

# Brussels Airport

## Welcome to Europe

European  
Efficient  
Welcoming

24/10/2006



# Improving the balanced approach directive

Towards Sustainable Airport Development  
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## Brussels Airport experience

- Royal Decree the 23rd of September 2003 transferred directive into Belgian Law
- The directive obligation on consultation and transparency was left out.
- Since September 2003 no consultation on the proposals to limit aircraft noise and additional exploitation restrictions.
- Competent regional authorities on environmental issues and spatial planning don't take into account BA.
- Studies haven't lead to policy discussions based on BA

# Brussels Airport advice to the competent authorities



- Our advice to the government :
- First :           define the environmental goal
- Then :           decide on the operational procedures you need to attend that goal
- End by :       adequate spatial planning and exploitation restrictions as key supportive elements.

# Brussels Airport business environment



- Regulatory instability since 2000
- Bankruptcy home carrier
- Successfully privatized
- Survived every environmental law case up till now
- Hostile business environment with subsidized airports as competitors
  
- No possibility to make stable and robust long term strategies
- We want to get on with our job : give the capital of Europe the quality airport it deserves

# Brussels Airport's conclusion after 3 years of experience



- There is a directive on how the policy should be developed.
- The policy is not developed in the described way.
- No possibility to get support from European Commission.

## Revision of the directive

- Article 14 :

“No later than five years after the entry into force of this directive the Commission shall report to the European Parliament and to the Council on the application of this Directive.

This report shall be accompanied, where necessary, by proposals for revision of the Directive.”

- Revision from 2007.

## Why should the air industry prepare their input ?

- The level of complexity to balance two regulatory frameworks and two visions
- The importance of creating a level playing field across Europe for all airports in comparable situations on noise mitigation
- Strengthen to Transport Commissioner in the inevitable discussions with the Environment Commissioner
- Our own experiences at Brussels Airport.

## Three important angles

- The balanced approach directive and the directive 2049/2002 on reducing transport : integrated legislation not competing legislation.
- Try to convince the Commission to play a more active role, in particular to guarantee the application of the directive in the policy making by the member States.
- The revision should seize the opportunity to introduce European and regional airport capacity into the balanced approach and the transport noise directive.