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.

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.

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/X – 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

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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.

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/X:　　　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 5X** 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.*

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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 5X**.

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/X – 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.*

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 (CORSIA)", 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 CORSIA.

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 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:

a)   improvement to existing guidance in Doc 9161 to increase readability, consistency, and reflect the current state of the provision of MET services; and

b)   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-plicies-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/X: 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.*

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/X: 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; and*

b) *ACI is designated as the Rapporteur 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.*

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.

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 9X**, 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/X:*** *C̲ONTINUOUS C̲OLLABORATION*
> *A̲PPROACH TO M̲ANAGING AND*
> *E̲NHANCING S̲AFETY IN M̲ID R̲EGION*
>
> *That:*
>
> a) *the Continuous Collaboration Approach to Managing and Enhancing Safety in MID Region at **Appendix 9X**, 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.