

Making aviation and airport(s) more sustainable: a 12 point plan



1. Who we are, what drives us?
2. 12 point plan: our proposal for making aviation and airport(s) more sustainable
3. Our demands

AGENDA



Who we are, what drives us?

- We are not against the airport and flying but against unrestrained growth and airport expansion.
- Rapidly growing impact of aviation on climate must stop.
- Airport must develop sustainably and can be achieved within existing infrastructure.
- Support will only be possible if quality of life of residents and airport region remains assured.
- No expansion nor shift of the airport to the East, away from Brussels.

Burgerforum Luchthavenregio: bundling of 3 residential communities and committed citizens from townships bordering Brussels Airport (Kortenberg, Steenokkerzeel, Sterrebeek/Zaventem), with support from Natuurpunt



Purpose of our 12 point plan

- Building support for making aviation and airports sustainable
- Clear commitment in political party programmes in the run up to European, Federal and Regional elections in May 2019
- Stop NIMBY (Not-in-my-backyard).



12 point plan in a nutshell

1. Cap aviation emissions
2. Smart levies
3. Quieter planes
4. Noise norms
5. Test run inside hangars
6. No further increase in peaks
7. Cap flight movements
8. Abolish night flights
9. Lock historic preferential runway use
10. Strategic vision aviation sector
11. Global mobility plan
12. Cooperation and connectivity between airports



1. Cap (fast-growing) aviation emissions

What we demand

- Emission norms for all aircraft types: CO₂, nitrogen oxides (Nox), (ultra-) fine particles (treat aircraft = 'flying chimney')
- ICAO must make public CO₂ classification of all plane categories!
- Airport emission: based on all fuel sold at the airport (treat airport = factory of 'flying chimneys')
- Embedded in climate/environmental goals and plans (bunker fuels are part of EU commitment (NDC's) of the EU)



2. Smart levies – Belgian level



What we demand

- **A tax per plane based on**
 - Noise and emission classification of the plane as well as distance of the journey
 - Timing of the flight: flying during peaks and night are taxed significantly more
 - Destination: higher tax for flights < 500 km and destinations which can be reached by train < 6 hours
- **Ticket tax** (exists in UK, USA, Germany, Austria, Sweden, Norway, and NL from 2021)
 - Until VAT will be applicable
 - Existing Diabolo-levy is dropped

2. Smart levies – European level



What we demand

- A tax on kerosene for all flights in Europe
- Higher tax on sulfur rich kerosene (alternative: ban sulfur rich kerosene)
- VAT on flight tickets

3. Quieter planes through reducing Quota Counts (QC's) by 2020



Accelerated transition to modern, quieter planes reduces significantly impact on most noise affected groups

Max. allowed quota counts* from	Current	Proposal	Heathrow**
23-6u	8	3	2 (23.30-6u)
6-7u	12	4	4 (23-23.30 en 6-7u)
7-21u	48	12	
21-23u	24	12	



Respect for European night!

*Calculated noise for landing and take off, per airplane type

** Calculation QC not the same as in Zaventem

4. Same noise norms for all citizens



- **Apply stricter WHO noise guidelines for aviation (Oct. 2018)**
 - Day: from Lden 55 to 45; Night: from Lnight 45 to 40
 - Reduce noise in excessive noise disturbed areas **WITHOUT** increasing noise disturbance in other areas!
 - New Flemish Region Noise Action Plan (2019 -2023) remains highly deficient
- **Noise norms do not mean end of airport**
 - Stricter quota counts accelerate switch to quieter planes
 - Identical noise norms help prevent NIMBY and build broader support

5. Test run engines within hangars



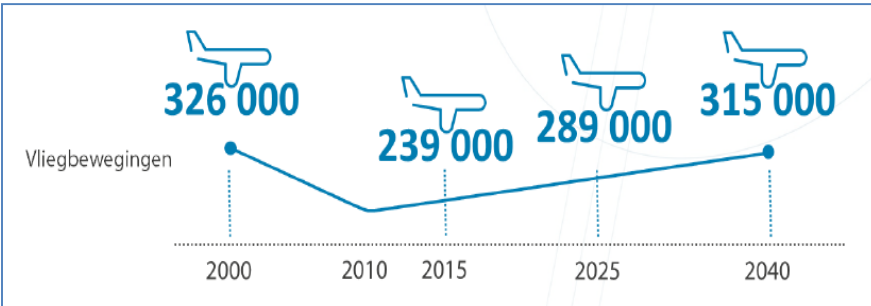
- **Flanders Government to accelerate establishment of test run hangar through revision environmental license**

6. Maintain current maximum of 74 movements/hour during peak periods



- BAC optimisation/expansion plan 2040 is needed only to accommodate larger peak (of 93 movements/hour)
- Tackle peaks differently: demand management instead of increasing capacity (taxation/selectivity)
- Safety may be threatened (sources Skeyes)
- No further concentration and increase of noise disturbance
- Outside peak periods 'green landings' are possible
- Prevent destruction of municipality centers (Humelgem, Erps, Sterrebeek, Zaventem centrum)
- No occupation of open space ('Groot veld')

7. Increase flight movements to max. 250.000 in 2025



BAC wants unrestrained growth

Burgerforum demands sustainable growth

- Modest growth of total flight movements up to 2025 (currently 235.000)
- Passenger and cargo growth may be sustained through larger and fuller planes
- Reduce and phase out night flights
- From 2025: new 10-year ceiling in function of accomplished environmental and noise reductions => win-win!
- Cap enhances support among residents

8. Eliminate night flights by 2025, reduction in 2020

- Health of residents is more important than cargo en charters
 - 215 early deaths/year in Flanders due to sleep disturbance*
 - Location of Brussels Airport makes it particularly prone to noise disturbance BUT it continues to apply one of the most lax night regimes in Europe
 - Nightflight restrictions in a.o. Amsterdam, Frankfurt, London Heathrow, Tel Aviv, Warsaw, Zurich, Tokyo Narita en Sydney.
 - Stricter WHO noise guidelines during night (Lnight 40) + recommendation: tackle noise at the source
 - Economic value added of nightflights is questionable



*Studies Prof. L Annemans

Nightflights	Currently	Proposed 2020	Proposed 2025	
Number of movements	16.000	10.000	0	
Of which departing flights	5.000	3.000	0	

9. Historic preferential runway use is 'locked' based on wind norms



- Stop legal uncertainty through restoring logical runway use
- Historic preferential runway use:
 - Use 25R for take off in case of west/south-west wind (80% of the time), the 25L for landing and exceptionally the cross runway 01/19 for take off
 - Situation prior to 1999: introduction of spreading plans Durant, Anciaux, ...
- Why?
 - Windnorms are only objective benchmark
 - Flying in accordance with wind = safe, ecological/economic
 - Legal certainty: people have settled in function of recognised disturbance => spreading causes dissatisfaction, repeated changes cause unrest (arbitrariness) => legal cases
 - Legal anchoring of historic preferential runway use: ensures security for local residents, airport and airlines

Don't spread disturbance, control it at the source

10. Strategic vision and legal framework for aviation



- Harsh competition in aviation sector: increasingly at the expense of environment, workers/employment, public health, consumer.
- Urgent need for Government vision and long term strategy which
 - transcends commercial and NIMBY interests
 - pursues sustainable development and competitiveness of all Belgian airports (win-win)
 - improves our international accessibility
- Without consultation and citizen involvement, no support
- Without legal framework, no compliance with rules and execution
- Federal and Regional Authorities determine and watch over the rules which Belgian airports and concerned operators must abide to.

11. Global mobility plan

- Invest in sustainable transport modes(train, bus) to substitute for flights < 500km.
- Fullfledged train-tram-busstation at the airport.
- East/South unlocking of airport via adequate direct train connections.
- Completion of regional 'Gewestelijk Expresnet' (GEN) and tram connections with Brussels.



Result:

- Less traffic jams, less CO2, less fine dust
- More efficient public transport
- New jobs
- Improved access and competitiveness of the airport (region)

Hoeveel meer CO₂ stoot een vliegreis uit in verhouding tot de trein?

Voorbeeld: als u naar Parijs vliegt, stoot u 37 keer meer CO₂ uit dan als u met de trein gaat

Parijs	37
Bordeaux	20
Lyon	19
Dusseldorf	18
Genève	16
Marseille	15
Toulouse	15
Nice	15
Amsterdam	14
Londen	11
Frankfurt	10
Barcelona	8
Hamburg	7
Salzburg	7
Milaan	7
Munchen	6
Rome	5
Bern	5
Berlijn	5
Firenze	5
Wenen	4
Praag	4
Venetië	3
Kopenhagen	3
Warschau	1

12. Strengthen cooperation and connectivity between airports



- Belgium is a small country, distance between principal airports (Zaventem, Charleroi, Luik/Bierset) hardly 60-80 km
- Not unabated increase of commercial volumes and growth in all fields but better division of labour and specialisation between airports in Belgium, aimed at increasing value added and employment (ref. Seaport Pact)
- Smooth national and international accessibility supports our global competitive position.
- More balanced division of air traffic

Responsibility/action matrix	Federal	Regional	European
1. Emissions cap for aircraft	x	X (possible through license)	x
2. Smart levies	X		x
3. Quieter planes	x	x (possible through license)	x
4.Noise norms	X (only if jurisdiction is again federal)	X (Cooperation Agreement between Regions)	
5. Test run inside hangars		X	
6. Max. 74 flight movements/peak	X	X (possible through license)	
7. Max 250.000 flight movements/year	X	X (possible through license)	
8. Abolish night flights	x	X	
9. Anchor historic preferential runway use	x		
10. Strategic vision aviation sector	x	X	
11. Global mobility plan	x	X	
12. Connectivity en specialization of Belgian airports	x	X (Regions policy)	