



International Civil Aviation Organization

AIR NAVIGATION SYSTEMS IMPLEMENTATION GROUP

First Meeting (ANSIG/1)
(Cairo, Egypt, 10 – 12 February 2015)

Agenda Item 4: Performance Framework for Regional Air Navigation Implementation

SECOND MID AIR NAVIGATION ENVIRONMENTAL REPORT

(Presented by the Secretariat)

SUMMARY

This paper presents a progress report on the development of the Draft Second MID Air Navigation Environmental Report.

Action by the meeting is at paragraph 3.

REFERENCES

- APM TF/2 Report
- MIDANPIRG/14 Report

1. INTRODUCTION

1.1 The implementation of operational improvements will generally have benefits in areas such as improved airport and airspace capacity, shorter cruise, climb and descent times through the use of more optimized routes and an increase of unimpeded taxi times. These improvements have the potential to reduce fuel burn and lower levels of pollutants.

2. DISCUSSION

2.1 The meeting may wish to note that the APM TF/2 meeting was apprised of the outcome of MIDNPIRG/14 meeting, related to environment. The meeting noted that MIDANPIRG/14 endorsed the First MID Region Air Navigation Environmental Report, which is available on the ICAO MID website. MIDANPIRG/14 agreed to the following Conclusion in order to follow-up the implementation of operational improvements and the estimation of their corresponding environmental benefits:

CONCLUSION 14/29: ESTIMATING AND REPORTING ENVIRONMENTAL BENEFITS

That, in order to follow-up the implementation of the ATM operational improvements and estimate the accrued fuel savings and associated CO₂ emission reduction from the corresponding improvements on regional basis:

- a) *States be encouraged to develop/update their Action Plans for CO₂ emissions and submit them to ICAO through the APER website on the ICAO Portal or the ICAO MID Regional Office;*
- b) *States be urged to:*
 - i) *identify the operational improvements which have been implemented within their FIR and/or international aerodromes;*

- ii) collect necessary data for the estimation of the environmental benefits accrued from the identified operational improvements;*
- iii) use IFSET to estimate the environmental benefits accrued from operational improvements; and*
send the IFSET reports/the accrued environmental benefits to ICAO on bi-annual basis; and
- c) *IATA to:*
 - i) encourage users to support the APM TF in the development of the MID Region Air Navigation Environmental Reports; and*
 - ii) consolidate users' inputs and report the accrued environmental benefits to the ICAO MID Regional Office on bi-annual basis*

2.2 The APM TF/2 meeting noted with concern that the provisions of the above Conclusion have not been implemented, despite the follow-up actions undertaken by the ICAO MID Regional Office, in particular the issuance of the State Letter Ref: AN 6/15-14/247 dated 23 September 2014, urging States and Users to provide the ICAO MID Regional Office with their data related to the environmental benefits accrued from the implementation of operational improvements, before 20 October 2014, in order to be incorporated in the Second MID Air Navigation Environmental Report, which was supposed to be developed by the APM TF/2 meeting.

2.3 In connection with the above, the APM TF/2 meeting raised concern related to the low level of attendance to the APM TF meetings by the MID States. In this respect, it was highlighted that only Bahrain, Jordan, Kuwait and Sudan provided a list of their planned/implemented operational improvements. Nevertheless, it was underlined that the IFSET Reports related to these operational improvements should have been generated, which necessitates additional information to be provided by the concerned States.

2.4 Based on the above, the APM TF/2 meeting underlined that the contribution of States and Users to the work programme of the APM TF is essential in particular for the development of the Air Navigation Environmental Report. Accordingly, the meeting urged States and Users to take the necessary measures to comply with the Terms of Reference of the Task Force and ensure the implementation of the provisions of the MIDANPIRG Conclusion 14/29.

2.5 The APM TF/2 meeting emphasized that future ATM plans should consider the environmental benefits and urged States to inform the ICAO MID Regional Office of all initiatives/programmes which will have positive impact on the environment.

2.6 Due to the low level of inputs received, the APM TF/2 meeting agreed that the Draft Second MID Region Air Navigation Environmental Report would be consolidated by the Secretariat and presented to the ANSIG/1 meeting. Accordingly, the meeting through Draft Conclusion 2/1 urged all States and Users to provide their inputs/IFSET Reports for the implemented operational improvements in addition to the planned improvements for 2015 and beyond, to the ICAO MID Regional Office, before 10 January 2015.

2.7 The meeting may wish to note that the ICAO MID Regional Office issued State Letter Ref.: AN 6/32-14/327 dated 11 December 2014, as a follow-up action to the Draft Conclusion 2/1, in addition to several emails requesting inputs from States. It is to be underlined that only Lebanon and UAE provided their implemented and planned operational improvements, but without the associated IFSET reports.

2.8 It is to be highlighted that the APM TF/2 meeting agreed that the Second MID Region Air Navigation Environmental Report be developed based on the format of the First Report including the information for the following periods:

- a) 2009-2012: just a listing of the operational improvements which have been implemented during this period and which had environmental benefits;
- b) 2013-2014: period to be used for the generation of the Second Regional IFSET Report; and
- c) 2015 and beyond: listing of planned operational improvements which will have environmental benefits.

2.9 The APM TF/2 meeting noted with appreciation that Bahrain issued AIP SUP Nr. 17/14 effective date 14 November 2014, related to the implementation of Single Engine Taxi Operations at Bahrain International Airport. In accordance with the survey conducted by Bahrain, emissions may vary between 22,000kg for medium category two engines aircraft and 88,000kg for heavy four engines aircraft. Accordingly, the meeting encouraged States to implement, as practicable, Single Engine Taxi Operations at their International Aerodromes and agreed to the following Draft Conclusion:

DRAFT CONCLUSION 2/2: SINGLE ENGINE TAXI OPERATIONS

That,

- a) States be encouraged to implement Single Engine Taxi Operations at their International Aerodromes, as practicable; as a possible measure for the reduction of CO₂ emissions; and*
- b) Bahrain be encouraged to share their experience on the subject with other States, as required.*

2.10 The APM TF/2 meeting provided also an opportunity to raise awareness regarding the environmental activities and requirements; as well as a forum to share experience and to practice the IFSET.

2.11 The APM TF/2 meeting encouraged States to organise at national level workshops related to the estimation of environmental benefits accrued from operational improvements with the support of ICAO and other interested stakeholders.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) agree on the way forward for the development of the Second MID Air Navigation Report;
- b) agree on necessary measures to ensure that States provide their inputs for the development of the MID Air Navigation Report in a timely manner, and support the work programme of the APM TF; and
- c) endorse the Draft Conclusion 2/2 emanating from the APM TF/2 meeting.