REPORT OF THE
DGCA-MID/4 MEETING

(Muscat, Oman, 17-19 October 2017)

تقريرالاجتماع الرابع للمدراء العامين
للطيران المدني في إقليم الشرق الأوسط

(مسقط ،عمان 17-19 أكتوبر 2017)

Public Authority for Civil Aviation (PACA)

الهيئة العامة للطيران المدني – سلطنة عمان

INTERNATIONAL CIVIL AVIATION ORGANIZATION

REPORT OF THE FOURTH MEETING OF THE DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

(DGCA-MID/4)

(Muscat, Oman, 17-19 October 2017)

Approved by the Meeting
and published by authority of the Secretary General

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TABLE OF CONTENTS

Page

PART I - HISTORY OF THE MEETING

1. Introduction i
2. Opening Ceremony i
3. Secretariat i
4. Languages & Administration ii
5. Conclusions ..... ii/iii

PART II - REPORT ON AGENDA ITEMS

Report on Agenda Item 1 1-1
Report on Agenda Item 2 2-1
Report on Agenda Item 3 ..... 3-1/3-2
Report on Agenda Item 4 ..... 4-1/4-3
Report on Agenda Item 5 ..... 5-1/5-2
Report on Agenda Item 6 ..... 6-1/6-3
Report on Agenda Item 7 7-1
Report on Agenda Item 8 8-1
Report on Agenda Item 9 ..... 9-1/9-2
Report on Agenda Item 10 10-1
Report on Agenda Item 11 11-1

APPENDICES

Appendix 3A
Appendix 3B

ATTACHMENTS

Attachment A ..... List of Participants
Attachment B ..... Chairman Opening Remarks
Attachment C ..... Secretary General Opening Remarks
Attachment D ..... List of Working & Information Papers

PART I: HISTORY OF THE MEETING

PART I - HISTORY OF THE MEETING

1. INTRODUCTION

1.1 The Fourth Meeting of the Directors General of Civil Aviation-Middle East Region (DGCA-MID/4) was hosted by the Public Authority for Civil Aviation (PACA), Muscat, Oman, from 17 to 19 October 2017.

1.2 The meeting was attended by a total of sixty eight (68) participants from seventeen (17) States (Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Lebanon, Morocco, Oman, Palestine, Qatar, Saudi Arabia, Sudan, Syria, United Arab Emirates, United States and Yemen) and Six (6) International/Regional Organizations (AACO, ACI, CANSO, GCC, IATA, and IFALPA). The list of participants is at **Attachment A**.

2. OPENING CEREMONY

2.1 The meeting was opened by His Excellency Dr. Mohammed Al Za'abi, CEO of PACA, Oman who extended a warm welcome to all Delegates to the Fourth Meeting of the Directors General of Civil Aviation in the Middle East Region. The full text of the Chairman Opening Remarks is at **Attachment B**.

2.2 Dr. Fang Liu, the Secretary General of ICAO, welcomed all Delegates to Muscat. She expressed ICAO's sincere gratitude and appreciation to the Sultanate of Oman and in particular, to H.E. Dr. Mohammed Al Za'abi, CEO of PACA, for hosting the DGCA-MID meeting in Muscat and for the warm welcome and generous hospitality extended to all participants. The full text of the ICAO Secretary General Opening Remarks is at **Attachment C**.

3. OFFICERS AND SECRETARIAT

3.1 The meeting was chaired by H.E Dr. Mohammed Al Za'abi, CEO of PACA, Oman; who was supported by the Vice-Chairperson, Mr. Khaled Al-Shuaibi, Deputy Director General for Air Navigation Affairs, DGCA, Kuwait.

3.2 Mr. Mohamed Khalifa Rahma, ICAO Middle East Regional Director acted as the Secretary of the Meeting, assisted by Mr. Mohamed Smaoui, Deputy Regional Director (DRD), Mr. Mashhor Alblowi, Regional Officer, Flight Safety (FLS), Mr. Elie El Khoury, Regional Officer, Air Traffic Management/Search and Rescue (ATM/SAR), Mr. Abbas Niknejad, Regional Officer Aeronautical Information Management/Air Traffic Management (AIM/ATM) and Mr. Luay Ishaqat, Regional Officer Aviation Security and Facilitation (ASF); from the ICAO Middle East Regional Office. .

3.3 The meeting was also supported by Mr. Boubacar Djibo, Director Air Transport Bureau (D/ATB), Mr. Stephen Creamer, Director Air Navigation Bureau (D/ANB), and Mr. Guillermo Iovino, Head Project Development Unit, Technical Cooperation Bureau (TCB), from ICAO Headquarters.

3.4 Dr. Fang Liu, Secretary General of ICAO attended, as the guest of honor.

4. LANGUAGE AND ADMINISTRATION

The proceedings were conducted in Arabic and English and the meeting documentation was issued in both languages. Translation and simultaneous interpretation services were also provided.

5. CONCLUSIONS

5.1 The meeting, after reviewing and discussing the working papers listed in DGCA-MID/4 IP/1 at **Attachment D**, developed a total of Ten (10) Conclusions as follows:

DGCA-MID/4 CONCLUSION 4/1 – MID REGION NCLB DECLARATION (MUSCAT DECLARATION)

That:

*a) the MID Region NCLB Declaration (Muscat Declaration) at **Appendix 3B**, is endorsed; and*

b) States and Stakeholders are invited to support the implementation of the MID Region NCLB Strategy.

DGCA-MID/4 CONCLUSION 4/2 – MID IMPLEMENTATION PLAN (MIDIP)

That:

a) the establishment of MIDIP is supported;

b) States and stakeholders from within and outside the Region are encouraged to provide voluntary financial contributions to expedite the establishment of MIDIP; and

c) a kick-off meeting of the MIDIP Steering Committee composed of the DGCAs of MID States be organized upon the availability of necessary resources to implement the identified projects and capacity building initiatives.

DGCA-MID/4 CONCLUSION 4/3 – MID FLIGHT PROCEDURE PROGRAMME

That:

a) States are urged to sign the MID FPP Project Document with ICAO TCB;

b) till the recruitment of a MID FPP Manager/Coordinator, the ICAO MID Office provide full support to run the programme, in close coordination with the Host State;

c) a Kick-off meeting of the MID FPP be held in January 2018; and

d) States and Stakeholders are urged to participate in the Kick-off meeting of the MID FPP.

DGCA-MID/4 CONCLUSION 4/4 – MID REGION AIM DATABASE (MIDAD)

That:

a) States are encouraged to engage with EUROCONTROL to migrate to the European AIS Database (EAD);

b) a detailed action plan for the implementation of Phase B: "Set-up of MIDAD Manager" be developed by the MIDAD Task Force; and

c) a progress report be presented to the DGCA-MID/5 meeting.

DGCA-MID/4 CONCLUSION 4/5 – ESTABLISHMENT PROCESS OF THE MENA RSOO

That:

a) the MENA RSOO be governed by a Steering Committee composed of the MENA RSOO member States (both ICAO and ACAC will be part of the Steering Committee);

b) the Steering Committee decides on all the details related to the establishment and operation of the MENA RSOO (organization, funding, etc.); and

c) Saudi Arabia (the host State) is invited to organize the first meeting of the MENA RSOO Steering Committee as soon as possible.

DGCA-MID/4 CONCLUSION 4/6 – STRATEGY FOR THE ENHANCEMENT OF COOPERATION AMONG THE MENA STATES IN THE PROVISION OF AIG FUNCTIONS

That:

*a) the Strategy for enhancement of cooperation among the MENA States in the provision of AIG functions at **Appendix 5A**, is endorsed;*

b) the Roadmap for the implementation of the Strategy be further finalized by the RASG-MID; and

c) the RASG-MID monitor the implementation of the Roadmap to ensure that the agreed goals are achieved.

DGCA-MID/4 CONCLUSION 4/7 – IMPLEMENTATION OF THE ICAO PKD

That, States endeavour to join the ICAO PKD as a means to authenticate Travel Documents in order to neutralize the activities of cross-border criminality.

DGCA-MID/4 CONCLUSION 4/8 – ESTABLISHMENT OF THE MID-RASFG

That, the Middle East Regional Aviation Security and Facilitation Group (MID-RASFG) is established to provide a framework for States and stakeholders to work collaboratively towards the implementation of the Global Aviation Security Plan (GASeP) and the TRIP Strategy in order to improve aviation security and facilitation in the MID Region.

DGCA-MID/4 CONCLUSION 4/9 – ACAC/MID SECFAL PLAN

That, States and Stakeholders are invited to support the Security and Facilitation Plan Development Group (SECFAL PDG) to develop the ACAC/MID SECFAL Plan for presentation and endorsement by the MID-RASFG/1 meeting.

DGCA-MID/4 CONCLUSION 4/10 – UNRULY PASSENGERS

That, States, that have not yet done so, ratify the Montreal Protocol 2014 and issue National legislations to empower the proper judicial authorities to act on the occurrence of unruly passengers.

PART II: REPORT ON AGENDA ITEMS

PART II – REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA

(DGCA-MID/4-WP/1)

1.1. 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: Managerial Issues

Agenda Item 4: Air Navigation

Agenda Item 5: Aviation Safety

Agenda Item 6: Aviation Security and Facilitation

Agenda Item 7: Environmental Protection

Agenda Item 8: Technical Cooperation

Agenda Item 9: Air Transport

Agenda Item 10: Dates and Venues of Next Meetings

Agenda Item 11: Any other Business

REPORT ON AGENDA ITEM 2: REVIEW AND FOLLOW-UP OF ACTIONS ITEMS ARISING FROM THE PREVIOUS MEETING

Review and follow-up actions on the DGCA-MID/3 Conclusions

(DGCA-MID/4-WP/2)

2.1 The subject was addressed in WP/2 presented by the Secretariat. The meeting noted the implementation status of the 6 Conclusions endorsed by the DGCA-MID/3 meeting, as well as the follow-up actions taken by the concerned parties.

REPORT ON AGENDA ITEM 3: MANAGERIAL ISSUES

Guidance Material for the Convening of the DGCA Meetings

(DGCA-MID/4-WP/3)

3.1 The subject was addressed in WP/3 presented by the Secretariat. The meeting endorsed the revised version of the Guidance Material for the Convening of the Directors General of Civil Aviation (DGCA) Meetings in the Middle East Region as at **Appendix 3A.**

Global Aviation Safety and Air Navigation update

(DGCA-MID/4-PPT/1)

3.2 The subject was addressed in PPT/1 presented by the Secretariat. The meeting was apprised of the global developments related to aviation safety and air navigation.

MID Region NCLB Strategy

(DGCA-MID/4-WP/4 & PPT/2)

3.3 The subject was addressed in WP/4 and PPT/2 presented by the Secretariat. The meeting:

a) reviewed and endorsed the MID Region NCLB Declaration (Muscat Declaration) and the attached MID Region NCLB Strategy as at **Appendix 3B**;

b) urged States to coordinate with the ICAO MID Office the development/finalization of their NCLB Plan of Actions;

c) encouraged States and Stakeholders to coordinate with the ICAO MID Office for the provision of required assistance, in support to the MID Region NCLB Strategy; and

d) encouraged States and stakeholders to provide voluntary contributions to support the MID Region NCLB activities.

3.4 Based on the above the meeting agreed to the following Conclusion:

DGCA-MID/4 CONCLUSION 4/1 – MID REGION NCLB DECLARATION (MUSCAT DECLARATION)

That:

a) *the MID Region NCLB Declaration (Muscat Declaration) at **Appendix 3B**, is endorsed; and*

b) States and Stakeholders are invited to support the implementation of the MID Region NCLB Strategy.

MID Implementation Plan (MIDIP)

(DGCA-MID/4-WP/5)

3.5 The subject was addressed in WP/5 presented by the Secretariat. The meeting:

a) noted the outcome of the Global Ministerial Aviation Summit (GMA), Riyadh, Saudi Arabia, 29 - 31 August 2016; and the 39th session of the Assembly of ICAO related to the establishment of MIDIP;

b) noted the changes/developments related to the implementation of some of the projects/initiatives supported by the GMA Summit;

c) supported the establishment of MIDIP;

d) encouraged States and stakeholders from within and outside the region to provide voluntary financial contributions to expedite the establishment of MIDIP; and

e) agreed that a kick-off meeting of the MIDIP Steering Committee composed of the DGCAs of MID States should be organized upon the availability of necessary resources to implement the identified projects and capacity building initiatives

3.6 Based on the above the meeting agreed to the following Conclusion:

DGCA-MID/4 CONCLUSION 4/2 – MID IMPLEMENTATION PLAN (MIDIP)

That:

a) the establishment of MIDIP is supported;

b) States and stakeholders from within and outside the region are encouraged to provide voluntary financial contributions to expedite the establishment of MIDIP; and

c) a kick-off meeting of the MIDIP Steering Committee composed of the DGCAs of MID States be organized upon the availability of necessary resources to implement the identified projects and capacity building initiatives.

REPORT ON AGENDA ITEM 4: AIR NAVIGATION

Outcome of the MIDANPIRG/16 meeting

(DGCA-MID/4-PPT/3)

4.1 The subject was addressed in PPT/3 presented by the Secretariat. The meeting:

a) was apprised of the outcome of the MIDANPIRG/16 meeting held in Kuwait, 13 - 16 February 2017;

b) noted with appreciation the activities and achievements of MIDANPIRG;

c) noted the challenges faced by the Group and its subsidiary bodies; and

d) urged States and stakeholders to support the MIDANPIRG work programme by participating actively in the MIDANPIRG subsidiary bodies meetings and providing required information and expertise.

4.2 The meeting noted with appreciation that USA/FAA is coordinating with the ICAO MID Office for the organisation of an ASBU Workshop for the MENA States in 2018 (IP/9 refers).

Progress report on the Air Navigation Priorities and Targets

(DGCA-MID/4-PPT/4)

4.3 The subject was addressed in PPT/4 presented by the Secretariat. The meeting was apprised of the air navigation priorities and targets included in the MID Air Navigation Strategy (MID Doc 002).

4.4 The meeting noted with appreciation that the MID Region Air Navigation Report-2016 was published further to the endorsement by MIDANPIRG/16.

4.5 The meeting urged States to implement the provisions of the MIDANPIRG Conclusion 16/8, and to provide the ICAO MID Office, with relevant data necessary for the development of the MID Region Air Navigation Report-2017, by 1 November 2017.

Regional Air Navigation Projects/Initiatives

(DGCA-MID/4-WP/6)

4.6 The subject was addressed in WP/6 presented by the Secretariat. The meeting noted and supported the revised MAEP Organizational Structure and the revised Terms of Reference (TORs) of the MAEP Board that were agreed upon by the MIDANPIRG/16 meeting.

4.7 The meeting was apprised of the challenges impeding the implementation of the regional/sub-regional air navigation projects.

4.8 The meeting encouraged States and Stakeholders to provide the required support to expedite the implementation of the agreed air navigation projects.

4.9 The meeting encouraged States and Stakeholders to actively support the work of the ATFM Task Force.

4.10 The meeting agreed with MIDANPIRG/16 that the implementation of ATS Route Network Optimization Project (ARNOP) should be addressed/managed by the ATM SG.

4.11 The meeting noted that the final version of the Common aeronautical VPN (CRV) common provisions is expected to be available after the CRV Steering Committee meeting that will be held in December 2017 at the ICAO APAC Office, Bangkok, Thailand. The meeting encouraged States to attend the meeting to be held in Bangkok in December 2017.

4.12 The meeting agreed with MIDANPIRG/16 that committed States should engage with the recommended supplier to establish individual service contracts, and the remaining States should carry out a comprehensive Cost Benefit Analysis (CBA) related to the implementation of an IP Network under the CRV framework.

MID Flight Procedure Programme (MID FPP)

(DGCA-MID/4-WP/7)

4.13 The subject was addressed in WP/7 presented by the Secretariat. The meeting noted that the MID FPP will be hosted in Lebanon and the MID FPP Project Document is under final review and will be circulated to States for signature beginning of November 2017.

4.14 The meeting recognized that the MID FPP would support States in meeting their global and regional requirements related to Instrument Procedure Design and eventually meeting the agreed regional targets related to PBN.

4.15 The meeting agreed that the MID FPP should start operation in January 2018.

4.16 The meeting agreed that till the recruitment of a MID FPP Manager/Coordinator, the ICAO MID Office will provide full support to run the programme, in close coordination with the Host State.

4.17 The meeting agreed to the following Conclusion:

DGCA-MID/4 CONCLUSION 4/3 – MID FLIGHT PROCEDURE PROGRAMME

That:

a) *States are urged to sign the MID FPP Project Document with ICAO TCB;*

b) *till the recruitment of a MID FPP Manager/Coordinator, the ICAO MID Office provide full support to run the programme, in close coordination with the Host State;*

c) *a Kickoff meeting of the MID FPP be held in January 2018; and*

d) *States and Stakeholders are urged to participate in the Kickoff meeting of the MID FPP.*

MID Region AIM Database (MIDAD) Project

(DGCA-MID/4-WP/8 & PPT/8)

4.18 The subject was addressed in WP/8 and PPT/8 presented by the Secretariat. The meeting was provided with a progress report related to the MIDAD project, including the outcome of the MAEP Board/2 meeting (Cairo, Egypt, 11 - 13 April 2016), MIDANPIRG/16 meeting (Kuwait, 13-16 February 2017), MIDAD TF/4 meeting (Cairo, Egypt, 17 May 2017) and EAD-MIDAD Workshop (Brussels, Belgium, 5 - 6 October 2017).

4.19 The meeting agreed on the way forward proposed by the EAD-MIDAD Workshop, which includes three implementation phases:

- Phase A: Individual migration of MID States to EAD
- Phase B: Set-up of MIDAD Manager
- Phase C: Implementation of MIDAD system and service

4.20 The meeting agreed to the following Conclusion:

DGCA-MID/4 CONCLUSION 4/4 – MID REGION AIM DATABASE (MIDAD)

That:

a) States are encouraged to engage with EUROCONTROL to migrate to the European AIS Database (EAD);

b) a detailed action plan for the implementation of Phase B: "Set-up of MIDAD Manager" be developed by the MIDAD Task Force; and

c) a progress report be presented to the DGCA-MID/5 meeting.

REPORT ON AGENDA ITEM 5: AVIATION SAFETY

Outcome of the RASG-MID/6 meeting

(DGCA-MID/4-PTT/5)

5.1 The subject was addressed in PPT/5 presented by the Secretariat. The meeting:

a) was apprised of the outcome of the RASG-MID/6 meeting held in Bahrain, 26 – 28 September 2017;

b) noted with appreciation the activities and achievements of the RASG-MID;

c) noted the challenges faced by the Group and its subsidiary bodies;

d) urged States and stakeholders to support the RASG-MID by participating actively in its activities (including the subsidiary bodies meetings), providing required information and sharing expertise and best practices; in order to implement the Global Aviation Safety Plan (GASP) objectives, progress the work related to the identified Safety Enhancement Initiatives (SEIs) and contribute to the achievement of the agreed safety targets; and

e) Expedite the implementation of the Safety Management Requirements (SSP/SMS).

Progress report on the Safety Priorities and Targets

(DGCA-MID/4-PTT/6)

5.2 The subject was addressed in PPT/6 presented by the Secretariat. The meeting was apprised of the safety priorities and targets included in the MID Region Safety Strategy.

5.3 The meeting noted that the MID Region Safety Strategy (Edition 5) was endorsed by the RASG-MID/6 meeting.

5.4 The meeting noted with appreciation that the Fifth MID Annual Safety Report was published in January 2017 further to its endorsement by the RASG-MID Steering Committee.

5.5 The meeting noted with appreciation the achievement of many safety targets and improvements in several areas (improvement of average EI, decrease in the number of States with EI below 60%, increase of the percentage of aerodrome certification, etc.).

5.6 The meeting urged States to provide the ICAO MID Office with relevant data necessary for the development of the MID Annual Safety Report (ASR), in order to support the work of the MID-ASRT and contribute to the enhancement of the Section of the ASR related to Predictive Safety Information.

5.7 The meeting noted that the MID Region Safety Strategy would be revisited during the Fourth MID Region Safety Summit and SMS Workshop (October 2018). Accordingly, the meeting invited States and Stakeholders to actively participate in these events.

MENA RSOO

(DGCA-MID/4-PTT/7)

5.8 The subject was addressed in PPT/7 presented by the Secretariat. The meeting noted the progress made related to the establishment of the MENA RSOO.

5.9 The meeting supported the proposals of Saudi Arabia, which were made during the RASG-MID/6 meeting and were supported by Bahrain, Kuwait and UAE.

5.10 The meeting agreed to the following Conclusion:

CONCLUSION 4/5 – ESTABLISHMENT PROCESS OF THE MENA RSOO

That:

a) the MENA RSOO be governed by a Steering Committee composed of the MENA RSOO member States (both ICAO and ACAC will be part of the Steering Committee);

b) the Steering Committee decides on all the details related to the establishment and operation of the MENA RSOO (organization, funding, etc.); and

c) Saudi Arabia (the host State) is invited to organize the first meeting of the MENA RSOO Steering Committee as soon as possible

Revised Strategy for the enhancement of cooperation among the Middle East and North Africa (MENA) States in the provision of AIG Functions

(DGCA-MID/4-WP/9)

5.11 The subject was addressed in WP/9 presented by the Secretariat. The meeting reviewed and endorsed the Strategy for the enhancement of cooperation among the MENA States in the provision of AIG functions.

5.12 The meeting agreed to the following Conclusion:

DGCA-MID/4 CONCLUSION 4/6 – STRATEGY FOR THE ENHANCEMENT OF COOPERATION AMONG THE MENA STATES IN THE PROVISION OF AIG FUNCTIONS

That:

*a) the Strategy for enhancement of cooperation among the MENA States in the provision of AIG functions at **Appendix 5A**, is endorsed;*

b) the Roadmap for the implementation of the Strategy be further finalized by the RASG-MID; and

c) the RASG-MID monitor the implementation of the Roadmap to ensure that the agreed goals are achieved.

REPORT ON AGENDA ITEM 6: AVIATION SECURITY AND FACILITATION

Developments in Aviation Security and Facilitation

(DGCA-MID/4-WP/11 & PPT/10)

6.1 The subject was addressed in WP/11 and PPT/10 presented by the Secretariat. The meeting was apprised of the progress being made by ICAO to enhance aviation security and facilitation.

6.2 The meeting agreed that States should implement the ICAO TRIP Strategy in order to achieve enhanced aviation security and to prevent the movement of potentially inadmissible persons.

6.3 The meeting was informed of the status of implementation of the ICAO PKD in the MID Region.

6.4 The meeting agreed to the following Conclusion:

DGCA-MID/4 CONCLUSION 4/7 – IMPLEMENTATION OF THE ICAO PKD

That, States endeavour to join the ICAO PKD as a means to authenticate Travel Documents in order to neutralize the activities of cross-border criminality.

Establishment of the Middle East Regional Aviation Security and Facilitation Group (MID-RASFG)

(DGCA-MID/4-WP/10)

6.5 The subject was addressed in WP/10 presented by the Secretariat. The meeting noted with appreciation that the Riyadh Declaration on Aviation Security and Facilitation in the ACAC and MID Regions was endorsed by the Global Ministerial Aviation Summit held in Riyadh, Saudi Arabia, from 29 to 31 August 2016; and the "Africa and Middle East Aviation Security Roadmap" was endorsed by the Regional Ministerial Conference on Aviation Security in Africa and the Middle East held in Sharm El Sheikh, Egypt, 22 - 24 August 2017.

6.6 The meeting was apprised of the outcome of the first and second meetings of the Security and Facilitation Plan Development Group (SECFAL PDG).

6.7 The meeting noted the progress achieved in the development of the ACAC/MID SECFAL Plan.

6.8 The meeting reviewed the Draft MID-RAFSG Procedural Handbook.

6.9 The meeting agreed to the following Conclusions:

DGCA-MID/4 CONCLUSION 4/8 – ESTABLISHMENT OF THE MID-RASFG

That, the Middle East Regional Aviation Security and Facilitation Group (MID-RASFG) is established to provide a framework for States and stakeholders to work collaboratively towards the implementation of the Global Aviation Security Plan (GASeP) and the TRIP Strategy in order to improve aviation security and facilitation in the MID Region.

DGCA-MID/4 CONCLUSION 4/9 – ACAC/MID SECFAL PLAN

That, States and Stakeholders are invited to support the Security and Facilitation Plan Development Group (SECFAL PDG) to develop the ACAC/MID SECFAL Plan for presentation and endorsement by the MID-RASFG/1 meeting.

Regional Cooperation to advance Aviation Security

(DGCA-MID/4-WP/12 & WP/13)

6.10 The subject was addressed in WP/12 and WP/13 presented by AACO and USA, respectively. The meeting invited States and stakeholders to enhance collaboration in aviation security to achieve efficient and effective results.

6.11 The meeting invited States to consider the following AACO recommendations:

- States:
  - identifying a new threat to share the threat with ICAO and concerned/affected States
  - to work with ICAO, airlines and concerned stakeholders to develop reactive response measures to the threat
  - to support ICAO to assess and develop sustainable mitigation measures to permanently deter the threat
  - to consult with airlines and concerned stakeholders on responsibilities of each stakeholder and on the applicability and timelines for the implementation of the mitigation measures

6.12 The meeting:

- received an update on the recent IED threats, by FAA/USA
- encouraged States to partner within the Middle East Region to collaboratively address the ongoing diverse threats to aviation and the international aviation security regulatory environment
- encouraged States to use available regional mechanisms such as the CASP-MID to:
  - analyze the current capabilities of Middle East States and airports to fulfill new security requirements
  - share best practices for the implementation of new security requirements; and
  - Identify and leverage any appropriate opportunities or mechanisms where resources may be shared to fill identified gaps in capabilities with specific focus on technology and procedures to detect the presence of explosives and explosive devices.
- encouraged States, that have not yet done so, to join the CASP-MID programme (IP/3 refers).

Unruly Passengers

(DGCA-MID/4-WP/14)

6.13 The subject was addressed in WP/14 presented by AACO.The meeting noted the benefits provided by the Montreal Protocol 2014 dealing with unruly passengers.

6.14 The meeting noted that only Bahrain, Egypt and Jordan have ratified the Montreal Protocol 2014.

6.15 The meeting encouraged States to consider the inclusion of the Montreal Protocol provisions in their National Regulations, even before the ratification of the Protocol.

6.16 The meeting agreed to the following Conclusion:

DGCA-MID/4 CONCLUSION 4/10 – UNRULY PASSENGERS

That, States, that have not yet done so, ratify the Montreal Protocol 2014 and promulgate National legislations to empower the proper judicial Authorities to act on the occurrence of unruly passengers.

REPORT ON AGENDA ITEM 7: ENVIRONMENTAL PROTECTION

International Civil Aviation and the Environment

(DGCA-MID/4-WP/15 & PPT/10)

7.1 The subject was addressed in WP/15 and PPT/10 presented by the Secretariat. The meeting:

- was apprised of the recent developments related to the aviation environment, including the States' Action Plans on CO_2 emissions reduction from international aviation, Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), sustainable aviation fuels, green airports, noise management and coordination made between ICAO and other UN Organizations on Environmental issues, through the review of the outcome of the 39th Session of the ICAO Assembly, held from 27 September to 6 October 2016;

- supported the use of regional environmental events as opportunities to establish regional dialogue on CORSIA; and invited States to actively participate in the Regional Environment/CORSIA Workshop to be held in the ICAO MID Office in 2018;

- encouraged States to voluntarily participate in CORSIA from its outset;

- invited States to build partnerships and invest on sustainable aviation fuel research, development, and deployment;

- invited States to continue to inform the UNFCCC process of the work being undertaken by ICAO to address emissions from international civil aviation;

- encouraged States to consider investing in technology for the implementation of actions included in their States' action plan for the reduction of CO2 emission;

- encouraged States to partner with ICAO and provide voluntary financial contribution to support and advance the ICAO programme for environmental protection; and

- supported the MIDANPIRG/16 Conclusion 16/31 and invited States to:

  - develop/update their States' Action Plans on CO2 emission reduction, using the guidelines contained in the ICAO Doc 9988; and submit them to ICAO through the APER website or the ICAO MID Regional Office, as soon as possible; and

  - take necessary actions for the implementation of the mitigation measures included in their Action Plan, commensurate with the establishment of a dedicated structure (e.g. Department, Section, etc.) within the Civil Aviation Authorities dealing with aviation environmental issues

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REPORT ON AGENDA ITEM 8: TECHNICAL COOPERATION

The ICAO Technical Cooperation Programme

(DGCA-MID/4-PPT/11)

8.1 The subject was addressed in PPT/11 presented by the Secretariat. The meeting noted the main objectives of the ICAO Technical Cooperation Bureau (TCB)

8.2 The meeting was appraised of the ICAO Technical Cooperation Projects implemented in the MID Region.

8.3 The meeting noted the advantages of using the ICAO TCB services for the implementation of States' civil aviation projects

8.4 The meeting encouraged MID States to consider associating themselves with ICAO as one of the executing agency for their civil aviation projects and sign an MSA with TCB, if not yet already done.

REPORT ON AGENDA ITEM 9: AIR TRANSPORT

Economic Development of Air Transport

(DGCA-MID/4-WP/17 & PTT/12)

9.1 The subject was addressed in WP/17 and PPT/12 presented by the Secretariat. The meeting was provided with an update on ICAO's work under the Strategic Objective – *Economic Development of Air Transport*, which aims at fostering the development of an economically viable civil aviation system and enhancing its economic efficiency and transparency.

9.2 The meeting noted:

- the state of air transport in the Middle East Region
- the progress made in the follow-up work to the Sixth Worldwide Air Transport Conference (ATConf/6) related to air transport policy and regulation, as well as infrastructure management and funding/financing
- ICAO's work related to the aviation data and analyses, which focuses on big data, business analysis tools and air traffic forecasts.

9.3 The meeting encouraged States to participate in the EUR/MID Aviation data and Analysis Workshop, which will be hosted by the Organization for Economic Cooperation and Development (OECD), in Paris, France, 10-12 April 2018.

9.4 The meeting encouraged States to:

- support ICAO's work for Economic Development of Air Transport;
- apply and follow ICAO's policies and guidance in the air transport field in their regulatory practices; and
- contribute to the ICAO Air Transport Fund for the implementation of various air transport projects.

Consumer Protection

(DGCA-MID/4-WP/18)

9.5 The subject was addressed in WP/18 presented by AACO. The meeting was apprised of AACO's recommendations related to the consumer's protection, including the main areas to be considered while drafting national regulations; in particular:

- Governments should allow sufficient time to hold consultation talks with the concerned stakeholders, prior to the adoption of consumer protection laws/regulations; and allow sufficient time between the date of adoption and date of applicability of these laws/regulations.

- States to acknowledge that airlines are not solely responsible for disruption in the air transport and consider the responsibility of other stakeholders in the consumer protection laws/regulations.

- ICAO to consider incorporating a clear text in the ICAO's Principles to recognize the exceptional circumstances (force majeur) that release the airlines from the responsibilities included in the consumer protection laws/regulations.

Liberalization of Air Transport

(DGCA-MID/4-WP/19)

9.6 The subject was addressed in WP/19 presented by AACO. The meeting noted and supported AACO's opinions and recommendations related to Liberalization of Air Transport and fair competition.

Charges for Airport and Air Navigation Services

(DGCA-MID/4-WP/20)

9.7 The subject was addressed in WP/20 presented by IATA. The meeting:

- took note of the challenges faced by the airline community pertaining to user charges setting;

- encouraged States to follow the charging policies outlined in ICAO Doc 9082; and

- encouraged States to attend the Workshop on Charges for Airport and Air Navigation Services, which will be organized jointly by IATA and ICAO in November 2018 with the support of AACO, ACI and CANSO.

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

Dates and venues of DGCA-MID/5 and DGCA-MID/6 meetings

(DGCA-MID/4-WP/21)

10.1 TheThe 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 March-April of the odd years (2011, 2013, 2015, 2017, 2019, 2021, etc.).

10.2 The meeting agreed that the DGCA-MID/5 meeting be hosted by Kuwait in 2019 (around November). With regard to the dates and venue of the DGCA-MID/6 meeting, it was agreed that the final decision regarding the hosting State would be taken during the DGCA-MID/5 meeting in Kuwait.

REPORT ON AGENDA ITEM 11: ANY OTHER BUSINESS

11.1 Based on a proposal by Saudi Arabia, the meeting agreed that Cyber Security and RPAS should be included in the Agenda of the DGCA-MID/5 meeting.

APPENDICES

GUIDANCE MATERIAL FOR THE CONVENING OF THE DIRECTORS GENERAL OF CIVIL AVIATION MEETINGS IN THE MIDDLE EAST REGION (DGCA-MID MEETINGS)

1. AIMS AND OBJECTIVES

1.1 The Meeting of Directors General of Civil Aviation is unique owing to its informal nature. It allows the Directors General/Chief Executives of Civil Aviation to discuss any issue, pertaining to any aspect of civil aviation, openly and frankly and facilitates bilateral and regional cooperation in areas of common interest. The forum also provides an essential linkage for all the aeronautical authorities of the Region to establish a very close and personal rapport to facilitate co-ordination of civil aviation activities in the Region.

1.2 Broadly, the aims and objectives of the Directors General of Civil Aviation Meeting in the Middle East Region (DGCA-MID) are to:

- review and exchange information on matters of interest in civil aviation;
- enhance co-ordination of civil aviation activities in the Region;
- review of work of the MIDANPIRG and the RASG-MID;
- develop specific *Action Items* that are of common interest and importance to the Region;
- provide overall guidance, harmonization and co-ordination of implementation of standards and procedures in the Region; and
- follow up by the ICAO Secretariat to coordinate issues of importance in a timely and orderly manner.

2. HOSTING

2.1 The Meeting is to be hosted bi-annually (every two years) by States within the Middle East Region on a voluntary and rotational basis.

3. PARTICIPATION

3.1 The Meeting essentially comprises Directors General/Chief Executives and representatives from the 15 MID States to which the ICAO Middle East (MID) Regional Office is accredited (Bahrain, Egypt, Iran (Islamic Republic of), Iraq, Jordan, Kuwait, Lebanon, Libya, Oman, Qatar, Saudi Arabia, Sudan, Syria, United Arab Emirates (UAE) and Yemen). However, the ICAO Regional Office has an integral and a key role. ICAO serves the Meeting as the Secretary, besides remaining closely associated with planning and conduct of the Meeting and eventual follow up on Action Items, which are developed by each Meeting.

3.2 Palestine is invited as Observer; and States from outside the MID Region may be invited to participate on ad-hoc basis, when this will be of assistance in the general conduct of the work of the meeting.

3.3 International/Regional Organizations such as AACO, ACAC, ACI, CANSO, GCC, IATA and IFALPA may be invited on regular basis to attend the DGCA-MID as observers. Other Organizations may also be invited by both the host State and the ICAO MID Regional Office, as deemed necessary.

3.4 The host State also decides on the participation of various agencies/organizations in the State – such as representatives from the Air Navigation Service Providers, Airport Authorities, Military Authority, National Airlines and others, as considered appropriate.

Note: *The President of the ICAO Council or the Secretary General of ICAO is usually invited by the host State to attend as a Guest of Honour.*

4. CONVENING OF MEETINGS

4.1 A convening letter for a meeting shall be prepared by the ICAO MID Regional Office in coordination with the host State. The convening letter shall be sent to all participants, normally 90 days prior to the meeting.

4.2 The convening letter should include the provisional agenda of the meeting, together with explanatory notes in order to assist participants in preparing for the meeting.

4.3 The list of hotels and bulletin containing administrative and other useful information about the meeting should be prepared by the host State, in coordination with the ICAO Regional Office in order to be attached also to the convening letter.

Note: *Attractive rates for hotel accommodation for the delegates; if possible, the rate at the venue hotel should be attractive enough so that most of the delegates can afford to stay there. This will avoid logistics difficulties and will facilitate unhindered movements of delegates for meetings, functions, visits etc.*

5. ADMINISTRATION OF THE MEETINGS

5.1 The DGCA-MID shall be administered as follows:

a) by a Chairperson elected from the Representatives designated by Member States. The Director General of Civil Aviation (DGCA) of the host State or his Representative, by tradition, will be elected as Chairperson; and the Director General of Civil Aviation (DGCA) of the State hosting the next DGCA-MID meeting, or his Representative should be elected as a Vice-Chairperson; and

b) by the ICAO MID Regional Director, Cairo who serves as Secretary of the meeting.

6. LANGUAGE

6.1 Arabic and English languages are used for production of documentation and conduct of the meeting. The host State shall ensure that all meeting working papers are to be made available in both Arabic and English languages and to make necessary arrangements, in coordination with the ICAO MID Regional Office, to ensure the interpretation from English to Arabic and vice-versa during the conduct of the meeting (discussions).

6.2 The Draft Report of the meeting is issued in the English language only. The host State is responsible for the translation of the Report of the meeting from English to Arabic, within three (3) months from the publication of the Final Report of the meeting (in the English language).

7. AGENDA

7.1 The Secretary, in consultation with the Chairperson (Host State) shall establish a provisional agenda for the meeting.

7.2 The provisional agenda with explanatory notes shall be circulated with the convening letter for comments by expected participants.

7.3 At the opening of the meeting, any State or International/Regional Organization may propose the inclusion of additional items on the agenda, and this shall be accepted if the majority of States attending the meeting so agree.

7.4 For standardization purpose and subject to the approval by the meeting, the agenda would not be too different from the following:

1) Adoption of the Agenda
2) Review and Follow-up of Action Items arising from the previous Meeting
3) Managerial issues
4) Air Navigation
5) Aviation Safety
6) Aviation Security and Facilitation
7) Environmental protection
8) Technical Cooperation
9) Air Transport
10) Dates and venues of next meetings
11) Any other business

8. SUPPORTING DOCUMENTATION

8.1 Documentation for the DGCA-MID meetings is prepared by the Secretariat, States and International/Regional Organizations invited on regular basis to attend the DGCA-MID meetings as observers.

8.2 Supporting documentation shall be presented in the form of:

a) Information Papers: are intended solely to provide participants at a meeting with factual information on developments of technical or administrative matters of interest and normally are not presented during the meeting; and

b) Working Papers: constitute the main basis of the discussions on the various items on the agenda.

8.3 Working Papers shall be presented in a standardized format. Each paper should be limited to one agenda item or sub-item and contain, as appropriate, introduction of the matter, brief discussion and conclusions with specific proposals for action(s) that can be completed.

8.4 To the extent possible States, International/Regional Organizations refrain from presenting working papers of technical nature. The working papers to be presented to the DGCA-MID meetings should focus mainly on regional strategies, projects, common deficiencies, challenges, bilateral and regional cooperation in areas of common interests.

8.5 To the extent possible, the length of the working papers to be presented to the DGCA-MID meetings should not exceed three (3) pages.

8.6 The working papers for the DGCA-MID meetings should be submitted to the ICAO MID Regional Office, at least one (1) month prior to the meeting for review, in close coordination with the Host State, in order to ensure that the papers are in line with the requirement in 8.3 above. The decision related to the acceptance of working papers is kept with the ICAO MID Regional Office and the Host State.
Only working papers will be made available in both Arabic and English languages (the host State is responsible for the translation); the information papers and power point presentations (PPTs) will be made available only in the original language. The ICAO MID Regional Office should coordinate on a case-by-case basis with the Host State if the Appendices of the working papers need to be translated or no.

8.7 As part of the mechanism used for the review and selection of the working papers to be presented to the DGCA-MID meetings, the ICAO MID Regional Office, in close coordination with the Host State, ensure that the working papers presented to the meeting do not duplicate the work carried out within the framework of the Arab Civil Aviation Commission (ACAC).

9. SCHEDULE OF THE MEETING

9.1 The daily schedule of the meeting or order of business should be prepared by the ICAO MID Regional Office in coordination with the host State. The daily schedule should be distributed to the participants during registration. It should provide a detailed list of the activities to be carried out for each session (opening ceremony, presentation/discussion of Working Papers, Information Papers and Presentations, etc). Social events, if any, such as, cultural programmes, visits, sightseeing, lunches, dinners, refreshments, etc, should also be reflected on the daily schedule of the meeting.

10. PREPARATION FOR THE MEETING

10.1 For efficient organization and administration of the Meeting, the host State designates a focal point and eventually establishes an Organizing Committee for coordinating various activities associated with the hosting of this important event, in close cooperation with the ICAO MID Regional Office, so that any unforeseen issue that comes up is resolved in a timely and efficient manner.

10.2 The minimum requirements for the hosting of the meeting are as follows:

a) a meeting room, in a U-shape layout and head table (for 4 persons), with its facilities (including microphones) to serve generally 50-60 participants;

***Note**: number of participants could change depending on the host State attendees*

b) podium and flag poles for the ICAO and host State flags;

c) meeting notice board located in the venue main lobby as well as other signs throughout the meeting venue to guide participants to the meeting room;

d) an adjacent Secretariat Room with one (1) heavy duty photocopying machine;

e) one (1) PC and one (1) printer;

f) the assistance of one (1) local Secretary fluent in both Arabic and English languages/typing;

g) IT services provision: Wireless Internet connection access (Wi-Fi) in the meeting room to accommodate all participants working from their laptops. Availability of numerous electric power points to plug-in participant laptops and computers in the meeting room, including the head table;

h) a counter for registration of participants;

i) writing pads and pens/pencils;

j) a video projector with screen and pointer pen; and

k) arrangement for two daily coffee breaks.

Note:

- *Security: In accordance with the United Nations Department of Safety and Security (UNDSS) requirements, the security for the event, participants and ICAO Staff is the responsibility of the host State.*
- *The host State provides necessary assistance for the issuance of entry visa to the participants requiring such assistance.*
- *The host State provides the meeting arrangements including Air Tickets and Hotel accommodations together with meet and assist services at Airport for the ICAO Secretariat (staff from the MID Regional Office in Cairo, Egypt), The President of the ICAO Council or the Secretary General of ICAO attending as Guest of Honour and any other ICAO Headquarter personnel.*

MID Region NCLB Declaration
(MUSCAT DECLARATION)

19 October 2017

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DECLARATION

We, Directors General of Civil Aviation and Chief Executive Officers (CEOs) of the Civil Aviation Authorities in the ICAO Middle East (MID) Region, meeting in Muscat, Oman, 17-19 October 2017, on the occasion of the "Fourth meeting of the Directors General of Civil Aviation-Middle East (DGCA-MID/4)" organized by the Sultanate of Oman:

A. MINDFUL OF

1. The Convention on International Civil Aviation (Chicago Convention)
2. Assembly Resolution A39-23 related to the No Country Left Behind (NCLB) initiative
3. Assembly resolutions, including A38-5, A38-11, A38-12, A38-15, A38-16, A38-17, and A33-9, urging States to increase the implementation of ICAO Standards and Recommended Practices (SARPs)
4. Doha Declaration on Aviation Safety and Air Navigation in the MID Region (April 2015)
5. Riyadh Declaration on Aviation Security and Facilitation in the ACAC and ICAO MID Regions (August 2016)
6. Africa and Middle East Aviation Security Roadmap (Sharm El Sheikh, Egypt, August 2017)
7. Dubai Declaration on Cyber Security (April 2017)
8. MID Region Safety Strategy
9. MID Region Air Navigation Strategy
10. The findings of the Universal Safety Oversight Audit Programme (USOAP) and the Universal Security Audit Programme (USAP) activities, which continue to indicate that many States experience difficulties in the implementation of ICAO SARPs
11. The different challenges and geopolitical and economic realities of the various member States accredited to the ICAO MID Regional Office

B. CONSIDERING THAT

1. All States should effectively implement ICAO's Standards and Recommended Practices(SARPs) and policies so that all States have safe, secure, efficient, economically viable and environmentally sound air transport systems which support sustainable development and socio-economic prosperity, and which ultimately help to create and preserve friendship and understanding among the nations and peoples of the world
2. Due to a varying level of capacity to meet and sustain their compliance with SARPs, States are not always able to effectively implement SARPs in a timely manner at the rate in which they are adopted by ICAO
3. Further progress in improving civil aviation, including the efficient human and financial resources for the implementation of assistance activities that are tailored to the needs of individual States, is best

achieved through a cooperative, collaborative and coordinated approach in partnership with all stakeholders

4. The ICAO's Strategic Objectives are linked to 13 out of the 17 United Nations Sustainable Development Goals (SDGs)
5. The successful implementation of the No Country Left Behind (NCLB) initiative will enhance States' air transport systems and align with the achievement of the United Nations (UN) Sustainable Development Goals (SDGs)

C. COMMENDING

1. ICAO for leading the ICAO No Country Left Behind (NCLB) initiative and their continued technical assistance to the ICAO MID States;
2. States and International Organizations providing voluntary in-kind and financial contributions to support the ICAO NCLB initiative and MID Region NCLB activities

D. AIMING TO

1. Establish arrangements for mutual cooperation in the promotion and development of civil aviation, in support of the ICAO No Country Left Behind (NCLB) initiative, in order to assist States in the MID Region to increase their Effective Implementation (EI) of ICAO SARPs
2. Foster political will, engagement at the highest level and accountability to expedite the implementation of the previously agreed commitments in the Doha Declaration to attain/achieve the regional safety and air navigation targets
3. Improve regional safety and security oversight capacity
4. Establish long-term partnerships between States based on win-win situations

D. UNDERTAKE TO

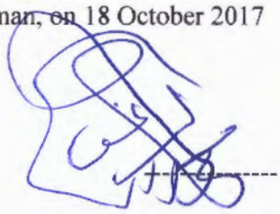
1. Urge States to actively participate in the ICAO MID Office activities to foster the effective implementation of ICAO SARPs and policies
2. Encourage States to take appropriate measures to further enhance their safety and security oversight capabilities and level of implementation of the ICAO SARPs, plans and policies, through the development and implementation of tailored NCLB plan of actions, contributing to the achievement of the regional performance targets
3. Urge States, the industry, financial institutions, donors and other stakeholders to coordinate and cooperate amongst themselves and through ICAO, and to support the implementation of assistance activities in line with the global and regional priorities established by ICAO, thereby avoiding duplication of efforts
4. Encourage States to include within their aviation infrastructure development projects, elements of training and capacity building aimed at strengthening their civil aviation authorities to enable an effective oversight of such infrastructure

5. Encourage States to establish partnerships with other States, industry, financial institutions, donors and other stakeholders through ICAO to enhance their civil aviation systems and oversight capabilities
6. Call upon States and relevant partners able to do so to provide States in need with financial and technical resources to assist them in enhaneing their civil aviation systems by implementing SARPs and fulfilling their oversight responsibilities

E. DECIDE TO

1. Adopt the MID Region NCLB Strategy at **Attachment A**;
2. Provide necessary support and resources for the implementation of the MID Region NCLB Strategy.

Done and adopted in Muscat, Oman, on 18 October 2017



ICAO UNITING AVIATION

MID Region NCLB Strategy

First Edition
19 October 2017

TABLE OF CONTENTS

		Page
1.	Background…….……..	3
2.	Challenges for States…….……	4
3.	Objectives…….……	4
4.	Prioritization of States in safety…..……..	5
5.	MID Region NCLB Strategy Phases..…..……..	6
6.	MID Region NCLB Implementation Plan..…..……..	8

MID Region NCLB Strategy

1. Background

1.1 The ICAO Council identified that there is still a large discrepancy among States in the implementation of ICAO Standards and Recommended Practices (SARPs). As a result, the ICAO "No Country Left Behind" (NCLB) Campaign was established by the Council to help ensure that SARPs implementation is better harmonized globally so that all States have access to the significant socio-economic benefits of safe and reliable air transport. To avoid this gap, ICAO should focus its activities on States lacking fundamental oversight capabilities for effective implementation of ICAO SARPs, particularly in the priority areas of safety, air navigation and efficiency, and security. Therefore, particular attention should be given to the assistance of those States with a higher safety and security risk.

1.2 ICAO should find the best way to reduce this gap and increase the regional Effective Implementation (EI), by providing more assistance to developing States, playing a more active coordination role between States and generating the political will to pool resources, participate in regional efforts, earmark voluntary funds and build capacities.

1.3 In accordance with Assembly Resolution A39-23 "No Country Left Behind" (NCLB) Initiative, States should effectively implement ICAO's Standards and Recommended Practices (SARPs) and policies so that all States have safe, secure, efficient, economically viable and environmentally sound air transport systems which support sustainable development and socio-economic prosperity, and which ultimately help to create and preserve friendship and understanding among the nations and peoples of the world. In addition, further progress in improving civil aviation, including the efficient human and financial resources for the implementation of assistance activities that are tailored to the needs of individual States, is best achieved through a cooperative, collaborative and coordinated approach in partnership with all stakeholders.

1.4 The ICAO No Country Left Behind (NCLB) initiative, which was launched in December 2014, aims at providing support to all States and in support of the five ICAO strategic objectives, for the resolution of significant safety concerns (SSCs) and significant security concerns (SSeCs) and for an effective implementation of ICAO's SARPs, policies, plans and programmes, in a globally-harmonized manner; promoting and implementing all ICAO's assistance activities.

1.5 Through the NCLB initiative, ICAO resolves to be more effective in directly supporting all willing States that need assistance to develop and improve the aviation system by implementing ICAO's global Standards and policies. In its role as an advocate for aviation, ICAO will work with States to ensure aviation be given greater importance in the context of development at the Country level.

1.6 The NCLB initiative seeks to improve implementation support delivery to States. Support, collaboration and assistance from States, international organizations, industry and other stakeholders is essential to the success of these ICAO efforts to ensure that no Country is left behind.

1.7 The ICAO MID Regional Office promotes and monitors the implementation of Standards and Recommended Practices (SARPs) in 15 Member States of ICAO to which it is accredited.

1.8 The MID Region is faced with a wide variety of geopolitical diversity, airspace features, operational challenges and civil aviation capacity building issues.

1.9 To ensure the success of the assistance/cooperation actions, first ICAO needs to have a deep understanding on the root causes for a State not been able to improve its level of implementation of SARPs. Once

this is achieved it is necessary to select the best candidates States for deploying technical assistance/cooperation projects that will produce a sustainable improvement of the USOAP Effective Implementation (EI).

1.10 The design of an effective NCLB Strategy could only be possible by gathering enough information on the organization, structure, formal and informal hierarchy, cultural aspects, etc. This information could be considered as State Profile or as business intelligence, which might be needed for the development of necessary project document and to seek support from donors that might be interested in subsidizing the NCLB initiative.

2. Challenges for States

2.1 States continue to face various challenges regarding the implementation of ICAO's Standards and Recommended Practices (SARPs), which impact a safe, secure, efficient, economically viable and environmentally sound air transport system.

2.2 In order to achieve the objectives of the NCLB Initiative, it is also important to identify and address the challenges facing States to implement ICAO policies, plans and SARPs. The followings are some of the main challenges common to many States in the MID Region:

- rapid and continuing growth of traffic in the MID Region, which places increased demand on airspace capacity and imposes an optimum utilization of the available airspace and airports;
- insufficient financial and human resources capacity;
- retention and training/re-training of personnel;
- changing environment with the development of new technologies and SARPs;
- existing deficiencies;
- political, governance, institutional and legal issues;
- States have other higher priorities than aviation; and
- emergencies – natural disasters, public health, civil unrest, etc.

3. Objectives

3.1 The success of the NCLB initiative will hinge on support and collaboration of resources of partners and donors and requires firm commitment from the States, involving both aviation and non-aviation sectors. One of the priorities of the NCLB is to garner the political will necessary to support aviation improvements. ICAO plays a leadership role in the aviation community to facilitate communication and coordination amongst key stakeholders regarding assistance activities. This will allow the continued growth of a safe, secure, efficient, economically viable and environmentally sound aviation system and well established development frameworks, at both the international and national levels, to engage in providing resources for the effective implementation of aviation global standards and policies.

3.2 The primary objectives of the NCLB initiative include:

a) providing enhanced support for States in the effective implementation of ICAO's SARPs, plans and policies in a more coordinated, comprehensive and globally harmonized manner; and
b) promoting the resolution of significant safety concerns (SSCs) and significant security concerns (SSeCs), if any.

Means to achieve NCLB Objectives:

- advocate the benefits of aviation for States at the highest level;
- prioritize assistance needs and assessing risks for each State;
- facilitate and support implementing capacity-building initiatives;
- establishing and enhancing partnerships;
- mobilizing resources for aviation-related projects
- develop implementation support tools and services; and
- monitoring and recognizing progress by States.

Doha Declaration

3.3 The Doha Declaration, the MID Region Safety and Air Navigation Strategies defined regional performance targets for the monitoring of performance at the national and regional levels, aiming at enhancing safety and improving air navigation capacity and efficiency, through a cooperative, collaborative and coordinated approach in partnership with all stakeholders under the leadership of ICAO. Albeit, there was no specific requirements (what needs to be achieved) for each State to contribute to the achievement of the regional targets.

3.4 The MID Region NCLB Strategy incorporates the previously agreed commitments of the Doha Declaration, and aims to foster the achievement of the regional targets, including:

- regional average EI to be above 70% by 2020; and
- 11 States to have at least 60% EI by 2020.

3.5 This will be achieved through:

- identification of States lacking fundamental oversight capabilities for effective implementation of ICAO SARPs;
- prioritization of States in term of provision of required assistance;
- selection of the best candidates States for deploying technical assistance/cooperation projects that will produce a sustainable improvement of the Effective Implementation (EI);
- proactive approach to foster political will and senior level commitment;
- agreement with concerned States, as part of specific Plan of Actions, on measureable outcomes and clear definition of accountability for the achievement of the set goals; and
- identification of Champions (State, ICAO or stakeholder) to provide required assistance.

4. Prioritization of States in Safety

4.1 MID States are classified in four (4) groups, as follows:

1- States with SSC;
2- States not audited or with EI below 60% (EI < 60);
3- States with EI between 60 and 70% (60 ≤ EI < 70); and
4- States with EI over 70% (EI ≥ 70).

4.2 Other criteria/factors should be considered for the provision of required NCLB assistance, during the development and implementation of the plans of actions, including but not limited to:

a) State willingness/commitment to receive assistance;
b) Security and political stability;
c) EI per Area and per Critical Element (CE);

d) Level of aviation activities in the State;
e) Air navigation deficiencies (including the deficiencies related to aerodrome certification);
f) Level of progress made by State in the development and implementation of Corrective Action Plans (CAPs);
g) Gross Domestic Product (GDP) per capita; and
h) Ongoing or planned assistance projects.

5. MID Region NCLB Strategy – Phases

5.1 The MID Region NCLB Strategy is composed of three (3) phases as follows:

Phase I – Selection: Selection of the best candidates States for deploying assistance that will produce a sustainable improvement of the EI, in accordance with agreed prioritization criteria; and communication with States (Executive Level) for the development and implementation of an NCLB Plan of Actions.

During this phase, the ICAO MID Office plays the main role in the selection of the best candidate States and ensuring necessary leadership, commitment, political will and accountability for the development and implementation of State's NCLB Plan of Actions.

Phase II – Plan of Actions: Development of State's NCLB Plan of Actions, in coordination with concerned States and other stakeholders, as required. This phase includes also the communication of the Plan of Action to the State Executive Level. The Plan of Actions should include measurable outcomes with specific timelines.

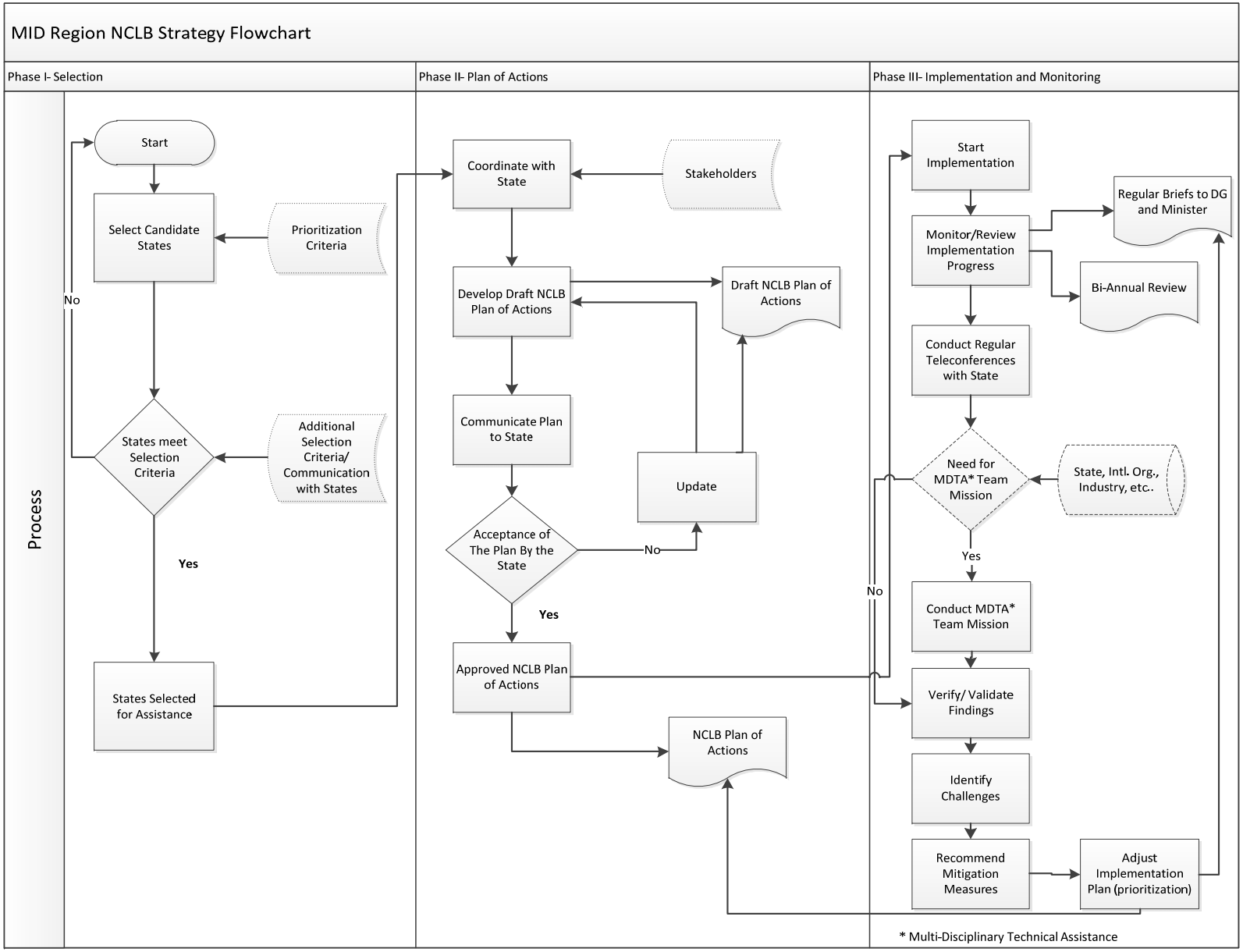
Phase III – Implementation and Monitoring: Implementation of the agreed plan of actions in coordination with concerned stakeholders; and continuous monitoring of the implementation process to ensure the achievement of the agreed objectives and targets.

The implementation of the different activities included in the Plan of Actions could be supported by different stakeholders. During the implementation process, visit(s) by a multi-disciplinary Technical Assistance Team composed of Experts from ICAO and other stakeholders (States, International Organizations, Industry, etc.) might be needed to advance and expedite the implementation of the agreed actions in a prioritized manner, verify/validate the evidences related to the resolution of previously identified findings, provide necessary assistance, identify the main challenges and agree on necessary mitigation measures.

During this phase, regular teleconferences with the concerned technical experts will be held and regular briefs will be provided to the DG/Minister.

MID Region NCLB Strategy – Flowchart

5.2 The following Flowchart helps understand the process and activities related to each phase of the MID Region NCLB Strategy:


MID Region NCLB Strategy Flowchart
Phase I- Selection
Phase II- Plan of Actions
Phase III- Implementation and Monitoring
Process
Start
Select Candidate States
Prioritization Criteria
No
States meet Selection Criteria
Additional Selection Criteria/ Communication with States
Yes
States Selected for Assistance
Coordinate with State
Stakeholders
Develop Draft NCLB Plan of Actions
Draft NCLB Plan of Actions
Communicate Plan to State
Update
Acceptance of The Plan By the State
No
Yes
Approved NCLB Plan of Actions
NCLB Plan of Actions
Start Implementation
Regular Briefs to DG and Minister
Monitor/Review Implementation Progress
Bi-Annual Review
Conduct Regular Teleconferences with State
Need for MDTA* Team Mission
State, Intl. Org., Industry, etc..
Yes
No
Conduct MDTA* Team Mission
Verify/ Validate Findings
Identify Challenges
Recommend Mitigation Measures
Adjust Implementation Plan (prioritization)
* Multi-Disciplinary Technical Assistance

6. MID Region NCLB Implementation Plan

6.1 The MID Region NCLB Strategy supports the implementation of the Global Aviation Safety Plan (GASP) and its Roadmap as the basis to develop action plans that define the specific activities, which should take place in order to improve safety at the regional and national levels.

6.2 The MID Region NCLB Implementation Plan is a companion document to the MID Region NCLB Strategy. It is a living document used for recording the NCLB activities in the MID Region (general and State-by-State), including the monitoring of the States' NCLB Plan of Actions and States/Stakeholders' contributions to support the NCLB initiative. Specific goals, outcomes, deliverables and timelines are specified in the States' NCLB Plan of Actions/Recommended Actions.

STRATEGY FOR THE ENHANCEMENT OF COOPERATION AMONG THE MIDDLE EAST AND NORTH AFRICA (MENA) STATES IN THE PROVISION OF AIG FUNCTIONS

1- Background

Whereas it is incumbent on the State in which an accident occurs to institute an inquiry into the circumstances of the accident in conformity with Article 26 of the Convention;

Whereas Assembly Resolution A36-10, inter-alia:

- urges Contracting States to undertake every effort to enhance accident prevention measures, particularly in the areas of personnel training, information feedback and analysis and to implement voluntary and non-punitive reporting systems, so as to meet the new challenges in managing flight safety, posed by the anticipated growth and complexity of civil aviation;

- urges Contracting States to cooperate with ICAO and other States in a position to do so, in the development and implementation of accident prevention measures designed to integrate skills and resources to achieve a consistently high level of safety throughout civil aviation;

Whereas, amendment 15 of Annex 13 (STD 3.2) stipulates that a State shall establish an accident investigation authority that is independent from State aviation authorities and other entities that could interfere with the conduct or objectivity of an investigation;

Whereas, owing to the growing sophistication and complexity of modern aircraft, the conduct of an accident or serious incident investigation requires participation by experts from many specialized technical and operational fields and access to specially equipped facilities for investigation;

Whereas many Contracting States do not have such specialized technical and operational expertise and appropriate facilities;

Whereas the costs of salvage and investigation of major aircraft accidents may place a heavy financial burden on the resources of the State where the accident occurred;

Whereas Assembly Resolution A37-15 (Appendix U), recommends that Contracting States cooperate in the investigation of major aircraft accidents or accidents in which the investigation requires highly specialized experts and facilities;

Whereas, the ICAO Universal Safety Oversight Audit Programme (USOAP) audit findings indicate that a number of States have not been able to implement an effective accident and incident investigation system for their aviation activities;

Recognizing that the USOAP findings have been associated, in general, with a lack of resources (both human and financial), lack of appropriate legislation and regulations, lack of an organization for the investigation of accidents and incidents, lack of a training system for investigators, lack of equipment to conduct investigations and lack of policies, procedures and guidelines for accident and incident investigations;

Recognizing that combined with the expected increase in air transport operations, the relatively unchanged trend in the accident rate over the past several years might lead to an increase in the number of accidents per year;
Recognizing that there are many challenges to effective accident prevention, and that more effective identification and correction of aviation hazards and system deficiencies are required in order to complement regulatory efforts in further reducing the number of worldwide accidents and to improve the accident rate;

Recognizing that a regional investigation system can provide economies of scale by allowing for the sharing of required resources, and that by working together, States of a region or sub-region can have a more persuasive voice on the world stage and can help secure a more favorable climate aimed at a safer international air transportation system;

Acknowledging that during the AIG Divisional Meeting (2008) several States highlighted that, in regions where individual States do not have investigation capability, implementing a regional accident and incident investigation organization (RAIO) would ensure the effectiveness of investigations, reinforce conformity with the provisions of Annex 13, and contribute to the enhancement of aviation safety;

Whereas, Annex 13 (STD 5.1 and 5.1.2) stipulates that the State of Occurrence shall institute an investigation into the circumstances of the accident and serious incident (maximum mass of over 2 250 kg) and be responsible for the conduct of the investigation, but it may delegate the whole or any part of conducting of such investigation to another State or a RAIO by mutual arrangement and consent. In any event, the State of Occurrence shall use every means to facilitate the investigation;

Considering that the DGCA-MID/2 meeting (Jeddah, Saudi Arabia, 20 - 22 May 2013) noted that it is widely considered that implementing a RAIO would ensure the effectiveness of investigations, reinforce conformity with the provisions of Annex 13, and contribute to the enhancement of aviation safety; and accordingly through Conclusion 2/11 endorsed the First version of the Strategy for the establishment of RAIO(s);

Considering the AIG needs and capabilities of the Middle East and North Africa (MENA) States; and the implementation of different levels of cooperation for the provision of AIG services/functions at the regional/sub-regional level; and

Considering the challenges related to the establishment of a RAIO;

A strategy is crucial for the enhancement of cooperation in the provision of AIG services/functions among the Middle East and North Africa (MENA) States.

2- Objective

Contribute to improvement of aviation safety in the MENA States by enabling States to conduct effective and independent investigations of aircraft accidents and incidents; and support States in fulfilling their investigation obligations in Annex 13.

3- Methodology

During the ACAC/ICAO AIG Workshop held in Jeddah, Saudi Arabia, 25-27 April 2017, three (3) levels of cooperation for the provision of AIG services/functions in the MENA States have been defined as follows:

Level 1:

Cooperation among MENA States under the framework of Annex 13 and/ or a standard bilateral MOU to share, on ad-hoc basis, resources, training, information, documentation and capabilities; and strengthen conformity with Annex 13.

Level 2:

Cooperation among MENA States under the framework of a regional cooperation mechanism (well-defined scope and set of coordinated, organized and harmonized procedures and mechanisms) for the conduct of accidents and serious incidents investigations.

Level 3:

Establishment of a RAIO with well-defined mandate, roles and responsibilities, organization (human resources), funding mechanism, etc.; with a centralized decision-making process on RAIO activities.

The Table in **Attachment 1** provides more details about each level.

4- Strategic Plan

(a) States are urged to develop and further strengthen regional/sub-regional cooperation for accidents and incidents investigation.

(b) MENA States should take necessary measures to reach at least level 2.

(c) An implementation Roadmap for MENA States should be developed, under the framework of RASG-MID, to provide the details and timelines related to the implementation of the different levels.

(d) Key Performance Indicators (KPIs) should be developed for the monitoring of the implementation of the Roadmap to ensure that the agreed goals are achieved.

(e) The decision on whether to continue towards the establishment of a full MENA RAIO, or to be satisfied with level 2 cooperation, will be taken in due course, depending on the achievement of the expected KPIs/goals.

Attachment 1

	Level 1 (Bilateral Agreements)	**Level 2 (Regional Cooperation Mechanism)**	**Level 3 (RAIO)**
Human resources	Shared between the two States	List of MENA States' investigators available to support States in the conduct of investigations, as required. The State conducting the investigation will hold the cost	Investigators from RAIO will lead/participate in investigation conducted by a member State, The cost share is determined by RAIO
AIG training	Shared between the two States	List of planned training courses in all member States is maintained by a voluntary State. Member States may benefit from training conducted by other member States.	- The syllabus of the basic training is RAIO-centralized. - Advanced and specialized trainings are determined by RAIO
Equipment, tools, and technology	Shared between the two States	List of MENA States' special equipment is determined and maintained by a voluntary State for use by all member States, as required. The State conducting the investigation will hold the cost	RAIO-centralized tools and equipment are used by member States. Cost share is determined by RAIO
Accidents and incidents database	Access may be granted to the other State's accident/incident database	Database is shared voluntary and managed by a voluntary State	Database is obliged to be shared and is RAIO-centralized
Data repository	Access may be granted to the other State's data repository	Common data repository is managed by a voluntary State	Data repository is RAIO-centralized
Knowledge, safety information, and procedures	Shared between the two States	- Knowledge and information is stored in data repository managed by a voluntary State - Procedure is common	- Knowledge and information is stored in RAIO-centralized data repository - Procedure is centralized

	Level 1 (Bilateral Agreements)	**Level 2 (Regional Cooperation Mechanism)**	**Level 3 (RAIO)**
Services of State's National Centers of research, laboratories, institutions, experts, etc. (External to the AIG)	A State can utilize the other State's National Centers	List of MENA States' Centers that can be utilized by any member State. The State conducting the investigation will hold the cost	RAIO-centralized list of Centers. Cost share is determined by RAIO
Investigation regulations	Individual, but a State can benchmark the other State	Harmonized and coordinated by a voluntary State	RAIO-centralized
Oversight of the State investigation authority	Individual, but a State may conduct a peer-review upon the other State request	Pooled peer-review group maintained by a voluntary State	RAIO oversight (either by a RAIO group or by outsourced organization)
Funding of conducting investigations	The State responsible for initiating the investigation holds the cost	The State responsible for initiating the investigation holds the cost	Investigations into certain category of accidents are conducted by RAIO based on published criteria. Cost share is determined by RAIO
Funding of regional investigation organization	-	-	Centralized fund by States' contributions

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ATTACHMENTS

DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

Fourth Meeting (DGCA-MID/4)
(Muscat, Oman, 17-19 October 2017)

LIST OF PARTICIPANTS

18 October 2017

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SPEECH OF H.E. DR. MOHAMMED BIN NASSER BIN ALI AL-ZAABI, CEO OF PUBLIC AUTHORITY FOR CIVIL AVIATION, AT THE OPENING CEREMONY OF THE FOURTH MEETING OF THE DIRECTORS GENERAL OF CIVIL AVIATION IN THE MIDDLE EAST REGION

(MUSCAT, 17-19 OCTOBER 2017)

In the Name of God, the Most Gracious, the Most Merciful

Praise be to Allah, Lord of the worlds. May Allah's peace and blessings be upon the most honored of all messengers of Allah, our Prophet Muhammad, the most truthful and trustworthy of all humankind, his family and his Companions.

H.E. Sultan bin Salim bin Saeed Al-Habsi, the honorable Deputy Chairman of the Board of Governors of the Central Bank of Oman,
Your Excellencies,
Your Excellency Dr. Fang Liu, Secretary General of the International Civil Aviation Organization (ICAO),
Your Excellencies, heads of the honorable delegates, honorable guests of Oman,
Ladies and gentlemen,

May Allah's peace and blessings be upon you all!

It is a great honor and a good opportunity to meet here today in this prestigious forum, which includes a distinguished group of civil aviation leaders from the States of the Middle East and representatives of international organizations specialized in the field of civil aviation. I would like to welcome all of you, our dear guests, to your second home country, Oman. It is a great honor for Oman to host the Fourth Meeting of the Directors General of Civil Aviation in the Middle East Region in its capital city, Muscat.

I would like to express my deepest appreciation to Her Excellency Dr. Fang Liu, Secretary General of ICAO and the accompanying delegation for taking the trouble of the travel to participate in this meeting that will last for the coming two days. The meeting will discuss the most important projects in the Middle East and the challenges facing this vital sector, in search of the best ways to strengthen cooperation frameworks and coordinate efforts in order to improve the safety and security of civil aviation in the Middle East region.

Your Excellency, the patron of this opening ceremony,
Your Excellencies,
Ladies and gentlemen,

The Government of the Sultanate of Oman has paid a great attention to the civil aviation sector. This is clearly reflected in the great achievements witnessed by the Sultanate under the wise leadership of His Majesty Sultan Qaboos bin Said, may God safeguard him. The Government has invested generously in aviation infrastructure by developing and establishing international and regional airports in accordance with the international standards and best practices to cope with the ongoing global developments in the civil aviation sector. The Sultanate now has one of the largest air navigation centers in the region to serve air traffic with the latest international technologies,

surrounded by an advanced center for weather forecasting and multi-hazard early warning, in addition to other buildings and facilities serving the sector.

Out of the Sultanate's awareness of the importance of the organization of civil aviation, which is an essential pillar of the aviation industry, the Public Authority for Civil Aviation (PACA) has worked to modernize and develop the necessary laws and regulations for this sector. In so doing, it has developed strategic plans that look competitively at the future of civil aviation in the world with high objectives towards improving the safety, security, and quality of air services provided by the Sultanate, and in accordance with criteria that goes in line with the long-term interest of the government in the conservation of the environment. Today we are reaping the benefits of this sustained interest and support at the government level through the steady growth in the various sectors of the civil aviation industry in Oman. We hope that this sector will continue to grow towards achieving excellence in the civil aviation industry.

Your Excellency, the patron of this opening ceremony,
Your Excellencies,
Your Excellency Dr. Fang Liu, Secretary General of ICAO
Ladies and gentlemen,

Through this forum, we confirm that the Sultanate of Oman supports the efforts exerted by the ICAO to develop the international civil aviation sector, especially the trends supporting the maintenance of the safety and security of the civil aviation and the environment. The Sultanate has been and continues to be a supporter of Open Skies policy for promoting air traffic among the different countries of the world. We also confirm our continued cooperation with the rest of the Member States of ICAO to overcome all future challenges facing this vital sector.

In conclusion, I would like to thank ICAO and its Regional Office for the Middle East in Cairo for their continuous support to the Member States in various fields and their support for this important meeting. I would also like to thank all the States and organizations participating in this event, at both the regional and international levels.

Finally, we thank His Excellency Sultan bin Salim bin Saeed Al Habsi, Deputy Chairman of the Board of Governors of the Central Bank of Oman, for his kind patronage of this event. We also thank Your Excellencies, the dignitaries, and the honorable guests for honoring us with your presence tonight. We wish you a good and an enjoyable stay in your second home country, Oman. We cordially invite you to walk around and discover the beautiful nature and the rich heritage and history of the Sultanate of Oman. And we ask Allah Almighty to bestow peace and security upon all over the world.

May Allah's peace and blessings be upon you all!

OPENING REMARKS BY THE
SECRETARY GENERAL OF ICAO
DR. FANG LIU,
TO THE FOURTH MEETING OF
DIRECTORS GENERAL OF CIVIL AVIATION
FOR THE ICAO MIDDLE EAST REGION (DGCA-MID/4)

(MUSCAT, OMAN, 17 OCTOBER 2017)

H.E Mr. Sultan Ben Salem Al Habsy, Deputy Chairman of the Board of Governors of Central Bank *Of Oman*
H.E. Dr. Ahmed Al Futaisy, Minister of Transport and communication
H.E. Dr. Mohamed Al Zaaby,
CEO of the Public Authority for Civil Aviation in Oman,
Directors General of Civil Aviation for the ICAO MID Region,
Distinguished friends and colleagues,
Ladies and gentlemen,

1. It is my pleasure to join you here for this Fourth Meeting of Directors General of Civil Aviation of the ICAO Middle East Region.

2. Please let me begin by expressing ICAO's sincere thanks to the government of Oman, and to Dr. Mohamed Al Zaaby and his team for the organization, very warm welcome, and excellent facilities we've been provided with for our meeting here today.

3. I would also like to highlight the incredible appreciation which ICAO has for the many States we work so closely with in the MID Region.

4. Yours has been the fastest growing region for passenger and cargo traffic since 2011, and airlines here have posted double-digit passenger flight growth every year since 2012.

5. In 2016, MID air carriers recorded 11.2 per cent growth in revenue passenger-kilometres (RPKs), the highest among all ICAO regions, and your Region presently accounts for 10 per cent of global passenger traffic.

6. These types of results underscore the importance of the strong and active commitment which the States of this region have established to work together through ICAO, and especially with respect to the priorities for assistance and capacity-building established under our No Country Left Behind (NCLB) initiative.

7. In this regard, I would congratulate both your States and ICAO's Regional Office leadership and staff on the development of the MID Region NCLB Strategy. It will be presented to this meeting for endorsement, and aims to establish a new leadership approach based on specific and measureable outcomes, and greater and better-defined areas of accountability.

8. This leads us to the main goals for this 4th DGCA meeting, which focus directly on aviation development and the regional collaboration so essential to its success.

9. Aviation, after all, is a major engine of economic growth for States and a significant driver of increased tourism and trade. More than half of international tourism and nearly a third of global trade by value are dependent on air transport connectivity, and aviation presently supports more than 2.4 million jobs and 157 billion dollars in MID Region GDP.

10. For governments, the most important point to keep in mind when considering how to optimize aviation's benefits is that investors, both private and public, will be more eager to work with States which have a stable regulatory framework.

11. They will also want to assess projects where their return on investment is clearly outlined.

12. These qualities above all will help you to ensure a more reliable flow of capital for your aviation development objectives.

13. Your cooperative work under the MID Region NCLB strategy will help to identify and overcome a number of regional challenges, including among others the shortages of qualified aviation professionals to operate and manage your network through the coming decades.

14. Fortunately, this is not a challenge you must face alone.

15. ICAO is hard at work assisting you today through our Next Generation Aviation Professionals (NGAP) programme and Global Aviation Training (GAT) Office, and we continue to seek greater support for these initiatives.

16. Simply stated, growth is more of a risk than a benefit to the air transport sector if we do not ensure sufficient numbers of skilled professionals to continuously assess and manage our projected growth.

17. The role of enthusiastic and well-trained young professionals will be critical to our performance under all of ICAO's Strategic Objectives for international aviation, and it will be my pleasure now to briefly review some current priorities with you under each of these.

18. Beginning with aviation safety, we can all be very proud that 2016 was the safest year ever for international air transport. Only 2.1 accidents were registered for every million departures, a 25 per cent improvement over 2015.

19. As global safety performance continues to improve, aided importantly by our cooperative efforts under the *ICAO Global Aviation Safety Plan* (GASP), we have begun to focus greater attention on some specific challenges such as addressing operational risk under the State Safety Programme (SSP) and Safety management System (SMS) framework, the effectiveness of Regional Safety Oversight Organizations (RSOOs), and many other priority targets.

20. In this regard, the RASG-MID has identified priorities which have helped all stakeholders to work towards the agreed safety targets contained in the *MID Region Safety Strategy* and *Doha Declaration*.

21. The Region is also expected to establish the MENA RSOO, hosted by Saudi Arabia, in order to assist its member States in their SSP development and implementation, as well as to provide assistance to improve States' safety oversight capabilities.

22. It is also worthwhile to highlight that ICAO, through its Regional Offices, has taken a much more proactive stance on assisting States in resolving their Significant Safety Concerns (SSCs). Currently, the MID Region has no SSCs and you should all take some pride in this accomplishment.

23. Where both Aviation Safety and Air Navigation Capacity and Efficiency are concerned, continuous increases in traffic volumes are making our goal of maximized operations increasingly complex.

24. In this regard please let me take a moment to commend the spirit of cooperation and respect for safety prioritization in air transport, as exemplified by the rapid addressing of several ATM operational challenges through the MID Contingency Coordination Teams (CCTs) and ATM Contingency Plan. ICAO appreciates the efforts of the Sultanate of Oman and all other States who exhibited professionalism and dedication to Aviation Safety in the Region.

25. The establishment of the MID Flight Procedures Programme (MID FPP) will further support States in meeting their obligations relating to flight procedure design, and this will eventually bring benefits to the implementation of Performance-based Navigation (PBN), a global priority for ICAO today.

26. Many of these and other forward-looking topics will be discussed at ICAO's back-to-back Global Air Navigation Industry Symposium (GANIS/2) and Safety and Air Navigation Implementation Symposium (SANIS/1) this December, as well as at our 13th Air Navigation Conference in 2018.

27. In terms of our shared environmental challenges, we should be quite proud of the significant developments which have recently been achieved.

28. This includes the new Aircraft CO_2 Standard which the ICAO Council adopted this past March, and the historic Carbon Offsetting and Reduction Scheme for International Aviation, or *CORSIA*, which was adopted at our Assembly last October.

29. 2017 has also been a very big year for Sustainable Alternative Fuels, work which culminated in a new vision statement agreed by States and industry at ICAO's High-level Conference on Aviation Alternative Fuels just last week. This will henceforth encourage governments and industry to scale up their development and deployment of these fuels, from a variety of feedstocks, and with due respect in all circumstances to any related sustainability concerns.

30. With respect to aviation security, I have a number of important updates to bring to your attention today.

31. Late last month I provided a comprehensive aviation security briefing to the UN Security Council on behalf of ICAO, and its Member States were in full agreement that civil aviation remains an attractive target for terrorists.

32. They also recognized that international cooperation must be further enhanced to strengthen air transport security, under the framework provided by ICAO and the Convention on International Civil Aviation (Chicago Convention).

33. This very prominent UN body further assured its full political support and high appreciation subsequent to our updates on the imminent finalization of the ICAO Global Aviation Security Plan (GASeP), and recognizing the importance of information-sharing, more resources, and improved cooperation in support of our related capacity-building and technical assistance.

34. As I highlighted to the Security Council, the GAseP, will be a pivotal document and the primary tool by which the aviation security community aligns and coordinates its efforts while fulfilling its diverse roles.

35. Its roadmap for implementation will be carried out over the next three years, and your regional input and cooperation will be critical to that success.

36. In this respect, I would like to congratulate you on the establishment of your Middle East Regional Aviation Security and Facilitation Group (MID-RASFG), and the development of a Draft ACAC/MID SECFAL Plan, to effectively address the priorities outlined in the Riyadh Declaration of 2016.

37. Please let me also appreciate the leadership and support of Saudi Arabia in the work and results which led to the Riyadh Declaration's development and adoption.

38. Another local development of tremendous value to our work has been the newly-endorsed Africa and Middle East Aviation Security Roadmap.

39. ICAO was grateful for Egypt's leadership and commitment in that regard, both with respect to the Regional Ministerial Conference it conducted in Sharm el Sheikh where this Roadmap was formalized, as well as for the fact that this document will now greatly aid us in assuring the achievement of the GASeP's objectives in your States.

40. On the security regulatory front, provisions to Annex 17 have now been strengthened. Amendment 15 includes more detailed provisions on risk assessments, cybersecurity, landside security, and other priorities.

41. We have also started working on Amendment 16, which enhances our standards for security risk assessments and data sharing, incident reporting, screening methods, the air cargo supply chain, and cyber preparedness.

42. Portable Electronic Devices are another area requiring ICAO's attention, and related recommendations from our Task Force on Improvised Explosive Devices (IEDs) and Multidisciplinary Cargo Safety Group (CSG/2) are now being reviewed by the ICAO Council.

43. Emerging issues which ICAO is taking into account today mainly concern the increasing use of unmanned aircraft systems and drones, in addition to the integration of sub-orbital and commercial space flights.

44. During our 39th Assembly last October, our States requested us to expand the scope of our work and develop a baseline for global harmonization of all types of unmanned aircraft operations, including in domestic airspace.

45. By engaging this work, beginning with our *DroneEnable* event that was held last month, ICAO was focused on bringing value to States through improved regulatory guidance and value to manufacturers through new common baselines.

46. On the commercial and sub-orbital flight side, ICAO and the UN Office for Outer Space Affairs (UNOOSA) have worked over the past two years with an expert group to identify several pressing issues.

47. Our present goal is to establish a timeline for the development of related provisions in the 2019 revisions of the GASP and the GANP.

48. Moving now to Economic Development, I would like to reaffirm our commitment to assist our Member States in optimizing the significant socio-economic benefits of aviation.

49. We are working today to ensure that you have the tools and capacities you need to assure the first and most fundamental requirement in this regard: effective compliance with ICAO's global standards.

50. This ICAO compliance serves as the key foundation for the global connectivity which only air transport can deliver, and which subsequently supports States' attainment of no less than 15 of the 17 United Nations Sustainable Development Goals under *Agenda 2030*.

51. Ever since I took office as Secretary General, tremendous efforts have been made to advocate for sustainable aviation development within States, and to raise awareness on how aviation connectivity can be so indispensable to many of your local sustainability objectives.

52. Together, we can better advocate for States' Official Development Assistance (ODA) contributions, and to help countries appreciate the priority for including aviation development objectives in their overall national development plans.

53. Later this year, in November, all of these topics will be on the table when we conduct our third ICAO World Aviation Forum – the very first to be taking place in an ICAO Region. It will be held this year in Abuja, Nigeria, and we greatly encourage your high-level participation as the discussions will relate to all ICAO States and regions.

54. As one last point regarding ICAO compliance, I would further encourage your States to continue strengthening the resources available to your civil aviation authorities (CAAs).

55. It is essential that these agencies have appropriate financial and management autonomy, as well as the ability to attract, recruit and retain qualified technical personnel.

56. In closing now, please let me remind you that regional meetings such as this one, and the others that ICAO convenes, are critical to our shared progress and success.

57. Your active participation remains essential to these results, and for our part ICAO has been making great strides in becoming more focused and efficient in our service to you.

58. On that note, please let me wish you all a very productive meeting.

59. Thank You.

DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

Fourth Meeting (DGCA-MID/4)
(Muscat, Oman, 17-19 October 2017)

LIST OF WORKING AND INFORMATION PAPERS

(Presented by the Secretariat)

1- WORKING PAPERS

WP No.	Agenda Item	Title of Working Paper	Presented by
1	1- Adoption of the Provisional Agenda	Provisional Agenda	Secretariat
2	2- Review and Follow-up of Action Items arising from the previous Meeting	Review and Follow-up of Action Items arising from the DGCA-MID/3 Meeting	Secretariat
3	3- Managerial Issues	Guidance Material for the Convening of the DGCA Meetings	Secretariat
4	3- Managerial Issues	MID Region NCLB Strategy	Secretariat
5	3- Managerial Issues	MID Implementation Plan (MIDIP)	Secretariat
6	4- Air Navigation	Regional Air Navigation Projects/Initiatives	Secretariat
7	4- Air Navigation	MID FPP	Secretariat
8	4- Air Navigation	MID Region AIM Database (MIDAD) Project	Secretariat
9	5- Aviation Safety	Revised Strategy for the enhancement of cooperation among the Middle East and North Africa (MENA) States in the provision of AIG Functions	Secretariat
10	6- Aviation Security and Facilitation	Establishment of the Middle East Regional Aviation Security and Facilitation Group (MID-RASFG)	Secretariat
11	6- Aviation Security and Facilitation	Developments in the ICAO Facilitation Programme	Secretariat
12	6- Aviation Security and Facilitation	التعاون في مجال أمن الطيران	AACO
13	6- Aviation Security and	Optimize Regional Cooperation to advance Aviation Security	USA

NB: The Titles of the Papers shown in the English version of IP/1 reflect the original language of the papers.

	Facilitation		
14	6- Aviation Security and Facilitation	بروتوكول مونتريال 2014 للتعامل مع المسافرين المشاغبين	AACO
15	7- Environmental Protection	International Civil Aviation and the Environment	Secretariat
16	7- Environmental Protection	الخطة العالمية للتعويض عن انبعاثات الطيران الدولي المعروف باسم CORSIA	AACO
17	9- Air Transport	ICAO's Work for Economic Development of Air Transport	Secretariat
18	9- Air Transport	قوانين حقوق المسافرين في مجال النقل الجوي	AACO
19	9- Air Transport	تحرير الأجواء والأحكام المرتبطة بذلك وآخر تطورات موضوع المنافسة العادلة في النقل الجوي	AACO
20	9- Air Transport	Charges for Airports and Air Navigation Services	IATA
21	10- Dates and Venues of Next Meetings	Dates and Venues of DGCA-MID/5 and DGCA-MID/6 Meetings	Secretariat

2- INFORMATION PAPERS

IP No.	Agenda Item	Title of Information Paper	Presented By
1		List of Working & Information Papers	Secretariat
2		Daily order of Business and Work Programme	Secretariat
3	6- Aviation Security and Facilitation	Cooperative Aviation Security Programme for the Middle East (CASP-MID)	Secretariat
4	3- Managerial Issues	ICAO Aviation Training and Capacity-building Roadmap	Secretariat
5	6- Aviation Security and Facilitation	Recent Developments In Aviation Security	Secretariat
6	10- Any other business	Enhancing Safety and expanding capacity; Implementation of ADS-B OUT in the United States	USA
7	4- Air Navigation	Support for a Global Trajectory Based Operations (TBO) Concept	USA
8	4- Air Navigation	Collaborative Air Traffic Flow Management (ATFM)	USA
9	4- Air Navigation	Workshop For Regional ASBU Minimum Path	USA
10	10- Any other business	ACI's Roles and Contributions to the Airport Industry	ACI
11	6- Aviation Security and Facilitation	امن المناطق المفتوحة للجمهور	Jordan

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3- PRESENTATIONS

PPT No.	Agenda Item	Title of Presentation	Presented By
1	3- Managerial Issues	Global Aviation Safety and Air Navigation Updates	Secretariat
2	3- Managerial Issues	MID Region NCLB Strategy	Secretariat
3	4- Air Navigation	Outcome of the MIDANPIRG/16 meeting	Secretariat
4	4- Air Navigation	Progress Report on the Air Navigation Priorities and Targets	Secretariat
5	5- Aviation Safety	Outcome of the RASG-MID/6 meeting	Secretariat
6	5- Aviation Safety	Progress Report on Safety priorities and Targets	Secretariat
7	5- Aviation Safety	MENA RSOO	Secretariat
8	4- Air Navigation	MIDAD Project	Secretariat
9	6- Aviation Security and Facilitation	Developments in the ICAO Facilitation Programme	Secretariat
10	7- Environmental Protection	International Civil Aviation and the Environment	Secretariat
11	8- Technical Cooperation	The ICAO Technical Cooperation Programme	Secretariat
12	9- Air Transport	ICAO's Work for Economic Development of Air Transport	Secretariat

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