Luxembourg, 18 November 2014

Environmental and Social Data Sheet

Overview

Project Name:	ENAV 4-Flight & Air Traffic Management
Project Number:	20140087
Country:	Italy
Project Description:	The Project comprises the development and implementation of a number of investments across the core range of Air Traffic Services provided by ENAV, the Italian Air Navigation Service Provider (ANSP). It includes the components necessary for the transformation of the Air Traffic Management (ATM) system to address existing inefficiencies and to replace the current system, which has reached the end of its economic life. The new ATM system, 4-Flight, will improve the reliability and interoperability of the Air Traffic Control (ATC) service, increasing the capacity of the system and improving flight and cost efficiency for airspace users, while maintaining or exceeding required safety levels. It aligns with the EU objectives for the Single European Sky (SES) initiative including the European ATM Master Plan and the Network Strategy Plan. The Project also includes a comprehensive modernisation plan for the remaining ATC infrastructure that will be implemented at various existing ENAV sites throughout Italy.

EIA required:	no
Project included in Carbon Footprint Exercise[1]:	no

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The project components fall out of the scope of the EU EIA Directive 2011/92/EC, and, therefore, an Environmental Impact Assessment is not required.

Due to its location, size and characteristics the Project will not have a negative significant environmental impact and is acceptable for EIB financing. Reductions in noise and gaseous emissions, as well as fuel savings will be achieved through better flight efficiency made possible through the Project.

Environmental and Social Assessment

Environmental Assessment

The individual components included in the Project will not require any significant civil works that might have an adverse impact on the environment. They are all rather small and require only limited resources in terms of land. ATC equipment is always sited at a safe distance, and at such an elevation so as not to have any adverse impact on human habitation. Monitoring of electromagnetic radiation is performed in accordance with national legislation for electromagnetic radiation protection.
The only Project components involving a significant amount of civil works are the new ATC towers at Linate, Palermo, Verona, Brindisi and Rimini airports. These components will be

[1] Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO2e/year absolute (gross) or 20,000 tons CO2e/year relative (net) – both increases and savings.

implemented as part of properly approved airport master plans. They will include photovoltaic panels for its facilities. These systems are expected to satisfy up to 25% of the facility's energy demands.

The contribution of Air Traffic Control (ATC) to environmental improvement arises from operational performance, which in turn is largely driven by inefficiencies in the routes used by airlines and associated fuel burn (and emissions). There is a close link between reducing greenhouse gas emissions and airspace user requirements to minimise fuel burn.

In addition to the EU ETS, the Single European Sky (SES) Performance Scheme is expected to drive the flight efficiency and capacity improvements with resulting positive effects on fuel burn and the environment.

Nevertheless, scope of the ATC contribution towards reducing CO_2 emissions is limited at only around 6.2% from total share of aviation CO_2 emissions and this share cannot be reduced to zero due to required safety levels or desired trade-offs (such as between capacity and flight efficiency) plus additional factors such as weather.

However, there is a scope for improvements in en-route, approach and terminal services. The Project will enable more efficient flight profiles for both departures and arrivals in Italy. This would not be possible without the upgrade of the current ATM system and additional navaids that are planned.

Public Consultation and Stakeholder Engagement, where required

ENAV is bound to certain provisions of the SES legislation, which include requirements for stakeholder consultation when setting user charges or making significant investment decisions.

Other Environmental and Social Aspects

The Flight Efficiency Plan (FEP) is a multi-year action plan developed by ENAV that, by optimizing the structure of ATM network, allows for a reduction in flight time, fuel consumption and carbon dioxide emissions by aircrafts. Since 2009, in accordance with International guidelines, ENAV has been publishing its FEP with the aim of contributing in decreasing airspace user's operating costs and environmental impact and introducing a leading edge air navigation system in the Italian airspace.

FEP proposes measures that respect safety standards and comply with capacity requirements. The realized measures improve the airway system through accessibility and planning of new routes, shortening of existing routes and reduction of airway availability restrictions.

FEP also intervenes in re-designing airspace portions and planning new operational procedures to enable a more efficient use of terminal areas and approaches by using P-RNAV routes (Precision Area Navigation) and Continuous Descent Operations.

The activation of Airport Collaborative Decision Making for major airports - starting from Fiumicino, Malpensa, Linate and Venice - and the implementation of relevant operational procedures help further reducing taxi time on the movement area.

Moreover, ENAV has put in place structural user initiatives supported by Customer Care service activity aimed at cooperating and sharing operational suggestions. User information exchange, through regular meetings with Airlines and their follow-ups, has been giving important feedbacks to orientate ENAV's FEP initiatives.

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