Conditions in the airport's environmental permit

Stockholm Bromma Airport (BMA)

Swedavia Airports

Conditions in the airport environmental permit for Bromma Stockholm Airport valid from 5 February 2010

On 13 July 1979, the Concession Board for Environmental Protection granted the Swedish Civil Aviation Administration permission to operate Bromma Stockholm Airport as a commercial airport, mainly for domestic scheduled flights and general aviation. The permit contained 11 conditional points. Since then, the conditions have changed a number of times. In June 1993, the Swedish Civil Aviation Administration applied for a review of several of the conditions. The decisions and rulings on which Bromma Stockholm Airport's conditions regarding noise and emissions to air and water are based are listed below.

Noise: The Government in its decision of 9 October 1980 (Ministry of Agriculture, decision 18, case 1774/79 and others), Nacka District Court, the Environmental Court, in its judgment of 28 January 2009 (case no. M 1414-07), Svea Court of Appeal, the Environmental Court of Appeal, in its judgment of 5 February 2010 (case no. M 1441-09) and the Land and Environment Court in its judgment of 26 March 2013 (case no. M 4800-12)

Emissions to air and water: The Environmental Court in a judgment of 25 October 2002 (Case No M 81-99), Svea Court of Appeal, the Environmental Court of Appeal, in a judgment of 9 June 2005 (Case No M 10196-02) and Svea Court of Appeal, the Environmental Court of Appeal, in a judgment of 5 February 2010 (Case No M 1441-09).

In the land lease agreement with the City of Stockholm, some of the conditions of the environmental permit have been tightened. The Swedish Civil Aviation Administration (now Swedavia) leases the land on which Bromma Airport is built from the City of Stockholm. The lease was signed in 1994 and ran until 2011. The leased area in 1997 amounted to 142 hectares. The City Council decided on a supplementary agreement to the land lease on 13 December 1999, valid until 30 September 2001. The agreement was subsequently renegotiated and on 8 February 2002 the supplementary agreement was finalised. The agreement was valid for the period 1 April 2002 - 31 December 2011. On 21 September 2007, the lease of the Stockholm-Bromma airport area was extended. The current lease is valid from 1 January 2008 until 31 December 2038.

PERMIT

The activities requiring a permit at Bromma Stockholm Airport relate to the production of take-off and landing services. The airport has a limit on the number of movements in the permit: 100,000 per year. However, the agreement with the City of Stockholm regulates the number of movements to 80,000 per year.

Noise

Condition 1:

The noise level around the airport, calculated according to the FBN method, must not - to the extent that it depends on the flight operations and as regards FBN 55 and 65 dBA - exceed the limits specified in traffic case 4 in the Swedish Civil Aviation Administration's application (i.e. within the FBN 55 dBA contour Mariehäll, Johannesfred, certain areas around Bromma church, Eneby and Sundby and within the FBN 65 dBA contour the airport area and a few houses by Bromma church located directly adjacent to the airport area).

Condition 2:

Aviation activities must not emit more sound energy than 134.2 dBA calculated as TFBN (limit value) to surrounding areas.

Condition 3:

The number of aircraft movements per year must not exceed 100,000.
Note: The ground lease agreement limits this to 80,000 movements, excluding state and air ambulance flights

Condition 4:

Noise emissions shall not exceed 89 EPNdB averaged over the three measurement points according to ICAO Annex 16, Vol 1.

Condition 5:

Air traffic is not allowed between 22:00 and 07:00. On Saturdays and Sundays, air traffic may not take place before 08.00. The restriction does not apply to air ambulances and state aircraft at the disposal of the head of state and the government. Note: The land lease agreement limits the airport's opening hours.

Condition 6:

IFR (instrument flight rules) traffic shall follow the line of approach and departure between the outer beacon and the runway. Deviations may occur with light aircraft, less than 5,700 kg, for traffic management reasons.

Condition 7:

The Swedish Civil Aviation Administration shall implement noise insulation measures on residential buildings (both permanent and holiday homes) and buildings such as schools, day care centres and health care facilities, which are exposed to maximum noise levels of 80 dBA or higher. In addition, noise insulation measures shall be applied to designated residential buildings and buildings that may be exposed to noise levels of FBN 60 dBA or above. Indoor noise levels after noise insulation measures are implemented shall not exceed 30 dBA as a daily equivalent sound level.

When determining which homes and buildings are to be subject to measures, theoretical calculations of aircraft noise are to be made using the calculation model for aircraft noise established by the Swedish Armed Forces, the Swedish Civil Aviation Administration and the Swedish Environmental Protection Agency on behalf of the government in a decision of 26 February 1998, or the model that may replace the one now specified. Noise abatement measures shall be designed and implemented in consultation with property owners. The measures must be taken at the latest within two years after the judgment in the case has first become final for the buildings concerned and thereafter within one year after a building has become affected.

Measures must be taken as air traffic increases. In the event of a dispute between the Swedish Civil Aviation Administration and the property owner regarding the need for measures or their design, the matter shall be referred to the supervisory authority for a decision on the measures to be carried out. In such cases, the measures shall be taken within one year of the final decision, unless the supervisory authority decides otherwise.

Emissions to air and water

Condition 8:

Degreasing, washing and cleaning fluids containing alkylphenol ethoxylates may not be added to the wastewater.

Condition 9:

For de-icing on runways and aprons, sand, acetate-based, formate-based or equivalent de-icing agents with equal or better environmental properties shall be used. Deviations may only be made in cases where other means do not achieve the desired result and where aviation safety so requires. Such deviations shall be continuously documented and reported to the supervisory authority.

Condition 10:

Firefighting exercises shall be organised in such a way as to minimise disturbance to the surrounding area. Authorisations: pursuant to Chapter 22, Section 25 of the Environmental Code, the Environmental Court leaves it to the supervisory authority to issue more detailed regulations:

- regarding firefighting exercises at the airport,

- regarding the management of chemicals in airport operations,

- regarding the storage, transportation and other handling of waste generated by airport operations.

Condition 11:

The Swedish Civil Aviation Administration shall collect from the ground as much as possible of the glycol that runs off the aircraft during de-icing. The Swedish Civil Aviation Administration shall take the necessary technical and administrative measures to this end and report annually to the supervisory authority the amount of glycol used for de-icing and the amount collected. Pursuant to Chapter 22, Section 25, third paragraph, of the Environmental Code, the Environmental Court of Appeal leaves it to the supervisory authority to determine the additional conditions that may be required for glycol handling.

Amendment of conditions under the land lease agreement with the City of Stockholm

Condition 13:

The maximum number of aircraft movements is 80,000 per year (as a benchmark) with the exception of ambulance and rescue flights and state aircraft. The benchmark may only be exceeded for exceptional reasons and if the parties agree.

Condition 14:

The Swedish Civil Aviation Administration shall not permit the operation of aircraft with noise emissions exceeding 89 EPNdB averaged over the three measurement points in accordance with ICAO Annex 16, Vol. 1, Chapter 3, or such lower values as may be ordered by the Environmental Court [Note: the Environmental Court has not communicated lower values]. The Swedish Civil Aviation Administration shall take various measures to encourage the airlines operating at the airport to use aircraft types with a lower noise emission than the specified maximum value. For aircraft in scheduled service, the following limitations on noise emissions apply.

For aircraft in scheduled service, the general rule is, with the following exceptions, that they must either have a certification value for noise emission that does not exceed 86 EPNdB on average for the three measurement points according to ICAO annex 16, Vol. 1, chapter 3, or can operate into Bromma so that the noise is less than 86.0 EPNdB on average for the three measurement points according to ICAO annex 16, Vol. 1, chapter 3. However, larger jet aircraft with a passenger capacity of more than 60 seats operated on scheduled services, which have a noise emission level above 86 but below 89 EPNdB averaged over the three measurement points according to ICAO Annex 16, Volume 1, Chapter 3, may operate at the airport with a total number of aircraft movements per calendar year not exceeding 20,000.

Condition 15:

Airport opening hours for air traffic are limited to Monday - Friday 07.00-22.00, Saturday 09.00-17.00 and Sunday 12.00-22.00.