

**57<sup>th</sup> CONFERENCE OF  
DIRECTORS GENERAL OF CIVIL AVIATION  
ASIA AND PACIFIC REGIONS**

*Incheon, Republic of Korea  
4 – 8 July 2022*

**AGENDA ITEM 8: TECHNICAL & REGIONAL COOPERATION**

**THE MID FPP / APAC FPP COOPERATION**

(Presented by the United Arab Emirates / MID FPP)

**SUMMARY**

This working paper intends to highlight the establishment of the ICAO MID Flight Procedures Program, hosted in the United Arab Emirates. The paper calls the meeting to encourage the close cooperation between the ICAO APAC FPP with the ICAO MID FPP and note the request to encourage harmonization of service fees.

## THE MID FPP / APAC FPP COOPERATION

### 1. INTRODUCTION

1.1 The challenges faced by an important number of MID States related to PANS-OPS and PBN implementation have been identified since long time (Lack of personnel, expertise, training, oversight, etc.).

1.2 The DGCA-MID/2 (Jeddah, Saudi Arabia, 20 - 22 May 2013) recognized the need for cooperation and exchange of experience between MID States in the field of procedure design (PANS-OPS) and airspace management. The meeting through DGCA-MID Conclusion 2/5 agreed that a study related to the establishment of FPP be carried out taking into consideration similar programs in other ICAO Regions.

1.3 The Global Ministerial Aviation (GMA) Summit (Riyadh, Saudi Arabia, 29-31 August 2016) supported the establishment of the MID FPP as one of the priority regional projects.

1.4 The MIDANPIRG/15 meeting (Bahrain, 8-11 June 2016) and the DGCA-MID/4 meeting (Muscat, Oman, 17-19 October 2017) emphasized that the establishment of the MID FPP would enhance the States' capabilities related to PANS-OPS and eventually foster PBN implementation in the Region; and through DGCA-MID/4 CONCLUSION 4/3 urged States to sign the MID FPP ProDoc with ICAO TCB.

1.5 The DGCA-MID/5 meeting (Kuwait, 4-6 November 2019) noted with appreciation that ICAO MID Office managed to secure the required funds, through voluntary contributions from States and ICAO, which will support the launching of the Programme and cover the expected expenses for the 1st year.

1.6 The DGCA-MID/5 meeting accepted UAE's proposal to host the MID FPP, within the premises of Sheikh Zayed Air Navigation Centre in Abu Dhabi.

1.7 The Programme Institutional Framework is executed based on the ProDoc signed by ICAO and the Participating States.

1.8 Participating States/Members are grouped in 4 categories: Active States, User States, Donors and Observers

1.9 The MID FPP ProDoc has been signed so far by six (6) States: Jordan, Kuwait (Active), Lebanon, Syria, UAE (Host) and Yemen.

1.10 Saudi Arabia confirmed that they will initially join the Programme as a Donor State. It is expected that more states will be joining by end of 2022.

### 2. DISCUSSION

#### 2.1 High Level Objectives

2.1.1 Assist MID States to develop sustainable capability in the Instrument Flight Procedure Design (IFPD) and meet their obligations under the Chicago Convention related to PANS-OPS and PBN implementation.

2.1.2 Build its capacity to provide assistance, training, quality assurance, procedure and airspace design, and operational approval to the Participating States.

2.1.3 Provide necessary assistance and support to member States to address the identified challenges, focusing mainly on the implementation of PBN in Terminal Area (TMA) and vertically guided Instrument Approach Procedures (IAP), it will also address the needs of the States related to PANS-OPS.

## 2.2 **Organizational Structure**

2.2.1 The MID FPP Steering Committee is composed of:

- Members: Active States
- Observers: User States, Donor States/ORGs/Industry; and other stakeholders with interest in aviation safety and air navigation issues in the MID Region

2.2.2 The Programme Manager was recruited by ICAO TCB and assumed (initially) his duties remotely as of 17 Jan. 2022; then arrived to Abu Dhabi, UAE, on 13 May 2022 in order to report physically on duty in the MID FPP premises starting 17 May 2022

## 2.3 **MID FPP sustainability**

2.3.1 The Programme sustenance is dependent on self-assuring a service revenue stream based on regular income besides the Active States contributions.

2.3.2 The Programme services should be:

- Profitable and competitive i.e., charges determined after an in-depth analysis of the market.
- Harmonized i.e., charges are aligned to the business model of APAC & Africa FPPs and to the applicable ICAO policy.
- Adapted to the status of Participating States within the Programme i.e., discount choice.

2.3.3 Revenue generation through specific projects for the member States e.g., Kuwait.

2.3.4 Promotion of the MID FPP to have more States joining as Active States.

2.3.5 Resource mobilization is another source of income to the MID FPP (Donor States/ORGs/Industry through voluntary financial and/or in-kind contributions).

## 2.4 **Cooperation with APAC FPPs**

2.4.1 The MID FPP was launched taking into consideration the success of the ICAO AFI & APAC FPPs.

2.4.2 Joint collaboration and sharing of expertise between FPPs improve the efficiency of services provided to member States.

2.4.3 FPP Active States from one Region should have the advantage of participation in the FPP activities of another Region with same benefits (discounts). This could be formalized through MoUs between FPPs.

2.4.4 Study the possibility to harmonize service fees.

2.4.5 Importance of sharing of experience (including challenges) and best practices. The attendance of the FPP managers to the FPP SC meetings of other Regions is encouraged (even virtually). In this respect:

- It was noted with appreciation that the AFI and APAC FPP managers attended the MID FPP SC/1 meeting (26-27 Jan 2022) and shared their experiences through PPTs.
- MID FPP manager has attended virtually the FPP Technical Agreement SC/4 meeting on 4 March 2022.

**3. ACTION BY THE CONFERENCE**

3.1 The Conference is invited to:

- a) Note the establishment of the MID FPP;
- b) Encourage further cooperation and collaboration with APAC FPP; and
- c) Encourage harmonization of service fees.

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