

14th Florence Air Forum

The Role of Airports in the European Green Deal

The global picture : in addition to natural economic incentives to fly green, an overlay of regulatory measures and/or projects exists at different levels

Economic incentives

Newer aircraft and engine...



... Less weight on board

Operational performance...



... Optimized cabin layouts

Better Load Factors...



Regulatory environment

CORSIA

EU ETS



Sustainable Aviation Fuel incorporation mandates



National taxes (partly justified by environmental policies) :
 UK APD, German Aviation Tax, French Solidarity Tax, Swedish Aviation Tax, Austrian Air Transport Levy



What are the various regulatory options regarding Airport Charges supporting the shift towards greener airlines? => CO2-modulated charges at an airport level?

- **Airports do not seem to be proper bodies** to address airlines emissions :
 - CO2 emissions of airlines is a global subject and must be addressed through global (or at least regional) policies to avoid carbon leakage; airport policies are local.
- **Airport charges should remain cost-related:**
 - Airport charges should be strictly related to the provision of infrastructure and services provided.
 - States only should decide on the method of cost recovery and charges to be used to take into account societal cost, including the cost of climate change.
- **Airport charges should remain non discriminatory**
 - Risk of using CO2-modulated charges also for commercial purposes
 - Possible escalation between airports to try to move CO2 of airlines elsewhere and appear green.
- **No effect on climate**
 - CO2-modulated measures would not significantly drive airlines' behavior
 - Even if they did, they would have no significant impact on climate





Even if CO2-modulated airport charges had an effect on airlines' behavior, the global effect for climate would be inexistant

Noise is local, CO2 is global. **CO2 must be addressed globally**

Noise



Constrained airport
Most quiet aircraft



Unconstrained airport
Least quiet aircraft

airlines & fleet allocation



Possible noise benefits

CO2



CO2 « regulated » airport
Most CO2 efficient aircraft
(but maybe noisier)



CO2 « non regulated » airport
Least CO2 efficient aircraft
(but maybe quieter)

airlines & fleet allocation



Total climate benefits **R 0**



Recommendations

Climate change and aviation charges

How airports today can help tackle aviation environmental challenges :

- **Consultation** between airports and airlines is the right place to **agree upon and embed sustainable environmental solutions.**
- Continue the transition to **greener ground operations.**
- Continue to **advocate for global measures** to tackle aviation challenges related to CO2 emissions.
- **Design the airport** and aircraft system of tomorrow in cooperation with the whole aviation sector.
- **Airport Master Plans** should always include an **environmental assessment and management plan.**
- Good airport design should drive both **environmental improvement and increased efficiency for all users.**

