



Speech

ATC Global, Amsterdam, 9 March 2010

SESAR AIRE Announcement, ATC Global, Amsterdam
Patrick Ky, Executive Director SESAR Joint Undertaking

Welcoming remarks

Distinguished guests and Colleagues,

Ladies and Gentlemen,

It is my pleasure to welcome you to the AIRE announcement here at ATC Global. I am especially delighted that the SESAR Joint Undertaking and the Federal Aviation Administration will together brief you on the results of the AIRE trials on both sides of the Atlantic. We share the same vision: we need to modernise the current air traffic management systems to make them greener. It is thus my special honour to welcome our colleagues from the FAA today.

ATM goes green

Ladies and gentlemen,

You all know the challenges the airline industry faces today. Economic crises and soaring oil prices, increased environmental and security awareness, strong competition – to name just the most pressing ones.

Given the number of ‘green aviation initiatives’ launched in recent years, I think it is fair to say that the aviation industry takes its environmental responsibility seriously.

SESAR, (Europe’s air traffic modernisation programme), perfectly fits into this picture. One of our targets is to enable a reduction of the environmental impact per flight by 10 per cent. Making flying greener is indeed the one of our highest priorities.

This goal is ambitious, but attainable. You will see in the following presentations that already close to 2% could be reached without any major technological investment. Most of the 300 projects in the SESAR work programme contribute to the 8 remaining percents. SESAR technology will enable less or no delays, more direct flight paths and smooth descent and climbing.

A greener tomorrow starting today

Change through technology will come gradually. But we need to work on quick wins. For the benefit of the industry and the environment. The good news is: we are already doing this. Not only in Europe, but together with our counterparts in the US.

I am thus convinced that applying SESAR's working-together approach is the only way forward, also for the environment. When the programme was launched in 2007, few would have expected that this partnership between the SJU and the FAA would deliver results so quickly. But here we are with what I think is very promising results, which are not simulations or projections but observed, real life data.

In 2009, AIRE embraced on the European side 18 partners executing more than 1,000 commercial flight trials in five different locations. Let me just give you a short overview:

- Ground movement trials for example took place at Paris Charles de Gaulle airport.
- In the terminal domain, 'green' approaches and climbs were conducted at Madrid, Paris and Stockholm airports.
- Additionally, tests for green oceanic procedures were carried out in Santa Maria and Iceland.

You can look forward to a more detailed presentation on the results later on.

But let me please stress this one point again: for the results achieved, we didn't have to develop new technology. AIRE is purely about making best use of available technology and improving procedures by working together.

The AIRE activities performed in 2009 have proven the initiative successful. Environmental procedures and economic benefits are no contradictions. But, it is now essential that we transform them from 'flight trials' to 'day-to-day operations'. The initiative has again proven that the value of working together with common goals can be enormous. This is the partnership spirit in practice.

As a last word, let me assure you that we will continue the work on AIRE in 2010. A call for tender is out, contracts will be signed by May and more results will be presented to you next year.

Thank you for your attention.

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