



PRESS RELEASE

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The MINT project to demonstrate minimum CO₂ emission and noise with Airbus A321 aircraft during Descent and Approach at Stockholm Arlanda.

The Minimum CO₂ in TMA (MINT) project will, at Stockholm Arlanda Airport, demonstrate with Airbus A321 aircraft operated by Novair, how minimum CO₂ emissions and noise can be achieved in operations by optimizing the vertical profile and reducing the distance of the lateral track through the use of Required Navigation Performance (RNP).

The RNP procedures are designed by the Swedish LFV group for minimum track miles, up to 19 NM, and to circumnavigation noise sensitive areas. It is the first RNP procedure that has been developed for this purpose in Europe. To enable the optimized descent profile, accurate descent wind information tailored for the profile and the FMS will be uplinked to the aircraft before its top of descent.

The project MINT is supported by the Atlantic Interoperability Initiative to Reduce Emissions (AIRE) agreement between the European Commission and the FAA is a program which aims to reduce CO₂ emissions and accelerate the pace of change by taking advantage of air traffic management best practices and new technologies, it is expected to accelerate the implementation of environmental friendly procedures for all phases of flight and to validate the benefits of these improvements. The SESAR Joint Undertaking is responsible for the management of AIRE from a European perspective.

Today's partners for Tomorrows Aviation, the MINT consortium includes leading operators and providers of air and ground system:

- LFV Group ANSP Airport - operator
- Novair - Air operator
- Egis Avia and Thales Air Systems - Ground system
- Airbus, AVTECH (project leader) GE Aviation and Thales Aerospace - Air system

The MINT project will, with ten flights, demonstrate the most efficient operations possible with current state of the art aircraft, procedures and systems - leading to minimum CO₂ emission and noise reduction.

SESAR has as an objective to reduce CO₂ emissions by 10% through more efficient operations but also to reduce noise in neighboring areas to the airport. The procedures at Arlanda will take advantage of the aircraft's RNP AR 0.3 capability, flying curved segments after the Final Approach Point in order to position the noise away from noise sensitive areas.

The RNP procedures will not only reduce the overall level of noise but also position the noise away from noise sensitive areas.

Five of the demonstration flights will be executed with a time constraint at the TMA entry point in order to represent a future possible scenario where an arrival manager at the airport manages the arrival sequence by assigning Controlled Time of Arrival (CTA).

Focusing on environmental effectiveness will also result in enhancing the general service level of air transport for passengers (such as lower cost, better punctuality and higher safety standards)

"The MINT project will demonstrate the best most efficient operation with the least environmental load possible with today's modern aircraft and it will serve as a good reference for SESAR JU in the development phase of SESAR realizing the Single European Sky", says MINT project leader Christer Forsberg, AVTECH.

Currently the planning phase of the project is being finalized and the flight trials are planned for the summer 2009 with a dedicated demo flight for EU officials, VIP and media early autumn 2009. The project is planned to be completed by the end of October 2009.

For more information on the MINT project please contact:

Christer Forsberg, MINT Project manager

christer.forsberg@avtech.aero

Direct: +46 8540 104 85

Mobile: +46 704 20 30 65

For more information on SESAR JU please contact;

Eric Platteau, SESAR JU Chief, Communication and stakeholder relations

Eric.platteau@sesarju.eu

Direct: +32 2 507 80 12

http://www.sesarju.eu/public/standard_page/press.html

