

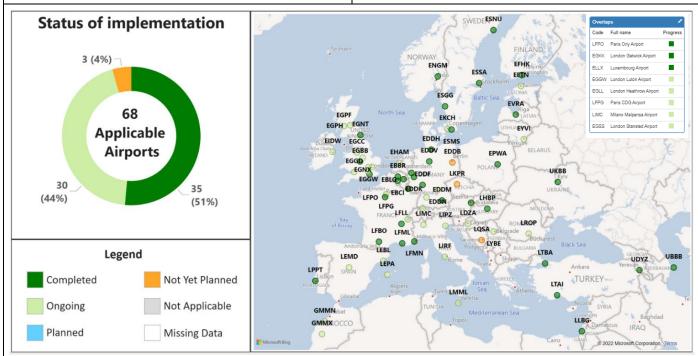
## and TMA performance

## Solution #11 Continuous Descent Operations (CDO)

## **ENV01** Continuous Descent Operations (CDO) **ANSPs** Stakeholders **Expected Benefits** Airport Operators DOT Airspace Users Environment FOC 31/12/2023 OI Steps / Enablers AOM-0701. AOM0702-A **Estimated achievement** 31/12/2023 CP1 AF & SDP Family Status On Time **ICAO ASBU** APTA-B0/4, APTA-B1/4 Completion Rate Evolution (%) **Progress among non-Completed Airports** 100% 87% 86% 10% **0%** 80% 8% **1% - 25%** 60% 51% 8% **25% - 50%** 36% 40% 10% **50% - 75%** 20% **75% - 99%** 0% 2020 2022 2024

completed this Objective in 2021.

ENV01 reached 51% progress in 2021. Eight additional Airports | Most Airports reached a progress above 75% giving confidence that the Objective will be achieved by end 2023.



- Some ANSPs report that the implementation of CDO is delayed by one year due to COVID-19 impacts.
- Some ANSPs report that due to low traffic a systematic collection and analysis of data does not take place.
- Some ANSPs report that further training for ATCOs is needed to fully implement CDO.
- Some ANSPs report that the procedures for monitoring and measurement of CDO execution are still in development
- One ANSP reports a lower capacity when combining RNAV1/RNP1 approaches with CDO, therefore CDO is only possible during low density hours.