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| SESAAR | | Active | | | | | | | APT | |
| ENV01 | | Continuous Descent Operations (CDO) | | | | | | | | |
| REG | ASP | MIL | APO | USE | INT | IND | NM | MET | AIS | USP |

Subject matter and scope

A continuous descent operation (CDO) (1) is an aircraft operating technique, enabled by airspace design, procedure design and ATC clearances in which arriving aircraft descend without interruption, to the greatest possible extent, by employing minimum thrust in order to optimise the descent profile in terms of fuel burn. The optimum vertical profile takes the form of a continuously descending path.

Operating at optimum flight levels is a key driver to improving fuel efficiency and minimise carbon emissions as a large proportion of fuel burn occurs during the climb phase.

Many major airports now employ PBN procedures which can enable both CDO and continuous climb operations (CCO) and, in a large number of cases, judicious airspace and procedure design has resulted in significant reductions in environmental impacts. This is particularly the case where the airspace design has supported CCO and CDO.

CDO does not adversely affect safety and capacity and will produce environmental and operational benefits including reductions to fuel burn, gaseous emissions and noise impact.

It is important that monitoring and measuring of CDO execution is defined across ECAC using harmonised definitions to avoid misleading interpretations of performance measurement. It is equally important that CDO execution is measured across ECAC, as far as practicable, using a harmonised methodology and parameters. Whilst reporting can be undertaken at the local level according to local legislation and requirements, when CDO execution is reported on an international basis, this measurement should always be based upon a harmonised method, parameters and metric. The proposed methodology (4) identified by the European TF on CCO/CDO is detailed at <http://www.eurocontrol.int/articles/continuous-climb-and-descent-operations>.

Notes:

(1) Since the publication of ICAO Doc 9931, the term Continuous Descent Operations (CDO) has generally replaced the term CDA (Continuous Descent Approach).

(2) In principle, it is not required to implement CDO on a 24/7 basis, but it should be facilitated to the extent possible, according to local conditions.

(3) The methodology is detailed in the European CCO / CDO Action Plan, see <https://www.eurocontrol.int/publication/european-cco-cco-action-plan>.

NOTE FOR MILITARY AUTHORITIES: It is the responsibility of each military authority to review this Objective IN ITS ENTIRETY and address each of the SLoAs that the military authority considers RELEVANT for itself. This has to be done on top and above of the review of "MIL" SLoAs which identify actions EXCLUSIVE to military authorities.

Applicability Area(s) & Timescale(s)

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| Applicability Area | See list of airports in MP Level 3 Implementation Plan - Annexes | | |
| Timescales: | From: | By: | Applicable to: |
| Initial operational capability | 01/07/2007 | | Applicability Area |
| Full operational capability | | 31/12/2023 | Applicability Area |

References

European ATM Master Plan

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| OI step - | [AOM-0701]-Continuous Descent Approach (CDA) | | | | | | | | | |
| Enablers - | None | | | | | | | | | |
| OI step - | [AOM-0702-A]-Continuous Descent Operations (CDO) | | | | | | | | | |
| Enablers - | PRO-029 | | | | | | | | | |

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|---------|----------|--------------------------------------|-----------------|---|----------|--|
| Legend: | WXYZ-001 | Covered by SLoA(s) in this objective | WXYZ-002 zzz | Covered by SLoA(s) in another objective Objective covering the enabler | WXYZ-003 | Not covered in the Implementation Plan |
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Applicable legislation

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| ENV01 | Continuous Descent Operations (CDO) |
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Regulation (EU) 598/2014 of 16 April 2014 on the establishment of rules and procedures with regard to the introduction of noise-related operating restrictions at Union airports within a Balanced Approach and repealing Directive 2002/30/EC (as from 16/06/2016).
 EC Directive 2002/49/EC, dated 25.06.2002 relating to the assessment and management of environmental noise.
 EC Directive 2008/50/EC, dated 21.05.2008 on ambient air quality and cleaner air for Europe.

Essential Operational Changes

Airport and TMA performance

SESAR Solution

#11 - Continuous Descent Operations (CDO)

ICAO GANP - ASBUs

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| APTA-B0/4 | CDO (Basic) |
| APTA-B1/4 | CDO (Advanced) |

Deployment Programme

- none -

European Plan for Aviation Safety

- none -

Operating Environments

Airport
Terminal Airspace

Stakeholder Lines of Action (SLoAs)

| SLoA ref. | Title | From | By |
|-------------|--|------------|------------|
| ENV01-ASP01 | Implement rules and procedures for the application of CDO techniques | 01/07/2007 | 31/12/2023 |
| ENV01-ASP02 | Design and implement CDO procedures enabled by PBN | 01/01/2018 | 31/12/2023 |
| ENV01-ASP03 | Train controllers in the application of CDO techniques whenever practicable | 01/07/2007 | 31/12/2023 |
| ENV01-ASP04 | Monitor and measure the execution of CDO | 23/03/2018 | 31/12/2023 |
| ENV01-APO01 | Monitor and measure the execution of CDO | 01/01/2018 | 31/12/2023 |
| ENV01-USE01 | Include CDO techniques in the aircrew training manual and support its implementation wherever possible | 01/07/2007 | 31/12/2023 |

Description of finalised and deleted SLoAs is available on the eATM Portal @ https://www.eatmportal.eu/working/depl/essip_objectives

Expected Performance Benefits

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| Safety: | - |
| Capacity: | - |
| Operational Efficiency: | CDOs contribute to reducing airlines operating costs including a reduction in fuel consumption by the flying of optimised profiles (no vertical containment required). If the CDO is flown as part of a PBN procedure, the predictability of the vertical profile will be enhanced for ATC. CDOs are also a proxy for Vertical Flight Efficiency (VFE) and should be monitored according to harmonised definitions and parameters in order to measure efficiency. |
| Cost Efficiency: | - |
| Environment: | Reduction of fuel burn (and consequently, atmospheric emissions) has been estimated to be 51kg per flight for those flying CDO over those flying non-CDO. In addition, studies have indicated that due to lower drag and thrust facilitated by CDO, over certain portions of the arrival profile, noise can be reduced by up to 5dB. |
| Security: | - |

Detailed SLoA Descriptions

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| ENV01-ASP01 | Implement rules and procedures for the application of CDO techniques | From: | By: |
| | | 01/07/2007 | 31/12/2023 |
| Action by: | ANS Providers | | |

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| ENV01 | Continuous Descent Operations (CDO) |
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| Description & purpose: | Coordinate activities and implement rules and ATC procedures for the application of CDO techniques in the TMA, whenever practicable. Coordination should be, in all circumstances, undertaken with adjacent ATS units, the NM, aircraft operators and airport operators. Provide the tactical and operational situational awareness support to allow aircrew to apply CDO. | | |
| Supporting material(s): | EUROCONTROL - EUROCONTROL CDO/CCO Supporting Material Url : https://www.eurocontrol.int/concept/continuous-climb-and-descent-operations ICAO - Doc 9426 - Air Traffic Services Planning Manual - Edition 1 / 12/1992 Url : http://www.icao.int/publications/Pages/catalogue.aspx EUROCONTROL - European CCO/CDO Action Plan Url : https://www.eurocontrol.int/publication/european-continuous-climb-and-descent-operations-action-plan ICAO - Doc 9613 - Performance-based Navigation (PBN) Manual - Edition 4 / 03/2013 Url : https://store.icao.int/en/performance-based-navigation-pbn-manual-doc-9613 ICAO - Doc 4444 - Air Traffic Management - Edition 16 / 11/2016 Url : https://store.icao.int/ ICAO - Doc 9931 - Continuous Descent Operations (CDO) Manual - Edition 1 / 12/2010 Url : https://cfapp.icao.int/tools/ATMiKIT/story_content/external_files/102600063919931_en.pdf EUROCONTROL - CCO / CDO Performance dashboard Url : https://www.eurocontrol.int/dashboard/continuous-climb-and-descent-operations-performance-monitoring-dashboard | | |
| Finalisation criteria: | 1 - CDO procedures have been published in the local/State AIP 2 - CDOs are made available to airspace users, whenever practicable | | |
| ENV01-ASP02 | Design and implement CDO procedures enabled by PBN | From: 01/01/2018 | By: 31/12/2023 |
| Action by: | ANS Providers | | |
| Description & purpose: | Deploy performance-based airspace and arrival procedures that allow the aircraft to fly a continuous descent approach taking into account airspace and traffic complexity This enhances vertical flight path precision during descent, arrival, and enables aircraft to fly an arrival procedure not reliant on ground-based equipment for vertical guidance. | | |
| Supporting material(s): | EUROCONTROL - EUROCONTROL CDO/CCO Supporting Material Url : https://www.eurocontrol.int/concept/continuous-climb-and-descent-operations ICAO - Doc 9426 - Air Traffic Services Planning Manual - Edition 1 / 12/1992 Url : http://www.icao.int/publications/Pages/catalogue.aspx EUROCONTROL - European CCO/CDO Action Plan Url : https://www.eurocontrol.int/publication/european-continuous-climb-and-descent-operations-action-plan ICAO - Doc 9613 - Performance-based Navigation (PBN) Manual - Edition 4 / 03/2013 Url : https://store.icao.int/en/performance-based-navigation-pbn-manual-doc-9613 ICAO - Doc 4444 - Air Traffic Management - Edition 16 / 11/2016 Url : https://store.icao.int/ ICAO - Doc 9931 - Continuous Descent Operations (CDO) Manual - Edition 1 / 12/2010 Url : https://cfapp.icao.int/tools/ATMiKIT/story_content/external_files/102600063919931_en.pdf | | |
| ATM Master Plan relationship: | [PRO-029]-ATC Procedures to build a sequence and coordinate with other AoR in order to facilitate CCO/CDO | | |
| Finalisation criteria: | 1 - CDO procedures enabled by PBN have been published in the local/State AIP 2 - CDOs enabled by PBN are made available to airspace users, whenever practicable | | |
| ENV01-ASP03 | Train controllers in the application of CDO techniques whenever practicable | From: 01/07/2007 | By: 31/12/2023 |
| Action by: | ANS Providers | | |
| Description & purpose: | Train controllers in the application of CDO techniques and the benefits that the facilitation of such techniques can provide to airspace users in terms of airspace efficiency together with fuel, emissions and cost savings. | | |

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| ENV01 | Continuous Descent Operations (CDO) |
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| Supporting material(s): | <p>EUROCONTROL - IANS-ENV-INTRO - Introduction to Environment -e-learning training course 12/2012 Url : https://trainingzone.eurocontrol.int/</p> <p>EUROCONTROL - EUROCONTROL CDO/CCO Supporting Material Url : https://www.eurocontrol.int/concept/continuous-climb-and-descent-operations</p> <p>EUROCONTROL - European CCO/CDO Action Plan Url : https://www.eurocontrol.int/publication/european-continuous-climb-and-descent-operations-action-plan</p> <p>ICAO - Doc 9931 - Continuous Descent Operations (CDO) Manual - Edition 1 / 12/2010 Url : https://cfapp.icao.int/tools/ATMiKIT/story_content/external_files/102600063919931_en.pdf</p> <p>EUROCONTROL - CDO refresher course for ATCs Url : https://trainingzone.eurocontrol.int/ilp/pages/coursedescription.jsf?courseId=8117329&catalogId=232380</p> <p>EUROCONTROL - CCO / CDO Performance dashboard Url : https://www.eurocontrol.int/dashboard/continuous-climb-and-descent-operations-performance-monitoring-dashboard</p> |
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| Finalisation criteria: | 1 - Approach controllers have been suitably trained in the application CDO techniques |
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| ENV01-ASP04 | Monitor and measure the execution of CDO | From: 23/03/2018 | By: 31/12/2023 |
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| Action by: | ANS Providers |
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| Description & purpose: | <p>In cooperation with airports, monitor and measure CDO execution, where possible based upon a harmonised methodology and metrics. The methodology should be used also to identify the cause of any restrictions to CDO (such as inefficient LoAs (reflecting older more inefficient aircraft types and their corresponding vertical profiles)). Route changes should then be proposed to facilitate CDOs, in order to enhance vertical flight efficiency. Provide any feedback to airports, aircraft operators and the NM on the level of CDO execution together with any other trends observed by the CDO performance monitoring.</p> |
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| | <i>Note</i> :(4) At the time of publication of this document, the methodology released in 2016 by the CCO/CDO TF1 is currently being reviewed by the CCO/CDO TF2. |
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| Supporting material(s): | <p>EUROCONTROL - EUROCONTROL CDO/CCO Supporting Material Url : https://www.eurocontrol.int/concept/continuous-climb-and-descent-operations</p> <p>EUROCONTROL - European CCO/CDO Action Plan Url : https://www.eurocontrol.int/publication/european-continuous-climb-and-descent-operations-action-plan</p> <p>EUROCONTROL - CCO, CDO harmonised definitions, metrics and parameters Url : https://youtu.be/PdeNroWY8Y0</p> <p>EUROCONTROL - CDO refresher course for ATCs Url : https://trainingzone.eurocontrol.int/ilp/pages/coursedescription.jsf?courseId=8117329&catalogId=232380</p> <p>EUROCONTROL - CCO / CDO Performance dashboard Url : https://www.eurocontrol.int/dashboard/continuous-climb-and-descent-operations-performance-monitoring-dashboard</p> |
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| Finalisation criteria: | <p>1 - In cooperation with the airport operator, the monitoring and measurement of CDO execution is performed and available. 2 - Arrangements are in place to provide feedback of CDO performance to the airport operator, the NM and the local community where practicable.</p> |
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| ENV01-APO01 | Monitor and measure the execution of CDO | From: 01/01/2018 | By: 31/12/2023 |
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| Action by: | Airport Operators |
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| Description & purpose: | <p>In cooperation with the ANSP, monitor and measure CDO execution, where possible based upon a harmonised methodology. The methodology should be used also to identify the cause of any restrictions to CDO (such as inefficient LoAs (reflecting older more inefficient aircraft types and their corresponding vertical profiles)). Route changes should then be proposed by the ANSP to facilitate CDOs, in order to enhance vertical flight efficiency. Provide any feedback to the ANSP, aircraft operators and the NM on the level of CDO execution together with any other trends observed by the CDO performance monitoring.</p> |
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| | <i>Note</i> :At the time of publication of this document, the methodology released in 2016 by the CCO/CDO TF1 is currently being reviewed by the CCO/CDO TF2. |
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| ENV01 | Continuous Descent Operations (CDO) | | |
|-----------------------------------|---|---------------------|-------------------|
| Supporting material(s): | EUROCONTROL - EUROCONTROL CDO/CCO Supporting Material Url : https://www.eurocontrol.int/concept/continuous-climb-and-descent-operations EUROCONTROL - European CCO/CDO Action Plan Url : https://www.eurocontrol.int/publication/european-continuous-climb-and-descent-operations-action-plan EUROCONTROL - CCO, CDO harmonised definitions, metrics and parameters Url : https://youtu.be/PdeNroWY8Y0 EUROCONTROL - CDO refresher course for ATCs Url : https://trainingzone.eurocontrol.int/ilp/pages/coursedescription.jsf?courseId=8117329&catalogId=232380 EUROCONTROL - CCO / CDO Performance dashboard Url : https://www.eurocontrol.int/dashboard/continuous-climb-and-descent-operations-performance-monitoring-dashboard | | |
| Finalisation criteria: | 1 - In cooperation with the ANSP, the monitoring and measurement of CDO execution is performed and available. 2 - Arrangements are in place to provide feedback of CDO performance to the ANSP, the NM and the local community where practicable. | | |
| ENV01-USE01 | Include CDO techniques in the aircrew training manual and support its implementation wherever possible | From: 01/07/2007 | By: 31/12/2023 |
| Action by: | Airspace Users | | |
| Description & purpose: | Provide suitable training, ensure awareness and encourage application of CDO techniques. | | |
| Supporting material(s): | EUROCONTROL - IANS-ENV-INTRO - Introduction to Environment -e-learning training course 12/2012 Url : https://trainingzone.eurocontrol.int/ EUROCONTROL - EUROCONTROL CDO/CCO Supporting Material Url : https://www.eurocontrol.int/concept/continuous-climb-and-descent-operations EUROCONTROL - European CCO/CDO Action Plan Url : https://www.eurocontrol.int/publication/european-continuous-climb-and-descent-operations-action-plan EUROCONTROL - CCO, CDO harmonised definitions, metrics and parameters Url : https://youtu.be/PdeNroWY8Y0 ICAO - Doc 9931 - Continuous Descent Operations (CDO) Manual - Edition 1 / 12/2010 Url : https://cfapp.icao.int/tools/ATMiKIT/story_content/external_files/102600063919931_en.pdf EUROCONTROL - CDO refresher course for ATCs Url : https://trainingzone.eurocontrol.int/ilp/pages/coursedescription.jsf?courseId=8117329&catalogId=232380 EUROCONTROL - CCO / CDO Performance dashboard Url : https://www.eurocontrol.int/dashboard/continuous-climb-and-descent-operations-performance-monitoring-dashboard | | |
| Finalisation criteria: | 1 - CDO techniques have been integrated in the aircrew training manual. | | |

