



International Civil Aviation Organization

MID Region Flight Procedure Programme Steering Committee

Seventh Meeting (MID FPP SC/7)
(Virtual, 27 February 2025)

Agenda Item 2: Future of the MID FPP and Programme Sustainability

MID FPP SUSTAINABILITY

(Presented by the Secretariat)

SUMMARY

This paper provides an update on the MID FPP achievements, challenges, and the future of the Programme (sustainability).

Action by the meeting is at paragraph 3.

REFERENCES

- Report of the sixth meeting of the MID FPP Steering Committee (SC/6)
- Report of the Twenty-First Meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/21)
- Report of the Seventh Meeting of the Directors General of Civil Aviation-Middle East Region (DGCAMID/7)

1. INTRODUCTION

1.1 The MID Flight Procedure Programme (MID FPP) is established to support States in fulfilling their obligations related to PANS-OPS and the implementation of Performance Based Navigation (PBN) regulatory approval and services provision.

1.2 The Programme financial sustainability should be assured through following sources: (1) Annual contributions paid by the Active States, (2) Cash and/or in-kind contributions provided by Donors and, (3) Services (training and project consultancy) fees paid by the beneficiaries.

2. DISCUSSION

2.1 The MID FPP provided a comprehensive range of services including introductory and advanced RNP AR (online and onsite) PANS OPS courses, a three-course package on PBN covering database coding, design, and charting along with AIP promulgation, operational approval for PBN, workshops on PBN airspace design, webinars on GBAS/SBAS, as well as consulting services for IFPD and Airspace & Route projects.

2.2 The Matrix at **Appendix A** clearly evidences the importance and benefits of MID FPP activities since the start of its operations in 2022.

2.3 The Twenty-First Meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/21) held in Abu Dhabi, UAE from 4 to 8 March 2024, was apprised of the outcome of the MID FPP SC/5 meeting held in Doha, Qatar, 14 December 2023 and provided with an update on the achievements and challenges of the MID FPP. MIDANPIRG/21 acknowledged the effectiveness and benefits of the MID FPP, affirming its viability as a valuable solution to assist States in the domains of PANS-OPS and PBN.

MID FPP Challenges and Sustainability

2.4 The MID FPP SC/5 meeting recognized that MID FPP financial status is critical and agreed that, regardless of the demonstrated technical effectiveness of the Programme, the future of the MID FPP is at risk and there might be a need to reconsider its business model.

2.5 The meeting may wish to recall that the MID FPP business model is based on cost-recovery mechanism (non-profit). The programme is managed by a Manager recruited through ICAO CDI Bureau (CDIB). The Programme financial sustainability is ensured through a combination of the following sources: (1) revenue generation services and activities (projects & trainings), (2) Active States' & Donor contributions and (3) voluntary contributions and donations (sponsorship, in-kind & financial contributions, experts).

2.6 It is to be underlined that one of the financial challenges for the Programme, is the existence of payment arrears from 2022 (training activities) and for the 2023 annual contributions with a total amount of USD 49,000 as well as the pending fees for 2023 activities.

2.7 The meeting may also wish to note that the MIDANPIRG/21, through Conclusion 21/9, directed the ICAO MID Office to conduct a survey on the subject, analyze the replies/feedback received and recommend options for consideration by the DGCA MID/7 meeting, where a final decision on the future of the Programme should be made.

2.8 As recommended by the MIDANPIRG/21, the ICAO MID Office conducted a survey on the MID FPP sustainability. The survey was dispatched on 27 March 2024 via State letter (Ref: AN 6/33 – 24/047), seeking States' insights and opinions on the future of the Programme. The main outcomes of this survey are summarized in the **Table** below:

	Interest to keep the MID FPP running	MID FPP Membership	Support the removal of "User State" from the MID FPP membership	Change of MIDFPP current business model	Plan to support the implementation of the new business mode	Review/Amend ment of the MID FPP Funding Mechanism	Support to required minimum annual contribution fees from States benefiting as 'User State'
Bahrain	Yes	Plan "User"	No	No	-	No	No
Jordan	Yes	Current "User"	No	Yes	No	No	Yes
Kuwait	Yes	Current "Active"	Yes	Yes	No	No	Yes
Libya	Yes	-	-	-	-	-	-
Oman	Yes	Current "User"	Yes	Yes	Yes	No	Yes
Qatar	No	-	-	-	-	-	-
Saudi Arabia	No answer	-	-	-	-	-	-

	since we are not member of the MID FPP SC						
UAE	Yes	Current “Host”	Yes	Yes	Yes	Yes	Yes
Yemen	Yes	Current “User”	No	No	No	No	No

2.9 From the 15 MID Members, 9 States have replied to either some or to all questions. Saudi Arabia indicated that for the moment they could not provide any specific reply since they are not a member of the MID FPP Steering Committee. No reply was received from 6 States.

2.10 The replies indicate that 7 MID States are for the continuation of the MID FPP and they are also planning or currently a User State or Active State of MID FPP. 2 States have indicated explicitly that they are not in favor of continuing the programme. The number of “Active States” is still the same (Iran, Iraq and Kuwait; and UAE as the Host State).

2.11 4 States believe that the continuation of the MID FPP needs the change of its current business model, however only 2 States plan to support the implementation of the new business model in particular the UAE with continuation of provision of local subject matter experts to the MID FPP along with advanced payments.

2.12 The meeting may wish to recall that the Seventh Meeting of the Directors General of Civil Aviation-Middle East Region (DGCAMID/7) held the Kingdom of Saudi Arabia in Riyadh, on 19 and 20 May 2024, agreed through DGCA-MID/7 Conclusion 7/2: MID FPP Sustainability,

DGCA-MID/7 CONCLUSION 7/2: MID FPP SUSTAINABILITY

That:

- a) the ICAO MID Office and the MID FPP SC further explore possible options for the continuation of the MID FPP with a different business model, focusing only on capacity-building activities;*
- b) the MID FPP Funding Mechanism be revised;*
- c) the MIDANPIRG/22 take the final decision with regard to the future of the MID FPP; and*
- d) a briefing report on the MID FPP be presented to the DGCA-MID/8 meeting.*

2.13 Based on the above, and considering the outcomes of the DGCA-MID/7 meeting, the Sixth meeting of the MID Region Flight Procedures Programme Steering Committee (MID FPP SC/6) held virtually, on 20 August 2024, recognized that the financial shortfall has become a persistent barrier hindering progress and impacting the achievement of the MID FPP’s objectives. In light of these challenges, the meeting agreed that in order to ensure the continued success and sustainability of the programme, it is necessary that a volunteer State host the MID FPP and provide the necessary support for the management of the programme (provision of a MID FPP Manager and necessary facilities and tools, etc.); similar to the APAC experience with China as the Host State providing significant support.

2.14 Another option was proposed regarding the sustainability of MIDFPP, consisting of the following: MID Office continues to ensure the management of the program through agreements with

one or more ICAO-approved PANS-OPS design organizations to handle Instrument Flight Procedure (IFP) projects.

2.15 The meeting is invited to review the 2 options related to the MID FPP sustainability and decide about the preferred option to be presented to MIDANPIRG/22 for further consideration and endorsement

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the MID FPP challenges related to its sustainability;
- b) agree on one of the options at para. 2.13 and 2.14.
