

# COMMUNITY VOICES

The newsletter of UECNA representing grassroots airport communities

Issue 1

UECNA: European Union Against Aircraft Nuisances - since 1968

July 2019

## **NEW REPORT:**

### **Aviation Fuel Tax Would Cut Demand Without Harming The Economy**

A new report prepared for the European Commission, leaked to the lobby group Transport & Environment, shows that tax on aviation fuel in Europe would decrease demand for flying by 11% without hurting the economy or resulting in an overall loss of jobs.

The report found that a €0.33 per litre tax on aviation kerosene sold in Europe would increase the average ticket price by 10%, reduce the number of people affected by aircraft noise by 8% and cut aviation emissions by 11%. It would raise almost €27 billion in revenues every year.

Employment in the aviation sector would drop by 11% but, since there would be more money spent elsewhere in the economy, that drop would be offset by new jobs in other sectors.

The full report prepared for the Commission can be found at [transportenvironment.org](https://transportenvironment.org)



## **PETITION To Tax Aircraft Fuel**

A European Citizens' Initiative has been launched that calls for European governments to end aviation's fuel tax exemption. It comes at a time when a number of European countries are becoming interested in a fuel tax or a tax on tickets. A number of the countries already impose some kind of tax but it is usually at a low level, the exception being the UK which raises over £3 billion each year from Air Passenger Duty. It is expected that when the new European Parliament, elected in May's EU elections, starts work later this year there will be moves to introduce some taxes on aviation. UECNA will be lobbying key MEPs on the issue. We will report on progress in subsequent newsletters as well as posts on twitter and news items on our website.

**Sign the petition at**

[eci.ec.europa.eu/008/public/#/initiative](https://eci.ec.europa.eu/008/public/#/initiative)

## **UECNA COMMENT:**

### **Aviation must not be taxed out of the sky**

Aviation is under-taxed. As a result fares are artificially low. Unless technology comes to our rescue, noise and emissions will rise as demand for air travel increases. But it is important that we don't price aircraft out of the sky. Aviation brings economic benefits. It improves connectivity between countries and continents.

This facilitates trade which helps businesses grow, increases prosperity and often opens up closed societies. In particular, improved links to the emerging economies of the world has a role in reducing poverty in these countries.

Aviation also brings important social and cultural benefits. If it should pay more tax – and it should – we have to make sure that does not kill the benefits from aviation, nor that flying becomes so expensive that only the rich can afford it.

Over the next few years UECNA will be doing more work on these issues. Our paper on this subject: [uecna.eu/key-issues](https://uecna.eu/key-issues)



## ELECTRIC PLANES

**They could be here sooner than we think, but might do little for noise...**

In less than 20 years electric planes could be using our airports. A new report from the CAA (Civil Aviation Authority) suggests some short-haul flights could be using electric aircraft by the early 2030s.

However, the larger long-haul planes are not expected to be electrified until at least 2050. Electric aircraft would reduce the air pollution and climate emissions coming out of each plane.

But there is much more doubt about their noise benefits. The report says "There is still a clear need to undertake noise measurements of the full scale commercial electric planes once they are available to fully understand their noise characteristics" adding "it is still unknown whether the noise exposure from electric aircraft will be an improvement from conventional aircraft."

***"It is still unknown whether the noise exposure from electric aircraft will be an improvement from conventional aircraft." Civil Aviation Authority***

The CAA report identifies the main sources of the potential noise from a fully electric plane. They are the battery systems, the motor and air frame. Early modelling suggests that the planes may be quieter on departure than current aircraft but noisier on arrival.



But, because of their batteries, they will be heavy and are expected to climb more slowly after take-off which might off-set any noise gains at source. All of this would be problematic for communities under flight paths.

The technology which could clean up the industry could make things worse for them. Communities will be concerned that, driven by the need to cut emissions, the aviation industry may be rushing into a technology which may do little or nothing for noise. It is likely to renew calls for research into other technologies and for demand management measures to be put in place in the meantime.

Link to the CAA report at [publicapps.caa.co.uk](https://publicapps.caa.co.uk)

Article reprinted with permission from the journal of the UK Noise Association: [ukna.org.uk](https://ukna.org.uk)



## **United Nations Body will evaluate the environmental impacts of SUPERSONIC AIRCRAFT**

While the USA will adopt a new standard to enable the return of supersonic transport in 2020, early this year, the UN's International Civil Aviation Organisation which sets international standards and practices governing aviation worldwide, decided to conduct a comprehensive study of the likely increased noise, air and climate pollution from supersonics. The discussion

on a standard which will follow the study will then focus on the stringency of the rules applicable to supersonic aircraft and their ability to comply with the limits applicable to subsonic aircraft. Many members and observers at ICAO believe that new technology should aim at improving the impacts of aviation and thus new aircraft, flying at subsonic and supersonic speed, should comply with the same standards.

However, once a standard will be applicable in the US, supersonic aircraft may be certified and registered there. This will be sufficient to allow them to fly at supersonic speed over the seas (but not overland, at least outside the US) and flyover countries member of the ICAO convention and use their airports.

Three firms are currently planning to use supersonic aircraft. Aerion and Spike, which both hope to operate small supersonic jets and Boom which would like to introduce faster and cheaper supersonic air travel with larger jets.



UECNA President **Dominique Lazarski** is a member of the ICAO committee working on supersonics noise impact. UECNA is the only pan-European organization representing communities on ICAO.



## MAJOR REPORT:

### Numbers Impacted By Aircraft Noise In Europe Increase

#### EAER DASHBOARD<sup>2</sup>

	Indicator	Units	2017	% change since 2014	% change since 2005
Traffic	Passenger kilometres flown by commercial flights <sup>(1)</sup>	billion	1,643	+20%	+60%
	Number of city pairs served most weeks by scheduled flights <sup>(1)</sup>		8,603	+11%	+43%
Noise	Number of people inside L <sub>den</sub> 55 dB noise contours <sup>(2)</sup>	million	2.58	+14%	+12%
	Average noise energy per flight <sup>(3)</sup>	10 <sup>9</sup> Joules	1.24	-1%	-14%
Emissions	Full-flight CO <sub>2</sub> emissions <sup>(1)</sup>	million tonnes	163	+10%	+16%
	Full-flight 'net' CO <sub>2</sub> emissions with ETS reductions <sup>(1)</sup>	million tonnes	136	+3%	n/a <sup>(4)</sup>
	Full-flight NO <sub>x</sub> emissions <sup>(1)</sup>	thousand tonnes	839	+12%	+25%
	Average fuel consumption of commercial flights <sup>(1)</sup>	litres fuel per 100 passenger kilometres	3.4	-8%	-24%

(1) All departures from EU28+EFTA

(2) 47 major European airports

(3) All departures and arrivals in EU28+EFTA

(4) ETS not applicable to aviation in 2005

<sup>2</sup> Red shading indicates a worsening of the relevant indicator and green shading an improvement.

A report published earlier this year reveals that the number of people impacted by aircraft noise in 2017 was 14% higher than were affected three years earlier. The European Aviation Environmental Report 2019 showed that in 2017 2.58 million people lived inside the 55Lden contour, the level at which the EU has found a significant percentage of people begin to get disturbed by aircraft noise.

The report found that air pollution and CO<sub>2</sub> emissions had also increased. Individual aircraft have become quieter and cleaner but the benefits have been wiped out by the increase in the number of flights. The report's 'most-likely forecast' is that flights will grow by a further 42% from 2017 to 2040.

The number of major airports that handle more than 50,000 annual aircraft movements is expected to increase from 82 in 2017 to 110 in 2040. That will increase the numbers impacted by noise and, although planes will continue to become cleaner, the rise in flight numbers means that by 2040, CO<sub>2</sub> and NO<sub>x</sub> emissions are predicted to increase by at least 21% and 16% respectively.

The report contains a wealth of useful and interesting information. It is well worth clicking [this link](#) to have a look at it.



This report was compiled by EASA (European Union for Aviation Safety), the European Environment Agency and Eurocontrol.

UECNA is represented at EASA and has therefore contributed to the report.

#### PROOF: ultra-fine particles from aircraft affect health!



A thorough study on 191 primary school children who live near Schiphol Airport shows that high concentrations of ultra-fine particles from aircraft can effect health seriously. When the wind blows in the 'wrong' direction children with respiratory complaints suffer more and use more medication. Complaints include shortness of breath and wheezing. These are the conclusions of new research by the National Institute for Public Health and the Environment (RIVM), in collaboration with Utrecht University and the Academic Medical Centre (AMC).

Such an extensive research on ultrafine particles and health has never been carried out around airports and should alarm everybody responsible for the tremendous worldwide growth of aviation.

The study is part of a long-term study of the RIVM. Next years they research the effects of long-term exposure to ultra-fine particles from air traffic.



## UECNA: Speaking For Communities Across Europe

UECNA is the only Europe-wide organisation which represents grassroots airport communities at the highest level in the European Parliament and at the European Commission. It also speaks for residents at ICAO, the aviation industry's main international decision-making body. It is run by representatives from grassroots organisations from across Europe.

### If you join, you get the chance to:

- Tell the rest of Europe about your airport and benefit from others' experience,
- Join Europe-wide campaigns,
- Influence the European Union and international aviation organisations,
- Receive regular information on new developments,
- Be part of a growing movement to tackle the local impacts of aviation,
- Meet fellow campaigners from across Europe.

### UECNA is represented on:

- ICAO (International Civil Aviation Authority)
- European Commission's Noise Experts Group
- EASA (European Union Safety Agency)
- EAEG (European Aviation Environmental Group)
- T & E (Transport & Environment)



### UECNA Members and Friends

UECNA has members and 'friends' from communities at airports throughout Europe. In future issues we will be featuring the situation at some of their airports. We will also be covering other major noise, air pollution and airspace issues as they arise at a European and international level.

If you would like to become a member or a friend:

[uecna.eu/uecna-for-you/friends-of-uecna](http://uecna.eu/uecna-for-you/friends-of-uecna)

**UECNA has members in Frankfurt, Amsterdam, Paris and London as well as many other airports across Europe.**

The UECNA Board Members from eight European countries working together in Brussels

We welcome contributions to the newsletter: mail to [johnstewart2@btconnect.com](mailto:johnstewart2@btconnect.com)