مساهمات محلية كبيرة للمساعدة في إطلاق البرنامج، وسنتطلع الآن إلى توقيع دولكم على وثيقة المشروع وإنشاء اللجنة التوجيهية اللازمة.

أما في مجال الأمن، فأود أن أهنئكم على إنشاء مجموعة الشرق الأوسط لأمن الطيران والتسهيلات الخاصة به (MID-RASFG)، وتطوير خطة مجموعة أمن الطيران في منطقة الشرق الأوسط والتسهيلات MID SECFAL بما يتماشى مع أمن الطيران GASep. وأود هنا أن أشكر دولة الكويت على اختتام الاجتماع الأول لهذه المجموعة الإقليمية.

أصحاب السعادة، السيدات والسادة

كان هذا العام هو عام الدورة الأربعين لجمعية منظمة الايكاو. أود أن أشكر جميع دول الشرق الأوسط على مساهماتهم في الجمعية وأود أن أهنئ منطقة الشرق الأوسط وخاصة دولة الكويت على انتخاب سعادة الشيخ سلمان الصباح النائب الأول لرئيس جمعية الايكاو.

لقد أقرت الدول الأعضاء عبر هذه الجمعية الكثير من القضايا المهمة. ففي مجال سلامة الطيران وقدرة الملاحة الجوية وكفاءتها، أقرت الدول تنقيحات جديدة خطط الايكاو العالمية الخاصة بأمن الطيران GASP وقدرة الملاحة الجوية وكفاءتها GANP والتي ستكون مفيدة لإدارة اعتماد وتكامل عمليات الطيران الجديدة في القرن الحادي والعشرين إلى جانب عمليات الطيران التقليدية.

كما رحبت منظمة الطيران المدني الدولي في اجتماع الجمعية الأربعين باتفاق الدول في اجتماعها الأربعين حول وجوب السعي إلى تحقيق هدف عالمي جديد يتمثل في انعدام حوادث الوفيات في مجال الطيران بحلول عام 2030، وهو هدف سيدعمه النظام العالمي الجديد لمراقبة سلامة الطيران (GASOS) الذي اعتمد هناك أيضاً. سيساعد ذلك في زيادة التعاون في مجال السلامة، ومساعدة العديد من الدول فيما يتعلق بقدراتها على مراقبة سلامة الطيران، وإدارة السلامة، والتحقق في الحوادث.

كما رحبت الايكاو أيضاً، في مجال أمن الطيران، بالتزام الدول بصياغة شراكات عالمية تدعم تنفيذ وتطوير الخطة العالمية لأمن الطيران (GASep)، وتدعوها إلى العمل المستمر على استراتيجية منظمة الطيران المدني الدولي (استراتيجية برنامج تحديد هوية المسافرين TRIP لدعم جوازات السفر وتحديث مراقبة الحدود، والبنية التحتية لإدارة الهوية، والدليل الرئيسي العام للايكاو.

وفيما يتعلق بالدور العالمي الهام لمنظمة الطيران المدني الدولي في جهود الأمم المتحدة على نطاق المنظومة لمكافحة الإرهاب العالمي، أعربت الدول عن موافقتها الواضحة على أن تسعى الايكاو لزيادة انتشارها عبر التنفيذ المتسارع لنظام معلومات الركاب المتقدم (API).

كما أقروا إعطاء الأولوية لقرار مجلس الأمن التابع للأمم المتحدة 2396 (2017)، وحثوا على اعتماد معيار جديد للايكاو يتعلق ببيانات سجل أسماء الركاب (PNR).

كما أيدت الدول فكرة جعل عام 2020 "عام الثقافة الأمنية"، وأيدت تركيز الايكاو المستمر على التهديدات الداخلية؛ وتحقيق الأهداف الوطنية الواردة في خطة أمن الطيران GASep؛ والأولويات الأمنية الأخرى.

كما أقرت الجمعية العامة الأربعون للايكاو استراتيجية الأمن السيبراني للايكاو في مجال الطيران المدني ودعت إلى تنفيذها من خلال خطة عمل.

كما دعت بقوة إلى إنشاء هيكل حوكمة متجدد لتعزيز العمل بشأن الأمن السيبراني الذي بدأت مجموعة دراسة الأمانة العامة.

وسيشمل ذلك أهدافاً مهمة تتعلق بمشاركة المعلومات، وتحسين التنسيق بين جميع الجهات الحكومية والجهات المنفذة الشريكة، والاستجابة المتسقة في الوقت المناسب للمخاطر والأحداث ذات الصلة.

وقد أسعدني أيضاً أن أشير إلى أن أكثر من 23 دولة من داخل منطقة الشرق الأوسط وخارجها اتفقت بشكل وثيق الشهر الماضي في الأردن خلال مناقشة سياسة واستراتيجية وتشريعات الأمن السيبراني، وكذلك عملياته.

أعاد مندوبو الجمعية العامة الأربعون تأكيد التزاماتهم لدعم خطة موازنة وخفض الكربون للطيران الدولي CORSIA العالمية وسلة تدابير الايكاو.

كما أقرت الدول بالتقدم الذي أحرز مؤخراً من خلال الايكاو على معيار أول طائرة خالية من انبعاثات CO2 ومعيار الجسيمات غير المتقلبة لمحركات الطائرات. وافقت الدول أيضاً على أن لجنة حماية البيئة للطيران (CAEP) التابعة لمنظمة الطيران المدني الدولي يجب أن تعطي الأولوية لدراسة استكشافية بشأن الآثار البيئية للطائرات الأسرع من الصوت الجديدة التي يجري تطويرها.

التبني الناجح للإصدار الرابع الجديد من الملحق 16، وتطوير وتنفيذ 116 خطة عمل حكومية لتخفيض انبعاثات ثاني أكسيد الكربون المرتبطة بالطيران. وأقرت الحاجة إلى مزيد من التفصيل حول رؤية منظمة الطيران المدني الدولي 2050 بشأن وقود الطيران المستدام.

كما ينبغي أن نقدر في هذا السياق الرؤى الممتازة التي شهدناها في الايكاو خلال المنتدى العالمي ومعرض الطيران التي ركزت على الابتكار والتي عرضت عشية انعقاد الجمعية.

أيد مندوبو الجمعية الأربعين أيضاً الحاجة إلى تقييم أهداف الضرائب الوطنية وفقاً لسياسات الايكاو، وبعد إجراء تحليلات التكلفة والفوائد المناسبة، مع مواصلة دعمهم لرؤية الايكاو الطويلة الأجل لتحرير النقل الجوي الدولي.

فيما يتعلق بعمل الايكاو بشأن إنشاء بيانات قوية عن الطيران ورصدها وتحليلها، أقرت الدول في الاجتماع الأربعين أهدافاً جديدة في مجال إحصاءات النقل الجوي وتحليل البيانات الضخمة والتنبؤ والتحليل الاقتصادي، وخاصة فيما يتعلق بوضع إطار منهجي لحساب السوائل الجوية.

وفيما يتعلق بحماية مستهلكي النقل الجوي العالمي، فقد شجعوا جميع الدول الأعضاء على تطبيق المبادئ الأساسية للايكاو، وكذلك متابعة التوقيع والتصديق على اتفاقية مونتريال لعام 1999.

وهنا أود أن أرحب بإصدار النسخة الجديدة من التقرير رفيع المستوى عن مزايا الطيران، والتي تعد الايكاو مساهماً رئيسياً فيها.

بالإضافة إلى هذه التطورات المتعلقة بالأهداف الاستراتيجية للايكاو، سررت لرؤية تأييد الدول في الجمعية الأربعين بضرورة أن تقوم الايكاو بتوفير قوة دفع جديدة لبرنامجها للخبراء في مجال الطيران من الجيل التالي (NGAP) من خلال استراتيجية جديدة وطموحة وشاملة.

كما رحبنا باعتراف الدول الواضح للنطاق والقيمة المتأصلة في تحديد أولويات مساعدة الايكاو وبناء القدرات في إطار مبادرة عدم التخلي عن أي بلد.

وكان من المشجع فيما يتعلق ببناء القدرات ملاحظة مدى تعاون دول المنطقة مع مكتب الايكاو للشرق الأوسط بموجب مبادرة عدم التخلي عن أي بلد، مؤكداً بذلك دعم النمو الكبير الذي تواجهه من خلال أنشطة المساعدة الفعالة.

وفي هذا الصدد، أود أن أهنيء كل من دول الشرق الأوسط والمدير الإقليمي للايكاو السيد رحمة وفريقه على تطوير وتنفيذ استراتيجية منطقة الشرق الأوسط NCLB، ويجب أن يؤكد أيضاً تقدير منظمة الطيران المدني الدولي العميق للمساهمات المالية التي تلقيناها من دول الشرق الأوسط التي تلعب مثل هذا الدور المهم في المساعدة على رفع مستوى الامتثال الإقليمي الشامل.

إنني أتطلع إلى مراجعة الإصدار الذي حدّث مؤخراً حول استراتيجية منطقة الشرق الأوسط MID NCLB لاحقاً في هذا الاجتماع.

وأعربت الحكومات أيضاً في الاجتماع الأربعين عن تقديرها للمساعدة القيمة التي تقدمها الدول الأعضاء بهدف تحقيق أعلى الكفاءات لدى موظفي الطيران والحفاظ عليها من خلال برامج التدريب على الطيران في الايكاو.

سيداتي و سادتي زملائي الأفاضل...

بينما نبدأ في مؤتمر الاجتماع الخامس للمدراء العاميين للطيران المدني في منطقة الشرق الأوسط هذا، اسمحوا لي أن أعرب عن آمالي وطموحاتي المخلصة لكل ما يمكن أن تحقّقه منطقة الشرق الأوسط في هذه البيئة المتطورة والديناميكية. أتق في أننا جميعاً نهدف إلى طيران أفضل وأكثر ازدهاراً في المستقبل.

وحيث إنّ منطقة الشرق الأوسط تعدّ من بين رواد العالم في نمو حركة المرور، فإن هذا يطرح العديد من القضايا الخطيرة التي يجب مواجهتها. ومع ذلك، يشير هذا أيضاً إلى زيادة التواصل والازدهار في مجتمعاتنا واقتصاداتنا.

في الذكرى السنوية الخامسة والسبعين للايكاو، يجب أن نظل على دراية أكثر من أي وقت مضى بجميع إنجازات الطيران الحديث، وكل ما هو على صلة بأفاقنا من حيث الابتكارات المذهلة التي ستحدث ثورة في ما نعرفه اليوم باسم النقل الجوي المدني.

كما أود أن أعرب في هذا السياق عن امتناننا الكبير لدول الشرق الأوسط التي اضطلعت بأداء نشاطات تذكارية للاحتفال بالذكرى السنوية الـ 75 للايكاو هذا العام.

لا تزال الايكاو، كما هو الحال دائماً، ممتنة للغاية لالتزامات وإنجازات دولنا الأعضاء، ويرجى قبول تأكيدي الراسخ بأننا سنكون شريكاً يمكنكم الاعتماد عليه في جميع مسائل الطيران المدني في العقود المدهشة القادمة.

شكراً جزيلاً

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**DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION  
FIFTH MEETING (DGCA-MID/5)**

*(Kuwait, 4-6 November 2019)*

**MEETING DOCUMENTATION**

*(Presented by the Secretariat)*

**1- WORKING PAPERS**

<b>WP No.</b>	<b>Agenda Item</b>	<b>Title of Working Paper</b>	<b>Presented by</b>
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/4 Meeting	Secretariat
3	3- Managerial Issues	Guidance Material for the Convening of the DGCA Meetings	Secretariat
4	4- Global Developments	New Terms of Reference of PIRGs and RASGs	Secretariat
5	5- Aviation Safety and Air Navigation	Strategy for the enhancement of cooperation among the Middle East and North Africa (MENA) States in the provision of AIG Functions	Secretariat
6	8- Air Transport	Airport and Air Navigation Charges	Secretariat
7	10- MID Region Strategic Planning	MID Region NCLB Strategy (Second Edition)	Secretariat
8	10- MID Region Strategic Planning	Strategic Plan for the Support of Air Transport in the MID Region	Secretariat
9	11- Dates and Venues of Next Meetings	Dates and Venues of DGCA-MID/6 and DGCA-MID/7 Meetings	Secretariat
10	6- Aviation Security and Facilitation	Regional Cooperation to address Cybersecurity Threats	AACO
11	6- Aviation Security and Facilitation	Montreal Protocol 2014	AACO
12	7- Environmental Protection	Aviation and the Environment	AACO

WP No.	Agenda Item	Title of Working Paper	Presented by
13	5- Aviation Safety and Air Navigation	PIRGs and RASGs Global Symposium – Innovation	Secretariat

2- PRESENTATIONS

PPT No.	Agenda Item	Title of Presentation	Presented By
1	2- Review and Follow-up of Action Items arising from the previous Meeting	Progress Report since the DGCA-MID/4 Meeting	Secretariat
2	2- Review and Follow-up of Action Items arising from the previous Meeting	MID Aviation Current Opportunities and Challenges	IATA
3	2- Review and Follow-up of Action Items arising from the previous Meeting	Cooperation between ICAO and the International and Regional Organizations	ACAO
4	3- Managerial Issues	State Letters Online Monitoring Tool (SLOMT)	Secretariat
5	4- Global Developments	75 <sup>th</sup> Anniversary of ICAO	Secretariat
6	4- Global Developments	Main Outcomes from the 40 <sup>th</sup> Session of the Assembly	Secretariat
7	5- Aviation Safety and Air Navigation	Aviation Safety and Air Navigation Global Developments	Secretariat
8	5- Aviation Safety and Air Navigation	Outcome of the MIDANPIRG/17 and RASG-MID/7 meetings	MIDANPIRG & RASG-MID Chairpersons
9	5- Aviation Safety and Air Navigation	Progress Report on Safety Priorities and Targets	Secretariat
10	5- Aviation Safety and Air Navigation	Progress Report on Air Navigation Priorities and Targets	Secretariat
11	5- Aviation Safety and Air Navigation	Update on Regional Projects/Initiatives: Introduction, MIDAD, CRV MID FPP MENA RSOO	Secretariat/ ACAO/KSA
12	5- Aviation Safety and Air Navigation	ATFM Project in the MID Region	Secretariat
13	5- Aviation Safety and Air Navigation	Ground Handling	Kuwait
14	5- Aviation Safety and Air Navigation	FWC 2022	Secretariat

PPT No.	Agenda Item	Title of Presentation	Presented By
15	5- Aviation Safety and Air Navigation	ATM/SAR achievements and challenges in the MID Region	Secretariat
16	5- Aviation Safety and Air Navigation	Cyber Security	Secretariat
17	6- Aviation Security and Facilitation	Developments in the ICAO AVSEC Programme	Secretariat
18	6- Aviation Security and Facilitation	Aviation Security Collaboration between ICAO and IATA In the Middle East Region	IATA
19	6- Aviation Security and Facilitation	Developments in the ICAO Facilitation Programme	Secretariat
20	6- Aviation Security and Facilitation	Outcome of the MID-RASFG/1 meeting	MID-RASFG Chairperson
21	7- Environmental Protection	International Civil Aviation and the Environment	Secretariat
22	8- Air Transport	ICAO's Work for Economic Development of Air Transport	Secretariat
23	8- Air Transport	Smarter Regulations	IATA
24	9- ICAO Technical Assistance and Technical Cooperation Activities	ICAO Technical Cooperation Activities	TCB
25	9- ICAO Technical Assistance and Technical Cooperation Activities	Technical Assistance activities in the MID Region - Progress Report on the implementation of the MID Region NCLB Strategy	Secretariat

### 3- INFORMATION PAPERS

IP No.	Agenda Item	Title of Information Paper	Presented By
1		Meeting Documentation	Secretariat
2		Daily order of Business and Work Programme	Secretariat
3	5- Aviation Safety and Air Navigation	2020-2022 Edition of the Global Aviation Safety Plan (GASP)	Secretariat
4	5- Aviation Safety and Air Navigation	Update on Global Aviation Safety Oversight System (GASOS)	Secretariat
5	5- Aviation Safety and Air Navigation	ICAO Safety Information Monitoring System (SIMS)- Ramp Inspections Data Sharing Project	Secretariat
6	5- Aviation Safety and Air Navigation	MENA RSOO	Saudi Arabia/ ACAO & ICAO

IP No.	Agenda Item	Title of Information Paper	Presented By
7	5- Aviation Safety and Air Navigation	MIDAD	Secretariat
8	5- Aviation Safety and Air Navigation	CRV	Secretariat
9	5- Aviation Safety and Air Navigation	ACI's work in assisting airports to improve on aerodrome safety	ACI
10	6- Aviation Security and Facilitation	Developments in the ICAO AVSEC Programme	Secretariat
11	6- Aviation Security and Facilitation	Developments in the ICAO FAL Programme	Secretariat
12	6- Aviation Security and Facilitation	Implementation Support and Development – Security (ISD-SEC) Programme	Secretariat
13	7- Environmental Protection	International Civil Aviation and the Environment	Secretariat
14	8- Air Transport	ICAO's Work for Economic Development of Air Transport	Secretariat
15	8- Air Transport	Smarter Regulations	IATA
16	6- Aviation Security and Facilitation	البرنامج التعاوني لأمن الطيران في منطقة الشرق الأوسط (CASP-MID)	Saudi Arabia
17	6- Aviation Security and Facilitation	Aviation Security Collaboration between ICAO and IATA In the Middle East Region	IATA

-END-