



ICAO MID

الهيئة العامة للطيران المدني
GENERAL CIVIL AVIATION AUTHORITY



REPORT OF THE SIXTH MEETING OF THE DIRECTORS GENERAL OF CIVIL AVIATION MIDDLE EAST REGION (DGCA-MID/6)



(UAE, Abu Dhabi, 1-3 November 2022)



INTERNATIONAL CIVIL AVIATION ORGANIZATION

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

(DGCA-MID/6)

(Abu Dhabi, 1-3 November 2022)

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

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TABLE OF CONTENTS

Page

PART I - HISTORY OF THE MEETING

1.	Introduction	i
2.	Opening Ceremony.....	i/ii
3.	Secretariat.....	ii
4.	Languages & Administration	ii
5.	Conclusions	ii/v

PART II - REPORT ON AGENDA ITEMS

Report on Agenda Item 1	1-1
Report on Agenda Item 2	2-1
Report on Agenda Item 3	3-1/3-4
Report on Agenda Item 4	4-1/4-2
Report on Agenda Item 5	5-1/5-6
Report on Agenda Item 6	6-1/6-3
Report on Agenda Item 7	7-1/7-2
Report on Agenda Item 8	8-1/8-4
Report on Agenda Item 9	9-1/9-2
Report on Agenda Item 10	10-1/10-2
Report on Agenda Item 11	11-1
Report on Agenda Item 12	12-1

APPENDICES

Appendix 2A
Appendix 2B
Appendix 4A
Appendix 5A
Appendix 5B
Appendix 9A

ATTACHMENTS

Attachment A	List of Participants
Attachment B.....	Chairman Opening Remarks
Attachment C.....	Secretary General Opening Remarks
Attachment D	ICAO Regional Director Opening Remarks
Attachment E.....	List of Working & Information Paper

PART I: HISTORY OF THE MEETING

PART I - HISTORY OF THE MEETING

1. INTRODUCTION

1.1 The Sixth Meeting of the Directors General of Civil Aviation-Middle East Region (DGCA-MID/6) was gratefully hosted by the General Civil Aviation Authority in Abu Dhabi from 1 to 3 November 2022.

1.2 The meeting was attended by a total of Ninety Five (95) participants from twelve (12) MID States (Bahrain, Iraq, Jordan, Kuwait, Lebanon, Libya, Oman, Qatar, Saudi Arabia, Sudan, United Arab Emirates and Yemen), three (3) Observer States (Palestine, United Kingdom, United States) and nine (9) International/Regional Organizations (AACO, ACAO, ACI, Airbus, Boeing, EASA, IATA, IFALPA and IFAIMA). The list of participants is at **Attachment A**.

2. OPENING CEREMONY

2.1 The meeting was opened by H.E. Saif Mohammed Al Suwaidi, Director General of General Civil Aviation Authority, UAE who extended a warm welcome to all Delegates to the Sixth Meeting of the Directors General of Civil Aviation in the Middle East Region. He highlighted that the meeting is of special importance to UAE due to its coinciding with the 50th anniversary of the UAE promulgation of the Chicago Convention. He wished the meeting all the success. The full text of the Chairman Opening Remarks is at **Attachment B**.

2.2 H.E. Juan Carlos Salazar, the ICAO Secretary General, delivered his opening remarks through a recorded video. He expressed ICAO's sincere gratitude and appreciation to the United Arab Emirates and in particular, to H.E. Saif Mohammed Al Suwaidi, Director General of General Civil Aviation Authority, UAE for hosting the DGCA-MID/6 meeting in Abu Dhabi 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**.

2.3 H.E. Mohamed Abu Bakr Farea, ICAO Middle East Regional Director expressed his sincere thanks and gratitude to the United Arab Emirates for hosting the DGCA-MID/6 meeting in Abu Dhabi for the second time; since the first DGCA-MID meeting was hosted by UAE in March 2011. The full text of the Regional Director Opening Remarks is at **Attachment D**.

2.4 The Director Generals/Heads of Delegations in their welcoming remarks: A/Under-Secretary National Civil Aviation Administration of Bahrain, H.E. Husain Ahmed Al-Shuail, the CEO/Chief Commissioner of the Civil Aviation Regulatory Commission (CARC) of Jordan, H.E. Capt. Haitham Misto, the Director General of Civil Aviation of Lebanon, H.E. Eng. Fadi R. El Hassan, the President of the General Authority of Civil Aviation (GACA), Saudi Arabia, H.E. Abdulaziz A. Al-Duailaj and the Director General of Sudan Civil Aviation, H.E. Fakhreldin Osman Ahmed Mehadi commended the Regional Director of the ICAO MID Office for his leadership and the remarkable positive change, which was clearly noticed through the last period, and continuous promising future. They also expressed their appreciation to the ongoing efforts and collaboration of the ICAO MID Office with States, and all thanked UAE for hosting the DGCA-MID/6 meeting in Abu Dhabi and for the warm welcome and outstanding hospitality and arrangements. In his remarks, H.E. Abdulaziz A. Al-Duailaj, President of GACA, reconfirmed Saudi Arabia's offer to host the DGCA-MID/7 meeting in 2024.

2.5 During the Opening Ceremony of the meeting, the DG of Sudan, H.E. Fakhreldin Osman Ahmed Mehadi and the ICAO Middle East Regional Director, H.E. Mohamed Abu Bakr Farea (on behalf of the ICAO Secretary General) signed the Management Service Agreement (MSA) between Sudan CAA and ICAO.

3. OFFICERS AND SECRETARIAT

3.1 The meeting was chaired by H.E. Saif Mohammed Al Suwaidi, Director General of General Civil Aviation Authority in Abu Dhabi.

3.2 Mr. Mohamed Abu Bakr Farea, 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,
Mrs. Muna Alnadaf Regional Officer, Communications, Navigation & Surveillance,
Mr. Mohamed Chakib, Regional Officer, Safety-Implementation,
Mr. Mohamed Iheb Hamdi, Regional Officer, Aerodromes and Ground Aids,
Mr. Radhouan Aissaoui, Regional Officer, Information Management,
Mr. Ahmad Amireh, Regional Officer, Air Traffic Management/Search and Rescue, and
Mr. Hussain Qabbani, Regional Officer Aviation Security, from the ICAO Middle East Regional Office.

3.3 The meeting was also supported by Mr. Pascal Lucini, Deputy Director for Air Navigation and Aviation Safety, from ICAO Headquarters; Mr. Melvin Cintron, ICAO Regional Director of Mexico Regional Office and Mr. Onitiu Sorin-Dan, Manager MID Flight Procedure Programme (MID FPP).

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 power point presentations listed in DGCA-MID/6 IP/1 at **Attachment E**, developed a total of Seven (7) Conclusions as follows:

DGCA-MID/6 CONCLUSION 6/1: CO-ORGANISING OF REVENUE GENERATION ACTIVITIES

That, in order to supplement the ICAO MID's work programmes not funded by the Regular Budget, States and International Organizations are strongly encouraged to coordinate with the ICAO MID Office the organization of joint Revenue Generation Activities.

DGCA-MID/6 CONCLUSION 6/2: WORKSHOP ON ENTERPRISE RISK MANAGEMENT AND BUSINESS CONTINUITY

That, in order to raise the Civil Aviation Authorities' level of preparedness and readiness to achieve the highest levels of response during emergencies, crises and disasters, UAE coordinate with ACAO and ICAO MID Office the organization of a Workshop on Enterprise Risk Management and Business Continuity in 2023.

DGCA-MID/6 CONCLUSION 6/3: MID FPP FUNDING MECHANISM

That, considering that the MID FPP business model is based on cost-recovery mechanisms (non-profit):

- a) the charges applied by the MID FPP are in accordance with applicable ICAO policies and as agreed by the MID FPP Steering Committee;*
- b) the main sources of income of the MID FPP are: the annual financial contributions by the Active States; the revenues generated from the services provided by the MID FPP and the resource mobilization (financial and/or in-kind contributions by Donor States/Organizations/Industry);*
- c) the MID FPP charging scheme is in accordance with **Appendix 5A** and might be revised by the MID FPP Steering Committee, when necessary;*
- d) the Active States pay an annual financial contribution of USD 20,000;*
- e) up-to 50% of the Active States' and Donors' contributions be used against services provided by the MID FPP (with no additional cost), in line with the approved Work Plan;*
- f) the annual contributions be paid not later than 1 December of each year based on the invoices issued by ICAO TCB;*
- g) ICAO ensure that the year of contribution is clearly indicated on the invoices related to the MID FPP Project;*
- h) the MID FPP Member States comply with the payment instructions contained in the invoices sent by ICAO HQ (Project code, fund number, invoice number, Bank information, etc);*
- i) in case a MID FPP Active State does not pay the annual contribution in a timely manner, the MID FPP Steering Committee might consider taking penalty measures against this State (benefiting of services/discounts, review of the Membership, etc);*
- j) the bills related to the MID FPP expenses be certified by the MID FPP Steering Committee Chairman on behalf of the Steering Committee; and*
- k) the MID FPP funding mechanism be revised by the MID FPP Steering Committee, when necessary.*

DGCA-MID/6 CONCLUSION 6/4: MIDANPIRG ENHANCEMENT PROGRAMME

That,

- a) *the MIDANPIRG Enhancement Programme (MEP) is established to improve the level of implementation of the MID Air Navigation Plan (ANP) provisions and eliminate the reported Air Navigation deficiencies, through the collaboration of States and stakeholders for the provision of necessary assistance to the States in need.*
- b) *States provide the ICAO MID Office with the contact details of their nominated MEP Focal Point; and*
- c) *States and stakeholders support the achievement of the MEP objectives.*

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

That:

- a) *ICAO organizes workshop on ICAO's policies on charges and taxes for States in the MID Region;*
- b) *States are encouraged to utilize relevant ICAO guidance on charges for airports and air navigation services;*
- c) *States are urged to enhance the implementation of ICAO's policies on charges for airports and air navigation services; and*
- d) *States are encouraged to support the work of ICAO in the area of airports and air navigation services economics, including active response to ICAO surveys and participation in relevant ICAO workshops and meetings.*

DGCA-MID/6 - CONCLUSION 6/6: MID REGION AIR TRANSPORT STRATEGIC PLAN 2025-2040

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 2025-2040; an*
- b) *ICAO MID and ACI are designated as the Rapporteurs of the Drafting Group;*
- c) *ACI proposals be considered by the Drafting Group during the development of the MID Region Air Transport Strategic Plan 2025-2040;*
- d) *the Draft MID Region Air Transport Strategic Plan 2025-2040 be presented to the DGCA-MID/7 meeting for endorsement.*

***DGCA-MID/6 - CONCLUSION 6/7: CONTINUOUS COLLABORATION APPROACH TO
MANAGING AND ENHANCING SAFETY IN MID
REGION***

That:

- a) *the Continuous Collaboration Approach to Managing and Enhancing Safety in MID Region at **Appendix 9A**, is endorsed; and*
- b) *States and Stakeholders are invited to support the implementation of the Continuous Collaboration Approach to Managing and Enhancing Safety in MID Region.*

PART II: REPORT ON AGENDA ITEMS

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

1.1. The subject was addressed in WP/1 presented by the Secretariat. The meeting reviewed and adopted the following Agenda:

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

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

Review and Follow-up of Action Items arising from the previous Meetings

2.1 The subject was addressed in WP/2 presented by the Secretariat. The meeting noted the implementation status of the eight (8) Conclusions endorsed by the DGCA-MID/5 meeting, as well as the follow-up actions taken by the concerned parties as at **Appendix 2A**.

2.2 The meeting noted that Five (5) DGCA-MID virtual meetings were held in 2020 and 2021 to take necessary actions for the restart and recovery of the air transport system further to the spread of the COVID-19 pandemic. The meeting agreed to close the nine (9) Conclusions endorsed by the 3rd, 4th and 5th DGCA-MID virtual meetings as at **Appendix 2B**.

REPORT ON AGENDA ITEM 3: GLOBAL AND REGIONAL DEVELOPMENTS
Lessons learned from the COVID-19 pandemic

3.1 The subject was addressed in PPT/3 presented by the Secretariat. The meeting noted with appreciation the lessons learned from the COVID-19 pandemic including the actions supported by ICAO to deliver a comprehensive response categorized under three headings:

- putting policies in place;
- focusing on implementation of these policies; and
- ensuring that States, industry and other stakeholders have the resources needed for such implementation.

3.2 The meeting also noted the essential role of CAPSCA (Collaborative Arrangements for the Prevention and Management of Health Events in Civil Aviation).

3.3 The meeting recognized the followings:

- Need for policies to be harmonized, flexible and shaped now to become part of the ‘what we already have’ when the next public health event challenges us.
- Resources should make global implementation feasible, with global interoperability being a key consideration. This means that implementation must be feasible and cost-effective for all. Re-use of existing capabilities and infrastructure can certainly help.
- Implementation is a vital consideration that needs to be borne in mind at all times. Tailored implementation is needed and must begin now so that tools, capabilities and structures are exercised and available when needed.
- Most importantly, all of this is only possible through collaboration at all levels and with all relevant stakeholders.

Main outcomes of the 41st ICAO Assembly

3.4 The subject was addressed in PPT/4 presented by the Secretariat. The meeting was apprised of the main outcomes of the ICAO 41st Assembly, inter-alia, the followings:

- a) endorsement of the 2023-2025 GASP;
- b) endorsement of the 7th edition of the GANP;
- c) update to the Assembly Resolution 35-15 to reflect the need for better protection/resilience of CNS and GNSS in particular;
- d) supported the actions taken by ICAO in terms of regional cooperation initiatives: RSOOs and RAIOS Cooperation Platform and GASOS;
- e) launched GASeP revision including the aspirational goals;
- f) resolution on assistance to victims in Aviation accidents and their families;
- g) endorsed the Guidance to assist States in addressing their infrastructure funding and financing needs;
- h) adopted resolution to achieve a collective long-term global aspirational goal for international aviation (LTAG) of net-zero carbon emissions by 2050; and
- i) endorsed the new ICAO policy on implementation support provided to States”.

Progress Report since DGCA-MID/5 meeting

3.5 The subject was addressed in PPT/7 presented by the Secretariat. The meeting was provided with a progress report on what happened since the last DGCA-MID/5 meeting held in Kuwait in November 2019. The briefing covered 3 main themes: some general information about what characterized the MID Region in 2020-2022; the main accomplishments in 2020-2022 and the priorities for 2023-2025.

Partnering for a safe, secure and inclusive Aviation System in the MID Region

3.6 The subject was addressed in PPT/44 presented by IATA. The meeting noted that some States continue to face challenges due to a variety of reasons; and IATA shares ICAO's vision and recognizes the continuous efforts by ICAO leading the way through the No Country Left Behind initiative.

3.7 The meeting also noted with appreciation that IATA confirmed readiness for a coordinated partnership with ICAO by providing resources, technical expertise, data and tools to support the NCLB Initiative.

3.8 ACAO provided the meeting with a progress report on the implementation of the Regional Cooperation Joint Plan for the period 2019-2022. It was highlighted that 84% of the activities included in the joint plan were implemented; in addition to 11% of unplanned activities, despite the challenges caused by the COVID-19 pandemic. The meeting noted with appreciation that ACAO, ICAO and the other Organizations have improved their level of cooperation and coordination; and are making efforts to work jointly to better suit the States' needs and contribute to an efficient implementation of the ICAO SARPs and Global Plans (GASP, GANP & GASeP).

3.9 The meeting noted also with appreciation that the 8th MID Regional Coordination Meeting (MID-RCM/8) was held on 20 October 2022 to consolidate the Regional Cooperation Plan 2023-2025.

Innovation in Aviation

3.10 The subject was addressed in WP/5 presented by the Secretariat. The meeting was apprised of the actions undertaken under the scope of the implementation of Resolution A40-27 - Innovation in Aviation and upcoming initiatives of relevance to the Middle East Region, which will span across the 2023-2025 triennium.

3.11 The meeting noted that the ICAO Secretariat Strategy on Innovation (available at <https://www.icao.int/innovation/Pages/default.aspx>) has been endorsed in April 2022. The Strategy describes the ambition and objectives for innovation within the Organization, in accordance with the goals and directives set by ICAO Assembly Resolutions and ICAO Strategic Objectives.

3.12 The meeting noted that Innovation has been embedded in ICAO strategic plan 2023-2025. The meeting invited States to consider their involvement in the actions outlined for the 2023-2025 triennium.

3.13 The meeting invited States to contribute to the design of the ICAO Innovation Workshop that will be launched in 2023 by identifying organizations that could illustrate regional initiatives and particularities related to innovation in aviation.

Revenue Generation Activities

3.14 The subject was addressed in PPT/6 presented by the Secretariat. The meeting noted that the Regular Budget of ICAO cannot fully finance the Business Plan of the Organization. Demands on the Organization have been increasing competing for limited resources.

3.15 The meeting agreed that efforts should be intensified to mobilize alternative resources such as organising revenue generation activities to cover unfunded/partially unfunded activities. Accordingly, the meeting agreed to the following Conclusion:

DGCA-MID/6 CONCLUSION 6/1: CO-ORGANISING OF REVENUE GENERATION ACTIVITIES

That, in order to supplement the ICAO MID's work programmes not funded by the Regular Budget, States and International Organizations are strongly encouraged to coordinate with the ICAO MID Office the organization of joint Revenue Generation Activities.

Ratification of Air Law Instruments

3.16 The subject was addressed in WP/41 presented by the Secretariat. The meeting was apprised of the status of ratification of the following air law instruments by MID States:

- Chicago Convention Article 50 (a) (2016);
- Chicago Convention Article 56 (2016);
- Montreal Convention (1999);
- Beijing Convention (2010);
- Beijing Protocol (2010); and
- Montreal Protocol (2014).

3.17 The meeting urged States to take necessary measures for the ratification of the various air law instruments, if not yet done.

Establishment of Future Aviation Think Tank in the Middle East

3.18 The subject was addressed in WP/42 presented by Saudi Arabia. The meeting was apprised of the initiative to establish a Future Aviation Think Tank (FATT) in Saudi Arabia with the main purpose of conducting research, surveys and studies related to and promoting the future development of aviation.

3.19 The meeting noted that the main global areas of research should cover, among others, the wide range of actual and future challenges facing the global aviation system and industry, namely:

- a) the aviation's critical role as an enabler of the UN Sustainable Development Goals;
- b) ICAO strategic objectives 2023-2025;
- c) global megatrends and aviation, such as climate change and environment, economic power shift, global connectedness, innovation, new technology, demographics change, rapid urbanization;
- d) digital aviation;
- e) passenger experience;

-
- f) infrastructure development and industry development;
 - g) unmanned aviation;
 - h) aviation data;
 - i) regulatory global best practices, smarter regulation.

3.20 The meeting commended Saudi Arabia in their endeavour to promote impactful research as well as to expand the knowledge and practice of evidence-based decisions, policies, and strategies in the Region and the globe; and encouraged States to provide necessary support.

REPORT ON AGENDA ITEM 4: MANAGERIAL ISSUES
Guidance Material for the Convening of the DGCA Meetings

4.1 The subject was addressed in WP/8 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 4A**.

“Jahez” Enterprise Risk Management and Business Continuity Program in the GCAA-UAE

4.2 The subject was addressed in WP/32 presented by UAE. The meeting noted the importance of improving general institutional performance and the level of flexibility through the design, development and implementation of an integrated program for enterprise risk management and business continuity in line with international and national requirements to confront the huge amount of various risks and threats, and raise the level of preparedness and readiness to achieve the highest levels of response during emergencies, crises and disasters.

4.3 The meeting noted the GCAA-UAE implemented in 2019-2020 the Enterprise Risk Management and Business Continuity Program entitles “Jahez”. The meeting agreed to the following recommendations emanating from GCAA’s experience:

- Enhancing the concept and culture of enterprise risk management and business continuity and making it part of the daily work environment.
- Striving towards the sustainability of institutional work during emergencies, crises and disasters by unifying efforts, organizing procedures, overcoming difficulties, strengthening channels of communication and accelerating the implementation of government directives.
- Adopting a proactive approach in dealing with future crises by developing plans, empowering resources, and preparing for any possible scenario.
- Adopting flexible and agile strategies, legislation, work procedures and practices, and making them part of daily work practices.
- Scheduling initiatives and projects towards innovative initiatives.
- Investing in developing IT infrastructure, automating government services, providing software and applications, and testing the efficiency and effectiveness of IT disaster recovery plans.
- Empowering and motivating national cadres to maintain business continuity in all circumstances before, during and after emergencies, crises and disasters.
- Optimum strategic workforce planning including remote workforce planning, flexible and virtual work contracts, employee competency practices and human resource policies.
- Enhancing the readiness of human resources during crises, educating them about roles, responsibilities and channels of communication, and applying the concept of a flexible employee who is able to perform many tasks outside the framework of the job description.
- Developing partnerships and areas of cooperation and exchanging information through activating agreements and memoranda of understanding with partners.

-
- Benefit from past experiences and events to develop and improve response areas.
 - Enhancing moral and societal responsibility during emergencies, crises and disasters through awareness and motivation.
 - Analyzing data to address future risks such as financial crises, epidemics and natural disasters.
 - Implementing the strategy of rationalizing expenditures and diversifying sources of revenue.
 - Adopting and consolidating the concept and importance of the emergency, crises and disasters system among the senior and executive leadership.
 - Promote the concepts of mental and physical health, and sound habits and make them part of the daily work environment.

4.4 Based on the above, the meeting agreed that UAE coordinate with ACAO and ICAO MID Office the organization of a Workshop on Enterprise Risk Management and Business Continuity in 2023. Accordingly, the meeting agreed to the following Conclusion:

***DGCA-MID/6 CONCLUSION 6/2: WORKSHOP ON ENTERPRISE RISK MANAGEMENT
AND BUSINESS CONTINUITY***

That, in order to raise the Civil Aviation Authorities' level of preparedness and readiness to achieve the highest levels of response during emergencies, crises and disasters, UAE coordinate with ACAO and ICAO MID Office the organization of a Workshop on Enterprise Risk Management and Business Continuity in 2023.

REPORT ON AGENDA ITEM 5: AVIATION SAFETY AND AIR NAVIGATION***Aviation Safety and Air Navigation Global Developments***

5.1 The subject was addressed in PPT/9 presented by the Secretariat. The meeting was apprised of the aviation safety and air navigation global developments, in particular:

- the work to be done, in conjunction with AAM (Advanced Air Mobility) to accommodate RPAS, as well as other entrance;
- the evolution of airports, among which the development of Total Airport Management;
- seamless ATM integration of RPAS (loss of C2 Link, DDA)
- the development of Integrated Communication, Navigation, Surveillance and Spectrum project (ICNSS)
- the issue of frequency spectrum, in particular in light of the upcoming ITU Conference in 2023 in Dubai;
- the focus on ensuring Search and Rescue availability worldwide; and
- the new directions of aviation medicine, with a focus on mental health.

5.2 The meeting took note also of the two innovative proposals: the True North project to replace Magnetic North references with geographic North references, and the Wake Energy retrieval project to capture wake energy by organizing flights in formation, with the goal of saving fuel and potentially increasing payload for the follower plane.

Outcome and follow up to the MIDANPIRG/19 and RASG-MID/9 meetings

5.3 The subject was addressed in PPT/10 presented by the Secretariat. The meeting:

- noted the main activities and achievements of MIDANPIRG/19 and RASG-MID/9;
- noted the challenges faced by the MIDANPIRG and RASG-MID; and
- supported the MIDANPIRG and RASG-MID Future Priorities,

5.4 The meeting invited States and Stakeholders to support the implementation of the Middle East Regional Aviation Safety Plan (MID-RASP) 2023-2025 Edition SEIs and Safety Actions.

5.5 The meeting was provided also with a brief report on the regional projects, in particular the MID AIM Database (MIDAD) Project. In this respect, the meeting noted the low progress in the implementation of Phase A and supported MIDANPIRG/19 decisions on the subject.

5.6 The meeting urged States and Stakeholders to work together towards overwhelming challenges and achieving targets and provide required data in a timely manner.

Progress Report on Safety priorities and targets

5.7 The subject was addressed in PPT/11 presented by the Secretariat. The meeting was apprised of the MID Region safety priorities.

5.8 Based on the analysis of the reactive and proactive safety information for the period 2017-2021, the safety priorities defined for the MID Region are:

Regional Operational Safety Risks

- a. Runway Excursion (RE) and Abnormal Runway Contact (ARC) during landing;
- b. Loss of Control Inflight - (LOC-I);
- c. Mid Air Collision- (MAC)
- d. Controlled Flight Into Terrain- (CFIT); and
- e. Runway Incursion- (RI).

Organizational issues

- a. States' Safety Oversight Capabilities
- b. Safety management
- c. Human Factors and Competence of Personnel
- d. Cybersecurity

Emerging Risks

- a. GNSS interference
- b. COVID-19 Pandemic
- c. Ensure the Safe Operations of UAS (drones)
- d. Impact of Security on Safety
- e. 5G interference with Radio Altimeter

5.9 The meeting noted with appreciation the status of the MID region Safety performance.

Middle East and North Africa Aircraft Accident and Incident Investigation Regional Cooperation Mechanism – MENA ARCM

5.10 The subject was addressed in WP/43 presented by Saudi Arabia. The meeting recalled that:

- the DGCA-MID/4 meeting (Muscat, Oman, 17-19 October 2017) endorsed the Strategy for the Enhancement of Cooperation in the Provision of AIG Services in the MENA Region;
- the DGCA-MID/5 meeting (Kuwait, 4- 6 November 2019) endorsed the AIG Regional Cooperation Mechanism (ARCM);
- the RSC/7 meeting (Cairo, Egypt, 3-5 March 2020) endorsed the ARCM Action Plan and agreed that an ARCM Technical Coordination meeting be organized by the ICAO MID Office in Cairo, 1-4 June 2020;
- the 5th virtual DGCA-MID meeting endorsed the MENA ARCM MoU (in both languages Arabic and English) through *Virtual DGCA-MID Conclusion 5/1* on 21 September 2021; and
- Fourteen (14) States signed the MENA ARCM MoU during the Future Aviation Riyadh, Saudi Arabia, 9-11 May 2022 namely Djibouti, Iraq, Iran, Jordan, Kuwait, Libya, Mauritania, Morocco, Palestine, Oman, Saudi Arabia, Sudan, UAE, and Yemen.

5.11 The meeting was informed that the first and Second Meetings of the MENA ARCM Committee were held during the Future Aviation Forum in Riyadh, Saudi Arabia, 9-11 May 2022 and Jeddah, Saudi Arabia from 11 to 12 September 2022, respectively.

5.12 The meeting noted the updated progress on MENA ARCM establishment and operation, encouraged States to sign the MENA ARCM MoU if not yet done, and urged all States to support the MENA ARCM activities.

Use of virtual environments and Metaverse for Simulation of Aircraft Accident Investigation

5.13 The subject was addressed in PPT/33 presented by UAE. The meeting noted with appreciation the experience of UAE in the use of virtual environments and Metaverse for Simulation of aircraft Accident Investigation training.

IATA Risk Based IOSA

5.14 The subject was addressed in PPT/39 presented by IATA. The meeting was apprised of the benefits of the IATA Risk Based IOSA as well as the IATA's plan to transition to the Risk Based IOSA.

Progress Report on Air Navigation priorities and targets

5.15 The subject was addressed in PPT/12 presented by the Secretariat. The meeting noted with appreciation the development of the ICAO Web-based MID Air Navigation Report for 2021 available at: <https://www.icao.int/MIDANReport/Pages/default.aspx>

5.16 The meeting was apprised of the implementation level of priority 1 ASBU Threads/Elements in the MID Region. The meeting noted with concern the low implementation level of several ASBU Threads (FICE, ACDM, NAV, DAIM and NOPS).

5.17 The meeting noted the introduction of ANS performance measurement for the first time in the MID Region (KPIs baseline), and noted the challenges related to the collection of the required performance data to measure States' KPIs in majority of States.

5.18 The meeting urged States to provide required data in a timely manner and speed up the implementation of applicable priority 1 ASBU Threads/Elements.

Progress Report on the MID FPP Project

5.19 The subject was addressed in WP/13 presented by the MID FPP Manager. The meeting took note that ICAO MID Office managed to secure the required funds, through voluntary contributions from States, namely, Qatar, Saudi Arabia and UAE, in order to cover the Programme expenses for the first year of operations. .

5.20 The meeting noted that, in cooperation with the ICAO Technical Cooperation Bureau (TCB), MID FPP has been officially launched in January 2022 with the appointment of the Programme Manager who has assumed his duties remotely as of 17 January 2022 and reported physically on duty in the MID FPP premises in Sheikh Zayed Air Navigation Centre (SZC)/Abu Dhabi on 17 May 2022.

5.21 The meeting was apprised of the outcomes of the first meeting of the MID FPP Steering Committee (MID FPP SC/1, virtual, 26/27 January 2022) as well as of the MID FPP SC/2 meeting hosted by the UAE at SZC premises from 15 to 16 June 2022.

5.22 The meeting recalled that during the DGCA-MID/5 meeting (Kuwait, 4 – 6 November 2019), Jordan, Kuwait, Lebanon, Syria, UAE (Host) and Yemen signed the ProDoc and became official members of the Programme. Only Kuwait signed as Active State. Saudi Arabia notified that they will join

the Programme as a Donor State. The meeting noted with appreciation the main activities that the MID FPP has already conducted; e.g. CCO/CDO Workshop, PANS-OPS and PBN related training courses and project activity for analysis, design and validation of RNAV 1 routes within Kuwait FIR.

5.23 The meeting recognized that the main sources of income of the MID FPP are the annual financial contributions by the Active States, the revenues generated from the services provided by the MID FPP and the resource mobilization (financial and/or in-kind contributions by Donor States/Organizations/Industry).

5.24 Based on the above, and in order to ensure the sustainability of the MID FPP, the meeting agreed to the following Conclusion emanating from the MID FPP SC/2 meeting:

DGCA-MID/6 CONCLUSION 6/3: MID FPP FUNDING MECHANISM

That, considering that the MID FPP business model is based on cost-recovery mechanisms (non-profit):

- l) the charges applied by the MID FPP are in accordance with applicable ICAO policies and as agreed by the MID FPP Steering Committee;*
- m) the main sources of income of the MID FPP are: the annual financial contributions by the Active States; the revenues generated from the services provided by the MID FPP and the resource mobilization (financial and/or in-kind contributions by Donor States/Organizations/Industry);*
- n) the MID FPP charging scheme is in accordance with **Appendix 5A** and might be revised by the MID FPP Steering Committee, when necessary;*
- o) the Active States pay an annual financial contribution of USD 20,000;*
- p) up-to 50% of the Active States' and Donors' contributions be used against services provided by the MID FPP (with no additional cost), in line with the approved Work Plan;*
- q) the annual contributions be paid not later than 1 December of each year based on the invoices issued by ICAO TCB;*
- r) ICAO ensure that the year of contribution is clearly indicated on the invoices related to the MID FPP Project;*
- s) the MID FPP Member States comply with the payment instructions contained in the invoices sent by ICAO HQ (Project code, fund number, invoice number, Bank information, etc);*
- t) in case a MID FPP Active State does not pay the annual contribution in a timely manner, the MID FPP Steering Committee might consider taking penalty measures against this State (benefiting of services/discounts, review of the Membership, etc);*
- u) the bills related to the MID FPP expenses be certified by the MID FPP Steering Committee Chairman on behalf of the Steering Committee; and*
- v) the MID FPP funding mechanism be revised by the MID FPP Steering Committee, when necessary.*

5.25 The meeting noted that the MID FPP SC/2 meeting reviewed and updated the MID FPP SC Terms of Reference (ToR) as at **Appendix 5B**.

5.26 The meeting reiterated the importance that States join the Programme as Active State or to support the MID FPP as Donors through the signature of the Project Document (ProDoc); and encouraged States that have not yet done so, to join the MID FPP through the signature of the MIDFPP ProDoc (preferably as Active State).

5.27 UAE acknowledged with appreciation the MID FPP activities accomplished so far, and encouraged States to consider joining the programme as Active States. The following States expressed their interest to join the programme as User State: Bahrain, Oman and Sudan. Oman confirmed that they will sign the MIDFPP ProDoc during the upcoming MIDANPIRG/20 meeting planned to be held in Muscat in May 2023.

5.28 Finally, the meeting highlighted the need to ensure MID FPP technical support for the implementation of its Work Plan and encouraged States and International Organizations to further nominate qualified Subject Matter Experts (SME) to the MID FPP pool of experts.

FIFA World Cup 2022

5.29 The subject was addressed in PPT/14 presented by the Secretariat. The meeting reviewed the activities conducted under the FIFA World Cup 2022 Task Force (FWC2022 TF); including the Facts and forecasts statistics of the traffic during the event, and the progress made by the TF, since it was established by MIDANPIRG/16 (Kuwait, 13 – 16 Feb 2017).

5.30 The meeting noted with appreciation the efforts made by the MID States to support the traffic movements during the events. In addition to the successful implementation of airspace enhancements projects initiated by the MID States within areas identified by the RVSM Airspace Assessment developed by the MIDRMA; and the airspace enhancements introduced by Qatar Civil Aviation Authority (QCAA) within Doha TMA to increase the Airspace capacity. The meeting also noted with appreciation the ATFM implementation by QCAA, which was ahead of the MID Region ATFM implementation plan, and the periodic conferences organized to exchange operational data with the participation of the MID States and airspace users.

5.31 The meeting reiterated that the success of the FWC 2022 event will be considered as a success for the whole Region.

5.32 The meeting appreciated the FWC 2022 TF progress and outcomes, and encouraged the MID States to continue the support provided to the FWC 2022 activities during the event.

MIDANPIRG Enhancement Programme

5.33 The subject was addressed in PPT/15 presented by UAE. The meeting was apprised of the MIDANPIRG Enhancement Programme (MEP) initiated by the MIDANPIRG Chairman. The meeting noted the MEP's objective, scope and partners.

5.34 The meeting took note of the MIDANPIRG's challenges that drove initiating MEP, as follow:

- a) low implementation level of several priority 1 ASBU elements/ threads;
- b) slow resolution of ANS deficiencies and development of associated corrective action plan (CAPs);

- c) low implementation of some MIDANPIRG Conclusions and Decisions;
- d) low reporting level by States;
- e) difficulties in implementing regional projects/ initiatives; and
- f) response to day to day operational matters in a timely manner

5.35 The meeting was apprised of the methodology used to identify States' needs and assistance activities in a prioritised manner. Furthermore, the meeting noted the KPIs to be used to measure the efficiencies and effectiveness of the MEP.

5.36 The meeting was informed about the progress made to develop action plans for Sudan and Yemen. The meeting commended the MEP initiative and the efforts exerted in support of the "No Country Left Behind" campaign. Accordingly, the meeting agreed to the following Conclusion:

DGCA-MID/6 CONCLUSION 6/4: MIDANPIRG ENHANCEMENT PROGRAMME

That,

- c) the MIDANPIRG Enhancement Programme (MEP) is established to improve the level of implementation of the MID Air Navigation Plan (ANP) provisions and eliminate the reported Air Navigation deficiencies, through the collaboration of States and stakeholders for the provision of necessary assistance to the States in need.*
- d) States provide the ICAO MID Office with the contact details of their nominated MEP Focal Point; and*
- e) States and stakeholders support the achievement of the MEP objectives.*

Month of Knowledge for the future Air Navigation Services (MOKFANS)

5.37 The subject was addressed in PPT/16 presented by UAE. The meeting was apprised of the Month of Knowledge for the future Air Navigation Services (MOKFANS) initiative founded by the UAE GCAA in collaboration with ICAO MID and ACAO. The meeting commended UAE for their endeavour to spread knowledge, share experience and best practices and facilitate enhancement of Air Navigation Services.

5.38 The meeting noted that MOKFANS is a series of educational Webinars that were conducted in 2020 and 2021. High number of participants and international organization benefited from the initiative. The meeting was informed that MOKFANS 2022 will be conducted from 1 – 24 November 2022 and includes eight (8) sessions. Accordingly, the meeting invited States and International Organizations to participate actively in the MOKFANS 2022 and future similar events and urged States to nominate focal point for coordination and follow-up.

REPORT ON AGENDA ITEM 6: AVIATION SECURITY AND FACILITATION***AVSEC & Cybersecurity activities***

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 41st session of the Assembly. The following was highlighted:

- Amendment 18 to Annex 17 and the Aviation Security Panel and its working groups;
- the update of GAsEP;
- overview of USAP-CMA results globally and in the MID Region;
- the efforts taken by ICAO to develop and update Aviation Security guidance material, a new edition of the ICAO Aviation Security Manual, or Doc 8973 and RCS;
- the continuous work on the Aviation cybersecurity strategy ; and
- cooperation with the other UN Agencies and international organization in the field of aviation security.

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

Improving Aviation Security through Assistance and Training - ISD

6.3 The subject was addressed in PPT/40 presented by the Secretariat. The meeting was apprised of the latest developments related to Aviation Security capacity building and assistance provided by ICAO, including the main outcomes and Resolutions of the 41st session of the Assembly. The following was highlighted:

- Implementation Support and Development Section – Security Programme;
- the work done by ICAO Headquarters and Regional Offices in the implementation of Capacity Building activities through the Global ASTC network and other technical mechanisms, such as the Aviation Security Improvement Plans (ASIP);
- the important role of the regional Cooperative Aviation Security Programmes (CASP-AP and CASP-MID);
- the efforts taken by ICAO to develop and update Aviation Security training material;
- the impact of the pandemic on the training activities; and
- overview of the ICAO Security Culture initiative.

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

Developments in the ICAO FAL Programme

6.5 The subject was addressed in PPT/18 presented by the Secretariat. The meeting was apprised of the latest developments related to Facilitation. The following was highlighted:

- Amendment 29 to Annex 9;
- Traveller Identification Programme (TRIP);
- Public Key Directory (PKD);
- Advanced Passenger Information (API);
- Passenger Number Record (PNR);
- FAL Training Courses and Workshops Developed/Integrated in iPacks.

6.6 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.

Update on the MID-RASFG outcomes and activities, including status of MID SECFAL targets

6.7 The subject was addressed in PPT/19 presented by the Secretariat. The meeting noted that the MID-RASFG/2 meeting was conducted virtually from 14 to 16 September 2021 and was attended by 57 participants from 11 States and 6 Organizations. The meeting commended the MID-RASFG for the development and endorsement of the MID SECFAL 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.

6.8 The meeting noted with appreciation the progress achieved for the attainment of the MID SECFAL targets.

6.9 The meeting noted that the MID-RASFG/3 meeting will be hosted by Oman in Muscat (16-18 Jan 2023) and urged all States and stakeholders to participate actively in this meeting.

Encouraging the adoption of One-Stop Security

6.10 The subject was addressed in WP/35 presented by ACI. The meeting recognized the key role that airports can play when establishing one-stop security (OSS) arrangements between States, and encouraged States to consult airport operators in order to assist them in, and facilitate the process of identifying potential candidates for OSS agreements.

6.11 The meeting noted that States remain the sole authority in assessing, validating and ultimately recognizing the equivalence of security measures between States and/or airports and airlines.

6.12 The meeting supported the adoption of One-Stop Security.

Fostering Aviation Security

6.13 The subject was addressed in WP/38 presented by UAE. The meeting fully supported the initiative of Fostering Aviation Security. The meeting recognized the importance of human factors and their impact on performance in aviation security and acknowledged the interconnected relationship with security culture and training.

6.14 The meeting acknowledged the importance for ICAO, States, relevant Organisations, industry and stakeholders to continue practical actions towards the enhancement of security culture in civil aviation.

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

7.1 The subject was addressed in PPT/20 presented by the Secretariat. The meeting was apprised of the latest developments related to Environmental Protection, including the main outcomes and Resolutions of the 41th session of the Assembly, in particular Resolution A41-20, Resolution A41-21 and Resolution A41-22 relating to “General Provisions”, “Noise and Local Air Quality”, “Climate Change” and “Carbon Offsetting and Reduction Scheme for International Aviation (CORSA)”, respectively.

7.2 The meeting recalled that as requested by the 40th Session of the ICAO Assembly in 2019, Member States, industry, civil society and other stakeholders embarked on a three-year process to explore the feasibility of a Long-Term Global Aspirational Goal (LTAG) for international aviation. The ICAO LTAG process, included: 1) data collection and information sharing; 2) technical assessment of CO₂ emissions reduction scenarios with analyses of costs and necessary investments; and 3) consultation and dialogues among States and stakeholders, and engagement of high-level representatives.

7.3 The meeting noted that in 2021 and 2022, ICAO organized a series of regional Global Aviation Dialogues (GLADs) dedicated to LTAG to ensure a transparent and inclusive LTAG process through consultation among Member States. These GLADs aimed to raise awareness on the LTAG process and technical analyses, as well as to allow for the exchange of views to facilitate decision-making toward the 41st Session of the ICAO Assembly.

7.4 It was also noted that in July 2022, ICAO convened the High-level Meeting on LTAG, where Member States discussed the CO₂ emissions reduction scenarios and options for LTAG, along with the means of implementation and the monitoring of progress, and they were able to agree on the conclusions of the Meeting. The ICAO Council considered the results of the High-level Meeting in August 2022, which welcomed the delicately-balanced conclusions of the High-level Meeting and submitted a proposal to the 41st Session of the ICAO Assembly in September 2022.

7.5 The 41st Session of the ICAO Assembly considered the Council proposal on international aviation and climate change, taking into account the delicately-balanced conclusions of the High-level meeting in July 2022.

7.6 It was noted with great satisfaction, that the 41st ICAO Assembly reached a historic agreement on a global aspirational goal for international aviation of “net-zero carbon emissions by 2050” in support of the Paris Agreement’s temperature goal. ICAO and its Member States should work together with industry, civil society and other stakeholders to strive to achieve this collective long-term goal, while recognizing that each State’s special circumstances and respective capabilities will inform the ability of each States to contribute within its own national timeframe.

7.7 Based on the above, the meeting urged States to implement the Assembly Resolutions pertaining to environmental protection, in particular Assembly Resolution A41-21 on climate change and Assembly Resolution A41-22 on CORSA.

Status of Implementation of CORSIA Requirements & Associated Implementation Support Activities

7.8 The subject was addressed in WP/21 presented by the Secretariat. The meeting was apprised of the status of implementation of CORSIA in the MID Region and urged States to take necessary measures to implement the provisions of Annex 16, Volume IV.

7.9 The meeting noted that ICAO developed the Assistance, Capacity Building and Training programme on CORSIA, known as ACT-CORSIA, to ensure all States have the requisite knowledge and skills in order to be able to effectively implement the CORSIA.

7.10 As part of the ACT-CORSIA programme the meeting noted that the State of Qatar, as a supporting State, partnered with a number of States in the MID Region (requesting States) and Qatar Civil Aviation Authority experts worked together with the CORSIA focal points of requesting States to provide remote training, and to closely follow-up on the implementation of the requesting States' CORSIA MRV system.

7.11 The meeting urged States, that have not yet done so, to establish and implement MRV system as per Annex 16, Volume IV requirements; and encouraged collaboration between States under the ICAO ACT-CORSIA for the provision of necessary support and capacity-building, to improve the level of compliance with the Annex 16 SARPs and ensure that No Country is left behind.

Environment and Aviation

7.12 The subject was addressed in WP/34 presented by AACO. The meeting noted AACO's policy in respect to the environment and aviation. The meeting noted also the proposed recommendations that are consistent with the results of the High-level Meeting held in Montréal, 19-22 July 2022 documented in the ICAO Doc 10178 HLM-LTAG report of the high-level meeting on the feasibility of a long-term aspirational goal for international aviation CO₂ emissions reductions and in line with the A41 outcomes.

ACI's approach to airports decarbonization

7.13 The subject was addressed in WP/36 presented by ACI. The meeting was apprised of ACI's approach to airports decarbonization and ACI's contributions to the reduction in carbon dioxide emissions at airports.

7.14 The meeting noted that ACI developed an Airport Carbon and Emissions Reporting Tool (ACERT), which is a self-contained Excel spreadsheet that helps an airport operator to calculate its own greenhouse gas (GHG) emissions. It is available at no charge to airports and can be used by non-experts by inputting easily available operational data. The meeting noted that ICAO has its own tools, to calculate aviation emissions that are verified by CAEP and available free of charge to States.

7.15 The meeting encouraged Airports to join the Airport Carbon Accreditation and to support airport operators in implementing de-carbonization strategies such as by decarbonizing electricity grids and facilitating renewable energy transition at airports and reflecting emissions savings initiatives in their Action Plans.

REPORT ON AGENDA ITEM 8: ECONOMIC DEVELOPMENT OF AIR TRANSPORT***Economic Development of Air Transport – Global developments***

8.1 The subject was addressed in PPT/22 presented by the Secretariat. The meeting noted that, in supporting ICAO's Long-term Vision for International Air Transport Liberalization, the Secretariat continues to provide economic and regulatory guidance to States.

8.2 It was highlighted that ICAO actively promotes dialogue and exchange of information amongst Member States and industry on liberalization of market access for passenger and air cargo services through various fora, including the annual ICAO Air Services Negotiation Event (ICAN) and the World Air Services Agreement (WASA) database.

8.3 The meeting was apprised of the recommendations made by the Air Transport Regulation Panel (ATRP) held in April 2022 pertaining to airline ownership and control, liberalization of air cargo and operations of unmanned aircraft.

8.4 The meeting noted that ICAO is continuously updating the compendium of competition policies and practices. In ensuring a harmonized regulatory approach among States in addressing consumer rights, the meeting encouraged States to continue to give due regard to and apply the Core Principles on Consumer Protection in State policy-making, regulatory and operational practices.

8.5 With regard to aviation infrastructure development, the meeting noted that The work of ICAO focuses on the following areas:

- Develop policies and provide guidance on charges for airports and air navigation services
- Provide guidance on economic oversight of airports and air navigation services
- Address the funding for CAAs and oversight functions
- Provide guidance on the economics of airports and air navigation services
- Provide guidance on privatization of airports and Air Navigation Services Providers (ANSPs)
- Promote investment in aviation infrastructure

8.6 The meeting was apprised of the results of the survey conducted in 2020 on the status of States' implementation of ICAO's policies on user charges.

8.7 On the subject of Aviation data and Analysis, the meeting noted that ICAO has been taking very important strides in the direction of using the latest technologies and algorithms to advance its data and analytics capabilities. These ICAO Interactive dashboards were developed using Tableau platform, which provides visualization and customized querying capabilities. He meeting encouraged States to access the ICAO traffic dashboards for their current and post COVID-19 pandemic planning and implementation efforts.

8.8 The meeting noted that the Aviation Competitiveness Index Working Group was established by the Aviation Data and Analysis Panel (ADAP) with the objective of developing a standardized methodology to measure the level of competitiveness of the aviation sector in States. This is expected to assist States in learning successful experiences and act appropriately in improving their competitiveness and leveraging optimally the social-economic benefits of aviation.

8.9 The meeting noted also that, in order to assist States to make data-driven policy-making and evaluation for aviation development planning that is linked with national and/or regional development frameworks and strategies, ICAO has been putting efforts to develop an international methodological framework for Aviation Satellite Account (ASA) for the measurement of the economic impact of aviation to national economy, in line with the System of the National Accounts of the United Nation.

8.10 With regard to the long-term traffic forecasts, the meeting noted that the Middle East Region has been growing at 9.9% in compound annual growth rate historically from 1995 to 2018. According to the post-COVID-19 long-term traffic forecasts, the average annual growth is projected to slowdown, and will grow at 4.3% annually in the mid scenario from 2018 to 2050.

8.11 Based on all the above, 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;
- apply and follow ICAO's policies and guidance on infrastructure management, including the charging policies;
- provide statistics required by ICAO in a timely manner;
- use ICAO data, tools and analysis; and
- actively participate in the ICAO upcoming meetings, commensurate with the ICAN 2022, which will take place in Abuja, Nigeria, from 5 to 9 December 2022, and will be hosted by the Nigerian Civil Aviation Authority (NCAA).

ICAO's work on charges for Airports and Air Navigation Services

8.12 The subject was addressed in WP/23 presented by Secretariat. The meeting was apprised of the work of the ICAO Airport Economics Panel and Air Navigation Services Economics Panel (AEP-ANSEP) on the guidance for the calculation of aeronautical meteorological (MET) services charges and on charges for airports and air navigations services.

8.13 The meeting recalled the DGCA-MID/5 Conclusions 5/5 and 5/6 related to "Guidance for the calculation of MET Charges" and "Charges for Airports and Air Navigation Services". The meeting noted that the issue related to the charges for aeronautical meteorological (MET) services has been addressed by the Airport Economics Panel (AEP) and Air Navigation Services Economics Panel (ANSEP). The following changes to the ICAO guidance related to MET services cost recovery contained in the Manual on Air Navigation Services Economics (Doc 9161) are proposed:

- e) improvement to existing guidance in Doc 9161 to increase readability, consistency, and reflect the current state of the provision of MET services; and
- f) adding a new Appendix to Doc 9161 to cover information related to the financial management of multinational MET facilities and services.

8.14 It was noted also that as the System-Wide Information Management (SWIM) environment of global air traffic management evolves, it may be necessary to provide MET service providers with additional cost recovery guidance, particularly given emerging concepts such as the hazardous weather information service (HWIS) that will necessarily demand enhanced or extended multinational collaborations on a global scale within 5 to 10 years.

8.15 The AEP-ANSEP/8 meeting in December 2021 endorsed the above proposed changes and recommended that the AEP-ANSEP should continue its collaboration with the METP on developing additional cost recovery guidance for MET services to meet the needs of future service provision.

8.16 With regard to the DGCA-MID/5 Conclusion 5/6 on Charges for Airports and Air Navigation Services, the meeting noted that ICAO regularly conducts surveys on States' implementation of ICAO's policies on charges for airports and air navigation services. The latest survey was conducted in 2020, and only four States in the MID Region responded to the survey. The survey results are available at: https://www.icao.int/sustainability/Documents/Report_of_Survey_ICAO-policies-on-charges.pdf.

8.17 Based on the above, the meeting:

- a) urged States to enhance the implementation of ICAO's policies on charges for airports and air navigation services;
- b) encouraged States to support the work of ICAO in the area of airports and air navigation services economics, including active response to ICAO surveys and participation in relevant ICAO workshops and meetings; and
- c) agreed to the following Conclusion, which replaces and supersedes the DGCA-MID Conclusions 5/5 and 5/6:

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

That:

- g) *ICAO organizes workshop on ICAO's policies on charges and taxes for States in the MID Region;*
- h) *States are encouraged to utilize relevant ICAO guidance on charges for airports and air navigation services;*
- i) *States are urged to enhance the implementation of ICAO's policies on charges for airports and air navigation services; and*
- j) *States are encouraged to support the work of ICAO in the area of airports and air navigation services economics, including active response to ICAO surveys and participation in relevant ICAO workshops and meetings.*

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

8.18 The subject was addressed in WP/37 presented by ACI. The meeting recalled that during the DGCA-MID/5 meeting, it was 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.

8.19 The meeting recalled that, through the DGCA-MID/5 Conclusion, States and International Organizations were requested to designate Focal Points to support the ICAO MID Office in the drafting of the MID Region Air Transport Strategic Plan 2020 -2035.

8.20 The objective of the Plan is to ensure that all MID States can enjoy the benefits of air transport with greater air 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.

8.21 The meeting noted that further to the DGCA-MID/5 meeting, the ICAO MID Office issued State Letter Ref.: ME 5-20/120 dated 31 March 2020 requesting States and International Organizations to designate Focal Points to support the drafting of the MID Region Air Transport Strategic Plan 2020 -2035. Few States and International Organizations have designated their Focal Points; however, due to the COVID-19 pandemic, this task was put on hold.

8.22 The meeting was apprised of ACI's suggestions with regard to:

- Foundations of Plan
- Overarching Principles
- Structure of Strategy
- Objectives and Enablers

8.23 Based on the above, the meeting supported the development of a MID Region Air Transport Strategic Plan 2025-2040; and agreed to the following Conclusion to replace and supersede the DGCA-MID/5 Conclusion 5/8:

DGCA-MID/6 - CONCLUSION 6/6: MID REGION AIR TRANSPORT STRATEGIC PLAN 2025-2040

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):

- e) States and International Organizations designate Focal Points to support the ICAO MID Office in the drafting of the MID Region Air Transport Strategic Plan 2025-2040; and*
- f) ICAO MID and ACI are designated as the Rapporteurs of the Drafting Group;*
- g) ACI proposals be considered by the Drafting Group during the development of the MID Region Air Transport Strategic Plan 2025-2040;*
- h) the Draft MID Region Air Transport Strategic Plan 2025-2040 be presented to the DGCA-MID/7 meeting for endorsement.*

REPORT ON AGENDA ITEM 9: STRATEGIC PLANNING AND IMPLEMENTATION SUPPORT***ICAO Implementation Support Policy***

9.1 The subject was addressed in PTT/24 presented by the Secretariat. The meeting was apprised of the objectives and advantages of the ICAO Implementation Support Policy to better support States through “One ICAO” by aligning all technical implementation support activities from inception of new standards to full implementation, in an efficient and cost-effective manner.

ICAO Technical Cooperation Activities in the MID Region

9.2 The subject was addressed in PPT/25 presented by the Secretariat. The meeting noted the main objectives of the ICAO Technical Cooperation Bureau (TCB). The meeting noted with appreciation the new Products to better serve Member States including the ICAO Training Catalogue and New ICAO Training Packages.

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

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

North American, Central American and Caribbean (NACC) Systemic Assistance Programme (SAP)

9.5 The subject was addressed in PPT/27 presented by the Secretariat. The meeting was apprised of the ICAO NACC Office’s experience related to the implementation of Systemic Assistance Programme (SAP) in support of the ICAO NCLB initiative.

Strategic Planning and Implementation support for Aerodromes in the MID Region

9.6 The subject was addressed in PPT/29 presented by the Secretariat. The meeting was briefed about the Aerodromes Dashboards indicating the MID States’ performances pertaining to the implementation of the ICAO prioritized Aerodromes Design and Operations requirements. The meeting noted with appreciation the array of activities planned and effectively conducted/deployed by ICAO MID Office to facilitate the implementation of relevant ICAO provisions in line with the ICAO Implementation Support Programme. The meeting encouraged States to regularly provide their needs for Capacity Building and Implementation Support in AGA Area and agreed, under the No Country Left Behind initiative, to consider supporting the AGA Capacity Building Project with the necessary resource mobilization, means and tools to strengthen the oversight capabilities of States who are facing challenges with Aerodrome Certification process.

ACI contribution to the Implementation support for Aerodromes in the MID Region

9.7 The subject was addressed in PPT/30 presented by ACI. The meeting noted the ACI Airport Excellence (APEX) programme and its role in enhancing Aerodrome Certification implementation level in line with the ICAO Implementation Support Strategy. The meeting agreed that ACI and ICAO MID Office continue to continuously collaborate in order to finalize an APEX programme for the MID Region. The meeting encouraged States to consider the inclusion of APEX in the National Aviation Safety Plans (NASP) as part of their safety enhancement initiatives.

***Technical Assistance activities in the MID Region –
Progress Report on the implementation of the MID Region NCLB Strategy***

9.8 The subject was addressed in PPT/26 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 and the Second Edition by the DGCA-MID/5 meeting in 2019.

9.9 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.

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

Continuous Collaboration Approach to Managing and Enhancing Safety in MID Region

9.11 The subject was addressed in PPT/28 presented by the Secretariat. The meeting was apprised of the Middle East Regional Aviation Safety Plan (MID-RASP) 2023-2025 Edition, which presents the strategic direction for the management of aviation safety in the MID Region, to strengthen Member States Safety Oversight Systems, and risk-based approach to managing safety and support effective implementation of SSP and SMS including the development of NASPs.

9.12 The meeting noted with concern the challenges affecting the achievement of the MID-RASP Objectives, Goals and Targets. The meeting noted that EASA will support the implementation of the MID RASP-2023-2025.

9.13 In connection with the above, the meeting reviewed the Secretariat proposal for the “Continuous Collaboration Approach to Managing and Enhancing Safety in MID Region” at **Appendix 9A**, including the way forward. The meeting commended the ICAO MID Regional Office for developing this Collaborative Approach for Safety Enhancement and Management in the MID Region. Accordingly, the meeting agreed to the following Conclusion:

***DGCA-MID/6 - CONCLUSION 6/7: CONTINUOUS COLLABORATION APPROACH
TO MANAGING AND ENHANCING SAFETY
IN MID REGION***

That:

- a) *the Continuous Collaboration Approach to Managing and Enhancing Safety in MID Region at Appendix 9A, is endorsed; and*
- b) *States and Stakeholders are invited to support the implementation of the Continuous Collaboration Approach to Managing and Enhancing Safety in MID Region.*

REPORT ON AGENDA ITEM 10: DATES AND VENUES OF NEXT MEETINGS***Dates and Venues of DGCA-MID/7 and DGCA-MID/8 Meetings***

10.1 The subject was addressed in WP/31 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 even years (2022, 2024, 2026, etc.).

10.2 The meeting agreed that based on the offer made by Saudi Arabia during the DGCA-MID/5 meeting, the DGCA-MID/7 meeting will be held in Riyadh beginning of November 2024. The exact date will be coordinated between the ICAO MID Office and Saudi Arabia.

10.3 The meeting received with appreciation and accepted an offer from Qatar to host the DGCA-MID/8 meeting in 2026 in Doha.

REPORT ON AGENDA ITEM 11: ANY OTHER BUSINESS

11.1 Nothing was addressed under this agenda item.

APPENDIX 2A

FOLLOW-UP ACTION PLAN ON THE DGCA-MID/5 CONCLUSIONS

CONCLUSIONS AND DECISIONS	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	STATUS/REMARKS
<p>CONC. 5/1: STATE LETTERS ONLINE MONITORING TOOL (SLOMT)</p> <p>That:</p> <p>a) States are urged to take necessary measures to enhance the level of timely reply to the ICAO State Letters,</p> <p>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</p> <p>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.</p> <p>.</p>	<p>States</p> <p>ICAO</p> <p>ICAO/States</p>	<p>Improved level of reply to SLs</p> <p>SLOMT</p> <p>FPs designated</p>	<p>TBD</p> <p>ICAO</p> <p>Dec. 2019</p>	<p>Closed</p> <p>Reminders to SL A 7/4- 19-03001 dated 20 June 2019 were sent to States.</p> <p>RFP was issued and 3 proposals received; however, the Project was not pursued due to the fact that the Funds available were not sufficient to go ahead with the project; in addition to the difficulties faced during COVID-19 pandemics. Current situation, there is no budget available for the project. The initiative will be further discussed with ICAO HQ within the framework of the new ICAO IT Policy</p>
<p>CONC. 5/2: FREQUENCY OF THE MIDANPIRG AND RASG-MID MEETINGS</p> <p>That:</p> <p>a) the MIDANPIRG and RASG-MID meetings be organized concurrently and on a biennial basis; and</p> <p>b) the outcomes of MIDANPIRG and RASG-MID (and their Steering Group/Committee) be reported to the Council on annual basis.</p>				<p>Closed</p> <p>Superseded by the Council Decision to have the PIRGs and RASGs organized on a yearly basis (new TORs of PIRGs and RASGs)</p>

CONCLUSIONS AND DECISIONS	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	STATUS/ REMARKS
<p>CONC. 5/3: MID FLIGHT PROCEDURE PROGRAMME (MID FPP)</p> <p>That:</p> <p>a) the MID FPP be hosted by UAE;</p> <p>b) States, that have not yet done so, are urged to sign the MID FPP Project Document with ICAO;</p> <p>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;</p> <p>d) States be invited to designate members to the MID FPP Steering Committee with decision-making authority;</p> <p>e) the first meeting of MID FPP of the Steering Committee be held in Aqaba, Jordan, on 4 and 5 December 2019; and</p> <p>f) States and Stakeholders as well as potential Donors be invited to participate in the First Meeting of the MID FPP Steering Committee.</p>	<p>UAE/ICAO</p> <p>States</p> <p>ICAO/UAE</p> <p>States</p>	<p>MID FPP premises</p> <p>Max Nr. of States to sign the ProDoc</p> <p>Advance the MID FPP work programme</p> <p>Steering Committee Members</p>	<p>TBD</p> <p>Until the recruitment of the Manager</p> <p>TBD</p>	<p>Closed</p> <p>The MID FPP manager reported on duty in SZC in Abu Dhabi on 17 May 2022</p> <p>Jordan, Kuwait, Lebanon, Syria, UAE (Host) and Yemen signed the ProDoc</p> <p>MID FPP Coordination meeting was held in Aqaba on 5 Dec. 2019, back-to-back with the ATM SG/5 meeting</p>
<p>CONC. 5/4: AIG REGIONAL COOPERATION MECHANISM (ARCM)</p> <p>That, the AIG Regional Cooperation Mechanism (ARCM) at Appendix 5A is endorsed.</p>				<p>Completed</p>

CONCLUSIONS AND DECISIONS	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	STATUS/ REMARKS
<p>CONC. 5/5: GUIDANCE FOR THE CALCULATION OF MET CHARGES</p> <p>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.</p>	ICAO	Revised version of Doc 9082 with additional guidance on MET charges	TBD	<p>Closed</p> <p>(Replaced and superseded by DGCA-MID/6 Conc. 6/5)</p>
<p>CONC. 5/6: CHARGES FOR AIRPORTS AND AIR NAVIGATION SERVICES</p> <p>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:</p> <p>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);</p> <p>b) ensure that airports operators and ANSPs develop and implement appropriate performance management systems that include, inter-alia:</p> <p>i. definition of performance objectives; and</p> <p>ii. consultations with users and other interested parties to discuss investments, charge revisions and performance levels.</p> <p>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.</p>	States	<p>ICAO SL</p> <p>States to implement the provisions of the Conclusions</p>		<p>Closed</p> <p>State Letter File Ref.: ME 5 & AT 2 – 22/100 dated 24 May 2022</p> <p>Only 1 reply was received</p> <p>(Replaced and superseded by DGCA-MID/6 Conc. 6/5)</p>

CONCLUSIONS AND DECISIONS	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	STATUS/ REMARKS
<p>CONC. 5/7: MID REGION NCLB STRATEGY (SECOND EDITION)</p> <p>That:</p> <ul style="list-style-type: none"> 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. 				<p style="text-align: center;">Closed</p> <p>Completed</p> <p>Ongoing</p> <p>Progress report provided to DGCA-MID/6 (PPT/26)</p>
<p>CONC. 5/8: MID REGION AIR TRANSPORT STRATEGIC PLAN 2020 -2035</p> <p>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):</p> <ul style="list-style-type: none"> 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. 				<p style="text-align: center;">Closed</p> <p>SL ME 5-20/120 dated 31 March 2020</p> <p>Few States and Intl ORGs have designated their FPs</p> <p>This task was put on hold due to the COVID-19 crisis.</p> <p>(Replaced and superseded by DGCA-MID/6 Conc. 6/6)</p>

APPENDIX 2B

FOLLOW-UP ACTION PLAN ON THE VIRTUAL DGCA-MID CONCLUSIONS

CONCLUSIONS AND DECISIONS	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	STATUS/ REMARKS
<p>VIRTUAL DGCA-MID CONCLUSION 3/1 – CART II AND TOGD</p> <p>That, MID States are urged to implement the guidance contained in the ICAO CART II (including the High Level Cover Document), the TOGD (2nd Edition), and the ICAO Testing and Cross-Border Risk Management Measures Manual (ICAO Doc.10152).</p>	States	Status of implementation on CRRIC	TBD	<p>Closed</p> <p>Continuous follow-up with States</p>
<p>VIRTUAL DGCA-MID CONCLUSION 3/2 – MID CART IMPLEMENTATION PLAN</p> <p>That, the MID CART Implementation Plan at Appendix A is endorsed</p>	DGCA-MID	MID CART Implementation Plan	7 Dec. 2020	Completed
<p>VIRTUAL DGCA-MID CONCLUSION 3/3 – ACTIONS ON CAPACITY BUILDING ACTIVITIES</p> <p>That, the ICAO and all stakeholders to continue pursuing capacity building activities to support States and industry in the management of COVID-19</p>	ICAO and all stakeholders	Capacity building activities	TBD	<p>Completed</p> <p>Many Capacity-building activities (Webinars, Workshops, Training Courses, iPacks, etc) have been implemented to provide necessary support to States</p>
<p>VIRTUAL DGCA-MID CONCLUSION 3/4 – COVID-19 ECONOMIC IMPACT WEBINAR</p> <p>That, ICAO, jointly with AACO, ACAO, ACI and IATA organize a webinar on COVID-19 Economic impact by Q2-2021.</p>	ICAO	Webinar on COVID-19 Economic impact	Q2-2021	<p>Completed</p> <p>The Webinar was successfully held from 5 to 6 April 2021</p>
<p>VIRTUAL DGCA-MID CONCLUSION 4/1 –MID RPTF TORs</p> <p>That, the MID RPTF TORs be updated as at Appendix A.</p>	DGCA-MID	Updated MID RPTF TORs	3 Jun. 2021	Completed

CONCLUSIONS AND DECISIONS	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	STATUS/ REMARKS
<p>VIRTUAL DGCA-MID CONCLUSION 4/2 – WEBINAR ON ECONOMIC IMPACT OF COVID-19 ON AVIATION</p> <p>That, States and stakeholders are encouraged to implement the Recommendations emanating from the Webinar on Economic Impact of COVID-19 on Aviation at Appendix B.</p>	States and stakeholders	Recommendations of the Webinar on Economic Impact of COVID-19	TBD	<p>Closed</p> <p>Continuous follow-up with States</p>
<p>VIRTUAL DGCA-MID CONCLUSION 4/3 – REGIONAL APPROACH TO THE NORMALIZATION OF AIR TRANSPORT</p> <p>That, the Statement on National and Regional Approach to Aviation in addressing the COVID-19 Pandemic at Appendix C is endorsed</p>	DGCA-MID	Statement on National and Regional Approach to Aviation in addressing the COVID-19 Pandemic	3 Jun. 2021	<p>Completed</p>
<p>VIRTUAL DGCA-MID CONCLUSION 5/1 – MENA AIG REGIONAL COOPERATION MECHANISM (MENA ARCM) MOU</p> <p><i>That,</i></p> <p><i>a) the MENA AIG Regional Cooperation Mechanism (MENA ARCM) MoU, in both languages English and Arabic, is endorsed as at Appendices A and B, respectively;</i></p> <p><i>b) the MENA ARCM MoU be circulated to the MENA States by ICAO MID Office and ACAO for signature; and</i></p> <p><i>c) each MENA ARCM Member State nominate an AIG Expert to support the MENA ARCM Committee.</i></p>	<p>DGCA-MID</p> <p>ICAO</p> <p>MENA ARCM Member States</p>	MENA ARCM MoU	21-22 Sep. 2021	<p>Completed</p>

CONCLUSIONS AND DECISIONS	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	STATUS/ REMARKS
<p>VIRTUAL DGCA-MID CONCLUSION 5/2 – REVISED MID CART IMPLEMENTATION PLAN</p> <p>That, the revised MID CART Implementation Plan at Appendix C is endorsed</p>	<p>DGCA-MID</p>	<p>Revised MID CART Implementation Plan</p>	<p>21-22 Sep. 2021</p>	<p>Completed</p>

APPENDIX 4A

**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, the RASG-MID and MID-RASFG;
- 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 even years (2022, 2024, 2026, etc.).

2.2 In cases where it is not possible to conduct face-to-face meetings (similar to what happened during the COVID-19 pandemic), the ICAO MID Regional Director, in coordination with the Heads of Civil Aviation Authorities in the MID Region, may decide to organize a DGCA-MID Virtual meeting, in order to advance the work and address urgent and emerging subjects of interest.

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) Global and Regional Developments
- 4) Managerial issues
- 5) Aviation Safety and Air Navigation
- 6) Aviation Security and Facilitation
- 7) Environmental protection
- 8) Economic Development of Air Transport
- 9) Strategic Planning and Implementation Support
- 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 four (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 WPs 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.*

APPENDIX 5A

MID FPP Services Charging Scheme

SERVICES	CHARGES		
	Normal fees	Active/Donor State	User State
Training Courses	<ul style="list-style-type: none"> For the courses with a duration up-to 5 days: USD 500/day/person For the courses with a duration of more than 5 days: USD 300/day/person 	20% discount	10% discount
Workshops/Seminars	<ul style="list-style-type: none"> Flat rate of USD 1000/person 	20% discount	10% discount
Flight Procedure Design (FPD), Ground Validation (GV), and Assistance/Consultancy projects	Price based on flat rate of USD 500/man workday ⁽¹⁾	20% discount	10% discount

(1): In accordance with the MID FPP ProDoc, para. 3.9 “For on-site missions/training courses, the travel and accommodation expenses and the daily subsistence allowance for the MID FPP personnel, ICAO Team and course’ instructors should be covered by the beneficiary State in accordance with applicable ICAO policies.”

APPENDIX 5B

MID FPP STEERING COMMITTEE (MID FPP SC)

TERMS OF REFERENCE

A) Purpose of the MID FPP SC:

The MID FPP Steering Committee shall meet at least once a year at a venue and time agreed upon by the SC Members.

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

1. elect a Chairperson for a cycle of three years unless re-elected;
2. review regional objectives, plans and users' requirements;
3. monitor and evaluate the Programme activities since the previous meeting;
4. formulate policies and assign priorities for the activities of the MID FPP taking into account the requirements of this Institutional Framework, the provisions of the MID FPP Project Document (ProDoc) and the availability of funds;
5. review and approve the annual work plan and budget of the MID FPP; taking into account the Host State's and Participating States' in kind-contributions for offsetting their annual financial contribution to the Programme.
6. review plans submitted by the MID FPP Manager;
7. ensure that the business plans are in line with the MID Air Navigation Strategy;
8. oversee the activities of the MID FPP in line with the plans and approved budgets;
9. monitor the financial performance at project level in line with the approved budget;
10. monitor and follow-up the implementation of the MIDANPIRG Conclusions and Decisions related to the MID FPP;
11. follow up with the implementation of the agreed projects and provide regular progress report to the relevant MIDANPIRG subsidiary bodies;
12. coordinate technical issues with the appropriate MIDANPIRG subsidiary bodies; and
13. review and update its terms of reference, as deemed necessary.

B) Composition:

The MID FPP SC is composed of:

1. MID FPP Active States: Directors General of Civil Aviation of the MID FPP Active States, or their designated representatives;
2. ICAO: Regional Director, Middle East Office, Director, Technical Cooperation Bureau (TCB), and Director Air Navigation Bureau Section (ANB) or their representatives; ~~and~~
3. The MID FPP Chairperson and the MID FPP Manager, who will act also as the Secretary of the Steering Committee meetings;
4. The PBN SG Chairpersons;

5. Participating Partners (refer to para. 6.d below), who actively participate in the implementation of the Programme work plan.
6. The following may participate in the Steering Committee meetings as Observers:
 - a) MID FPP Users States: Directors General of Civil Aviation of the MID FPP Member States, or their designated representatives;
 - b) Donor States, agencies, organizations and industry having made a financial or in-kind contribution (recognized as “Partners” in the implementation of the Programme);
 - c) Representatives from observers States, agencies, organizations and industry with an interest in aviation safety or air navigation issues in the MID Region; and
 - d) Representatives from the following participating Partners:

AACO, ACAC, ACI, AIRBUS, BOEING, CANSO, EUROCONTROL/SESAR JU, IATA, IFALPA IFAIMA, and IFATCA.

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

Note 1: The composition of the MID FPP SC may be updated over time to include only States and/or Partners that could participate actively and contribute to the work of the SC.

C) Working arrangements

The Chairperson, in close co-operation with the MID FPP Manager and the ICAO MID Office, shall make all necessary arrangements for the most efficient working arrangements of the MID FPP Steering Committee. Permanent contact shall be maintained between the Chairperson, Secretary, ICAO MID Office and Members of the Steering Committee to advance the work. Best advantage should be taken of modern communications facilities, particularly video-conferencing (Virtual Meetings) and e-mails.

APPENDIX 9A



Continuous Collaboration Approach to Managing and Enhancing Safety in MID Region

First Edition, November 2022

Continuous Collaboration Approach to Managing and Enhancing Safety in MID Region

Introduction

- 1) ICAO Assembly Resolution 41-6, including the endorsement of 2023-2025 (fourth) edition of the Global Aviation Safety Plan (GASP);
- 2) The GASP 2023-2025 Edition presents the global strategy for the continuous improvement of aviation safety and provides a framework in which regional and national aviation safety plans Regional Aviation Safety Plan (RASP) and National Aviation Safety Plan (NASP) are developed and implemented;
- 3) ICAO Assembly Resolution 41-24, concerning Aviation's contribution towards the United Nations (UN) 2030 Agenda for Sustainable Development;
- 4) Aviation Safety activities and deliverables contained in the ICAO Strategic objectives and Business Plan supporting targets of the 11 out of 17 UN SDGs; and
- 5) The endorsement by 41 Assembly of the new Policy on ICAO Implementation Support Provided to States by ICAO, which strengthens ICAO's implementation support activities to meet the needs of States.

Middle East Regional Aviation Safety Plan (MID-RASP) 2023-2025 Edition

- 1) The Middle East Regional Aviation Safety Plan (MID-RASP) 2023-2025 Edition presents the strategic direction for the management of aviation safety in the MID Region, to strengthen Member States Safety Oversight Systems, and risk-based approach to managing safety and support effective implementation of States' Safety Programmes (SSP) and Safety Management System (SMS) including the development of NASPs;
- 2) The MID-RASP 2023-2025 Edition provides strategic approach to managing safety at the regional level with the focus on MID Region strategic safety priorities: Organizational challenges/issues, operational safety risks, and emerging risks.
- 3) The MID-RASP 2023-2025 Edition identifies MID Region Safety Performance Monitoring (SPM) with specific safety targets in line with GASP and the RASG-MID would continuously monitor the implementation of the Safety Enhancement Initiatives (SEIs) and measure safety performance of regional civil aviation, to ensure the intended targets are achieved using the MID Region SPM.
- 4) The drastic reduction in traffic volumes due to COVID-19 and the new safety risks identified by its impacts, the MID-RASP supports on maintaining collectively the pre-pandemic high aviation safety level throughout the recovery phase and improving safety post-recovery.
- 5) The MID-RASP provides strategy for improving safety within a specified timeframe, through defined SEIs in a coordinated, cooperative and collaborative approach among States, international organizations, and industry to achieve Safety Targets.
- 6) Fostering effective risk management capabilities in the MID Region, State and industry level to cope with the systemic and operational safety risks and wide-ranging effects of the crisis and constitute an important enabler for building back a more resilient aviation system

Challenges affecting achievement MID-RASP Objectives, Goals and Targets

- 1) Unstable Security/Political Situation
- 2) Financial Constraint (financial resources)
- 3) Insufficient qualified and experienced technical staff
- 4) Development of NASP and SSP implementation
- 5) Lack of sharing of safety information

Way Forward

States, International/Regional Organizations and Industry to work together in a collaborative and coordinated manner towards to:

- i. Supporting the provision of sustainable resources including financial and in-kind support to achieve effective aviation Safety Oversight and implementation of Safety Management including the development of NASPs;
- ii. Supporting the availability of needed resources for the implementation of MID-RASP including SEIs and safety actions, in coordination with ICAO MID Regional Office, which aims to enhance aviation safety in the MID Region.
- iii. Reinforcing efficient and effective cooperation and collaboration with all stakeholders, avoiding duplication and optimizing the allocation of resources;
- iv. Coordinating the prioritization of Member States needs with ICAO MID Regional Office to ensure the availability of resources to support States, particularly States facing challenges in order to resolve identified safety issues and deficiencies;
- v. Contributing to the ICAO Implementation Support and MID Region NCLB Strategy and ultimately the United Nations Sustainable Development Goals; and
- vi. Acting upon the recommendations agreed during the recommendations of the HLCC-2021 under the Safety Stream

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الهيئة العامة للطيران المدني
GENERAL CIVIL AVIATION AUTHORITY



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كلمة سعادة سيف محمد السويدي مدير عام الهيئة العامة للطيران المدني

أصحاب المعالي والسعادة رؤساء ومدراء عموم الطيران المدني
ممثلي منظمات الطيران المدني
الحضور الكريم

السلام عليكم ورحمة الله وبركاته،،،

إنه لمن دواعي فخري وسروري ان ارحب بكم في بلدكم الثاني دولة الامارات العربية المتحدة، تلك الدولة التي دأبت على فتح ذراعيها ومد يدها للجميع

لا شك ان التواجد معاً اليوم في هذا التجمع المبارك لقيادات قطاع الطيران المدني العربي يعبر عن إيماننا جميعاً بأهمية التكاتف والترابط لما فيه مصلحة الطيران المدني العربي، كما اود التعبير عن جزيل شكري وتقديري لجهودكم المباركة وتعاونكم البناء لازالة العقبات التي واجهت القطاع خاصة في مواجهة التحديات التي مر بها العالم منذ بداية العام 2020 بسبب جائحة كورونا، مع تمنياتي لهذا الاجتماع - والذي نستضيفه في هذا العام المميز والذي يكتسب أهمية خاصة بالنسبة الينا نظراً لتزامنه مع مرور 50 عاماً على انضمام دولة الإمارات إلى اتفاقية شيكاغو- النجاح في تحقيق اهدافه.

الحضور الكريم،

كانت دولة الامارات و لا تزال سباقة في تحويل التحديات الى فرص، و المحن الى منح ، عبر اتخاذ قرارات جريئة و في ذات الوقت متوازنة، ولقد تجلّى ذلك خلال سنوات الجائحة، فقد كانت الدولة من أعلى الدول اجراءً للفحوصات واعتماد التطعيمات و فتحاً للمرات الآمنة، ومن أوائل الدول – ان لم تكن الأولى- في اعادة فتح أبوابها للسياحة و التجارة في وقت كان العالم يعالج اغلاقاً شبه كامل في وجه النقل الجوي.

هذا علاوة على الاستباقية في ممارسات متعددة ساهمت في مكافحة الجائحة و في استمرارية تحقيق العوائد للنقلات، مثل المبادرة باعتماد نقل البضائع في مقصورة الركاب و شحن اللقاحات جوا الى مختلف وجهات العالم، و اصدار شهادات المشغل الجوي باجراءات هجينة ساهمت في تقصير الوقت رغم ظروف الحظر.

كما طورت منظومة ادارة الأزمات و الكوارث بالدولة منهجيتها المتفردة و التي سمحت لها بتكييف قراراتها ذات الصلة بالنقل الجوي تبعا لتطورات الجائحة و المتحورات بصورة ديناميكية و متزنة، لم تؤثر سلبا على الاتجاه التصاعدي في حركة النقل الجوي.

و ها هو قطاع الطيران المدني المحلي يجني اليوم ثمار الخطوات الاستباقية اذ يشهد تزايدا فاق التوقعات سواء من حيث الحركة الجوية التي استعادت زخم ما قبل الجائحة أو حركة الركاب والشحن أو على مستوى الأداء المالي للقطاع. و عليه فلا غرابة في ان تتبوأ الدولة المركز الأول عالميا في قدرة الحكومة على التكيف مع المتغيرات.

لا شك ان جدول أعمال هذا الاجتماع الشامل لكافة مكونات قطاع الطيران المدني يعتبر فرصة فريدة لجميع الدول المشاركة لمناقشة وتبادل وجهات النظر وعرض أفضل الممارسات التي من شأنها المساهمة في تطوير قطاع الطيران المدني في الدول وعلى المستوى العربي، بالاضافة الى إنشاء تعاونات ثنائية وإقليمية.

و نأمل ان يساهم هذا الاجتماع بتعزيز أوجه التعاون لتنفيذ مبادرات منظمة الطيران المدني الدولي وتطوير الأنشطة ذات الأهمية المشتركة لدول المنطقة، إضافة إلى توفير الأرضية اللازمة لتطبيق المعايير والإجراءات المتبعة في قطاع الطيران المدني بشكل أكثر اتساعاً وشمولاً.

في الختام اود التأكيد على التزام دولة الامارات الدائم بدعم كافة الجهود الرامية نحو تعزيز مستقبل مزهر لقطاع الطيران المدني الدولي والعربي بشكل خاص، بما يتوافق مع الأهداف الاستراتيجية للإيكافو، ودعم الجهود للعمل على تبني سياسات ومشاريع جديدة لتطوير بنية تحتية رقمية متقدمة للحفاظ على منظومة نقل جوي آمنة وفعالة ومستدامة.

كما اتوجه بجزيل الشكر والتقدير لمدير المكتب الاقليمي للإيكافو وكافة العاملين فيه وجميع المنظمين على جهودهم المميزة في تنظيم هذا الاجتماع.

والسلام عليكم ورحمة الله وبركاته،

ATTACHMENT C



**Address by the
Secretary General of the
International Civil Aviation Organization
Mr. Juan Carlos Salazar
to the Sixth Meeting of the
Directors General of Civil Aviation – Middle East**

(Abu Dhabi, UAE, 1-3 November 2022)

Excellencies,

Ladies and gentlemen,

1. It is my great pleasure to meet with all of you today, though I greatly regret I couldn't be there in person this week.
2. You have much to review over the next few days, and to help guide those discussions I wished to share some perspectives and reflect on the priorities resulting from our recently-concluded 41st Assembly.
3. First and foremost, ICAO Member States have adopted a long-term global aspirational goal (LTAG) for international aviation of net-zero carbon emissions by 2050.
4. They have also agreed that achieving this objective will rely on the combined effect of multiple aviation CO₂ emissions reduction measures, including innovative aircraft technologies, streamlined flight operations reducing fuel burn, and the increased production and deployment of sustainable aviation fuels (SAF).
5. The practical considerations informing countries key commitments are largely based on the current pace of technological and process innovation taking place all over the world.
6. These accelerating discoveries in aeronautics, materials sciences, renewable energy storage and propulsion, and many other related disciplines, provide us with not merely a hope, but rather a very realistic expectation that emissions free powered flight can become a practical reality in just the next few decades.
7. This also poses some challenging implications for aircraft designers and manufacturers, and it also highlights why the expectations informing airline fleet management strategies over the next few decades will be highly significant to the LTAG achievement.
8. One of the most important implications of States adopting the LTAG is that it will help assure a harmonized regulatory and policy framework globally which is both supportive *and* dependable.
9. As we will plan for and work together toward the long-term objective, offsetting under the ICAO's Carbon Offsetting and Reduction Scheme for International Aviation (CORSA) and the increasing roll-out of Sustainable Aviation Fuels (SAF) will be critical to our near- and mid-term objectives.

10. The Assembly accordingly completed the first periodic review of CORSIA, with countries agreeing on a new CORSIA baseline from 2024 defined as 85% of CO2 emissions in 2019.
11. It also underscored the importance of the new ICAO ACT-SAF: assistance, capacity-building and training programme for Sustainable Aviation Fuels (SAF).
12. **Air transport system resilience** in the post-COVID-19 era was another important focus at this year's ICAO Assembly.
13. The outcomes of ICAO's 2021 High Level Conference on COVID-19 factored importantly into States A41 decisions in this area, for example on the need for a contactless digital passenger experience which is closely informed by new public health related ICAO provisions.
14. Countries agreed in this context to promote the global adoption of internationally interoperable health certificates featuring ICAO Visible Digital Seal verification features, and they also voiced their support for the ICAO Health Master List, which aids both States and aviation stakeholders in achieving efficient and secure authentication of traveller vaccination status and test result certificates.
15. States further endorsed at A41 that ICAO must develop a new strategy to better prepare the world for future public health emergencies. They instructed us to do so through our CAPSCA Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation, and to establish a comprehensive crisis management framework.
16. Additionally, in the **Security domain**, the Assembly acknowledged the importance of ICAO's Global Aviation Security Plan (GASeP) and Roadmap, while recognizing that it will need to be updated to provide a strong focus on human factors, performance, and the professionalization of the aviation workforce.
17. Countries at A41 also officially supported the recommendations from the ICAO Symposium on Assistance to Aircraft Accident Victims and their Families, which we conducted last year.
18. In the areas of **Aviation Safety and Air Navigation**, Assembly States endorsed the latest editions of ICAO's Global Aviation Safety Plan (GASP) and Global Air Navigation Plan (GANP).
19. This endorsement will help ICAO to continue to bring the aviation community together around common targets and pathways to achieve an agile, safe, secure, sustainable, high-performing and interoperable global air transport system, and we were particularly encouraged that the cyber resilience of safety critical systems was underscored as a key priority for the next edition of the GANP.
20. I would like to underline here the important role of having national development plans which meaningfully incorporate aviation development priorities.
21. National aviation planning must also be closely aligned with ICAO's Standards and Recommended Practices (SARPs), and structured on the basis of the targets and frameworks established in our Global Plans.
22. Getting back to the Assembly, ICAO's High-level Conference on COVID-19 also delivered a number of safety recommendations which States formally adopted at A41, and in this context they agreed that regional aviation safety organizations and accident investigation bodies should be better supported through more sustainable funding and legal frameworks.

23. I would emphasize in this regard the ambitious project in this Region to operationalize the MENA RSOO, which thanks to Saudi Arabia's Host State contribution and the support now being offered by other member States, is currently expected to be officially launched sometime next year.
24. With respect to the **Economic Development of Air Transport**, ICAO Member States formally recognized aviation as a powerful enabler of social and economic recovery.
25. They also underscored the need for increasing liberalization of air services, and the role of air cargo operations in keeping our world supplied and connected in times of crisis.
26. States also agreed to improve funding access for the modernization of aviation infrastructure and air navigation services worldwide, while urging the ICAO Air Transport Regulation Panel (ATRP) to continue to advance its work on the new *Convention on Foreign Investment in Airlines*.
27. In addition to these developments relating to ICAO's core Strategic Objectives, countries at A41 also showed their strong support for ICAO's new **Implementation Support Policy**.
28. They further acknowledged the value-added aspects of ICAO's technical cooperation and assistance resources, as well as its portfolio of products and services to support the recovery, resilience and sustainable development of international aviation.
29. This includes the invaluable assistance to Member States provided through ICAO's global aviation training activities and programmes, and in a related decision States have asked ICAO to convene a conference this triennium to fully assess current and future human resources skills requirements and training needs for global aviation.
30. In this regard I would congratulate here both your States and Regional Director Farea and his team in Cairo 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.
31. It has been a silver lining of the pandemic that it has brought MID States and other region States closer together, globally, through new coordination and planning mechanisms, while greatly improving the links between civil aviation and public health authorities within States as well.
32. We must assure that we continue to build on this momentum.
33. And please let me also underscore here how deeply grateful ICAO has been for the partnership and generosity demonstrated towards related results in this region, and by so many States, partners and donors.
34. Further decisions at A41 served to advance ICAO's work in the Legal domain, and to promote the alignment of our priorities and programmes with States' needs as they pursue the 17 specific goals under the United Nations 2030 Agenda for Sustainable Development.
35. In this regard, I wish to underscore how important it is to ensure that civil aviation authorities, industry, and partners have the proper governance policies and the adequate regulatory framework to generate the air transport's social and economic benefits, and to continue to achieve environmentally responsible growth.
36. As you embark on the challenges and opportunities which lie ahead, it's important to keep the gravity and excitement of the possibilities for future aviation firmly in perspective.

37. For almost 80 years after all, aviators have harnessed innovation, and a bold spirit of adventure, to make possible what was impossible. To connect what was disconnected. To turn the adversity of distance into opportunity and prosperity.
38. And so when challenges confront humanity on a truly global scale, as they most certainly do today, there is an expectation for aviation to be at the leading edge of our collective global response.
39. The New Normal we're now confronted with will need more than a transformed and carbon-neutral aviation network, and by this I mean it will also need a more effective ICAO.
40. I have therefore committed to transforming the ICAO Secretariat to become a more agile and responsive multilateral solutions provider, and we will be working closely with States and industry as this process continues to assure that we are fully fit for purpose for the exciting future of aviation which now lies ahead of us.
41. This vision has now been fully detailed and formalized in ICAO's 2023-2025 Business Plan, in a new transformational objective, and underpinned by a rigorous results-based management (RBM) approach.
42. The 2023-2025 vision includes Transformational Objective Outputs which will drive much needed organizational change at ICAO in the areas of human resources, ethics, IT infrastructure, services and cybersecurity, and financial and operational management.
43. The regular budget for the Organization to implement its Business Plan has been adopted by the 41st Assembly, but what countries have agreed to will not be sufficient to achieve everything we've aimed for.
44. We are therefore also undertaking a comprehensive resource mobilization strategy to support and deliver on its ambitious outcomes.
45. In concluding, I would like to encourage MID States to continue their active engagement with the ICAO MID Regional Office, and active participation in relevant regional groups.
46. Despite the current geopolitical challenges confronting the Middle East Region, ICAO has been working to assure that regional activities and achievements are still progressing. Regional Director Mr. Abu Baker will shortly be providing a progress report on these.
47. I would like to take a moment here 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 the ATM Contingency Plan.
48. As you all know, the FIFA World Cup 2022 will take place in few days in this Region, specifically in Doha, Qatar and this will have a significant impact on the airspace capacity in the MID Region.
49. This will require the implementation of ATFM measures which will be based on a collaborative decision making that allows all members of the ATM Community to participate in the decision making process, in particular the adjacent States.
50. In this respect, I have been greatly encouraged with the teamwork and results of the MIDANPIRG FIFA World Cup 2022 Task Force.

51. It is lastly my tremendous pleasure today to commend the MID Region for the establishment of the MID Flight Procedures Programme (MID FPP) here in Abu Dhabi.
52. The MID FPP will further support States in meeting their obligations relating to flight procedure design and PBN implementation, and we are still looking forward to more MID States joining the Programme as “Active States” through their signature of the Project Document.
53. Ladies and gentlemen, ICAO, as always, remains extremely grateful for the dedication of our Member States, and all of our future objectives together will rely on our continuing and very successful collaborations.
54. I wish you all a very productive meeting, and we’ll look forward to helping you realize its results.

Thank you.



DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

Sixth Meeting (DGCA-MID/6)
(Abu Dhabi, UAE, 1-3 November 2022)

LIST OF WORKING AND INFORMATION PAPERS

(Presented by the Secretariat)

1- WORKING PAPERS/PRESENTATIONS

WP/PPT No.	Agenda Item	Title of WP/PPT	Presented by
WP/1	1- Adoption of Provisional Agenda	Provisional Agenda	Secretariat
WP/2	2- Review and Follow-up of Action Items arising from the previous Meetings	Review and Follow-up of Action Items arising from the previous Meetings	Secretariat
PPT/3	3- Global and Regional Developments	Lessons learned from the COVID-19 pandemic	Secretariat
PPT/4	3- Global and Regional Developments	Main outcomes of the 41 st ICAO Assembly	Secretariat
WP/5	3- Global and Regional Developments	ICAO Activities related to Innovation	Secretariat
PPT/6	3- Global and Regional Developments	Revenue Generation Activities	Secretariat
PPT/7	3- Global and Regional Developments	Progress Report since DGCA-MID/5 meeting	Secretariat
WP/8	4- Managerial Issues	Guidance Material for the Convening of the DGCA Meetings	Secretariat
PPT/9	5- Aviation Safety and Air Navigation	Aviation Safety and Air Navigation Global Developments	Secretariat
PPT/10	5- Aviation Safety and Air Navigation	Outcome and follow-up to the MIDANPIRG/19 & RASG-MID/9 meetings	Secretariat
PPT/11	5- Aviation Safety and Air Navigation	Progress Report on Safety priorities and targets	Secretariat
PPT/12	5- Aviation Safety and Air Navigation	Progress Report on Air Navigation priorities and targets	Secretariat
WP/13	5- Aviation Safety and Air Navigation	Progress report on the MID FPP Project	MID FPP
PPT/14	5- Aviation Safety and Air Navigation	FIFA World Cup 2022	Secretariat

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

WP/PPT No.	Agenda Item	Title of WP/PPT	Presented by
PPT/15	5- Aviation Safety and Air Navigation	MIDANPIRG Enhancement Programme	UAE
PPT/16	5- Aviation Safety and Air Navigation	Month of Knowledge for the Future of Air Navigation Services (MOKFANS)	UAE
PPT/17	6- Aviation Security and Facilitation	AVSEC & Cybersecurity activities	Secretariat
PPT/18	6- Aviation Security and Facilitation	Developments in the ICAO Facilitation Programme	Secretariat
PPT/19	6- Aviation Security and Facilitation	Update on the MID-RASFG outcomes and activities, including status of MID SECFAL targets	Secretariat
PPT/20	7- Environmental Protection	Civil Aviation and the Environment	Secretariat
WP/21	7- Environmental Protection	Status of Implementation of CORSIA Requirements & Associated Implementation Support Activities	Secretariat
PPT/22	8- Economic Development of Air Transport	Economic Development of Air Transport	Secretariat
WP/23	8- Economic Development of Air Transport	ICAO's work on charges for Airports and Air Navigation Services	Secretariat
PPT/24	9- Strategic Planning and Implementation Support	ICAO Implementation Support Policy	Secretariat
PPT/25	9- Strategic Planning and Implementation Support	ICAO Technical Cooperation Activities in the MID Region	Secretariat
PPT/26	9- Strategic Planning and Implementation Support	Technical Assistance activities in the MID Region - Progress Report on the implementation of the MID Region NCLB Strategy	Secretariat
PTT/27	9- Strategic Planning and Implementation Support	Regional Office response to No Country Left Behind (NCLB) Campaign Systemic Assistance Program (SAP)	Secretariat
PPT/28	9- Strategic Planning and Implementation Support	Continuing Collaboration Approach to Managing and Enhancing Safety in MID Region	Secretariat
PPT/29	9- Strategic Planning and Implementation Support	Strategic Planning and Implementation support for Aerodromes in the MID Region	Secretariat
PPT/30	9- Strategic Planning and Implementation Support	ACI contribution to the Implementation support for Aerodromes in the MID Region	ACI
WP/31	10- Dates and Venues of Next Meetings	Dates and Venues of DGCA-MID/7 and DGCA-MID/8 Meetings	Secretariat
WP/32	4- Managerial Issues	برنامج جاهز لإدارة المخاطر المؤسسية واستمرارية الأعمال	UAE

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WP/PPT No.	Agenda Item	Title of WP/PPT	Presented by
PPT/33	5- Aviation Safety and Air Navigation	تقنيات الواقع الافتراضي في تحقيقات الحوادث الجوية	UAE
WP/34	7- Environmental Protection	البيئة والطيران	AACO
WP/35	6- Aviation Security and Facilitation	Encouraging the adoption of One-Stop Security	ACI
WP/36	7- Environmental Protection	ACI's approach to Airports Decarbonization	ACI
WP/37	8- Economic Development of Air Transport	A suggested approach to establishing the ICAO MID Air Transport Strategic Plan 2020 - 2035	ACI
WP/38	6- Aviation Security and Facilitation	Fostering Aviation Security	UAE
PPT/39	5- Aviation Safety and Air Navigation	IATA Risk based IOSA	IATA
PPT/40	6- Aviation Security and Facilitation	Improving Aviation Security through Assistance and Training - ISD	Secretariat
WP/41	3- Global and Regional Developments	Ratification of Air Law Instruments	Secretariat
WP/42	3- Global and Regional Developments	Establishment of Future Aviation Think Tank in the Middle East	S. Arabia
WP/43	5- Aviation Safety and Air Navigation	Middle East and North Africa Aircraft Accident and Incident Investigation Regional Cooperation Mechanism - MENA ARCM	S. Arabia
PPT/44	3- Global and Regional Developments	Utilizing IATA technical expertise to support aviation development/ capacity building for States in needs through collaborative approach with ICAO MID Regional Office and other Stakeholders	IATA

2- INFORMATION PAPERS

IP No.	Agenda Item	Title of Information Paper	Presented by
1		List of Working & Information Papers	Secretariat
2		Daily order of Business and Work Programme	Secretariat
3	3- Global and Regional Developments	ICAO Business Plan 2023-2025	Secretariat
4	3- Global and Regional Developments	Shaikh Mohammad Bin Rashid Global Aviation Award	UAE
5	3- Global and Regional Developments	Government for Business (G4B)	UAE
6	3- Global and Regional Developments	Airports of the Middle East Praise National Governments for Effective Support of the Aviation Sector in the Region during the Pandemic and in the recovery period	ACI
7	9- Strategic Planning and Implementation Support	ACI's Contribution to the Implementation Support for Aerodromes in the MID Region	ACI
8	6- Aviation Security and Facilitation	تطوير اللانحة التنظيمية لمساعدة عائلات ضحايا الحوادث الجوية	UAE
9	5- Aviation Safety and Air Navigation	تطوير منظومة التشريح وأمراض الطيران في تحقيقات الحوادث الجوية	UAE
10	5- Aviation Safety and Air Navigation	Aviation Marathon challenge	UAE
11	5- Aviation Safety and Air Navigation	Wages Protection of Aviation Workers	UAE
12	3- Global and Regional Developments	الدروس المستخرجة من جائحة كوفيد-19	AACO
13	5- Aviation Safety and Air Navigation	Addressing the Impact on Positional Accuracy Based on the Temporality for the Aviation Industry	IFAIMA

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