European and North Atlantic Office

F I N A L

SUMMARY OF DISCUSSIONS OF THE

DIRECTORS GENERAL OF CIVIL AVIATION - EUR/NAT REGIONS

2026 MEETING (EUR/NAT-DGCA/2026)

(Castellaneta, Italy, 9-11 June 2026)

1. Introduction

1.1 The Meeting of the Directors General of Civil Aviation of the ICAO European and North Atlantic Regions (EUR/NAT-DGCA/2026) was held in Castellaneta, Italy, on 9-11 June 2026.

1.2 The Meeting was attended by 93 participants from 35 States, including 4 partner States (Canada, the United Arab Emirates, the United States and Qatar), and 7 organizations. The list of participants is provided in **Appendix A**.

1.3 The Meeting commenced with welcoming remarks from the EUR/NAT Regional Director, Mr. Nicolas Rallo, who was the meeting Secretary, supported by other ICAO personnel. The EUR/NAT Regional Director welcomed participants to the 2026 EUR/NAT DGCA Meeting, noting that this edition marked a significant milestone as the first EUR/NAT DGCA Meeting held outside France. He expressed ICAO's sincere appreciation to the Government of Italy, the Puglia Region, Italy's Civil Aviation Authority (*Ente Nazionale per l'Aviazione Civile* - ENAC) and the event partners for their hospitality, support and excellent collaboration in the preparation of the Meeting.

Approval of Agenda

1.4 The Meeting approved the following agenda:

Agenda item 1: Opening Remarks

Agenda item 2: Approval of the agenda and election of the Chairperson and Vice-Chairpersons

Agenda item 3: Updates on the ICAO EUR/NAT Regional Office and its activities in support of ICAO's Strategic Plan

Agenda item 4: Closing aviation skills gaps, strengthening workforce planning, and advancing women in aviation

Agenda item 5: Scaling up the production of SAF and advancing the LTAG

Agenda item 6: Strengthening crisis preparedness and response

Agenda item 7: No Country Left Behind: Enhancing collaboration in implementation support

Agenda item 8: Strengthening States' legislative, institutional and financing frameworks to ensure effective and sustainable State aviation authorities

Agenda item 9: Supporting the safe and efficient integration of new entrants, including unmanned aircraft systems; advanced air mobility and commercial space transportation operations (suborbital flights)

Agenda item 10: Facilitation matters: improving accessibility for PRM; reinforcing national frameworks for the assistance of aircraft accident victims and their families

Agenda item 11: Seventh Worldwide Air Transport Conference (AT Conf/7)

Agenda item 12: AOB, Next Meeting

Agenda item 13: Closing Remarks by the Secretary General

Elections of Chair Team

1.5 Based on the nominations received and in accordance with the *EUR/NAT DGCA Handbook*, the Meeting elected the following Chair Team:

a) Chairperson: Ms. Ana Vieira da Mata, Chairwoman of the Board of the Portuguese Civil Aviation Authority

b) Vice-Chairperson: Mr. Maksim ET'HEMAJ, Executive Director of the Albanian Civil Aviation Authority

c) Vice-Chairperson: Mr. Givi DAVITASHVILI, Director of Civil Aviation Agency of Georgia.

1.6 Ms. Ana Vieira da Mata thanked the Meeting participants for her election and expressed the Chair Team's commitment to contributing to a successful outcome of the meeting.

2. Updates on ICAO EUR/NAT Regional Office and its activities in support of ICAO's Strategic Plan

2.1 Under Agenda Item 3, the ICAO EUR/NAT Regional Director presented updates from the ICAO EUR/NAT Regional Office, including preparations for the renovation of the ICAO Paris Office building, key achievements in 2025 and programmatic priorities for 2026.

3. Closing aviation skills gaps, strengthening workforce planning, and advancing women in aviation

3.1 Under Agenda Item 4, the Meeting considered the strategic importance of closing aviation skills gaps, strengthening workforce planning and advancing women in aviation.

3.2 The Meeting was informed of ICAO's aviation training and workforce planning activities, including the TRAINAIR PLUS Programme, which continues to support the implementation of ICAO Standards and Recommended Practices (SARPs) through a global network of Members and Partners.

3.3 The Meeting noted the outcomes of the 2025 Aviation Training and Workforce Planning workshops held in Paris and Almaty and the upcoming EUR/NAT Workshop on Aviation Training and Workforce Planning, to be held in Amsterdam, the Netherlands, from 24 to 25 June 2026, in cooperation with the Joint Aviation Authorities Training Organization (JAA TO). The JAA TO presented a perspective from an aviation regulatory training center of excellence, highlighting that aviation workforce challenges are structural and driven by traffic growth, retirement, digitalization, artificial intelligence, sustainability, cybersecurity and changing professional roles.

3.4 The Meeting also noted the contribution of Italy's ENAC on aviation culture and the promotion of careers in aviation among younger generations. ENAC presented initiatives including the #E-FAL video contest on airport facilitation, the planned "Meet the Professionals" workshop for high school students, the "Voices from the Sky" storytelling campaign with a focus on inclusion and gender equality, and the "In Flight" initiative designed to provide access to aviation culture and training opportunities for students with disabilities.

3.5 With respect to the advancement of women in aviation, the Meeting recalled the ICAO Gender Equality Programme, the mentoring course developed by ICAO in cooperation with EUROCONTROL, and regional activities supporting gender equality and empowerment of women in aviation.

3.6 The Meeting discussed the ICAO Global Ambassadors Programme, under which States are invited to nominate Ambassadors to promote aviation careers, especially among youth and women, and to support regional activities led by the ICAO EUR/NAT Champion and national Ambassadors.

3.7 The Meeting was also informed of the 2026 Work Plan of the ICAO Champion for EUR/NAT, presented by Ms. Ana Vieira da Mata. The Meeting noted that, once designated, ICAO Ambassadors are expected to engage with youth through school visits, university talks, science, technology, engineering and mathematics (STEM) fairs and mentoring; promote aviation at local, national and global events; raise awareness through media and social media; collaborate with ICAO on annual work plans; and report quarterly on progress and impact.

3.8 Based on the presentations and ensuing discussions, the Meeting adopted the following conclusions:

Draft EUR/NAT-DGCA Conclusion 2026/1 - Aviation Training and Workforce Planning

That the ICAO Regional Director, Europe and North Atlantic, invite EUR/NAT States and organizations active in the EUR/NAT area, including international/regional organizations, industry stakeholders, aviation training organizations and academia to:

a) develop and implement strategies, policies and programmes at the national level, under a "whole-of-government approach", that supports the attraction and retention of a diverse and inclusive aviation workforce, and include them, as applicable, in their Civil Aviation Master Plans;

b) take actions to identify and anticipate the competencies and skills needed now and, in the future, to support effective workforce planning and enable data-driven decision making;

c) support information-sharing and collaborative efforts amongst States, international/regional organizations, industry stakeholders, aviation training organizations and academia to modernize education and training frameworks, foster innovation and ensure the development of a future-ready aviation workforce; and

d) engage and actively participate in upcoming ICAO global and regional events related to aviation training and workforce planning (including the 2026 EUR/NAT Workshop on Aviation Training and Workforce Planning, to be held in Amsterdam, the Netherlands, from 24 to 25 June 2026) and future ICAO EUR/NAT regional events planned to be organized on a regular basis in cooperation with all relevant stakeholders.

EUR/NAT-DGCA Conclusion 2026/2 – Empowerment of Women in Aviation

That the ICAO Regional Director, Europe and North Atlantic, invite EUR/NAT States and organizations active in the EUR/NAT area to:

a) nominate a "Gender Equality Focal Point", if not already done so, and inform the ICAO EUR/NAT Office accordingly;

b) develop and implement initiatives to help advance women in aviation within their organizations, including effective mentoring programmes, and share information on such initiatives in relevant fora; and

c) consider providing in-kind and voluntary contributions to the ICAO Gender Equality Programme, including support such as scholarships and fellowship programmes to enable young women and girls to pursue careers in aviation.

EUR/NAT-DGCA Conclusion 2026/3 – ICAO Ambassadors Programme

That the ICAO Regional Director, Europe and North Atlantic, invite EUR/NAT States to:

a) nominate up to two Ambassadors in accordance with ICAO State Letter 25/72, if not already done so, for designation by the ICAO Secretary General for a duration of two years;

b) provide support to the activities and work programme of the national Ambassadors and the ICAO EUR/NAT Champion;

c) actively engage in activities, including webinars, to be organized by the ICAO EUR/NAT Office to share information and experience gathered across the EUR/NAT area under the ICAO Ambassadors Programme; and

d) consider in-kind contributions or donations to support the activities of the ICAO Ambassadors Programme.

4. Scaling up the production of SAF and advancing the LTAG

4.1 Under Agenda Item 5, the Meeting considered the scaling up of Sustainable Aviation Fuels (SAF) production and progress toward the ICAO Long-Term Global Aspirational Goal (LTAG) of net-zero carbon emissions by 2050.

4.2 The Meeting noted that 51 State Action Plans had been submitted in the EUR/NAT area, of which 19 had been updated during the current triennium, while 30 had not yet been updated. The Meeting emphasized the importance of quantified State Action Plans (SAPs), in particular following the adoption of the LTAG and the ICAO Global Framework for SAF, lower carbon aviation fuels and other aviation cleaner energies.

4.3 The Meeting was also updated on the implementation of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), including the need for States to maintain monitoring, reporting and verification systems, submit verified 2025 CO2 emissions data by 31 July 2026, and notify ICAO by 30 June 2026 of voluntary participation starting from 1 January 2027, as applicable. The Meeting further noted the importance of expediting the issuance of Letters of Authorization for CORSIA eligible emissions units.

4.4 The Secretariat also presented updates on Assistance, Capacity-building and Training for Sustainable Aviation Fuels (ACT-SAF), ICAO FINVEST hub and Assistance, Capacity-building and Training for the Long-Term Aspirational Goal (ACT-LTAG), and highlighted the need to involve not only civil aviation authorities but also energy, environment, finance and industry stakeholders in SAF-related feasibility, capacity-building and implementation activities.

4.5 ENAC presented Italy's perspective on advancing the LTAG, emphasizing that aviation sustainability requires prompt and decisive action, while recognizing the complexity of emissions reduction in aviation due to stringent safety and performance requirements.

4.6 The Meeting acknowledged the achievements of the Third ICAO Conference on Aviation and Alternative Fuels (CAAF/3), including the ICAO Global Framework on SAF, lower carbon aviation fuels (LCAF) and cleaner energies, and invited States to develop national policies to scale up SAF and cleaner energies, and include them in their States Action Plans.

4.7 Based on the presentations and ensuing discussions, the Meeting adopted the following conclusions:

EUR/NAT-DGCA Conclusion 2026/4 – State Action Plans and CORSIA

That the ICAO Regional Director, Europe and North Atlantic, encourage EUR/NAT States to:

a) develop or update, as needed, their quantified State Action Plans (SAP) on CO2 Emissions Reduction Activities in line with the provisions of the ICAO Guidance on the Development of State Action Plans on CO2 Emissions Reduction Activities (ICAO Doc 9988, 4th edition) as a means to measure global progress toward the ICAO environmental goals, including the LTAG, and to contact the ICAO EUR/NAT Regional Office for any assistance needed in the preparation, submission, and implementation of their SAP and related mitigation measures;

b) join CORSIA and notify ICAO accordingly (by 30 June 2026 for voluntary participation starting from 1 January 2027), submit the 2025 CO2 emissions data by 31 July 2026 and participate - either as donor or beneficiary States - in ICAO Assistance, Capacity-building and Training for CORSIA (ACT-CORSIA) capacity-building activities, including the CORSIA Buddy Partnerships; and

c) continue engaging with relevant national authorities to expedite the issuance of Letters of Authorization for CORSIA eligible emissions units.

EUR/NAT-DGCA Conclusion 2026/5 – ICAO ACT-SAF

That the ICAO Regional Director, Europe and North Atlantic, encourage EUR/NAT States and organizations active in the EUR/NAT area to:

a) join, as supporting or beneficiary States, the ICAO ACT-SAF - Assistance, Capacity-building and Training for Sustainable Aviation Fuels programme by signing the Terms and Conditions available on the ICAO website;

a) for States having joined ACT-SAF, take actions to invite in relevant activities, such as webinars, representatives and experts from ministries in charge of energy and environment, as well as oil and gas companies; and

b) inform the ICAO EUR/NAT Regional Office of any ongoing or planned activities related to SAF, including feasibility studies and capacity-building initiatives.

EUR/NAT-DGCA Conclusion 2026/6 – LTAG

That the ICAO Regional Director, Europe and North Atlantic encourage EUR/NAT States and organizations to note the information on the ACT-LTAG structure as a means to support progress across all elements of the ICAO basket of measures to reduce CO2 emissions from international aviation.

5. Strengthening crisis preparedness and response

5.1 Under Agenda Item 6, the Meeting considered the strengthening of crisis preparedness and response. The Meeting was informed that regional actions since the previous DGCA Meeting had focused on global navigation satellite system (GNSS) radio-frequency interference (RFI) events, space weather events, volcanic ash contingencies, civil-military coordination and counter-UAS (C-UAS), and public health contingencies.

5.2 In particular with regard to C-UAS, the Meeting noted the key message that integrated risk management and reporting systems are required to capture and analyze UAS-related incidents and enable a shift from reactive to proactive preparedness. The Meeting participants were invited to actively participate in the ICAO EUR Workshop on C-UAS kindly hosted by Poland in Krakow on 7-8 July 2026.

5.3 Based on the presentation and ensuing discussions, the Meeting adopted the following conclusion:

EUR/NAT-DGCA Conclusion 2026/7 – Strengthening Resilience to C-UAS Related Risks

That the ICAO Regional Director, Europe and North Atlantic, invite States to:

a) adopt multi-agency reporting mechanisms, enabling civil aviation authorities to receive and share timely information with law enforcement, intelligence, and defense partners; and

b) integrate UAS and C-UAS considerations into State Safety and Aviation Security Programmes.

That the ICAO Regional Director, Europe and North Atlantic, invite ICAO, organizations and States to organize regional workshops and exercises to build practical expertise among civil aviation authorities, airports, and air navigation service providers (ANSPs).

6. No Country Left Behind: Enhancing collaboration in implementation support

6.1 Under Agenda Item 7, the Meeting considered the No Country Left Behind initiative and opportunities to enhance collaboration in implementation support. The Secretariat, together with the Uzbekistan Civil Aviation Agency (UZCAA), provided updates on the progress of the Country Strategic Plan of Action (COSPA) pilot programme for Uzbekistan. In addition, the Secretariat presented an overview of ICAO's portfolio for implementation support, including tools, training, workshops, documentation and expert support.

6.2 The Meeting further considered broader implementation support coordination in the EUR/NAT area. It emphasized that implementation support should be based on the assessment of root causes of identified shortcomings, should help State aviation authorities attract, train and retain qualified and experienced personnel, and should be coordinated among stakeholders to avoid duplication and deliver tangible and sustained improvements. The Meeting also noted the importance of using ICAO capacity development and implementation support solutions, including training packages, ICAO Implementation Packages (iPacks) and tailored assistance, and of promoting the inclusion of experienced experts in the Capacity Development and Implementation (CDI) roster.

6.3 Based on the presentations and ensuing discussions, the Meeting adopted the following conclusions:

EUR/NAT-DGCA Conclusion 2026/8 – Uzbekistan COSPA

That the ICAO Regional Director, Europe and North Atlantic, encourage:

a) partners engaged in the Uzbekistan COSPA to continue actively supporting the Programme in its final year of implementation, to help achieve the programme's objectives, and consider providing further support to Uzbekistan during the post-implementation phase as needed; and

b) additional States and organizations to join the Uzbekistan COSPA as partners, in order to expand the network of support and expertise and further strengthen the country's aviation safety framework.

EUR/NAT-DGCA Conclusion 2026/9 – Implementation Support Coordination

That the ICAO Regional Director, Europe and North Atlantic, encourage States and organizations providing implementation support for the benefit of EUR/NAT States to:

a) tailor their implementation support efforts based on an assessment of root causes of identified shortcomings, with a focus on enabling State aviation authorities to attract, train and retain sufficiently qualified and experienced personnel;

b) strengthen coordination with relevant stakeholders, including other implementation support providers operating in the State, to avoid duplication of efforts, improve alignment of interventions, and ensure a more targeted response to systemic gaps that delivers tangible, sustained improvements;

c) support and strengthen clear linkages between addressing the aviation development needs and advancing the State's sustainable socio-economic development strategies, plans and goals, as applicable; and

d) contact the ICAO EUR/NAT Office to express their interest in initiating and/or contributing to the next Country Strategic Plan of Action (COSPA) programme for a new beneficiary State.

EUR/NAT-DGCA Conclusion 2026/10 – NCLB Initiative

That the ICAO Regional Director, Europe and North Atlantic, encourage EUR/NAT States, in support of the No Country Left Behind (NCLB) initiative, to:

a) make full use of ICAO's portfolio of capacity development and implementation support solutions - including training packages, iPacks and tailored assistance - for their specific and priority needs, with a view to advancing effective and sustainable implementation of ICAO Standards and Recommended Practices (SARPs);

b) proactively identify and communicate their prioritized needs and implementation gaps to the ICAO EUR/NAT Office, and regularly share information on ongoing and/or planned capacity development and implementation support activities, including timelines, partners and funding sources, in order to strengthen regional situational awareness, enhance coordination, foster synergies and partnerships, and avoid duplication of efforts;

c) consider providing voluntary financial contributions to support the deployment and scaling-up of ICAO products and services, in support of States with identified implementation gaps under the NCLB framework; and

d) promote the inclusion of qualified experts (particularly soon-to-retire professionals with extensive experience in national or regional aviation authorities) in the CDI roster and their participation in CDI solution delivery.

7. Strengthening States' legislative, institutional and financing frameworks to ensure effective and sustainable State aviation authorities

7.1 Under Agenda Item 8, the Meeting considered the importance of strengthening States' legislative, institutional and financing frameworks to ensure effective and sustainable State aviation authorities. The Secretariat presented Universal Safety Oversight Audit Programme (USOAP) data related to whether States have established mechanisms to ensure that safety oversight authorities and accident investigation authorities have sufficient personnel and are able to attract, recruit and retain sufficiently qualified and experienced technical personnel.

7.2 The Meeting emphasized that strengthening State aviation authorities requires attention to personnel recruitment and retention, institutional strength, operational autonomy and sustainable funding mechanisms. The Meeting noted that civil aviation authorities and accident/incident investigation authorities need to be able to attract, train, and retain qualified personnel commensurate with the scale and complexity of aviation operations in the State, and should be supported by adequate institutional and financial arrangements.

7.3 The Meeting noted the importance of State participation in legal surveys and in the 40th Session of the ICAO Legal Committee. The Meeting further considered the promotion of ratification of international air law treaties, developments since the previous EUR/NAT DGCA Meeting, the tracking matrix for treaty ratification, and the Website of Aeronautical Agreements and Arrangements (WAGMAR) for the registration of aeronautical agreements and arrangements.

7.4 Based on the presentations and ensuing discussions, the Meeting adopted the following conclusions:

EUR/NAT-DGCA Conclusion 2026/11 – Sustainable State Aviation Authorities

That the ICAO Regional Director, Europe and North Atlantic, encourage States to take the following actions, as appropriate:

a) share experience, through the ICAO EUR/NAT Regional Office, on establishing effective mechanisms, including sustainable funding arrangements, to ensure that aviation authorities, including the State civil aviation authority and accident/incident investigation authority, are able to attract, train and retain a sufficient number of qualified and experienced technical

personnel, commensurate with the scale and complexity of aviation operations within the State; and

b) make full use of ICAO's implementation support capabilities to initiate and advance projects aimed at strengthening their aviation authorities.

7.5 Based on the ensuing discussions, the Meeting adopted the following conclusion:

EUR/NAT-DGCA Conclusion 2026/12 – International Air Law Subjects

That the ICAO Regional Director, Europe and North Atlantic, invite EUR/NAT States to:

a) support the work of the ICAO Legal Committee by providing timely responses to legal surveys on various subjects; and

b) participate in the 40th Session of the ICAO Legal Committee, noting that online registration is due by 9 October 2026 and contributions are due by 11 September 2026.

EUR/NAT-DGCA Conclusion 2026/13 – Ratification of International Air Law Treaties

That the ICAO Regional Director, Europe and North Atlantic, encourage EUR/NAT States to:

a) become parties to the international air law treaties;

b) nominate Focal Points for ratification matters and for WAGMAR;

c) participate in future ICAO legal events for the continuous training and development of their legal advisers; and consider hosting such events in their States;

d) inform ICAO by 30 November 2026 of their further treaty ratification progress by updating the DGCA tracking matrix;

e) contact the ICAO Legal Affairs and External Relations Bureau (LEB) Treaty Section (treaty@icao.int, officeleb@icao.int) for information or assistance with regard to ratification matters; and

f) register aeronautical agreements and arrangements with ICAO through WAGMAR (https://dna.icao.int/WAGMAR).

8. Supporting the safe and efficient integration of new entrants, including unmanned aircraft systems, advanced air mobility and commercial space transportation operations

8.1 Under Agenda Item 9, the Meeting considered the safe and efficient integration of space transport operations, namely the European Aviation System Planning Group (EASPG) led work to develop a regional guidance material on space transport operations (STO). The Meeting noted that timely engagement, transparent information-sharing, collaborative decision-making, flexible use of airspace principles, civil-military coordination and cross-border cooperation were essential elements for safe and efficient STO integration. It was further highlighted that close coordination was ensured between this regional work and the activities of the newly initiated ICAO global STO task force in order to avoid duplication and achieve synergies.

8.2 Italy highlighted that innovation is a high-priority enabler under the ICAO Strategic Plan 2026-2050 and emphasized that the safe integration of new airspace users, including remotely piloted aircraft and electric vertical take-off and landing aircraft, should be treated as a key driver for the future of the aviation system. Italy welcomed the work carried out by the ICAO EUR/NAT on Space Transport Operations and recognized the contribution of the EUR STO Project Team.

8.3 Based on the presentations and ensuing discussions, the Meeting adopted the following conclusion:

EUR/NAT-DGCA Conclusion 2026/14 – Space Transport Operations

That the ICAO Regional Director, Europe and North Atlantic, encourage EUR/NAT States to:

a) support the ICAO task force work on the safe integration of space transport operations into the airspace system;

b) continue to share experience regarding STO integration; and

c) use the EUR STO Guidance material, once approved by EASPG, in support of the safe, secure and efficient integration of Space Transport Operations in civil aviation operations.

9. Facilitation matters: improving accessibility for PRM and reinforcing national frameworks for the assistance of aircraft accident victims and their families

9.1 Under Agenda Item 10, the Meeting considered the social responsibility of aviation, with a focus on assistance to aircraft accident victims and their families (AAAVF) and accessibility in international civil aviation. The Secretariat presented USOAP statistics related to the provision of timely information to families and accident survivors and the establishment of comprehensive systems for providing assistance to aircraft accident victims and their families, noting that further progress remains necessary at both global and regional levels.

9.2 The Meeting noted the outcomes of the 2nd Joint ECAC-ICAO EUR/NAT Regional AAAVF Workshop held in Madrid, Spain, on 27 January 2026. It noted the availability of ICAO capacity-building tools, including the AAAVF course and iPack, and the importance of using self-assessment, corrective action planning and peer learning to improve implementation.

9.3 Italy presented its national framework for the assistance to aircraft accident victims and their families, emphasizing the need for timely, compassionate and effective support throughout all stages of an emergency. The Meeting noted that ENAC adopted a Family Assistance Regulation in 2023 and published Family Assistance Guidelines and Best Practices on its website.

9.4 The Meeting also considered accessibility in international civil aviation and the importance of dignity, non-discrimination and universal accessibility in air transport. ENAC presented Italian initiatives for passengers with disabilities and reduced mobility.

9.5 Based on the presentations and ensuing discussions, the Meeting adopted the following conclusions:

EUR/NAT-DGCA Conclusion 2026/15 – Assistance to Aircraft Accident Victims and their Families

That the ICAO Regional Director, Europe and North Atlantic, encourage EUR/NAT States to:

a) make the best use of the information and experience that were shared at the joint ECAC/ICAO EUR/NAT regional workshop held in Madrid, Spain, on 27 January 2026;

b) pursue efforts to establish and implement a comprehensive national system for the assistance to aircraft accident victims and their families, if not already done, reaching out as needed to the global (Air Crash Victims' Families' Federation International - ACVFFI) and national entities representing the victims and their families;

c) ensure the conduct of regular exercises, involving all relevant stakeholders, to test the effectiveness of established plans at the State and industry levels;

d) prioritize the development and update of comprehensive Protocol Question self-assessments and Corrective Action Plans to address the related Protocol Questions (6.381 and 6.383) of the ICAO Universal Safety Oversight Audit Programme (USOAP); and

e) consider using the ICAO course and the iPack on Assistance to Aircraft Accident Victims and their Families as a way to develop or strengthen the national assistance system.

EUR/NAT-DGCA Conclusion 2026/16 – Better assisting Passengers with Disabilities and Passengers with Reduced Mobility

That the ICAO Regional Director, Europe and North Atlantic, encourage EUR/NAT States to:

a) strengthen their commitment to dignity, non-discrimination, and universal accessibility in air transport, consistent with Annex 9 of the Chicago Convention - Facilitation, relevant Assembly Resolutions, and international human rights instruments;

b) integrate accessibility in national aviation development strategies and plans to ensure safe, dignified travel for passengers with disabilities and passengers with reduced mobility, working closely with regional and national entities representing persons with disabilities, such as the European Disability Forum (EDF);

c) ensure effective oversight of, and support to, the concerned operators to ensure compliance with the applicable legal framework and to promote the adoption of best practices and innovative solutions; and

d) participate and actively engage in the upcoming joint ECAC/ICAO EUR/NAT regional workshop on accessibility, to be held in Tbilisi, Georgia, on 27 January 2027.

10. Seventh Worldwide Air Transport Conference (AT Conf/7)

10.1 Under Agenda Item 11, the Meeting considered preparations for the Seventh Worldwide Air Transport Conference (AT Conf/7). In addition to highlighting key priorities for ICAO at the global level, the Secretary General emphasized emphasized the importance of States' preparations for the Conference, which will take place in November 2026. Convened only about once every decade, these conferences establish the global policy agenda for the economic regulation of international air transport. The seventh edition therefore represents a particularly significant opportunity for States to help shape a global economic framework that supports their ambitions for the safe, secure, and sustainable development of air transport.

11. Any other business and Next Meeting

Next Meeting

11.1 The Meeting agreed that the 2027 EUR/NAT-DGCA Meeting would take place in Paris, France, from 15 to 16 June 2027.

12. Closing Remarks by the Secretary General

12.1 The ICAO Secretary General delivered closing remarks, underscoring the importance of the discussions and encouraging continued cooperation among EUR/NAT States, partner States, regional and international organizations, and industry stakeholders to support the implementation of the ICAO Strategic Plan 2026-2050.

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LIST OF APPENDICES

Appendix A—List of Participants
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APPENDIX A — LIST OF PARTICIPANTS

(Paragraph 1.2 refers)

ALBANIA
Maksim ET'HEMAJ
Megi XHARO
Daniela ZENELI

ALGERIA
Hassan BOULFELFEL
Iméne LAOURARI
Amar MAHMAH
Djeema YAMINA

AUSTRIA
Karin PULEO-LEODOLTER

AZERBAIJAN
Samir BAGHIROV
Nazim ZIYADOV

BELARUS
Aliaksandr APET
Aliaksei KURHAN

BOSNIA AND HERZEGOVINA
Zorislav IVANOVIC
Jovana MUTIC

BULGARIA
Georgi BOZHINOV

CANADA
John VELHO

DENMARK
Bolette H. S. SORENSEN

FRANCE
Marie-Estelle NAPOLI

GEORGIA
Givi DAVITASHVILI
Levan KARANADZE

GERMANY
Heike SEEFRIED

GREECE
Christos TSITOURAS

ICELAND
Valdis Asta ADALSTEINSDOTTIR

ITALY
Alexander D'ORSOGNA
Fabio NICOLAI
Giovanna LASCHENA
Carmela TRIPALDI
Giovanni DI ANTONIO
Andrea MAROTTA
Giovanni BARRACO
Stefano PIERACCINI
Fabio D'ONOFRIO
Carolina BRONZONE
Aurora DE SIMONE
Gerarda DEL GUERCIO
Claudia LA VALLE
Gabriele LO FORTI
Bruno GIOVIA

KAZAKHSTAN
Zhanara SERIKBAY
Saltanat TOMPIYEVA

KYRGYZSTAN
Natalia Sergeevna KIM
Kanat TOLOGONOV

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Ivan SCEKIC
Magdalena VUKCEVIC

MOROCCO
Mohamed SABBARI
Tarik TALIBI

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Edgar KEUKENMEESTER
Ingeborg Van GASTEREN

NORTH MACEDONIA
Dragi STOJANOSKI

NORWAY
Oyvind EK
Inger Hilde WIGEN

POLAND
Julian ROTTER

PORTUGAL
Fernanda BANDARRA
Ana VIEIRA DA MATA

QATAR
Mohamed Faleh AL-HAJRI
Essa AL-MALKI
Hassan AL-TAMIMI

REPUBLIC OF MOLDOVA
Evgheni KOSTETKI

ROMANIA
Madalina Laura CATRINA
Nicolae Octavian STOICA

SAN MARINO
David COLINDRES
Marco CONTI
Dennis MICHELOTTI

SWEDEN
Simon POSLUK

TAJIKISTAN
Habibullo Temur NAZARZODA

UNITED ARAB EMIRATES
Saeed AL SUWAIDI

UNITED KINGDOM
Giancarlo BUONO
Sarah HILL
Nathalie MULLALLY
Elizabeth O'DONOGHUE

UNITED STATES
Jennifer SOLOMON

UZBEKISTAN
Nargiza BAYMURZAEVA
Takhir NAZAROV
Tokhir NURMUKHAMEDOV

ICCAIA
Bertrand De LACOMBE

CANSO
Enrico PARINI

EASA
Lorenzo PELLEGRINI
Maria RUEDA GARCIA

EUROCONTROL
Enrique FRAILE-RIESCO

IFALPA
Arnaud DU BÉDAT

JAA-TO
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Nicolas RALLO
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Masha MEYER
Carolyne OTTIENO
Anna DZHENKOVA
Isabelle HOFSTETTER

— END —