



Accreditation Programme

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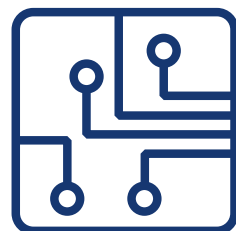
CANSO: Who we are

The Global voice of Air Traffic Management



34,000

Individuals
connected across
the industry



97

Industry
suppliers linked




96 ANSPs
united globally



90% of world air
traffic
supported

What is GreenATM?

- An industry endorsed environmental accreditation programme
 - Assesses ANSPs with respect to their direct environmental impact, as well as their efforts to facilitate the reduction of emissions by airspace users
 - Designed on a maturity model to serve as a guide for ANSPs looking to improve their performance
 - Broad in scope (procurement, noise, energy, trajectory optimization, ATFM) with heavy focus on the areas in which ATM can make the largest positive impact
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Objectives

- **Fill a gap.** While there is a proliferation of ESG programmes, none fits the unique nature of ATM.
- Provide **objective validation** of an ANSPs efforts, enhancing transparency and credibility with the public and stakeholders
- Provide a **framework for engagement** with stakeholders on environmental issues
- Lay out a path to **higher ambition** for those looking to where they can do more
- Incentivise focus on where ATM can make the **biggest impact**
- **Recognise and benchmark** ANSPs efforts and achievements in reducing environmental footprint
- Allow the ATM community to **highlight best practices** and shared learning and inspire coordinated action that can deliver real environmental benefits

Accreditation scheme structure

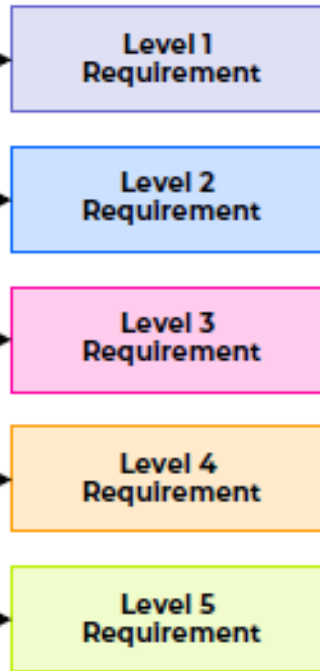
4 Primary Categories



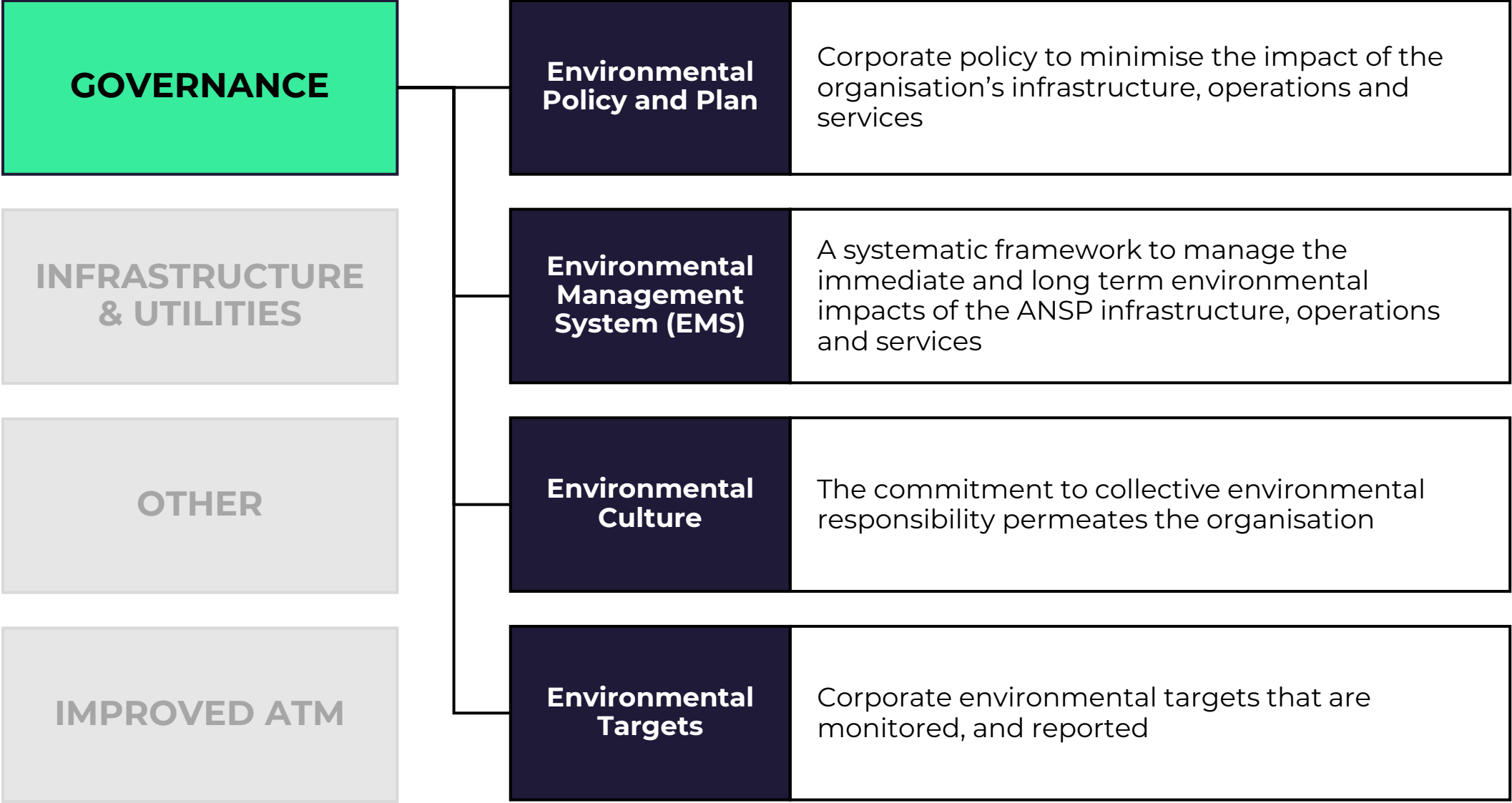
24 Topics

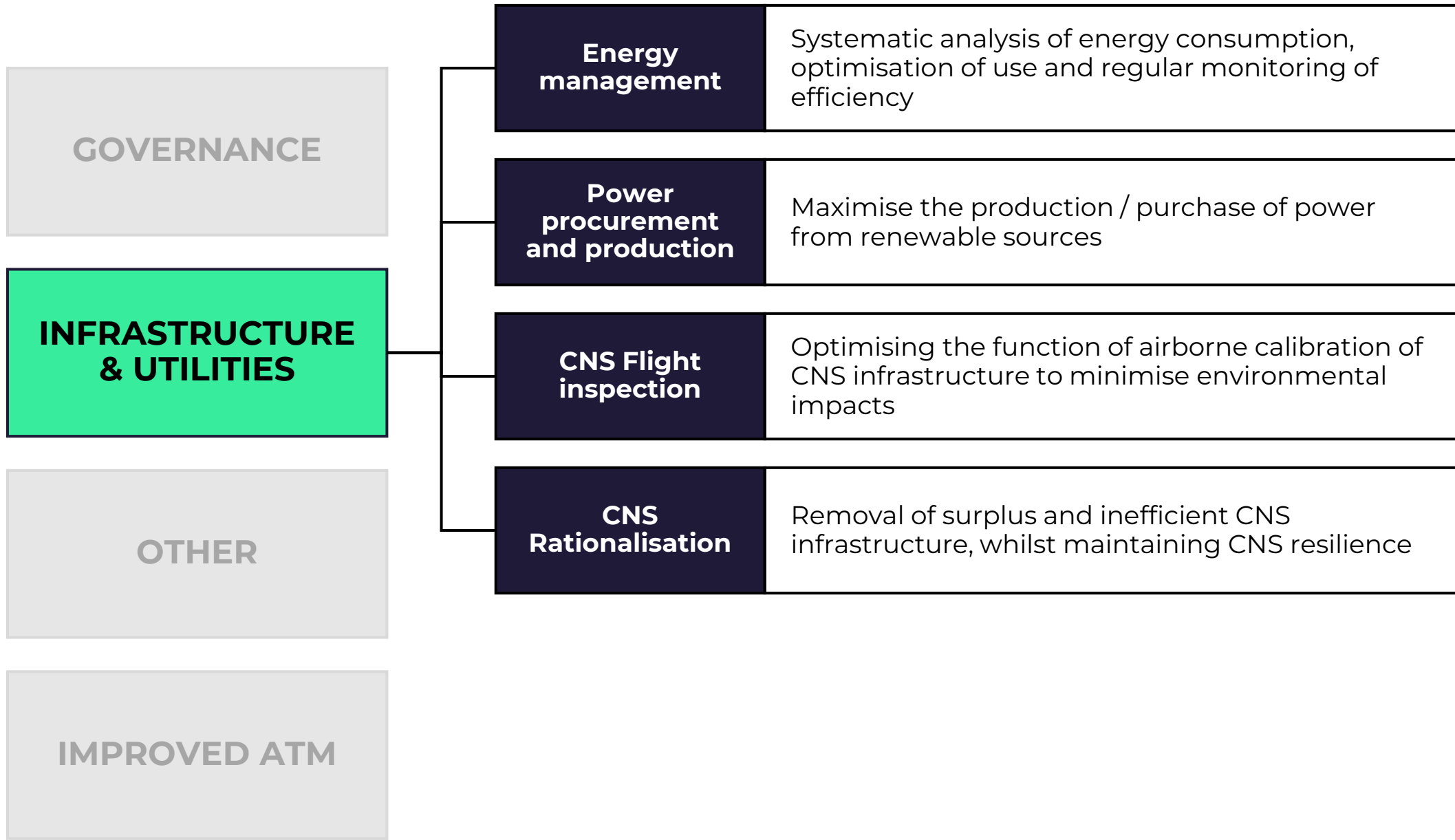


Each Topic sub-divides into 5 defined maturity levels



Accreditation Guide includes questions for each Level, requiring a response and often evidence





GOVERNANCE

INFRASTRUCTURE & UTILITIES

OTHER

IMPROVED ATM

Sustainable procurement
Enabling socially responsible procurement to minimise environmental and climate impacts

Airport & Community Relations
Being an active stakeholder in the management of aviation's social impacts, through proactive and transparent engagement

Airspace change management
Ensuring airspace changes balance safety, operational and environmental requirements, and community impacts

Mobility management
To promote and enable sustainable mobility, including business travel, commuting and remote working



Scoring

GOVERNANCE	CATEGORY POINTS	POINTS AVAILABLE PER TOPIC PER LEVEL
Policy & plan	12	3
Environmental Management System		3
Environmental culture		4
Environmental targets		2

INFRASTRUCTURE & UTILITIES	CATEGORY POINTS	POINTS AVAILABLE PER TOPIC PER LEVEL
Energy management	14	4
Power procurement and production		5
CNS Rationalisation		3
CNS Flight Inspection		2

OTHER	CATEGORY POINTS	POINTS AVAILABLE PER TOPIC PER LEVEL
Sustainable procurement	9	2
Airport/community relations		2
Airspace change management		2
Mobility management		3

IMPROVED ATM	CATEGORY POINTS	POINTS AVAILABLE PER TOPIC PER LEVEL
Flexible Use of Airspace (FUA)	65	7
Meteorological Information		4
Improved surveillance coverage		7
Airport – Collaborative Decision Making (A-CDM)		3
Surface Movement		4
Continuous Climb Operations (CCO)		4
Continuous Descent Operations (CDO)		6
Performance-Based Navigation (PBN)		7
Wake turbulence optimisation		3
Trajectory Optimisation		7
Air Traffic Flow Management		7
Research & Development		6

How scoring will impact final accreditation level

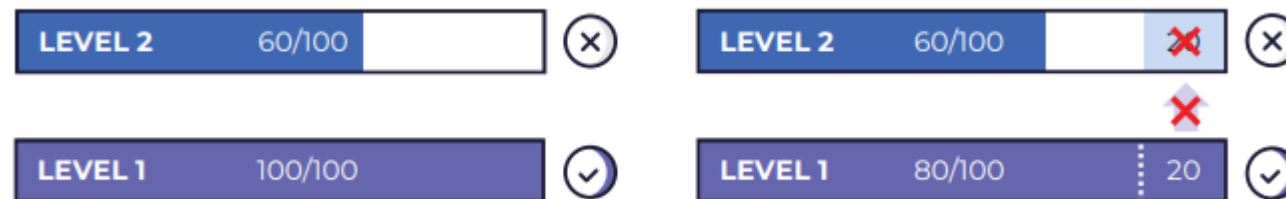
Scenario 1



Awarded Level



Scenario 2




How it works

- ANSPs request the full questionnaire
- Complete questionnaire for each topic, starting at Level 1, up to and including the highest level at which they meet the objectives.
- Collect documentation as evidence to their answers (reports, communications, training plans, etc.)
- Submit completed questionnaire and evidence
- Documentation is reviewed by THINK Research against program criteria.
- Workshop calls are held for clarification as submission is being assessed
- THINK presents scoring and recommendation to 5 Member GreenATM Panel for review and approval of final award level

Questionnaire Example – CDO Level 3

Level 3		Objective:	Specific awareness or training initiatives with air traffic controllers and pilots have been undertaken with the aim of encouraging CDO wherever possible. An initiative to review / redesign approaches to increase opportunities for CDO has been initiated. You have identified how you will monitor CDO rates on a frequent basis.
Question		Guidance	
1	Has your organisation developed a targeted training and / or communication strategy for controllers and pilots to encourage and support CDO? If yes, please provide details of the training materials and/or communications.	<p>A number of ANSPs, airports and airspace users / airlines have collaborated on developing and producing training and promotional materials addressed to controllers and pilots to encourage CDO. The material tends to identify the benefits, what is required by both controller and pilot to support each other in enabling and flying a CDO.</p> <p>Potential evidence:</p> <ul style="list-style-type: none"> - Development and production of training material. - Details of the communication strategy and copies of the material produced to support it. - Distribution of a booklet or video. - Relevant training records. - Combined ANSP / airline promotional campaigns. 	
Question		Guidance	
2	What strategy does your organisation have in place to review and / or redesign approach procedures to increase opportunities for CDO?	<p>Updating STARs and airspace structures to ensure they are designed in a manner to help controllers and pilots to achieve CDO on a consistent basis.</p> <p>Potential evidence:</p> <ul style="list-style-type: none"> - An approved strategy for the systematic review and update of STARs. - Policy statement confirming that approach procedures will be optimised to minimise emissions noise and CO2. - Project programme for the review and update of approach procedures. - Regulatory requirement to ensure that arrival procedures are design to enable CDOs. 	
Question		Guidance	
3	Please share your plan and approach for monitoring of CDOs, providing details of the frequency, scope, data sources, tools, methodology?	<p>You may not have started to monitor the achievement of CDOs, but it is necessary that you have developed a plan and approach for how it will be done.</p> <p>Potential evidence:</p> <ul style="list-style-type: none"> - Documented approach. - Monitoring plan. - Presentation to airspace users. 	



The Guide to GreenATM Accreditation

A Manual for the CAN SO
Environmental Accreditation
Programme

SHAPING
OUR
FUTURE
SKIES

canso.org

Programme Manual

Provides comprehensive information on:

- How the programme is structured
- How to complete the questionnaire
- Accreditation Scoring
- Recognition for third party accreditations
- Accreditation validity period
- Fees
- Trial participation
- Overview of all categories and topics – how they contribute to environmental benefit and explanation of the 5 Level Objectives
- Sample responses / evidence
- Available at canso.org/our-focus/canso-green-atm/

ANSPs Accredited



LVNL



AEROTHAI
หน่วยธุรกิจ บริษัท วิทยุการบินแห่งประเทศไทย จำกัด



QUESTIONS?

