



*International Civil Aviation Organization*

**MIDANPIRG/20 and RASG-MID/10 Meeting**

*(Muscat, Oman, 14 - 17 May 2023)*

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**Agenda Item 2.1: DGCA-MID/6 Meeting Outcomes**

**DGCA-MID/6 MEETING OUTCOMES**

*(Presented by the Secretariat)*

**SUMMARY**

This paper presents the outcomes of the DGCA-MID/6 meeting, with an update on the status of the Conclusions endorsed by the meeting.

Action by the meeting is at paragraph 3.

**REFERENCES**

- DGCA-MID/6 Report

**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 of the United Arab Emirates (GCAA-UAE) in Abu Dhabi from 1 to 3 November 2022.

1.2 The meeting was attended by a total of Ninety Five (95) participants from Fifteen (15) States (Bahrain, Iraq, Jordan, Kuwait, Lebanon, Libya, Oman, Palestine, Qatar, Saudi Arabia, Sudan, United Arab Emirates, United Kingdom, United States and Yemen) and nine (9) International/Regional Organizations (AACO, ACAO, ACI, Airbus, Boeing, EASA, IATA, IFALPA and IFAIMA).

**2. DISCUSSION**

2.1 The DGCA-MID/6 meeting:

- was apprised of the global and regional developments, including the lessons learned from the COVID-19, the main outcomes of the ICAO 41st Assembly, a progress report on what happened since the last DGCA-MID/5 meeting held in Kuwait in November 2019 and the actions undertaken under the scope of the implementation of Resolution A40-27 - Innovation in Aviation and upcoming initiatives of relevance to the MID Region, which will span across the 2023-2025 triennium. The meeting encouraged also States and International Organizations to coordinate with the ICAO MID Office the organization of joint Revenue Generation Activities.
- was apprised of the aviation safety and air navigation global developments.

- noted the main outcomes of the MIDANPIRG/19 & RASG-MID/9 meetings; and was provided with a progress report on the safety and air navigation priorities and targets in the MID Region.
- agreed to the establishment of the MIDANPIRG Enhancement Programme (MEP) 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.
- endorsed the MID FPP Funding Mechanism.
- reviewed the activities conducted under the FIFA World Cup 2022 Task Force (FWC2022 TF) and encouraged States to continue the support provided to the FWC 2022 activities during the event.
- was apprised of the latest developments related to Aviation Security and Facilitation.
- was provided with an update on the MID-RASFG outcomes and activities, including the status of the MID SECFAL targets.
- was apprised of the latest developments related to Environmental Protection, including the main outcomes of the 41th session of the Assembly, in particular Resolutions A41-20, A41-21 and A41-22 relating to General Provisions, Noise and Local Air Quality, Climate Change and CORSIA, respectively.
- 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.
- was apprised of the latest developments related to Economic Development of Air Transport, including ICAO's work on charges for Airports and Air Navigation Services. In this respect, the meeting invited ICAO to organize a Workshop on ICAO's policies on charges and taxes for States in the MID Region.
- agreed to the development of the MID Region Air Transport Strategic Plan 2025-2040.
- was apprised of the objectives and advantages of the ICAO Implementation Support Policy.
- noted the main objectives of the ICAO Technical Cooperation Bureau (TCB) and was provided with a briefing on the ICAO Technical Cooperation Activities in the MID Region.
- was provided with a progress report on the implementation of the MID Region NCLB Strategy and technical assistance activities in the MID Region.
- endorsed the Continuous Collaboration Approach to Managing and Enhancing Safety in the MID Region.
- agreed that the DGCA-MID/7 and DGCA-MID/8 meetings be held in Riyadh, Saudi Arabia and Doha, Qatar in 2024 and 2026, respectively.

2.2 The list of DGCA-MID/6 Conclusions are at **Appendix A**.

2.3 With regard to the DGCA-MID/6 Conclusion 6/4 - MIDANPIRG Enhancement Programme (MEP), the meeting may wish to note that the ICAO MID Office issued State Letter Ref.: ME 5- 23/010 dated 12 January 2023 inviting States to provide the ICAO MID Office with the contact details of their nominated MEP Focal Point and support the achievement of the MEP objectives. Six (6) States replied. Work is in progress with Iraq, Sudan and Yemen. More details are contained in a separate PPT to be presented by the MIDANPIRG Chairperson.

2.4 With regard to the DGCA-MID/6 Conclusion 6/6 - *MID Region Air Transport Strategic Plan 2025-2040*, the meeting may wish to note that the first meeting of the MID Region Air Transport Strategic Plan 2025 -2040 Drafting Group was held virtually on 28 March 2023, using MS. Teams Platform. It was agreed that the main objective/pillar is to foster the development of a sound and

economically viable air transport system in the MID Region. However, considering 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, the Strategic Plan should address, in addition to the main objective/pillar, Aviation Safety, Aviation Security, Air Navigation and Environmental protection. The meeting agreed that the MID Air Transport Strategic Plan 2025-2040 should focus more on proposing policies to promote air connectivity in the MID Region while outlining high level objectives supplemented by specific policies in other ICAO strategic areas, i.e. safety, security and facilitation, environmental protection and air navigation capacity and efficiency, as per the MID Region's needs and consistent with UNSDGs, ICAO global documents and past ICAO MID regional declarations such as the Muscat Declaration 2017 and Dubai Declaration on Cybersecurity 2017.

2.5 The Second meeting of the MID Region Air Transport Strategic Plan 2025 -2040 Drafting Group was held virtually on 2 May 2023, using MS. Teams Platform. The meeting reviewed the MID Region Air Transport Strategic Plan 2025 -2040 Draft Layout/Table of Content, as developed by the First meeting, and agreed to few adjustments as at **Appendix B**.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the outcomes of the DGCA-MID/6 meeting and the status of implementation of its Conclusions;
- b) note the activities undertaken in support of the MEP and encourage States and stakeholders to collaborate with the MID Office for the provision of necessary assistance to the States in need; and
- c) note the progress achieved by the MID Region Air Transport Strategic Plan 2025 - 2040 Drafting Group; and agree on the way forward for the development of the Sections related to Aviation Safety and Air Navigation Capacity and Efficiency.

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**APPENDIX**

**FOLLOW-UP ACTION PLAN ON THE DGCA-MID/6 CONCLUSIONS**

CONCLUSIONS AND DECISIONS	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	STATUS/ REMARKS
<p><b>CONC. 6/1: CO-ORGANISING OF REVENUE GENERATION ACTIVITIES</b></p> <p>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.</p>	<p>ICAO, States &amp; ORGs</p>	<p>Joint Revenue Generation Activities (MID RCM)</p>		<p><b>Ongoing</b></p> <p>MID Regional Cooperation Plan 2023-2025 endorsed by MID RCM/8 meeting</p>
<p><b>CONC. 6/2: WORKSHOP ON ENTERPRISE RISK MANAGEMENT AND BUSINESS CONTINUITY</b></p> <p>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.</p>	<p>UAE</p>	<p>Workshop on Enterprise Risk Management and Business Continuity</p>	<p>Dec 2023</p>	<p><b>Ongoing</b></p>
<p><b>CONC. 6/3: MID FPP FUNDING MECHANISM</b></p> <p>That, considering that the MID FPP business model is based on cost-recovery mechanisms (non-profit):</p> <p>a) the charges applied by the MID FPP are in accordance with applicable ICAO policies and as agreed by the MID FPP Steering Committee;</p> <p>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;</p> <p>c) the MID FPP charging scheme is in accordance with <b>Appendix 5A</b> and might be revised by the MID FPP Steering Committee, when necessary;</p>	<p>DGCA-MID/6</p>	<p>Funding Mechanism</p>	<p>Nov. 2022</p>	<p><b>Completed</b></p> <p>(More updates in WP/50)</p>

CONCLUSIONS AND DECISIONS	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	STATUS/ REMARKS
<p>d) the Active States pay an annual financial contribution of USD 20,000;</p> <p>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; and</p> <p>f) the annual contributions be paid not later than 1 December of each year based on the invoices issued by ICAO TCB;</p> <p>g) ICAO ensure that the year of contribution is clearly indicated on the invoices related to the MID FPP Project;</p> <p>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</p> <p>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);</p> <p>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</p> <p>k) the MID FPP funding mechanism be revised by the MID FPP Steering Committee, when necessary.</p>				
<p><b>CONC. 6/4: MIDANPIRG ENHANCEMENT PROGRAMME</b></p> <p>That:</p> <p>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</p>	DGCA-MID/6	MEP	Nov. 2022	<b>Actioned</b>

CONCLUSIONS AND DECISIONS	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	STATUS/ REMARKS
<p>Air Navigation deficiencies, through the collaboration of States and stakeholders for the provision of necessary assistance to the States in need;</p> <p>b) States provide the ICAO MID Office with the contact details of their nominated MEP Focal Point; and</p> <p>c) States and stakeholders support the achievement of the MEP objectives.</p>	<p>States</p> <p>States and stakeholders</p>	<p>MEP Focal Points</p> <p>Achievement of MEP objectives</p>	<p>15 Feb. 2023</p>	<p>SL Ref.: ME 5- 23/010 dated 12 Jan. 23</p> <p>(More updates in PPT/11)</p>
<p><b>CONC. 6/5: CHARGES FOR AIRPORTS AND AIR NAVIGATION SERVICES</b></p> <p>That:</p> <p>a) ICAO organizes workshop on ICAO’s policies on charges and taxes for States in the MID Region;</p> <p>b) States are encouraged to utilize relevant ICAO guidance on charges for airports and air navigation services;</p> <p>c) States are urged to enhance the implementation of ICAO’s policies on charges for airports and air navigation services; and</p> <p>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.</p>	<p>ICAO</p> <p>States</p>	<p>workshop on ICAO’s policies on charges and taxes</p>	<p>Dec. 2024</p>	<p><b>Ongoing</b></p>
<p><b>CONC. 6/6: MID REGION AIR TRANSPORT STRATEGIC PLAN 2025 - 2040</b></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> <p>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;</p>	<p>ICAO</p>	<p>Focal Points</p>	<p>Jan. 2023</p>	<p><b>Actioned</b></p> <p>State Letter File Ref.: ME 5 – 22/301 dated 8 Dec. 2022</p>

CONCLUSIONS AND DECISIONS	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	STATUS/ REMARKS
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; and d) the Draft MID Region Air Transport Strategic Plan 2025 -2040 be presented to the DGCA-MID/7 meeting for endorsement.	ICAO MID and ACI  Drafting Group  Drafting Group	Reports of the Drafting Group  Draft MID Region Air Transport Strategic Plan 2025-2040  MID Region Air Transport Strategic Plan 2025-2040	Q4-2024	First meeting of the Drafting Group was held on 28 March 2023  Second meeting of the Drafting Group was held on 2 May 2023
<b>CONC. 6/7: CONTINUOUS COLLABORATION APPROACH TO MANAGING AND ENHANCING SAFETY IN MID REGION</b>  That: a) the Continuous Collaboration Approach to Managing and Enhancing Safety in MID Region at <b>Appendix 9A</b> , 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.	DGCA-MID/6  States and Stakeholders	Continuous Collaboration Approach to Managing and Enhancing Safety	Nov. 2022	<b>Ongoing</b>  (Updates in PPT/7)

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**MID REGION AIR TRANSPORT STRATEGIC PLAN 2025 – 2040**

1. Introduction (Scope, UN SDGs, principles, etc)
2. Importance of Aviation in the Middle East Region
  - a) Economic Impact of Aviation
  - b) Challenges and Priorities
3. Sustainable development of civil aviation by 2040
  - 3.1 Economic Development of Air Transport in the MID Region
    - 3.1.1 Statistics and Forecasts*
    - 3.1.2 Air connectivity*
    - 3.1.3 Traffic Rights and Liberalization*
    - 3.1.4 Competition and Consumer Protection*
    - 3.1.5 Airports and Air Navigation Charges and Taxation*
    - 3.1.6 Aviation Infrastructure and Investments (Airports, ANSPs and Airlines)*
    - 3.1.7 Resilience*
  - 3.2 Aviation Safety
  - 3.3 Aviation Security and Facilitation
  - 3.4 Air Navigation
  - 3.5 Environmental Protection
4. Conclusions and Recommendations
5. Action Plan

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