



ICAO PARIS UNITING AVIATION

# IATA Feedback – NAT 2030 Vision Workshop

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**North Atlantic (NAT) 2030 Vision Workshop**

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- Representation
- Priorities
- Feedback and Challenges
- Recommendations



# IATA Representation

- IATA
  - IATA is the trade association for most airlines, representing over 300 operators and approximately 83% of total air traffic.
- IATA North Atlantic and North America Regional Coordination Group (NATNAM RCG)
  - Comprises ~80% of NAT operations
  - Develops and monitors NAT region initiatives and implementations

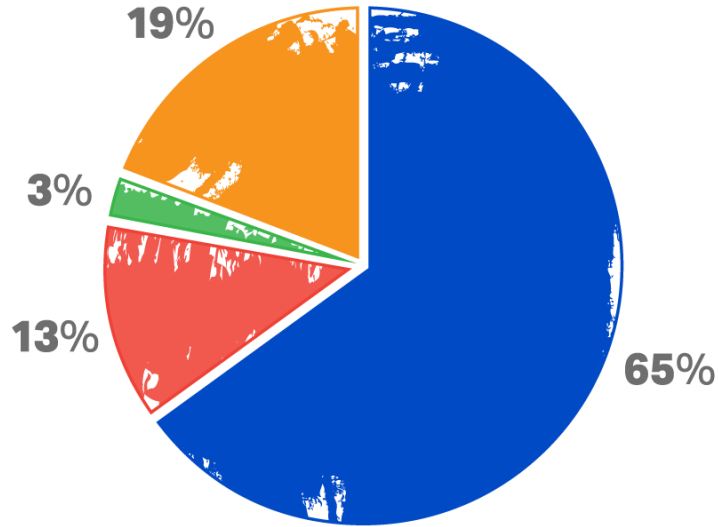


# IATA Priorities

- Three IATA focus areas related to NAT activities
  - **Environment and Sustainability**
    - Net Zero Carbon Emissions by 2050
  - **Cybersecurity**
    - IATA supports an industry-wide aviation cybersecurity strategy
  - **Safety Risk**

# 2050 decarbonization: One potential achievement scenario

Contribution to achieving Net Zero Carbon in 2050



- Sustainable aviation fuel
- New technologies
- Infrastructure/operations
- Offsetting/carbon capture

**Net Zero 2050 is achievable through:**

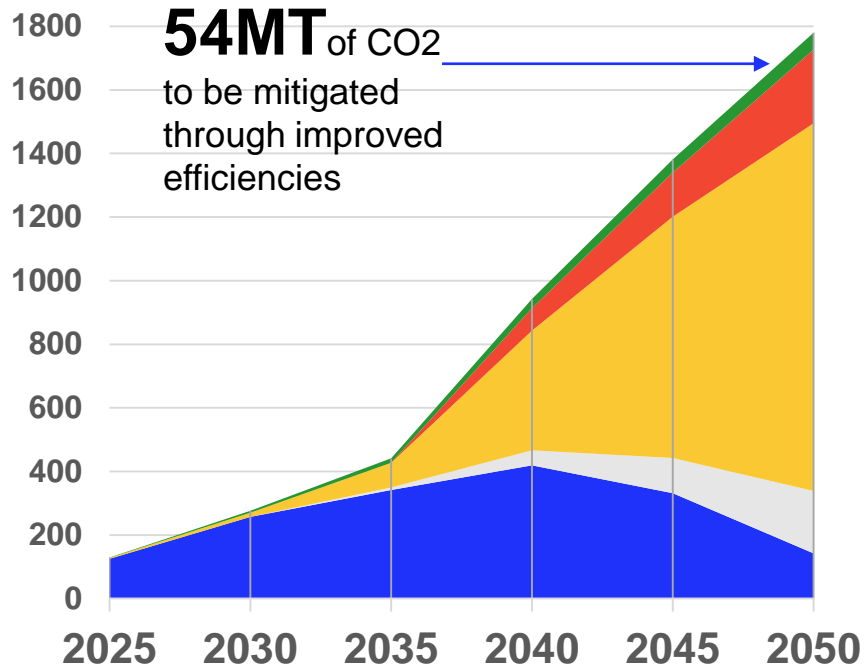
## Combination of measures

Sustainable aviation fuel (SAF), new technologies, operational and infrastructure improvements, and offsetting/carbon capture

## Collective effort

of the entire industry, together with governments, oil producers, and investors

# Operational Efficiencies



“Sustainability is becoming the global issue for aviation. With many environmental gains hedging on sustainable aviation fuels, hydrogen, and electrification of aircraft – **it is vital that we fast-track air traffic management improvements** while carbon-based fuels are still commonplace.

*Simon Hocquard, Director General, CANSO*

*October 6, 2021*

- Improvements above business-as-usual
- New Propulsion
- SAF
- CCUS
- Offsets





# NAT 2030 Vision Matrix Review

- Guiding principles and framework of the vision were not clearly defined
- Progression of achievement to achieve goals short- and mid-term were not clearly defined therefore, difficult to understand proposed benefits
- No system performance or service delivery metrics are available to assess where the needs are, as it relates to ATM and infrastructure



## con't

- The 2030 Vision should include global ICAO guidance references
- The priority and feasibility ratings presented in the matrix document lack criteria to adequately assess priority or feasibility Some potential improvements are already incorporated in NAT IMG, SOG, EFFG work programs
- Full support of industry position concerning no increase of user charges; no new investments without full consultation with the airlines



## con't

- IATA and airlines do not support the NUUK FIR proposal. The proposal is strictly and 100% political and offers no improvements to regional safety, efficiency, service provision, sustainability (carbon emissions reduction) or cost reduction. Cost recovery under the DENICE Joint Finance Agreement is discriminatory and not in airline best financial interest.



# IATA NATNAM RCG Feedback and Challenges

- Prioritization refinement is necessary.
  - The vision document lacks details pertaining to “umbrella programs” that other initiatives would fall under (.e.g., ATM / Infrastructure, Environmental, GANP, Technology, Equipage and Safety)
  - Feasibility timelines should be aligned with prioritization rating
  - NAT 2030 Vision document should be constructed with project management methodology



# IATA Recommendations

- The NAT Vision 2030 document should contain comparative priorities against other potential improvements. Recommendation:
  - Prioritization of ATM efficiencies should support carbon emission reductions and sustainability.
  - NAT 2030 Vision Potential Improvements should maximize current technologies and equipage.
  - CONOPS, CBA and environmental financial assessment must be included with all ATM, technical and infrastructure proposals.



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THANK YOU