



DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

Sixth Meeting (DGCA-MID/6) (Abu Dhabi, UAE, 1-3 November 2022)

Agenda Item 5: Aviation Safety and Air Navigation

PROGRESS REPORT ON THE MID FPP PROJECT

(Presented by the MID FPP)

SUMMARY

This paper presents a Progress Report on the MID FPP project and activities.

Action by the meeting is at paragraph 3.1.

REFERENCES

Report of the Second Meeting of the MID Region Flight Procedure Programme Steering Committee (MID FPP SC/2)

1. INTRODUCTION

1.1 The MID Flight Procedure Programme (MID FPP) is a viable solution to support States at National level in meeting their obligations related to PANS-OPS and in particular the implementation of Performance Based Navigation PBN (regulatory and service provision) through an effective resource sharing approach under an ICAO Framework. The services provided by the MID FPP are listed in the Project Document (ProDoc). These services would support member States to overcome the challenges related to the high cost of establishing and running a PANS-OPS Office, as well as ensuring that the competency and qualification of the required PANS-OPS specialists is always maintained.

1.2 The MID FPP is implemented on the basis of the ProDoc signed by the Host State (UAE) and ICAO and to which any State wishing to participate may sign on. Upon signature onto the ProDoc, such State becomes a Participating State. Participating States are grouped into two (2) categories:

- **Active States:** All Participating States that commit to funding the programme by means of an annual financial contribution in line with an approved budget become an Active State. The Host (UAE) is considered an Active State, based on the in-kind contribution provided to the programme.
- **User States:** MID States that are not Active States but intend to use the MID FPP services are User States.
- **Observer States:** Participating States who are not Active States or User States are Observer States.

1.3 States, organizations and entities that support the MID FPP by financial and/or in-kind contribution (experts, equipment, services, etc.) are considered Donors. A specific agreement with the Donor might be required.

1.4 States that are not Participating States or Donors and are interested in the Programme might participate in the MID FPP activities as an observer State.

1.5 During the DGCA-MID/5 meeting (Kuwait, 4 – 6 November 2019), Jordan, Kuwait, Lebanon, Syria, UAE (Host) and Yemen signed the ProDoc and became official members of the Programme. Only Kuwait signed as Active State. Saudi Arabia notified that they will join the Programme as a Donor.

1.6 ICAO MID Office managed to secure the required funds, through voluntary contributions from States and ICAO in order to cover Programme expenses for the first year; thanks, in particular, to the voluntary contributions by Qatar, Saudi Arabia and UAE. Accordingly, in coordination with the ICAO Technical Cooperation Bureau (TCB), the MID FPP has officially been launched in January 2022 with the appointment of Mr. Onitiu, Sorin-Dan, as the MID FPP Manager (SL Ref.: AN 6/33 – 22/006 dated 26 January 2022) who has assumed his duties remotely as of 17 January 2022 and reported physically on duty in the MID FPP premises in Sheikh Zayed Air Navigation Centre in Abu Dhabi starting 17 May 2022.

2. DISCUSSION

2.1 The MID FPP Programme is governed by the Steering Committee (MID FPP SC), in accordance with its Terms of Reference contained in the ProDoc.

2.2 The First meeting of the MID FPP Steering Committee (MID FPP SC/1) was held virtually on 26 and 27 January 2022. The SC/1 meeting noted that the total available funds supports the launching of the Programme and covers the expected expenses for the first year and agreed to include in the Work Plan for 2022 activities to increase the income sources and to support its sustainability. Therefore, the MID FPP SC/1 meeting reviewed and updated the draft version of the Work Plan for 2022 with the specific requests received from States, in particular, Kuwait for the provision of airspace design assistance.

2.3 The Second meeting of the MID FPP Steering Committee (MID FPP SC/2) was kindly hosted by the UAE from 15 to 16 June 2022 at the General Civil Aviation Authority (GCAA) premises in Sheikh Zayed Air Navigation Centre, Abu Dhabi. The inaugural ceremony of the MID FPP took place on 15 June 2022 with the presence of the ICAO MID Regional Director Mr. Mohamed Abubaker Farea, Mr. Ahmed Ibrahim Al Jallaf, Assistant Director General Air Navigation Services, GCAA-UAE, and all the delegates who attended (in-person) the MID FPP SC/2 meeting.

2.4 The SC/2 meeting noted with appreciation the generous offers (in-kind contribution) from GCAA UAE by donating to the MID FPP two (2) seats for PANS-OPS training course (Modules 1 and 2) and from the Global Air Navigation Services-UAE (GANS) two (2) seats in a PANS-OPS basic training course (6 weeks). In addition, the meeting noted that MID FPP has leveraged the collaboration and sharing experience with the APAC FPP and set up a package of four (4) PANS OPS modules to be provided as virtual classes for MID States. Therefore, through Conclusion 2/1, the meeting endorsed a revised version of the MID FPP Work Plan for Y2022, including the price list for the MID FPP Activities.

2.5 The MID FPP SC/2 meeting highlighted the need to start the process of nomination and selection of the pool of Experts who will provide technical support for the implementation of the MID FPP Work Plan and, through Conclusion 2/2, invited States and International Organizations to nominate qualified Subject Matter Experts (SMEs) to support the implementation of the MID FPP Work Plan and achievement of its objectives.

2.6 With regard to the MID FPP budget and financial status for the years 2022 and 2023, the meeting recalled that the MID FPP business model is based on cost-recovery mechanisms (non-profit) and noted that according to the MID FPP Project Financial Status Report (as of 31 May 2022) received from ICAO HQ, the balance of the funds available in the MID FPP account managed by ICAO (RAB18801) is **USD 215,449**. Based on the expected expenditures, the estimated **funds as of 31 Dec. 2022 would be # USD 170,449 and** the Total expenditures for Year 2023 would be **# USD 160,000**.

2.7 The SC/2 meeting recognized that the main sources of income of the MID FPP are the annual financial contributions by the Active States, the revenues generated from the services provided by the MID FPP and the resource mobilization (financial and/or in-kind contributions by Donor States/Organizations/Industry); and agreed that the annual financial contribution of the MID FPP Active States should be US\$ 20,000, from which 50% may be used by the Active State against the services provided by the MID FPP in line with the approved Work Plan.

2.8 Moreover, the SC/2 meeting agreed that the Donors may use 50% of the provided donations against services provided by the MID FPP in line with the approved Work Plan, if the donation is equivalent at least to the Active States annual contribution.

2.9 For the purpose of Programme services profitability and competitiveness, the meeting agreed on a simplified charging scheme for training activities as at **Appendix A**, following an in-depth analysis of the market of the commercial training providers and considering the business model of the existing APAC and Africa FPPs.

2.10 Based on the above, and in order to ensure the sustainability of the MID FPP, the meeting agreed to the following Draft Conclusion, for endorsement by the DGCA-MID/6 meeting:

DRAFT CONCLUSION 2/3: MID FPP FUNDING MECHANISM

That, considering that the MID FPP business model is based on cost-recovery mechanisms (non-profit):

- a) the charges applied by the MID FPP are in accordance with applicable ICAO policies and as agreed by the MID FPP Steering Committee;*
- b) the main sources of income of the MID FPP are: the annual financial contributions by the Active States; the revenues generated from the services provided by the MID FPP and the resource mobilization (financial and/or in-kind contributions by Donor States/Organizations/Industry);*
- c) the MID FPP charging scheme is in accordance with Appendix 3A (**Appendix A to this WP**) and might be revised by the MID FPP Steering Committee, when necessary;*
- d) the Active States pay an annual financial contribution of USD 20,000;*
- e) up-to 50% of the Active States' and Donors' contributions be used against services provided by the MID FPP (with no additional cost), in line with the approved Work Plan;*
- f) the annual contributions be paid not later than 1 December of each year based on the invoices issued by ICAO TCB;*
- g) ICAO ensure that the year of contribution is clearly indicated on the invoices related to the MID FPP Project;*

- h) the MID FPP Member States comply with the payment instructions contained in the invoices sent by ICAO HQ (Project code, fund number, invoice number, Bank information, etc);*
- i) in case a MID FPP Active State does not pay the annual contribution in a timely manner, the MID FPP Steering Committee might consider taking penalty measures against this State (benefiting of services/discounts, review of the Membership, etc);*
- j) the bills related to the MID FPP expenses be certified by the MID FPP Steering Committee Chairman on behalf of the Steering Committee; and*
- k) the MID FPP funding mechanism be revised by the MID FPP Steering Committee, when necessary.*

2.11 The SC/2 meeting reviewed the MID FPP Steering Committee Terms of Reference (ToR) and agreed through Decision 2/4 that, the MID FPP Steering Committee Terms of Reference be updated as at **Appendix B**.

2.12 The meeting may wish to note that the main activities conducted by the MID FPP in 2022, include the followings:

- Workshops: A Workshop on the Continuous Climb Operations (CCO) / Continuous Descent Operations (CDO) Implementation was successfully held in Abu Dhabi, UAE, 13 - 14 June 2022.
- Training Courses: PANS-OPS Flight Procedure Design Courses Module I (4 weeks) and Module II (3 weeks) held from 18 July to 2 September at the Sheikh Zayed Centre – Abu Dhabi, UAE.
- Projects: A project for analysis, design, and validation of four (4) RNAV 1 parallel routes within Kuwait FIR is ongoing.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) endorse the Draft Conclusion in para 2.10 (MID FPP Funding Mechanism);
- b) encourage States that have not yet done so, to join the MID FPP through the signature of the MIDFPP ProDoc as Active State;
- c) encourage Donors to support the MID FPP through financial and/or in-kind contributions; and
- d) encourage States to further nominate Subject Matter Experts (SME) to the MID FPP pool of experts.

MID FPP Services Charging Scheme

SERVICES	CHARGES		
	Normal fees	Active/Donor State	User State
Training Courses	<ul style="list-style-type: none"> • For the courses with a duration up-to 5 days: USD 500/day/person • For the courses with a duration of more than 5 days: USD 300/day/person 	20% discount	10% discount
Workshops/Seminars	<ul style="list-style-type: none"> • Flat rate of USD 1000/person 	20% discount	10% discount
Flight Procedure Design (FPD), Ground Validation (GV), and Assistance/Consultancy projects	Price based on flat rate of USD 500/man workday ⁽¹⁾	20% discount	10% discount

(1): In accordance with the MID FPP ProDoc, para. 3.9 “For on-site missions/training courses, the travel and accommodation expenses and the daily subsistence allowance for the MID FPP personnel, ICAO Team and course’ instructors should be covered by the beneficiary State in accordance with applicable ICAO policies.”

MID FPP STEERING COMMITTEE (MID FPP SC)

TERMS OF REFERENCE

A) Purpose of the MID FPP SC:

The MID FPP Steering Committee shall meet at least once a year at a venue and time agreed upon by the SC Members.

In order to meet its Terms of Reference, the MID FPP SC shall:

1. elect a Chairperson for a cycle of three years unless re-elected;
2. review regional objectives, plans and users' requirements;
3. monitor and evaluate the Programme activities since the previous meeting;
4. formulate policies and assign priorities for the activities of the MID FPP taking into account the requirements of this Institutional Framework, the provisions of the MID FPP Project Document (ProDoc) and the availability of funds;
5. review and approve the annual work plan and budget of the MID FPP; taking into account the Host State's and Participating States' in kind-contributions for offsetting their annual financial contribution to the Programme.
6. review plans submitted by the MID FPP Manager;
7. ensure that the business plans are in line with the MID Air Navigation Strategy;
8. oversee the activities of the MID FPP in line with the plans and approved budgets;
9. monitor the financial performance at project level in line with the approved budget;
10. monitor and follow-up the implementation of the MIDANPIRG Conclusions and Decisions related to the MID FPP;
11. follow up with the implementation of the agreed projects and provide regular progress report to the relevant MIDANPIRG subsidiary bodies;
12. coordinate technical issues with the appropriate MIDANPIRG subsidiary bodies; and
13. review and update its terms of reference, as deemed necessary.

B) Composition:

The MID FPP SC is composed of:

1. MID FPP Active States: Directors General of Civil Aviation of the MID FPP Active States, or their designated representatives;
- ~~2. ICAO: Regional Director, Middle East Office, Director, Technical Cooperation Bureau (TCB), and Director Air Navigation Bureau Section (ANB) or their representatives; and~~
3. The MID FPP Chairperson and the MID FPP Manager, who will act also as the Secretary of the Steering Committee meetings;
4. The PBN SG Chairpersons;
5. Participating Partners (refer to para. 6.d below), who actively participate in the implementation of the Programme work plan.

6. The following may participate in the Steering Committee meetings as Observers:
- a) MID FPP Users States: Directors General of Civil Aviation of the MID FPP Member States, or their designated representatives;
 - b) Donor States, agencies, organizations and industry having made a financial or in-kind contribution (recognized as “Partners” in the implementation of the Programme);
 - c) Representatives from observers States, agencies, organizations and industry with an interest in aviation safety or air navigation issues in the MID Region; and
 - d) Representatives from the following participating Partners:
AACO, ACAC, ACI, AIRBUS, BOEING, CANSO, EUROCONTROL/SESAR JU, IATA, IFALPA IFAIMA, and IFATCA.

Other representatives from States and industry may be invited on ad-hoc basis, as required.

Note 1: The composition of the MID FPP SC may be updated over time to include only States and/or Partners that could participate actively and contribute to the work of the SC.

C) Working arrangements

- 3.1 The Chairperson, in close co-operation with the MID FPP Manager and the ICAO MID Office, shall make all necessary arrangements for the most efficient working arrangements of the MID FPP Steering Committee. Permanent contact shall be maintained between the Chairperson, Secretary, ICAO MID Office and Members of the Steering Committee to advance the work. Best advantage should be taken of modern communications facilities, particularly video-conferencing (Virtual Meetings) and e-mails.