



International Civil Aviation Organization

AIR NAVIGATION SYSTEMS IMPLEMENTATION GROUP

Second Meeting (ANSIG/2)
(Cairo, Egypt, 6 – 8 December 2016)

Agenda Item 5: Environmental Issues

OUTCOME OF THE APM TF/3 MEETING

(Presented by the Secretariat)

SUMMARY

This paper presents the outcome of the APM TF/3 meeting.

Action by the meeting is at paragraph 3.

REFERENCES

- APM TF/3

1. INTRODUCTION

1.1 The Third meeting of the Air Traffic Performance Measurement Task Force (APM TF/3) was held in Cairo, Egypt on 5 December 2016.

2. DISCUSSION

Global Developments

2.1 The meeting may wish to note that the APM TF/3 was apprised of the latest global developments related to environmental issues.

2.2 The meeting noted that the 39th ICAO General Assembly, Montreal, Canada, 27 September – 6 October 2016, agreed on Assembly Resolution A39-1, A39-2 and A39-3 related to the Environmental Protection which superseded A38-17 and A38-18:

A39-1 Consolidated statement of continuing ICAO policies and practices related to environmental protection – General provisions, noise and local air quality

A39-2 Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change

A39-3 Consolidated statement of continuing ICAO policies and practices related to environmental protection – Global Market-based Measure (MBM) Scheme

2.3 It is to be highlighted that the global goal is to achieve a 2% improvement in fuel efficiency by 2020 and 2% annually in 2021-2025 as well as being carbon neutral as from 2020, among other objectives.

2.4 A provisional edition of the ICAO Assembly 39 Resolutions is available on the ICAO Website at:

<http://www.icao.int/Meetings/a39/Pages/resolutions.aspx>

2.5 The meeting recalled that five measures have been initiated by ICAO to reduced CO2 emissions from the international civil aviation, as follows:

- a) aeroplane CO2 Standard;
- b) Global Market-Based Measures (MBM) Scheme for International Aviation;
- c) operational improvements;
- d) sustainable alternative fuels for aviation; and
- e) outreach.

2.6 The mitigation measures selected by States according to their action plans, are as shown in Figure1 below:

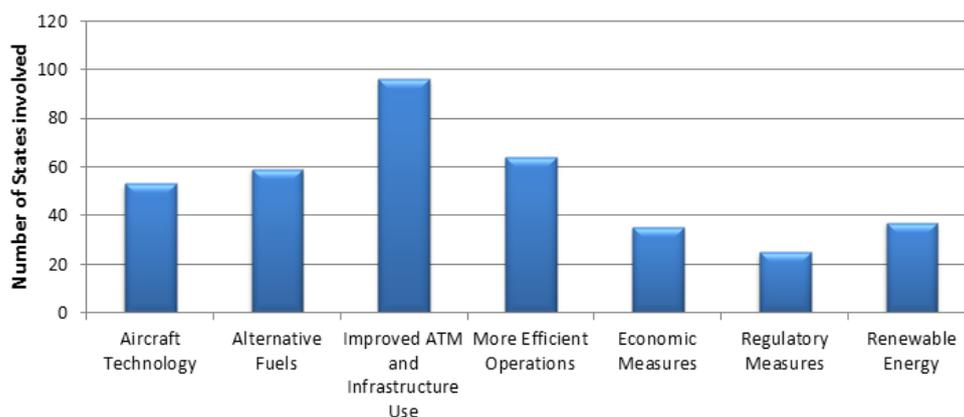


Figure 1. Mitigation measures selected by States according to their action plans

State's Action Plan on CO2 emission reduction

2.7 The meeting may wish to note that ICAO Assembly 39 encouraged States, through Assembly Resolution 39-1 *Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change*, to submit voluntary action plans outlining respective policies and actions, and annual reporting on international aviation CO2 emissions to ICAO. The meeting may wish to note that 104 States which represent 90.29% of global RTK have submitted their action plan on CO2 emission reduction.

2.8 The meeting may wish to recall that the MIDANPIRG/14 meeting (Jeddah, Saudi Arabia, 15 - 19 December 2013) encouraged States to develop/update their Action Plans for CO2 emissions and submit them to ICAO through the APER website or the ICAO MID Regional Office.

2.9 The meeting noted with concern that only 6 States out of the 15 MID States (40%) have provided their Action Plan (Bahrain, Egypt, Iraq, Jordan, Sudan and UAE). Thirteen (13) States have nominated their State's action plan Focal Points. The APM TF/3 meeting reviewed and updated the list of State's action plan focal points, as at **Appendix A**.

Action Plan Five Basic Elements (Minimum Requirements)

2.10 The meeting may wish to note that an action plan should contain the following five elements:

1. Contact information.
2. Baseline (without action) fuel consumption CO2 emissions and traffic (2010 or earlier to 2050).
3. List of selected measures.
4. Expected results (fuel consumption, CO2 emissions and traffic with the actions in #3 being taken 2014 to 2050).
5. Assistance needs.

Rules of Thumb

2.11 The meeting may wish to note that quantification of expected results from the implementation of an action plan is an essential element. The Environmental Benefits Tool (EBT) has been developed by ICAO to assist States' Focal Points in order to generate the baseline, estimate the benefits from the selected mitigation measures using the Rules of Thumb. The EBT is available on the APER website (<http://portal.icao.int>, APER group). The rules of thumb are provided into five categories:

- Aircraft-related Technology Development;
- Alternative fuel;
- Improved air traffic management and infrastructure use;
- More efficient operations; and
- Airport Improvements.

2.12 The APM TF/3 meeting urged those States, that have not yet done so, to develop/update their action plans outlining respective policies and actions on international aviation CO2 emissions using the guidelines of the ICAO Doc 9988; and submit to ICAO through the APER website.

Second MID Region Air Navigation Environmental Report

2.13 The meeting recalled that the MIDANPIRG/14 endorsed the following Conclusion:

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*
 - iv) *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.*

2.14 The APM TF/3 meeting recalled that the First MID Region Air Navigation Environmental Report was endorsed by MIDANPIRG/14 meeting (Jeddah, Saudi Arabia, 15 - 19 December 2013).

2.15 The meeting recalled that the MIDANPIRG/15 meeting (Bahrain, 8-11 June 2015) noted with concern that the provisions of the MIDANPIRG/14 Conclusion 14/29 have not been implemented, despite the follow-up actions undertaken by the ICAO MID Regional Office in order to collect data related to the environmental benefits accrued from the implementation of operational improvements, for the development of the Second MID Air Navigation Environmental Report, which was supposed to be finalized by the APM TF/2 meeting. However, the second MID Air Navigation Environmental report could not be developed due to low level of inputs from States and Users.

2.16 It was also recalled that the MIDANPIRG/15 meeting emphasized 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; and urged States and Users to support the Task Force and ensure the implementation of the provisions of the MIDANPIRG/14 Conclusion 14/29. Accordingly, the meeting agreed that the Second MID Region Air Navigation Environmental Report should be developed by the APM TF/3 meeting.

2.17 The meeting noted that the ICAO MID Regional Office issued State Letter Ref.: EN 1/1-16/230 dated 17 August 2016 urging States to provide inputs (estimation of the environmental benefits accrued from the identified operational improvements) to the Second MID Region Air Navigation Environmental Report, before 31 October 2016.

2.18 The meeting noted with concern that no response/input was received from States to the State Letter and consequently the second MID Air Navigation Environmental Report could not be developed.

2.19 The meeting agreed that States are facing the following challenges with regard to the environmental issues:

- a) low or no priority for the aviation environmental issues at the State level;
- b) lack of a dedicated structure (e.g. Department, Section, etc.) within the Civil Aviation Authorities dealing with aviation environmental issues;
- c) lack of sufficient resources (human and financial) allocated to aviation environmental issues;
- d) lack of or low level of internal coordination/communication between all involved parties at the State level (Regulator, ANSPs, Airport Operators, Airlines, etc); and
- e) geopolitical issues.

2.20 Based on all of the above, the meeting agreed that the APM TF should be dissolved and proposed that the environment-related tasks should be handled by the Air Navigation Systems Implementation Group (ANSIG). 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:

DRAFT DECISION 3/1: DISSOLUTION OF THE ATM PERFORMANCE MEASUREMENT TASK FORCE

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.*

DRAFT CONCLUSION 3/2: 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.*

2.21 The meeting agreed that ANSIG consider the addition of a new Section in the MID Air Navigation Report related to environmental protection, to reflect the measures implemented/planned to be implemented by States and Users as well as some success stories with regard to the implementation of operational improvements which contributed to the reduction of CO2 emission.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) endorse the proposed Draft Decision and Conclusion; and
- b) agree on the proposal at Para. 2.21.

APPENDIX A

MID REGION ENVIRONMENT/CO2 ACTION PLAN FOCAL POINT PERSON(S)

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