

Integrating Environmental Issues into Air Traffic Management Operations

Abstract

Air transport is a growth industry, and it must balance increasing demand with responsible and responsive measures to mitigate its impact on the environment. This goal is recognised in the EUROCONTROL Air Traffic Management (ATM) Strategy for the years 2000+ (ATM 2000+), of which a key objective is the reduction of air traffic-related effects of aviation on the environment.

Reducing the impact of noise and emissions from aircraft operations is one of the most important contributions that air traffic management can make to mitigate aviation's environmental impact. Whether through improvements to airspace organisation or the introduction of Communications, Navigation and Surveillance (CNS) technology, the implementation of ATM 2000+, encompassing the entire spectrum of flight activities gate-to-gate, will help aviation meet these challenging environmental objectives.

EUROCONTROL, its Member States, Air Navigation Service Providers, airspace users and other stakeholders are, through the European Air Traffic Management Programme (EATMP), taking practical, operational steps towards meeting the safety, efficiency, capacity and environmental objectives of ATM 2000+. The implementation of Basic Area Navigation, Flexible Use of Airspace and Reduced Vertical Separation Minima, coupled with improvements to the route network, flow management and airport operations will result in optimised aircraft movement on the ground, improved flight trajectories around airports, allocation of more optimum flight profiles, shorter routes and less delays. These improvements will save fuel, reduce emissions and mitigate the impact of noise.

Environmental considerations must now become an integral part of ATM planning and decision-making. To this end, EUROCONTROL's Member States have been consulted on an Environmental Policy and Strategy. Its adoption will provide a framework for increased co-operation on environmental issues between EUROCONTROL and its key stakeholders, including ICAO, ECAC, the European Commission, airlines and other relevant international and national bodies.

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