



EU Policy improvement

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EU Aviation Research Policy on Noise - January 16-17, 2018



European Union Against Aircraft Nuisances



Citizens from European countries living under flight paths and affected by noise and emissions from aviation

Fighting for their health and quality of life

Demanding to be heard by the European institutions and seeking protection from public authorities



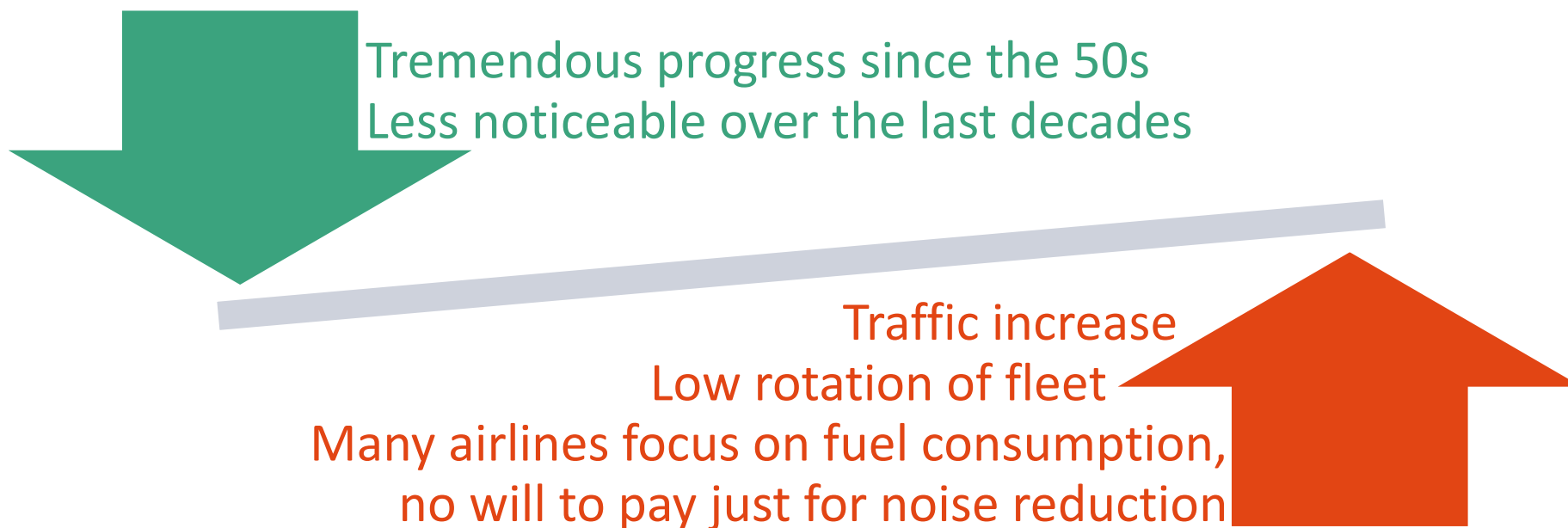
EU policy on aviation noise

- Directive CE/2002/49 – Environmental noise directive – **Only 43% of the noise action plans for airports have been adopted**
- Regulation CE/598/2014 – Noise at airports – too recent to have an evaluation
 - Balance Approach : 4 pillars defined by ICAO
 - Reduction of noise at source
 - Land-use planning and management
 - Noise abatement operational procedures
 - Operating restrictions
 - Independent authorities to assess/control noise



Reduction of noise at source

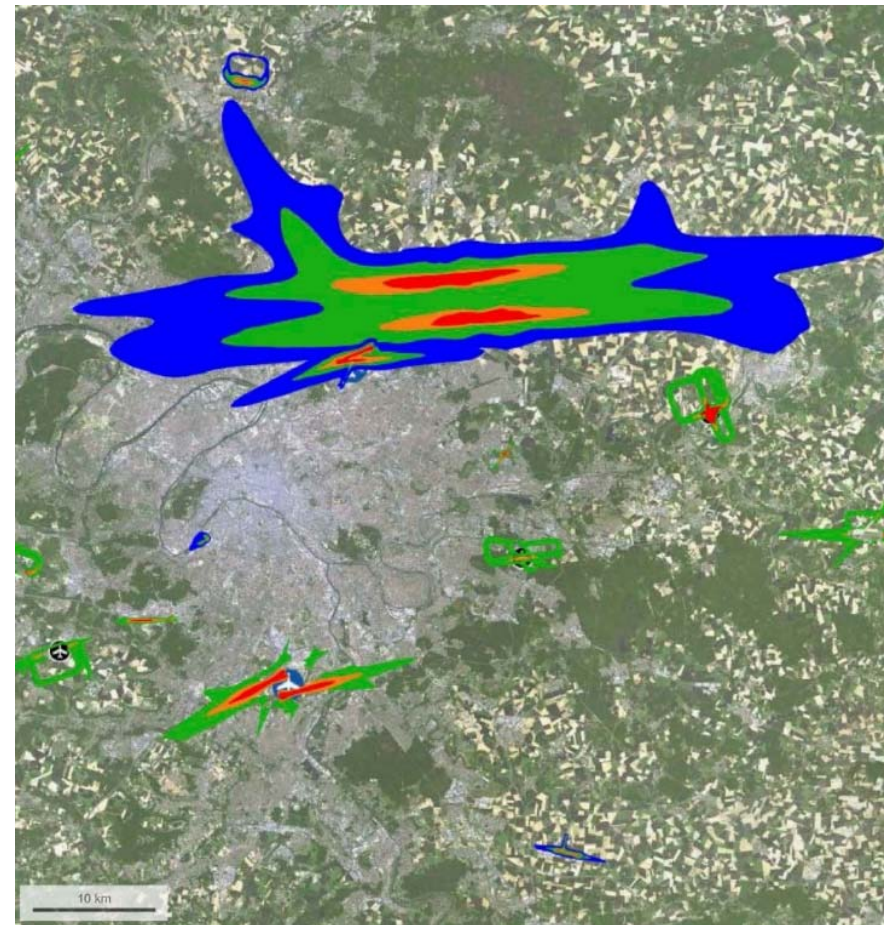
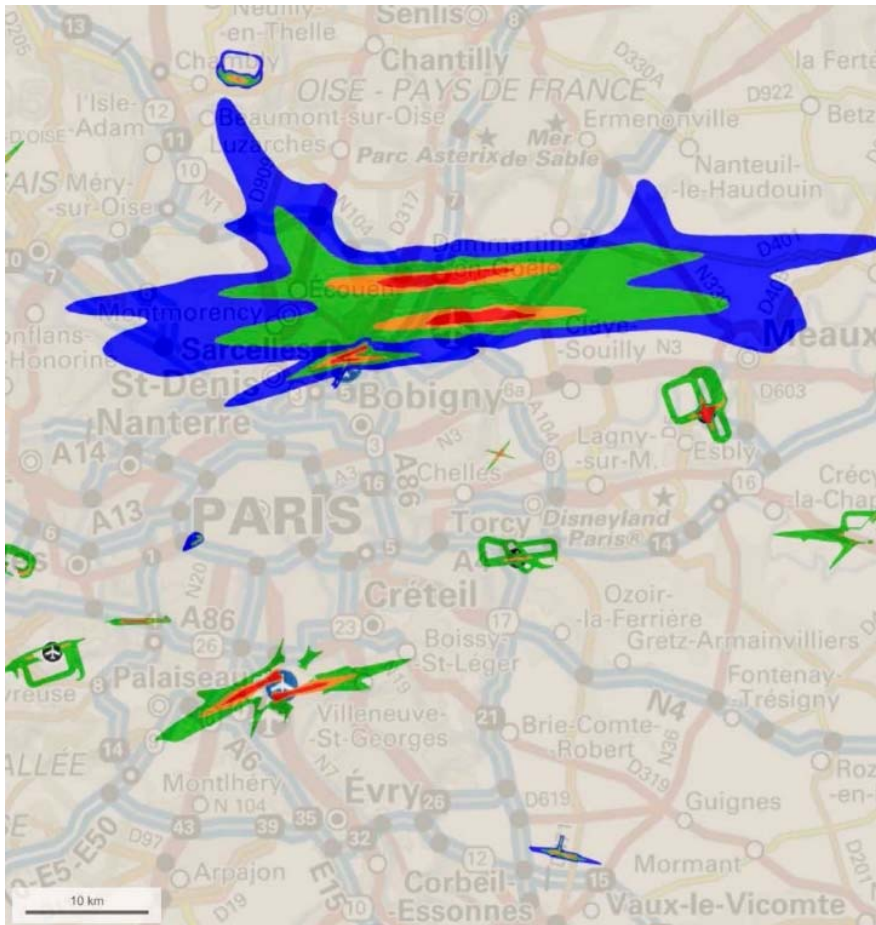
How many decades before communities benefit from the present researches ?



- Introduce obligations and incentives to use the latest technologies
- ban noisier aircraft (e.g. 13 EPNDB min. at night) - revised regularly
- New fears : supersonic aircraft, open rotor



Land use – Planning management



New developments were allowed in the airport's noise contours – noise and air pollutions were not foreseen



Land use – Planning management

- More efforts should be put on planning management
- Freeze land many years in advance
- New runways = new population suffering from noise
- Concentration of paths = concentration of noise
- Change of procedure = transfer of noise from one population to another
- What we thought stable is not any longer
- legal security - patrimonial security – **health security**
- Compensation



Noise abatement procedures

Benefits = 50 km, 10 km or a few hundred meters from the airport

- **Introduction of the best operational practices at all airports**
- Continuous Descent Approach
- Steeper glideslopes on landing (Frankfurt and Heathrow have introduced 3.2 degrees)
- steeper angles on departures
- Better use of thresholds (upon landing and take-off)
- Gears and flaps
- ...
- **Use a wide range of metrics to measure noise annoyance. not just LAeq and Lden metrics but also 'NAX' metrics**



Operating restrictions

- Necessary at many airports – the traffic and the resulting noise have reached such a level that they cannot be increased
- **night flight restrictions – a top priority**
- **cap on flight numbers**
- Predictable periods of respite
- Strict use of slots
- Minimum load



Rules, not guidelines

Applicable to all member states

- **Operating procedures and restrictions applicable to all airports**
 - Airports are in competition with one another.
 - Any operating restrictions will be enforced if they are applied to all of them
- **Firm regulations**
 - European regulations imposed on member states without transposition discrepancy
 - Not a local but a European problem : same aircraft / same noise / same nuisance
- **Use WHO standards as the baseline**
- **New technologies must also benefit the communities - they are not a license to grow**
- **Use alternate means of transport – fast train**
- **Noise is not the only pollution, its impacts are combined with those of pollutants such as NOx and UFPs**