

CAN SO ACADEMY:

INCREASING ENVIRONMENTAL AMBITION AND ENSURING ACCOUNTABILITY WITH CAN SO'S GREENATM ACCREDITATION PROGRAMME

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SHAPING
OUR
FUTURE
SKIES

canso.org

GREEN
ATM 



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CANSO

CAN SO Academy:

Increasing Environmental Ambition and Ensuring Accountability with CAN SO's GreenATM Accreditation Programme

What we will cover today:

1. Why the GreenATM Programme was established
2. The benefits of participating
3. How to participate
4. Details on how the programme is structured, and how submissions will be assessed and scored

And, **your questions.**



Michelle Bishop


Director Programmes
CANSO



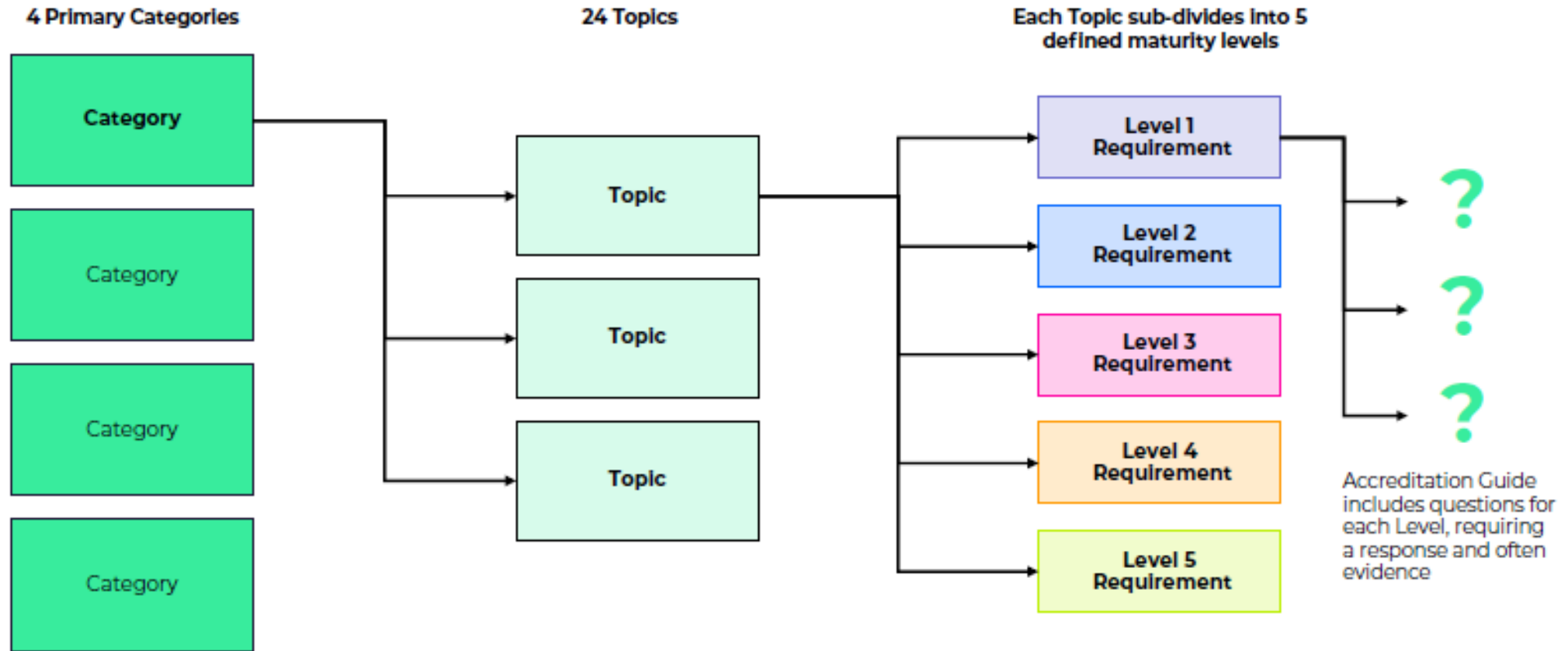
Nick Boud

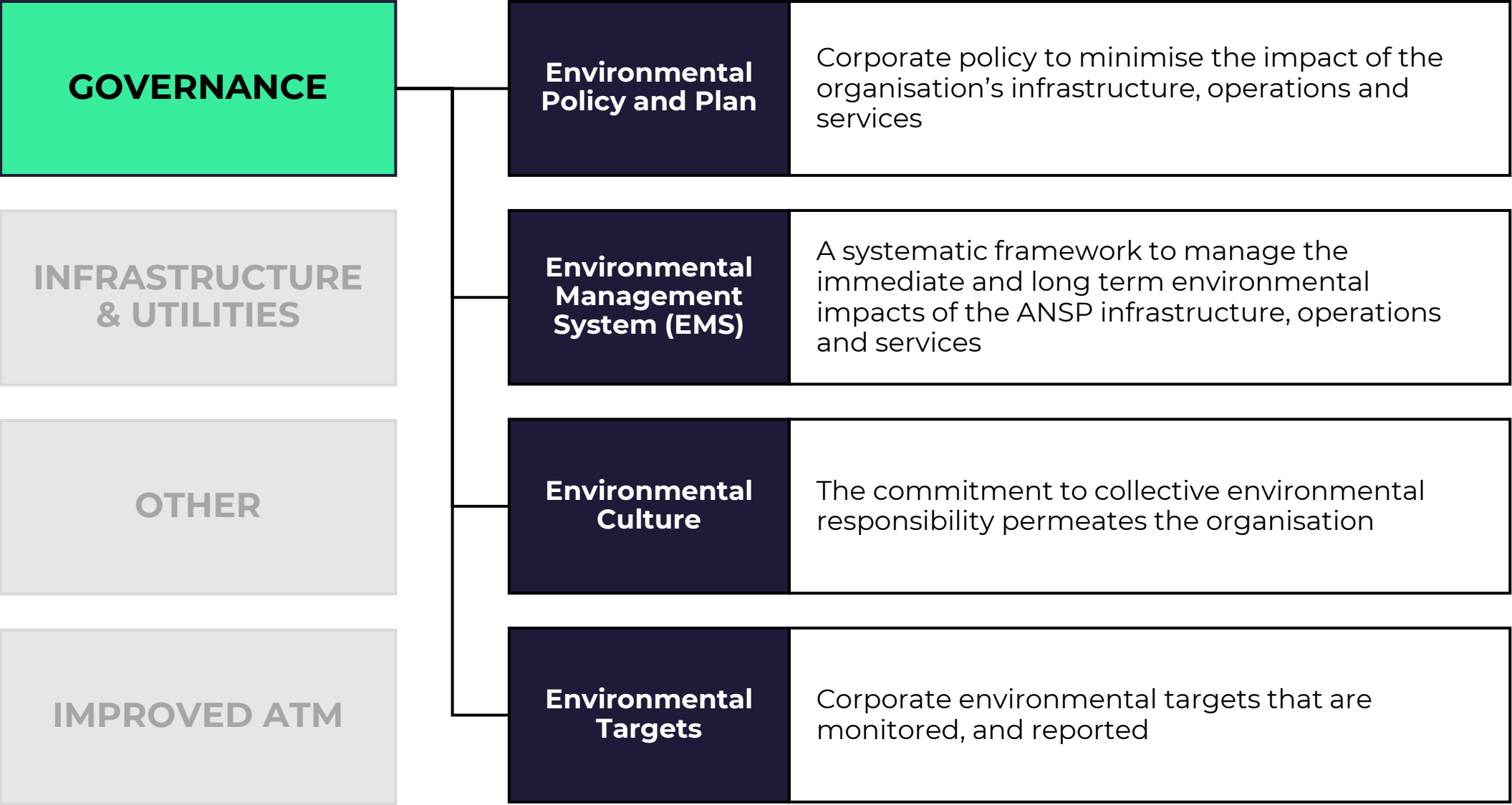
Principal Consultant
THINK Research

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 ANSP unique business well
 - Environmental accreditation programmes in aviation already exist that cover airports, airlines, business aviation and cargo operators
 - GreenATM will enable us to celebrate accomplishments, encourage higher levels of ambition and increase adoption of best practice
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Accreditation scheme structure





GOVERNANCE

**INFRASTRUCTURE
& UTILITIES**

OTHER

IMPROVED ATM

**Energy
management**

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

**Power
procurement
and production**

Maximise the production / purchase of power from renewable sources

**CNS Flight
inspection**

Optimising the function of airborne calibration of CNS infrastructure to minimise environmental impacts

**CNS
Rationalisation**

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

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



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.

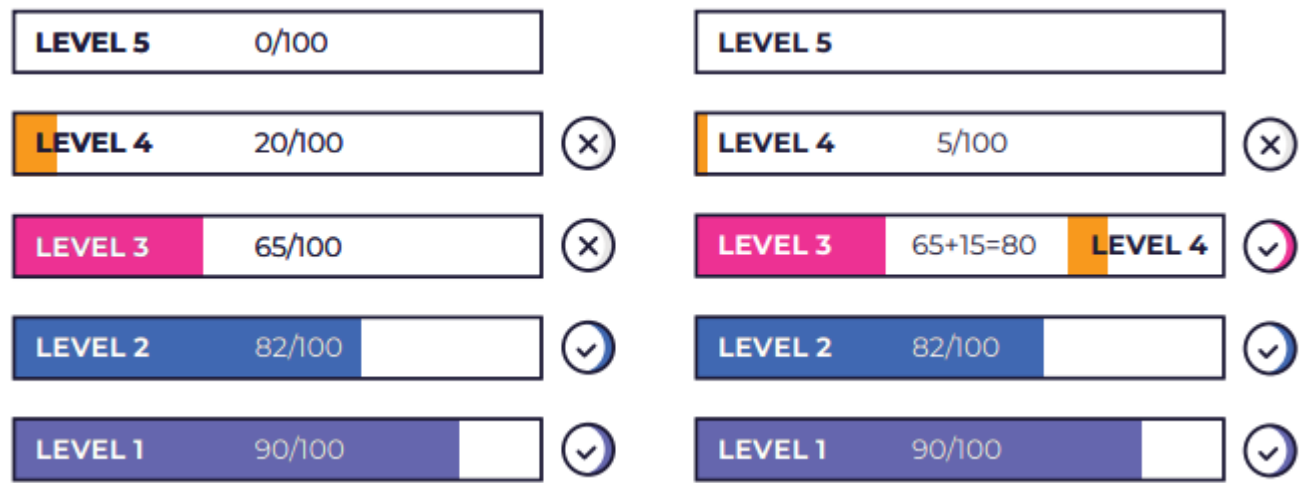
Scoring

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

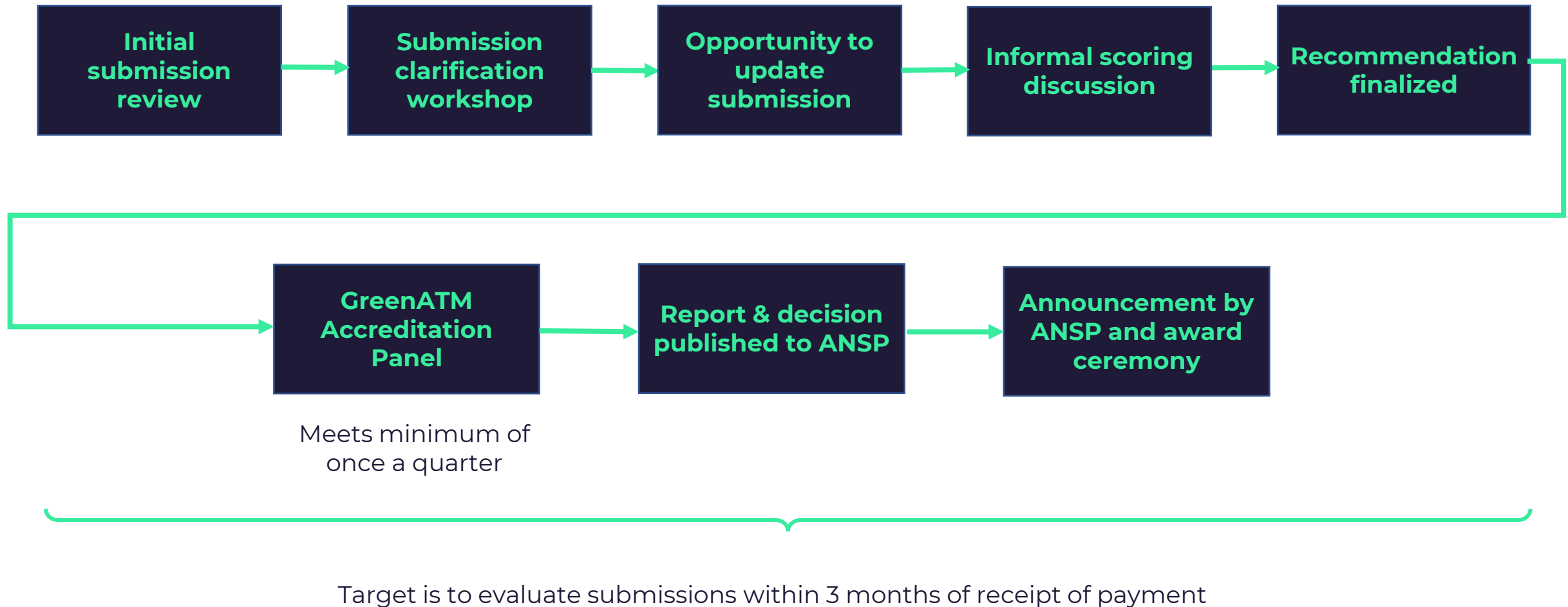


How to participate



- Contact greenatm@think.aero to request the full questionnaire
- Complete questionnaire for each topic, starting at Level 1, up to and including the highest level at which you feel you meet the objectives – no time limit.
- Collect documentation as evidence to your answers (reports, communications, training plans, etc.)
- Submit completed questionnaire and evidence and pay accreditation fee
- Participate in workshop calls for clarification and scoring discussion as your submission is being assessed
- Celebrate your awarded level!

What happens after submission



Trial Participation

- There is an option to participate as a “trial participant”
- Designed to provide ANSPs with the educational and coaching benefits of the experience of going through the programme while keeping their result confidential
- **Must be selected at the time of submission!**
- ANSPs can only participate as a trial participant **once**
- Programme fee still applies

Fees

Accreditation fees for CANSO Members

LEVEL SOUGHT	SIZE OF ANSP – ANNUAL ATM REVENUE (USD) ³		
	LESS THAN \$100M	\$100M – \$250M	GREATER THAN \$250M
1 or 2	€ 17,405	€ 21,240	€ 23,895
3	€ 25,370	€ 28,910	€ 32,155
4 or 5	€ 32,745	€ 38,350	€ 41,890

- Non-member fees +25%
- Renewing your accreditation has a lower fee

Programme governance



Owens the programme and is responsible for any updates to it

Awards the accreditation level

Fees paid to CANSO



CANSO's partner in administration of the programme

Receives questionnaires and completes initial evaluation against criteria

Accountable to CANSO

Bound contractually to confidentiality

The book cover features a blue sky background with a white airplane flying upwards and to the right. Green leaves are visible in the bottom left corner. The title "The Guide to GreenATM Accreditation" is written in large white letters. Below the title, it says "A Manual for the CANSO Environmental Accreditation Programme". At the bottom right, there is a dark blue box with the text "SHAPING OUR FUTURE SKIES" and "canso.org".

The Guide to GreenATM Accreditation

A Manual for the CANSO
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/

Benefits

- Fills a 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
 - Provides a framework for engagement with stakeholders on environmental issues
 - Facilitates enhanced appreciation of what ANSPs can do to reduce emissions in the skies and improve their own environmental footprint
 - Lays out a path to higher ambition for those looking to where they can do more
 - Opportunity to recognise and acknowledge ANSPs efforts and achievements in reducing environmental footprint
 - Allows us as an ATM community to highlight best practices and shared learning and inspire coordinated action that can deliver real environmental benefits
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GREEN ATM

**GREEN
ATM** 
LEVEL 1

**GREEN
ATM** 
LEVEL 2

**GREEN
ATM** 
LEVEL 3

**GREEN
ATM** 
LEVEL 4

**GREEN
ATM** 
LEVEL 5



QUESTIONS AND ANSWERS

Thank you for attending

- Registered participants will be sent the presentation slides and a link to the webinar video
- Any follow on questions regarding the programme can be sent to greenatm@think.aero or info@canso.org
- The Guide to GreenATM Accreditation Manual can be found on the CANSO website
- To get started on the process, the GreenATM questionnaire is available on request from greenatm@think.aero



THANK YOU

