

*INTERNATIONAL CIVIL AVIATION ORGANIZATION***TWENTY-SECOND MEETING OF THE  
ASIA/PACIFIC AIR NAVIGATION PLANNING AND  
IMPLEMENTATION REGIONAL GROUP (APANPIRG/22)****Bangkok, Thailand, 5-9 September 2011****Agenda Item 3: Performance Framework for Regional Air Navigation Planning  
and Implementation****3.5 Other Air Navigation Matter****CANSO IFSET WORKSHOPS FOR THE ASIA PACIFIC REGION**

(Presented by CANSO)

**SUMMARY**

This paper highlights CANSO's support for ICAO in the roll-out of the ICAO Fuel Saving Estimation Tool (IFSET) in the Asia Pacific Region. IFSET will enable ANSPs and their States to measure and report operational improvements to ICAO and in doing so demonstrate ATM's contribution to the reduction of emissions. Towards this end, CANSO will be holding a two day IFSET workshop in Singapore in December 2011 for the Regions' ANSPs and CAAs. A second IFSET workshop will be held in April 2012 during CANSO's Asia Pacific Conference in the Maldives.

**1. INTRODUCTION**

1.1 At the 37<sup>th</sup> ICAO Assembly several resolutions were adopted on continuing ICAO policies and practices relating to operational improvements and environmental aviation sustainability. Assembly Resolution 37-19 inter-alia requests the Council to develop the necessary tools to assess the benefits related to ATM improvements, and to intensify its efforts on the development of new guidance on operational measures to reduce international aviation emissions.

1.2 Towards this end, ICAO has developed the ICAO Fuel Saving Estimation Tool (IFSET) to enable States and their ANSPs to estimate the fuel savings and reductions in emissions arising from improvements in their ATM operations,

1.3 CANSO has been working closely with ICAO to support the IFSET's roll-out, and the measurement and reporting process to collectively demonstrate ATM's contribution to reducing aviation's impact on the environment.

## 2. DISCUSSION

2.1 CANSO Members are committed to reducing aviation's effect on the environment. To achieve this, ANSPs around the world are working to enhance airspace efficiency by implementing operational improvements. CANSO's goal is for airspace to be 96% efficient by 2050, up from between 92-94% today. This represents savings of 79m tons of CO2 per year by 2050 relative to 2005.

2.2 Operational improvements to the Air Traffic Management (ATM) System are essential for delivering reductions in fuel use and CO2 emissions. The ICAO Global Air Navigation Plan (Doc 9750) and the Operational Opportunities to Minimize Fuel Use and Reduce Emissions (Circular 303) provide guidance on such operational improvements, as well as a list of available tools to measure their impact.

2.3 However, ANSPs face significant challenges in accurately predicting fuel savings of proposed operational changes. Furthermore, this prediction and subsequent post-implementation measurement are needed to support the holistic ICAO 'performance based approach' to ATM as one of several Key Performance Areas (KPA).

2.4 Many ANSPs currently lack the sophisticated modeling or analysis capabilities needed to establish and report the benefits delivered from operational improvements. CANSO believes that a global approach, that is easy to understand and apply, will significantly enhance ICAO's global awareness of regional operational improvements.

2.5 To support ICAO's efforts, CANSO will organize and conduct a series of regional workshops to assist ANSPs in the set-up, use and application of IFSET. ICAO has developed a user guide and CANSO, through expertise within the CANSO Environment Workgroup will assist ANSPs in the application and process involved in using this tool.

2.6 The IFSET workshops will enable ANSPs and CAAs in the Asia-Pacific Region to understand the ICAO requirements for using the tool and the importance of reporting operational improvements. More specifically, the IFSET workshops will enable ANSPs and CAAs to:

- install the necessary software and supporting documentation;
- understand why reporting fuel savings to ICAO is important;
- understand what operational improvements are covered by IFSET;
- understand how to use IFSET;
- understand how to apply IFSET in its local ANSP environment;
- understand how the tool can be used to support ICAO Action Plan process;
- future reporting requirements for States/ANSPs to ICAO from 2012 onwards.

2.7 For the Asia Pacific Region specifically, CANSO will conduct the 1<sup>st</sup> IFSET workshop at the Singapore Aviation Academy in Singapore on the 1<sup>st</sup> and 2<sup>nd</sup> December 2011. The workshop is hosted by its member the Civil Aviation Authority of Singapore and is open to all Asia Pacific ANSPs/CAAs free of charge. More details on the workshop will be made available at a later date.

2.8 A second IFSET workshop is also being planned for the region in the Maldives to be hosted by another CANSO member, the Maldives Airports Company in conjunction with the CANSO Asia Pacific Conference scheduled in April 2012 and likewise more details will be made available in due course.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- (a) note CANSO's support of the ICAO Fuel Savings Estimation Tool;
- (b) note CANSO's proposal to conduct the 1<sup>st</sup> Asia Pacific IFSET Workshop in Singapore on 1-2 December 2011 and its plan to conduct a 2<sup>nd</sup> IFSET Workshop in the Maldives in April 2012 in conjunction with the CANSO Asia Pacific Conference; and
- (c) encourage ANSPs and CAAs in the Region to participate in the IFSET Workshops that would be conducted by CANSO in 2011 and 2012.

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