ANSPs – Role In Aviation Noise

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**Workshop - EU Aviation Research Policy on Noise -
16/17 January 2018**

About CANSO

- **Vision**: to be the recognised leader in transforming global air traffic management (ATM) performance

- **Mission**: as the global voice of ATM, represents the views of ANSPs and creates value for its Members and stakeholders

- **Delivers** policy and standards of best practice through committees' work programmes: Safety, Operations, and Policy

- **CANSO Members** support over 85% of world air traffic – 87 Full Members; 85 Associate Members

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About CANSO

- CANSO has three Standing Committees, with supporting workgroups, which deliver policy and set standards on behalf of Members.
- They bring together global experts to address issues of common interest; to share experience for the promotion of best practice; and to develop specific policies across a broad spectrum of issues.
  - **Safety Standing Committee (SSC)**
  - **Operations Standing Committee (OSC)**
  - **Strategy and Integration Standing Committee (SISC)**

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CIVIL ANSP – Role In Aviation Noise

➤ Traditionally the role and self understanding of ANSPs had been the one of an Acting Authority

➤ Know How therefore has been built in many areas – but not in any kind of noise issues

➤ Level of Understanding has for long been quite inhomogeneous

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➤ In addition Noise Issues have often been taken over by Airports (or pushed there) as they have been perceived as the relevant partner in this matter

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- ➤ As a result implementation of measures and structures took more time than probably needed

- ➤ Europe has been and is on the leading edge

- ➤ Main focus was initially put on technical options

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Examples of ANSPs initiatives

➤ Decision Support Tools
   - Airport CDM (A-CDM)
   - Departure managers (DMAN)
   - Arrival managers (AMAN)
➤ Operational Improvements
   - Continuous Climb/Descent Operations (CCO/CDO)
   - Curved Approach Procedures (RNP AR/GBAS)
   - Curved Departure Procedures (RF Leg)

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➤ While being fast on the 'TECH-Front' is definitely an important requirement for solving noise issues, it is not the only one

➤ The other essential issue is **community involvement**

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➤ **So from an ANSP point of view the main challenge is to find – and possibly agree – locally accepted solutions**

➤ **It is not enough to simply implement e.g. RNP approaches or other tools**

➤ **It is essential to understand local needs and fix local agreements**

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➤ Probably bad news is that indicators, threshold values and other numeric figures are good baseline indicators but not more…

➤ People affected by noise generally don't care about these values

➤ **Wherever possible an agreement about aviation noise should be prioritized**

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Examples of ANSPs initiatives

➤ There are more and more examples from within Europe how ANSPs found these local solutions in partnership with Airlines

➤ When properly done (fair) they generally respect local structure and needs

➤ Local agreements are the only lasting solution

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What can CANSO is doing?

➤ The CANSO ENV WG (with support of other CANSO WGs) collects experiences from not only Europe

➤ Use cases of how different ANSPs approached these questions and found solutions are available for study

➤ Numerous ANSPs gathered experience of what to do and what better to avoid – community engagement is a complex task

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What can CANSO is doing?

CANSO as representative of ANSPs strongly believe that the solution to noise issues can only be achieved as a combination of technology, procedures and respectful integration of communities

What can CANSO is doing?

➤ Latest CANSO deliverables on Environment:

- [CANSO-ACI Managing the Impacts of Aviation Noise. A Guide for Airport Operators and ANSPs](). 2015
- [Performance-Based Navigation for ANSPs: Concept 2030](). 2017.
- [Airport Collaborative Decision-Making - Optimisation through Collaboration](). 2016
- [Air Navigation Service Provider Carbon Footprinting: A Best Practice Guide. 2017]()
- [ATM Global Environment Efficiency Goals for 2050](). 2012
- [Recommended Key Performance Indicators for Measuring ANSP Operational Performance.]() 2015
- [Potential Air Traffic Management CO2 and Fuel Efficiency](). 2014

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Questions?

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Thank you !!!