

The banner features a green and blue background with stylized hills, a sun, and an airplane flying over a globe. The text is white and blue.

# ICAO Symposium on Non-CO<sub>2</sub> Aviation Emissions

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Speaker

Day 2 - Setting the Scene *by the Industry*

# What about the airports:

The good



# What about the airports:

The bad



# What about the airports:

The impacts



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## ***Congestion in the air and on the ground***

Delays occur because of:

Circumstances **within the airline's control** (e.g. maintenance or crew problems, aircraft cleaning, baggage loading, fueling, etc.).

**Extreme Weather:** such as tornado, blizzard or hurricane.

**System:** non-extreme weather conditions, airport operations, heavy traffic volume, and air traffic control.

**Late-arriving aircraft:** causing the present flight to depart late.

**Security:** security breach, inoperative screening equipment and/or long lines

**And many others.**

***The problem is lack of predictability***

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## ***The challenge for airports***

Just as avoidance of contrails is complicated from an ATM perspective, this leads to new complications on the ground.

This could be for:

- departing aircraft that may be delayed if they need to take on additional fuel to avoid expected contrails
- arriving aircraft that have been delayed by taking an alternative routing

Leading to potentially more fuel burn, noise, local air quality problems and inefficient use of infrastructure, as well as delays and inconvenience for passengers.

But, challenges can be addressed, through increased predictability.

We do this at many airports through the Airport Operations Centre (APOC) which can manage prospective delays in real time.

What about  
the airports:  
Part of the solution



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# Thank You

