

System change proposal

Changing the European Aviation rules
considering airport coordination
and capacity limitation

What do aviation and dairy farming have in common?

They both have to shrink considerably in order to reach the Paris climate agreement goal.

If aviation keeps growing at the speed it has been doing for the last thirty years, it will consume a large part of the global carbon budget by 2035, and use all of it in 2070.

We cannot let that happen. We have to reverse the growth of aviation. If we don't the global atmospheric temperature will rise above two degrees and hundreds of millions of people will flee from droughts, flooding and hunger. The global economy will collapse and feedback mechanisms will release huge quantities of methane, making the polar icecaps disappear, making global warming even worse. In the end, sea level will rise over 60 meters. It's the end of human life on this planet, and causes the extinction of most of the species currently living on it.

In order to manage the development of aviation our governments must be able to limit the number of flights. The number of flights has to be restricted on both national and airport levels. The only way to do that, is by putting a cap on the number of available slots.

But (here comes the problem): slots can only be limited

a) at coordinated airports

(defined as airports with capacity problems which means very busy congested airports)
according to EU Slot regulation 95/93 EU

see <https://publications.europa.eu/nl/publication-detail/-/publication/f875c72f-117d-4fc1-96e1-8d3f2c13806d/language-en>

b) for reasons of otherwise unsolvable noise problems

according to the European rules for restricting airport operations
says EU regulation 598/2014 EU

see <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex%3A32014R0598>

So, if we really want to keep aviation development within the boundaries of the Paris agreement we have to change both EU regulations in such a way, that:

a) slot regulation rules apply for all airports

b) the number of available slots can be limited on a national level

c) climate and environment considerations become legitimate reasons for airport capacity limitation as well (as noise)

Explanation

The cause of these problems is that aviation has always been stimulated and is heavily deregulated by all governments and international institutions worldwide. There are only “fair competition” and growth stimulating rules. Those “free market” principles are only limited in the EU regulations by some safety and noise management measurements.

That has to change.

We have to lobby and take action in order to reach that necessary change.

Taxing and synthetic fuels offer no sufficient solution to the aviation climate problem, because those measurements won't stop planes from exhausting greenhouse gasses.

Limiting the number of flights is the only effective way to keep the development of aviation within the Paris agreement climate change limits.

And it solves a lot of environmental (air pollution) and public health problems (such as respirational problems, noise stress, sleep deprivation, heart diseases etc.) as well.

If we succeed in making it possible to limit the number of flights on a national level by changing the EU aviation regulations, we can even avoid that new runway, airports and airtropolisses are being build in Europe.