



International Civil Aviation Organization

MID Region Flight Procedure Programme Steering Committee

Sixth Meeting (MID FPP SC/6)
(Virtual, 20 August 2024)

Agenda Item 2: MID FPP achievements and challenges since its establishment

MID FPP ACHIEVEMENTS AND CHALLENGES

(Presented by the MID FPP Manager)

SUMMARY

This paper presents the MID FPP achievements and challenges since its establishment.

Action by the meeting is at paragraph 3.

REFERENCES

- MID FPP SC/5 Report
- MIDANPIRG/21 Report
- DGCA-MID/7 Report

1. INTRODUCTION

1.1 The MID Flight Procedure Programme (MID FPP) has been established to support States at national level in meeting their obligations related to PANS-OPS and in particular for the implementation of Performance Based Navigation - PBN (regulatory and service provision) through an effective resource sharing approach under an ICAO Framework.

1.2 The MID FPP is implemented on the basis of the Project Document (ProDoc) signed by the Host State (UAE) and ICAO which constitutes the Programme legal framework and to which any State may sign on for becoming a Participating State i.e., Active, User or Observer status, respectively.

1.3 The services provided by the MID FPP are listed in the ProDoc; these services are supporting the 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.

2. DISCUSSION

MID FPP Activities Report since its establishment

2.1 MID FPP has demonstrated to be a viable and beneficial solution to support States in regard of assistance for PANS-OPS and PBN.

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 MID FPP has offered a broad spectrum of services i.e., initial/advanced/RNP AR (online & onsite) PANS OPS classes, PBN 3-course package for database coding, design, and charting/AIP promulgation, PBN operational approval, PBN airspace design workshops, GBAS/SBAS webinar as well as IFPD and Airspace & Route consultancy projects.

2.4 Although relatively short time in operations, MID FPP has demonstrated that it is a viable solution to support States in regard of PANS-OPS related trainings and projects as well as in implementation assistance for Performance Based Navigation PBN regulatory and service provisions.

MID FPP Activities Report 2024

2.5 Regarding the Programme activity during 2024, MID FPP through its dedicated experts, is conducting routes/airspace and procedure design projects e.g., Yemen, Iraq covering end to end IFPD quality assurance steps in purview of the IFPs approval by State Authority.

2.6 In summary, the Table below is consolidating all MID FPP activities accomplished and ongoing during the Year 2024 as follows:

MID FPP Activities Report 2024		
Service	Activity Description	Status
Project Consultancy	Establishment of one (1) RNAV 5 route within Saana FIR.	Finalized
	Instrument Flight Procedures Design (IFPD) for Kirkuk International Airport (ORKK).	In progress
	Conduct Safety Activities & Support of the Regulatory Approval for existing Instrument Procedures (SID, STAR, IAPs) at Sulaymaniyah International Airport (ORSU).	In progress
	Support of the Regulatory Approval for the existing Instrument Procedures at Erbil International Airport (ORER).	In progress

MID FPP Challenges and Sustainability

2.1 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.

2.2 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 Manger 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).

2.3 Based on the ICAO Financial Status Report as at 17 August 2024, the **Summary** below provides the financial status of the MID FPP project (RAB18801) as follows:

Fund available as of 17 Aug 24		Payments received In 2024		Arrears 2022 & 2023		Pending fees in 2023	
US\$ 22,800	Kuwait State	Active	20,000	Iran Active State	20,000	PBN 3-courses package	8,200
	Jordan		1,785				
	UAE		6,400	PANS OPS online classes (Iran)	9,000	IFPD Projects (Erbil and Kirkuk)	15,600
	Iraq		6,375				
	Kuwait		800				
Total	22800	Total	35,360	Total	29,000	Total	26,800

2.4 The meeting may wish to note that after 1 Jan 2024, some pending fees were received amounting to USD 26,232, in particular from Kuwait, Erbil and Kirkuk projects and payment of fees for the PBN 3-courses.

2.5 Currently, the MID FPP financial status shows an available fund of **USD 22,800**.

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 29,000.

2.7 It is important to emphasize that the programme's primary challenge has been financial. The presence of payment arrears and the low number of Active States have placed significant pressure on MID FPP operations. The limited funding and support have not met the necessary thresholds to sustain operations effectively, leading to a significant strain on the programme budget. This financial shortfall has become a persistent obstacle, affecting the ability to progress and achieve the programme objectives.

2.8 These financial pressures have highlighted the need to reassess and change MID FPP existing business model. By creating a more resilient and adaptable framework that can better support the programme's long-term goals. This shift is essential to ensure continued success and stability of the programme.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the MID FPP achievements and challenges related to its sustainability.

MID FPP Operations: Y2022 until (to date) 2024							
Programme Framework	Pool of Experts	Courses Diversity	No.	Participants	Revenues (invoiced) *	Free Services (Activity: Attendees/Total Value)	Involved States/Entities
4 Active States 6 User States 1 Donor Industry 2 Donor States 5 Steering Committee	19 (7 States)	PANS OPS Initial (6-week)	2	59 (Y2022)	\$95,455 (Y2022)	PANS OPS M1: 1 pers/ \$2,000	Egypt, Iran, Iraq, Kuwait, Libya, Oman, Qatar, Sudan, UAE, Yemen, APAC FPP, APAC/Pakistan United ATS, ICAO MID
		PANS OPS modules (virtual)	5			PANS OPS M2: 1 pers/ \$2,000	
		RNP AR Workshop	1			PANS OPS M3: 1 pers/ \$2,000	
		PANS OPS OJT	1				
		PBN Oversight (ENAC)	2			Airspace Design Workshop (ENAC): 1 pers/ \$2,000	
		PBN DB coding & Interrelation & OPS Approval	9	+	\$105,439 (Y2023)	PBN Interrelationship S1: 2/ \$4,000	
		Asp Design Workshop (ENAC)	1	99 (Y2023)	\$18,000 * (YTD2024)	PBN Interrelationship S2: 4/ \$8,000	
		CCO/CDO Workshop (ICAO)	1	+		PBN Interrelationship 2024: 1/\$2,000	
		Airspace Consultancy Project	4	4 (YTD2024)		Airspace Project FIR Sanaa: \$3,000	
		IFPD/Regulatory Project	4				
		GBAS/SBAS Webinar	1				
		Asp Design TMA Optimization (ENAC)	1				
		PBN Design for ATC (APAC FPP)	1				
TOTAL	19	PANS OPS & PBN courses, Workshops, Webinar, IFPD/ASP project consultancy services	33	162	\$218,894	\$25,000	14

* Note: Revenues are reflecting only the amounts that have been invoiced by ICAO CDI Bureau (ex TCB).

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