PART II – REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA

(DGCA-MID/8-WP/1)

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:	Update from States
Agenda Item 5:	Implementation Support/Regional Projects & Programmes
Agenda Item 6:	Aviation Safety and Air Navigation
Agenda Item 7:	Aviation Security, Cybersecurity and Facilitation
Agenda Item 8:	Environmental Protection
Agenda Item 9:	Economic Development of Air Transport
Agenda Item 10:	Dates and Venues of Next Meetings
Agenda Item 11:	Any other Business

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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 Meeting

(DGCA-MID/8-WP/2)

2.1 The subject was addressed in WP/2 presented by the Secretariat. The meeting noted the implementation status of the three (3) Conclusions endorsed by the DGCA-MID/7 meeting, as well as the follow-up actions taken by the concerned parties as at **Appendix 2A**.

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REPORT ON AGENDA ITEM 3: GLOBAL AND REGIONAL DEVELOPMENTS

Global and Regional Perspectives

(DGCA-MID/8-PPT/3)

3.1 The subject was addressed in PPT/3, presented by the ICAO Secretary General, who recalled that the 42nd Session of the ICAO Assembly, held in October 2025, endorsed 32 new Resolutions, setting a shared ambition for international civil aviation towards 2050, with zero fatalities and net-zero carbon emissions. He highlighted that the ICAO Strategic Plan 2026–2050 provides the strategic framework for achieving the objectives of the global civil aviation community, focusing on ensuring the safety and security of every flight, strengthening environmental sustainability, expanding accessible air connectivity, enhancing regional cooperation to ensure that no country is left behind, fostering adaptable legal frameworks, and ensuring that the benefits of aviation growth are widely shared.

3.2 With regard to the No Country Left Behind (NCLB) initiative, the Secretary General underscored ICAO's commitment to expanding implementation support to States, strengthening partnerships with regional organizations and development partners, and enhancing resource mobilization to promote sustainable implementation across the Region. He expressed appreciation for the implementation support activities undertaken by the ICAO MID Office, particularly those addressing the needs of States requiring the greatest assistance. He also highlighted the importance of addressing capacity and connectivity challenges, particularly at the MID–Asia/Pacific interface, and supported efforts to advance the proposed ELEVATE project (Enhanced Logistics, Efficiency & Volume for Air Traffic Expansion). The project aims to harmonize standards, modernize infrastructure, optimize the regional route network, and strengthen air traffic flow management, thereby generating benefits for States, air navigation service providers (ANSPs), airlines, and the wider aviation community.

3.3 On environmental protection, the Secretary General reaffirmed ICAO's commitment to assisting States in implementing their State Action Plans, advancing the implementation of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), and supporting the development of sustainable aviation fuels (SAF), as part of broader efforts to address climate change and promote sustainable aviation growth. He welcomed the progress achieved in the MID Region, noting that 10 States had submitted or updated their State Action Plans and 11 States had successfully implemented CORSIA monitoring, reporting and verification (MRV) systems. He also commended Qatar's provision of technical assistance through the ACT-CORSIA Buddy Partnerships and encouraged States to continue strengthening the harmonized implementation of CORSIA in accordance with ICAO provisions.

3.4 With respect to treaties, laws and regulations, the Secretary General highlighted the importance of supporting States in ratifying and effectively implementing international air law instruments. He emphasized that strengthening the legal and regulatory framework governing international civil aviation remains essential to supporting safe, secure and sustainable aviation development in the MID Region.

3.5 The Secretary General emphasized that the modernization of aviation infrastructure and services is essential to meeting the Region's future air transport needs. He highlighted ICAO's continued support for operational improvements, air navigation modernization, and the safe integration of emerging technologies, including unmanned aircraft systems (UAS), remotely piloted aircraft systems (RPAS), and Advanced Air Mobility (AAM). He welcomed the significant progress made by the MID Region in developing Volume III of the MID Air Navigation Plan (ANP), aligned with the 8th Edition of the Global Air Navigation Plan (GANP), and in supporting States in developing their National Air Navigation Plans

through a performance-based approach. He also commended the work initiated to establish a cross-regional coordination mechanism to address challenges at the MID–Asia/Pacific interface and to support the implementation of key ICAO global initiatives, including the 30/10 Project, digital aeronautical information management (AIM) and meteorological (MET) services, the System-Wide Information Management (SWIM) concept, and Flight and Flow Information for a Collaborative Environment (FF-ICE).

3.6 Regarding air transport, the Secretary General highlighted the importance of enhancing connectivity and advancing air transport liberalization across the MID Region, recognizing aviation as a key enabler of economic integration, trade, tourism and sustainable development. In this context, he recalled that the Seventh Worldwide Air Transport Conference (AT-Conf/7) would be held at ICAO Headquarters in Montréal from 16 to 20 November 2026, under the theme "Air Transport: Powering Global Connectivity, Economic Development and Resilience in a Dynamic World". He underscored the importance of the Conference as a global forum for shaping a shared vision and policy direction for the future development of international air transport.

3.7 In concluding, the Secretary General invited States and all stakeholders to focus their short-term efforts on three priorities:

a) strengthening regional cooperation and coordination in the areas of safety, security and environmental protection;

b) ensuring the timely sharing of information, the active engagement of technical experts, and the careful maintenance of national records, in order to maximize the value of available tools, expertise and resources; and

c) working collectively to develop a common regional position and coordinated approach to accelerate progress towards the objectives of the ICAO Strategic Plan in the MID Region.

Ratification of International Air Law Treaties and Registration of Aeronautical Agreements

(DGCA-MID/8-WP/4)

3.8 The subject was addressed in WP/4 presented by the Secretariat.

Actions taken to promote the ratification of international air law treaties

3.9 The meeting was apprised of the actions taken by ICAO since the Seventh Meeting of Directors General of Civil Aviation, Middle East Region (Riyadh, Saudi Arabia, 19 – 20 May 2024) towards contributing to the objectives of the Strategic Goal "The International Civil Aviation Convention and other Treaties, Laws and Regulations address all Challenges", including the promotion of the ratification of international air law treaties. The meeting was also provided with an overview of the MID States' responses to actions taken by ICAO, including depositary actions, since the aforesaid Meeting.

Entry into force of the 2016 Protocols on Articles 50(a) and 56 of the Chicago Convention

3.10 It was highlighted in particular, that the 2016 Protocols on Articles 50(a) and 56 of the Chicago Convention which, respectively, expand the number of seats on the Council and the Air Navigation Commission (ANC), entered into force on 12 June 2026. Consequently, the Council will expand from 36 to 40 Member States and the ANC from 19 to 21 members. With respect to the expansion of the Council, an Extraordinary Session of the Assembly will be convened on 19 and 20 November 2026 at ICAO Headquarters in Montréal to elect the four additional Council members.

Depositary actions by MID States

3.11 The meeting noted with appreciation that nine (9) depositary actions by MID States have been recorded by ICAO since DGCA-MID/7, i.e., accession by Iraq to the Montréal Protocol 2014 on 23 July 2024, ratification of the 2016 Protocols on Articles 50(a) and 56 of the Chicago Convention by Iraq on 23 January 2025 and by Iran on 19 June 2026, accession by Iran to the Convention on the Marking of Plastic Explosives for the Purpose of Detection, done at Montreal on 1 March 1991 (MEX Convention 1991) on 30 June 2026, accession by the United Arab Emirates to the Beijing Convention and Beijing Protocol 2010 on 22 May 2025 and accession by Saudi Arabia to the Beijing Convention 2010 on 24 April 2026.

Tracking progress by MID States towards ratification

3.12 The meeting noted that to date nine (9) States in the MID region have provided the names and details of Focal Points within their administration to coordinate with ICAO on matters related to the ratification of international air law treaties. 11 States in the MID region have ratified the 2016 Protocols on Articles 50(a) and 56 of the Chicago Convention. The meeting noted with appreciation that three (3) States in the MID region have ratified all eight of the key treaties, with one State having ratified seven and two States having ratified six of the treaties. However, the meeting noted with concern that limited progress was made on the ratification of those treaties dealing with new and emerging threats against the safety and security of civil aviation, including cyber attacks (the Beijing Convention and Protocol 2010) and on the issue of unruly and disruptive passengers (Montréal Protocol 2014). Accordingly, the meeting urged concerned States to take expeditious action for the ratification of those treaties.

3.13 The meeting reviewed the ratification status of each of the MID States with respect to the following eight (8) international air law treaties as at **Appendix 3A**:

- Chicago Convention Article 50 (a) (2016);
- Chicago Convention Article 56 (2016);
- Montreal Convention (1999);
- Beijing Convention (2010);
- Beijing Protocol (2010);
- Montreal Protocol (2014);
- Final Par. Arabic text (1995); and
- Final Par. Chinese text (1998)

3.14 The meeting encouraged States to use the tracking matrix at **Appendix 3B** to inform ICAO of their further progress towards ratification of international air law treaties.

Registration of Aeronautical Agreements and Arrangements

3.15 The meeting noted that State letter Ref.: LE 2/1 – 26/092 was issued on 3 May 2026, inviting States to use the Website of Aeronautical Agreements and Arrangements (WAGMAR), an interactive web-based system which ICAO launched, in September 2020, for the purpose of registering their aeronautical agreements and arrangements. States were also invited to nominate one or two focal points for that purpose.

3.16 It was highlighted that WAGMAR enables nominated State focal points to self-register and manage all agreement registrations online, eliminating the need to submit certified true paper copies to ICAO. The system streamlines and accelerates the registration process by automatically notifying the focal point(s) of the other State Party whenever a new agreement is registered or an existing registration is modified. It also enhances legal certainty by providing the option to generate Article 83 *bis* Agreement Summaries, which clearly identify the functions that have been transferred under the agreement. The meeting noted that 10 States out of 15 in the MID region have nominated Focal Points for the use of WAGMAR.

3.17 Based on all the foregoing, the meeting encouraged the States that have not yet done so, to:

a) become parties to the aforementioned eight (8) treaties and to any other international air law treaty that they have not yet ratified;
b) nominate a Focal Point for the Ratification of International Air Law Treaties, and to inform the ICAO MID Regional Office accordingly;
c) inform ICAO by **31 January 2027** of their further progress towards the ratification of international air law treaties by updating/using the DGCA tracking matrix at **Appendix 3B**;
d) participate in the upcoming ICAO Legal Global and Regional events; and
e) submit their aeronautical agreements and arrangements for registration with ICAO and to make use of WAGMAR for that purpose, in line with Appendix H of Assembly Resolution A42-5.

Research and Studies on International Air Law Subjects

(DGCA-MID/8-WP/5)

3.18 The subject was addressed in WP/5 presented by the Secretariat. The meeting was provided with an overview of the international air law research and studies conducted by ICAO through its Legal Committee and the Legal Affairs and External Relations Bureau (LEB) which contribute towards the achievement of the Strategic Goal "*The International Civil Aviation Convention and other Treaties, Laws and Regulations address all Challenges*".

3.19 The meeting invited States to:

a) actively support the ICAO Legal Committee's work and related groups to carry out its Work Programme, including providing timely responses to legal surveys on various subjects; and
b) participate in the activities/meetings of the Legal Committee.

REPORT ON AGENDA ITEM 4: UPDATE FROM STATES

Update received from States

(DGCA-MID/8-PPTs/37 -38 – 39 – 40 -41 and 42)

4.1 The subject was addressed in PPT/37 presented by Kuwait. The meeting noted Kuwait's significant achievements in enhancing aviation safety, security, and air navigation services, including an increase in its ICAO USOAP Effective Implementation (EI) score from 77.73% to 85.06%; and an achieved 88% effective implementation in the ICAO USAP audit, for which Kuwait received an ICAO Excellence Award in Aviation Security. The meeting also noted key legislative developments, including a new Civil Aviation Law and regulations on drones and light sport aviation. Major infrastructure and operational enhancements, included the commissioning of a third runway, a new control tower, advanced simulation facilities, PBN-based airspace improvements, and strengthened cross-border coordination . Ongoing projects include the development of Terminal 2 at Kuwait International Airport, modernization of CNS/ATM modernization, and the implementation of corrective action plans arising from ICAO audits. Kuwait also highlighted ongoing efforts to enhance the National Aviation Safety Plan (NASP), State Safety Programme (SSP), safety oversight capabilities, and regional cooperation, while identifying capacity building, inspector competency, and specialized training as key priorities and challenges.

4.2 The subject was addressed in PPT/38 presented by Libya. The meeting was apprised of developments within Tripoli FIR, including an increased in flights operated by international air operators. The meeting noted progress in infrastructure rehabilitation and upgrades to support international air traffic, including modernization of ATM and CNS systems. Libya also provided updates on its partnership with ICAO, including the signing of Management Service Agreement establishing a framework for technical cooperation, as well as the various support activities undertaken by the ICAO MID Office.

4.3 The subject was addressed in PPT/39 presented by Sudan. The meeting was apprised of the severe impact of the conflict that erupted in April 2023 on Sudan's aviation sector, including the closure of Sudanese airspace and extensive damage to aviation infrastructure, particularly Khartoum International Airport. Despite these challenges, the Sudan Civil Aviation Authority (SCAA) maintained regulatory and operational continuity through the relocation of critical functions to Port Sudan and the implementation of contingency measures. The meeting noted progress in recovery efforts, including the opening of new international air routes in December 2025, the resumption of domestic operations at Khartoum International Airport in early 2026, and the enhancement of Port Sudan International Airport as the country's primary international gateway. Sudan also highlighted its continued cooperation with neighboring States to ensure the safe management of regional airspace and reiterated the need for international technical assistance, capacity-building support, and support in encouraging airlines to use the newly established routes to facilitate the recovery and reintegration of Sudan's aviation sector.

4.4 Syria submitted PPT/40; however, as the State was not represented at the meeting, the presentation was not delivered.

Strategic Framework for the Development and Rebuilding of the Civil Aviation Sector in Palestine

4.5 The subject was addressed in PPT/41 presented by Palestine. The meeting was apprised of the current situation, vision, and the challenges faced by the Palestinian authority in establishing a civil aviation system.

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4.6 The subject was addressed in PPT/42 presented by Lebanon. The meeting was apprised of developments during 2025–2026, including the transition from the Directorate General of Civil Aviation to the Lebanese Civil Aviation Authority (LCAA). The presentation highlighted progress in modernizing aviation regulations, strengthening regulatory oversight and enforcement, and enhancing safety culture, governance and compliance with ICAO provisions. The meeting noted that human resource and budget constraints, staff turnover and implementation delays remained key challenges. Lebanon identified technical assistance, inspector qualification, safety management system implementation and digital transformation as priority needs. Lebanon reaffirmed its commitment to ICAO Standards and highlighted the need for sustained ICAO technical and institutional support, including multidisciplinary assistance missions and cooperation with Member States to address outstanding gaps and advance ongoing reforms.

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REPORT ON AGENDA ITEM 5: IMPLEMENTATION SUPPORT/REGIONAL PROJECTS & PROGRAMMES

MID Region Aviation Action Framework (MID RAAF)

(DGCA-MID/8-PPT/6 & WP/7)

5.1 The subject was addressed in PPT/6 & WP/7 presented by the Secretariat.

5.2 The meeting recognized the need for a common regional implementation framework to align States' aviation priorities with available assistance. In this regard, the meeting supported the endorsement of MID-RAAF as an ICAO-facilitated, voluntary and State-led framework linking global, regional and national plans with State-owned priorities and translating them into Implementation State Action Plans and practical projects. Building on existing mechanisms, the framework aims to facilitate coordinated support and sustainable improvements in State aviation capabilities.

5.3 The meeting emphasized State ownership of priorities, Implementation State Action Plans and results, and the role of the ICAO MID Regional Office in coordinating implementation and resource mobilization in collaboration with ICAO CDI, supporting States, regional mechanisms and other relevant partners and stakeholders. The meeting also noted with appreciation the work already initiated with States identified as priorities for implementation support. Accordingly, the meeting agreed to the following Conclusion:

CONCLUSION 8/1: MID REGIONAL AVIATION ACTION FRAMEWORK (MID-RAAF)

That,

*a) the MID Regional Aviation Action Framework (MID-RAAF) at **Appendix 5A** is endorsed; and*

b) States and stakeholders, including international and regional organizations, industry, training institutions and development partners, be urged to coordinate with the ICAO MID Regional Office and support the implementation of MID-RAAF through voluntary financial and/or in-kind contributions to State-owned Implementation Action Plans and priority projects.

Implementation Support and Resource Mobilization in the MID Region

(DGCA-MID/8-PPT/8)

5.4 The subject was addressed in PPT/8 presented by the Secretariat

5.5 The meeting noted with appreciation ICAO's capacity development and implementation support activities in the MID Region, including national and regional projects, training, Implementation Packages (iPacks), expert assistance and procurement services. The meeting emphasized the importance of leveraging ICAO's portfolio of capacity development and implementation products and services to support their priority needs, as well as ensure knowledge transfer and sustainable institutional capabilities.

5.6 The meeting was informed of the objectives of the ICAO Global Appeal 2026–2028, which is a strategic resource mobilization initiative that calls on development partners, including States, industry and financial institutions, to support ICAO prioritized programmes and projects which are currently unfunded. The meeting encouraged States and other stakeholders to support priority implementation activities through voluntary financial contributions, secondment of experts, training opportunities and other in-kind assistance. The meeting further noted with appreciation the financial contributions of Saudi Arabia, Qatar and the United Arab Emirates, as well as in-kind contributions provided, in supporting aviation development in the Region and beyond.

MID FPP Project Sustainability

(DGCA-MID/8-WP/9)

5.7 The subject was addressed in WP/9 presented by the Secretariat. The meeting recalled that the MID FPP was established to support States in fulfilling their obligations related to PANS-OPS and PBN, and to assist them in developing sustainable, self-sufficient capabilities in the Instrument Flight Procedure (IFP) provision and oversight. The meeting further recalled that, between 2022 and 2025, the Programme delivered 33 training and technical assistance activities to 165 participants from 14 States.

5.8 The meeting recalled that, notwithstanding this demonstrated effectiveness, the Programme faced serious financial challenges, which led DGCA-MID/7 (Riyadh, Saudi Arabia, 19–20 May 2024), through Conclusion 7/2, to agree that the ICAO MID Office and the MID FPP Steering Committee explore options for the continuation of the Programme under a different business model, and that a briefing report be presented to DGCA-MID/8.

5.9 The meeting recalled that, further to Conclusion 7/2, MIDANPIRG/22 and RASG-MID/12 agreed to extend the Programme for one year under the management of the ICAO MID Office, pending the development of a sustainable long-term business model.

5.10 The meeting noted that the MID FPP SC/9, held virtually on 25 May 2026, reaffirmed the Host State model as the most viable option for the Programme's sustainability and, through Conclusion 9/1, agreed to call for a volunteer Host. The ICAO MID Office subsequently issued State Letter Ref. AN 6/33–26/120 dated 15 June 2026, calling for hosting proposals by 1 September 2026.

5.11 The meeting was informed that Jordan (CARC) submitted an Expression of Interest on 22 July 2026, followed by Egypt on 26 August 2026. Jordan confirmed its readiness to host the Programme, offering as in-kind contribution a part-time MID FPP Manager, administrative support, office accommodation, IT/video-conferencing infrastructure, and access to training facilities, with remaining logistical matters to be agreed before signature of the Hosting Agreement. Egypt offered to serve as an alternative should the arrangement with Jordan not be finalized.

5.12 The meeting was apprised of the outcomes of the MID FPP SC/10, held virtually on 12 October 2026, which, through Conclusion 10/1, endorsed Jordan's proposal to host the MID FPP and tasked the ICAO MID Office and Jordan CARC to finalize the Hosting Agreement; through Conclusion 10/2, agreed that the ICAO MID Office consolidate the revised Project Document, taking into account comments from States and the reviews of the relevant ICAO Bureaus, for consideration by MID FPP SC/11; and agreed that the Programme continue under ICAO MID Office management during the transition, until the official launch of Phase II in Jordan.

5.13 The meeting noted that the draft Project Document and Hosting Agreement will be reviewed by States and the relevant ICAO Bureaus (Air Navigation; Legal Affairs and External Relations; and Capacity Development and Implementation) before finalization and signature, and that MID FPP operations in Jordan will commence once both instruments are signed.

5.14 The meeting noted that, based on the ICAO CDI Financial Report dated 30 June 2026, the MID FPP account held USD 32,473 against outstanding State contributions of USD 46,253, and urged concerned States to settle their arrears to support the transition and relaunch of the Programme.

5.15 The meeting noted the progress made towards the sustainability of the MID FPP and supported the hosting of the Programme by Jordan under the Host State model, requesting the ICAO MID Office and Jordan CARC to finalize the Hosting Agreement.

5.16 The meeting called upon ICAO MID member States to join the MID FPP as Active States to ensure the Programme's continued financial viability and the sustained delivery of PANS-OPS and PBN capacity-building support across the MID Region.

MENA RSOO

(DGCA-MID/8-PPT/10)

5.17 The subject was addressed in PPT/10 presented by Saudi Arabia. The meeting noted with appreciation the progress towards operationalizing MENA RSOO, including recruitment of the Managing Director and preparation of the Headquarters Agreement and staff regulations. The meeting encouraged completion of these arrangements and development of the strategy, business plan and technical capacity planned for 2027.

5.18 The meeting noted with appreciation the intention of Jordan and Syria to join MENA RSOO. and encouraged States to support its activities through expertise, secondments and other appropriate contributions.

MENA ARCM

(DGCA-MID/8-PPT/11)

5.19 The subject was addressed in PPT/11 presented by the Secretariat.

5.20 The meeting reviewed the progress made in the implementation of MENA ARCM and noted its role in strengthening accident and incident investigation capabilities through regional cooperation, sharing of expertise and mutual assistance. The meeting emphasized the importance of independent investigations and the effective implementation of ICAO Annex 13 provisions.

5.21 The meeting encouraged States to actively participate in MENA ARCM activities, designate focal points and facilitate the provision of investigators, training and technical assistance, as appropriate. States that have not yet joined the Mechanism were encouraged to consider doing so.

Enhancing Regional Aviation Security: The Evolution and Impact of CASP-MID

(DGCA-MID/8-PPT/12)

5.22 The subject was addressed in PPT/12, presented by the CASP-MID Coordinator, who briefed the meeting on CASP-MID activities and its role as the MID-RASFG implementation arm. The presentation provided an overview of the Programme's history, key achievements, as well as lessons learned. The meeting encouraged States that have not yet joined the programme, to consider doing so.

Partnership Dialogue: ICAO Implementation Support and Resource Mobilization Policies

(DGCA-MID/8-PPT/33 and PPT/34)

5.23 The subject was addressed in PPT/33 and PPT/34 presented by the Secretariat. The first ICAO Development Partners Dialogue for the Middle East (MID) Region, which was opened by the ICAO Secretary General, brought together States, industry representatives and international organizations to explore opportunities to support the implementation of the Region's aviation priorities. ICAO called upon partners to contribute financial and in-kind support, including expertise, towards the implementation of States' Implementation Action Plans under the MID Regional Aviation Action Framework (MID RAAF) and the ELEVATE Project. Following presentations on ICAO's resource mobilization framework and the priorities identified by the ICAO MID Office, participants exchanged views on how development partners could address priority needs, strengthen regional cooperation and advance ICAO's No Country Left Behind Strategic Goal. Eight States and organizations expressed interest in supporting the MID RAAF and/or ELEVATE, as follows: Egypt, France, Oman, the United Arab Emirates, the United Kingdom, Airbus, Boeing and the International Air Transport Association (IATA). It was agreed that the ICAO Secretariat would provide relevant proposals to enable these partners to assess the nature and level of their potential contributions. The Dialogue also featured the signing of a Letter of Intent between ICAO and the World Food Programme, setting out their intended collaboration to strengthen air navigation services and safety oversight capabilities at Deir ez-Zor and Qamishli airports in the Syrian Arab Republic. It was agreed that ICAO will follow up bilaterally with the interested partners to translate their expressions of interest into concrete pledges of support.

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REPORT ON AGENDA ITEM 6: AVIATION SAFETY AND AIR NAVIGATION

Aviation Safety and Air Navigation Global Developments

(DGCA-MID/8-PPT/13)

6.1 The subject was addressed in PPT/13, presented by the Secretariat, which provided an overview of global developments in aviation safety and air navigation, highlighting ICAO's strategic direction and key priorities for the coming years. The presentation covered three main areas: (i) strategic direction and planning under the ICAO Strategic Plan 2026–2050 and the associated Business Plan; (ii) ongoing and emerging programmes and initiatives, including aviation safety risks and developments under the Universal Safety Oversight Audit Programme (USOAP) for the 2026–2028 triennium; and (iii) upcoming ICAO global events.

6.2 With regard to strategic direction and planning, the presentation highlighted the importance of continuously improving aviation safety and air navigation efficiency, while accommodating new entrants, technologies and innovation; modernizing the global aviation regulatory framework and associated safety oversight processes; advancing the priorities of the Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan (GANP) through timely standardization and harmonized, effective, scalable and affordable implementation; and enhancing the reliability and efficiency of flight operations through continued improvements in aircraft operations and airspace management.

6.3 The presentation also addressed key developments and initiatives in the following areas:

- Update of the Global Air Traffic Management Operation Concept (GATMOC);
- Active and Emerging Aviation Safety Risks;
- Radio Frequency Interference and GNSS vulnerability;
- Runway safety;
- Lithium batteries;
- Accident investigation – expected improvements;
- Safety Management (Annex 19, Amdt 2, becomes applicable in November 2026);
- Air Navigation Performance Improvement;
- Advanced Air Mobility / New Entrants;
- Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA);
- Crisis Preparedness and Response;
- Universal Safety Oversight Audit Programme (USOAP);
- Regional Cooperation.

6.4 The Secretariat also informed the meeting of upcoming ICAO global events, including the Second AAM Symposium (Bangkok, 1–3 December 2026), the Third Global Runway Safety Symposium (17–19 May 2027), the Enhanced Aeronautical Meteorology Symposium (20–21 May 2027), Air Navigation World, focusing on GNSS resilience, and the Third High-Level Safety Conference (15–19 November 2027).

Outcomes of the MIDANPIRG/23 & RASG-MID/13 meeting

(DGCA-MID/8-PPT/14)

6.5 The subject was addressed in PPT/14 presented by the Secretariat.

6.6 With respect to RASG-MID, the meeting reviewed the outcomes of RASG-MID/13 and noted with appreciation the progress made in implementing regional safety priorities, including through the MID Regional Aviation Safety Plan and its Safety Enhancement Initiatives.

6.7 The meeting emphasized the need to strengthen State safety oversight capabilities, advance the implementation of National Aviation Safety Plans and State Safety Programmes, and address regional operational safety risks and emerging safety issues. The meeting encouraged States and stakeholders to support the implementation of agreed safety actions, share safety information and expertise, and actively participate in RASG-MID activities.

6.8 The meeting noted with appreciation that the Sixth MID Region Safety Summit will be hosted by the UAE General Civil Aviation Authority (GCAA) in Dubai from 11 to 12 November 2026, preceded by the SSP/SMS and USOAP CMA Workshop from 9 to 10 November 2026. The Summit will address key topics, including advanced air mobility, artificial intelligence in aviation, GNSS interference, crisis management and operational resilience and predictive safety. The meeting encouraged States and stakeholders to actively participate and share their experiences and best practices to enhance aviation safety across the MID Region.

6.9 The meeting was apprised of the MIDANPIRG/23 Key Activities and Achievements, in particular:

- endorsement of a New ANP Volume III (new Template proposed for global use through endorsement by the ICAO Council);
- endorsement of the MID Air Navigation Report – 2025 including a variety of Dashboards and analyses related to ASBU implementation, development of NANPs by States and implementation of the Performance Based Approach;
- reduction of the total number of air navigation deficiencies from 102 to 97;
- endorsement of the MID Region Digital Data Sets Implementation Plan, establishing a regional roadmap for the transition towards Digital AIM and SWIM-enabled information services;
- successful management of the contingency situations in the MID Region through the established ICAO CCT mechanism and conduct of Special ATM Coordination meetings and Workshops;
- endorsement of the MID RVSM Safety Monitoring Report (SMR) 2025, which demonstrated that the Target Levels of safety continue to be met; and
- Strengthened GNSS spectrum protection through agreed Regional regulatory measures.

6.10 The meeting noted that the MIDANPIRG priorities are related to three (3) areas: Air Navigation Performance Improvement, crisis management and response preparedness and strengthening Regional Air Navigation Infrastructure and Operational Coordination.

6.11 The meeting was also apprised of the challenges identified by MIDANPIRG/23.

6.12 Based on all the foregoing, the meeting:

a) encouraged States and stakeholders to actively participate in and contribute to the work of MIDANPIRG, RASG-MID and their subsidiary bodies, ensuring effective coordination, collaboration and timely implementation of agreed actions;

b) urged all concerned parties to work collectively towards addressing the identified priorities and challenges, closing implementation gaps, and accelerating the delivery of agreed regional initiatives, in support of enhanced aviation safety, operational efficiency and the sustainable development of air transport in the MID Region; and

c) supported the working arrangements endorsed by MIDANPIRG/23 and RASG-MID/13.

Contingency Planning and Resilient Skies

(DGCA-MID/8-PPT/15 and PPT/36)

6.13 The subject was addressed in PPT/15 and PPT/36, presented by the Secretariat and UAE, respectively. The meeting was apprised of the relevant ICAO provisions and guidance relating to contingency planning, including Annex 11, Doc 10088 related to Civil Military Coordination, Doc 10084 related to the risk assessment manual for aircraft operating over and near conflict zones, and MID Doc 003, *MID Region ATM Contingency Plan*.

6.14 The meeting reiterated and commended the effectiveness of the ICAO Contingency Coordination Team (CCT) process, which has served as the main platform for coordinating responses to recent disruptions to international air traffic within the MID Region, as well as the activities of ongoing CCTs, including success stories, lessons learned and challenges encountered.

6.15 The meeting reviewed the details of the new Regional ATM Contingency Framework (RACF), including the categories of the impact and levels of response, leading to a play book comprising details of potential scenarios with preset and already agreed arrangements and response actions.

6.16 The meeting appreciated the efforts of all CCT members and Stakeholders in managing various situations affecting air traffic within the MID Region and at its interfaces with adjacent regions. The meeting invited all stakeholders to support the development of the new framework.

6.17 The meeting acknowledged the success of CCT in managing various situations affecting air traffic flow within the MID Region and at its interfaces with adjacent regions. Additionally, the meeting appreciated the establishment of Gulf Contingency Coordination Team (GCCT), operating in parallel to and in support of the MID Regional CCT and focusing on contingency coordination activities among the Gulf States.

6.18 The meeting encouraged States to actively support ICAO MID in the development of a new Regional ATM Contingency Framework (RACF), incorporating lessons learned and coordinated regional responses to recent crises.

6.19 The meeting recognized the importance of modernizing aviation investments, including specialized staff training, airspace structures, and operational systems, to enhance the resilience, readiness, and sustainability of the civil aviation sector.

6.20 The meeting further tasked MIDANPIRG and its ATM Sub-Group to explore mechanisms for updating and validating cross-border contingency airways and corridors, supported by harmonized procedures and capacity management arrangements, and to accelerate regional ATFM implementation through the establishment of agreed key performance indicators (KPIs), implementation timelines, and measurable milestones.

Oman Airspace Strategic Project

(DGCA-MID/8-PPT/43)

6.21 The subject was addressed in PPT/43 presented by Oman. the meeting was apprised of the significant progress achieved under Oman's Ajwaa Programme, a strategic airspace modernization initiative aligned with the ICAO GANP and MID Air Navigation Plan. The programme addresses the anticipated growth of traffic within the Muscat FIR, which is forecasted to increase from approximately 643,000 movements in 2024 to 1.2 million by 2040. Results from completed fast-time and real-time simulations demonstrated that the proposed airspace redesign, incorporating Free Route Airspace (FRA), Flexible Use of Airspace (FUA), and enhanced regional coordination, can increase airspace capacity by up to 130%, reduce conflicts by 30%, and lower fuel consumption and CO_2 emissions by 12%, while maintaining safety and operational efficiency. The meeting further noted the importance of strengthened inter-regional cooperation, particularly between the MID and APAC regions, to address interface constraints at the Muscat-Mumbai boundary through reduced separation minima, implementation of AIDC, and establishment of additional ATS routes.

Airspace Challenges over the Indian Ocean

(DGCA-MID/8-PPT/35)

6.22 The subject was addressed in PPT/35 presented by UAE. The meeting noted that the current route structure at the Muscat-Mumbai interface, together with persistent structural bottlenecks, fragmented regional solutions, and sustained traffic growth over the past two decades, continues to create significant capacity challenges. The situation is further compounded by daily tactical constraints, requiring multiple measures to manage demand and maintain operational efficiency.

6.23 The meeting recognized the strategic importance of the Indian Ocean interface as a critical component of interregional air traffic operations and emphasized the need for a coordinated and harmonized approach to address existing and emerging challenges. The meeting agreed that ICAO should initiate coordination with concerned States and stakeholders to explore the merit of establishing a high-level APAC-MID Group to strengthen governance and collaboration across the interface and ensure the expeditious implementation of the agreed milestones. Accordingly, the meeting agreed to the following Conclusion:

CONCLUSION 8/2: ENHANCING COOPERATION TO ADDRESS CHALLENGES AT THE APAC-MID INTERFACE

That,

a) the ATM operational and implementation matters at the APAC-MID interface be addressed by Special Air Traffic Management Coordination Meeting of the APAC-MID Interface (SAMI);

b) by March 2027, ICAO explore the merit of establishing a High Level Group to strengthen governance and collaboration across the interface and ensure the expeditious implementation of the agreed milestones.

ELEVATE Project

(DGCA-MID/8-PPT/16)

6.24 The subject was addressed in PPT/16 presented by the Secretariat. The meeting noted the significant challenges facing the MID Region, particularly the capacity constraints at the APAC-MID interface and their associated consequences, including operational delays and substantial financial impacts on airspace users.

6.25 The meeting was apprised of the key factors adversely affecting airspace capacity in the APAC/MID interface; these include sustained growth in traffic demand, airspace optimization initiatives implemented in a non-coordinated manner, and airspace closures or restrictions arising from contingency situations. Such restrictions have resulted in the redistribution of traffic flows, placing additional burden on alternative routes and contributing to congestion, particularly within the Muscat FIR. The meeting also highlighted the lack of harmonized airspace development across the APAC-MID interface, compounded by differences in CNS infrastructure and operational capabilities between the two regions.

6.26 The meeting further reviewed successful global ICAO initiatives, including the implementation of the Europe–Middle East–Asia Route Structure South of the Himalayas (EMARSSH) Project in 2002 and the progressive development of the North Atlantic Oceanic High-Level Airspace (HLA) since the 1970s, as examples of effective regional and inter-regional collaboration to enhance airspace capacity and efficiency.

6.27 The meeting was apprised of the actions agreed upon to address these challenges in the short and medium term, including those already undertaken, as well as the longer-term strategy under the ELEVATE Project. This initiative aims to establish a seamless and harmonized approach to enhancing airspace capacity across the APAC-MID interface, supporting future traffic growth while improving safety, efficiency, predictability, and overall system performance.

6.28 Based on the above, the meeting agreed to the following Conclusion:

CONCLUSION 8/3: ELEVATE PROJECT

That:

a) *the ELEVATE project is supported as a medium to longer-term solution for improving capacity and efficiency of air traffic in the APAC-MID Interface area;*

b) States and concerned stakeholders, including ANSPs, airlines, and regional and international organizations, are encouraged to support ICAO in the initiation and implementation of the ELEVATE Project; and

c) ELEVATE Steering Group be established under the ICAO umbrella to support the implementation of the institutional framework of the project and monitor the implementation progress.

Supporting Libya in addressing Airspace Restrictions and enhancing the utilization of the Tripoli FIR

(DGCA-MID/8-WP/26)

6.29 The meeting was apprised, through WP/26 presented by Libya, of the State's ongoing efforts to modernize its air navigation infrastructure and enhance air navigation services, with a particular focus on safety, operational continuity and personnel competency. The meeting noted that these efforts had contributed to the gradual recovery of the Tripoli FIR and increased confidence among international airspace users, as reflected in the steady growth of overflight traffic during 2024-2026. While acknowledging the progress achieved in safety, security, and operational performance, the meeting noted that certain operational restrictions and advisory notices remained in place, limiting the optimal utilization of Libyan airspace. Libya highlighted the need for the international aviation community to consider updated, evidence-based assessments and the significant improvements achieved when reviewing existing restrictions and advisory measures.

6.30 The meeting noted with appreciation that ICAO rescinded the State Letter dated January 2015, concerning the safety of civil aircraft operating in the Tripoli FIR and emphasized that it should no longer be considered as the basis for any operational decision in this geographical area. The meeting further highlighted that information relevant to the assessment of risks associated with operations in airspace over or near conflict zones is available through a variety of sources, including information published by States and other relevant stakeholders.

6.31 The meeting emphasized that decisions regarding operations in airspace over or near conflict zones should continue to be informed by risk assessments conducted in accordance with applicable ICAO provisions and guidance material. The meeting further highlighted that the established ICAO framework, together with the increased availability and exchange of relevant information, provides States and aircraft operators with a more comprehensive basis for assessing and managing the associated risks, reducing the need for ICAO to draw specific attention to potential risks arising from specific airspace areas.

6.32 The meeting encouraged States and aircraft operators to continue applying the relevant ICAO provisions and guidance material related to conflict zone risk management when assessing the safety and security of operations in affected airspace.

GNSS RFI

(DGCA-MID/8-PPT/17)

6.33 The subject was addressed in PPT/17 presented by the Secretariat. The meeting reviewed the issue of GNSS radio frequency interference (RFI), its operational impact, associated risks, and regional efforts to address this increasingly significant threat.

6.34 The meeting highlighted the importance of retaining conventional ground navigation infrastructure as a backup navigation source and urged States to continue regional efforts toward the implementation of the forthcoming resilient navigation operational network (NAV RON) guidance, noting that NAV RON forms an essential part of the regional contingency framework.

6.35 The meeting supported the MIDANPIRG/23 Conclusions and Decision concerning GNSS RFI and urged States to prioritize national efforts to mitigate GNSS RFI events and ensure the availability of adequate resources to support preparedness and mitigation measures, and align efforts with ICAO initiative and guidance.

6.36 The meeting encouraged States facing challenges in enhancing their preparedness for GNSS interference to seek ICAO assistance, including through the deployment of the ICAO GNSS RFI iPack, as appropriate.

Radio Altimeter issues

(DGCA-MID/8-PPT/18 and WP/31)

6.37 The subject was addressed in PPT/18 and WP/31, presented by the Secretariat and ICCAIA, respectively.

6.38 The meeting stressed that radio altimeter is a critical component of the aviation system and must be adequately protected from harmful interference. The meeting also noted that the standardization of radio altimeters is still underway and that the deployment of standardized equipment, along with the required aircraft retrofits, is not expected in the near term.

6.39 The meeting supported the implementation of the MIDANPIRG Conclusion 23/28 and encouraged States to allocate the necessary resources to ensure effective aviation participation in the WRC-27 and related preparatory activities, with a view to ensuring that aviation safety interests are adequately represented and protected. It was highlighted that the cost associated with States' participation in the WRC-27 Conference and the regional preparatory activities would be significantly lower than the potential cost resulting from inadequate protection of radio altimeter operations,

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REPORT ON AGENDA ITEM 7: AVIATION SECURITY, CYBERSECURITY AND FACILITATION

Global Developments related to AVSEC/FAL and Cybersecurity

(DGCA-MID/8-PPT/19)

7.1 The subject was addressed in PPT/19 presented by the Secretariat. The meeting was informed of global advancements in Aviation Security, Cybersecurity and Facilitation.

7.2 The presentation covered the updates on the USAP-CMA developments and Global vs. Regional statistics.

7.3 The meeting was also apprised of the status of the preparation for the High-Level Conference on Aviation Security scheduled to take place in April 2027.

7.4 In the area of Facilitation, the meeting was apprised of the five key areas of Facilitation that the Forty Second Assembly (A42) reinforced its commitment to advancing Facilitation.

7.5 The meeting urged States to take this information into account, as appropriate, when reviewing threats within their territories and adjusting their national civil aviation security programmes, in accordance with Standard 3.1.3 of Annex 17.

Outcomes of the MID-RASFG/5 Meeting

(DGCA-MID/8-PPT/20)

7.6 The subject was addressed in PPT/20 presented by the Secretariat. The meeting noted that the MID-RASFG/5 meeting was held in Doha, Qatar (3-5 February 2026).

7.7 The meeting noted with appreciation the progress and achievements of the MID-RASFG/5 as well as the identified regional priorities and needs.

7.8 The meeting urged States to take note of the outcomes of the MID RASFG/5 and encouraged States and stakeholders to actively participate in the AVSEC/FAL Events.

7.9 The meeting reiterated the priority highlighted by the MID-RASFG/5 regarding the need to elevate the importance of risk assessment.

7.10 The meeting took note of the statistics of Aviation Security Experts in the region calling for the need to support the capacity building of national inspectors to USAP-CMA Auditors to support their States; and reaffirmed its support to Gender Equality in Aviation Security.

7.11 The meeting noted that the MID-RASFG/6 meeting will be hosted by United Arab Emirates in Abu Dhabi in 2027.

Cybersecurity in the MID Region: Coordinated Measures for Aviation Security and Air Navigation

(DGCA-MID/8-WP/21)

7.12 The subject was addressed in WP/21 presented by the Secretariat. The meeting was apprised of the outcomes of the MID-RASFG/5 and the MIDANPIRG/23 meetings related to cybersecurity highlighting its cross-functional nature.

7.13 The meeting recognized the importance of coordinated efforts across aviation safety, security, and air navigation domains; and discussed the best way forward that avoids duplication of efforts, ensuring effective coordination with existing regional initiatives, and optimizing the use of States' resources.

7.14 The meeting encouraged States to actively participate in relevant global and regional aviation cybersecurity events and initiatives, and to follow developments related to the preparation of the new ICAO Aviation Cybersecurity Manual.

7.15 The meeting agreed on the need for a coordinated regional mechanism to address aviation cybersecurity while avoiding duplication of efforts. Accordingly, the meeting agreed to the following Conclusion:

CONCLUSION 8/4: CYBERSECURITY REGIONAL MECHANISM

That, the Chairpersons of MID-RASFG and MIDANPIRG, supported by the ICAO MID Office, are tasked with determining the most appropriate mechanism for advancing regional cooperation on Aviation Cybersecurity; and developing the mandate, terms of reference, composition and working arrangements of the proposed Regional Cybersecurity "Group".

Challenges in addressing Drone and Landside Threats to Airports

(DGCA-MID/8-WP/27)

7.16 The subject was addressed in WP/27 presented by ACI and co-sponsored by Qatar and CASP-MID. The meeting recognized the growing security concerns posed by unauthorized drone incursions and landside attacks at airports.

7.17 The meeting encouraged closer cooperation with airport operators and relevant stakeholders to enhance airports' capacity in addressing drone-related and landside threats. The meeting also encouraged further engagement with ACI to support MID States in mitigating emerging threats and strengthening risk assessment, potentially through joint workshops/webinars in 2027, in collaboration with MID RASFG and CASP-MID.

7.18 The meeting recognized the need to enhance State's capacity to address drones and landside related threats. MID States reaffirmed their support with emphasis on the need for States to take into consideration Risk Assessment prior the establishment of countermeasures.

Technology development and considerations for Liquids, Aerosols and Gels (LAGs) screening

(DGCA-MID/8-WP/28)

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7.19 The subject was addressed in WP/28 presented by ACI. The meeting noted that volume restrictions on Liquids, Aerosols and Gels (LAGs) were introduced in 2006 as an interim measure. Airports are now increasingly adopting advanced screening technologies, including computed tomography (CT) systems, which are recognised as effective and efficient in detecting liquid threats.

7.20 In alignment with the Doha Declaration on Facilitation of International Air Transport, which urges industry stakeholders to embrace technological advancements to foster the seamless movement of passengers, the meeting encouraged states to support airports in the trial and testing of technologies that can effectively detect liquid explosives and screen larger volumes of liquids. In addition, meeting stressed the need for closer collaboration in enhancing passenger communications to prevent confusion and minimise operational friction resulting from ongoing LAGs development across the globe.

REPORT ON AGENDA ITEM 8: ENVIRONMENTAL PROTECTION

Civil Aviation and the Environment

(DGCA-MID/8-PPT/22)

8.1 The subject was addressed in PPT/22 presented by the Secretariat. The meeting was apprised that the 42nd Session of the ICAO Assembly (2025) reaffirmed the Organization's mandate to lead international aviation's environmental work, and that the priority for the 2026–2028 triennium is to translate that mandate into measurable progress, including readiness for the next phase of CORSIA, support for the development of aviation cleaner energies, and the strengthening of national emissions-reduction plans.

8.2 The meeting was apprised of the key milestones guiding this work to 2050: the tenth anniversary of CORSIA's adoption in 2026; CAAF/4, to be convened no later than 2028 to review cleaner-energy progress and consider updating the collective global aspirational Vision of a 5 per cent reduction in international aviation CO_2 emissions by 2030 through cleaner energies; the CORSIA special review in 2032, which will consider the scheme's future beyond 2035; and the Long-Term Aspirational Goal (LTAG) of net-zero carbon emissions from international aviation by 2050.

8.3 On CORSIA, the meeting noted that the scheme remains, under ICAO Assembly Resolution A42-22, the only global market-based measure applicable to international aviation CO_2 emissions, intended to avoid a patchwork of duplicative State or regional measures. It noted that 134 States, including seven MID States, will participate in the scheme's offsetting phase from 2027, and that some 70 per cent of MID States are already engaged in ACT-CORSIA Buddy Partnerships to support implementation readiness. The meeting noted the importance of host-country Letters of Authorization in facilitating access to CORSIA-eligible emissions units, and of avoiding overlapping aviation taxation or carbon charges that could duplicate CORSIA and hinder connectivity and decarbonization.

8.4 On cleaner energies, the meeting was apprised of the common sustainability criteria, certification requirements and life-cycle emissions-assessment methodologies applicable to Sustainable Aviation Fuels (SAF) and qualifying Lower Carbon Aviation Fuels (LCAF) under the CORSIA framework, and of continuing work on additional production pathways and feedstocks.

8.5 The meeting noted that, under the ACT-SAF programme, 38 feasibility studies have been completed or are ongoing globally, supported by more than 280 partners including six MID States, and that Egypt launched its ACT-SAF feasibility study in July 2026 while Jordan has completed its study. States were encouraged to designate national focal points, engage their energy authorities, and translate completed studies into implementable projects.

8.6 On State Action Plans (SAP), the meeting noted that 11 MID States have submitted plans while four have yet to do so, and that quantified, regularly updated plans help States track progress, access implementation support under ACT-LTAG, and strengthen their case for climate financing. States were encouraged to assign clear national ownership of this work and to involve relevant authorities and industry partners in delivery.

8.7 The meeting thanked the Secretariat for the presentation and encouraged States to ensure readiness for CORSIA's second phase, strengthen engagement with ACT-SAF, and submit or update their State Action Plans.

Regional Coordination to Avoid a Double Carbon Burden on International Flights

(DGCA-MID/8-WP/25)

8.8 The subject was addressed in WP/25 presented by the Arab Air Carriers' Organization (AACO). The meeting noted the concerns raised regarding overlapping financial and administrative burdens arising from the interaction between CORSIA and national or regional environmental measures, including requirements relating to sustainable aviation fuels. The meeting took note of the potential implications highlighted by AACO for airlines' compliance costs, operational efficiency and competitiveness.

8.9 The meeting reaffirmed the common position of ICAO and its Member States, including European Member States, established at the 42nd Session of the ICAO Assembly in 2025 and reiterated during subsequent Council sessions in 2026, emphasizing the importance of CORSIA as the only global market-based measure applying to CO_2 emissions from international aviation. Recalling Assembly Resolution A42-22, paragraph 18, the meeting stressed the need to preserve the globally harmonized approach agreed through ICAO, avoid a patchwork of duplicative and fragmented national or regional schemes, and ensure that international aviation CO_2 emissions are accounted for only once.

8.10 The meeting emphasized that collective and harmonized action through ICAO is essential to achieving international aviation's environmental objectives while supporting its long-term sustainable growth. The meeting expressed concern related to uncoordinated national or regional initiatives, additional aviation emissions taxes and duplicative requirements that could undermine the effectiveness and credibility of CORSIA and the wider multilateral framework. The meeting further highlighted the importance of coherent policies that facilitate investment in sustainable aviation fuels and other cleaner energies, alongside technological innovation and operational improvements.

The meeting noted the existing double burden arising from the lack of automatic recognition under CORSIA of emissions reductions for which airlines incur costs under Refuel EU Aviation, and of the potential additional burden resulting from the proposed expansion of the EU ETS.

8.11 The meeting emphasized that addressing overlapping obligations should preserve CORSIA's environmental integrity and should neither imply acceptance of duplicative national or regional schemes nor lead to unilateral adjustments to CORSIA requirements.

ACI APAC & MID programmes and tools supporting airport climate action

(DGCA-MID/8-WP/29)

8.12 The subject was addressed in WP/29 presented by ACI. The meeting was apprised of the suite of tools developed by ACI APAC & MID under its regional Climate Change Adaptation Approach Study, comprising a Climate Risk Assessment Guideline, a Climate Risk Maturity Check Tool, a Climate Risk Assessment Tool, and a Regional Climate Dashboard aggregating airport and regional risk profiles.

8.13 The meeting noted that pilot results across 47 airports showed Middle East airports generally at an earlier stage of climate-risk maturity relative to other sub-regions, and that extreme heat, rainfall and storms were the principal drivers of high and extreme climate risk, affecting an estimated 58 per cent of assessed airport infrastructure and services.

8.14 The meeting was further apprised of ACI's decarbonization instruments, namely the Airport Carbon Accreditation (ACA) programme, under which over 100 airports across the APAC & MID regions, covering some 37 per cent of regional passenger traffic, are now accredited and the Net Zero Roadmap Programme, launched regionally in May 2026 following a successful pilot that included two MID Region airports (King Khalid International and Bahrain International). It noted that a dedicated ACA Incentive Programme would fully sponsor first-time accreditation for small airports in developing economies facing financial or technical barriers.

8.15 The meeting noted the tools and programmes presented and recommended that States encourage airports under their jurisdiction to participate in the Net Zero Roadmap, Climate Risk Maturity Check and Climate Risk Assessment Tool, to strengthen regional climate resilience and decarbonization.

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REPORT ON AGENDA ITEM 9: ECONOMIC DEVELOPMENT OF AIR TRANSPORT

Air Transport Updates

(DGCA-MID/8-PPT/23)

9.1 The subject was addressed in PPT/23 presented by the Secretariat.

Aviation Data and Analysis

9.2 The meeting recalled that the COVID-19 pandemic triggered an unprecedented 60% decline in global RPKs in 2020, followed by a rapid recovery, with traffic surging by 62.3% in 2022. It was noted that by 2024, global RPKs had exceeded 2019 levels by 5%, reaching 9.1 trillion. With regard to Air Cargo, despite the pandemic shock, air cargo demonstrated resilience, with global demand reaching 244 billion FTKs in 2024, 7% above 2019 levels. The meeting noted also that the MID region experienced a rapid post-pandemic recovery, with passenger traffic exceeding pre-pandemic levels in 2024. Passenger demand grew by 10%, seat capacity by 8%, and air cargo by 12.5%, reflecting continued growth across all segments. On relation to the ICAO Long-Term Traffic Forecasts; it was highlighted that passenger traffic in the MID region is expected to grow steadily through 2050, with an overall annual growth rate of 3.7%, driven primarily by international traffic.

Taxation in the field of International Air Transport

9.3 The meeting noted that developments under both the United Nations Model Double Taxation Convention and the United Nations Framework Convention on International Tax Cooperation may have significant implications for the taxation of international air transport, particularly with respect to the allocation of taxing rights between States. The meeting recalled that at the 42nd ICAO Assembly (A42), Member States expressed concerns that approaches departing from the residence-based taxation principle could lead to double taxation, market distortions and adverse impacts on air services, trade and tourism. Consistent with Assembly Resolution A42-26, Member States were encouraged to apply ICAO's Policies on Taxation in the Field of International Air Transport (Doc 8632), particularly to avoid double or discriminatory taxation, while ICAO continues to monitor these developments and assess their implications for international air transport.

Infrastructure Management - Airport and Air Navigation Services Economics

9.4 The meeting noted that ICAO continues to promote the efficient and economically sustainable development of aviation infrastructure, focusing on five key areas:

a) Implementation of ICAO's policies on charges: A global survey is underway to assess implementation and identify challenges faced by States.

b) Sustainable funding for oversight: Work is progressing on a global survey to identify sustainable funding mechanisms for civil aviation authorities and oversight functions.

c) New airspace users: Guidance is being developed on charging mechanisms for UAS, advanced air mobility and commercial space operations.

d) Economic oversight and cost recovery: Work continues on transnational airport ownership and the cost recovery of aeronautical meteorological services.

e) Regional awareness and implementation: ICAO continues to support States through regional workshops on airport and air navigation services charges.

9.5 The meeting highlighted that air transport should not be only connected with air navigation from an economic perspective only, demand and capacity should be aligned to ensure effective air transport system. The meeting agreed that investments should be steered to modernize the airspace and airports capacity and capabilities to be able to accommodate the forecasted traffic growth.

Convening of The 7th Air Transport Conference (AT-Conf/7)

9.6 The meeting was apprised of the Theme, Objectives and Agenda of the AT-Conf/7.

9.7 The meeting noted that some MID States submitted working papers to the AT-Conf/7.

The state of the Middle East airport industry: Near-term uncertainties, importance of restoring air connectivity and the long-term infrastructure imperative

(DGCA-MID/8-WP/30)

9.8 The subject was addressed in WP/30 presented by ACI. The meeting was apprised of the performance of Middle East airports in 2025, handling an estimated 468 million passengers and over 9.2 million tonnes of air cargo. It was noted that, the geopolitical tensions in the region resulted in significant declines in passenger and cargo traffic, reduced anticipated airport revenues, and weakened regional air connectivity. The meeting was informed that, despite these challenges, recent traffic data indicate that the impact is receding, while the long-term outlook for regional air transport remains positive, with passenger traffic forecast to more than triple over the next three decades.

9.9 The meeting recognized the importance of restoring and strengthening air connectivity, in close cooperation with relevant industry stakeholders and authorities, and of ensuring the timely development of airport infrastructure to accommodate future demand.

9.10 The meeting acknowledged the positive long-term outlook for air travel demand in the Middle East and the need for financing airport infrastructure development projects to increase capacity and throughput. Accordingly, the meeting encouraged States to:

- undertake appropriate measures to restore and develop air connectivity, in coordination with industry stakeholders and relevant authorities, to facilitate traffic recovery;

- promote airport infrastructure development through appropriate financial mechanisms and facilitate access to funding; and

- develop economically sustainable financing frameworks to facilitate capital expenditure (CAPEX) on airport infrastructure, in consultation with industry stakeholders.

United Nations Framework Convention on International Tax Cooperation

(DGCA-MID/8-WP/32)

9.11 The subject was addressed in WP/32 presented by IATA, which highlighted the implications of recent developments in international tax cooperation, including the discussions towards a United Nations Framework Convention on International Tax Cooperation, for international air transport. The meeting was reminded that ICAO's Policies on Taxation in the Field of International Air Transport (Doc 8632) provide an established framework based on residence-based taxation, reflected in bilateral Air Services Agreements (ASAs) and Double Taxation Agreements (DTAs).

9.12 The meeting recognized the importance of preserving this established framework and ensuring that emerging international tax instruments remain consistent with ICAO policies, avoiding duplicative or extraterritorial taxation and the need to renegotiate or modify existing agreements. The importance of coordinated engagement by MID States in relevant international fora was also highlighted.

9.13 The meeting encouraged States to attend the UN Intergovernmental Negotiating Committee (INC6) that will be held in Nairobi, Kenya, from 30 November to 10 December 2026; and to do the necessary coordination in order to echo the concerns of the civil aviation community regarding the risk of double taxation.

9.14 Based on the above, the meeting:

a) reaffirmed that ICAO's policies applicable to the taxation of international air transport are those expressed in the ICAO Policies on Taxation in the Field of International Air Transport (Doc 8632);
b) recognized that ICAO's policies support reciprocal exemption from taxation on income derived from the operation of aircraft in international air transport, reflecting the principle that such income should be taxed on a residence rather than a source basis;
c) emphasized that the UN Framework Convention on International Tax Cooperation and other relevant international fora, should not result in duplicative or extraterritorial taxation of international air transport;
d) acknowledged that any new international taxation frameworks should not be inconsistent with established ICAO principles and should not require renegotiation or modification of existing ASAs or DTAs or otherwise displace the application of existing agreements governing the taxation of international air transport;
e) invited States and ICAO to engage with the relevant bodies within the United Nations system to ensure that such developments remain consistent with the established ICAO framework governing the taxation of international air transport; and
f) encouraged States to coordinate their positions and engagement in relevant international fora in support of the established ICAO framework.

REPORT ON AGENDA ITEM 10: DATES AND VENUES OF NEXT MEETINGS

Dates and Venues of DGCA-MID/9 and DGCA-MID/10 Meetings

(DGCA-MID/8-WP/24)

10.1 The subject was addressed in WP/24 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 Oman during the DGCA-MID/7 meeting, the DGCA-MID/9 meeting will be held in Muscat in 2028. The exact date will be coordinated between the ICAO MID Office and Oman, in due course.

10.3 The meeting agreed that dates and venue of the DGCA-MID/10 meeting will be agreed upon during the DGCA-MID/9 meeting in Oman.

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REPORT ON AGENDA ITEM 11: ANY OTHER BUSINESS

11.1 A number of bilateral coordination meetings were conducted on the side of the meeting, to discuss subjects of common interest and explore opportunities for collaboration.

11.2 The meeting noted the signature of the revised Letter of Agreement (LoA) between Qatar and UAE, effective on 26 November 2026, consequential to the implementation of Doha FIR Phase 2.

11.3 The meeting noted the signature of revised protocol on air transport between Jordan and Libya.

Closing of the Meeting

11.4 TBD

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