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WORKING PAPER

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(NACC/DCA/11)**

Varadero, Cuba, 28-30 June 2023

**Agenda Item 4: NAM/CAR Regional Safety/Air Navigation Implementation
4.2 Air Navigation Implementation Matters**

**GREEN AIR TRAFFIC MANAGEMENT (ATM) ACCREDITATION PROGRAMME – SUPPORTING
OPERATIONAL MEASURES FOR GREEN AVIATION**

(Presented by CANSO)

EXECUTIVE SUMMARY	
<p>Operational measures for green aviation are not only necessary for aviation's sustainability but 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 recognise them. CANSO launched the environmental accreditation programme for Air navigation services providers (ANSPs). This programme will validate individual ANSPs' maturity level in climate-friendly measures. Green aviation should become mainstream. For this to succeed, we need the support of States, ICAO, IATA and various stakeholders, including pilots and Air traffic controllers (ATCOs).</p>	
Action:	Suggested actions are presented in Section 3.
Strategic Objectives:	<ul style="list-style-type: none">• Strategic Objective 2 – Air Navigation Capacity and Efficiency• Strategic Objective 4 – Economic Development of Air Transport• Strategic Objective 5 – Environmental Protection
References:	<ul style="list-style-type: none">• Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)• CANSO-ICAO-IATA Free Route Airspace (CIIFRA) project• Protocolo de contingencias de CANSO ATFM Data Exchange Network for the Americas (CADENA)

1. Introduction

1.1 At the global level, ICAO has generated 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 critical 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 essential 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, IFATCA, and IFALPA 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. We will contribute to the industry's efforts to minimise the environmental impact of commercial aviation. 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 the efficiency of operations and infrastructure across the system are essential to that goal. At the 77th IATA AGM, member airlines adopted a resolution with the collective target to achieve net zero carbon emissions by 2050 to support the Paris Agreement goal. The resolution also encourages all IATA member airlines to continue improving their operations' efficiency to achieve sustained in-sector emissions reductions and calls upon governments and air navigation service providers 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 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. To provide a sustainable future for aviation, CANSO developed the environmental accreditation programme for ANSPs called the Green ATM Programme. This programme will objectively assess individual ANSPs' 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, and there have been numerous trials and demonstrations of climate-friendly operational measures, including flex tracks, User Preferred Routes (UPR), Dynamic Airborne Re-routing Procedure (DARP), Continuous Climb Operations (CCO), and Continuous Descent Operations (CDO).

2.2 Many other initiatives have also been reported, including direct routing trials via the CANSO-ICAO-IATA Free Route Airspace (CIIFRA) project, and various other States have also trailed or implemented CCO and CDO and airspace restructure.

2.3 It is timely for a more structured approach to recognise operational measures for green aviation. The future trend is towards the disclosure and accreditation of climate measures. Even stock exchanges worldwide require listed companies to have mandatory climate-related disclosures. This requirement for companies has come from the Task Force on Climate-related Financial Disclosures (TCFD) recommendations.

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

2.5 This CANSO programme for ANSPs has 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, and surface movement. Given that Improved ATM would be the category where ANSPs can affect the most significant impact, it has been accorded the highest weightage.

2.6 Ideally, green aviation accreditation should become mainstream, like aviation safety or cybersecurity accreditations, to reduce the in-sector carbon footprint. There is still a gap between the level of acceptance between sustainability and safety; granted, efforts for 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. ICAO can think of ways to ensure transparency on green aviation measures. For a start, green aviation can be a regular topic for DGCA. ANSPs would also need to implement appropriate tools and training to prepare ATCOs for green aviation measures. Awareness and timely information will be necessary. Webinars on the CANSO Green ATM accreditation programme and other aviation sustainability initiatives can be arranged. Only with the support of States and the industry can the CANSO Green ATM accreditation programme and other future green aviation programmes be helpful to the aviation sustainability cause.

2.8 During the CANSO Executive Summit and Airspace World held in Geneva on March 3, 2023, Skyguide was the first ANSP to receive the CANSO GreenATM accreditation level 3. CANSO is receiving numerous requests from ANSPs globally to participate in the GreenATM Accreditation programme.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) take note of the information provided in the WP;
- b) note that CANSO will be available to support and coordinate a webinar on the CANSO green ATM accreditation programme; and
- c) CANSO invites ANSPs to participate in the CANSO Green ATM accreditation programme.

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