



International Civil Aviation Organization

**MID Region Flight Procedure Programme Steering Committee
Ninth Meeting (MID FPP SC/9)**

(Virtual, 25 May 2026)

Agenda Item 2: MID FPP Sustainability/Legal and Institutional Framework

MID FPP SUSTAINABILITY

(Presented by the Secretariat)

SUMMARY

This paper provides an update on the MID FPP challenges and the future of the Programme (sustainability).

Action by the meeting is at paragraph 3.

REFERENCES

- Report the Twenty-Second Meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/22)
- Report of the Seventh Meeting of the Directors General of Civil Aviation-Middle East Region (DGCAMID/7)
- 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) was established in 2019 to support MID Region States in the development and implementation of flight procedures, with particular emphasis on Performance-Based Navigation (PBN). Between 2022 and 2025, the Programme delivered 33 training and technical assistance activities to 162 participants across 14 States.

1.2 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 limited participation of States (Active States), unpaid contributions from 2022 training activities and overdue annual fees for 2023..

1.3 Such financial shortfalls have placed significant strain on the Programme’s operational capacity and threaten its long-term continuity.

1.4 The meeting may wish to recall that 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 meeting may wish to recall that MIDANPIRG/22 was apprised of the outcomes of the Seventh Meeting of the MID Region Directors General of Civil Aviation (DGCA-MID/7), held in Riyadh, Saudi Arabia, on 19–20 May 2024, as they relate to the MID FPP. Updates were also provided on the outcomes of the Sixth and Seventh Meetings of the MID FPP Steering Committee (SC/6 and SC/7), held virtually on 20 August 2024 and 27 February 2025, respectively.

2.2 MIDANPIRG/22 acknowledged the effectiveness of the MID FPP, affirming its viability as a valuable solution to assist States in the domains of PANS-OPS and PBN. The meeting nonetheless noted that the Programme has faced serious financial challenges since its inception, stemming from unpaid contributions and limited State participation, which have strained its operational capacity and threatened its long-term sustainability.

2.3 Following detailed deliberations, MIDANPIRG/22 agreed to extend the Programme operations for one additional year under ICAO MID Office management, while the MID Office and the Steering Committee jointly explore alternative business models. The meeting adopted the following Conclusion:

PIRG/RASG CONCLUSION 5: MID FPP SUSTAINABILITY AND FUTURE PLAN

That:

- a) the ICAO MID Office and the MID FPP SC explore alternative options for the continuation of the MID FPP under a revised business model; and*
- b) the ICAO MID Office continue to manage the Programme until a final decision on its future is taken by MIDANPIRG/23.*

2.4 Pursuant to the above PIRG/RASG Conclusion 5, the MID FPP has been continuing operations for one additional year under the ICAO MID Office management, providing a business continuity framework while long-term governance arrangements were explored.

2.5 The Eighth Meeting of the MID FPP Steering Committee (SC/8), held virtually on 18 September 2025, considered three options for Programme sustainability:

- **Option 1** — continuation under ICAO MID Office management, with opportunistic capacity-building activities, no mandatory State contributions, and no formal Hosting Agreement;
- **Option 2** — a Host State Model, whereby a volunteer State assumes day-to-day management, provides a Programme Manager, facilities, and tools, with a mandatory financial contribution from Active States and a formal Hosting Agreement; and
- **Option 3** — continuation as an ICAO CDI project, with a CDI-recruited Programme Manager and secured sustainable funding.

2.6 The MIDFPP SC/8 meeting unanimously endorsed Option 2 the Host State Model as the preferred way forward, subject to the development of a formal Hosting Agreement, a revised Project Document, and a sustainable funding mechanism. The meeting endorsed the following Conclusion:

MID FPP SC/8 CONCLUSION 8/1: MID FPP SUSTAINABILITY — NEW BUSINESS MODEL

That:

- a) the ICAO MID Office circulate a State Letter to all Member States seeking a volunteer State to host the MID FPP and provide the necessary management support, including a dedicated Programme Manager, facilities, and tools; and*

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b) *continuation of the MID FPP under a revised business model requires the development of a new MID FPP Project Document and a formal Hosting Agreement.*

2.7 In implementation of MIDFPP SC/8 Conclusion 8/1, State Letter AN 6/33–25/210 was issued on 1 October 2025, inviting Member States to submit formal Expressions of Interest in hosting the MID FPP, with a response deadline of 30 November 2025.

2.8 No formal Expression of Interest confirming a commitment to host the MID FPP has been received.

2.9 The absence of response might be attributed to the following factors:

- a) the two-month window between issuance of the State Letter and the response deadline was insufficient for States to complete the internal consultations required before formally committing to host a Regional programme;
- b) ambiguity among some States regarding the precise scope of Host State obligations and the associated benefits of hosting; and
- c) formalising a Host State commitment, involving the allocation of human resources, facilities, and financial support, requires political-level endorsement that is more appropriately facilitated through Director General-level engagement than through standard State correspondence.

2.10 The ICAO MID Office considers the Host State Model to remain the most viable and strategically sound option for ensuring MID FPP sustainability. However, translating initial interest into a formal commitment requires structured follow-up, enhanced clarity on obligations and benefits, and adequate time for States to complete their internal processes.

2.11 It is accordingly proposed that a renewed State Letter, reiterating the call for a volunteer Host State with a revised submission deadline of 30 September 2026. The State Letter will:

- provide enhanced clarity on Host State obligations and benefits;
- invite bilateral engagement with the ICAO MID Office for any State seeking clarification prior to the deadline; and
- make clear that this represents the final opportunity to establish the Host State Model before the DGCA-MID/8 meeting takes a final decision on the future governance of the MID FPP.

2.12 The ICAO MID Office will compile a comprehensive brief consolidating all responses and Expressions of Interest received, for submission to the DGCA-MID/8 meeting to enable a final governance decision on the future of the MID FPP.

2.13 In the event that no formal Expression of Interest is received by 30 September 2026, the brief shall include a recommendation, which may encompass:

- transition to a light coordination model with minimum ICAO administrative involvement; or
- formal suspension of the Programme activities, with appropriate provisions to address critical procedural design capacity needs across the MID Region.

2.14 Recalling the PIRG/RASG Conclusion 5 of MIDANPIRG/22, SC/8 Conclusion 8/1, and State Letter AN 6/33–25/210, and noting that the initial deadline of 30 November 2025 did not yield a confirmed Host State commitment, the meeting is invited to agree on the following Conclusion:

CONCLUSION 9/X: MID FPP SUSTAINABILITY — RENEWED CALL FOR HOST STATE

That:

- a) the ICAO MID Office issue a State Letter to all MID Member States, reiterating the call for a volunteer Host State and extending the deadline for formal Expressions of Interest to 30 September 2026;*
- b) States are invited to engage bilaterally with the ICAO MID Office for any required clarification prior to the deadline; and*
- c) the ICAO MID Office compile a comprehensive brief consolidating all responses and Expressions of Interest received, and submit it to the DGCA-MID/8 meeting to enable a final governance decision on the future of the MID FPP.*

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note and discuss the content of this working paper;
- b) note the MID FPP challenges related to its sustainability; and
- c) agree on the Conclusion at para. 2.14.

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