



International Civil Aviation Organization

MIDANPIRG/22 & RASG-MID/12 Meetings

(Doha, Qatar, 4 – 8 May 2025)

Agenda Item 2: Global and Regional Developments

UPDATE ON THE MID FPP

(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
<ul style="list-style-type: none">- Report of the Twenty-First Meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/21)- Report of the Sixth meeting of the MID FPP Steering Committee (SC/6)- Report of the Seventh meeting of the MID FPP Steering Committee (SC/7)- Report of the Seventh Meeting of the Directors General Of Civil Aviation - Middle East Region (DGCA-MID/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 in particular for the implementation of Performance Based Navigation (PBN) regulatory approval and services provision.

1.2 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.

1.3 The Twenty-First Meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/21) held in Abu Dhabi, UAE from 4 - 8 March 2024, 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.

2. DISCUSSION

2.1 The meeting may wish to recall that the MID FPP business model is based on cost-recovery mechanism (non-profit) and that the Programme financial sustainability is 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).

2.2 As of December 31, 2024, according to the ICAO Financial Status Report, the MIDFPP remaining available funds amount to approximately \$3,277.

2.3 It is to be underlined that the primary challenge facing the programme has been financial in nature. The accumulation of payment arrears, coupled with a limited number of active States, has placed significant pressure on MID FPP operations. Specifically, outstanding payments from 2022 training activities, 2023 annual contributions, and pending fees for 2023 activities continue to impact the programme's financial stability.

2.4 The meeting may wish to recall that the MIDANPIRG/21 recognized the critical financial status of the MID FPP 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. Moreover, MIDANPIRG/21, through Conclusion 21/9, directed the ICAO MID Office to conduct a survey to solicit the perspectives of all MID States regarding the future of the MID FPP, encompassing considerations such as the intention to join, potential contributions, expectations, and more.

2.5 As a follow-up action to the MIDANPIRG/21 Conclusion 21/9, 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 MID FPP.

2.6 The replies indicated that 7 MID States are supporting the continuation of the MID FPP. Two (2) States have indicated explicitly that they are not in favor of continuing the programme. The number of "Active States" is still 4 (Iran, Iraq and Kuwait; and UAE as the Host State).

2.7 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.

2.8 The meeting may wish to note that the Seventh Meeting of the Directors General of Civil Aviation-Middle East Region (DGCA-MID/7), held in Riyadh, Saudi Arabia, on 19 and 20 May 2024, reviewed the outcomes of the survey and acknowledged that it is not feasible to continue the project under the existing business model. Consequently, the meeting tasked the ICAO MID Office and the MID FPP Steering Committee (SC) with exploring alternative options for the programme's continuation. The new approach should focus solely on capacity-building activities while ensuring that it does not impose a financial burden on member States.

2.9 In light of the above, the DGCA-MID/7 agreed to the following Conclusion:

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.

2.10 The meeting may wish to note that the Sixth and Seventh Meetings of the MID Region Flight Procedure Programme Steering Committee (MID FPP SC/6 and SC/7) were held virtually on 20 August 2024 and 27 February 2025, respectively.

2.11 As a key outcome of the MID FPP SC/6 and MID FPP SC/7 meetings, it was 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, and to ensure the programme's continued success and sustainability, the MID FPP SC/7 meeting explored two options:

- (1) Hosting the program by a volunteer State from the MID Region: where the volunteer State hosts the MID FPP and provides 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) ICAO MID Office to continue managing the program through agreements with ICAO-approved PANS-OPS organizations. Concerns were raised regarding the feasibility and potential legal implications of this option.

2.12 Based on the above, and to ensure a collaborative and well-informed decision on the programme's future sustainability, the MID FPP SC/7 meeting, through Conclusion 7/1, tasked the ICAO MID Office with circulating a State Letter to all Member States. This letter invited them to review the two proposed options for the sustainability of the MID FPP and submit their preferred choice. Accordingly, State Letter Ref.: AN 6/33 – 25/046 was issued on 4 March 2025, requesting Member States to review the proposed options and confirm their selection.

2.13 Only five States—Bahrain, Jordan, Oman, Qatar, and the UAE responded to the State Letter. Among them, only the UAE expressed support for the option of hosting the programme in a volunteer State from the MID Region.

2.14 The ICAO MID Office engaged with LEB and CDI to explore whether the programme could continue under agreements with ICAO-approved PANS-OPS organizations. These consultations made clear that ICAO possesses neither the legal authority nor the requisite legal and financial regulatory frameworks to assume direct oversight of the MID FPP as proposed. Moreover, the significant legal and liability risks and the potential conflicts of interest associated with such an arrangement would be at odds with ICAO's mandate as an international standard-setting body. Consequently, managing the programme through agreements with ICAO-approved PANS-OPS organizations is not a viable option.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) take note of the outcomes of the MID FPP Steering Committee Meetings (SC/6 and SC/7), and discuss any related matters as appropriate; and
- b) take a decision with regard to the future of the MID FPP, considering the options explored by the MID FPP SC and MID Office and the reply received from ICAO HQ LEB.