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

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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)

FIGURES PARIS-CDG

61.6 M Passengers in 2012 ↑ +1.1%
491 300 movements ↓ -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+1 PILARS

1. AIRCRAFT NOISE SOURCE REDUCTION
2. LAND USE AND MITIGATION
3. LOCAL OPERATING RESTRICTIONS
4. QUIETER PROCEDURES
5. NOISE CHARGES
6. SOCIAL RESPONSABILITY
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
LAND USE AND MITIGATION (2)

- **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**
  - Continous 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
“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).”
Thank you for your attention!