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CAPACITY & EFFICIENCY



مقترح بشأن برنامج اجراءات الطيران في الشرق الاوسط

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Presentation Outline

- Scope and Services
- Structure and Governance
- Financial Requirements
- Performance Measurement
- Initial Work Plan
- Questions

Scope and Services of the FPP





Scope

“the Regional Centre of Excellence in instrument procedure and airspace design, and operations approval, focusing on PBN”

Strategic Objectives

- Improved safety through availability of approaches with vertical guidance to improve safety
- More efficient use of terminal airspace through availability of PBN SIDs and STARs through:
 - *Provide design, implementation and training support as needed to MID States*
 - *Increase capacity building for MID States and other stakeholders for sustainable development*

Regional Issues

- Insufficient number of Instrument flight procedure (IFP) designers
- Insufficient instrument procedure design work in some States to attain or maintain proficiency
- Lack of IFP training: initial, OJT and/or recurrent
- Lack of knowledge to integrate procedure design efficiently into airspace design
- Lack of depth in procedure design organization to perform QA
- Insufficient expertise in procedure design organization to provide adequate QA of IFPs
- Lack of procedure design and obstacle data storage automation in States
- Lack of regulatory expertise to oversee the process leading to IFP publication
- Lack of operational approval expertise to obtain proper operational approval and to oversee operators for PBN operations
- Lack of service training for ATC/ATM training for PBN implementation

MID FPP Expected Outcome

- Increase in robust State PBN implementation plans
- Increase in the number of PBN procedures implemented and published in MID State AIPs
- Increase in number of TMAs with approved PBN operations
- Increase in the number of approved local carriers for PBN operations
- Demonstrated evidence for improved safety and efficiency of flight operations



MID FPP Tasks (1)

- Assist State Procedure and airspace Designers in developing their procedures with priority for PBN procedures
- Assist States with Quality Assurance (QA) including flight procedure regulatory approval
- Provide training course, refresher course and OJT to procedure designers remotely, on-site or at the MID FPP location
- Provide training course and OJT for QA including flight procedure regulatory approval
- Provide training course and OJT for operators approval for PBN operations
- Assist State for PBN Plan implementation through operational assessment, business case, and activity planning for PBN implementation
- Assist States with developing PBN-related regulations



MID FPP Tasks (2)

- Develop procedures implementation for States that have no procedure design capability
- Assist States with data origination
- Assist States with ground and flight validation
- Assist States in operators approval for PBN operations
- Provide training course and OJT for ATC/ATM and operators about PBN Flight procedures operations
- Provide States with any other associated assistance as required
- Provide States access to procedure design software applications at the MID FPP location
- Provide States access to electronic terrain and obstacle data storage as needed during training



Concept of Operations

- Stand alone office with external State/Organization support
- Initial period: 3 years
- Managed by ICAO MID Region
- Governed by a Steering Committee
- Manned with ICAO and seconded Personnel from MID Region
- Funded by contributions from MID Region States, Organizations (Sponsors), and Donors
- Participation classified as either:
 - Active Participating State;
 - Participating State;
 - User State; or
 - Observer State

Institutional Framework

- Participating State
 - Signatory to the Programme Document (PRODOC)
- Active Participating State
 - All MID participating States that commit to funding the programme by means of an annual financial contribution in line with the approved budget
 - All MAEP Board member States are by default considered as Active Participating States
- User State
 - All MID Participating States who are not Active Participating States are User States
- Observer State
 - Participating States who are not Active Participating States or User States are Observer States

Host / Location

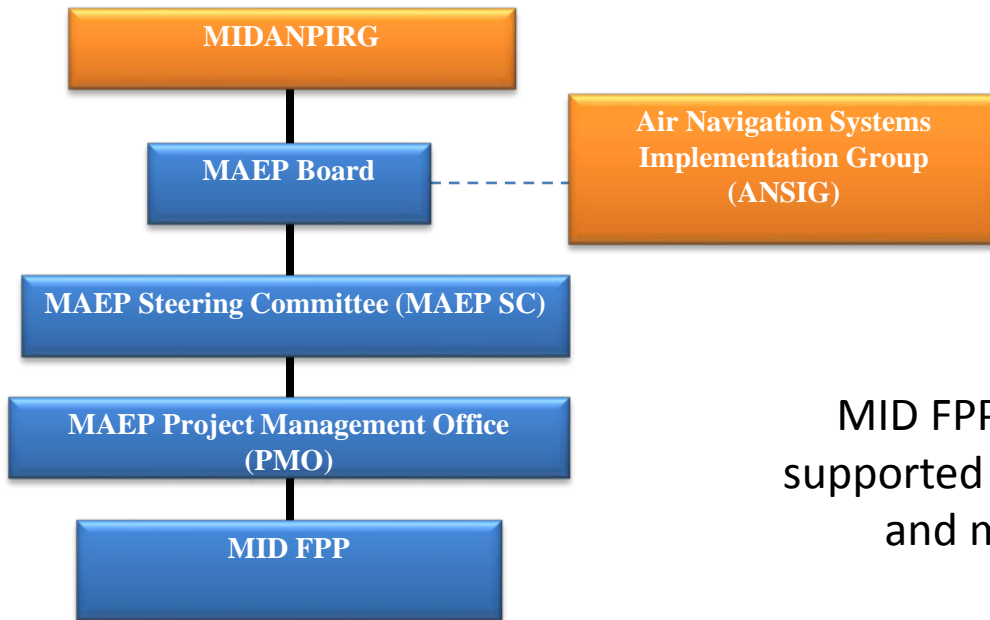
- Hosted by TBD
 - States, ICAO MID Office,



FPP Structure and Governance

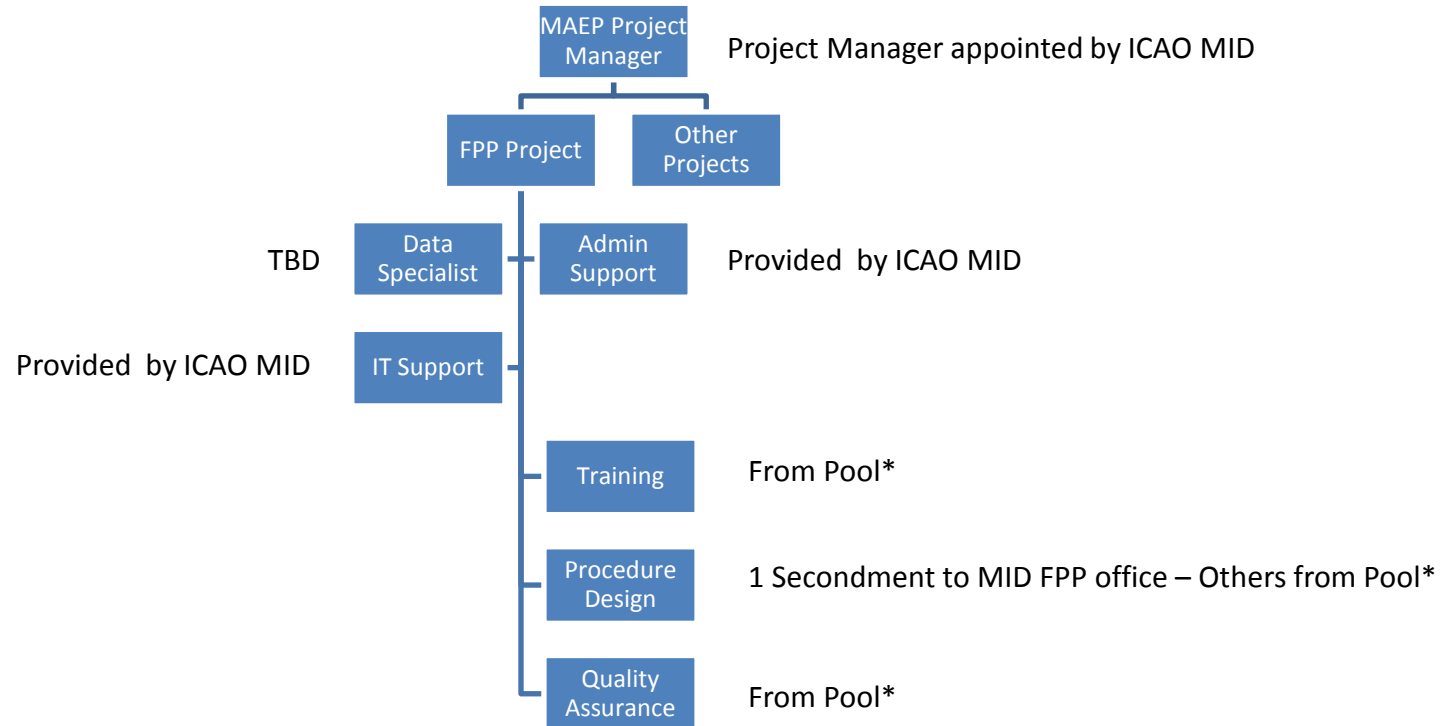


MID FPP – Governance



MID FPP Governed by the MAEP Board supported by the MAEP Steering Committee and monitored by the MAEP PMO

MID FPP – Structure/Resource Requirements



Experts in PANS-OPS, Ops Approval, QA and Training will be nominated by States, Organizations and Industry to provide an available pool of experts to meet specific MID FPP tasks

Commencement Date

- Dependent upon:
 - approval and signing of PRODOC
 - commitment of resources by States
 - preparation of office space
- Estimated commencement date
 - July 2016

MAEP Steering Committee Responsibilities

Review of the following:

- Annual work program
- Annual Budget
- Annual financial contribution level for active participating States, including considering request for waiver of financial contributions in lieu of in-kind contribution
- Performance of the programme
- Fee schedule for services and training in consultation with ICAO policy
- Project document as deemed necessary

Financial Structure





Estimated MID FPP Annual Operating Costs

| | |
|-------------------------------------|--|
| Personnel Salaries | |
| Maintenance Costs | |
| Travel | |
| Software | |
| Office Supplies | |
| Training | |
| Other | |
| Total Annual Operating Costs | |

Required Annual State Financial Contribution

Funding Examples

| Annual Accountable Expenses (AE) | Number of APS (NAPS) | Monetary Contribution by Each APS (L) | Overall Contribution by APS (C = L * NAPS) | Donation Sponsors (D) | Activity-derived Revenue (R) | Annual Accountable Income (AI = C+D+R) | Implication |
|----------------------------------|----------------------|---------------------------------------|--|-----------------------|------------------------------|--|------------------|
| 200k | 5 | 15k | 75k | 75k | 0K | 150k | Shortfall |
| 200K | 10 | 15K | 150K | 50K | 0K | 200K | Balanced |
| 200K | 5 | 25K | 125K | 75k | 0k | 200k | Balanced |

Performance Measurement



Performance Measurement

- The programme will be evaluated annually against the following performance factors:
 - The number of new State Implementation Plans published
 - The number of new PBN instrument flight procedures published
 - The number of procedure designers trained (course/referresher/OJT)
 - The number of personnel trained in QA
 - The number of Regulatory personnel trained in Ops Approval process
 - The number of aircraft operators approved for PBN Operations
 - The number of new TMAs with approved PBN Operations

2016/17 Work Plan



Proposed 2016/17 Work Plan

- PBN Implementation Workshop – 3-4 days – Date TBD
- PBN Ops Approval Course – 1 week - Date TBD
- PANS-OPS Initial Procedure Design Course – 4 Weeks – TBD
- PBN Procedure Design – 3 Weeks – TBD
- Design of 5-10 new instrument procedures (minimum)
- OJT on ground validating and approving procedures with specific PBN projects – Date TBD
 - Available for Active Participating States
 - Available to other States under a service fee



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and Caribbean
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Thank You