

AIRPORT POLLUTION CONTROL AUTHORITY

June 2013 – Best Practices and Mediation methods

An independent administrative authority

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ACNUSA:

The first independent administrative authority in the environmental domain set-up by the Law of July 12, 1999

An ten members' assembly

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- Appointed by decree, non-renewable, non removable
- Fields of activity : Public Law, Medicine, Administration, Acoustics, physiology, Air Navigation, Air quality...
- Mandate not compatible with any elective mandate, any activity relating to airports, any holding of shares in an aeronautical or airport sector company

An independent administrative authority

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Missions:

- Reopen communication channels
- Rebuild trust
- Ensure that the development of air transport does not penalise residents

Specific jurisdiction over France's twelve largest airports

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There are 2 criteria used to determine ACNUSA affiliation for airports.
One is that they must have posted more than 20,000 movements of aircraft
with maximum-mass equal to or greater than 20 tonnes upon take-off, within the last 5 civil years.

The 12 ACNUSA Airports:

- Bâle – Mulhouse
- Beauvais - Tillé
- Bordeaux – Mérignac
- Lyon – Saint-Exupéry
- Marseille – Provence
- Nantes – Atlantique
- Nice – Côte-d’Azur
- Paris – Charles-de-Gaulle
- Paris – Le Bourget
- Paris – Orly
- Strasbourg – Entzheim
- Toulouse – Blagnac



Specific jurisdiction over France's twelve largest airports

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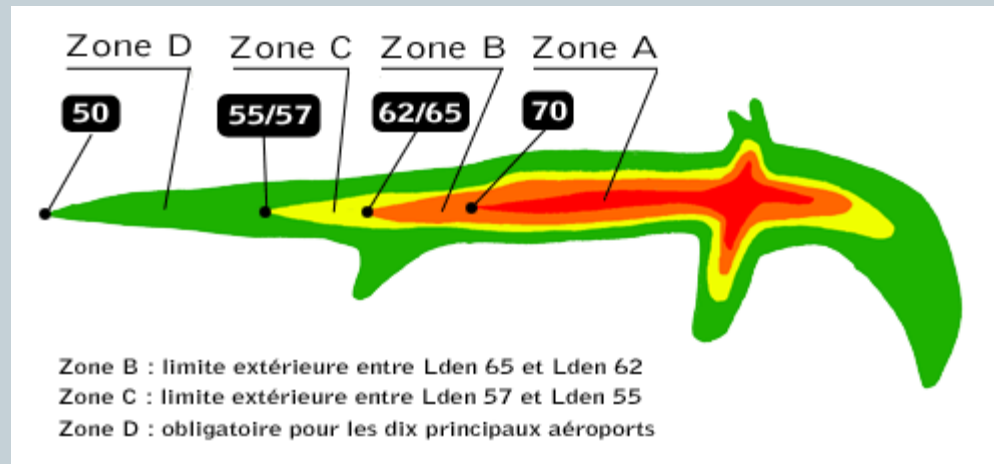
- The Authority is consulted on :
 - Draft plans to fight noise pollution and exposure to noise
 - Regulatory texts setting out measures to ensure the platforms' sound environment is protected
 - Regional climate plans and air protection plans
 - Any and all regulatory provisions likely to carry administrative penalties
- Define applicable instructions for noise measuring stations
- Proposing studies and issuing recommendations on any issue connected to environmental pollution generated by air transport at and around airports
- Checking of the commitments taken (charter and code of good practice)

Noise Exposure Map – PEB

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- Map showing four areas:
 - A, B, C and D depending on the noise disturbances to which they are exposed.

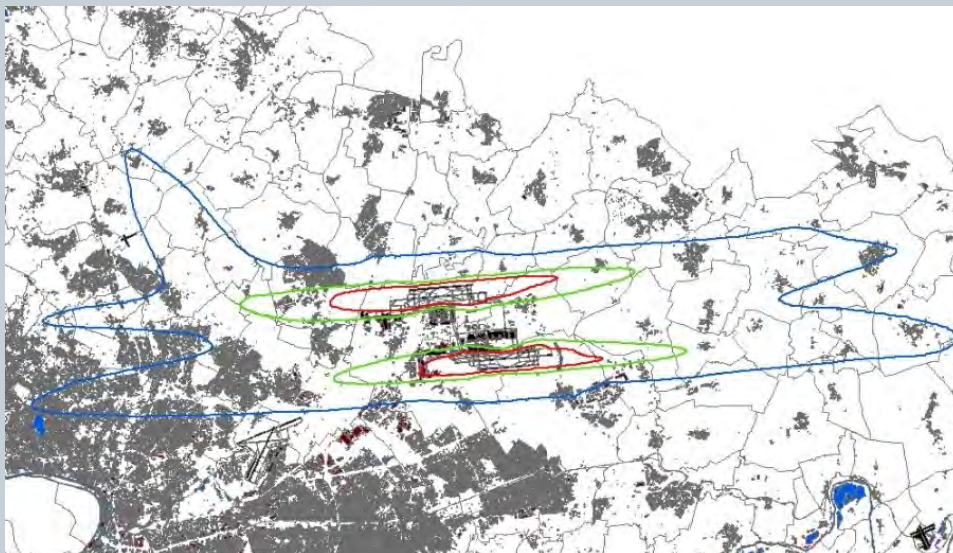
Example of PEB



Noise Disturbance Map - PGS

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- Map showing three areas:
 - area I, indicates a very high level of noise pollution limited by the Lden 70 index curve;
 - area II, indicates a high level of noise pollution between the Lden 70 and Lden 65 index curves;
 - area III, indicates a moderate level of noise pollution between the Lden 65 and Lden 55 index curves.



Paris - CGD

Sanctionable breaches

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- Non-respect of orders issued by the Civil Aviation
- Orders such as:
 - Curfews
 - Permanent or temporary restrictions for the use of certain type of aircrafts
 - Permanent or temporary restrictions of certain activities
 - Environmental protection volume
 - ...

Punishable offenders

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Either an individual or company:

- conducting public air transport
- for whose benefit public air transport is conducted
- conducting an aviation business, whether paid or not
- a charter operator

Procedure

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- Report of the breach
- 15 days for the airline to make observations
- Hearing of the airline before the ACNUSA
- Payment to the Public Revenue Offices



THANK YOU FOR YOUR ATTENTION

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