Proposal for changing the EU regulation of airport (slot) coordination and capacity limitation

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European aviation policy: Flightpath 2050

Goals:

1. In 2050 technologies and procedures available allow a 75% reduction in CO_2 emissions **per passenger kilometre** and a 90% reduction in NOx emissions. The perceived noise emission of flying aircraft is reduced by 65%. Compared to 2000.

2. Aircraft movements are emission-free when taxiing.

3. Air vehicles are designed and manufactured to be recyclable.

4. Europe is established as a centre of excellence on sustainable alternative fuels, including those for aviation, based on a strong European energy policy.

5. **Europe is at the forefront of** atmospheric research and takes the lead in the formulation of a prioritised environmental action plan and establishment of **global environmental standards**.

The bad news

Flightpath 2050 does not solve aviations climate problem, because

- Goal does not mention **absolute** Mton greenhouse reduction
- Goal is expressed in **relative** emission per flown distance
- Flown distance will increase faster than the fuel efficiency:
  - 780% increase of flight kilometres in 2050 compared to 2000
  - Fuel efficiency increases by 1% per year
- Technicaly impossible to make the whole fleet 75% more fuel efficient in the next 32 years
- Alternative fuels are no solution for aviations climate impact

Current European Climate Policy for aviation: EU-ETS

Insufficient to avoid huge climate impact of rapidly growing greenhouse gas emissions from aviation:

- Non CO2 effects (at least 50%!) not included

- Too many emission rights (85%) handed out **for free** EVERY YEAR

- Cap is declining at a far to low rate (2.2% per year)

- Cap starts declining far too late (from 2021)

- Carbon price is far too low to be effective (now € 11/ton)

The good news

Europe wants to be at the forefront of global environmental standards for aviation

Let's use that ambition to get rid of CORSIA

and set a global example for an effective climate policy for aviation

by changing Europe's Aviation Regulations

Limiting the number of flights

- The only effective climate policy for aviation:
- Set a declining cap on the annualy allowed number of flights
  per country
  and divide them over the countries airports
- Alternative: limiting the amount of airplane flight passenger miles
  combined with limiting the amount of air freight kilograms times air tranport distance
  which is very difficult to regulate

System changes required

- Change the European Slot Regulation in order to be able to
  - Limit of the number of slots available per country
  - Use slot coordination on airports without capacity problems

- Change the European Regulation for operating restrictions at Union airports in order to be able to
  - Limit the number of flights because of the climate
  - Without consulting interested parties
  - Without having to compare the cost-effectiveness of all possible measurements for every single airport
  - Also on smaller airports than those with 50.000 flight movements per year

- Change the European Guideline Airport Charges
  - Undo the 5 million passengers per year requirement
  - So that all airports can charge higher prices for the most polluting and noisy planes