



INTERNATIONAL CIVIL AVIATION ORGANIZATION

MIDDLE EAST OFFICE

**REPORT OF THE EIGHTH MEETING OF THE MID REGION FLIGHT PROCEDURE
PROGRAMME STEERING COMMITTEE**

(MID FPP SC/8)

(Virtually, 18 September 2025)

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PART I - HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The Eighth meeting of the MID Region Flight Procedures Programme Steering Committee (MID FPP SC/8) was held virtually, on 18 September 2025, using MS Teams platform.

2. OPENING

2.1 The meeting was opened by Mr. Mohamed Smaoui, Deputy Regional Director of the ICAO Middle East Office, who welcomed all the participants to the meeting. He emphasized that the MID FPP, whose effectiveness and benefits were acknowledged by the DGCA-MID and MIDANPIRG during Phase I (2021–2024), has proven its viability as a valuable mechanism to support States in the domains of PANS-OPS and PBN. However, the Programme has been facing serious financial challenges that jeopardize its sustainability. He recalled that the purpose of this meeting is to review and discuss the future legal and institutional framework of the MID FPP.

2.2 Mr. Saqr Obaid Al Marashda, Manager Airspace Management GCAA-UAE and Chairman of the MID FPP Steering Committee, welcomed all the participants to the MID FPP SC/8 meeting. He emphasized that the main purpose of the present meeting is to carefully review the available sustainability options for the Programme. The MID FPP SC Chairman invited all States to consider the different pathways, assess their respective benefits and challenges, and identify a clear option to guide the future of the Programme.

3. ATTENDANCE

3.1 The meeting was attended by a total of thirty-three (33) participants from thirteen (13) States (Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Libya, Oman, Qatar, Sudan, Syria, UAE and Yemen). The list of participants is at **Attachment A**.

4. OFFICERS AND SECRETARIAT

4.1 Mr. Radhouan Aissaoui, Regional Officer Information Management and Acting MID FPP Manager, was the Secretary of the meeting supported by Mr. Mohamed Smaoui, Deputy Regional Director (DRD).

5. LANGUAGE

5.1 Discussions were conducted in English and documentation was issued in English.

6. AGENDA

6.1 The following Agenda was adopted:

Agenda Item 1:	Adoption of the Provisional Agenda
Agenda Item 2:	MID FPP updates
Agenda Item 3:	Review of the MID FPP legal and institutional framework
Agenda Item 4:	Future Work Programme
Agenda Item 5:	Any other Business

7. CONCLUSIONS AND DECISIONS – DEFINITION

7.1 The Eighth meeting of the MID Region Flight Procedures Programme Steering Committee (MID FPP SC/8) records its actions in the form of Conclusions and Decisions with the following significance:

- a) **Conclusions** deal with matters that, according to the Group's terms of reference, merit directly the attention of States, or on which further action will be initiated by the Secretary in accordance with established procedures; and
- b) **Decisions** relate solely to matters dealing with the internal working arrangements of the Group and its Sub-Groups.

8. LIST OF CONCLUSIONS AND DECISIONS

CONCLUSION 8/1: MID FPP SUSTAINABILITY – NEW BUSINESS MODEL

CONCLUSION 8/2: 2025 ANNUAL CONTRIBUTIONS

PART II: REPORT ON AGENDA ITEMS**REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA**

1.1 The subject was addressed in PPT/1 presented by the Secretariat. The meeting reviewed and adopted the Provisional Agenda as at Para 6 of the History of the Meeting.

REPORT ON AGENDA ITEM 2: MID FPP UPDATES***Capacity Building in PANS-OPS and PBN in 2025***

2.1 The subject was addressed in PPT/1 presented by the Secretariat.

2.2 The meeting was briefed on the MID FPP work program for 2025, as presented in **Appendix 2A**, which prioritizes capacity building in PANS-OPS and PBN. The training program has been communicated to States via State Letter (Ref: AN 6/33.1 – 25/021) dated 3 February 2025, with specific courses available through ENAC, APAC FPP and AFI FPP.

Consultancy Projects

2.3 The meeting noted that, during 2025, the MID FPP successfully completed the review of the instrument flight procedures (IFPs) for Kirkuk, which were subsequently submitted to the Iraq Civil Aviation Authority (CAA) for approval. Furthermore, the meeting was informed that the Programme has received formal requests from the Instrument flight procedure design service providers to provide ground validation, pre-approval reviews, and safety workshops for the IFPs at both Mosul and Sulaymaniyah Airports. These requests highlight the increasing reliance of States on the MID FPP's technical expertise and underscore the Programme's role in supporting the safe and efficient implementation of new flight procedures in the MID region.

APPENDIX 2A

List of training courses proposed by ENAC for 2025

Training name	Session	Format/Location	Date	Fees (EUR)
PBN Oversight	PBNO	Online (synchronous and asynchronous)	17th to 27th March	2424€
Instrument Procedure Design Course: General Criteria	IPD1-E	Online	12th to 28th March	5698€
Instrument Procedure Design Course: Arrival and non precision approach for PBN and conventional procedures	IPD2-E	Online and On site (Toulouse)	From 12/05/2025 to 13/06/2025 ONLINE PART : 12th to 23rd May 2025 ON SITE PART : 02nd to 13th June 2025	6926€
Instrument Procedure Design Course: Departure and precision approach for PBN, conventional procedures and approach with vertical guidance (APV) procedures	IPD3-E	Online and On site (Toulouse)	From 08/09/2025 to 10/10/2025 ONLINE PART : 08th to 19th September 2025 ON SITE PART : 29th September to 10th October 2025	6926€
Instrument Procedure Design Course: - Departure procedure	IPDEP-E	Online	3rd to 7th November	2146€
Comprehensive Instrument Procedure Design Course: RNP AR Approaches	IPDAR-E	On site (Toulouse)	8th to 12th December	4170€
Helicopter IFR criteria	IPDH-E	On site (Toulouse)	1st to 5th December	

List of training courses proposed by APAC FPP and AFI FPP for 2025

Training name	Format/Location	Date	Fees (USD)
Procedure Design Refresher Course	On site (Bangkok)	22-25 April 2025	1000
Pans-Ops Procedure Design Initial Course	On site (Beijing)	02-27 June 2025	2000
Flight Validation for Pilot Workshop	On site (Beijing)	TBD	1000
PBN Procedure Design Course	On site (Beijing)	13-31 October 2025	2000
Point in Space (PinS) Course	On site (Beijing)	TBD	1000
PBN Flight Procedure Design	Dakar (Senegal)	23 June to 22 July	4000

REPORT ON AGENDA ITEM 3: REVIEW OF THE MID FPP LEGAL AND INSTITUTIONAL FRAMEWORK

3.1 The subject was addressed in PPT/1 presented by the Secretariat.

3.2 It was pointed out that the MID FPP, whose effectiveness and benefits were acknowledged by the DGCA-MID and MIDANPIRG during Phase I (2021–2024), has proven its viability as a valuable mechanism to support States in the domains of PANS-OPS and PBN. However, the Programme has been facing serious financial challenges that jeopardize its sustainability. These challenges include unpaid contributions from 2022 training activities, overdue annual fees for 2023, and limited participation of States. Such financial shortfalls have placed significant strain on the Programme's operational capacity and threaten its long-term continuity. To safeguard its future and ensure the achievement of its core objectives, a strategic revision of the business model was deemed essential in order to establish a more resilient and adaptable operational framework.

3.3 The meeting further recalled that the MID FPP SC/7 meeting explored two options:

- (1) volunteer State hosts the MID FPP and provide 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.

3.4 In line with the agreed action, the ICAO Middle East Office engaged with all Member States to solicit formal feedback on two potential options for ensuring the sustainability of the Programme. In parallel, a comprehensive legal and operational review was undertaken in close coordination with the ICAO Legal Affairs and Capacity Development and Implementation Bureaus. The assessment concluded that ICAO cannot manage the Programme through agreements with ICAO-approved PANS-OPS organizations, owing to significant legal and liability risks, as well as potential conflicts of interest that such arrangements would present. To ensure continuity, MIDANPIRG/22 & RASG-MID/12 adopted Conclusion 5, which approved a one-year extension of the Programme under the current management of the ICAO MID Office. This interim period will not only allow the Programme to continue functioning but will also provide an opportunity to develop a sustainable long-term business model for presentation and final endorsement at MIDANPIRG/23.

3.5 Building on the above, it was emphasized that the purpose of the present meeting was to carefully review the available sustainability options for the Programme. States were invited to consider the different pathways, assess their respective benefits and challenges, and work towards identifying a clear option to guide the Programme beyond the interim extension. The importance of Member States' inputs, perspectives, and consensus was highlighted, as these are essential to ensuring that the long-term business model developed is both sustainable and reflective of the collective priorities and commitments of the Region.

3.6 The meeting discussed the following options:

Option 1 — Continuation of the MID FPP under the management of ICAO MID Office

3.6.1 The meeting noted that the ICAO MID Office will continue to assume overall management of the MID FPP. The main focus will be on coordinating the delivery of capacity-building activities across the MID Region. These capacity building activities will be implemented in close coordination with key

partners, including the APAC and Africa Flight Procedure Programmes, the DGCA, ENAC (France) and other relevant stakeholders, as appropriate. The Programme will operate on an inclusive basis: no distinction will be made between Member States, and all States will have equal opportunity to benefit from the available activities.

3.6.2 Training activities will be delivered on an opportunistic basis rather than according to a fixed schedule, by leveraging existing training offers and collaborative initiatives to maximise cost-effectiveness and regional benefit. This approach is conditioned upon the following requirements and adjustments:

- A comprehensive revision of the MID FPP Project Document to align its scope and objectives with the new operational approach;
- The absence of a formal hosting agreement under this model;

3.6.3 A review and possible cancellation of the current funding mechanism, under which no mandatory financial contributions from States will be required. While mandatory State contributions would no longer apply, voluntary contributions will continue to be encouraged as a means to provide additional flexibility and to support priority activities.

Option 2 — Continuation of the MID FPP with a hosting State.

3.6.4 The meeting also considered an alternative model whereby the MID FPP would be sustained through the sponsorship of a volunteer State. Under this option, a Host State would assume responsibility for day-to-day programme management and provide the necessary infrastructure and operational support.

3.6.5 Key elements of the Host-State 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 State needs; and
 - Hands-on consultancy projects delivered by a curated pool of experts drawn from the Host State and across the MID Region.

3.6.6 Conditions and implementation requirements:

- A formal Hosting Agreement would be developed to identify roles, responsibilities and liabilities.
- The MID FPP Project Document would require a comprehensive revision to align objectives, scope and governance with this hosting arrangement.
- The MID FPP funding mechanism would be reviewed and restructured. Under the proposed 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.

Option 3 — MID FPP to be continued as an ICAO CDI Project

3.6.7 The meeting also considered Option 3, under which the MID FPP would continue as an

ICAO Capacity Development and Implementation (CDI) project, with the ICAO MID Office retaining hosting responsibility.

3.6.8 Key elements of the CDI Project model:

- The Programme Manager would be recruited through the CDI mechanism and could be appointed on a full-time, part-time or secondment basis, depending on resource availability and needs.
- The ICAO MID Office would host the Programme and provide the required administrative support.

3.6.9 Conditions and implementation requirements:

- Secure the necessary and sustainable funding to support the project, including the Manager post and core activities.
- Prepare a new Project Document or substantially update the existing document to reflect the CDI modality, scope, deliverables and governance arrangements.
- Agree on and establish a revised funding mechanism that ensures continuity of operations.

3.7 After thorough discussions and careful consideration of the advantages and disadvantages of each option, the meeting unanimously endorsed **Option 2 — the Host State model** as the preferred way forward for the MID FPP. The endorsement is conditional on the development of a formal Hosting Agreement, a comprehensive revision of the MID FPP Project Document, and the establishment of a revised funding mechanism to ensure sustainable operations. Accordingly, the meeting agreed to the following conclusion:

CONCLUSION 8/1: MID FPP SUSTAINABILITY – NEW BUSINESS MODEL

That:

- a) *the ICAO MID Office circulate a State Letter to all member States, seeking for a volunteer State to host the MID FPP and provide the necessary support for the management of the programme (provision of a MID FPP Manager and necessary facilities and tools); and*
- b) *the continuation of the MID FPP with a different business model would require the development of a new MID FPP ProDoc and Hosting Agreement.*

3.8 The meeting discussed the matter of State contributions for 2025 and agreed to treat these as annual membership fees applicable to active States. It was further agreed that, in order to provide flexibility and accommodate differing States needs, the MID FPP may, upon request by a State, issue an invoice to any State wishing to make its 2025 annual membership fee payment. This approach was endorsed as a means to facilitate voluntary financial support while maintaining transparency and flexibility.

3.9 Based on the above the meeting agreed to the following Conclusion:

CONCLUSION 8/2: 2025 ANNUAL CONTRIBUTIONS

That, ICAO issue an invoice for the MID FPP 2025 annual membership fee to any State wishing to make a payment in support of the Programme and/or to benefit from its services (upon request).

REPORT ON AGENDA ITEM 4: FUTURE WORK PROGRAMME

4.1 The meeting agreed that the MID FPP SC/9 should be held during Q1-2026, in order to review the results of States' replies to the State Letter to be issued by the ICAO MID Office related to the future/sustainability/hosting of the MID FPP.

REPORT ON AGENDA ITEM 5: ANY OTHER BUSINESS

5.1 Nothing has been discussed under this agenda item.

MID FPP SC/8 List of Participants

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