

Environmental and Social Data Sheet

Overview

Project Name: Air Navigation Upgrade Ukraine
Project Number: 2011 0266
Country: Ukraine
Project Description: The Project is part of the Local Single Sky Implementation Programme (LSSIP) agreed between the Ukrainian State Air Traffic Service Enterprise (UkSATSE) and Eurocontrol in order to meet future demand, improve ATM efficiency, achieve performance targets in compliance with the EU Single European Sky (SES) regulations and maintain required safety levels. It comprises a comprehensive modernisation of the Ukrainian Air Traffic Management infrastructure. The Project will be implemented at various airport sites as well as remote locations throughout Ukraine.

EIA: Required ☐
Not required ☒

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The project components themselves do not fall within the scope of the EU EIA Directive 85/337/EEC, as amended by directives 97/11/EC and 2003/35/EC, and, therefore, an Environmental Impact Assessment is not required. The Bank will assure that the two ATC control towers included in the project will be implemented as part of properly approved airport master plans.

Due to its location, size and characteristics the Project will not have a significant environmental impact and is acceptable for EIB financing. Reductions in noise and gaseous emissions, as well as fuel savings will be achieved through better co-ordination of flights and shorter routes made possible through the Project.

Environmental and Social Assessment

Environmental Impact and Mitigation

The individual components included in the Project will not require any significant civil works that might have an adverse impact on the environment. They are all rather small and require only limited resources in terms of land. ATC equipment is always sited at a safe distance, and at such an elevation so as not to have any adverse impact on human habitation. Monitoring of electromagnetic radiation is performed in accordance with national legislation for electromagnetic radiation protection. Certificates for compliance with the legislation are revised once per year and are valid for five years.

The only two Project components involving a significant amount of civil works are the new ATC towers at Kyiv Boryspil and Odesa airports. Construction work is conducted by contractors who must comply with the national civil code. Each building project has to be

approved by the competent State authorities. The Bank will assure that these components will be implemented as part of properly approved airport master plans.

The contribution of Air Traffic Control (ATC) to environmental improvement arises from operational performance, which in turn is largely driven by inefficiencies in the routes used by airlines and associated fuel burn (and emissions). There is a close link between reducing greenhouse gas emissions and airspace user requirements to minimise fuel burn.

Scope of the ATC contribution towards reducing CO₂ emissions is limited at only around 6.2% from total share of aviation CO₂ emissions and this share cannot be reduced to zero due to required safety levels or desired trade-offs (such as between capacity and flight efficiency) plus additional factors such as weather.

Nevertheless, there is a scope for improvements that would arise mainly from improved horizontal and vertical flight efficiency. The proposed UkSATSE investment project will enable more efficient flight profiles for both departures and arrivals in Ukraine. Continuous descent approach (CDA) and continuous climb departure (CCD) procedures will reduce the CO₂ emissions by around 340,000 tonnes between 2013 and 2025 under the most likely scenario. Airport radars have a potential to save additional 15,000 tonnes in the same period. This would not be possible without the upgrade of the current ATM system and additional nav aids that are planned. Furthermore, CCD and CDA profiles will also provide noise benefits.

In addition to the EU ETS, the Single European Sky (SES) Performance Scheme is expected to drive the flight efficiency and capacity improvements with resulting positive effects on fuel burn and the environment. Neither the SES Performance Scheme nor the ETS currently apply to Ukraine. Nevertheless, being a member of Eurocontrol, Ukraine is already obliged to meet certain parts of the EU SES regulations and it is Ukraine's firm intention to become fully compliant as soon as possible and thus contribute to speeding-up integration of Ukraine with the European Union.

Public Consultation and Stakeholder Engagement

As a member of Eurocontrol UkSATSE is bound to certain provisions of the SES legislation, which include requirements for stakeholder consultation when setting user charges or making significant investment decisions.

Other Environmental and Social Aspects

Management systems for Environmental, Health and safety issues, which include regular audits, have been introduced at UkSATSE in July 2011. The certification of these management systems is in progress.

In order to maintain the safety of UkSATSE's operation the company applies Eurocontrol Safety Regulatory Requirements. Emergency procedures in case of earthquake, fire, power cuts etc., as well as guidance material for the handling of hazardous materials are in place.