Towards a sustainable future

EUROCONTROL – IFATCA – SESAR JOINT UNDERTAKING Conference 2026

Panel 3: Local vs global trade-offs

SOWAER – Cases of Liege and Charleroi airports

1st October 2026

Who is SOWAER ?

- Created in 2001 by the Walloon Government
- A public company (100% shareholder = Walloon region)
- Missions
  - Management of participations in Liege Airport and BSCA
  - Investments in airport infrastructure (as owner of the basic facilites)
  - Management of environmental programs
  - Management of economic activity areas around airports

Achievements around Charleroi Airport

Passenger (06h30->23h)
MEDIUM Aircrafts

31.08.2026

223
Houses purchased

3764
Soundproof houses

27
Tenants grants

7
Merchant compensations

Achievements around Liege-Airport

Cargo 24h/24h
Mostly HEAVIES

31.08.2026

1627
Houses purchased

6048
Soundproof houses

215
Tenants grants

56
Merchant compensations

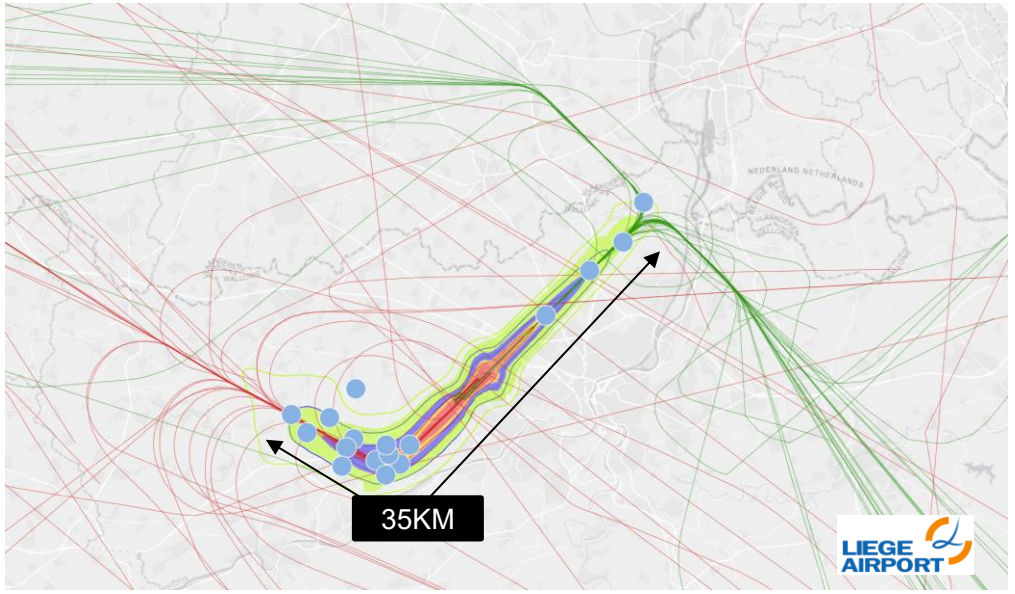
Budget = 445.000.000 €

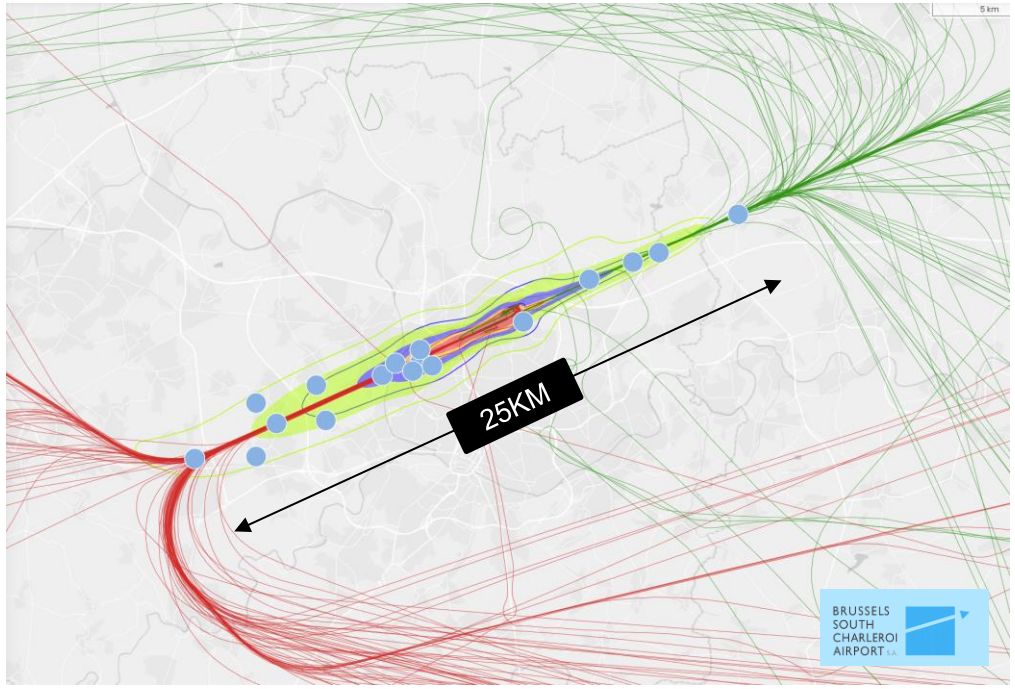
1 € dedicated in the airport facilities = 1 € dedicated in the noise management

Noise / Emissions vs track optimization

- Since the beginning, the concentration of flight paths has been promoted.
- The initial focus on noise has gradually expanded to include air emissions.
- 5000 feets remains a good compromise target before dispersing aircraft towards their destinations
- Complaints limited within noise zones; but night-time heavies remain a source of complaints outside these zones (up to FL150-200)
- Transparency : full access to track and noise online

www.sowaer.be

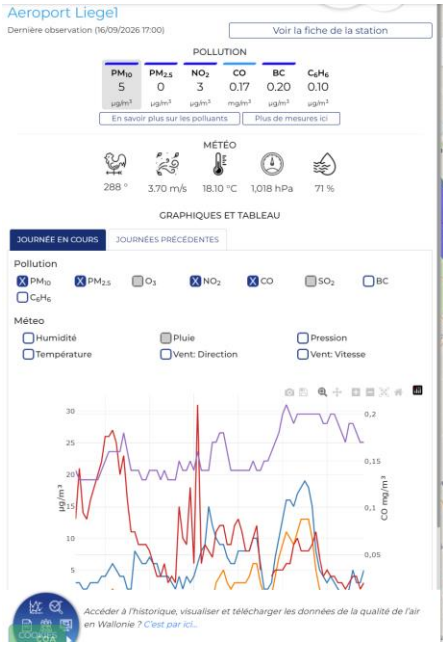


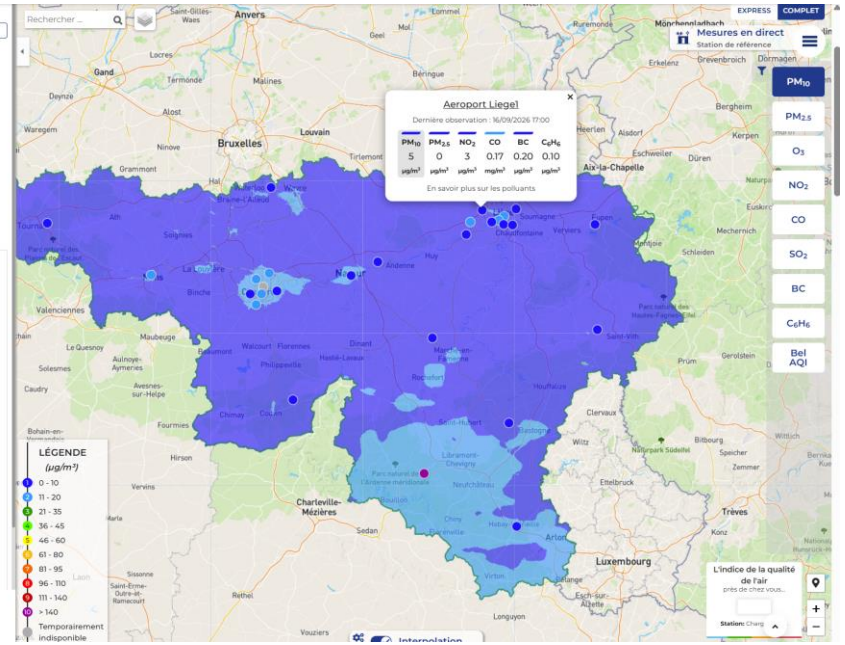


Air Monitoring EBLG and EBCI

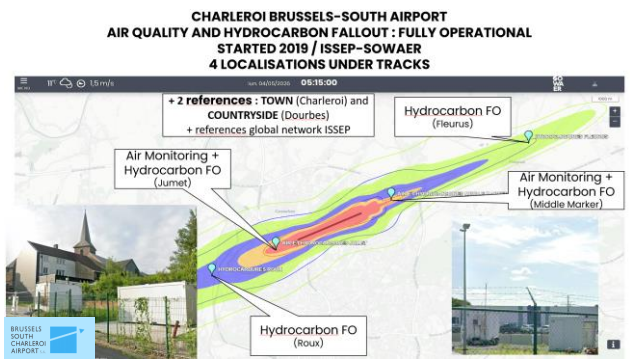
PM10/PM2.5 - CO - NO/NO_2 - BTEX - PUF - BC

PAH

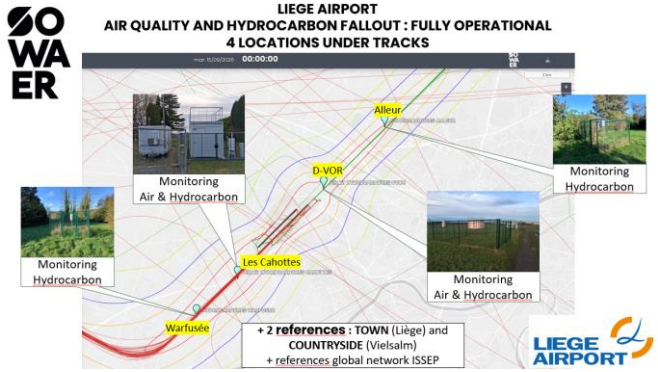




Integration of our 2 airports in the global monitoring in Wallonia <u>to put things into perspective and take all sources into account</u> !

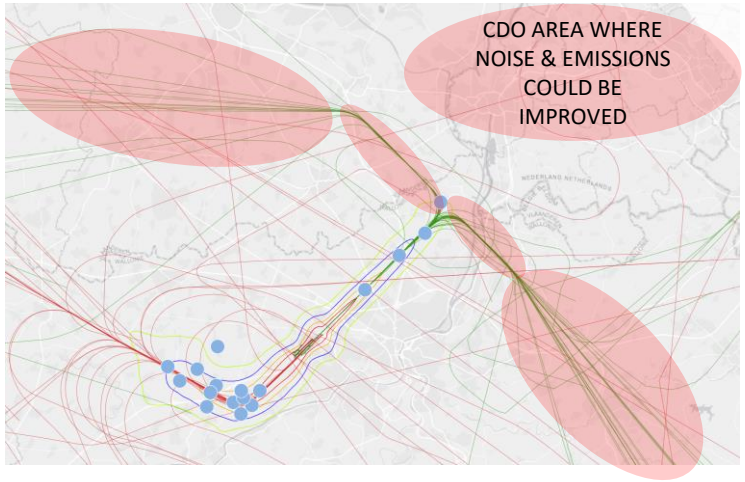


- PM_{10} PM $_{2,5}$
- Carbon monoxide (CO)
- Nitrogen oxide : NO & NO_2
- 17 PAH including Naphtaline
- CH_2O formaldehyde
- BTEX (Benzene, Toluene, Ethylbenzene, Xylenes)
- Hydrocarbon Fallout
- + UFP + Black Carbon + MET



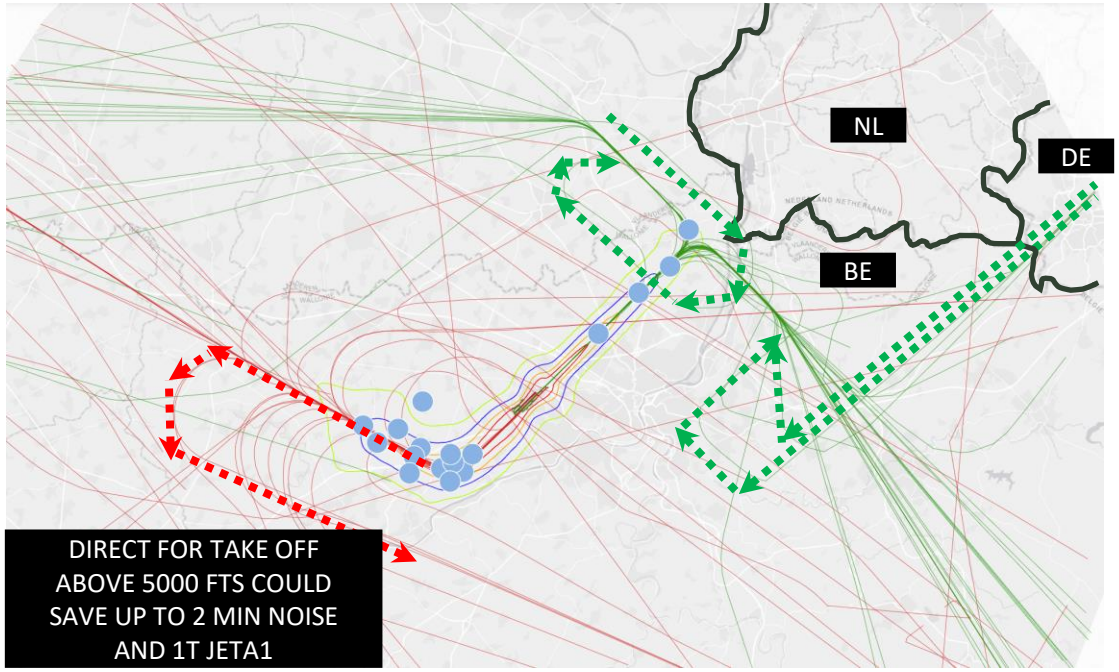
How to further reduce noise and emissions while optimizing the trade-off ?

- Promote CDO by enhancing collaboration between pilots and ATC



- Reduce track miles for arrivals and departrures through enhanced anticipation and collaboration between adjacent airspaces ?

CEM IN PLACE FOR EBLG AND EBCI



Thank you for you attention

www.sowaer.be

SOWAER

Towards a sustainable future

Stéphane Cherton
sch@sowaer.be