CANSO URGES STATES TO REACH AGREEMENT ON MEASURES TO REDUCE AVIATION’S ENVIRONMENTAL IMPACT

CANSO – The Civil Air Navigation Services Organisation – is the global voice of the companies that provide air traffic control, and represents the interests of air navigation services providers (ANSPs) worldwide. CANSO members are responsible for supporting over 85% of world air traffic, and through our Workgroups, members share information and develop new policies, with the ultimate aim of improving air navigation services on the ground and in the air. CANSO also represents its Members’ views in major regulatory and industry forums, including at ICAO, where it has official Observer status.

On 20th June it was announced from Curacao that the organisation had called on States to adopt global measures to mitigate the environmental impact of aviation. Speaking from the CANSO Global ATM Summit and 17th AGM in the Caribbean island’s capital of Willemstad, CANSO Director General Jeff Poole said, “CANSO and its Members have worked with industry partners across the aviation industry to produce realistic, workable, effective and measurable proposals to mitigate aviation’s environmental impact. It is now up to States to seize the opportunity to agree to these measures at the ICAO Assembly in September. This is our best chance of achieving the necessary global agreement.”

States are urged to reach agreement on a basket of reforms proposed by the aviation industry at the 38th Session of the ICAO Assembly in September. These will enable the industry to achieve its goal of carbon neutral growth from 2020 and include measures on operations, infrastructure, and technology as well as market-based measures.

CANSO, with its industry partners, including airlines and airports, is calling on States to reach an agreement at the 38th session of the ICAO Assembly on a comprehensive package of technological, infrastructure and operational measures. These would be complemented by market-based measures (MBMs), as necessary, to reach the goal of carbon neutral growth from 2020. It is asking States to work collaboratively through ICAO to develop a comprehensive proposal for a single, global MBM mechanism to address international civil aviation CO2 emissions as part of the package.

Poole added, “CANSO and its Members are committed to the aviation industry’s four-pillar strategy of: improved technology; more efficient aircraft operations; infrastructure improvements, including modernised air traffic management systems; and market-based measures, to fill the remaining emissions gap. The air traffic management industry is playing its part by improving efficiency so
aircraft can fly optimal and fuel-efficient routes. We have already made significant progress in implementing new procedures that improve efficiency, save fuel and reduce emissions.”

These new procedures include air traffic flow management, leading to reduced airborne holding at airports, more flexibility for aircraft and reduced emissions. Performance-based navigation allows aircraft to fly precisely defined paths without relying on ground-based radio navigation systems, saving fuel on more direct routes. Continuous descent operations and continuous climb operations optimise flight trajectories for landing and take-off thus saving fuel. These are just some examples of the continuing role that ATM plays in improving efficiency and reducing emissions from aviation.

Poole concluded, “The air traffic management industry is playing its part. Governments must now play their part by taking account of the industry’s four-pillar strategy, including the proposals for a single global offsetting market-based measure. Aviation is a global industry and needs governments also to adopt a global approach to the climate change impacts of aviation.”