

Aviation has an impact on public health

Noise has a direct impact on the population overflowed by aircraft at low altitude

Emissions have a direct impact on the people living in the vicinity of airports.

Kerosene is similar to diesel fuel, thus aircraft must be considered like diesel engines

Aircraft emit pollutants even above 3,000 feet

Residents must benefit from 8 hour nights

Jet Fuel and air tickets must be taxed

Kerosene is not taxed and there are no signs that it will be in the near future

Air fares are mostly subject to a reduced VAT for domestic flights but are exempt from VAT for international flights

Taxes are necessary to compensate the costs induced by aviation

Aviation benefits from tax exemptions

Aviation has social impacts

Residential property values inversely proportional to the number of decibels suffered

Impoverishment in the vicinity of airports

Sleep disturbance, annoyance and stress leading to :

- ♦ impairment of concentration
- ♦ work related accidents
- ♦ effect on children's cognitive development

Airport movements must be capped

Subsidies must be banned

Direct and indirect subsidies to airports

Direct and indirect subsidies to airlines, including opening of new routes contribution, marketing fees, passenger fee paid by airport to the airlines, etc.

Terrestrial transport must be promoted as an alternate to air transport, especially where high speed trains are available.

Aviation benefits from subsidies



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UNION EUROPEENNE CONTRE LES NUISANCES AERIENNES

EUROPEAN UNION AGAINST AIRCRAFT NUISANCE

Air transport and airport-related activities are responsible for noise pollution and emission of toxic pollutants. The noise – especially at night – and the pollutants have both proven to have serious adverse effects on human health, in particular causing high blood pressure leading to cardiovascular diseases and death.

Our health is precious and needs respect and protection.

All stakeholders, ie. operators of airports, air carriers and aircraft builders, but also aviation administrations and politicians, must take into consideration the populations who suffer from the impact of air traffic. Today, the aviation lobby is so powerful that it is very difficult for the population living under flight paths to be heard.

We want to provide a voice for residents living in the vicinity of airports across Europe.

Because airports are in competition with one another, any restrictions applicable to one airport will be considered a disadvantage when compared to other airports. Therefore, restrictions will only be accepted if they are applied to all airports. We want to work with the European commission and the European Parliamentarians to ensure that residents living under flight paths have a voice.

The future of all of our airports must be decided at European level.

Sharing knowledge

Speaking with one voice

Technical

- ◆ Quantify noise and traffic / EANS.net
- ◆ Pollution studies around airports
- ◆ Compile and analyse data

Participate

- ◆ Participate in public hearings
- ◆ Attend stakeholders' meetings

Legal

- ◆ Court actions on behalf of endangered population
- ◆ Night flight ban
- ◆ Legal monitoring

Act - Work

- ◆ Work within expert groups
- ◆ Answer public consultations

Practical

- ◆ Conflict management in Vienna
- ◆ Weekly demonstration in Frankfurt
- ◆ Minimal noise flight procedures

Convince

- ◆ Lobbying members of European bodies
- ◆ Preparing policy papers

