



*International Civil Aviation Organization*

**Middle East Air Navigation Planning and  
Implementation Regional Group**

**Sixteenth Meeting (MIDANPIRG/16)  
(Kuwait, 13 – 16 February 2017)**

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**Agenda Item 7: Future Work Programme**

**FUTURE WORK PROGRAMME**

*(Presented by the Secretariat)*

**SUMMARY**

The aim of this paper is to agree on the dates and venue of the MIDANPIRG/17 meeting. The paper also proposes the dissolution of the APM TF and a revised TORs for the ANSIG.

Action by the meeting is at paragraph 3.

**REFERENCES**

- ANSIG/2 Report
- APM TF/3 Report
- MIDANPIRG Procedural Handbook

**1. INTRODUCTION**

1.1 The MIDANPIRG Procedural Handbook, Part III, Rules of Procedures for the Conduct of Meetings of MIDANPIRG, paragraph 3.1, indicates that, *“At each of its meeting the Group should endeavour to agree on the date and duration of its next meeting”*.

**2. DISCUSSION**

***Dissolution of the APM Task Force***

2.1 The meeting may wish to recall that the ANSIG/2 meeting (Cairo, Egypt, 6-8 December 2016) noted with concern that no response/input were received from States to the second MID Air Navigation Environmental Report; therefore, the second MID Air Navigation Environmental Report could not be developed by the APM TF/2 and TF/3 meetings. Accordingly, the meeting agreed with the proposal of the APM TF/3 meeting (Cairo, Egypt, 5 December 2016) to dissolve the APM TF. The environment-related tasks would be handled by the Air Navigation Systems Implementation Group (ANSIG).

2.2 The meeting urged States that have not yet done so, to establish a dedicated structure dealing with aviation environmental issues, within their Civil Aviation Authorities (e.g. Department, Section, etc.). Accordingly, the meeting agreed to the following Draft Decision and Conclusion:

<b>Why</b>	The APM TF was not able to fulfil its mandate, in particular the development of the Air Navigation environmental Report, due to lack of data reported by States and stakeholders.
<b>What</b>	To dissolve the APM TF
<b>Who</b>	MIDANPIRG/16
<b>When</b>	February 2017

***DRAFT DECISION 2/6: DISSOLUTION OF THE ATM PERFORMANCE MEASUREMENT TASK FORCE (APM TF)***

*That,*

- a) the APM TF is dissolved; and*
- b) the MIDANPIRG Organizational Structure contained in the MIDANPIRG Procedural Handbook (MID Doc 001) be amended accordingly.*

<b>Why</b>	To improve the effectiveness of the implementation of the Environmental Protection provisions in the States
<b>What</b>	State Letter inviting States to nominate ENV Focal Points; develop CO2 action plan; and establish dedicated structure to deal with aviation environmental issues
<b>Who</b>	ICAO/States
<b>When</b>	End 2017

***DRAFT CONCLUSION 2/7: ENVIRONMENTAL PROTECTION***

*That, States that have not yet done so, be invited to:*

- a) provide the ICAO MID Regional Office with updated contact details of their State's CO2 Action Plan/Environment Focal Points;*
- b) develop/update their State Action Plans on CO2 emission reduction, using the guidelines contained in the ICAO Doc 9988; and submit them to ICAO through the APER website or the ICAO MID Regional Office; and*
- c) take necessary actions for the implementation of the mitigation measures included in their Action Plan, commensurate with the establishment of a dedicated structure (e.g. Department, Section, etc.) within the Civil Aviation Authorities dealing with aviation environmental issues.*

2.3 Taking into consideration the latest developments in the air navigation field, including the proposal to dissolve the APM Task Force, the ANSIG/2 meeting reviewed and updated the ANSIG Terms of Reference (TORs) as at **Appendix A** and agreed to the following Draft Decision:

<b>Why</b>	Need to assign the tasks previously assigned to the APM TF to ANSIG, further to the dissolution of the APM TF.
<b>What</b>	Revise ANSIG TORs and amend the MIDANPIRG Procedural Handbook
<b>Who</b>	MIDANPIRG/16
<b>When</b>	February 2017

***DRAFT DECISION 2/8: REVISED ANSIG TERMS OF REFERENCE***

*That,*

- a) the ANSIG Terms of Reference (TORs) be updated as at **Appendix A**; and*
- b) the MIDANPIRG Procedural Handbook (MID Doc 001) be amended accordingly.*

***MIDANPIRG/17 date and venue***

2.4 In accordance with the MIDANPIRG Procedural Handbook, the meeting may wish to decide on the dates and venue of the MIDANPIRG/17 meeting, which is suggested to be tentatively scheduled during the 4<sup>th</sup> Quarter of 2018. The exact dates would be determined, after coordination between the Secretariat, the Chairperson of MIDANPIRG and eventually, the Hosting State.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) endorse, as appropriate, the proposed Draft Conclusion and Draft Decisions at Para. 2.2 and 2.3; and
- b) agree on the dates and venue of the MIDANPIRG/17 meeting.

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## APPENDIX A

### AIR NAVIGATION SYSTEMS IMPLEMENTATION GROUP (ANSIG)

#### 1. Terms of Reference

##### 1.1 The terms of reference of the ANSIG are:

- a) ensure that the implementation of Air Navigation Systems in the MID Region is coherent and compatible with developments in adjacent regions, and is in line with the ATM Operational Concept (Doc 9854), Global Air Navigation Plan (GANP), the Aviation System Block Upgrades (ASBU) methodology and the MID Region Air Navigation Plan/Strategy;
- b) monitor the status of implementation of the MID Region Air Navigation Systems and related ASBU Modules included in the MID Region Air Navigation Plan/Strategy as well as other required Air Navigation facilities and services, identify the associated difficulties and deficiencies and provide progress reports, as required;
- c) keep under review the MID Region Air Navigation Strategy, and propose changes to the MID Region Air Navigation Plan/Strategy and Air Navigation priorities, as appropriate;
- d) seek to achieve common understanding and support from all stakeholders involved in or affected by the Air Navigation Systems developments/activities in the MID Region;
- e) provide a platform for harmonization of developments and deployments of the MID Air Navigation Systems;
- f) monitor and review the latest Air Navigation developments and provide expert inputs for the implementation of the Air Navigation Systems based on ATM operational requirements;
- g) ensure that the work programmes of all Subsidiary Bodies reporting to ANSIG are harmonized and coordinated, achieving the agreed air navigation performance targets;
- h) keep under review the air navigation environmental issues and the State's CO2 action plans;
- i) provide regular progress reports to the MSG and MIDANPIRG concerning its work programme; and
- j) review periodically its Terms of Reference and propose amendments, as necessary.

##### 1.2 In order to meet the Terms of Reference, the ANSIG shall:

- a) agree on the necessary data to be collected for monitoring the MID Key Performance Indicators and Metrics;

- b) monitor the status of implementation of the different ASBU Module elements included in the MID Air Navigation Plan/Strategy; **develop associated progress reports and update the performance dashboards;** ~~and ensure that the associated performance targets are met;~~
- c) **ensure that the agreed performance targets are achieved, identify the associated challenges and difficulties; and agree on necessary mitigation measures, as required;**
- d) consolidate inputs from all Subsidiary Bodies and propose changes to the Plan/Strategy and Air Navigation priorities, as appropriate;
- e) provide necessary assistance and guidance to States to ensure harmonization and interoperability in line with the GANP, the MID ANP and ASBU methodology;
- f) ~~develop and continuously update the MID regional Air Navigation Report Forms (ANRF) in order to reflect the MID Region Performance Objectives;~~
- g) review and identify intra and inter-regional co-ordination issues and where appropriate recommend actions to address those issues;
- h) identify the environmental effect and use the guidance provided by the Committee on Aviation Environmental Protection (CAEP) in the analysis of environmental benefits of implementing Air Navigation Systems;
- i) **collect and analyse the data related to the implementation of operational improvements provided by States and users;**
- j) **follow-up the implementation of the operational improvements required in the MID Air Navigation Strategy and Regional Air Navigation Plan (ANP) or in national plans and estimate the associated environmental benefits;**
- k) support the implementation of the performance framework and propose new technical elements for the continuous improvement of the performance framework; and
- l) foster the integrated improvement of MID Air Navigation systems implementation through proper training and qualification of the personnel.

## 2. Composition:

2.1 The ANSIG is composed of:

- a) MIDANPIRG Member States;
- b) concerned International and Regional Organizations as observers; and
- c) other representatives from provider States and Industry may be invited on ad hoc basis, as observers, when required.