

FOURTH MEETING OF THE ALLPIRG/ADVISORY GROUP

(Montreal, 6 – 8 February 2001)

Agenda Item 2.2: Interregional coordination and harmonization mechanism – Environmental benefits of CNS/ATM systems

EUROCONTROL ENVIRONMENTAL ACTIVITIES

(Presented by the European Organisation for the Safety of Air Navigation (EUROCONTROL))

SUMMARY

This paper provides information on how EUROCONTROL is addressing ATM-related environmental issues.

1. INTRODUCTION

1.1 The reduction of air traffic-related effects of aviation on the environment is one of the major strategic objectives of the EUROCONTROL ATM 2000+ Strategy:

“To work with ICAO and its Member States to obtain improvements in ATM, in particular the accelerated implementation of CNS/ATM concepts, procedures and systems which help to mitigate the impact of aviation on the environment.”

1.2 The EUROCONTROL Organisation is at present in the course of developing an Environmental Policy and Strategy that would form the proper response to this commitment.

2. THE EUROPEAN SCENE

2.1 As aviation activity in Europe increases, the pressure on aircraft operators, airports and ATM to increase capacity will intensify the debate on the environmental impact of aviation.

2.2 Member States of the European Civil Aviation Conference (ECAC) have concentrated their efforts in tackling environmental problems at and around airports through either regulatory methods or policy frameworks for operational measures. The airlines' fleet renewals take into account the need for quieter aircraft that also have lower emission levels. States, aircraft operators and airports have exerted pressure on the aircraft manufacturing industry to ensure that future aircraft will be as environmentally friendly as possible.

2.3 Many European States have imposed environmental legislation, standards, goals and operational restrictions to protect their citizens against the increasing environmental impact of air transport. Amongst these are :

- a) curtailment of hours during which airports are permitted to operate;
- b) curtailment of the number of movements over a period of time.

2.4 The ECAC Group of Experts on Abatement of Nuisances Caused by Air Transport (ANCAT) co-ordinates ECAC's programme to promote uniformity in the adoption and integration of environmental recommendations and measures, as well as to discourage the proliferation of local rules at individual airports.

2.5 The Commission of the European Communities is in a process of enhanced integration of environmental requirements into air transport policy in accordance with the Amsterdam Treaty and the Council Strategy for Transport and Environment. The recent Commission Communication on "Air Transport and the Environment" defines actions by EUROCONTROL to enhance the environmental efficiency of ATM, including market-based measures (e.g. environmental charges).

3. **OBJECTIVES**

3.1 The EUROCONTROL ATM 2000+ Strategy considers that environmental implications are an essential part of the ATM decision-making process, and that, where possible, the most environmentally friendly solutions should be adopted.

3.2 Accordingly, the following specific environmental targets for ATM are set :

- ◆ to permit daily aircraft operations in such a way that all ATM-related environmental impact is minimised;
- ◆ to be compliant with the appropriate international standards, statutory and regulatory requirements in respect of environmental demands;
- ◆ to support actions which will contribute to reduce or limit noise and aircraft emissions.

4. **ENVIRONMENTAL POLICY**

4.1 EUROCONTROL, in progressing its work towards a uniform European ATM System, will take fully into account the need to mitigate, where feasible, any adverse environmental impact. The general aim is to work closely with ICAO, ECAC, the European Commission and other relevant international and national bodies to obtain those improvements in ATM which, while providing significant operational, technical and economic benefits, mitigate the environmental impact.

5. ENVIRONMENTAL STRATEGY

5.1 In order to achieve the aims of the policy, EUROCONTROL intends progressing the following environmental issues with its stakeholders, in particular, the civil and military users of the airspace, the Air Navigation Service (ANS) providers, the airport authorities, the national environmental authorities of Member States:

- ◆ Contributing to progressive improvements to aviation's environmental performance on an ECAC-wide basis;
- ◆ Promoting and implementing the use of new ATM concepts, procedures and systems that, while enhancing safety, capacity and flight efficiencies, will bring environmental benefits, including improved environmental assessment methodologies and inventories;
- ◆ Encouraging more effective air traffic operations at airports that also serve to reduce or limit the ATM-related impact of noise and gaseous emissions in the airport vicinity;
- ◆ Developing and implementing enhanced ATFM tools and practices to shorten flight times, optimise flight profiles and reduce airborne holding, thereby improving aviation's environmental performance;
- ◆ Analysing the impacts of introducing environmental charges or modulation of existing charges and implementing, as required, such arrangements into the route charges system;
- ◆ Taking into account the consequences of, *inter alia*, ICAO, ECAC and EU activities on environmental issues related to ATM; and
- ◆ Contributing to more efficient ATM in order to help achieve global solutions and targets to minimise aircraft emissions, which have been agreed in international conferences and appropriate bodies, such as the Kyoto Protocol and ICAO.

6. CONCLUSIONS

6.1. In addition to addressing safety, capacity and efficiency requirements, EUROCONTROL is increasingly taking environmental issues into account in all ATM activities when progressing operational ATM improvements. The implementation and application of CNS/ATM measures associated with such improvements should provide environmental benefits wherever possible. In this context, EUROCONTROL will assess ATM activities TO determine the ATM-related environmental impact. Furthermore, it will ensure that environmental considerations are an essential part of the ATM decision-making process. The benefits of synergy resulting from close co-operation with ICAO, ECAC, EU and other international bodies, and work with national (aviation) organisations such as the FAA will be fully exploited.

6.2. Furthermore, EUROCONTROL would continue to support the relevant international processes such as ICAO-CAEP and ECAC-ANCAT and their working groups as well as the relevant General Directorates of the European Commission dealing directly or indirectly with environmental

issues, and will take into account the ATM-related consequences of these activities in the gate-to-gate context.

7. ACTION BY ALLPIRG

7.1 The ALLPIRG is invited to note the information contained in this paper.

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