

INTERNATIONAL CIVIL AVIATION ORGANIZATION
**Fifth Meeting of the APIRG Airspace and Aerodrome Operations Sub-Group
(AAO/SG5), Virtual Meeting, 23 to 26 August 2022**
Agenda Item 3.1C: Industry Initiatives
SUPPORTING OPERATIONAL MEASURES FOR GREEN AVIATION
(Presented by CANSO Africa)

SUMMARY
<p>Operational measures for green aviation are not only necessary for sustainability for aviation, but they also help the air transport industry save costs. While there have been various initiatives on green operational measures, it is timely to have a more structured way to recognize such measures. CANSO, working with partners is introducing an environmental accreditation programme for ANSPs. This programme will validate individual ANSP’s maturity level in climate friendly measures. For this to succeed, CANSO will work with regional and international partners including operational stakeholders such as pilots and ATCOs. Support by the States will be critical.</p>
<p>Related ICAO Strategic Objective(s): B – Air Navigation capacity and efficiency and E - Environmental protection</p>

1. INTRODUCTION

1.1 At the global level, ICAO has generated a basket of sustainability initiatives focused on aircraft technology, operational improvements, sustainable aviation fuels, and market-based measures. Whilst a great deal of attention is currently focused on the key market-based measure, the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), and the production of lower carbon sustainable aviation fuels, operational measures are equally important and readily implementable. In addition to addressing sustainability, operational measures have the additional benefit of helping the air transport industry save costs, something much needed as the industry struggles with the economic impact of COVID-19. International organisations like CANSO and others believe that, while promoting the highest level of aviation safety worldwide, a viable and expanding air transport industry can only be achieved on sustainable grounds. The aviation industry should 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 that global civil aviation operations will achieve net-zero carbon emissions by 2050. Continued improvements in efficiency of operations and infrastructure across the system is an important component of that goal. At the 77th IATA AGM, member airlines adopted a resolution with the collective target to achieve net zero carbon emissions by 2050 in support of the Paris Agreement goal. The resolution also encourages all IATA member airlines to continue to improve the efficiency of their operations to achieve sustained in-sector emissions reductions and calls upon 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 pivotal moment for us, CANSO recognised that we have an instrumental role to play in recalibrating

our trajectory towards a more sustainable future for aviation. The CANSO vision centres around three key focus areas: creating a blueprint for future skies, delivering a sustainable future for aviation and raising the bar by connecting the ATM industry. On delivering a sustainable future for aviation, CANSO is developing an environmental accreditation programme for ANSPs called the Green ATM Programme. This programme will provide an objective assessment of individual ANSP's maturity in climate friendly measures. For this Green ATM accreditation programme to work, the support of States and the aviation industry is required.

2. DISCUSSION

2.1 Operational measures for green aviation are not new. ICAO has produced guidance material on operational opportunities to reduce fuel use and emissions.

2.2 The AFI Region is involved in various other initiatives, including PBN; Free Route Operations (FRTO) and the expansion of Flexible Use Airspace (FUA). Various other AFI are trailing or implementing CCO and CDO.

2.3 It is timely for a more structured approach to recognise operational measures for green aviation. The future trend is towards disclosure and accreditation of climate measures.

2.4 The CANSO Green ATM accreditation programme will provide ANSPs with an independent, industry endorsed, environmental accreditation scheme. It will recognise their efforts to facilitate airspace users reduced emissions. Furthermore, it will them reduce their own environmental footprint and provide a path to continuous improvement. This provides an objective and transparent validation that will enhance the credibility of ANSPs' efforts. It will provide a framework for engagement with stakeholders like airlines and regulators.

2.5 This CANSO programme for ANSPs will have five accreditation levels reflecting varying levels of green ATM maturity. The level attained by an ANSP is a weighted average of achievement across four categories. The categories are namely, Governance, Improved ATM, Infrastructure and Utilities, and Others. Improved ATM would cover the degree of implementation of measures such as FUA, PBN, CDM, CCO/CDO, FRA, ATFM, surface movement. Given that Improved ATM would be the category where ANSPs can affect the greatest impact, it has been accorded the highest weightage.

2.6 Ideally, green aviation accreditation should become mainstream like aviation safety or cybersecurity accreditations as a means to reduce in-sector carbon footprint. Currently, there is still a gap between the level of acceptance between sustainability and safety, granted efforts to safety improvement have taken many years.

2.7 The industry would need the support of States and regulators to work with ANSPs to make green aviation accreditation a norm. It will be necessary to think of ways to ensure transparency on green aviation measures. For a start, green aviation can be a regular topic for relevant regional structures such as DGCA. The airline industry can also support green ATM accreditation from the customers' point of view by encouraging ANSPs to be accredited. ANSPs would also need to put in place appropriate tools and training such that ATCOs are well prepared for green aviation measures. Awareness and timely information will be important. Webinars on the CANSO Green ATM accreditation programme and on other aviation sustainability initiatives can be organised. Only with the support of States and the industry, can the CANSO Green ATM accreditation programme and other future green aviation programmes be useful to the aviation sustainability cause.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Discuss the need for a more structured way to assess and encourage operational

measures for green aviation including ways to support the Green ATM accreditation programme.

- b) Note that CANSO will organize a webinar on the CANSO green ATM accreditation programme.
- c) To reach a larger audience, the AAO SG recommend this paper to be submitted to APIRG 25.
