



International Civil Aviation Organization

**Tenth Meeting of the Performance Based Navigation Sub-Group
(PBN SG/10)**

(Amman, Jordan, 10 - 11 December 2025)

Agenda Item 4: PBN Planning and Implementation in the MID Region

MID FPP UPDATES

(Presented by the Secretariat)

SUMMARY

This paper provides an update on the MID FPP.

Action by the meeting is at paragraph 3.

REFERENCES

- Report of the Twenty-Two Meeting of the Middle East Air Navigation Planning and Implementation Regional Group and Twelfth Meeting of the Regional Aviation Safety Group-Middle East MIDANPIRG/22 & RASG-MID/12
- Report of the Eighth Meeting of the MID Region Flight Procedure Programme Steering Committee (MID FPP SC/8)

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 Twenty-Two Meeting of the Middle East Air Navigation Planning and Implementation Regional Group and the Twelfth Meeting of the Regional Aviation Safety Group-Middle East (MIDANPIRG/22 & RASG-MID/12) held in Doha, State of Qatar, from 4 to 8 May 2025, 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. The meeting noted that the MID FPP has been facing serious financial challenges, since its inception. These challenges stem from unpaid contributions, including outstanding payments from 2022 training activities, overdue 2023 annual fees. Compounded by limited participation from member States, these financial shortfalls have strained the programme's operational capacity, threatening its long-term sustainability.

2.2 In addition, the MIDANPIRG/22 agreed, through PIRG/RASG CONCLUSION 5, to extend the Programme operations for one additional year under the management of the ICAO MID Regional Office. Throughout this period, the MID Office and the MID FPP Steering Committee would jointly explore alternative business models/options to safeguard the Programme continuity until MIDANPIRG/23 finalizes long-term arrangements.

2.3 Based on the above, and considering the outcomes of the MIDANPIRG/22 meeting, the Eighth meeting of the MID Region Flight Procedures Programme Steering Committee (MID FPP SC/8) held virtually, on 18 September 2025, reviewed three possible models for sustaining the MID Flight Procedure Programme (MID FPP).

Option 1: proposed continuing the MID FPP under the management of the ICAO MID Office, focusing on coordinating capacity-building activities in partnership with regional and international stakeholders.

Option 2 : explored continuation of the MID FPP under a Host State.

Option 3 considered sustaining the MID FPP as an ICAO Capacity Development and Implementation (CDI) project, with the MID Office hosting and the Programme Manager recruited under the CDI framework.

2.4 The meeting unanimously endorsed the Host State model (Option 2) as the path forward for the MID FPP.

2.5 It should be recalled that under this option, a Host State would assume responsibility for the day-to-day programme management and provide the necessary infrastructure and operational support.

Key elements of this new business model:

- The Host State would provide a dedicated programme Manager, Office facilities and required operational tools.
- Core services under this model would focus on:
 - Tailored capacity-building activities responding to States' needs; and
 - Hands-on consultancy projects (at member States' request) should be delivered by a Subject Matter Experts from the Host State and across the MID Region (MID FPP pool of experts).

Conditions and implementation requirements:

- A formal Hosting Agreement would be developed to specify roles, responsibilities and liabilities.
- The MID FPP Project Document would require a comprehensive revision to align objectives, scope and governance with the new business model and States' needs.
- The MID FPP funding mechanism would be reviewed and restructured. Under the new model, a modest mandatory financial contribution from States would be required, while voluntary contributions would remain encouraged to provide additional flexibility and support for priority activities.

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2.6 The meeting may also wish to note that the ICAO MID Office called via State letter (Ref.: AN 6/33 - 25/210 dated 1 October 2025), States/Civil Aviation Authorities to consider the opportunity of hosting the MID FPP. Such a commitment would constitute a significant contribution to the advancement of flight procedure design and PBN implementation in the MID Region, while reinforcing regional cooperation and capacity-building.

2.7 It should be noted that, to date, no formal request has been submitted by any State. Accordingly, the meeting is invited to encourage any State or Civil Aviation Authority wishing to host the Programme to submit a formal Expression of Interest to the ICAO Middle East Office. The submission should clearly outline the proposed support and resources that the Administration would provide to ensure the long-term sustainability and successful implementation of the MID FPP.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the MID FPP updates; and
- b) encourage States to host the Programme and to submit a formal Expression of Interest to the ICAO Middle East Office.

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