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Main outcome of DGCA-MID/5 relevant to ATM and SAR

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DGCA-MID/5

Fifth Meeting of the Directors General of Civil Aviation- Middle East Region

Kuwait 4-6 Nov 2019



الإيكاو ٢٠١٩

٧٥ عاماً

من الربط بين أرواء العالم



- The meeting was attended by a total of Sixty-Six (66) participants from Fifteen (15) States (Bahrain, Egypt, Iraq, Jordan, Kuwait, Lebanon, Oman, Palestine, Qatar, Saudi Arabia, Syria, United Arab Emirates, United Kingdom, United States and Yemen) and Eight (8) International/Regional Organizations (ACAO, ACI, CANSO, GCC, IATA, IFALPA, IFATSEA and TSA).
- The meeting developed a total of Eight (8) Conclusions as follows:



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DGCA-MID/5 CONCLUSION 5/1 – STATE LETTERS ONLINE MONITORING TOOL (SLOMT)

That,

States are urged to take necessary measures to enhance the level of timely reply to the ICAO State Letters,

- a) in order to support States in the process of follow-up and effective provision of replies to the ICAO MID Office State Letters, ICAO develop a State Letter Online Monitoring Tool (SLOMT); and*
- b) States, that have not yet done so, designate Focal Points to support the design, development, testing and implementation of the SLOMT before **31 December 2019**.*



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DGCA-MID/5 CONCLUSION 5/2 – FREQUENCY OF THE MIDANPIRG AND RASG-MID MEETINGS

That,

- a) the MIDANPIRG and RASG-MID meetings be organized concurrently and on a biennial basis;
and*
- b) the outcomes of MIDANPIRG and RASG-MID (and their Steering Group/Committee) be reported to the Council on annual basis.*



DGCA-MID/5 CONCLUSION 5/3 – MID FLIGHT PROCEDURE PROGRAMME (MID FPP)

That:

- a) the MID FPP be hosted by UAE;*
- b) States, that have not yet done so, are urged to sign the MID FPP Project Document with ICAO;*
- c) till the recruitment of a MID FPP Manager, the ICAO MID Office provide full support to run the programme, in close coordination with the Host State;*
- d) States be invited to designate members to the MID FPP Steering Committee with decision-making authority;*
- e) the first meeting of MID FPP of the Steering Committee be held in Aqaba, Amman, on 4 and 5 December 2019; and*
- f) States and Stakeholders as well as potential Donors be invited to participate in the First Meeting of the MID FPP Steering Committee.*



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DGCA-MID/5 CONCLUSION 5/4 – AIG REGIONAL COOPERATION MECHANISM (ARCM)

*That, the AIG Regional Cooperation Mechanism (ARCM) at **Appendix 5A** is endorsed.*

DGCA-MID/5 CONCLUSION 5/5 – GUIDANCE FOR THE CALCULATION OF MET CHARGES

That, ICAO consider the review of the Doc 9082 to provide additional guidance on the calculation/recovery of MET charges, independently from the Airports and Air Navigation charges.



DGCA-MID/5 CONCLUSION 5/6 – CHARGES FOR AIRPORTS AND AIR NAVIGATION SERVICES

That, in order to ensure a balance between the respective interests of airports and ANSPs on one hand and of aircraft operators and end-users on the other, States be urged to:

- a) incorporate the four key charging principles of non-discrimination, cost-relatedness, transparency and consultation with users into their national legislation, regulation or policies, as well as into their future air services agreements, in order to ensure compliance by airport operators and air navigation services providers (ANSPs);*
- b) ensure that airports operators and ANSPs develop and implement appropriate performance management systems that include, inter-alia:
 - i. definition of performance objectives; and*
 - ii. consultations with users and other interested parties to discuss investments, charge revisions and performance levels.**
- c) provide the ICAO MID Office by **31 March 2020** with an update on the National legislation, regulations and policies related to airports and air navigation charges, as well as the mechanism put in place for economic oversight over the airport operators, ANSPs and aircraft operators.*



DGCA-MID/5 CONCLUSION 5/7 – MID REGION NCLB STRATEGY (SECOND EDITION)

That:

- a) the MID Region NCLB Strategy (Second Edition) at **Appendix 10A** is endorsed;*
- b) States and Stakeholders are invited to support the implementation of the MID Region NCLB Strategy; and*
- c) a detailed progress report on the implementation of the MID Region NCLB Strategy be presented to the DGCA-MID/6 meeting.*



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DGCA-MID/5 CONCLUSION 5/8 – MID REGION AIR TRANSPORT STRATEGIC PLAN 2020 -2035

That, in order to support the sustainable development of air transport in the MID Region, in line with the Strategic Objectives of ICAO and at the same time supporting the achievement of the United Nations Sustainable Development Goals (UN SDGs):



- a) States and International Organizations designate Focal Points to support the ICAO MID Office in the drafting of the MID Region Air Transport Strategic Plan 2020 -2035; and*
- b) the Draft MID Region Air Transport Strategic Plan 2020 -2035 be presented to the DGCA-MID/6 meeting for review and fine-tuning before presentation to a Ministerial Conference for endorsement.*



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Main summary of discussions relevant to ATM and SAR

- The meeting was apprised of the status of implementation of the priority 1 ASBU Block 0 Modules.
- The meeting noted that the GANP 6th Edition brings major changes.
- The meeting recalled that MIDANPIRG/17, through Conclusion 17/1, agreed to organize a joint ACAO/ICAO ASBU Symposium in 2020. Accordingly, the meeting encouraged States to actively participate in the ASBU Symposium in order to revise the MID Region Air Navigation Strategy.



Main summary of discussions relevant to ATM and SAR

The meeting was provided with an update on the following regional projects:

- ✓ Middle and North Africa Regional Safety Oversight Organization (MENA RSOO);
- ✓ MID Region AIM Database (MIDAD);
- ✓ Common aeronautical VPN (CRV);
- ✓ MID Flight Procedure Programme (MID FPP); and
- ✓ Air Traffic Flow Management (ATFM) System.



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Main summary of discussions relevant to ATM and SAR

The meeting was apprised of the achievements and main challenges related to airspace management and Search and Rescue (SAR) in the MID Region.

The meeting recognized that in order to achieve the vision of optimized ATS Route Network (User Preferred Routes, Unidirectional Parallel Routes, Free Route Concept); national and bilateral efforts should be incorporated into a regional framework.

The meeting urged States to take necessary actions to enhance Civil-Military Cooperation that would lead to a better approach in sharing the airspace, which would support the significant increase of airspace capacity.





Main summary of discussions relevant to ATM and SAR

Taking into consideration that the main objective of SAR is saving lives and support in preventing future accidents through lessons learned, the meeting agreed that SAR should be given high priority through the allocation of adequate resources. Accordingly, the meeting urged States to ensure:

- a) the allocation of adequate resources to SAR;
- b) effective and efficient cooperation between all concerned authorities at national level (SAR Plan); and with their Adjacent and neighboring States;
- c) that SAR services are provided by qualified and well trained SAR experts; and
- d) cross-border collaboration for sharing of resources through bilateral or multilateral agreements.



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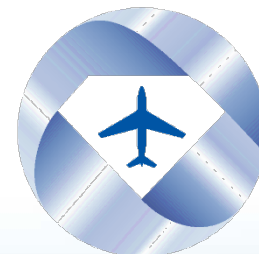
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