



International Civil Aviation Organization

**THIRTEENTH MEETING OF THE
ASIA/PACIFIC AIR NAVIGATION PLANNING AND
IMPLEMENTATION REGIONAL GROUP (APANPIRG/13)
Bangkok, Thailand, 9 to 13 September 2002**

Agenda Item 3: CNS/ATM Implementation and Related Activities

Environmental Issues Related to Implementation of CNS/ATM System

(Presented by Australia)

SUMMARY

There is scope to develop an environmental working group to address the impacts of aviation and the CNS/ATM efficiencies available and in development. Such a group would communicate outcomes to the public and provide a lead to other regions

1. INTRODUCTION

1.1 The CNS/ATM/IC SG at the Sixth Meeting made the following decision:

Decision 9/6 - Environmental Benefits of CNS/ATM Systems

That, in support of ALLPIRG/4 Conclusion 4/8, a CNS/ATM Working Group be established, consisting of members from Australia, Japan, New Zealand and the United States, to:

- a) Develop the Terms of Reference for an environmental Task Force which is to provide a position paper addressing environmental benefits of CNS/ATM in the Asia/Pacific region;
- b) Include the following key elements within the Draft Terms of Reference for the environmental Task Force:
 - i. Task (s)
 - ii. Membership – including Rapporteur
 - iii. Reporting point (e.g. CNS/ATM/IC/SG, or APANPIRG)
 - iv. Reporting date (e.g. APANPIRG/15)
- c) Report to APANPIRG/13 through the Chairman of the CNS/ATM/IC/SG

1.2 The referenced ALLPIRG conclusion was:

Conclusion 4/8 – Environmental benefits of CNS/ATM systems

That:

- a) ICAO Regional Offices and PIRGs support ICAO/CAEP efforts to expand the methodology for the quantification of CNS/ATM environmental benefits to each region by collecting data, as necessary;
- b) ICAO/CAEP continue its work on the expansion of the methodology for the assessment of the environmental benefits associated with the implementation of CNS/ATM systems to the various regions; and
- c) ICAO proceeds with the revision of the methodology for inclusion in the *Global Air Navigation Plan for CNS/ATM Systems* (Doc 9750) at the earliest opportunity.

1.3 Unfortunately the working group proposed by the CNS/AMT/IC SG has not had the opportunity to progress the consideration of an environmental task force. This paper represents Australia's position for an environmental task force.

2. DISCUSSION

2.1 The first question that needs to be answered is how do environmental considerations affect the implementation of the CNS/ATM. From an Australian perspective, environment management is a necessary consideration of any planning or implementation activity. We support the initiative of the ALLPIRG Conclusion to quantify environmental benefits and to include environment in CNS/ATM plans.

2.2 Australian continues to pursue environmental objectives whilst enhancing CNS/ATM services. Care for the environment and minimisation of aviation impacts on the environment is not only good business sense but wins public favour.

2.3 Activities to be pursued by an Environmental Task Force should be;

- a) the definition of environmental performance indicators and standardised assessment methodology. (Airservices has established a carbon dioxide emissions' Key Performance Indicator in agreement with industry and other stakeholders and work is continuing on developing a noise KPI. In time it is hoped that work will begin on a KPI covering other emissions such as Nitrogen Oxides).
- b) the consideration of other approaches to communication of the noise issue to the affected public. (Note the Discussion Paper at <http://www.dotrs.gov.au/avnapt/sepb/and/downloads.htm#discussionpapers>)
- c) the formulation of an aviation 'quadruple bottom line' cost benefit analysis methodology which considers safety, environment, finance and social performance.
- d) The establishment of "Aviation Environment Gateways" at the web sites of each of the APANPIRG member sites with linkages to other member sites. This will enable a simple method for sharing environment information,
- e) The development of a mechanism to annually publish emissions savings from CNS/ATM efficiencies in the Asia Pacific and to provide a lead to other regions

- f) To establish agreed mechanisms to quantify the environmental impacts on the environment from aviation.
- g) To establish mechanisms to communicate positive elements of the working groups work to a wide audience.

- 2.4 Australia is conscious of the resource costs of supporting task forces and other meetings and suggests that the method of working for an environmental task force should concentrate on using electronic communications in place of face-to-face meetings. For this method of working to be effective it will be necessary to constitute the working group including the designation of the rapporteur, within the APANPIRG decision to establish the task force. The support of ICAO in providing access to the ICAO web-site and making available technical support will also be necessary.
- 2.5 Australia supports the establishment of an environmental task force and offers its assistance to such a task force.

RECOMMENDATION

- 3.1 It is recommended that:

- an APANPIRG environmental task force be established,
- suggested tasks noted above be considered by that task force,
- the task force develop a CNS/ATM Environment Performance Strategy for the Region, and
- members be drawn from all APANPIRG member States.

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