



Under the High Patronage of
the Custodian of the Two Holy Mosques
King Salman Bin Abdulaziz Al Saud



GMA RIYADH



Global Ministerial Aviation Summit
المؤتمر الوزاري العالمي للطيران المدني



برعاية كريمة من خادم الحرمين الشريفين
الملك سلمان بن عبد العزيز آل سعود

Under the High Patronage of The Custodian of The Two Holy Mosques
King Salman Bin Abdulaziz Al Saud

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الريتز كارلتون - الرياض،
المملكة العربية السعودية

GMA RIYADH

**Global Ministerial Aviation Summit
المؤتمر الوزاري العالمي للطيران المدني**

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Under the Theme "SAFETY & SECURITY"

تحت شعار "الأمن والسلامة"

MID Region Flight Procedure Programme (MID FPP)

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Middle East Office**

بالتعاون مع
IN COLLABORATION WITH



إشراف
SUPERVISED BY



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Objective

The MID FPP main objective is to assist States to develop sustainable capability in the:

- ✓ **Instrument Flight Procedure (IFP) design**
- ✓ **Performance Based Navigation (PBN)**
- ✓ **Airspace design**
- ✓ **PBN OPS approval, including regulatory oversight**

In order to meet their commitments under Assembly Resolutions A37-11 for PBN implementation and the regional requirements, and comply with ICAO provisions related to flight procedure design and PBN.

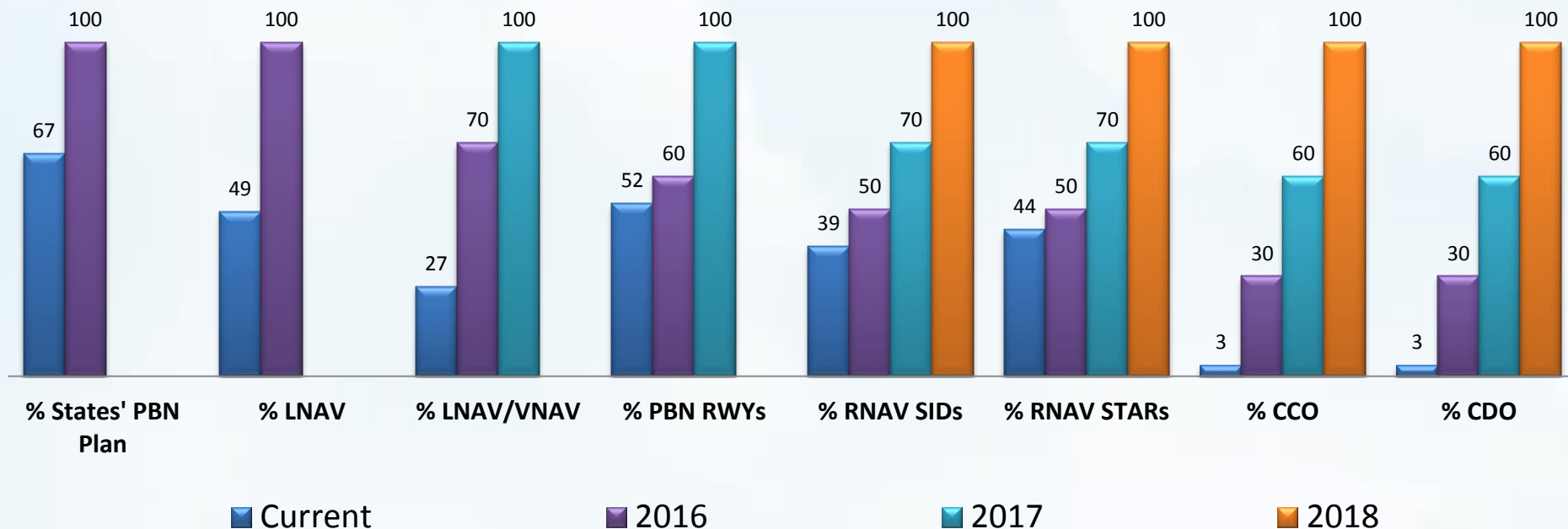
Why MID FPP is needed?

Following are the main procedure design-related issues and problems faced by States:

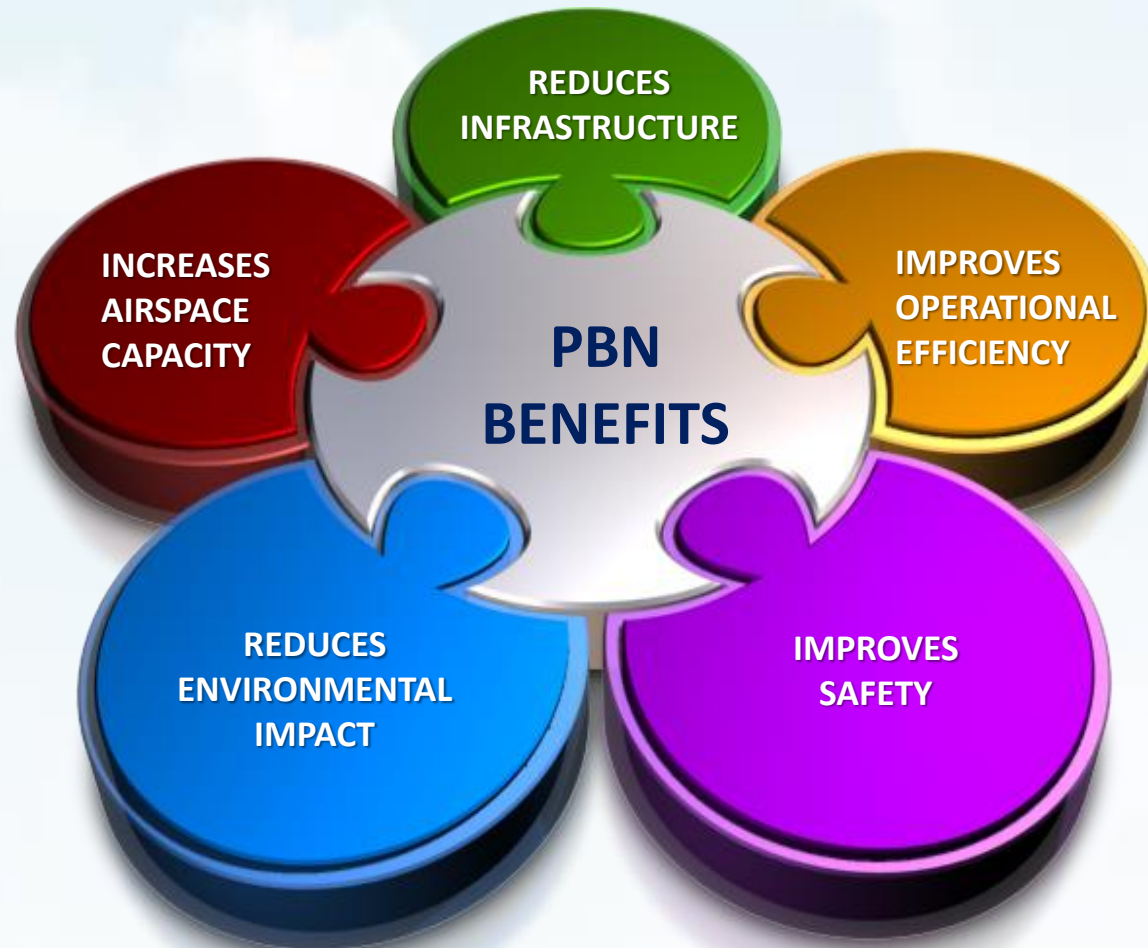
- Insufficient number of **procedure designers**;
- Insufficient procedure design **work** in some States to attain or maintain **proficiency**;
- Lack of airspace and procedure design **training**;
- Insufficient expertise in **Quality Assurance (QA)**;
- Lack of procedure design and **obstacle data** storage **automation** in the States;
- Lack of operational approval (**OPS-Approval**) expertise to obtain proper operational approval and to oversee operators for PBN operations;
- Lack of **regulatory** expertise to oversee the process leading to procedure publication; and
- Lack of service provision for **ATC/ATM training** for PBN implementation.

Why MID FPP is needed? (Cont'd)

We are still far behind the set out targets for PBN Implementation



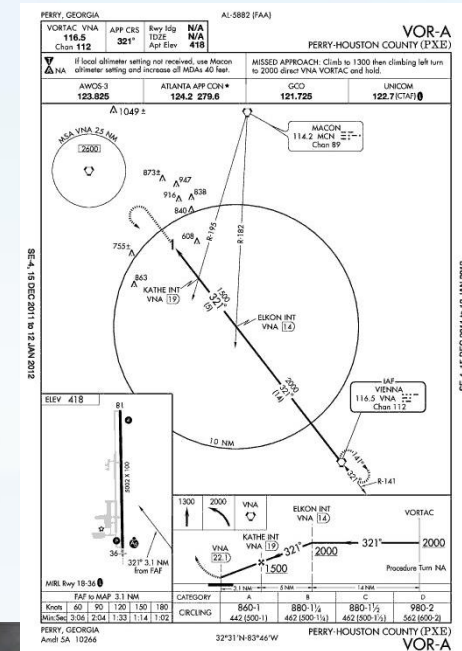
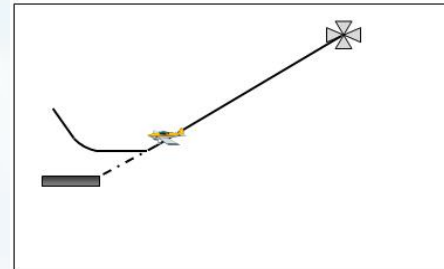
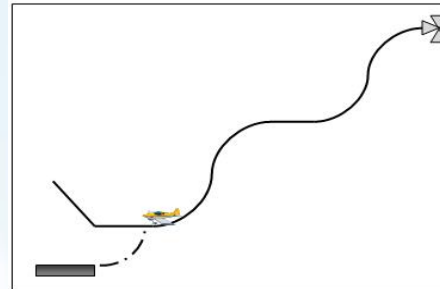
Why PBN?



Why PBN? (Cont'd)

Safety:

- Approach procedures to runways that **do not currently have an approach**
- Reduce **unstable approaches**
- **Straight-in approach** procedures (vice circling)
- Approach procedures with **vertical guidance** (APV)
- **Back up** procedures to existing conventional precision approaches



JULY 7, 2013:
ASIANA AIRLINES FLIGHT 214
CRASH LANDING IN SAN FRANCISCO
A TIMELINE OF EVENTS

The devastating Asiana Airlines crash landing that killed two and injured nearly 200, happened in the final seconds of a 10 and a half hour flight from Seoul, South Korea, to San Francisco on July 6, 2013. The aircraft was carrying 291 passengers and 16 crew members. Here's a timeline of events:

Click on the dates below to find out more

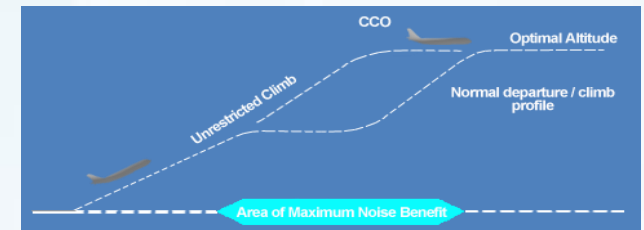
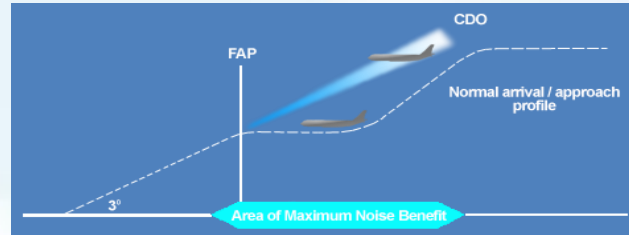
11:27 a.m. PT Plane Crashes 11:35 a.m. PT 1 p.m. PT 4:18 p.m. PT 7:47 p.m. PT Video 1 Video 2

Share Tweet 14 View BY TIMELINE BY LIST

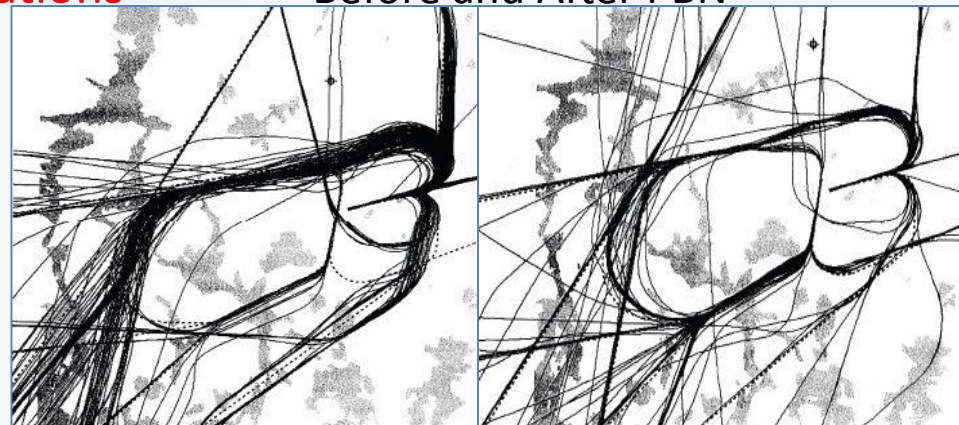
Why PBN? (Cont'd)

Efficiency:

- Increased airport **accessibility**
- Reduced infrastructure operating **costs**
- Reduced fuel burn and **CO₂ emissions**
- Avoidance of **noise** sensitive areas
- **Continuous** Descent and Climb **operations**
- Increased airspace **capacity**
- Improved and more **flexible** use of terminal airspace
- **User Preferred Routing**



315 flights
Before and After PBN



Scope of MID FPP

- ❑ The MID FPP is envisioned to be a **Centre of Excellence** in the field of **flight procedure design**.
- ❑ The MID FPP would employ best practices in **training, automation and quality assurance** with subject matter experts to address the PBN flight procedure implementation needs and enhance the capabilities of the States.

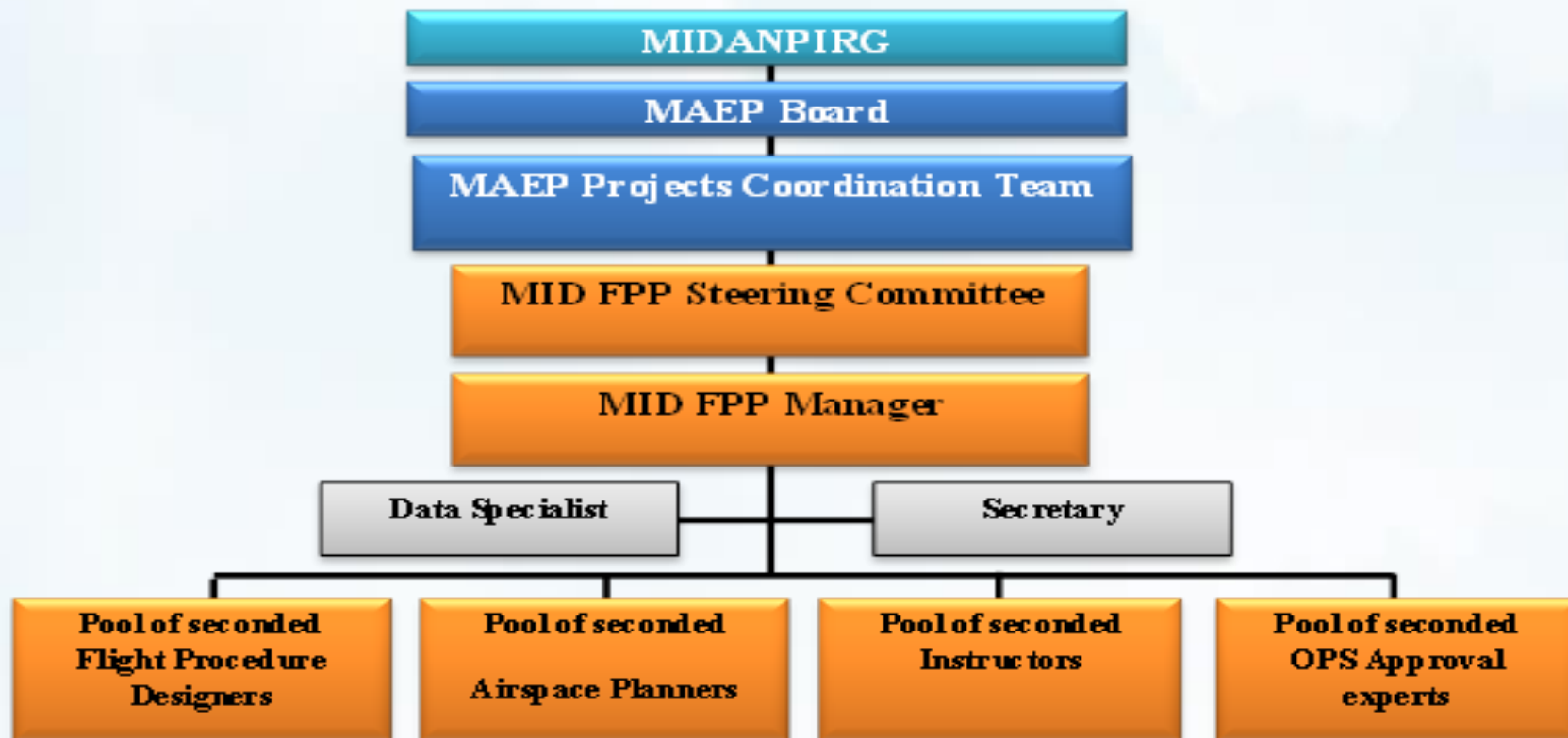
Benefits

Among other benefits the MID FPP will:

- assist State's **procedure and airspace designers** in developing their procedures with priority for PBN procedures and those identified as top priority **in consultation with the airspace users**;
- support States with the development of a **Quality Assurance (QA)** system for IFP, including flight procedure regulatory approval;
- build **States' capabilities** in **procedure design** and **PBN** through the conduct of training courses in procedure design, airspace planning, OPS-Approval.

Institutional arrangements:

- The MID FPP will be executed by **ICAO as a Technical Cooperation (TC) Project**
- The MID FPP will be hosted in **Beirut**, Lebanon.
- The MID FPP will be governed by the **MID FPP Steering Committee** composed of members from participating States, Donors, ICAO and Concerned Organizations.



Financial arrangements:

Participating States: The Programme will be executed on the basis of the Project Document signed by the Host (Lebanon) and ICAO and to which any State wishing to participate may sign on.

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.

User States: All States that are not Active State are User States.

Participating States who are not Active States or User States are **Observer States**.

The participation to the programme is open to the Arab African States

Estimated Budget

- ❑ The estimate cost for **three (3)** years is **650,000US\$**
(1st year 350000US\$, including the procedure design software cost- 2nd year 150,000US\$ - 3rd year 150,000US\$).
- ❑ The cost could be reduced in case:
 - a. One State or donor provide the software as **in-kind contribution**; or
 - b. States support the MID FPP through the designation of procedures designers with **authorization** to use their **in-house software** and tools for the design of the assigned project.

*Note: at least **150,000US\$** should be secured in order for ICAO to initiate the recruitment process of the MID FPP Manager*

Action Plan:

Establishment

1. A Letter of Intent should be signed by the State willing to join the MID FPP
2. MID FPP Project Document should be signed by Lebanon (the host) and the participating States with ICAO Technical Cooperation Bureau (TCB)
3. Funds should be secured in order for ICAO to initiate the recruitment of the MID FPP manager

Work Programme

The MID FPP Objectives for 2017 are as follows:

- Commence Phase 1 MID FPP operations on 01 January 2017;
- Conduct at least 4 Training activities;
- Conduct at least 2 Project-orientated implementation support activities; and
- Design a minimum of 5 PBN instrument procedures in 2017, with high priority to the identified runway ends in consultation with the airspace users.

Summary / Conclusions:

- a. States are encouraged to sign the MID FPP Project Document**
- b. States and Stakeholders are encouraged to support :**
 - i. the establishment of MID FPP through the provision of cash and/or in-kind contributions; and**
 - ii. the MID FPP activities through the assignment of experts to be part of the MID FPP pool of resources**

Questions & Answers

