

Towards greener and more resilient ATM

Past and future improvements

Panel discussion ATM World Congress Madrid

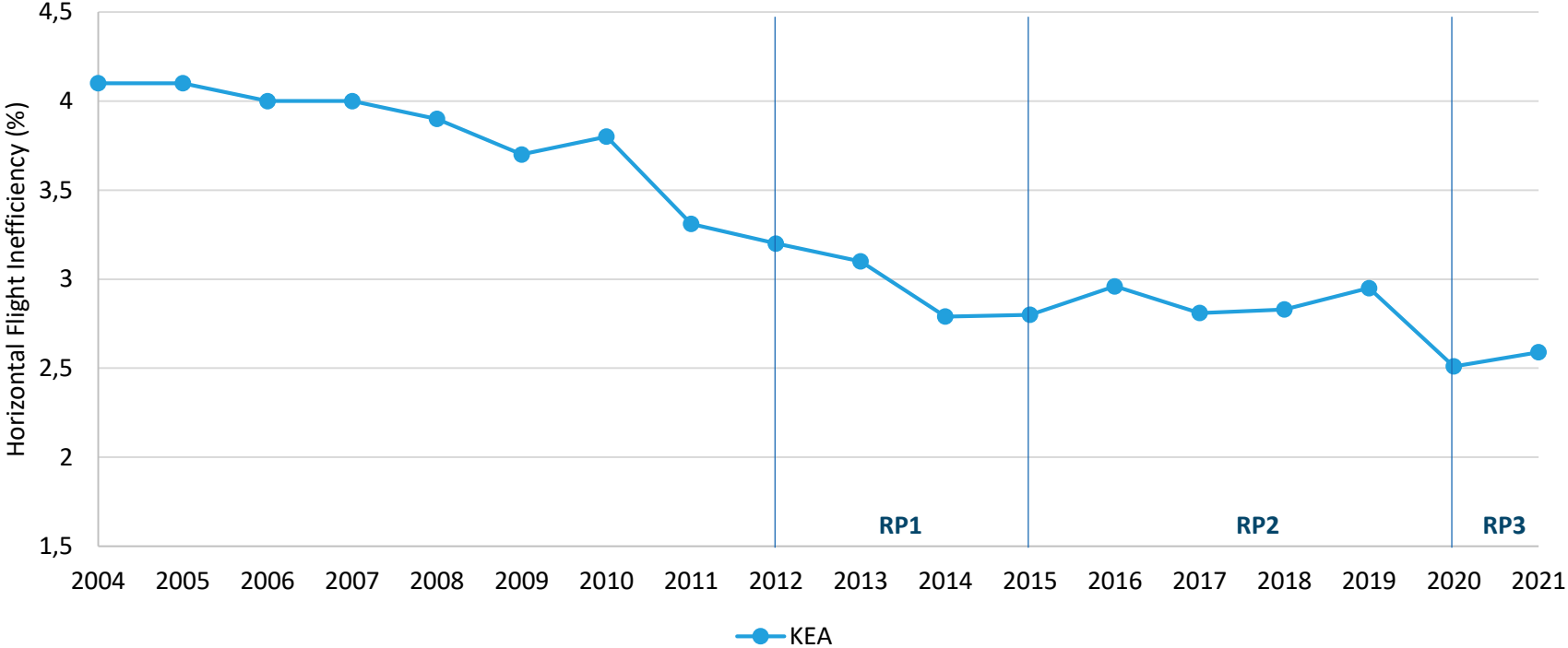
21st June 2022

Regula Dettling-Ott

PRB Chair

SES Environmental performance overview

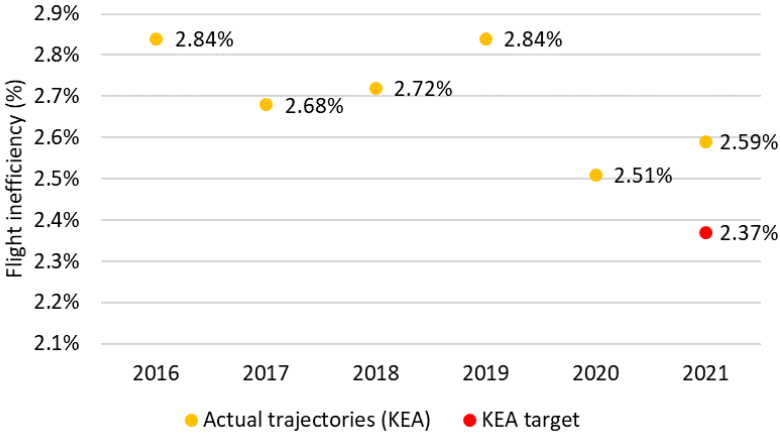
Horizontal flight efficiency since regulation of the SES



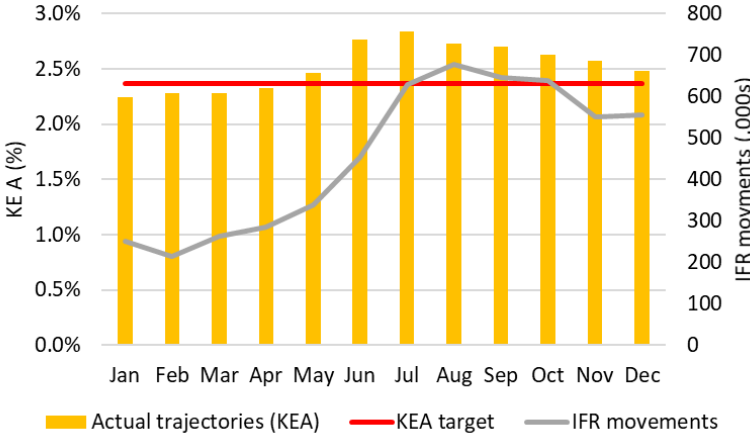
*Eurocontrol area is used as a reference prior to 2012 due to lack of SES area data

SES Environmental performance 2021

In 2021 target for horizontal flight efficiency was missed by 0.22%



KEA performance over 6 years



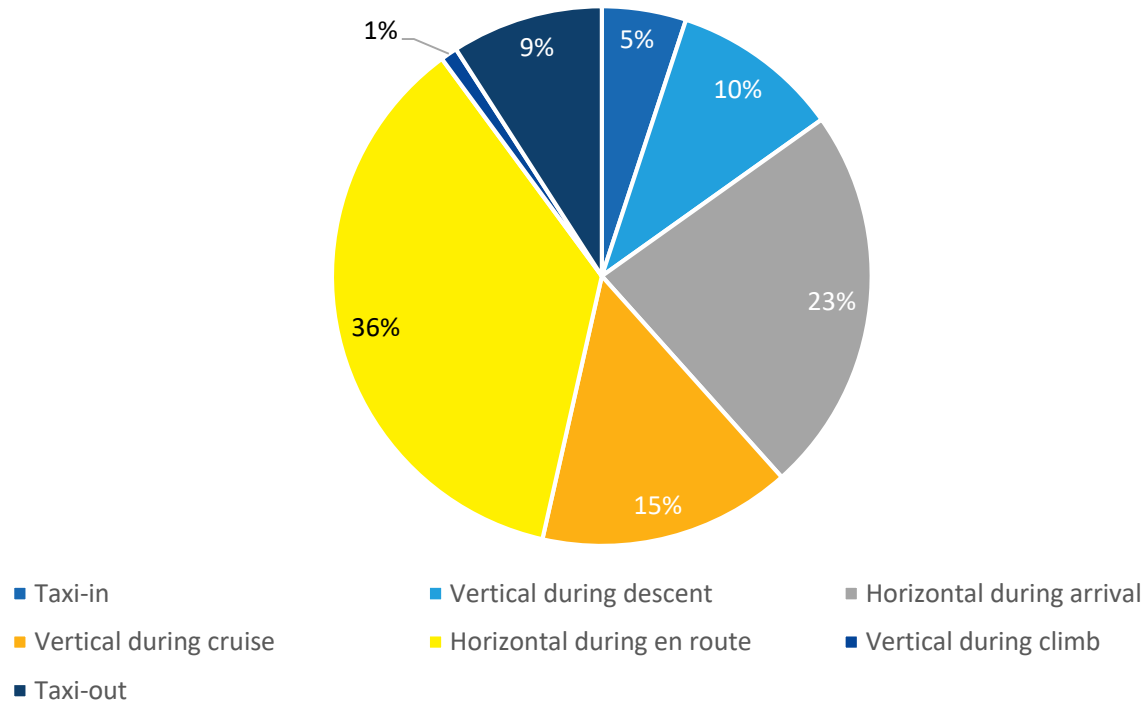
Monthly KEA performance (2021)

- Performance has deteriorated but remains better than in RP2 (with lower traffic)

- Inefficiency peaked in periods of higher monthly traffic growth; the levels of inefficiency follow the number of movements

Potential for improvements in the terminal area

Breakdown of gate-to-gate excess CO2 emissions for an average flight in Europe



Source: EASA European Aviation Environmental Report 2019

Contributions of the performance framework to a greener and more resilient aviation

- Ambitious targets for Member States for the entire trajectory of a flight (not only en-route)
- Shortest route should be the cheapest
- Member States/ANSPs missing the environmental targets should face consequences
- Review performance indicators for RP4; examples:
 - EU wide targets for environmental performance in the terminal area
 - Consider impact of investments on environmental performance
 - Preferential treatment for fuel efficient aircraft
 - Penalties for missing environmental targets