



Destination Green

ICAO Symposium on Aviation and Climate Change, "Destination Green", 14 – 16 May 2013

IMPLEMENTATION OF THE BALANCED APPROACH: THE PARIS-CHARLES DE GAULLE CASE

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PARIS AIRPORTS: A COORDINATED AIRPORT SYSTEM (1)

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THREE HIGHLY COMPLEMENTARY AIRPORTS

PARIS-CDG: AIRPORT FOR LONG + MEDIUM HALL TRAFFIC; HUB FOR SKYTEAM & FEDEX

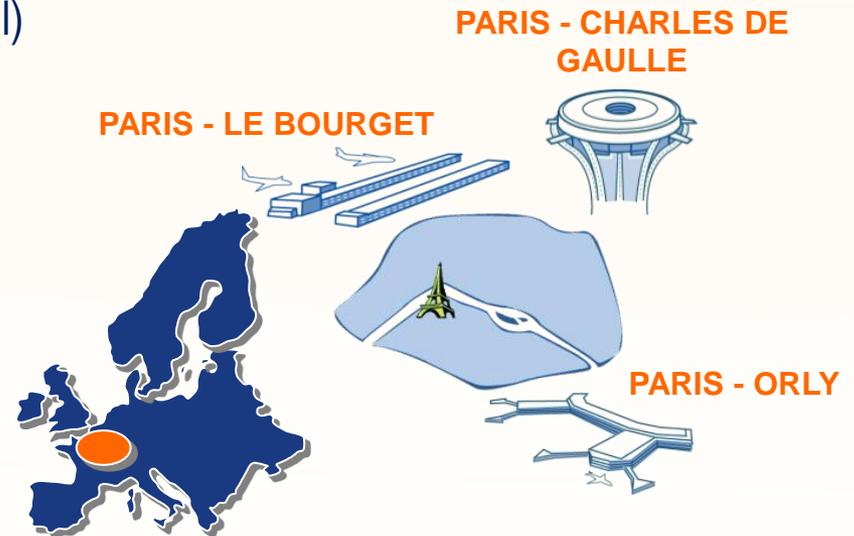
N°2 in Europe in terms of passengers handled
N°1 in Europe in terms of cargo handled (freight+mail)
N°7 in the world in terms of passengers handled
Operating 24 hours per day

PARIS-LE BOURGET: BUSINESS AIRPORT

N°1 in Europe for business aviation

PARIS-ORLY: AIRPORT FOR SHORT HAUL + ORIGIN&DESTINATION TRAFFIC

N°10 in Europe in terms of passengers handled
Curfew between 11:30 p.m. and 6:15 a.m. since 1968
Limited to 250 000 slots per year for takeoff and landing since 1994



PARIS AIRPORTS: A COORDINATED AIRPORT SYSTEM (2)

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FIGURES PARIS-CDG

61,6 M Passengers in 2012 $\uparrow +1,1\%$

491 300 movements $\downarrow -3,1\%$

87 000 direct jobs, 250 000 jobs in total

€ 9.5 billion of direct added value, € 21 billion of total added value

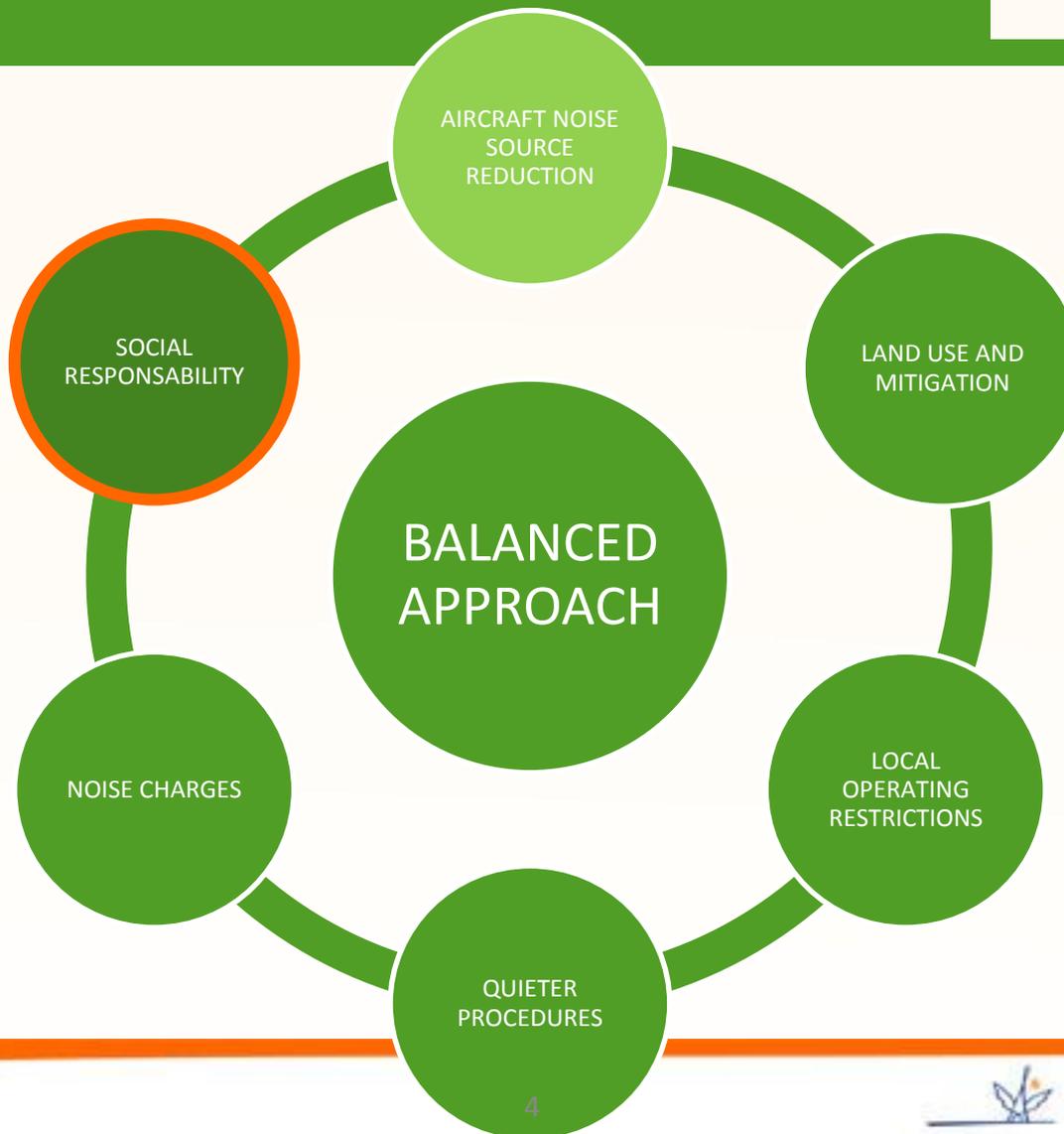
57 344 night flights (10 p.m. - 6 a.m.) in 2012

620 000 inhabitants live in the nuisance area



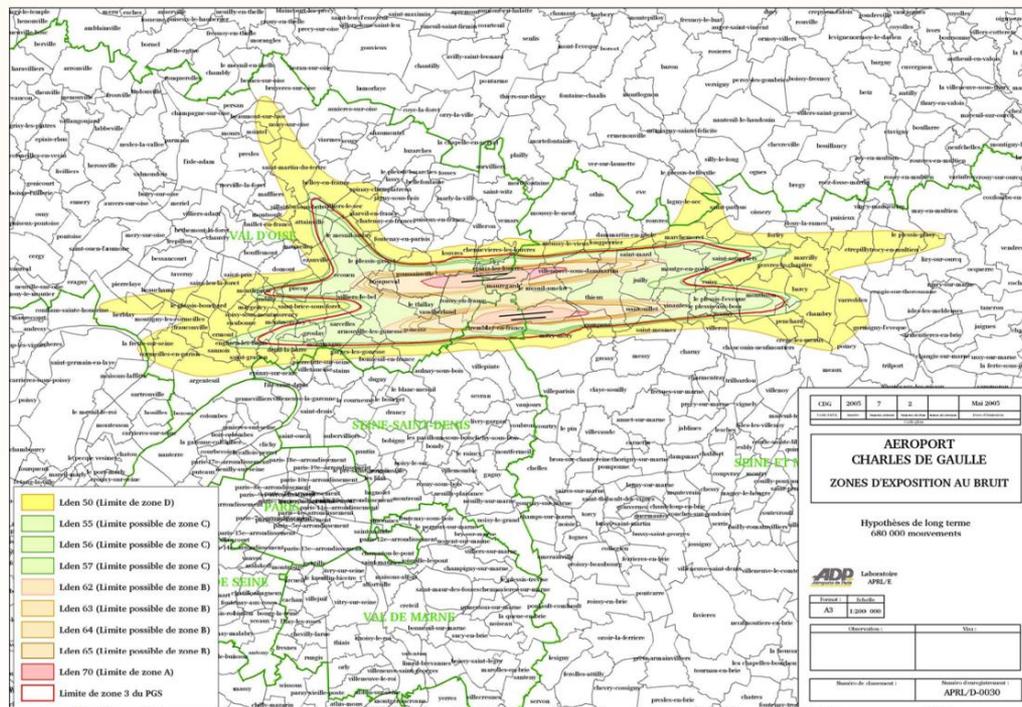


A BALANCED APPROACH AROUND 5+1PILARS



LAND USE AND MITIGATION (1)

- ❑ **OBJECTIVE** to prohibit or limit construction around the airport to avoid increasing the population subjected to noise pollution
- ❑ **TOOL** Noise Exposure Plan (PEB) defines 4 zones for construction regulations
- ❑ **IMPACT** 127 towns; 620 590 inhabitants; 242 500 homes



OBJECTIVE

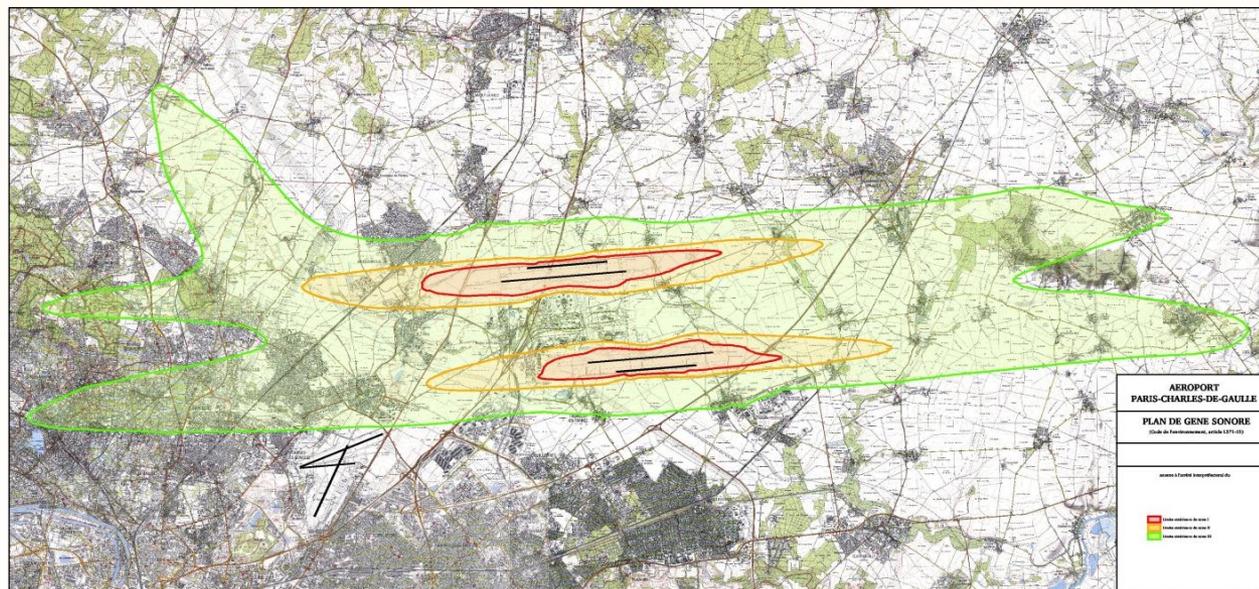
To protect the airport neighboring residents exposed

TOOLS

- Tax on air noise pollution (TNSA) paid by airlines for each take-off, amount calculated according MTOW, acoustical category of airplane, and period (day vs. evening vs. night). Serves to finance Residential Sound Insulation
- Noise Nuisance Plan (PGS) defines 3 zones for the eligibility for financial aid

IMPACT

60 towns, 63 257 homes; 2012: 23 M , since 2004: €210 M



LOCAL OPERATING RESTRICTIONS

OBJECTIVE

To reduce noise pollution

TOOLS

- Ban on most noisy aircraft (European and French regulation 2011)
 - Chapter 2 and Chapter 3 <-5 EPNdB aircrafts
 - Chapter 3 <-8 EPNdB aircrafts between 10 p.m. and 6 a.m.
 - Chapter 3 <-10 EPNdB aircrafts between 10 p.m. and 6 a.m (from: 30/04/2014)
- Slot limitation between 0:30 a.m. and 5h59 (French regulation 2003)

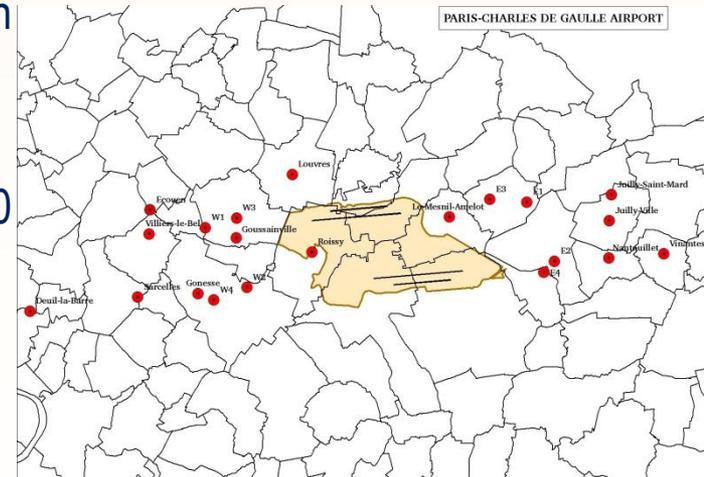
OBJECTIVE

Increasing traffic while limiting noise pollution

TOOL

Weighted measure-based overall indicator (IGMP 2003)

- Maximum level of noise pollution: index100 based on average annual noise emissions between 1999 and 2001
- Weighted and measured index (controlled by ACNUSA): current level at 83



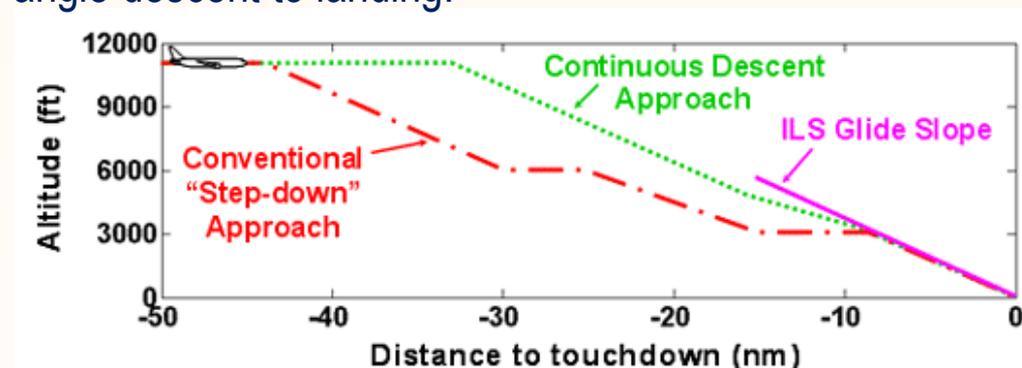
QUIETER PROCEDURES (1)

OBJECTIVE

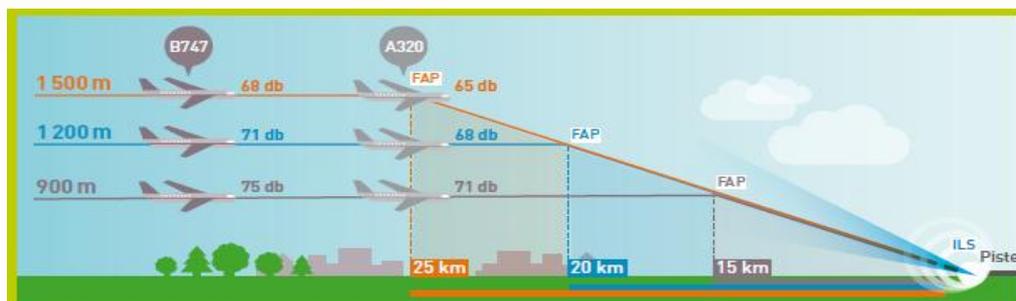
To decrease noise impact on the local residential areas

TOOLS

- Continuous Descent Approach (2011): allows for a smooth, constant-angle descent to landing.



- Rise of ILS interception height: reduces the noise pollution from 3 to 4 decibels (db) in the arrival trajectories



QUIETER PROCEDURES (2)

□ TOOLS

- Use of two independent pairs of parallel runways: inner runways are used for departures, the outer runways are used for arrivals
- Operating restrictions:
 - Prohibition of engine tests between 10 p.m. and 6 a.m.
 - Special procedures for take-off and initial climb compulsory for all airlines
 - Ban on certain trajectories between 10:30 p.m. and 7 a.m.
- Environment Protection Airspace (2003): designed to limit flight-path dispersion



NOISE CHARGES

❑ OBJECTIVE

Financial measures to encourage fleet renewal and respect of regulations

❑ TOOLS

▪ Tax incentives: landing fees are multiplied by a coefficient based on the aircraft's noise classification and the moment of the day:

Coefficient range 0.7 – 1.95

▪ ACNUSA fines (up to € 20.000); 3 main causes:

- Non respect of time slot
- Non respect of procedure or environment protection airspace
- Surpassing of noise threshold





SOCIAL RESPONSIBILITY (1)



SOCIAL AND ECONOMIC DEVELOPMENT

- ❑ **OBJECTIVE** to offer a strong counter weight to the negative externalities by contributing to the economic and social development of the airport area (Greater Roissy)
- ❑ **TOOLS**
 - to market Greater Roissy and to welcome international investors through the Hubstart Paris® alliance
 - to boost the creation of local businesses
 - to promote local youth access to airport jobs





SOCIAL RESPONSIBILITY (2)



DIALOGUE

❑ OBJECTIVE

To create structures for dialogue between all stakeholders including local inhabitants and their political representatives

❑ TOOLS

- Annual territorial conference of the Greater Roissy area (political)
- Advisory committee on the environment (technical)
- Public information center
- Website for connecting the communities of Greater Roissy



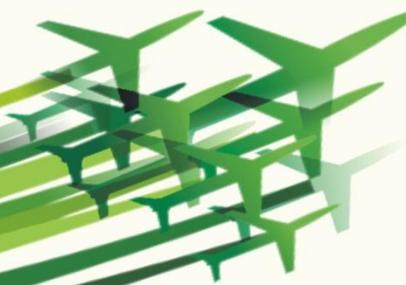
CONCLUSION

*“Vision without action is a day-dream. Action without strategic vision is a nightmare. What is needed is both action and cooperative vision from people in- and outside the fence. This all goes back to a generic term called **governance** (J.D. Kasarda).”*





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Thank you for your attention!

