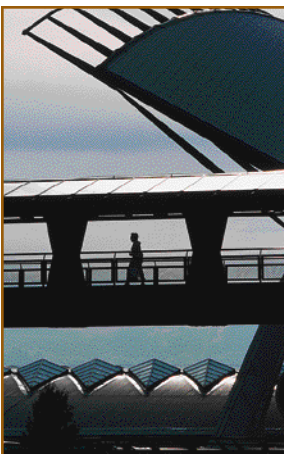


# The Airports

The future of airports in France is defined by five major challenges: developing a sustainable means of combating noise pollution, renewing airport concessions, improving services to passengers and reinforcing safety and security measures.

The Airports Department is responsible for meeting these challenges.

**A STRATEGY FOR AIRPORTS HAS BEEN ELABORATED IN ORDER TO BE IN A POSITION TO MEET DEMAND FOR AIR TRANSPORTATION IN 20 YEARS TIME.**



Consultation has begun on the future status of provincial and overseas airports.

## ► Airport Policy and Sustainable Development

The multi-modal plans for public transport, which outline the main orientations for transport policy initiated in 1997, were presented by the Transport Minister at a government meeting on 26 October 2000. They define an overall airport policy based on the development of a complementary national network of sites with an international vocation designed to respond to transport demand over the next 20 years by adapting capacity to the expected increase in traffic.

The planning, protection and development of new sites is explicitly set down in regions where the development of existing airports is not possible due to technical or environmental problems. Hence, a new airport on the Western seaboard will be built at Notre-Dame-des-Landes and plans will be drawn up for new sites at Toulouse, in the Alpes-Maritimes region and the Var region.

The government has also decided, on principle, to build a new airport to serve Paris and adjacent regions to respond to the growth in traffic, while acknowledging efforts for the limitation of noise pollution around Orly and Roissy. Its location will finally be decided after a debate to be organised in the

course of 2001 under the auspices of the National Commission for Public Debate.

## ► The First Steps of the Authority for the Control of Airport Noise Pollution (ACNUSA)

The first independent higher authority for the environment, the Authority for the Control of Airport Noise Pollution (ACNUSA), was set up by law in 1999. Its role is to guarantee local residents, local authorities and air transportation professionals, an open, impartial and objective appraisal of issues relating to the control of noise pollution generated by airport activity and the curbing of their effect on the environment. The eight members of the commission were appointed by decree on 9 February 2000. The Authority has disciplinary powers: in 2000, the National Commission for the Prevention of Sound Pollution submitted 330 fines to ACNUSA (and 60 acquittals) for a total of FF 6 636 million (1 011 million Euros).

The Consultative Commissions for the Environment (CCEs) have had their role strengthened. A decree dated 16 February 2000 defines its new make-up and modes of operation. Presided over by the Regional Administrators (Préfets), they must now bring together three colleges in equal



The 9 main French airports all have a Charter for Environmental Quality.

numbers, composed of air professionals, local authorities and local pressure groups. These commissions are currently being renewed in most of the airports.

### ► Quality Charters to Fight Airport Noise

Among the commitments made by the Transport Minister when the Roissy-Charles de Gaulle airport was expanded, was the drawing up of a Quality Charter for the Environment. This policy has since been extended across the country with the Minister asking for such charters to be drawn up for the nine main French airports. The goal is to propose short and medium term measures, determined openly and in a spirit of dialogue, to limit the impact of aeronautical activity on the lives of residents. Under the auspices of the CCEs, they are drawn up collaboratively by the government agencies, the airports, the airlines, pilot and controllers' representatives and resident organisations. The CCEs and ACNUSA make sure that promises are kept.

The charter includes a code of good conduct which brings together air transport professionals around shared objectives: piloting techniques, noise reduction procedures, training and consciousness-raising. Charters have already been finalised at

Roissy, Orly, Nice, Lyon and Bâle-Mulhouse. They are being compiled at Toulouse, Bordeaux, and Strasbourg.

### ► The Renewal of Airport Concessions

In 2000, Préfets began negotiating new concessions after the 1999 government decision to renew the Chamber of Commerce's mandate for managing short-term concessions (from 3 to 5 years, with exceptions). Lyon, Bordeaux, Toulouse, Nantes, Lille, Fort-de-France, Quimper, Calais, le Havre and Eu-Mers-les Bains-le-Tréport now have a new contracts which are more modern and consistent with the terms and conditions approved by the Council of State in 1997. Certain airports will be transferred towards local authorities, such as the Corsican airports, in accordance with the bill currently in discussion and others (such as Grenoble) will do so on a voluntary basis. An in-depth review of the evolution of airport management in the regional and overseas territories and departments has been initiated, on the basis of preliminary work done by the relevant official bodies and of proposals put forward by the Union of Chambers of Commerce and Airport Management Structures (UCCEGA).

**THE GOVERNMENT HAS DECLARED ITS SUPPORT IN PRINCIPLE FOR THE BUILDING OF A NEW AIRPORT FOR THE ILE-DE-FRANCE AREA AND SURROUNDING REGIONS.**

## The "Penalty" procedure (January 1998/ January 2001)

**Monitored infringements:**  
1 040 breaches  
of the "restricted use  
of airports" regulations:

809 at CDG,  
143 at Le Bourget,  
12 at Toulouse,  
14 at Nice, 25 at Lyon,  
37 at Orly.

In 1998 and 1999,  
the majority  
of infringements were  
to do with Chapter 2  
curfew; in 2000 they  
related to not respecting  
flight paths.

**Handling the  
infringements:**

- Before the set up of  
ACNUSA (February 2000):  
22 sessions of the  
National Commission for  
the Prevention of Noise  
Pollution;

1 434 files examined;

1 331 fines imposed  
(FF 24.8 million).

- After the set up  
of ACNUSA:

5 sessions

330 fines and

60 acquittals suggested.

## ▶ A Charter for Better Quality Service in the Airports

The Office for Civil Aviation took an active part in the comprehensive proposals made by UCCEGA, Paris Airport Authority and the operators to improve the quality of service for passengers in the airports. The first conference on quality in airports was held in May 2000 and offered a chance for all concerned to make firm commitments.

## ▶ Thinking about the Future of the Paris Airports Authority

In 1999, the President of the Paris Airports Authority received a directive to consider the future of this state-controlled body while taking account of the various targets fixed by the government. The conclusions were to bolster the programme for better quality, to set down a framework for international activity and to adjust the statutes of the Authority to enhance its performance.

## ▶ Measures to Improve Safety and Security in the Airports

Checking baggage in the hold is progressively being introduced in the main French airports. The percentage of inspections at the end of 2000 was between 30 and 40% in the Paris airports. In the regions, the figure was close to 30%. The Airports Department is financing the acquisition of explosive detectors.

Checking passengers and hand luggage is currently done in all airports by security personnel hired by airport management.

Lastly, the Paris Airports Authority and the main regional airports now have automatic detection systems for the surveillance of restricted areas.

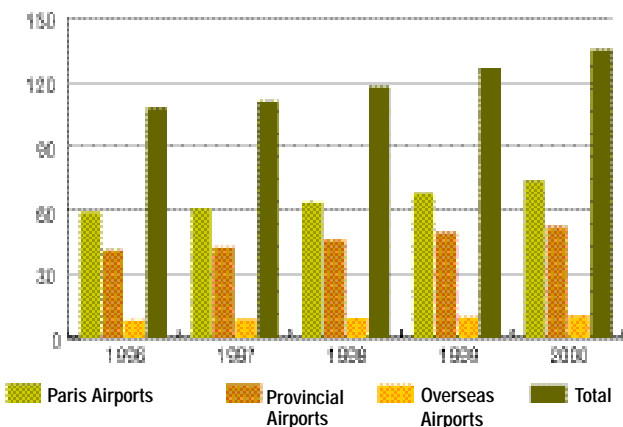
A new decree on airport police is in preparation and will deal directly with airport security issues. Two orders were also published in the Journal officiel in November 2000: they make official previous practice which had till then been instituted contractually or by mutual consent.

2000 was also saw the recommendations of the Safety Oversight Audit Programme (OACI) brought into line with the regulations relative to rescue procedures and fire fighting on planes. The relevant texts were published in January 2001. Over and above the direct funding for specialised security equipment which is forthcoming from the Air Transport and Airport Intervention Fund (FF 120 million in 2000), the Airports Department ensures that each site has sufficient funding, generated by the airport tax created in 1999, to cover their safety and security obligations.

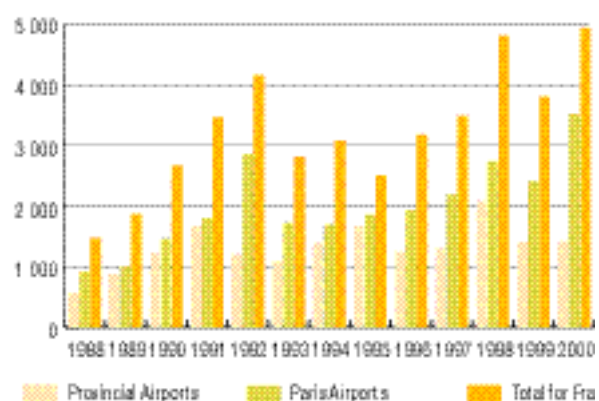
## ▶ Increasing Investment to Increase Capacity

Given the constant rise in traffic since 1992, airport managers are adapting their infrastructure to the demand for higher capacity.

**Aerodrome Traffic**  
(in millions of passengers)



**Investment in French Airports**  
(in millions of FF)



The Paris Airports Authority thus invested FF 3,6 million (550 million Euros) in 2000. At Roissy-Charles de Gaulle, the year saw the completion of the doubling of the Northern runways and studies were completed for Terminal 2E on which work should begin in 2001; the rehabilitation of terminal CDG1 will begin at the same time. Maintenance and improvement work has also taken place at Orly.

After the pause in 1999, investments in regional airports has risen by 18%. They have mainly been used for passenger terminal enlargement at Nice, Marseille, Lyon and Saint-Denis de la Réunion, as well as for the reconstruction of the runway at Strasbourg. Funding came both from airport management and from local authority subsidies.

### ► The Activities of the Airport Special Services (SSBA) in 2000

The Airport Special Services for the military airports in the South-East, the South-West and the Paris region are responsible for important assignments on behalf of the DGAC and the Ministry of Defence.

The South-East SSBA launched a pilot programme, in conjunction with the Office for Air Navigation, for the maintenance of the new CRNA South-East. It launched a tender for the projected site plan for the Marseille-Provence airport. It also piloted the construction of a parking lot for large carriers on the Istres military base in anticipation of the tests for the A340-600 followed by the A380. The South-West SSBA co-ordinated the construction of the new technical unit for the CRNA which is due to be finished in June 2001. On behalf of the South and South-West Civil Aviation Offices for, it worked on planification for the airports at Pau, Biarritz, Agen and Pamiers.

The Paris Region SSBA worked on studies and construction work for the rehabilitation or the restructuring of various buildings. It also managed the extension of the Accident Investigation Bureau and completed the demolition of the Paris Convention Centre. ■

### Security and Defence: a busy year 2000

**At the OACI**, a group of experts began revising Annex 17 so as to have a more coherent document which distinguishes between objectives to be reached for the prevention of illegal acts and the acceptable means to reach those objectives. After this revision, the group also recommended that states should be subject to audits carried out by the OACI, initially done on a voluntary basis.

**On a European level**, the member states of the European Conference on Civil Aviation (CEAC) defined the methods and procedures to standardise airport audits (Annex 17 of the OACI and Doc 30 of the CEAC). A training programme for those carrying them out has been set up. Several European countries have also begun to set down a legal framework for the concept of the "single security control", by which a passenger and baggage whose trip involves several stop-overs is checked only once at the airport of departure. A multilateral agreement is being prepared, with annexes to describe the methods and procedures for its implementation.

**In France**, the administrative bodies involved in implementing security measures (the Home Office, the Defence Ministry, customs and civil aviation) have launched a programme of airports audits for those handling more than 200 000 passengers. The twenty audits carried out in 2000 were followed by recommendations for the improvement of security. An examination of the causes of shortcomings also showed that the regulatory framework was found lacking, with, in particular, the scant respect of security rules by the companies operating in restricted areas. Joint discussions took place on the subject and a Council of State decree will define the legal measures to be taken by airports and operators as well as by those who use or occupy restricted areas.

**Concerning air freight**, 2000 saw the confirmation of the 100% security policy for all freight in the holds. Transport police and customs inspections now mean that regulations are respected.

### STBA: runways for the future big carriers

Launched in 1998 by Airbus, in conjunction with the Airport Technical Services and the Central Engineering Laboratory (LCPC) the experimental programme on runway load continued in 2000 in preparation for the A380. Simulations on the behaviour of flexible runways have continued while the hard runway phase began: this runway is currently being built and the first test will take place in the autumn 2001. Meanwhile, the study programme which aims to find a new method for the proportioning of runways, has continued in 2000. The STBA is also taking part, with the help of its IMAG trailer, in an international study (involving Canada and the United States) on adherence to runways depending on weather condition (rain, compact snow, loose snow or slush and ice): the objective is to define an international indicator for "sliding". After the 2000 campaign, the IMAG has become the vehicle of reference for the tests. The STBA also collaborates with the Permanent Commission for the Revision of Technical Training on Civilian Airports, whose Chapter 13 was circulated at the end of 2000. Lastly, it produced a document called "Water and the Airport" intended for airport works department managers.