

Operational and Technical Measures ATM Infrastructure Modernisation

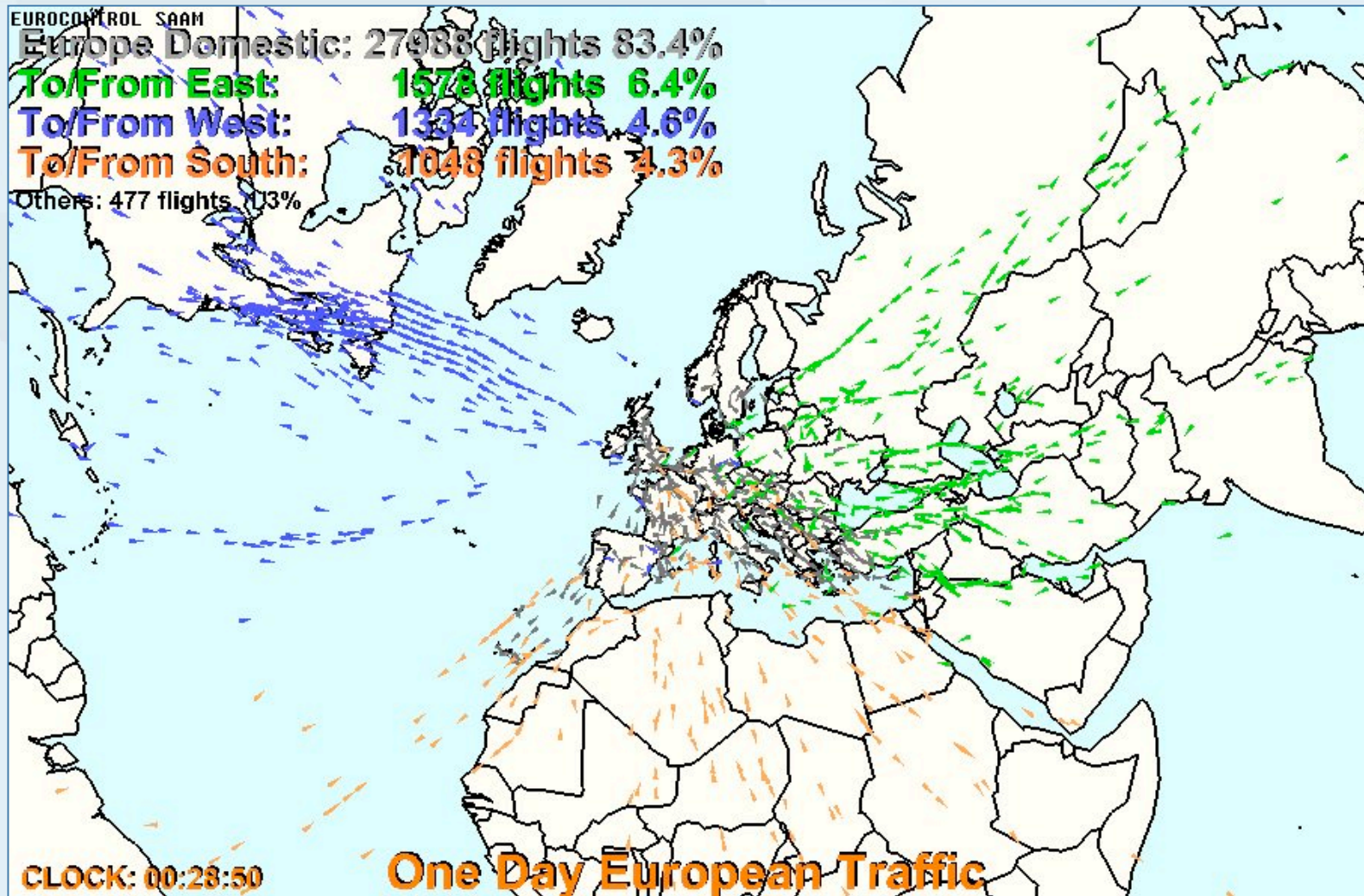
**Meeting the Environmental Challenge
ECAC-EU Conference**

Geneva, 28-29 October 2008

Guido Kerkhofs
Director ATM Programmes

Society's Demand for Mobility

24 Hours of European Traffic

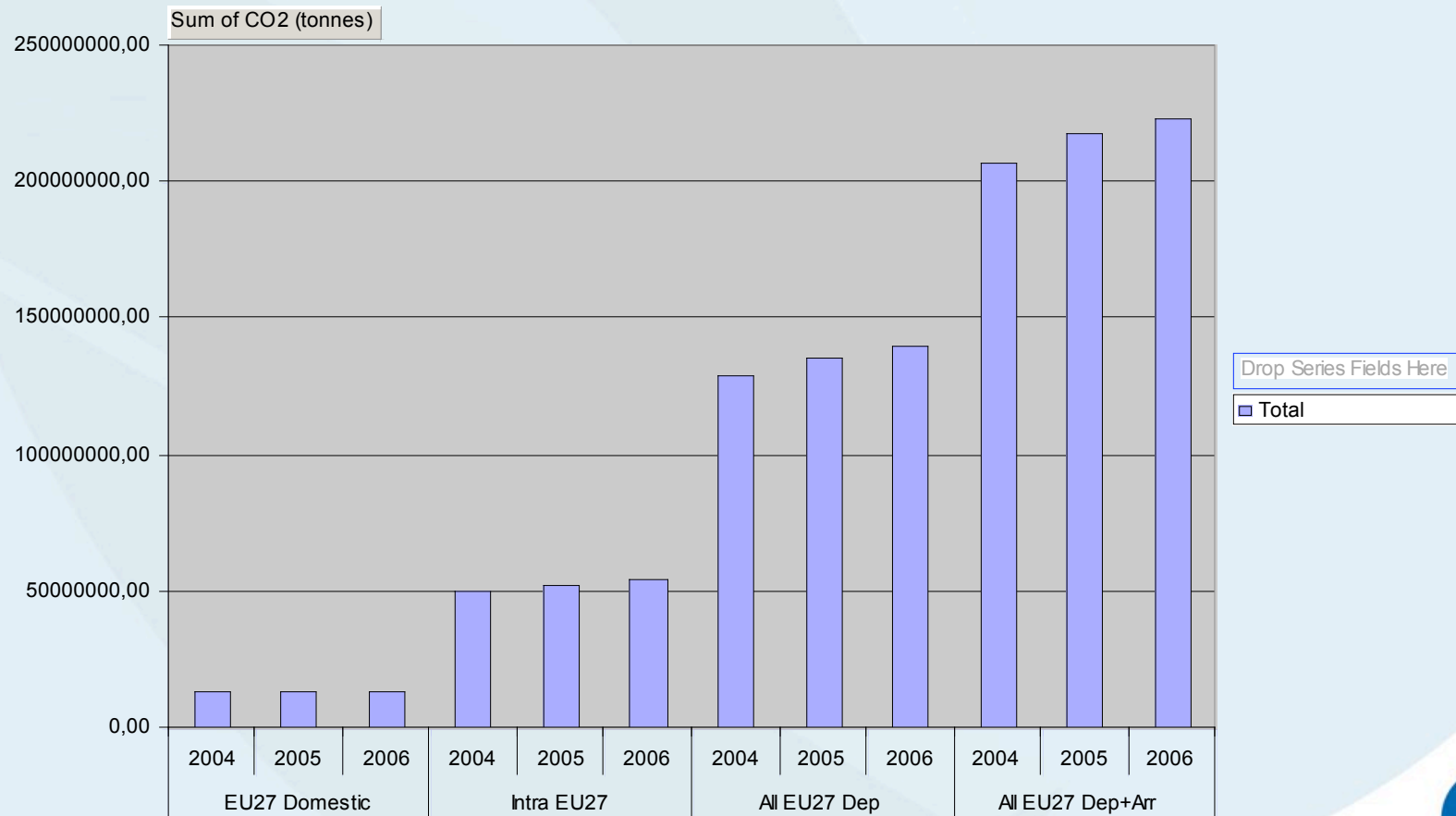


Society's Demand for Mobility

EU 27 States 2004-2006 – Aviation CO₂

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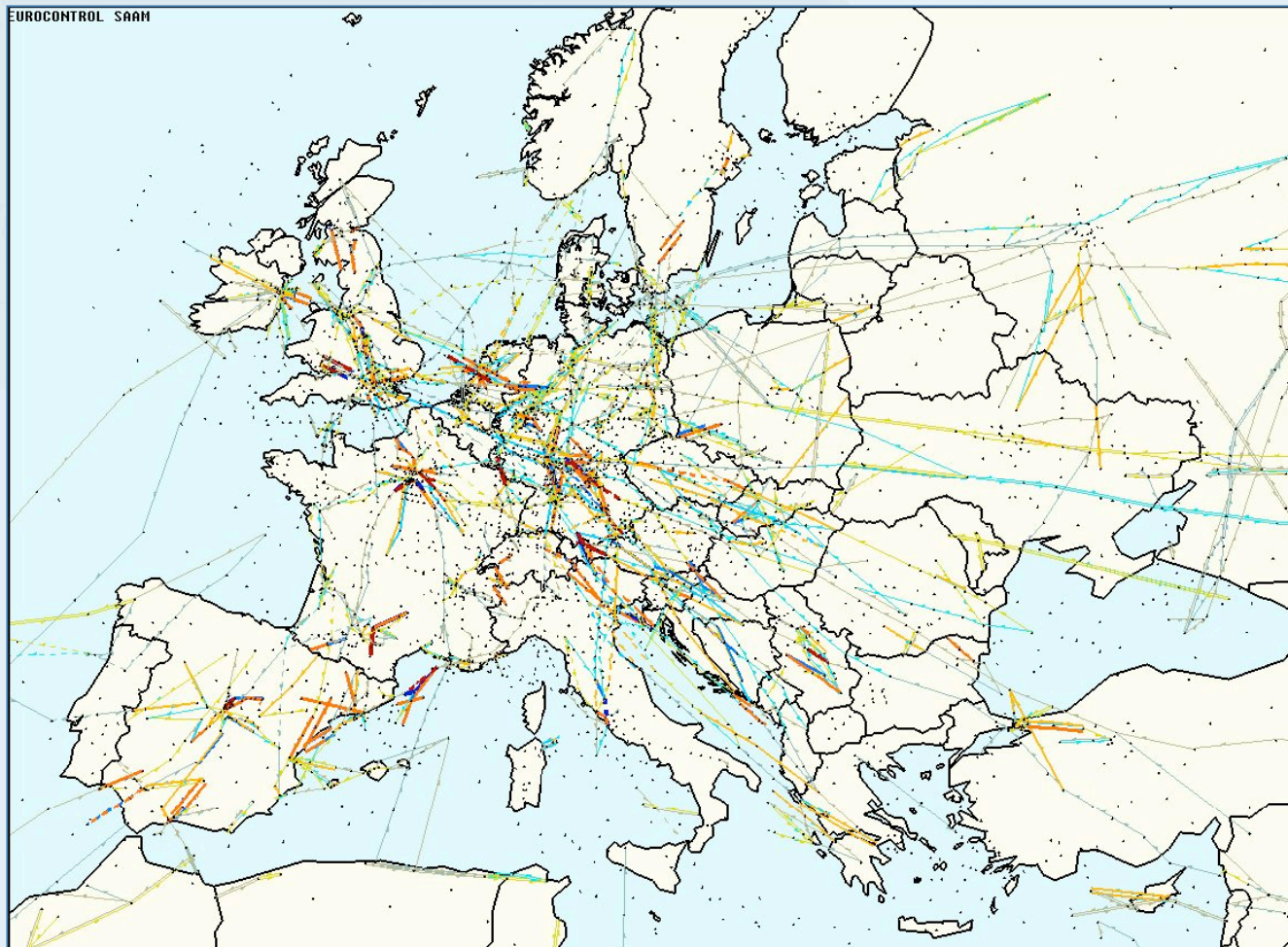
Total



Scenario (no UPR, limit on baltic) Year

ATM: Part of the Solution

Environmental Impact of ATM Changes



Summer 2008

127 route changes

10,000 NM savings daily

22,000 tonnes fuel p.a.

73,000 tonnes CO₂ p.a.

IATA/EUROCONTROL/CANSO Flight Efficiency Plan – Annual Benefits

24,000 tonnes
180,000 tonnes
120,000 tonnes
145,000 tonnes

469,000 tonnes



Action 1 - Route improvements

Action 2 - Exploiting airspace changes

80,000 tonnes
600,000 tonnes
400,000 tonnes
475,000 tonnes

1,555,000 tonnes



Action 3 – Continuous Descent Approaches

Action 4 - Reduced taxi times

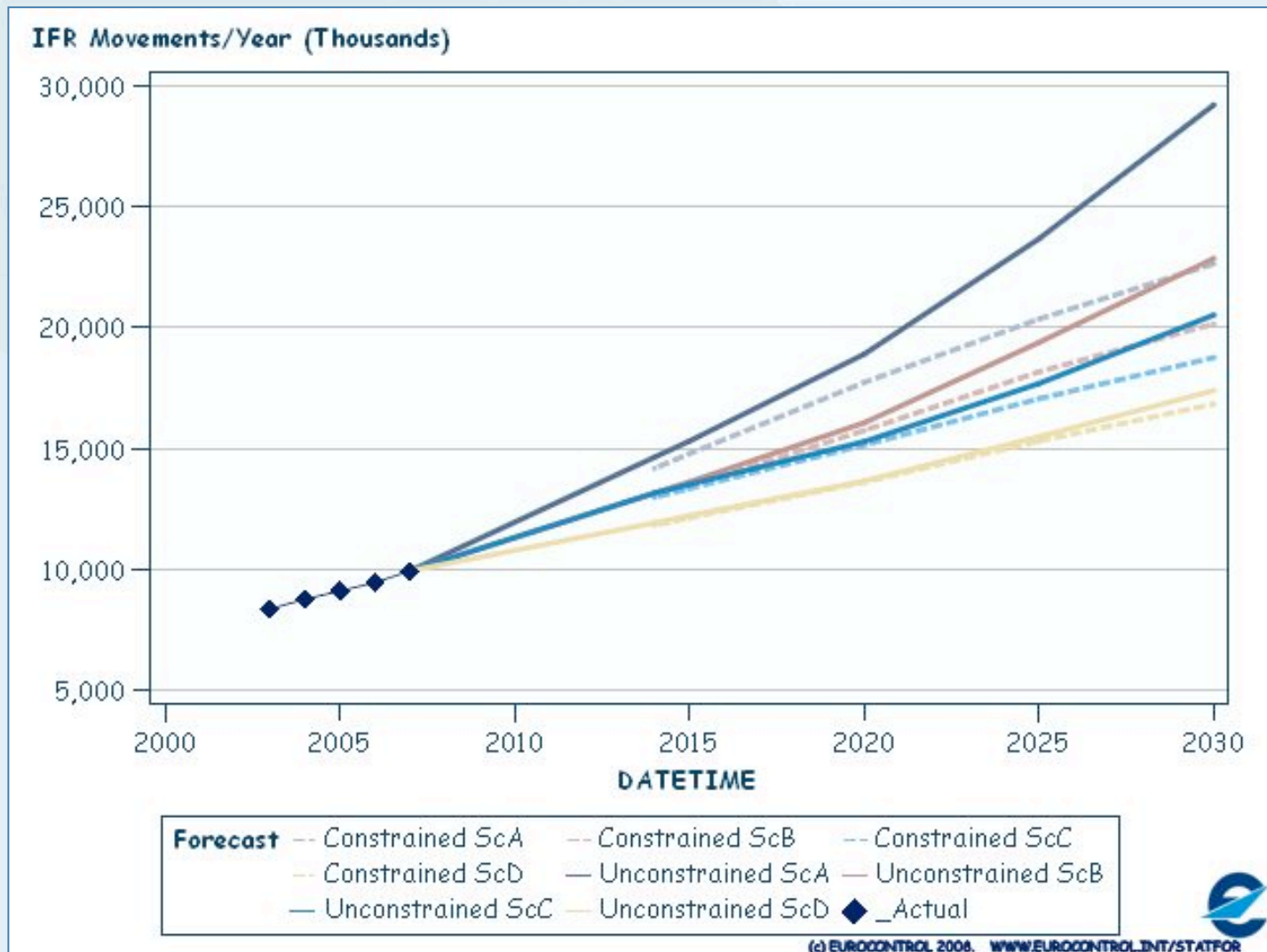
FLIGHT EFFICIENCY PLAN

20 million
150 million
100 million
120 million

390 million Euro



Traffic Growth EUROCONTROL Long-term Forecast



Conclusions

- Fuel efficiency & Environment now recognised as main drivers for ATM
- Fuel burn & emissions reductions already achieved; there are more to come
- Decoupling environmental impact from projected traffic growth presents a major global challenge
- SESAR, Europe's future ATM system, must deliver on efficiency improvements
- Collaborative stakeholder action is key to success