



Agenda Item 1A: Current situation and regional priorities

**GREEN ATM ACCREDITATION PROGRAMME – OPERATIONAL SUPPORT
MEASURES FOR GREEN AVIATION**

(Working paper presented by CANSO)

SUMMARY	
<p>Green aviation operational measures are not only necessary for the sustainability of aviation, but also help the air transport industry to save costs. While there are several initiatives on green operational measures, it is opportune to have a more structured way of recognizing such measures. CANSO has implemented an environmental accreditation program for Air Navigation Service Providers (ANSP). This program will validate the maturity level of individual ANSPs in measures environmentally friendly. Green aviation should become the mainstream. For this to succeed, we need the support of States, ICAO, international organizations and other stakeholders, including pilots and Air Traffic Controllers (ATCOs).</p>	
<p>References:</p> <ul style="list-style-type: none">• Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).• CANSO-OACI-IATA Free Route Airspace Project (CIIFRA)• CANSO ATFM Data Exchange Network for the Americas (CADENA) contingency protocol	
<p>ICAO Strategic Objectives:</p>	<ul style="list-style-type: none">• Air navigation capacity and efficiency• Economic development of air transport• Environmental protection

1. Introduction

1.1 Globally, ICAO has generated a basket of sustainability initiatives focused on aircraft technology, operational improvements, sustainable aviation fuels and market-based measures. While much attention is currently focused on the key market-based measure, the Carbon Offset and Reduction Scheme for International Aviation (CORSIA), and the production of lower carbon sustainable aviation fuels, operational measures are equally important and easily implementable. In addition to addressing sustainability, operational measures have the additional benefit of helping the air transport industry to save costs, which is much needed as the industry struggles with the economic impact of COVID-19. International organizations such as CANSO, IFATCA, IFALPA, believe that, while promoting the highest level of aviation safety worldwide, a viable and expanding air transport industry can only be achieved on a sustainable basis. We will contribute to industry efforts to minimize the environmental impact of commercial aviation. The aviation industry must be environmentally, economically and socially sustainable.

1.2 In October 2021, the air transport sector raised its ambition with a new collective long-term climate commitment for global civil aviation operations to achieve net zero carbon emissions by 2050. Continued improvements in the efficiency of operations and infrastructure across the system is an important component of that goal. At IATA's 77th Annual General Meeting (AGM), member airlines adopted a resolution with the collective goal of achieving net zero carbon emissions by 2050 in support of the Paris Agreement target. The resolution also encourages all IATA member airlines to continue to improve the efficiency of their operations to achieve sustained emissions reductions in the sector and requests the governments and ANSPs to eliminate inefficiencies in air traffic management and airspace infrastructure.

1.3 CANSO launched its new strategic direction in 2021. While the current recovery is a crucial time for us, CANSO recognized that we have an essential role to play in recalibrating our trajectory toward a more sustainable future for aviation. CANSO's vision centers on three key focus areas: creating an outline for future skies, provide a sustainable future for aviation, and raising the level by connecting the ATM industry. To provide a sustainable future for aviation, CANSO is developing an environmental accreditation program for ANSPs called the Green Air Traffic Management (ATM) Program. This program will provide an objective assessment of the maturity of individual ANSPs in environmentally friendly measures. For this Green ATM accreditation program to work, the support of States and the aviation industry is required.

2. Discussion

2.1 The operational measures for Green aviation are not new. ICAO has developed guidance material on the operational opportunities to reduce the fuel use and emissions, and there have been several trials and demonstrations of operational measures harmless for the environment, including flexible paths, User-Preferred Routes (UPR), Dynamic Airborne Reroute Procedure (DARP), Continuous Climb Operations (CCO) and Continuous Descent Operations (CDO).

2.2 Several initiatives have also been reported, including the testing of UPR routes through the CANSO-IATA-ICAO (CIIFRA) airspace project where the testing alone is providing an estimated savings to operators of 3M USD and a CO2 reduction of approximately 5M KG. At the same time, several States are developing operational implementations such as CCO and CDO and airspace restructuring that are of great help to the environment.

2.3 It is opportune that a more structured approach recognizes operational measures for green aviation. The future trend is towards disclosure and accreditation of climate measures. Even stock exchanges around the world require that traded companies have mandatory disclosures related to the environment. This requirement for companies derives from the recommendations of the Task Force on Financial Disclosures related to the (TCFD).

2.4 The green CANSO ATM accreditation program will provide ANSPs with an independent, environmental accreditation scheme supported by the industry. It will recognize their efforts to make it easier for airspace users to reduce emissions and their own environmental footprint and provide a path to continuous improvement. It is an objective and transparent validation and will enhance the credibility of ANSPs' efforts. It will provide a framework for engagement with stakeholders such as airlines and regulators.

2.5 This CANSO program for ANSPs will have five levels of accreditation reflecting different levels of green ATM maturity. The level achieved by an ANSP is a weighted average of achievements in four categories. The categories are Governance, Improved ATM, Infrastructure and public services, and others. Improved ATM would cover the degree of implementation of measures such as FUA, PBN, CDM,

CCO/CDO, FRA, ATFM, surface movement. Since Improved ATM would be the category where ANSPs can have the greatest impact, the highest weighting has been given.

2.6 Ideally, green aviation accreditation should become a common place, like aviation security or cyber security accreditations, as a means to reduce the industry's carbon footprint. Currently, there is still a gap between the level of acceptance between sustainability and safety, since the efforts to improve safety have taken many years.

2.7 The industry would need the support of States and regulators to work with ANSPs in order to make green aviation accreditation a standard. ICAO can think of ways to ensure transparency in green aviation measures. For a start, green aviation can be a regular topic for the DGCA. ANSPs would also need to implement appropriate tools and training so that ATCOs are well prepared for green aviation measures. Awareness and timely information will be important. Webinars can be organized on the CANSO Green ATM accreditation programme and other aviation sustainability initiatives. Only with the support of the States and the industry can the CANSO Green ATM accreditation program and other future green aviation programmes be helpful to the cause of aviation sustainability.

3. **Suggested action**

3.1 The Meeting is invited to:

- a) Take note of the information presented in this working paper;
- b) continue supporting the ICAO's hard work to increase sustainability of the aviation sector.