



INTERNATIONAL CIVIL AVIATION ORGANIZATION

MIDDLE EAST OFFICE

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

(MID FPP SC/3)

(Virtual, 25 January 2023)

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PART I – HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The Third meeting of the MID Region Flight Procedures Programme Steering Committee (MID FPP SC/3) was held virtually, on **25 January 2023**, using MS Teams platform.

2. OPENING

2.1 The meeting was opened by Mr. Saqr Obaid Al Marashda, Manager – Airspace Management, Air Navigation Services, GCAA-UAE and Chairman of the MID FPP Steering Committee (SC), who welcomed all the participants to the MID FPP SC/3 meeting. He emphasized the importance of the subjects to be addressed by the meeting, in particular the proposed Work Plan for the Year 2 (2023) of the Programme as well as its financial sustainability: (1) projected budget 2023 and (2) means of how to further promote MID FPP.

2.2 Also, the Chairman of the MIF FPP SC provided a brief description of the MID FPP development, accomplishments and activities (trainings, workshop and consultancy) during the Year 1 (2022) since the Programme official start in January 2022.

2.3 Following his opening speech, the Chairman of the MID FPP SC initiated a round table introduction of all head of State delegations and other organizations' representatives attending the meeting.

3. ATTENDANCE

3.1 The meeting was attended by a total of thirty-five (35) participants from eleven (11) States (Bahrain, Egypt, France, Iran, Iraq, Jordan, Kuwait, Libya, Oman, UAE and Yemen), and three (3) Organizations/industries (IATA, SERCO IAL and United ATS); in addition to the ICAO APAC, MID FPP Manager and ICAO MID representatives. The list of participants is at **Attachment A**.

4. OFFICERS AND SECRETARIAT

4.1 Mr. Sorin Onitiu, MID FPP Manager, was the Secretary of the meeting supported by Mr. Mohamed Smaoui, Deputy Regional Director (DRD) and Mr. Ahmad Amireh, Regional Officer, Air Traffic Management and Search and Rescue (RO/ATM/SAR) from the ICAO MID Regional Office.

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 Activity status report

Agenda Item 3: MID FPP Work Plan for the Year 2023

- Agenda Item 4: Programme sustainability
- MID FPP budget and financial report Year 2022
 - MID FPP projected budget for Year 2023
 - MID FPP membership and sustainability
- Agenda Item 5: Future Work Programme
- MID FPP Steering Committee Terms of Reference (ToR)
 - Dates and venue of MID FPP SC/4 meeting
- Agenda Item 6: Any other Business

6.2 The documentation delivered during the meeting is available on the ICAO MID Office website at: <https://www.icao.int/MID/Pages/2023/MID%20FPP%20SC3.aspx>

7. CONCLUSIONS AND DECISIONS – DEFINITION

7.1 The Third meeting of the MID Region Flight Procedures Programme Steering Committee (MID FPP SC/3) 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 DRAFT CONCLUSIONS AND DECISIONS

DRAFT CONCLUSION 3/1: MID FPP WORK PLAN FOR THE YEAR 2023

PART II: REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA

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

REPORT ON AGENDA ITEM 2: MID FPP ACTIVITY STATUS REPORT***MID FPP Activity Report 2022***

2.1 The subject was addressed in WP/2, presented by the Secretariat.

2.2 The meeting recalled that MID Flight Procedure Programme (MID FPP) is a viable solution under an ICAO framework to support States at national level in meeting their obligations related to PANS-OPS and, in particular, the implementation of PBN (regulatory and service provision).

2.3 The meeting noted with appreciation the MID FPP development, accomplishments, and activities/services during the Year I since its official start in January 2022, which are summarized in the Table below:

MID FPP Activities 2022				
Service	Title	Date/Venue	Participants	State
Training	Initial PANS OPS (GCAA, 7 weeks)	18 July – 2 Sep/SZC Centre Abu Dhabi	2	Iraq
	PANS OPS (APAC, module 3 + 4)	19-30 Sep/virtual class	4	Iran (3) ICAO MID (1)
	PBN Navigation DB Coding	17-19 Oct/ SZC Centre Abu Dhabi	2	Oman (1) Sudan (1)
	PBN Inter-Relation Design – Coding – Charting/AIP	24 – 27 Oct/SZC Centre Abu Dhabi	6	Iraq (5) Sudan (1)
	PBN Oversight & OPS Approval	5-8 Dec 22 & 9-12 Jan 23	6	Iraq (3) Oman (1) Sudan (2)
Workshop	Continuous Climb Operations (CCO) / Continuous Descent Operations (CDO) Implementation	13–14 June/Abu Dhabi	34	5 States, 1 Intl Org, 3 Industry Reps
Consultancy	Kuwait RNAV 1 Route Project	March - September		Iraq Kuwait

2.4 The meeting noted that the process of nomination and selection of the pool of experts has been making good progress for assuring a suitable basis of technical support for the implementation of the MID FPP Work Plan and achievement of its objectives.

2.5 The meeting noted with appreciation that, fifteen (15) experts' have been nominated by Egypt (4), Iran (4), Oman (1), Sudan (3) and UAE (3) covering all essential areas for PBN, namely Procedure Designer, Instructor, Airspace Planner and OPS approval inspector.

2.6 The meeting encouraged States to further continue the nomination of experts as the selection process is still open.

2.7 The meeting noted the United ATS announcement that the initial PANS OPS training course (6 weeks module) was recently approved and officially launched as part of the ICAO TRAINAIR PLUS Programme.

2.8 In this respect, the meeting noted with appreciation the United ATS offer to the MID FPP for a collaboration in support of the PANS OPS trainings activity part of the Work Plan 2023.

REPORT ON AGENDA ITEM 3: MID FPP WORK PLAN FOR THE YEAR 2023

- 3.1 The subject was addressed in WP/3, presented by the Secretariat.
- 3.2 The meeting recalled that MID FPP Steering Committee (SC/2) meeting encouraged the MID FPP Manager to explore further activities that will support the MID States and generate revenue.
- 3.3 The meeting agreed that for the Work Plan Y2023 and beyond, the activities should be customized to the needs of the member States and concentrated mainly on the requests for airspace/procedure design projects as well as on customized PANS OPS training courses, PBN 3-course package and a PANS OPS class addressed to the CAA Oversight inspectors.
- 3.4 The meeting also noted that MID FPP training program for 2023 has been developed in coordination with the regional APAC and Africa FPPs respectively, the support of DGAC France/ENAC within the frame of the Technical Agreement (TA) with ICAO and the support of United ATS company as Donor organization. In this respect, the meeting agreed to add the PANS OPS initial training (6 weeks module) provided by United ATS, to the Work Plan 2023 (pending further arrangements and agreement on the logistics, dates, etc).
- 3.5 In order to formalize the discussion regarding the Work Plan reflecting the States' needs, the meeting proposed that the Provisional Agenda of the future meetings should include one item inviting each participating State to present their achievements and challenges related to PANS OPS and other airspace management issues and to propose how MID FPP can support.
- 3.6 The meeting encouraged States to approach the MID FPP for the implementation of projects covering following important topics: (1) Instrument Flight Procedures (IFP) review and maintenance, (2) PBN Operational Approval and (3) Design/Implementation support of complicated PBN procedures.
- 3.7 Based on the above, the meeting agreed to the following Conclusion:
- DRAFT CONCLUSION 3/1: MID FPP WORK PLAN FOR Y2023***
- That, the MID FPP Work Plan for Y2023 at Appendix 3A is endorsed.*
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REPORT ON AGENDA ITEM 4: PROGRAMME SUSTAINABILITY***MID FPP Budget and Financial Report for Year 2022***

4.1 The subject was addressed in WP/4, presented by the Secretariat.

4.2 The meeting recalled that the MID FPP business model is based on cost-recovery mechanisms (non-profit).

4.3 The meeting noted that, according to the MID FPP Project Financial Status Report (as of 30 Nov 2022) received from ICAO HQ, the balance of the funds available in the MID FPP account managed by ICAO (RAB18801) is **USD 64,678**.

4.4 The meeting noted that the above-mentioned balance of the funds is estimated taken into account the followings:

- Actuals as at 30-Nov-22.
- Outstanding commitment (deducted): Dec 2022 to 16 Jan 2023 gross salary + non-recurring costs i.e., repatriation travel, accrued leave, etc.

4.5 Based on the approved Work Plan 2022, MID FPP has conducted various services (PANS OPS & PBN related trainings, project consultancy) and has received financial annual contribution from one (1) Donor organization (United ATS).

4.6 The meeting noted that MID FPP incomes during 2022 from training/consultancy activities as well as from the Programme contributors are consolidated in the Table below as follows:

MID FPP Services	Amount (USD)	Status	
		Paid	Pending
Trainings *	52,000	21,500	30,500
Consultancy Projects	28,000	---	28,000
Active States Annual contribution (Iran, Kuwait)	40,000	---	40,000
Donor organization Annual contribution (United ATS)	20,000	20,000	---
TOTAL	140,000	41,500	98,500

4.7 The meeting noted that the incomes from the training fees are detailed at **Appendix 4A**.

4.8 Based on the above, the financial status of the MID FPP project by 16 January 2023 (end of Project Year 1) is estimated to be as follows:

Available Funds (USD) as of 16 Jan 2023	
Actual Balance	Balance with all payments from 2022
64,678 (As of 30 Nov 22) + 41,500 (Paid) - 13,980* =	92,198 (Actual) + 98,500 (Pending payments) =
92,198	190,698

* Note: The amount of USD 13,980 constitutes the training fees for a 7-week PANS OPS course that has been already paid and recognized by TCB in the calculation of the balance of the funds available in the MID FPP account (RAB 18801) as of 30 Nov 2022.

4.9 The meeting stressed that in order to ensure the proper MID FPP operations, it is essential that, besides the need to increase the number of States joining the Programme as “Active State”, States are urged to consider the payment of due amounts for respective MID FPP services (training, consultancy, etc.) in the most expeditious and effective manner.

4.10 The meeting reiterated that, despite the MID FPP (satisfactory) incomes for 2022 i.e. **USD 140,000**, due to the large amount of the pending payments, the MID FPP is facing important financial challenges, which have an impact on the MID FPP manager contract extension and, implicitly, on the whole Programme continuance.

MID FPP Projected Budget for Year 2023

4.11 The subject was addressed in WP/5, presented by the Secretariat.

4.12 The meeting noted that the estimation for the MID FPP budget in Year 2023 is considering the expected revenues/incomes that may be generated from the proposed Work Plan 2023 activities (trainings, workshops, and consultancy projects).

4.13 The meeting noted that the MID FPP incomes are expected to be as follows:

Services	Title/Description	Nr. participants		Expected Incomes (USD)	
		Conservative	Optimistic	Conservative	Optimistic
Trainings	PBN 3-class package	12	12	24,000 (1 session)	48,000 (2 sessions)
	Oman PANS OPS Tailored (3 weeks, \$6,000 instructor costs)	5	9	16,500	34,500
	Iraq PANS OPS Tailored (6 weeks, \$10,000 instructor costs)	5	10	35,000	80,000
	PANS OPS Online (3 modules of \$2,000/3 pers. UAE, 20%)	2	3	9,600	14,400
	AFPP PANS OPS Advanced (20d/3 seats for MID FPP)	0	3	0	18,000
	AFPP PANS OPS CAA Inspectors (5d/2 pers. for MID FPP)	0	2	0	5,000
Workshops	AFPP PANS OPS Oversight for CAA (5d/2 pers. for MID FPP)	0	2	0	2,000
	PBN Implementation (5d, flat \$1,000/pers.)	10	20	10,000	20,000
	Airspace Design (ENAC, 2 free seats MID FPP/2 weeks)	2	2	0	0
Projects	ORKK IFPD 3 Procedures	--	--	33,000	26,400 (20% reduction)
	ORSU IFPD Risk Assessment (24d/\$500 workday)	--	--	12,000	9,600 (20% reduction)
	OBBI Procedures validation (60d/\$500 workday)	--	--	30,000	30,000
	Sudan Free Routes Asp Consultancy (20d/\$500 workday)	--	--	10,000	8,000 (20% reduction)
Active States	Potential States (Iran, Sudan, Libya, Iraq)	1 (Iran)	4	10,000	40,000
TOTAL				190,100	335,900

4.14 It has been highlighted that the “conservative scenario” is considering factors as a smaller number of participants at trainings/workshops, one session only for the PBN 3-course package due to low interests from the States and restrained number of Active States adhering to the Programme.

4.15 Based on the above, the Table below reflects the total expenditures for 2023 as well as the estimated incomes for both the conservative and optimistic scenarios:

Estimated expenditures for Y2023	Expected Incomes for Y2023	
USD 210,000	Conservative Scenario	Optimistic Scenario
	USD 190,100	USD 335,900

4.16 It is to be highlighted that, based on the table above, the MID FPP net income projected for 2023 in case of the “Conservative Scenario”, does not cover the estimated expenditures.

4.17 The meeting highlighted that there is a positive balance of **USD 190,698** (with all pending payments) in the Programme budget of 2022. Yet, in order to ensure the sustainability of the Programme for the year 2024, the required budget to run the Programme should be available in the TCB accounts by end of 2023.

4.18 The meeting emphasized that, from a realistic budget perspective, in order to have MID FPP revenues placed within the “green zone” the expected incomes should be “in between” the two scenarios as the “optimistic scenario” target may be considered as too enthusiastic.

4.19 The meeting reiterated that in order to ensure MID FPP operations in Y2023 and beyond, it is key for Programme’s sustenance that a maximum number of States join the MID FPP as Active States and more States should address project requests to be included in the annual Work Plan for benefitting of the Programme’s resources and expertise.

MID FPP Membership and Sustainability

4.20 The subject was addressed in WP/6, presented by the Secretariat.

4.21 The meeting noted that one of the important sustainability incomes of the MID FPP is the financial contributions by the Active States besides the revenue generation stream through the Programme services.

4.22 In this respect, the meeting noted the update on the current membership of the MID FPP (Active States, User States, Donor States/Organizations), as follows:

Membership (No.)	States/Organizations
Initial Signatory Project Document (6)	Jordan, Kuwait, Lebanon, Syria, UAE, and Yemen
Active States (3)	Iran, Kuwait, UAE (Host), Libya (TBC), Sudan (TBC)
Donor States	Qatar and Saudi Arabia

Donor Organization (1)	United ATS
User States (2 + 1)	Egypt (signed), Oman (MIDANPIRG, May 2023) Bahrain (TBD)

4.23 The meeting noted with appreciation that, beside Libya and Sudan who expressed previously their intention to consider joining the Programme as Active State, Iraq, Oman and Yemen are also considering the option to adhere to the MID FPP as Active members.

4.24 The meeting took note that UAE as host State has set up an entry visa process for supporting, if needed, the participants attending the MID FPP activities taking place at Programme's premises in Abu Dhabi.

4.25 The meeting also noted certain suggestions on how to further promote the Programme in order to encourage other States entities e.g. Air Navigation Service Providers, Airport Authorities, Airlines, Industry organizations, etc., to actively join the MID FPP.

4.26 The meeting noted with satisfaction that United ATS is prepared to nominate company professionals as part of the MID FPP Pool of Experts in order to support and contribute to the Programme's financial sustainability with its services and resources.

REPORT ON AGENDA ITEM 5: FUTURE WORK PROGRAMME***Future Work Programme***

- 5.1 The subject was addressed in WP/7, presented by the Secretariat.
- 5.2 The meeting reviewed the MID FPP Steering Committee Terms of Reference (ToR) at **Appendix 5A** and agreed that they are still valid and current.
- 5.3 The meeting agreed that the MID FPP SC might decide to upgrade the status of Donor States, Agencies, Organizations or Industries from Observer to a full member with voting rights, on a case-by-case basis, depending on their contributions to the Programme.
- 5.4 The meeting agreed that based on the Work Programme and the expected developments, MID FPP SC/4 should be planned as a face-to-face meeting at the end of Nov/beginning of December 2023, possibly back-to-back with the PBN Airspace Design Workshop (6-7 December 2023) hosted by Qatar. The exact dates will be coordinated between the Chairperson of the MID FPP, the MID FPP Manager and the ICAO MID Office.
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REPORT ON AGENDA ITEM 6: ANY OTHER BUSINESS

6.1 The meeting noted the topics which were addressing the matters pertaining MID FPP working arrangements: (1) the possibility for obtaining an IFPD tool s/w license from French CAA (DGAC), (2) MID FPP webpage provided by the Host State and (3) United ATS proposal for hosting the training classes at its premises in Cairo/Egypt.

6.2 The meeting was informed by the DGAC France representative that the software tool license is an intellectual property of a commercial company; therefore, it cannot be offered to MID FPP free of charge within the frame of the Technical Agreement with ICAO; however, DGAC France will discuss with the software owner for a possible pricing discount.

6.3 Regarding the MID FPP website, UAE informed the meeting that the matter will be discussed internally with the management.

6.4 United ATS (UATS) informed the meeting that, optionally, the PANS OPS training classes could be hosted at its premises in Cairo; the link was provided to the meeting showing photos of the location and training dedicated infrastructure.

APPENDICES

“MID FPP Work Plan for the Year 2023”

MID FPP Objectives for Year 2

The **Year 2** (2023) of the Programme Phase I will be a crucial year for the MID Region Flight Procedures Programme (MIDFPP). The purpose of the Program is to provide opportunity to use the available training activities and services proposed by the Program for Participating States.

The Work Plan Y2022 was focused on (1) capacity building activities and (2) provision of services based on the current capabilities/resources available within the Programme considering the contribution of Donor States and Partners.

In general, the proposed Work Plan 2023 activities are based on (1) use/management of the accomplished pool of resources following States nominations and (2) training experience and lessons learned as delivered by the Programme during the Year 2022.

MID FPP Steering Committee (SC/2) meeting (Abu Dhabi, 15-16 June 2022) encouraged the MID FPP Manager to explore further activities that will support the MID States and generate revenue. Furthermore, the meeting noted that for the Work Plan Y2023 and beyond, the activities should be customized to the needs of the member States.

Therefore, MID FPP activities for 2023 will be mainly concentrated on the specific requests (airspace/procedure design projects & consultancy service) as collected from the States as well as customized syllabus of PANS OPS trainings courses following the demands from the MID Participating States.

However, the assistance for procedure design to States and organizations with no flight procedure capability will be carried out and, in this respect, the Programme remains open to receiving new requests pending its resource availability and timely interaction with other (running) projects.

Besides the customer-oriented projects addressing the needs of Participating States while complying with the ICAO Resolution A37-11 and ASBU APTA Thread/Elements, the MID FPP work program is composed of workshops and a variety of training classes.

The MID FPP training portfolio for 2023 will be containing a PBN 3-course package (Database Coding, Interdependency Design-Coding-Charting and Oversight & Ops Approval) as well as custom-made/off-the-shelf PANS OPS Design (module-based) initial training; we will be also offering a PANS OPS for CAA Oversight courses (online or onsite provision).

To be mentioned that following on the States high interest on the topic and on the “success story” achievement by MID FPP, the PBN training package is intended to be provided during two (2) sessions i.e., Spring and Fall periods, respectively.

It is to be noted with appreciation that MID FPP trainings program for 2023 is relying upon the robust support of (1) DGAC France and ENAC within the frame of the Technical Agreement (TA) signed with ICAO, (2) the fruitful inter-collaboration with the regional APAC and Africa FPP respectively and, finally, on the sustenance of United for Aviation Technology Services (UATS) company as Donor organization to the Programme.

Consequently, the MID FPP Objectives for Year 2023 are as follows:

- To consolidate MID FPP operations as a “building block” upon Year 1 groundwork.
- To focus on customer-oriented projects and consultancy for IFPs and Airspace Design to States.
- To develop and strengthen MID States capability for Procedure/Airspace Design by organizing tailored/off-the-shelf PANS OPS Training courses.
- To augment and sustain MID States knowledge on PBN concept by organizing a 3-courses package.

- To support MID States expertise by conducting educational or “case study” PBN-related workshops.

Description of MID FPP Activities for 2023

1) PBN Navigation Database (Path Terminator, coding rules) Course, (4 days). [Q1 & Q4]

Description: Reference to and use of the Navigation System Database Standard, ARINC 424, the Path and Termination (P/T) concept has become the “industry norm” for path description in Instrument Procedure definition. As a result, it is imperative that the procedure designers understand these rules and provide a design intent that reflects those requirements.

Primarily, the course is addressed to procedure designers and airspace planning experts. However, since PBN concept is a cross-domain model, the course material is also referring to AIS & Charting experts involved in the State AIP production.

Following on the States high interest on the topic and on the “success story” achievement by MID FPP last year, the PBN training package is intended to be provided during two (2) sessions in Spring and Fall of the year respectively.

- Instructor: MID FPP Manager
- Sponsorship: NIL
- Material: MID FPP
- Facility: Physical (GCAA SZC Training Center, Abu Dhabi)

2) Inter-relationship PBN Design – Coding – Chart/AIP Course, (4 days) [Q1 & Q4]

Description: The course is not simply intended to familiarize the participants with ARINC 424 standard and its database coding requirements, but additionally, it will be bringing the inter-disciplinary overview on each database element, where applicable, perceived from design, charting and/or AIS/AIP perspective. The course content is including rich number of examples illustrating the inter-dependency between the three domains.

The course is addressed to procedure designers/airspace planning professionals as well as to AIS & Charting experts involved in the State AIP production.

Following on the States high interest on the topic and on the “success story” achievement by MID FPP last year, the PBN training package is intended to be provided during two (2) sessions in Spring and Fall of the year, respectively.

- Instructor: MID FPP Manager
- Sponsorship: NIL
- Material: MID FPP
- Facility: Physical (GCAA SZC Training Center, Abu Dhabi)

3) PBN Oversight & Ops Approval Course (4 days), [Q1 & Q4]

Description: The course is based on ICAO Doc. 9997 “*PBN Operational Approval Manual*” and conducts to support States in developing their operational approval capability for approving PBN operations and air operators in obtaining PBN OPS approvals.

This training introduces PBN and its purpose and the way PBN specifications are introduced in the oversight process. It focuses on the quality assurance processes associated to procedure design activities and the enforcement of PBN operations by aircraft operators and the associated oversight.

The purpose of the course is to provide experienced flight operations inspectors, personnel from CAA (or National Supervisory Authority), procedure designers and air operators’ staff with a comprehensive understanding of the requirements for PBN operational approval. The course is open to participants involved in PBN flight operations.

Following on the States high interest on the topic and on the “success story” achievement by MID FPP last year, the PBN training package is intended to be provided during two (2) sessions in Spring and Fall of the year, respectively.

- Instructor: MIDFPP Manager

- Sponsorship: NIL
- Material: MID FPP
- Facility: Physical (GCAA SZC Training Center, Abu Dhabi)

4) ICAO PANS OPS Module I Course: Foundation skills/SIDs, (2 weeks). [March/Q1]

Description: The course is based on ICAO PANS-OPS criteria and aims to support States/Administrations in developing their basic procedure design capability by providing fundamental knowledge regarding procedure design criteria. This initial course is focused on all basic concepts (conventional & PBN concept) as well as conventional and PBN departures. The instruction consists of exercises, in-class exercise, or homework.

This module task exercise is focused on the Conventional SID as well as PBN SIDs.

At the end of the course, each participant will be individually assessed, and the outcome of the assessment will then be reported to each participant and his/her agency.

- Instructor: APAC FPP Expert
- Sponsorship: NIL
- Material: APAC FPP
- Facility: Online

5) ICAO PANS OPS Module II Course: 2D Approach, NPA & RNP APCH, (2 weeks). [May/Q2]

Description: The course aimed to support States/Administrations in developing their PBN procedure design capacity. This course is considered as the second step of a thorough training to design IFR procedure. The module covers conventional and PBN 2D type of approach design, non-precision approach design as well as holdings/en-route criteria. For Module II, the task exercise is a VOR approach & RNP APCH (2D) procedures and a holding.

At the end of the course, each student will be individually assessed, and the outcome of the assessment will then be reported to each student and his/her agency.

The course is open to participants who have successfully completed the first module of Instrument Procedure Design course: “Foundation skills/SIDs “.

- Instructor: APAC FPP Expert
- Sponsorship: NIL
- Material: APAC FPP
- Facility: Online

6) ICAO PANSOPS Module III Course: Conventional and PBN 3D approach design, ILS, APV Baro-VNAV, SBAS/GBAS criteria (2 weeks). [July/Q3]

Description: The course aimed to support States/Administrations in developing their PBN procedure design capacity. This course is considered as the third step of a thorough training to design IFR procedures.

For Module III, the practical task consists of an ILS and Baro-VNAV procedures. Furthermore, a Coding table and a sample chart must be made by the trainees.

At the end of the course, each student will be individually assessed, and the outcome of the assessment will then be reported to each student and his/her agency.

The course is open to participants who have successfully completed the 1st and 2nd modules of the Instrument Procedure Design Course.

- Instructor: APAC FPP Expert
- Sponsorship: NIL
- Material: APAC FPP
- Facility: Onsite/Location TBD

7) ICAO DOC. 9905: RNP AR Refresher Course (5 days). [Sep/Q3]

Description: The course aimed to support States/Administrations in developing their PBN procedure design capacity. The course covers underlying principles and procedure design criteria of RNP AR Approach as laid down in ICAO Design Manual Doc.9905. The knowledge of criteria is presented to trainees followed by practical exercise for the implementation of the criteria. The last two days of the course will include discussion on industry examples of RNP AR design.

The course is open to participants who have successfully completed, at least, the training module covering design criteria of PBN Baro-VNAV and/or it is addressed to senior design experts as refresher course.

- Instructor: APAC FPP Expert
- Sponsorship: NIL
- Material: APAC FPP
- Facility: Online

8) PANS OPS Module II Advanced Course: PBN NPA, PA and DEPs (4 weeks). [April/May/Q2]

Description: The course aimed to support States/Administrations in developing their PBN procedure design capacity. This course is considered as the advanced step of a thorough training to design IFR procedures.

The instruction consists of lecturing, exercises, progress tests and examinations. The practical task consists of an PA (LPV/SBAS CAT I) and Baro-VNAV (LNAV/VNAV) type of procedures.

The course is open to participants who have completed the PANS-OPS flight procedure design initial training course including, as a minimum, the Conventional NPA, PA and DEPs procedures.

- Instructor: Africa FPP Expert
- Sponsorship: Africa FPP.
- Material: Africa FPP
- Facility: Physical/Dakar (Senegal) – *Three (3) seats available for MID FPP attendees*

9) PANS OPS Training for CAA Inspectors Course (5 days). [July/Q3]

Description: The course aimed to support States/Administrations in strengthening its Oversight Inspectors knowledge and expertise with the guidance for quality assurance in the elements of procedure design, the requirements and process steps of Instrument Flight Procedure Design (IFPD) in general and particularly of the core process of Flight Procedure Design (FPD) as laid down in ICAO Doc. 9905, Vol. I “*Flight Procedure Design Quality Assurance System*”. It also provides familiarity and awareness towards the IFP supporting processes (software validation, training, etc.) and the upstream and downstream processes that trigger or are triggered by the FPD and IFP processes, e.g., data origination, AIS, database coding.

The course is open primarily to State CAA inspectors as well as to Lead/Chief Design personnel of the IFPD organizations.

- Instructor: Africa FPP Expert
- Sponsorship: Africa FPP.
- Material: Africa FPP
- Facility: Physical/Windhoek (Namibia) – *No seats limitation for MID FPP attendees*

10) PBN Implementation Workshop (5 days), [Date TBD]

Description: This PBN Implementation Workshop is intended to assist States/Administrations in developing and/or enhancing their national PBN Implementation Plan and move forward with actual PBN implementation. The Workshop will also provide updated information regarding global PBN activities and how PBN can be an enabler for enhancing ATM operations. During the workshop, the participants with assistance from MID FPP and ICAO MID facilitators will develop a list of short-term action items aiming to develop and/or enhance their PBN Implementation Plan and advance their on-going PBN implementations

and deployments. The list of action items along with relevant recommendations will then be submitted to their States Authorities.

Participants to this workshop should be representatives from all aviation stakeholders with an interest in PBN implementation.

- Facilitator: MIDFPP, ICAO MID, IATA, partner organizations.
- Sponsorship: Industry/Stakeholders
- Material: FPP programs
- Facility: Physical (TBD)

11) PBN Airspace Design Workshop (2 days), [6-7 Dec/Q4]

Description: This PBN Airspace Design Workshop is intended as an introduction to the subject of PBN airspace design and its process steps. The workshop is designed to highlight the fact that any PBN (airspace and/or procedures) implementation is about teamwork and is a multi-disciplined task. The workshop is based around an airspace change and aims to highlight to everyone that an implementation is just like a puzzle i.e., no one holds all the pieces.

- Facilitator: MID FPP, ICAO MID, ACAO, IATA.
- Sponsorship: State
- Material: ICAO MID
- Facility: Doha/Qatar

12) PANS OPS Oversight for CAA Inspectors/Executives Workshop (5 days), [Sep/Q3]

Description: This PBN OPS Oversight for CAAs personnel and Executives workshop is intended to address PANS-OPS related Safety Significant Concerns (SSCs) following the ICAO USOAP audits. The SSCs can be prevented with a sound knowledge of the ICAO relevant provisions and PANS-OPS related Professional Qualifications (PQ). The aim of the workshop is to review all these issues and explore what can be done to avoid them and enhance the flight safety.

- Facilitator: Africa FPP, ICAO WACAF office.
- Sponsorship: Africa FPP
- Material: Africa FPP
- Facility: Physical (Dakar or Nairobi, TBD) - *No seats limitation for MID FPP attendees.*

13) Airspace Design for Terminal Area Optimization (10 days), [6 – 17 March/Q1]

Description: The participant will learn the basics of Airspace Design (Conventional & PBN mixed environment) in order to be able to be efficiently part of an airspace design project team. The objective of this course is to provide theoretical background in the design of airspace, particularly in lower airspace and terminal areas. A practical workshop during the second week will allow participants to take part in the different steps of the design of a new TMA on a real Airspace and Traffic data. The targeted audience are ATS managers, supervisors, controllers, and technicians involved in airspace and procedure design.

- Facilitator: ENAC France.
- Sponsorship for MID FPP: ENAC France
- Material: ENAC France
- Facility: Physical (Toulouse, France) – Two seats for MID FPP Pool of Experts.

Provision of specific projects and consultancy for IFPs/Airspace design to States.

The MID FPP will provide support to member States through consultancy service (based on specific requests coming from States). These services are including a broad spectrum of support provided thru the Programme resources/experts already in place as follows:

(1) IFPD project for three (3) IAPs (ILS & VORs) at Kirkuk Intl Apt (ORKK)

Description: Conducting procedure design/procedure re-assessment for ILS rwy 31 and new VOR rwy 13 & 31, ground validation, support of safety activities, creation of draft charts & associated tabular description, flight validation package support, project management.

Note: The Terrain and Obstacles data survey as well as the Flight Validation activities are envisaged to be provided thru United ATS company.

- Facilitator: MID FPP Pool of Experts (PoE), UATS (*refer to Note above*)
- Sponsorship/Project Owner: Kirkuk Intl Airport
- Duration/Date: According to the Project Plan/Q1 (tentatively)
- Facility: Remote. Kick off meeting onsite (Manager MID FPP)

(2) IFPD project for re-validation of existing IFPs at Bahrain Intl Apt (OBBI)

Description: Bahrain CAA is considering having MID FPP as the best option for the scheduled re-validation of the existing Instrument Terminal procedures planned for Q3 in 2023.

- Facilitator: MID FPP Pool of Experts (PoE)
- Sponsorship/Project Owner: Bahrain Civil Aviation Authority
- Duration/Date: According to the Project Plan/Q3 (tentatively)
- Facility: Remote.

(3) Consultancy project for Free Routes Sudan Airspace

Description: Sudan CAA is planning to implement Free Routes Airspace (FRA) above FL 410 within its Flight Information Region (FIR). The Sudan Authority has requested MID FPP consultancy and technical expertise in assistance during the project implementation. MID FPP should involve one State in the region that is conducting similar efforts for FRA realization in order to have lessons-shared exchanges.

- Facilitator: MID FPP Pool of Experts (PoE)
- Sponsorship/Project Owner: Sudan Civil Aviation Authority
- Duration/Date: According to the Project Plan/TBD
- Facility: Remote.

(4) Consultancy Risk Assessment Conventional IAPs at Sulaymaniyah Apt (ORSU)

Description: Sulaymaniyah Intl Airport (ORSU) requested to MID FPP to conduct a Risk Assessment for their new instrument procedures consisting of Conventional SIDs, STARs, ILS CAT I and VOR/DME for both runway 13 and 31. The initial procedure design was created by the airport experts under supervisor of an external experienced designer. The procedures were also successfully flight validated thru a commercial specialized service provider.

- Facilitator: MID FPP Pool of Experts (PoE)
- Sponsorship/Project Owner: Sulaymaniyah Intl Airport (ORSU)
- Duration/Date: According to the Project Plan/TBD
- Facility: Remote.

(5) PANS OPS tailored courses

Description: There are two (2) training request from Iraq and Oman respectively for a customized PANS OPS training course. The tailoring is considering the course syllabus and duration as adapted to the specific needs.

Facilitator: MID FPP Pool of Experts (PoE)

Sponsorship/Project Owner: Sulaymaniyah Intl Airport (ORSU)

Duration/Date: According to the Project Plan/TBD

Facility: Remote.

MID FPP Work Plan 2023

Activity Type	Subject	Location*	Duration	Date	Remarks
Trainings PBN Package	PBN Navigation Database Course	SZC	4 days	7-10 March	May be two (2) sessions
	Inter-relationship PBN Design – Coding – Chart/AIP Course	SZC	4 days	14-17 March	May be two (2) sessions
	PBN Oversight & Ops Approval Course	SZC	4 days	21-24 March	May be two (2) sessions
Trainings PANS OPS	PANS OPS Initial training (tailored syllabus Iraq)	TBD	6 weeks	Start 24 April (tentatively)	Iraq plans ten (10) participants. Start date: after Ramadan
	PANS OPS advanced training (tailored syllabus Oman)	TBD	3 weeks	5-23 June (tentatively)	Oman plans nine (9) participants
	PANS OPS Initial (non-RNAV) course (UATS offer)	TBD	6 weeks	See “Remarks”	Several sessions that can be linked to States request (Iraq, Oman, etc.) – see above.
	PANS OPS Module I: Foundation skills/SIDs	Online	2 weeks	6-17 March	APAC FPP training class
	PANS OPS Module II: 2D Approach, NPA & RNP APCH	Online	2 weeks	8-19 May	APAC FPP training class
	PANS OPS Module III: Conventional & PBN 3D approach, ILS, APV Baro-VNAV, SBAS/GBAS criteria	Onsite/TBD	2 weeks	17-28 July	APAC FPP training class
	Doc. 9905 RNP AR APCH	Online	1 week	18-22 Sep	APAC FPP training class
	PANS OPS Module II Advanced: PBN NPA, PA and DEPs	Dakar/Senegal	20 days	23 Apr-11 May	Africa FPP training class (3 seats available for MID FPP)
	PANS OPS Training for CAA Inspectors	Windhoek/Namibia	5 days	23-27 Jul	Africa FPP training class, no seats limitation for MID FPP
Workshops	PANS OPS Oversight for CAA Inspectors/Executives	Dakar/Senegal or Nairobi/Kenya	5 days	23-27 Sep	Africa FPP organized, no seats limitation for MID FPP
	PBN Airspace Design	Doha/Qatar	2 days	6-7 Dec	MID FPP, ICAO MID, ACAO, IATA
	PBN Implementation	TBD	5 days	TBD	MID FPP, ICAO MID, IATA
	Airspace Design for Terminal Area Optimization	Toulouse/France	10 days	6-17 March	Two (2) seats for MID FPP PoE
Customer-oriented Projects	IFPD three (3) IAPs (ILS & VORs) at Kirkuk Intl Apt (ORKK)	MID FPP PoE	Project Plan	Q1	Project inception dependent of TOD survey
	Re-validation existing IFPs at Bahrain Intl Apt (OBBI)	MID FPP PoE	Project Plan	Q3	
	Consultancy for Free Routes Sudan Airspace	MID FPP PoE	Project Plan	TBD	
	Consultancy Risk Assessment Conventional IAPs at Sulaymaniyah Apt (ORSU)	MID FPP PoE	Project Plan	TBD	

* SZC = GCAA Sheikh Zayed Air Navigation Training Center (MID FPP premises) * PoE = Pool of Experts

Training Fees Payment Status - Year 2022

Training activity	Participants	State	Invoice		Payment		Fees
			Yes	No	Yes	No	
PANS OPS (GCAA) (7 weeks)	2	Iraq	Y	--	Y	--	\$14K
PANS OPS (APAC, module 3 + 4)	4	Iran (3)	Y	--	---	N	\$9K
		ICAO MID (1)	Y	--	Y	--	\$3K
PBN Navigation DB Coding	2	Oman (1)	Y	--	--	N	\$2.5K
		Sudan (1)	N	--	Y	--	\$2.5K (cash)
PBN Inter-Relation Design – Coding – Charting/AIP	6	Iraq (5)	Y	--	--	N	\$10K
		Sudan (1)	N	--	Y	--	\$2K (cash)
PBN Oversight & OPS Approval	6	Iraq (3)	Y	--	--	N	\$4.5K
		Oman (1)	Y	--	--	N	\$1.5K
		Sudan (2)	N	--	--	N	\$3K (cash)
TOTAL	20				21.5K	30.5K	\$52K

MID FPP STEERING COMMITTEE (MID FPP SC)

TERMS OF REFERENCE

A) Purpose of the MID FPP SC:

The MID FPP Steering Committee shall meet at least once a year at a venue and time agreed upon by the SC Members.

In order to meet its Terms of Reference, the MID FPP SC shall:

1. elect a Chairperson for a cycle of three years unless re-elected;
2. review regional objectives, plans and users' requirements;
3. monitor and evaluate the Programme activities since the previous meeting;
4. formulate policies and assign priorities for the activities of the MID FPP taking into account the requirements of this Institutional Framework, the provisions of the MID FPP Project Document (ProDoc) and the availability of funds;
5. review and approve the annual work plan and budget of the MID FPP; taking into account the Host State's and Participating States' in kind-contributions for offsetting their annual financial contribution to the Programme.
6. review plans submitted by the MID FPP Manager;
7. ensure that the business plans are in line with the MID Air Navigation Strategy;
8. oversee the activities of the MID FPP in line with the plans and approved budgets;
9. monitor the financial performance at project level in line with the approved budget;
10. monitor and follow-up the implementation of the MIDANPIRG Conclusions and Decisions related to the MID FPP;
11. follow up with the implementation of the agreed projects and provide regular progress report to the relevant MIDANPIRG subsidiary bodies;
12. coordinate technical issues with the appropriate MIDANPIRG subsidiary bodies; and
13. review and update its terms of reference, as deemed necessary.

B) Composition:

The MID FPP SC is composed of:

1. MID FPP Active States: Directors General of Civil Aviation of the MID FPP Active States, or their designated representatives;
2. ICAO: Regional Director, Middle East Office, Director, Technical Cooperation Bureau (TCB), and Director Air Navigation Bureau Section (ANB) or their representatives;
3. The MID FPP Chairperson and the MID FPP Manager, who will act also as the Secretary of the Steering Committee meetings;
4. The PBN SG Chairpersons;
5. Participating Partners (refer to para. 6.d below), who actively participate in the implementation of the Programme work plan;

6. The following may participate in the Steering Committee meetings as Observers:
- a) MID FPP Users States: Directors General of Civil Aviation of the MID FPP Member States, or their designated representatives;
 - b) Donor States, agencies, organizations and industry having made a financial or in-kind contribution (recognized as “Partners” in the implementation of the Programme);
 - c) Representatives from observers States, agencies, organizations and industry with an interest in aviation safety or air navigation issues in the MID Region; and
 - d) Representatives from the following participating Partners:
AACO, ACAC, ACI, AIRBUS, BOEING, CANSO, EUROCONTROL/SESAR JU, IATA, IFALPA IFAIMA, and IFATCA.

Other representatives from States and industry may be invited on ad-hoc basis, as required.

Note 1: The composition of the MID FPP SC may be updated over time to include only States and/or Partners that could participate actively and contribute to the work of the SC.

C) Working arrangements

- 3.1 The Chairperson, in close co-operation with the MID FPP Manager and the ICAO MID Office, shall make all necessary arrangements for the most efficient working arrangements of the MID FPP Steering Committee. Permanent contact shall be maintained between the Chairperson, Secretary, ICAO MID Office and Members of the Steering Committee to advance the work. Best advantage should be taken of modern communications facilities, particularly video-conferencing (Virtual Meetings) and e-mails.

ATTACHMENT A



LIST OF PARTICIPANTS

State	Name	Title
BAHRAIN	Mr. Ali Abdulla Almutaie	Supervisor AIM Operation
	Mr. Mohammed Ahmed Alhallaq	A/Chief AIM & Airspace Planning
EGYPT	Mr. Ahmed Abd El Gawad Hussein	G.M. of Aeronautical Charts and IFPD Directorate - NANSO
	Mr. Ahmed Samy Nazir	Director of Aeronautical Charts Department - NANSO
	Mr. Ali Mohammed Mahmoud	Air Navigation Services Inspector - ECAA
	Ms. Asmaa Ateya	ATC (R & D Directorate) - NANSO
FRANCE	Mr. Laurent Guitard	PBN Senior Expert – DGAC
IRAN	Mr. Alireza Adnan	ANS Expert - Iran Civil Aviation Authority
	Ms. Hannan Sheikh Mohammad Amini	ANS Expert - Iran Civil Aviation Authority
	Mr. Meisam Shaker Arani	ANS and Aerodrome Safety Oversight Director - Iran Civil Aviation Authority
	Mr. Mohsen Saadatpour	Aerodrome and Flight Procedure Design Office Chief - Iran Airport Company
IRAQ	Mr. Layth Jabbar Hasan	Flight Safety Department AIS / Inspector - ICAA
	Mr. Zaidon Hasan Ali	Approach Procedure Manager - GCANS
JORDAN	Mr. Khaled Ahmed Arabiyat	ATM Director
	Mr. Marwan AlMasri	Air Traffic Control Officer
	Mr. Mohammed Farouq Othman Doqa	Acting Director of Air Navigation Safety and Standards
	Mr. Tamer Ahmed Alnabelsi	Chief of ANS Airspace Design Division
KUWAIT	Mr. Mustafa A. Altarrah	Head of Air Navigation Services Inspectors / ANSI, Aviation Safety Department - DGCA
LIBYA	Mr. Hasan Salem	Head of Libyan AIS
OMAN	Mr. Sulaiman Nasser Al Salmi	Standard Officer
UAE	Mr. Saqr Obaid Al Marashda	Manager - Airspace Management, Air Navigation Services and Chairman of the MID FPP SC

State	Name	Title
	Mr. Asim Rizwan	Head AIM & ATM Performance - Global Air Navigation Services (GANS)
YEMEN	Mr. Ashhab Shehab Saeed Omar	Air Navigation Operations Director
	Mr. Younis Al-Khader	Director General of Air Navigation

Org. / Industry	Name	Title
IATA	Mr. Jehad Faqir	Assistant Director Safety and Flight Operation (Africa and Middle East)
SERCO IAL	Mr. Riad Chehayeb	Contract Director
UNITED ATS	Mr. Reda ElMadbouly	Founder and IFP Chief Designer - United for Aviation Technology Services
ICAO APAC	Mr. Ma Gang	APAC FPP Flight Procedure Designer/Instructor, ICAO APAC
ICAO MID FPP	Mr. Sorin-Dan Onitiu	MID FPP Manager
ICAO MID	Mr. Mohamed Smaoui	Deputy Regional Director (DRD)
	Mr. Ahmad Amireh	Regional Officer, Air Traffic Management and Search and Rescue (RO/ATM/SAR)
	Mr. Ahmad Kavehfirouz	Regional Officer, Air Traffic Management (RO/ATM)
	Ms. Dina El Karimy	Technical Assistant (ATM/SAR & ASF)
	Mr. Ayman Ramadan	ICT Assistant