ICAO CAIRO   UNITING AVIATION

MID Flight Procedure Programme (MID FPP)

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ICAO

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MID Flight Procedure Programme (MID FPP)

➢ The MID FPP is a viable solution to support States at national level in meeting their obligations related to PANS-OPS and in particular the implementation of Performance Based Navigation PBN (regulatory and service provision) through an effective resource sharing approach under an ICAO Framework. The services that will be provided by the MID FPP are listed in the Project Document. These services would support States to overcome the challenges related to the high cost of establishing, training and running of PANS-OPS unit as well as ensuring that the competency and qualification of the required PANS-OPS specialists is always maintained.

➢ The MID FPP will be established as an ICAO TCB project

➢ The hosting venue was changed from Beirut, Lebanon to Abu Dhabi, UAE based on DGCA-MID/5 meeting decision taking into consideration the current escalated situation in Lebanon.

➢ The MID FPP Project Document (ProDOC) was signed currently by 6 States on 6 November 2019 (Jordan, Kuwait, Lebanon, Syria, UAE and Yemen) .

➢ ICAO MID Office secured the required funds to cover the first year expenses.

MID Flight Procedure Programme (MID FPP) Cont'd
Organizational Structure

> Note. Only the MID FPP Steering Committee, composed of States that signed the ProDoc, will decide on the financial mechanism and the work programme of the MID FPP.

The workforce of the MID FPP will be composed of:

➢ 1 full time, salaried international manager recruited by ICAO TCB

➢ Pool of experts in procedure and airspace design, instructors and PANS-OPS Approval.

➢ The experts will be nominated by States and Organizations including airlines. They will be accepted based on minimum qualification requirements.

➢ For each project, the MID FPP will assign the team. The project would be only related to a design of new instrument procedure up to a comprehensive solution for a State.

Participating States

Upon signature onto the Project Document, such State becomes a Participating State. Participating States are grouped in two categories:

- **Active States:** All Participating States that commit to funding the Programme by means of an annual financial contribution in line with an approved budget become an Active State. The Host State (*UAE*) is considered an Active State, based on the in-kind contribution provided to the Programme.

- **User States:** MID States that are not Active States but intend to use the MID FPP services are User States.

Donors: States, organizations and entities that support the MID FPP by financial and/or in-kind contribution (experts, equipment, services, etc.). A specific agreement with the Donor might be required.

Observer States: States that are not Participating States or Donors and are interested in the Programme.

MID FPP Services

At Participating States' request the MID FPP would provide the following services (Users might be charged against the services):

a) assist State's procedure and airspace planners in developing their Instrument Flight Procedures (IFP) with priority for PBN procedures;

b) assist State with the development of a Quality Assurance (QA) system for IFP, including flight procedure regulatory approval;

c) provide PANS-OPS refresher, recurrent and initial training courses and OJT to procedure designers, remotely, on-site or at the MID FPP location;

d) provide training course and OJT on QA for IFP including flight procedure regulatory approval;

e) provide training course and OJT on operators' approval for PBN operations;

f) assist State in PBN Plan implementation through operational assessment, business case, and activity planning for PBN Implementation;

g)   assist States in the design of IAPs, SIDs, STARs, Continuous Climb Operations (CCO) and Continuous Descent Operations (CDO);

h)   assist State in developing PBN-related regulations;

i)   develop procedures implementation for States that have no or little procedure design capability;

j)   assist State with data origination and validation;

k)   assist State with ground and flight validation;

l)   assist State in operators' approval for PBN operations;

m)   provide training courses for air traffic controllers about PBN flight procedures operations;

n)   provide State with any other associated assistance, as required;

o)   provide training courses for newly recruited flight procedures designers in accordance with ICAO Doc 9906;

p)   assist States with the estimation of environmental benefit accrued from the implementation of instrument flight procedures/PBN procedures; and

q)   assist States with PBN airspace design.

The expenses of the first year will be covered by ICAO through voluntary financial contributions provided by States and ICAO.

Active Member States should cover the running cost starting from second year.

To generated revenue and support the Programme fees might be charged for the design and review of instrument flight procedures

Additional funds would be provided by Donors.

Already an agreement is in place with France to provide in-kind support such as training by ENAC, use of ENAC training materials, providing 2 licences for their design software, etc.

Also framework in place for resource sharing with other Asia Pacific and African FPPs.

The MID FPP Steering Committee composed of Participating States, ICAO and observers should:

1. Elect the Chairman of the Steering Committee who has supervisory and administrative role;

2. agree on the funding mechanism of the Programme;

3. develop the work plan to be implemented by the MID FPP at least for the first year; and

4. etc.

- First Meeting of the MID FPP SC was scheduled for 18-20 February 2020, Now in Abu Dhabi, UAE, 7-9 June 2020

- A MID FPP Coordination was be held in Aqaba on 4 and 5 December 2019 back-to-back with the ATM SG/5 meeting (1-4 December) to prepare for the SC meeting.

- State Letter calling for candidate experts to be part of the MID FPP Pool of experts will be issued soon.

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