



ICAO MID

الهيئة العامة للطيران المدني
Civil Aviation Authority
دولة قطر • State of Qatar



الاجتماع الثامن للمدراء العاميين للطيران المدني في منطقة الشرق الأوسط (DGCA-MID/8)

Eighth Meeting of the Directors General of Civil Aviation-Middle East Region (DGCA-MID/8)



ICAO MID

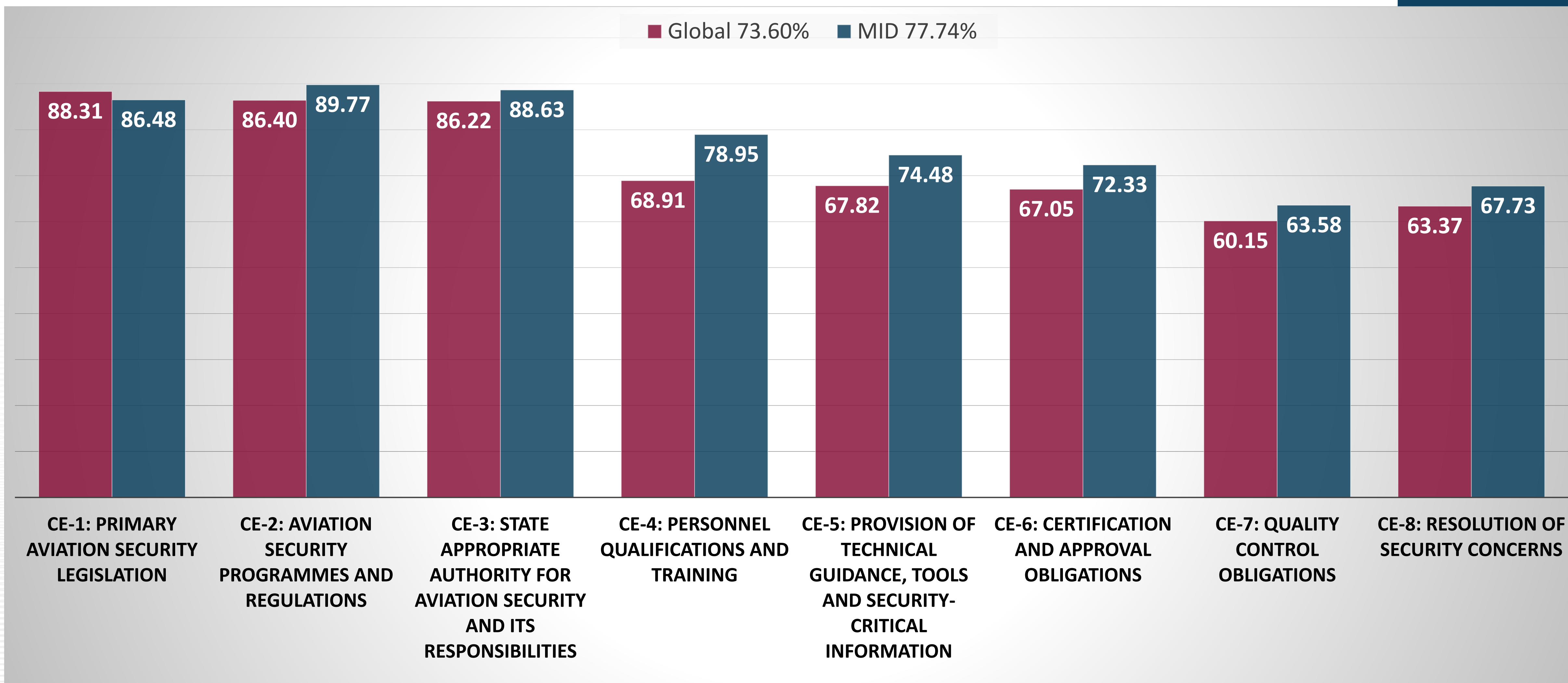


USAP-CMA

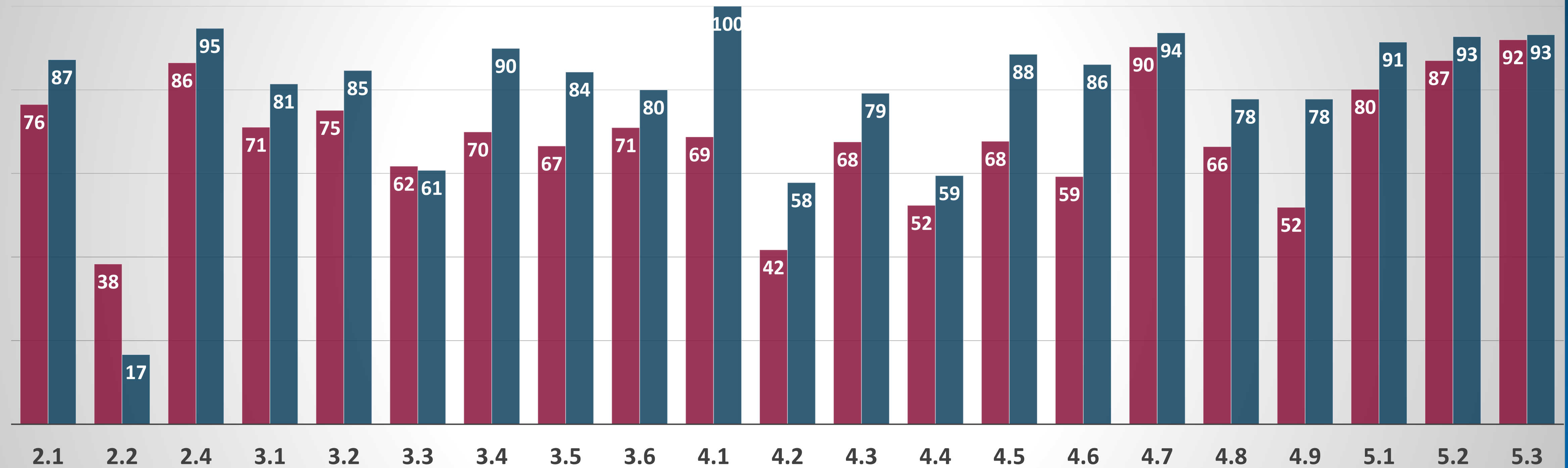
USAP-CMA Audit Results Trends in MID



Regional Audit Results – Sustainability indicator

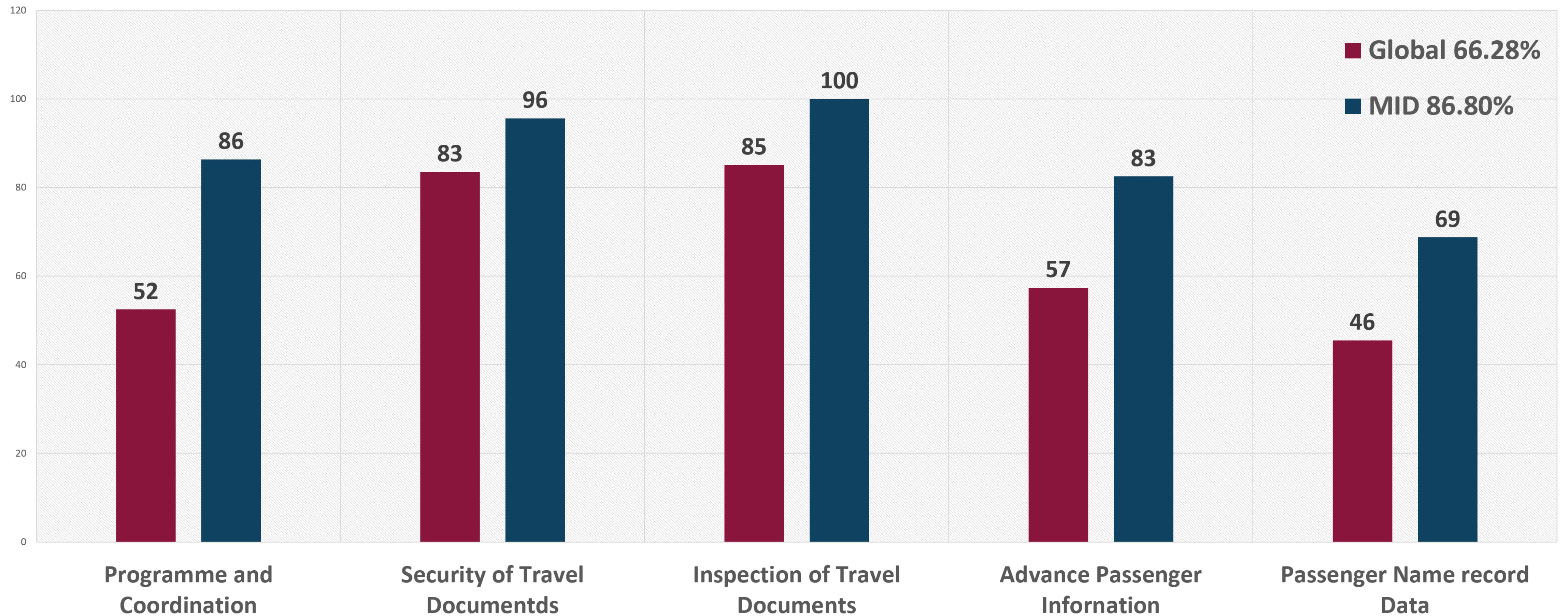


Regional Audit Results – Compliance with Annex 17

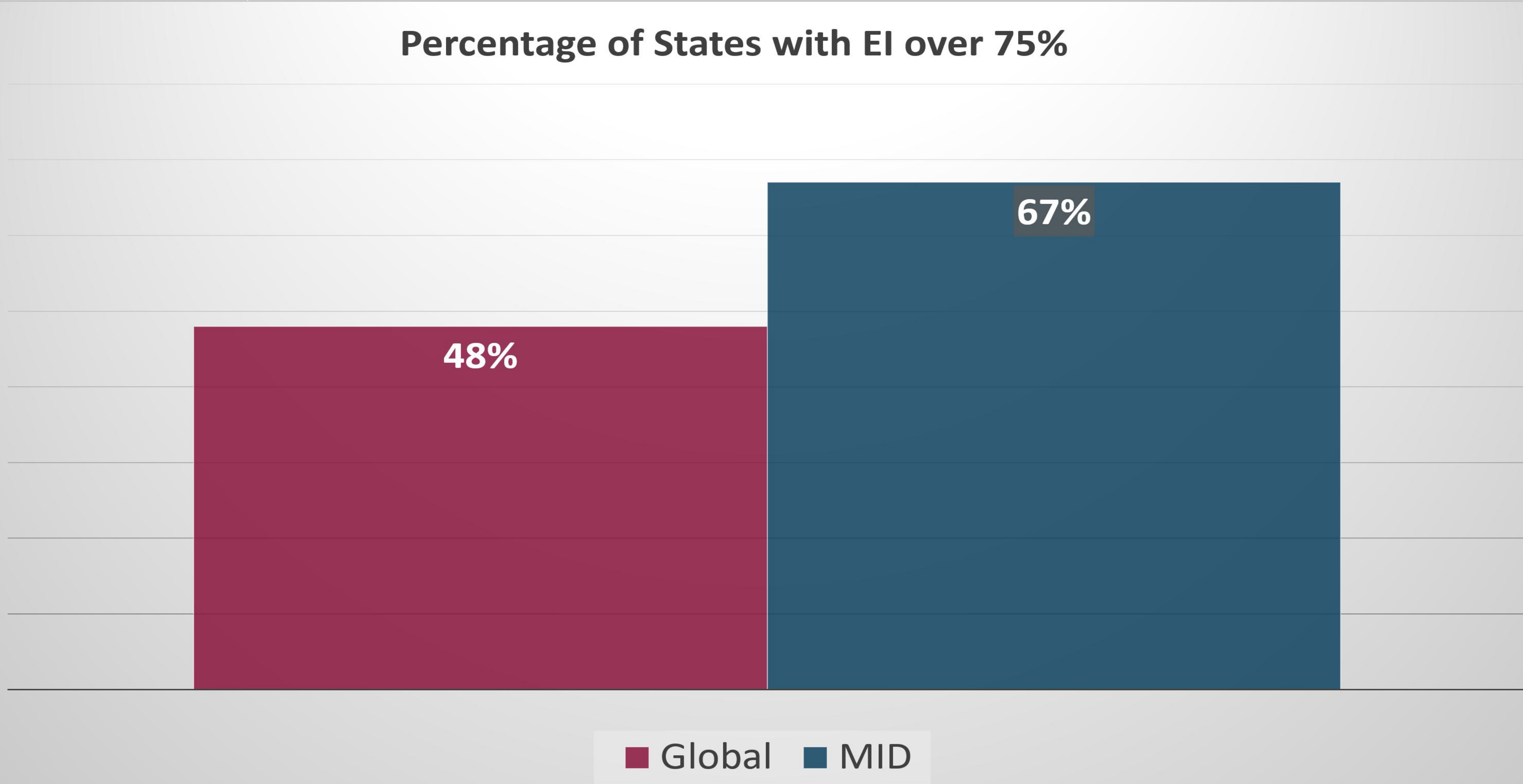


■ Global 71.61% ■ MID 82.79%

Regional Audit Results – Compliance with Annex 9 – Facilitation Security-related Standards



By Year	GASep Milestones Percentage of States surpassing 75% Sustainability Indicator
2027	65%
2030	80%
2033	100%



Second meeting held in Montreal in August 2026

- Work on the modernization of the Programme to better address current and future needs.
- Options for the future evolution of the Programme will be presented to the High- Level Conference on Aviation Security



Task Force on the USAP- CMA

Aviation Security Policy

1. Threat and risk overview

Civil aviation remains an attractive and high-profile target for a wide range of actors

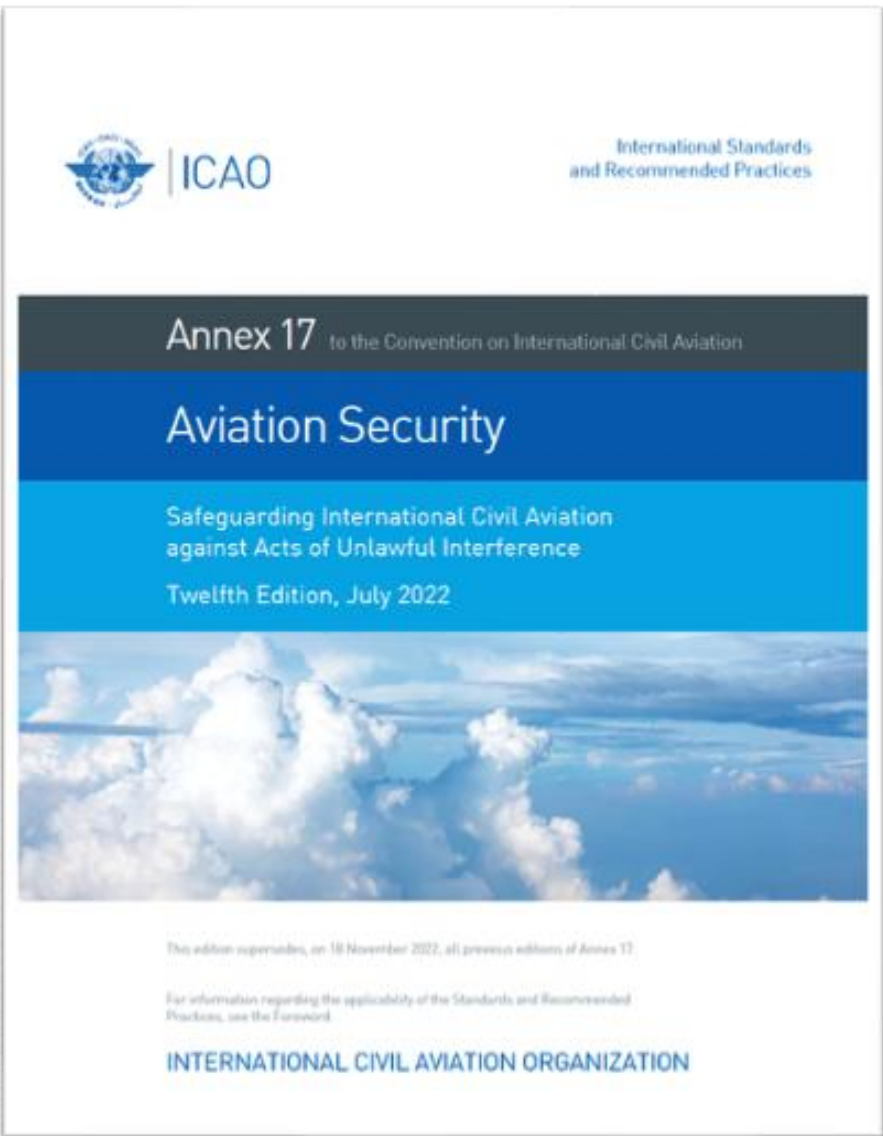
a) Cargo and mail supply chains	b) Explosives carried on persons	c) Unmanned aircraft systems	d) Sabotage and interference	e) Malicious use of technology and cyber
------------------------------------	-------------------------------------	---------------------------------	---------------------------------	---

- a) persistent vulnerabilities in cargo and mail supply chains to improvised explosive and incendiary devices, difficult to detect and with catastrophic potential;
- b) non-metallic and liquid explosives carried by, or concealed on, passengers, particularly where older detection systems are deployed;
- c) the continuing and expanding threat of attacks involving unmanned aircraft systems, no longer confined to conflict zones;
- d) new and evolving threats, including by sophisticated actors, through sabotage, interference and the malicious use of technology; and
- e) cyber incidents, which continued to cause significant disruption without constituting acts of unlawful interference as defined in Annex 17.

Recommendation The global assessment does not replace national threat and risk assessments. States are recommended to take it into account, as appropriate, when reviewing threats within their territories and adjusting their national civil aviation aviation security programmes, in accordance with Standard 3.1.3 of Annex 17.

2. Review of Annex 17 — Aviation Security

From Amendment 19 to AVSECP/38



Amendment 19, Twelfth Edition, 2022

- 25 June 2026
Amendment 19 to Annex 17 adopted by the Council
- AVSECP/37 — April 2026
Amendment 20 package endorsed; consensus in WGA17 and the Panel
- 239th Session — now
Interim draft the ASC and the Council; no circulation to
- WGA17 — intersessional
Further set of SARPs developed for possible inclusion
- AVSECP/38 — August 2027
Review and consolidation into the broader Amendment 20 package

3. Preparations for HLCAS/ 3

High-level strategic direction for the future evolution of the global aviation security system

Pillar I

Steering and assuring a trusted global aviation security system

- 1 USAP-CMA
Evolving aviation security oversight
- 2 GAsEP
Shaping the next phase of global security

Pillar II

Enabling a secure, seamless and sustainable aviation

- 3 Modernization
Towards a more efficient, seamless journey
- 4 Cybersecurity
Securing aviation's digital future

Pillar III

Strengthening resilience and protecting global connectivity

- 5 Conflict risks
Protecting aviation in a volatile security environment
- 6 Cargo and mail
Securing air cargo and mail supply chains

Conference conclusions → Council follow-up → inputs to the 44th Session of the Assembly

3. Preparations for HLCAS/3 /Timeline



State comments refine the scope, emphasis, supporting documentation and proposed conclusions under each agenda item.

First Edition of the Aviation Cybersecurity Manual (Doc 10232)

- Technically endorsed by the Panel and released to the Secretariat for consultation, update, publication and dissemination.
- Developed in under a year through a collaborative, technically rigorous process.
- Guided by the Cybersecurity Action Plan (2nd ed.), Assembly Resolution A42-19, Muscat Declaration on Aviation Security and Cybersecurity, and outcomes of the 14th Air Navigation Conference.
- Supports implementation of Annex 17 Chapter 4.9 and existing cyber provisions in other Annexes and aligns with existing ICAO-wide guidance material.

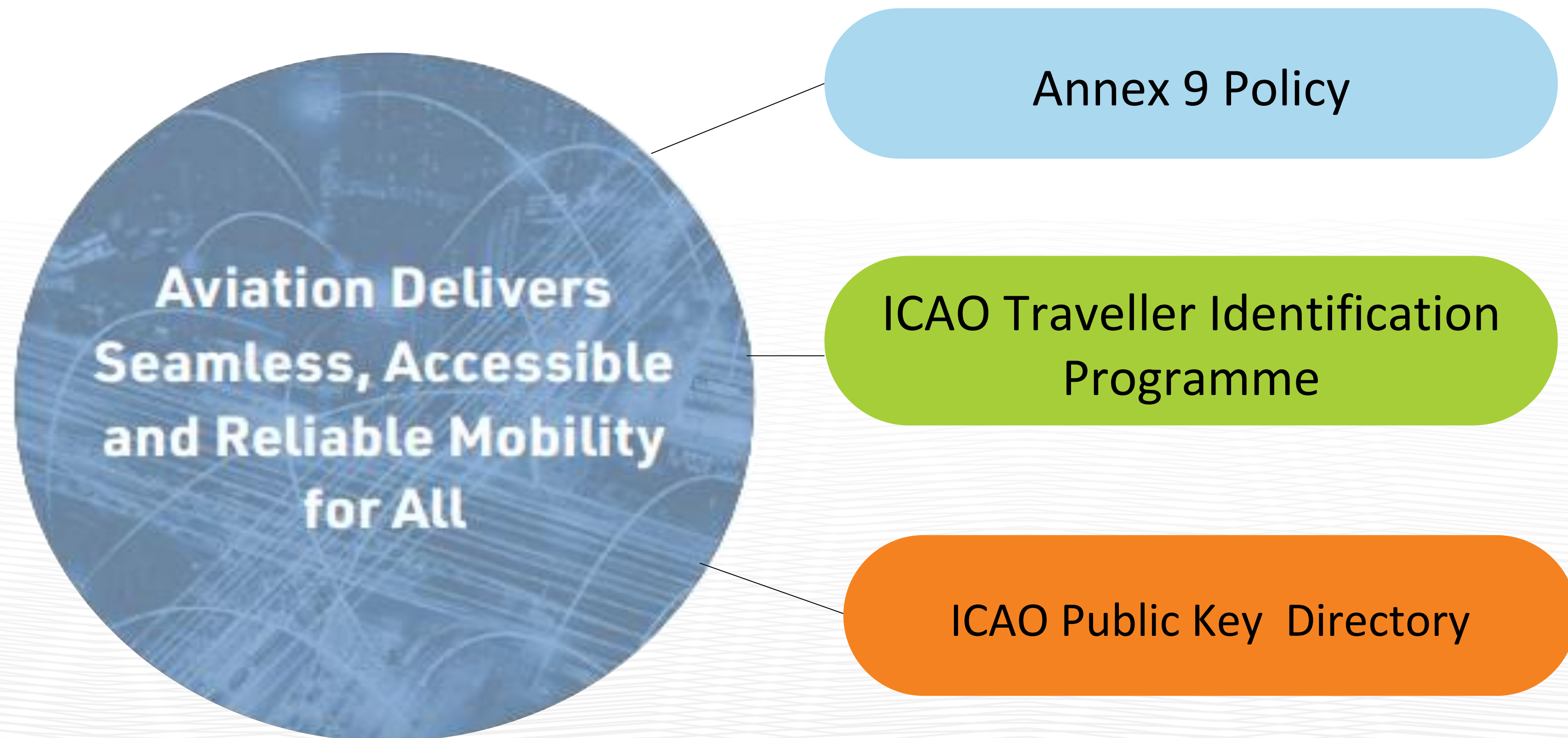


Consultation with expert groups and within the Secretariat Concluded on 15 September; Comments under review
Expected publication of the Advanced Un-Edited version late 2026 – early 2027

Major Outcomes of CYSECP/5 • ICAO Cybersecurity Panel

Facilitation

ICAO Strategic Goal – Facilitation Programmes





FAL related A42 Resolutions

- ☐ A42-17: Consolidated statement of continuing ICAO policies related to facilitation
- ☐ A42-13: Strategy on disaster risk reduction and response mechanism in aviation
- ☐ A42-14: Accessibility in International Civil Aviation
- ☐ A42-15: Assistance to victims of aviation accidents and their families
- ☐ A42-16: Development and implementation of facilitation provisions —
combating human trafficking



- Facilitation Policy
- Traveller Identification & Border Control
- National/International Action & Cooperation
- Passenger Data Systems
- Global Commitment



| ICAO MID

الهيئة العامة للطيران المدني
Civil Aviation Authority
State of Qatar • دولة قطر



Thank You