



# CAN SO EXECUTIVE SUMMIT 2022

Monday 20 June 2022 09:15-13:00

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**AIRSPACE  
WORLD**



# WELCOME AND OPENING



**Mr. Simon Hocquard**

Director General

CANSO

# AGENDA

## Today we will cover

- A laser-like focus on customer needs
- A roadmap to Future Skies
- **Short break**
- Delivering a Sustainable future for Aviation
- Launch of CAN SO's new environmental accreditation scheme

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# **A LASER-LIKE FOCUS ON CUSTOMER NEEDS**





**Dr. Giorgio Cioni**

Director of Armament and  
Aerospace Capabilities, Division of  
Defence Investment

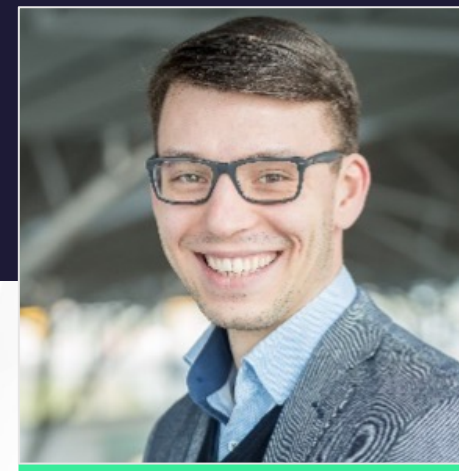
NATO



**Mr. Steve Clarke**

Deputy Associate Administrator  
for Aeronautics Research  
Directorate

NASA



**Mr. Marvin König**

Manager Government Relations  
and Public Affairs Europe –  
Airspace and Infrastructure

Lilium



## Dr. Giorgio Cioni

Director of Armament and Aerospace Capabilities, Division of Defence Investment  
NATO



# NATO's Priorities

CANSO Executive Summit  
Madrid, 2022

**Dr. Giorgio CIONI**

*Director, NATO Armaments and  
Aerospace Capabilities Directorate*



# The New Security Reality



- Safeguarding Allies and Partners freedom through political and military means and increased dialogue
- Committed to ensure rule-based international order



**The security of our societies is the foundation**

# Increasing NATO's defence posture

## - The challenges-



**Cross border air mobility**



**Integration of legacy platforms with modern combat aircraft and the ability to train in new airspace constructs**



**Embracing new technologies**



**New Entrants and HLA**



**Cyber Challenges**



**Climate Change adaptation**



# Increasing NATO's Defence Posture

## - Strategic Solutions-



NATO 2022  
**STRATEGIC  
CONCEPT**



" The Madrid Strategic Concept will reflect the new security environment, recommit to our values, and reaffirm our unity, ensuring that our Alliance is fit for the future. "

JENS STOLTENBERG, NATO SECRETARY GENERAL

# Like Minded Partners

- Partner Nations and International Organisations-
- NATO Aviation Committee

## Allies and Partners



*NATO Aviation Committee is NATO's primary forum for the engagement of international aviation organizations and institutions at both policy and technical levels.*





*Thank you*





**Mr. Steve Clarke**

Deputy Associate Administrator for Aeronautics Research Directorate

NASA



# NASA Aeronautics Research Key Priorities in Airspace Operations & Safety

Steven Clarke, Deputy Associate Administrator  
Aeronautics Research Mission Directorate

CANSO Executive Summit - June 20, 2022





ULTRA-EFFICIENT TRANSPORT



FUTURE AIRSPACE



HIGH-SPEED COMMERCIAL FLIGHT



ADVANCED AIR MOBILITY



# NASA Aeronautics – Vision for Aviation in the 21st Century



ARMD continues to evolve and execute the Aeronautics Strategy  
<https://www.nasa.gov/aeroresearch/strategy>

6 Strategic Thrusts



Safe, Efficient Growth in Global Operations



Safe, Quiet, and Affordable Vertical Lift Air Vehicles



Innovation in Commercial Supersonic Aircraft



In-Time System-Wide Safety Assurance



Ultra-Efficient Subsonic Transports



Assured Autonomy for Aviation Transformation

U.S. leadership for a new era of flight

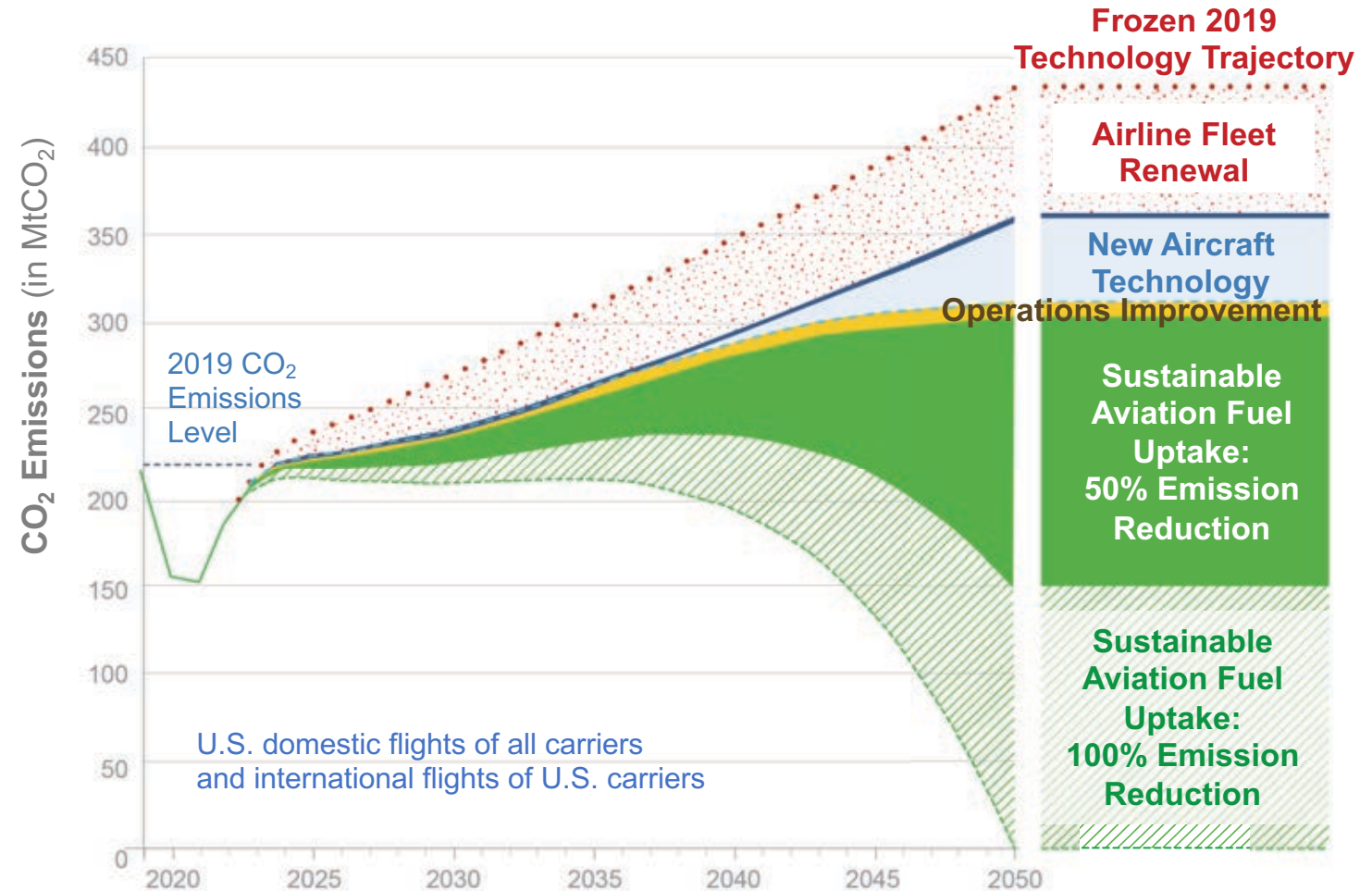
# U.S. Aviation Climate Action Plan

## Global Context for Sustainable Aviation

U.S. aviation goal is to achieve **net-zero greenhouse gas emissions by 2050.**

U.S. Aviation Climate Action Plan is aligned with

- U.S. economy-wide goal
- International Civil Aviation Organization
- Air Transport Action Group



The U.S. is working with the global community to achieve net-zero greenhouse gas emissions by 2050 using a common basket of measures.

# Today: Airspace Operational Tools Yield Immediate Benefits



## Airspace Technology Demonstration 2

Benefits from field demonstrations of ATD-2 technologies at the Charlotte Douglas International Airport  
(29 Sep 2017–30 Sep 2021)



FUEL



EMISSIONS



MAINTENANCE

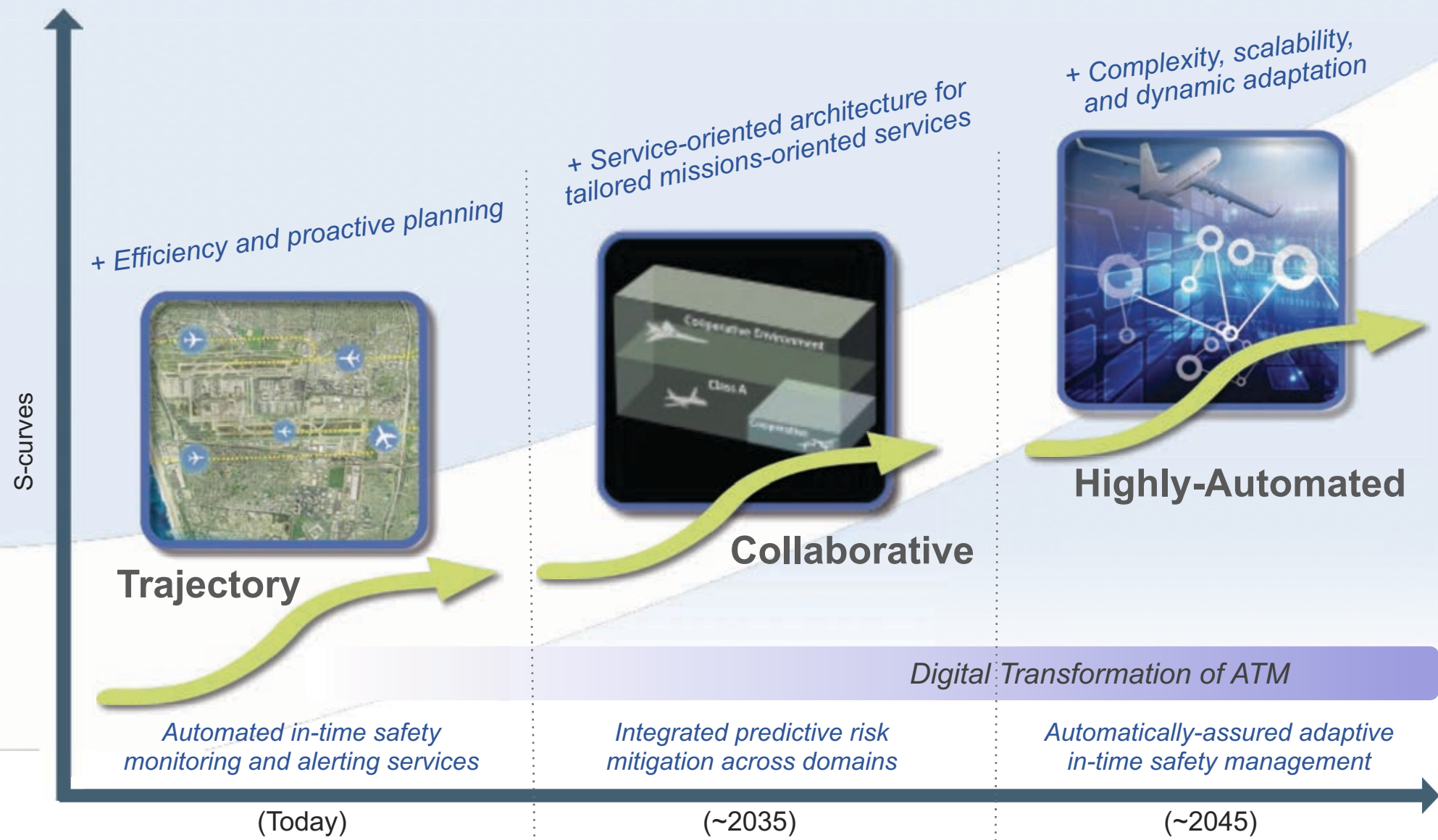


**REDUCED DELAY BY 933.6 hours**  
Saving passengers an estimated **\$4,481,569**  
in value of time and operators an estimated  
**\$1,375,224** in flight crew costs





# Evolution of Airspace Operations and Safety





# Advanced Air Mobility is Emerging



CARGO  
TRANSPORT



PUBLIC GOOD



CONSUMER/  
ENTERPRISE  
GOODS AND  
SERVICES



PASSENGER  
TRANSPORT



# ~ 2035: NASA's Vision for Sustainable Aviation Operations



- Integrated trajectories optimized for environmental benefit
- Advanced flight deck capabilities to operate on those trajectories
- Tailored services that support safe integration of all diverse operations

Increased operational efficiency reduces fuel burn, carbon emissions, contrail formation, and ozone impact.



# ~ 2040: Planning to Achieve a Sky for All

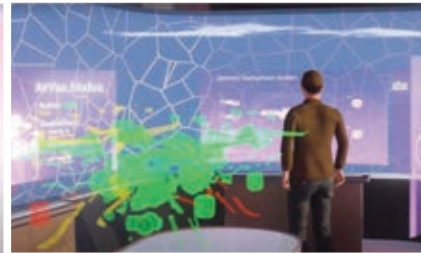
Imagining tomorrow's aviation system today, leveraging FAA Info-centric NAS



Operator Optimization



Ubiquitous and Resilient Operations



Sustainable Solutions



Seamless Skies



Learning-Based Systems and Communities

- NASA-led effort to gather inputs from the aerospace community and FAA
- Co-developed vision of a mid-21st century shared airspace that is agile, scalable, optimizable, increasingly diverse, and equitable
- Evolution from trajectory-based operations to collaborative and highly automated operations
- Sky for All results will inform ARMD research and development portfolio and collaboration with FAA

SKY for ALL



# Advanced Capabilities for Emergency Response Operations

# Wildfire Detection/Mitigation Concept of Operations



www.nasa.gov |





# UAS Pilot Kit - Prototype



# Follow Us



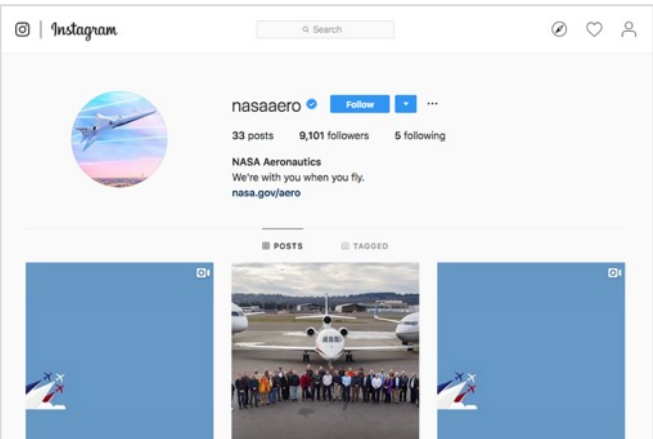
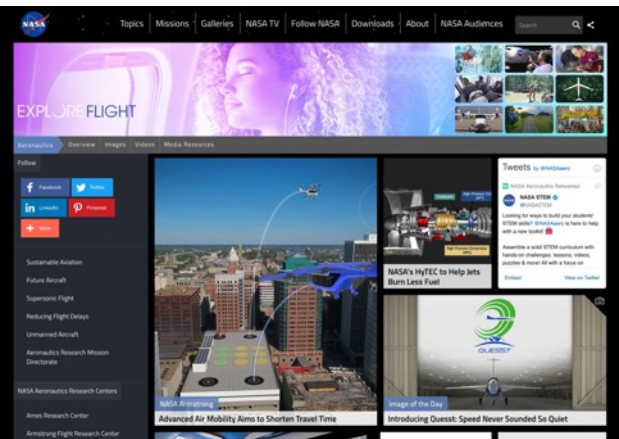
@NASAAero



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[www.nasa.gov/aeroresearch/strategy](http://www.nasa.gov/aeroresearch/strategy) | [www.nasa.gov/aeroresearch/solicitations](http://www.nasa.gov/aeroresearch/solicitations)



# THANK YOU

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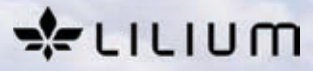




**Mr. Marvin König**

Manager Government Relations and Public Affairs Europe Markets

Lilium



# Safe Airspace Integration Solutions for eVTOL

## Enabling regional air mobility

June 2022 – Marvin König



# Building radically better ways of moving



Vertical  
take-off

Leading  
payload

Low  
noise

Zero operating  
emissions

Commercial aviation  
safety level

Source: Architectural performance assessment of an eVTOL aircraft. Lilium engineering assessment.  
Management estimates based on publicly available information on prospective competing passenger eVTOL offerings.



# Airspace integration – three main challenges

**01 On-airport locations: Flight path engineering to integrate high frequency traffic in CTR**

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**02 Off-airport locations: Flight path engineering and integration with U-Space**

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**03 Development of flight procedures allowing for operations below VMC**

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# Enabling independent eVTOL operations at locations on-airport with CTR

## Objective

- Safe flight operations
- No impact on runway operations / throughput
- No additional tower workload

## Business Requirements

- VFR in VMC
- Maximum movements

## Solution

- Use of existing VFR flight routes
- Preference for locations not collocated with the runway
- Development of a dedicated sector/corridor for exclusive use by eVTOL



# Novel procedures are required for flying through U-Space

## Traffic clearance (AAM and UAV)

- Where no dedicated routes are available, clearance between UAV and eVTOL traffic is needed

## Integration and Communication

- Need for automated/ digital communication between aircraft and ATC





# Performance-based flight procedures to allow for operations below VMC

## Operations predictability

- Flight operations based only on visual flight rules lack operational predictability

## Flight procedures

- Flight performance of eVTOL aircraft are not sufficiently covered by existing instrument flight procedures

## Landing site equipment

- Conventional instrument procedure navigation equipment not applicable for eVTOL landing sites



# Key enablers for safe airspace integration



Leveraging existing  
structures and  
procedures

Developing new  
approach where  
required

Focusing on  
performance-based  
approach

Lean and speedy  
approval procedures

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This presentation contains certain forward-looking statements within the meaning of the federal securities laws, including, but not limited to, statements regarding the Liliium Group’s proposed business and business model, the markets and industry in which the Liliium Group operates or intends to operate, the anticipated timing of the commercialization and launch of the Liliium Group’s business in phases and the expected results of the Liliium Group’s business and business model, including when launched in phases. These forward-looking statements generally are identified by the words “believe,” “project,” “expect,” “anticipate,” “estimate,” “intend,” “strategy,” “future,” “opportunity,” “plan,” “may,” “should,” “will,” “would,” “will be,” “will continue,” “will likely result,” and similar expressions. Such statements are based on management’s belief or interpretation of information currently available. Forward-looking statements are predictions, projections and other statements about future events that are based on management’s current expectations with respect to future events and are based on assumptions and subject to risk and uncertainties and subject to change at any time. The Liliium Group operates and will continue to operate in a rapidly changing emerging industry. New risks emerge every day. Given these risks and uncertainties, you should not rely on or place undue reliance on these forward-looking statements, including any statements regarding when or whether any strategic collaboration between Liliium, on the one hand, and Azul and NetJets, respectively, on the other hand, will be effected, the number, price or timing of any Liliium jets to be acquired (or if any such Liliium jets will be acquired at all), the price to be paid therefor and the timing of launch or manner in which any proposed eVTOL network or anticipated commercial activities will operate. Actual events or results may differ materially from those contained in the projections or forward-looking statements.

Many factors could cause actual future events to differ materially from the forward-looking statements in this presentation, including, but not limited to, the following risks: (i) the impact of COVID-19 on the Liliium Group’s business; (ii) the Liliium Group’s ability to realize the anticipated benefits of its recent business combination with Qell Acquisition Corp. (“Qell”); (iii) the Liliium Group’s ability to maintain the listing of its securities on the Nasdaq; (iv) the market price of Liliium’s securities may be volatile due to a variety of factors, such as changes in the competitive environment in which the Liliium Group will operate, the regulatory framework of the industry in which the Liliium Group will operate, developments in the Liliium Group’s business and operations, and any future changes in its capital structure; (v) the Liliium Group’s ability to implement its business plans, operating models, forecasts and other expectations and identify and realize additional business opportunities; (vi) the Liliium Group’s and its partners’ inability to achieve anticipated specifications for the Liliium jet and any related infrastructure; (vii) general economic downturns or general systematic changes to the industry in which the Liliium Group will operate, including a negative safety incident involving one of the Liliium Group’s competitors that results in decreased demand for the Liliium Group’s jets or services; (viii) the failure of the Liliium Group and its current and future business partners to successfully develop and commercialize the Liliium Group’s business or significant delays in its ability to do so; (ix) the Liliium Group may never achieve or sustain profitability; (x) the Liliium Group will need to raise additional capital to execute its business plan, which may not be available on acceptable terms or at all; (xi) the Liliium Group may experience difficulties in managing its growth, moving between development phases or expanding its operations; (xii) third-party suppliers, component manufacturers or service provider partners are not able to fully and timely meet their obligations or deliver the high-level customer service that the Liliium Group’s customers will expect, and impacts from disruptions in the Liliium Group’s supply chains due to the COVID-19 pandemic, inflationary pressures or otherwise; (xiii) the Liliium Group’s jets not performing as expected, delays in producing the Liliium Group’s lineup of jets or delays in seeking full certification of all aspects of the Liliium Group’s lineup of jets, causing overall delays in the anticipated time frame for the Liliium Group’s commercialization and launch of any or all of the anticipated Liliium jet models; (xiv) the technology necessary to successfully operate the Liliium Group’s jets and business operations is delayed, unavailable, not available at commercially anticipated prices, not sufficiently tested, not certified for passenger use or otherwise unavailable to the Liliium Group based on its current expectations and anticipated needs; (xv) any identified material weaknesses in the Liliium Group’s internal control over financial reporting which, if not corrected, could adversely affect the reliability of the Liliium Group’s financial reporting; (xvi) product liability lawsuits, civil or damages claims or regulatory proceedings relating to the Liliium Group’s jets, technology, intellectual property or services; (xvii) the Liliium Group’s inability to secure or protect its intellectual property; (xviii) any failure of the Liliium Group to agree upon final commercial terms or fail to finalize and enter into definitive documentation relating to any anticipated commercial transactions or strategic alliances with its prospective partners and suppliers, including with Azul and NetJets; (xix) that the final terms of any commercial transaction or strategic alliance with Liliium’s prospective partners and suppliers, including Azul and NetJets, may differ, including materially, from the terms currently anticipated; (xx) negative publicity about the Liliium Group, its employees, directors, management, shareholders, affiliated parties or Liliium’s founders; and (xxi) currency fluctuation risk related to changes in foreign currency exchange rates from time to time. The foregoing list of factors is not exhaustive. Forward-looking statements speak only as of the date they are made. You are cautioned not to put undue reliance on forward-looking statements, and the Liliium Group assumes no obligation to, and does not intend to, update or revise these forward-looking statements, whether as a result of new information, future events, or otherwise. The Liliium Group is not giving you any assurance that it will achieve its expectations. A further list and description of risks, uncertainties and other matters can be found in the section titled “Risk Factors” in our filings with the U.S. Securities and Exchange Commission (“SEC”), all of which are available at [www.sec.gov](http://www.sec.gov). All forward-looking statements attributable to the Liliium Group or any person acting on its behalf are expressly qualified in their entirety by this cautionary statement.

## Description of Key Partnerships

This presentation contains descriptions of some of Liliium’s key business partnerships with whom Liliium has entered into feasibility studies, indications of interest, memorandums of understanding or other preliminary arrangements. These descriptions are based on the Liliium management team’s discussions and the latest available information and estimates as of the date of this presentation. In each case, these descriptions are subject to negotiation and execution of definitive agreements which have not been completed as of the date of this presentation and, as a result, the nature, scope and content of these key business partnerships remain subject to change.

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The information contained herein is made as of June 20, 2022 and does not reflect any subsequent events.



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CONFIDENTIAL



# **A LASER-LIKE FOCUS ON CUSTOMER NEEDS**



**Mr. Simon Hocquard**

Director General

CANSO

# A ROADMAP TO FUTURE SKIES







**Dr. Eduardo García**

Manager European ATM  
Coordination and Safety  
CANSO



**Mr. Alex Bristol**

CEO  
skyguide



**Mr. Richard Parker**

CEO  
Altitude Angel

# A roadmap to future skies

By the Complete Air Traffic System  
(CATS) Global Council



# The Complete Air Traffic System (CATS) Global Council



AIRBUS





# The first ever cross-industry vision for our future skies

In October 2021 the Complete Air Traffic System (CATS) Global Council, a forum of industry aviation leaders, launched '[our shared vision for the skies of 2045](#)'



# 2045 Vision Statement

To create global airspace that is safe, fair, intelligent and interoperable, leveraging revolutionised design, technology and services to power sustainable global mobility and prosperity.



# **2045 Vision Building Blocks**



**Services and Service Delivery**



**Technology and Digitisation**



**Safety and Regulation**



**Environmental Sustainability and Social Impact**



**Airspace Design and Classification**



**Data and Security**



**People, Organisation and Talent**



# CATS GC Vision Roadmap Structure

## VISION STATEMENT

A **future-facing** statement of what success looks like

## BUILDING BLOCKS

Key pillars that **underpin** the vision and will **enable** it to be achieved

## GOALS & MILESTONES

**Targets** linked to each building block and interim steps to get there

## ACTIONS

**Directives and initiatives** to help us reach the goals and overcome the challenges within each Building Block



<b>GOAL 1</b> Improved performance through automation	<b>GOAL 2</b> Harmonised service delivery	<b>GOAL 3</b> Integrated airspace	<b>GOAL 4</b> Harmonised, efficient and flexible systems
<b>GOAL 5</b> Digital Collaboration	<b>GOAL 6</b> Safety and Security by design	<b>GOAL 7</b> Predictive approach to risk management	<b>GOAL 8</b> Strong safety and quality culture
<b>GOAL 9</b> Towards reduced climate impact	<b>GOAL 10</b> Environmental sustainability and social impact management are broadly integrated into the air transport system	<b>GOAL 11</b> Integrated and connected multimodal transportation network and infrastructures	<b>GOAL 12</b> Data-powered ecosystem
<b>GOAL 13</b> Thriving airspace management community	<b>GOAL 14</b> High performing teams		

## LONG TERM GOALS (2045)

## GOAL 1

### Improved performance through automation

Advancements in technology and digitisation have enabled higher levels of automation and fuelled the rise of new and improved user-centric services.

2025

2030

2035

M1 New CONOPS

M4 Conceptual framework for cross border service delivery and management of sovereign airspace

M9 Technology roadmap

M18 Network of sandboxes

M68 New ANS financing mechanisms

M25 Agile regulatory practices

M31 Sustainable integration of new technologies

M34 Electric UAS and eVTOLS reduce emissions in urban areas

M72 Disruption management

M17 Autonomous and decentralised operation

M50 Digitally connected aviation

GOAL DESCRIPTION



## GOAL 3

### Integrated airspace

Airspace becomes a unified environment that seamlessly integrates a diverse mix of airborne vehicles (piloted and unpiloted), equipment and services.

2025

2030

2035

M1 New CONOPS

M3 International collaborative ATFCM process

M4 Conceptual framework for cross border service delivery and management of sovereign airspace

M6 Harmonised FUA

M18 Network of sandboxes

M39 UAM operations are increasing

M45 Civil-military collaboration

M67 New data requirements for integration of new entrants

M2 Cross border service delivery

M27 New approach to surveillance services and Detect and Avoid for all traffic

M42 Integrated and collaborative information systems

M43 Harmonised and optimised airspace

M44 Harmonised upper airspace

M47 Airspace design supports dynamic airspace and user integration of all users

M48 Airspace design supported by common rules

M69 Harmonised control traffic regions and terminal areas

M5 UAS deconfliction strategy & cooperative avoidance provision

M7 Integrated and harmonised high altitude

M8 Integrated and harmonised AAM

M41 Simplified airspace design

GOAL DESCRIPTION

## GOAL 4

### Harmonised, efficient and flexible systems

Implementation of harmonised, efficient and flexible systems is based on a technology platform which is based on latest technology practices and paradigms and allows simplification and modularisation of systems with a multi-cloud platform.

2025

M9 Technology  
roadmap

M16 Use of open  
standards

M54 Cyber security and  
resilience

2030

M26 Clear standards  
development path and  
outcome

2035

M10 Open architecture

M17 Autonomous  
decentralised  
operations

M70 Global  
standardisation  
strategy

GOAL DESCRIPTION

## GOAL 12

### Data-powered ecosystem

Airspace is supported by an intelligent globally distributed data-powered ecosystem with millions of nodes based in the air and on the ground.

2025

M3 International collaborative ATFCM process

M6 Harmonised FUA

M11 Global electronic conspicuity

M15 Authoritative data

M16 Use of open standards

M49 Aviation trust

M51 Security culture

M53 Cybersecurity training

M54 Cyber security and resilience

M67 New data requirements for integration of new entrants

2030

M14 Trusted entities

2035

M10 Open architecture

M50 Digitally connected aviation

M64 More efficient use of spectrum

M65 Communication infrastructure

M71 Civil-military interoperability is ensured

GOAL DESCRIPTION



# Next activities of the CATS Global Council

- Alignment issues with existing global and regional plans
- Start working on the implementation of the vision roadmap:
  - Define a 3-year work programme facilitated by CANSO
  - Find champions / sponsors for each key milestone





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# CAN SO EXECUTIVE SUMMIT 2022

Monday 20 June 2022 09:15-13:00

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# WELCOME BACK!



**Mr. Simon Hocquard**

Director General

CANSO



# **DELIVERING A SUSTAINABLE FUTURE FOR AVIATION**





**Mr. Michiel van Dorst**

CEO  
LVNL



**Mr. Tim Arel**

Chief Operating Officer  
of the Air Traffic  
Organization

FAA



**Mr. Benjamin  
Binet**

Vice-President of  
Strategy, Airspace  
Mobility Solutions

Thales



**Mr. Filip Cornelis**

Director for Aviation  
European Commission



**Ms. Nozipho  
Mdawe**

CEO  
ATINS



# **DELIVERING A SUSTAINABLE FUTURE FOR AVIATION**



A thick white curved line starts from the upper right and sweeps downwards and to the left, ending near the center of the image.

# **LAUNCH OF CANSO'S NEW ENVIRONMENTAL ACCREDITATION SCHEME**



**Ms. Michelle Bishop**

Director Programmes  
CANSO



**Mr. Nick Boud**

Principal Consultant  
Think Research



# ANSP Environmental Accreditation

Michelle Bishop, CANSO Director Programmes  
Nick Boud, Think Research, Principal Consultant

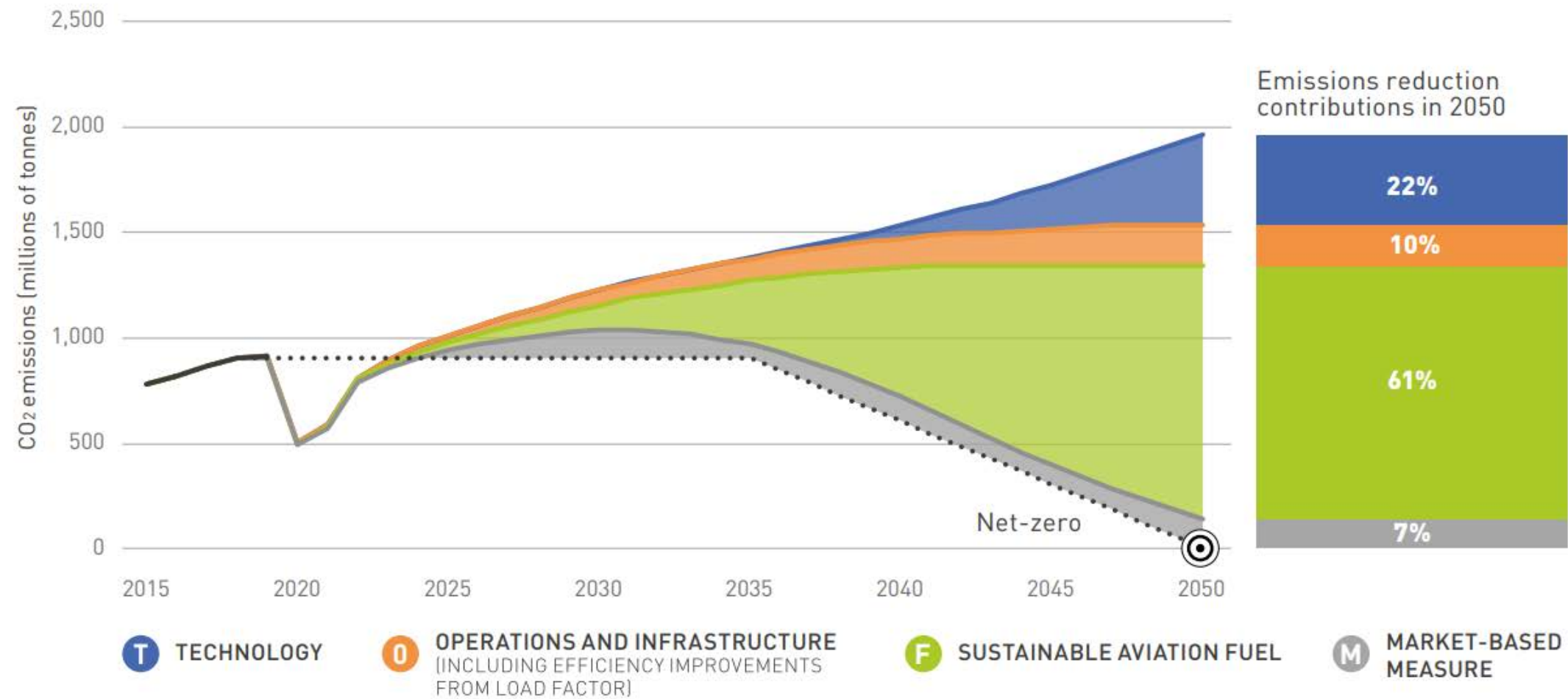
**What if we  
all stopped  
flying  
tomorrow?**








# Aviation's pathway to sustainability



**GREEN  
ATM**

The logo features the words "GREEN" and "ATM" in a bold, white, sans-serif font, stacked vertically. A green leaf graphic is positioned to the right of the word "ATM", partially overlapping it. A thin green curved line is positioned below the word "ATM". The entire logo is set against a dark blue background with abstract, curved shapes. A solid green horizontal bar is at the bottom of the image.

# Why an accreditation programme?

- Increasing pressure from regulators, governments, airspace customers and employees to objectively demonstrate that we are doing whatever we can
  - Existing programmes don't fit well
  - Environmental Accreditation programmes in aviation already exist that cover airports, airlines, business aviation and cargo operators
  - GreenATM will enable us to celebrate accomplishments and encourage higher levels of ambition and adoption of best practice
- 

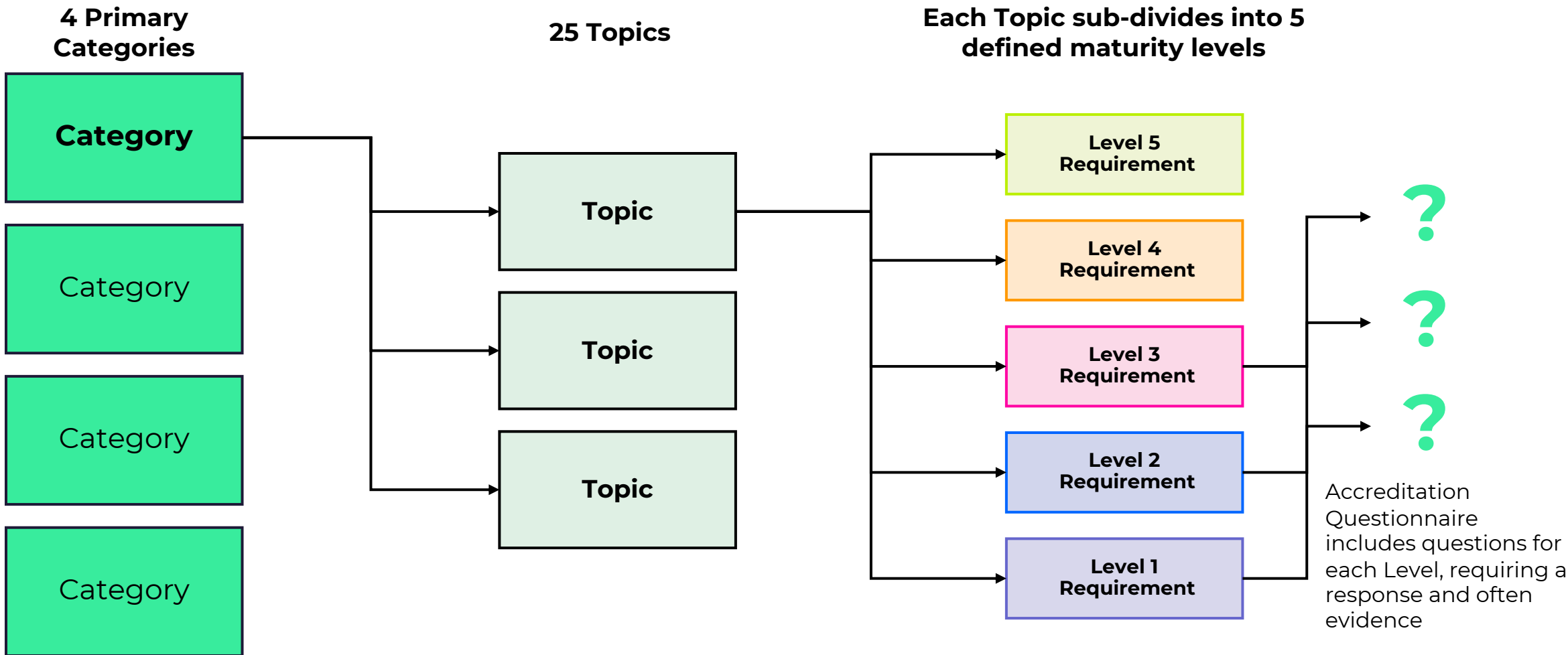


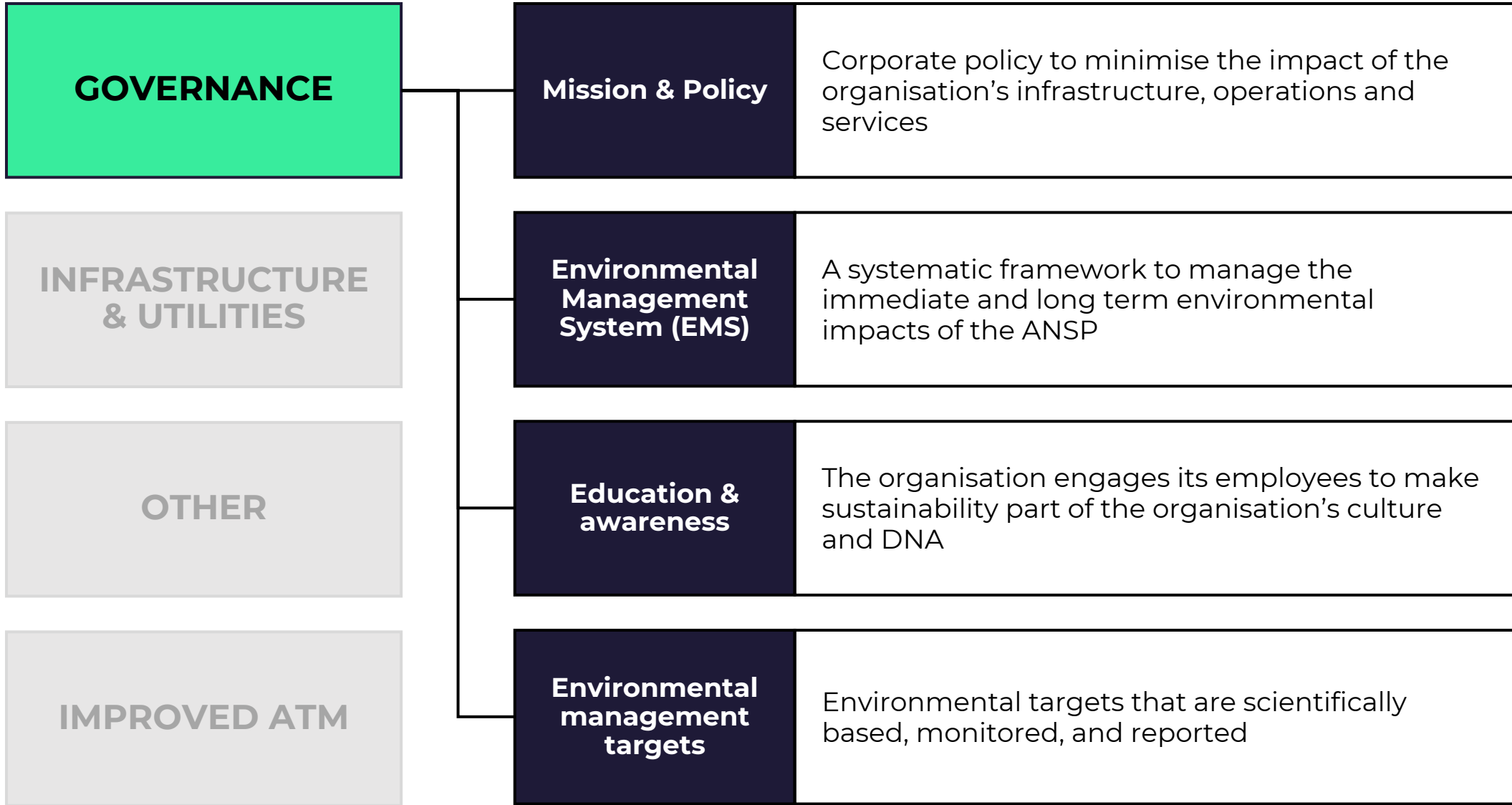
# Accreditation Levels

- 5 levels
- ANSPs accredited at a single level
- Based on assessment across 4 categories.



# Accreditation scheme structure







## GOVERNANCE

## INFRASTRUCTURE & UTILITIES

## OTHER

## IMPROVED ATM

### Energy management

Systematic analysis of energy consumption, optimisation of use and regular monitoring of efficiency

### Purchase / production of power

Maximise the production / purchase of power from renewable sources

### CNS Flight inspection

Optimising the airborne calibration of CNS infrastructure to minimise environmental impacts

### CNS Rationalisation

Removal of surplus and inefficient CNS infrastructure, whilst maintaining CNS resilience

### Waste

Minimise waste produced, maximising recycling and managing disposal

### Water

Minimising the use of fresh water across the organisation

## GOVERNANCE

### Sustainable procurement

Enabling socially responsible procurement to minimise environmental and climate impacts

## INFRASTRUCTURE & UTILITIES

### Airport & Community Relations

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

## OTHER

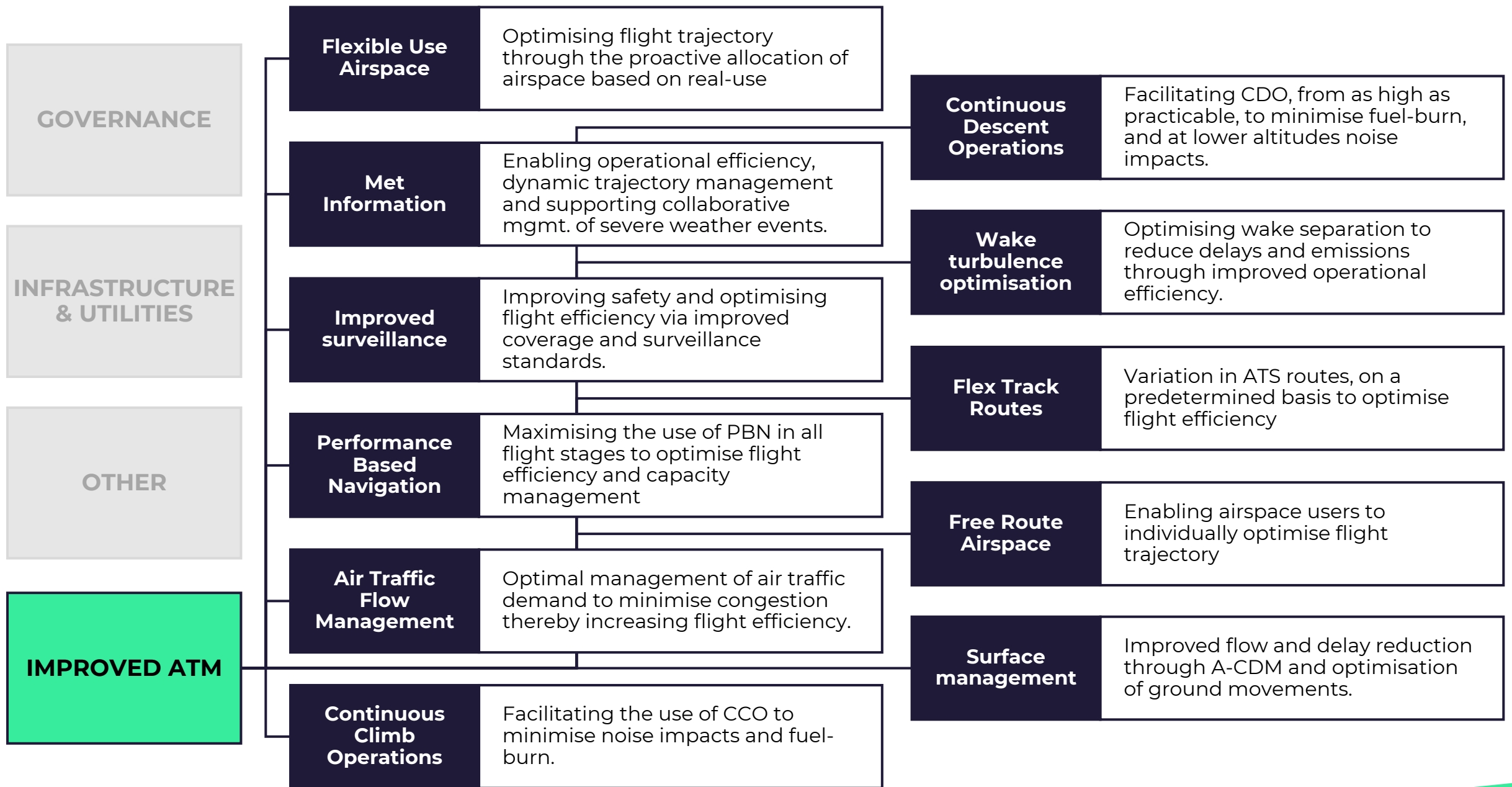
### Airspace Change

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

## IMPROVED ATM

### Staff mobility

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





# Scoring

Category	Points per category
Governance	15
Improved ATM	65
Infrastructure & Utilities	14
Other	6

Each level has 100 points

ANSPs will be accredited at the highest level at which they score 80 out of a possible 100 points

# Scoring – Example

LEVEL 5

0/100

LEVEL 4

20/100



LEVEL 3

65/100



LEVEL 2

82/100



LEVEL 1

90/100



LEVEL 5

LEVEL 4

5/100



LEVEL 3

65+15=80

LEVEL 4



LEVEL 2

82/100




LEVEL 1

90/100



# Accreditation validity

- Accreditation once awarded is valid for one to three years.
  - During the first three years annual renewal is required. A streamlined renewal process and lower fee will apply to renewals.
  - Once an ANSP has been consistently awarded a particular accreditation level for 3 years or more they can move to a three year renewal cycle.
  - A full application is required if an ANSP is seeking to be accredited at a higher level than they currently hold.
- 
- A solid green decorative wave shape at the bottom of the slide, starting from the left and curving upwards towards the right.

# Testing the programme

- Currently testing the programme with 4 ANPS who have agreed to participate in a trial



- Lessons learned during the trial are currently being incorporated



# Programme governance structure



Think will administer the programme, serving as its Secretariat. They are:

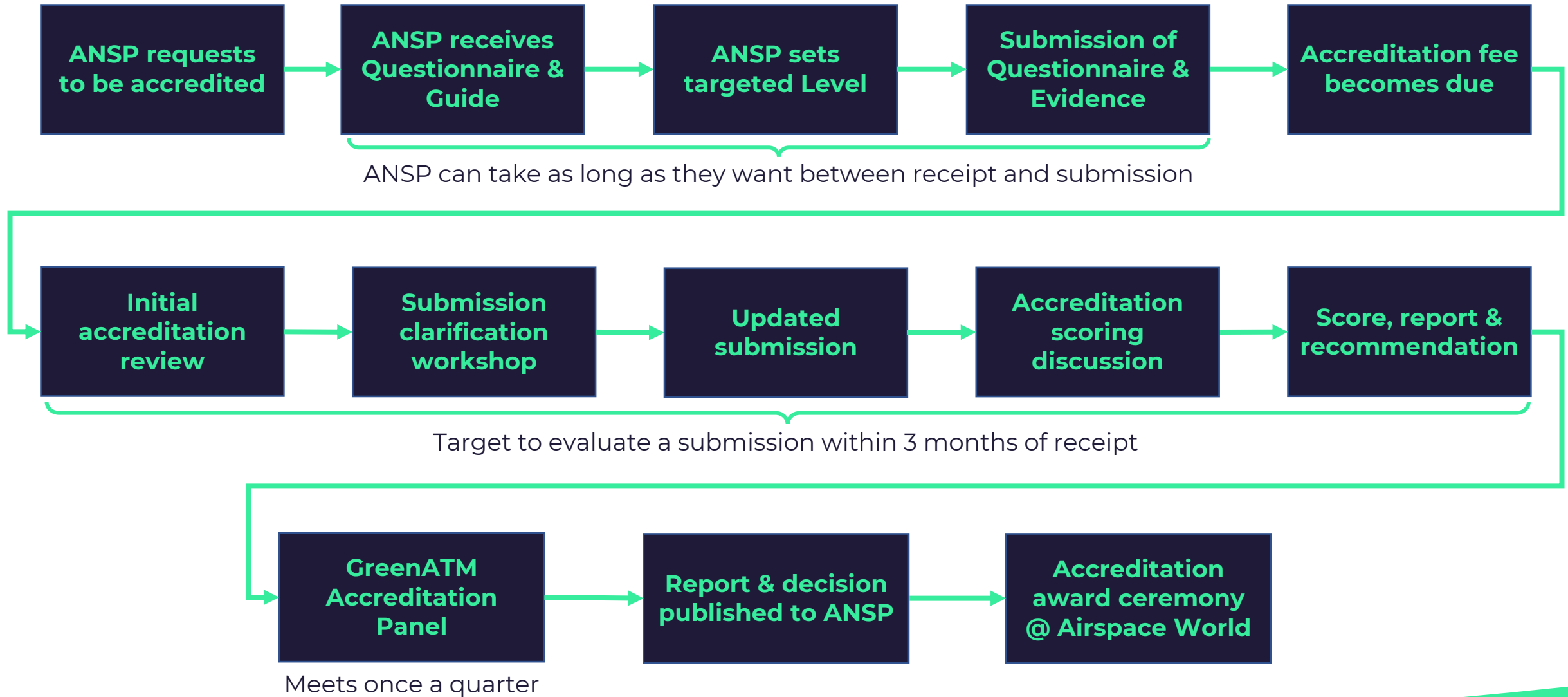
- The recipient and initial evaluator of ANSPs accreditation submissions
- Responsible for preparing an evaluation report for each submission received
- Accountable to CANSO and the Panel



A 5 person Panel will be appointed and be accountable for:

- The programme and ongoing updates to it
- Receiving the recommendation for accreditation based on initial assessment and deciding on the final accreditation level to be awarded

# Accreditation process



# How to participate


## When:

In early fall 2022 the programme manual and final questionnaire will be available. At that time ANSPs can request and start completing their submission.

## How:

- Complete questionnaire for each topic up to and including the highest level at which you meet requirements.
- Attach documentation as evidence to your answers
- Submit final application and accreditation fee
- Participate in workshop calls for clarification and scoring discussion

# Benefits

- Addresses a real gap. While there is a proliferation of ESG programmes, none fits the unique nature of ATM
  - Provides objective validation of an ANSPs efforts, enhancing transparency and credibility with the public and stakeholders
  - Facilitates enhanced appreciation of what ANSPs can do to reduce emissions in the skies and improve their own environmental footprint
  - Emphasises and stimulates a path to continuous improvement
  - Opportunity to highlight best practices and shared learning in our industry and inspire coordinated action that can deliver real environmental benefits
  - Provides a framework for engagement with stakeholders and employees on climate action
  - Recognise and acknowledge ANSPs efforts and achievements in reducing environmental footprint.
- 



# GREEN ATM

**GREEN  
ATM**   
LEVEL 1

**GREEN  
ATM**   
LEVEL 2

**GREEN  
ATM**   
LEVEL 3

**GREEN  
ATM**   
LEVEL 4

**GREEN  
ATM**   
LEVEL 5

# QUESTIONS?





# THANK YOU

**CANSO**

SHAPING OUR FUTURE SKIES

# CLOSING REMARKS



**Mr. Simon Hocquard**

Director General

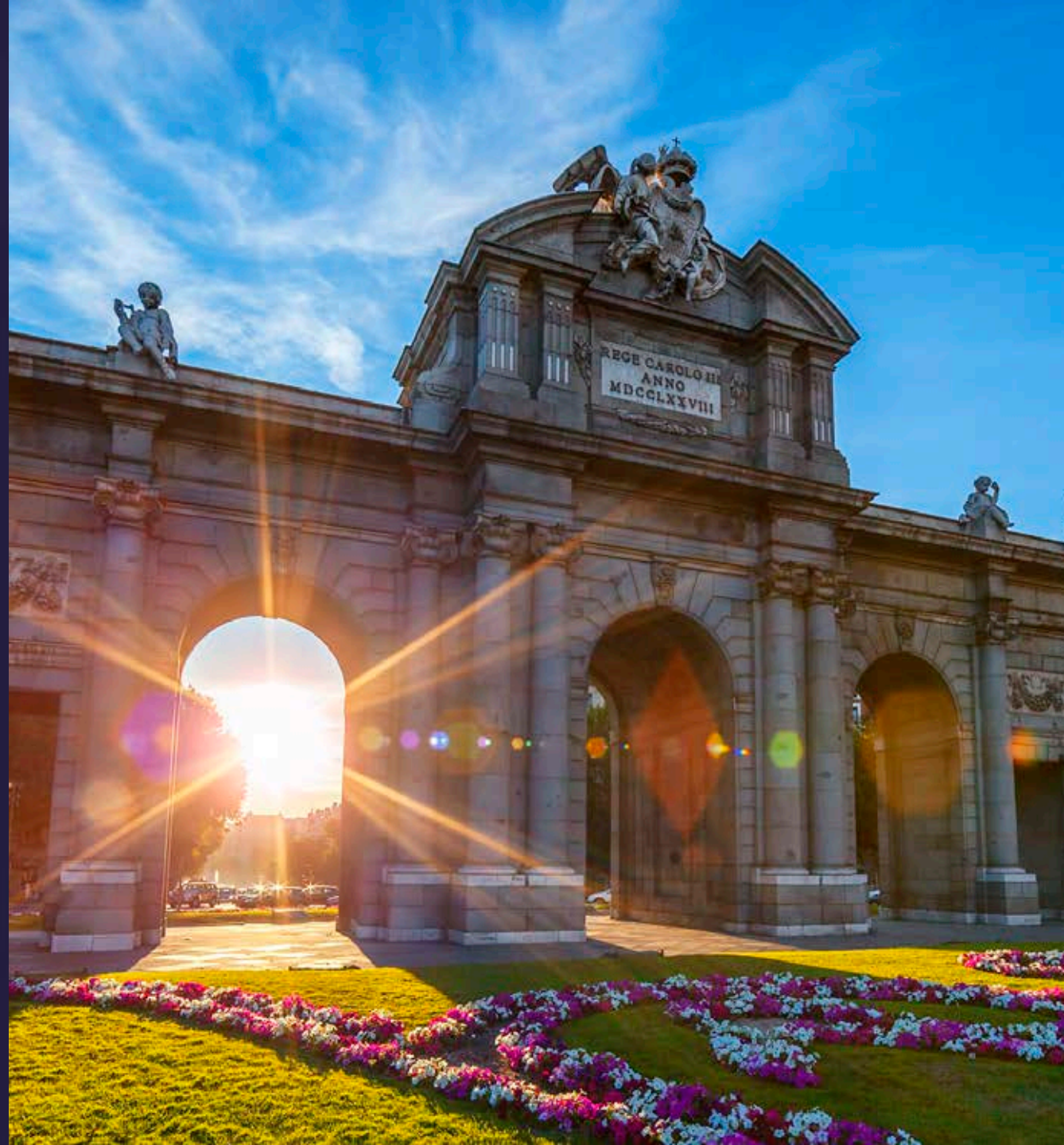
CANSO





# CANSO NETWORKING COCKTAIL RECEPTION 2022

Monday 20 June 2022 19:00-21:30  
RAMSES  
Plaza de la Independencia, 4





**CANSO**

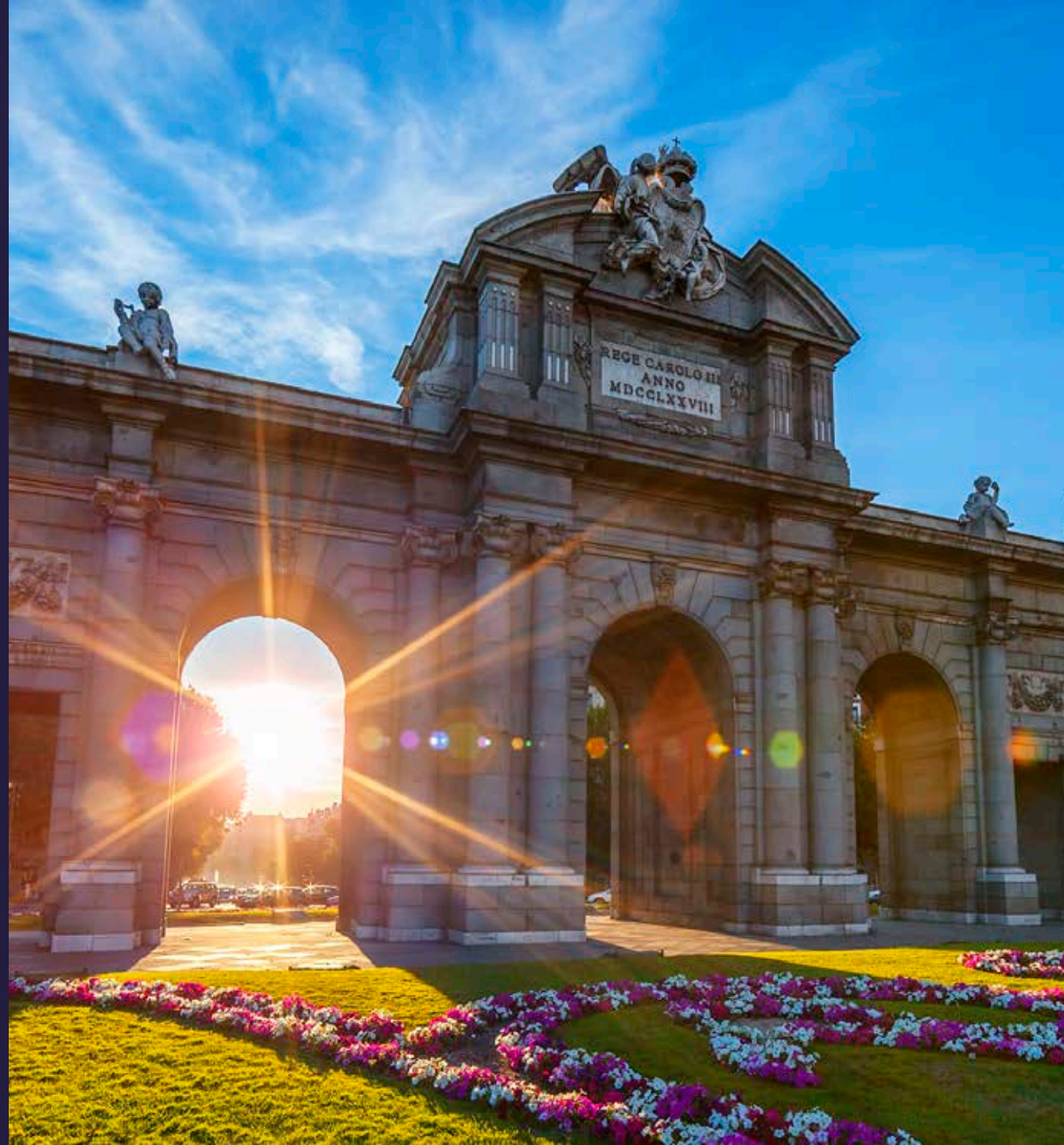
# CANSO NETWORKING COCKTAIL RECEPTION 2022

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Building a future we can all trust



# THANK YOU TO OUR LUNCH SPONSOR



AeroConnect

Lunch is served in Cervant3s and the  
CANSO team are on hand to guide you