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Directive 2002/49/EC

Guidance for Airport Operators to produce airport noise action plans under the terms of the Environmental Noise (England) Regulations 2006 (as amended)

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The Environmental Noise (England) Regulations 2006 (as amended)

Action Planning - Airports Guidance for Airport Operators

Section 1

Introduction

- 1.01 This guidance is designed for operators of civil airports in England who are required to produce Action Plans under the terms of the Environmental Noise (England) Regulations 2006¹ (the “Regulations”).
- 1.02 In particular, this guidance covers the requirements to develop Action Plans designed to manage noise issues and effects arising from aircraft departing from and arriving at their airport, including noise reduction if necessary. It also covers the reporting of the Action Plan. Action Plans have to be developed in the context of the existing regulatory background and must include a description and assessment of the existing framework of control relating to noise from the airport (see 2.19 ‘The legal context’).
- 1.03 The drawing up of Action Plans for airports supports the Government’s aim – as set out in The Future of Air Transport White Paper (2003) (ATWP)– to limit and where possible reduce the number of people in the UK significantly affected by aircraft noise. In line with these commitments, the Government has strengthened and clarified powers to control aircraft noise and emissions. In particular airport operators have been given statutory powers to introduce noise control schemes and fine aircraft operators for any of their departures that breach noise controls.
- 1.04 The strategic noise maps produced under the terms of the Regulations provide a snap shot of the noise impact that is arising from the relevant airport. The action planning process is designed to consider the results of the mapping and to identify whether there are any particular or additional measures that might be taken to meet the Government’s aim described in 1.03 above.
- 1.05 A glossary of the acoustic and technical terms used is set out in Appendix A

Status of this Guidance

- 1.06 This guidance follows previous guidance on noise mapping² and is issued by the Department for the Environment, Food and Rural Affairs (Defra) under regulations 14(1) and 30 of the Regulations. Accordingly, airport operators must have regard to it when drawing up Action Plans.

¹ S.I. 2006/2238. This was amended by S.I. 2008/375

² Airport Technical Guidance: The Environmental Noise (England) Regulations 2006, (Defra 2006), <http://www.defra.gov.uk/environment/noise/pdf/airport-techguidance06.pdf>

This guidance only applies to airport operators in England who were required to produce noise maps under the Regulations.³

Why prepare an Action Plan?

- 1.07 Action Plans are a legal requirement under Directive 2002/49/EC relating to the Assessment and Management of Environmental Noise. This Directive is commonly referred to as the Environmental Noise Directive or END⁴. The requirements of the END are transposed in the Regulations.
- 1.08 The END requires Member States to produce strategic noise maps for the main sources of environmental noise, i.e. major roads, major railways, major airports and agglomerations with a population of more than 250,000 persons and a certain population density in 2007 and those with a population of more than 100,000 persons and a certain population density in 2012 and every five years thereafter⁵.
- 1.09 Action Plans must be drawn up by the airport operators that were required to produce strategic noise maps under the regulations. Action Plans must be produced based on the results of the noise mapping. For the purposes of the Regulations, these operators are the competent authorities in relation to airport Action Plans. These operators must draw up an Action Plan every five years, based on the results of the noise mapping. The Regulations also require the Action Plans to be reviewed from time to time and revised if necessary and whenever a major development⁶ occurs affecting the existing noise situation.

Timetable

- 1.10 The mapping for those airports affected by the Regulations was completed in 2007, based on 2006 movements.⁷ Based on this guidance, airport operators must prepare action plans and then submit them to the relevant Secretary of State for adoption. Summaries of the adopted plans will be forward by Defra to the European Commission as required by the END.

Structure of this Guidance

- 1.11 Section 2 contains information about the requirements of Action Plans. Section 3 provides guidance on issues to consider when determining how to fulfil the action planning requirements of the Regulations. Section 4 gives guidance on how to meet the requirements for public

³ See Appendix B

⁴ For further information see

[http://eur-](http://eur-lex.europa.eu/pri/en/oj/dat/2002/l_189/l_18920020718en00120025.pdf)

[lex.europa.eu/pri/en/oj/dat/2002/l_189/l_18920020718en00120025.pdf](http://eur-lex.europa.eu/pri/en/oj/dat/2002/l_189/l_18920020718en00120025.pdf)

⁵ In the Regulations, the population density used is equal to or greater than 500 people per km².

⁶ The term 'major development' is not defined in the Regulations or the END but it would include, for example, the use of a new runway.

⁷ See Appendix C

participation in the action planning process and provides information on the adoption and publication process. The text is supported by text boxes that summarise the key parts of the Regulations and Directive. Appendix A provides a short glossary of acoustic terms. Appendix B provides the definition of those airports that are required to produce noise maps and Appendix C lists the airports that produced noise maps in the first round of noise mapping.

Section 2

General requirements for Action Plans

- 2.01 The competent authority for drawing up Action Plans for:
- major airports; and
 - other airports that were mapped;
- is the relevant airport operator.^{8, 9}
- 2.02 The Action Plan must be drawn up for places near the airport¹⁰, which means those places affected by noise from the airport operations as shown by the results of the noise mapping¹¹.
- 2.03 The Action Plan for an airport must meet the general requirements in regulation 15 which are summarised below:
- 2.04 The Action Plan must meet the objectives of Article 1(c) of the END¹². That article states that Member States should adopt Action Plans, based upon the noise-mapping results, with a view to preventing and reducing environmental noise where necessary and particularly where exposure levels can induce harmful effects on human health and to preserving environmental noise quality where it is good.
- 2.05 The Action Plan must be designed to manage noise issues and effects, including noise reduction if necessary¹³.
- 2.06 The Action Plan must aim to protect quiet areas in first round agglomerations against an increase in noise^{14,15}. For the current round of action planning, this requirement will affect those airports whose aircraft noise affects first round agglomerations¹⁶.
- 2.07 In line with the Air Transport White Paper commitments of limiting, and where possible reducing the number of people in the UK significantly affected by aircraft noise, government policy has been to concentrate departing aircraft along the least possible number of departure routes consistent with airspace management considerations and the overriding need for safety. This has resulted in the establishment of Noise Preferential Routes (NPRs). These routes are designed to minimise noise annoyance by concentrating aircraft departures along

⁸ Regulation 18

⁹ See Appendices B & C for the definition of airports to be mapped and a schedule of those for which maps were produced in the first round of mapping

¹⁰ Regulation 19 (1) (a)

¹¹ Effectively those places within the published contours, i.e. with noise exposures of 55 dB(A), L_{den} or more and 50 dB(A), L_{night} or more.

¹² Regulation 15 (1) (a)

¹³ Regulation 15(1) (b)

¹⁴ Regulation 15 (1) (c)

¹⁵ The detailed identification of quiet areas is to form part of the duties of the competent authority responsible for preparing Action Plans for first round agglomerations.

¹⁶ Aircraft noise is regarded as affecting a first round agglomerations if air traffic noise from the airport causes either an L_{den} value of 55 dB(A) or greater or an L_{night} value of 50 dB(A) or greater anywhere within a first round agglomeration.

routes avoiding the more densely populated areas as far as practicable.¹⁷

- 2.08 However, it is recognised that there will be occasions where this policy may conflict with measures to protect quiet areas from the effects of noise. It has been long established that where it is possible to avoid over-flights of National Parks and Areas of Outstanding Natural Beauty below 7000 feet, it makes sense to do so, provided it does not add to the environmental burdens on more densely populated areas.
- 2.09 Given that one of the obligations regarding Action Plans for agglomerations is the aim to protect currently quiet areas in first round agglomerations, an airport operator will need to consider whether any element of the proposed Action Plan might conflict with the quiet area objectives within the agglomeration Action Plan¹⁸. In order to avoid any such conflict arising, airport operators whose operations affect a first round agglomeration should liaise with the competent authority for that agglomeration¹⁹ to agree the best way forward. If there are any unresolved conflicts between the airport action plan and the agglomeration action plan, these should be reported in the Action Plan.²⁰
- 2.10 Where appropriate, airport operators are advised to investigate opportunities for protecting quiet areas in general using ameliorative measures, such as more sophisticated flight path management. However, as explained paragraph 2.08, care needs to be taken to avoid adding environmental burdens on more densely populated areas. Government airspace policy guidance places a high value on the legacy of planning decisions and the location of noise sensitive development. This includes the importance of long-term stability of aircraft route structures in the vicinity of airports, since people need to know where significant aircraft noise will be experienced.
- 2.11 The Action Plan must address priorities which must be identified by having regard to any guidance published pursuant to regulation 30 of the Regulations, see Section 3.
- 2.12 The Action Plan must apply in particular to the most important areas as established by strategic noise maps²¹. See Section 3.
- 2.13 The Action Plan must meet the requirements of Schedule 4 to the Regulations²².

¹⁷ Any proposed alteration to flight paths is the responsibility of National Air Traffic Services (NATS), in conjunction with the relevant airport, where appropriate.

¹⁸ The protection of quiet areas in an agglomeration should not automatically take precedence over protection of areas where environmental noise quality is good outside an agglomeration.

¹⁹ The Secretary of State for Environment, Food and Rural Affairs is the competent authority for preparing action plans for first round agglomerations

²⁰ Any unresolved conflict will also be reported in the action plan for the relevant agglomeration.

²¹ Regulation 15 (1) (e)

²² Regulation 15 (1) (f)

Box 1

General requirements for Airport Action Planning

Action Plans must

- Meet the objectives of Article 1(c) of the Directive;
- Be designed to manage noise issues and effects, including noise reduction if necessary;
- Aim to preserve quiet areas in agglomerations;
- Address priorities which must be identified having regard to guidance;
- Apply to the most important areas as established by strategic noise maps;
- Meet the requirements in Schedule 4 of the Regulations

Schedule 4 of the Regulations

2.14 Schedule 4 of the Regulations requires that Action Plans must:

- meet the minimum requirements of Annex V of the END²³; and
- contain a summary covering all the important aspects referred to in Annex V of the END, not exceeding ten pages in length²⁴.

The reference to 'ten pages in length' comes from a requirement of the END²⁵.

Annex V of END

2.15 Annex V of the END sets out the minimum requirements of Action Plans. For airports these minimum requirements are shown in Box 2.

Box 2

Annex V from the END as it applies to airports

An Action Plan must at least include the following elements:

- A description of the airport and any other noise sources taken into account;
- The authority responsible;
- The legal context;
- Any limit values in place;
- A summary of the results of the noise mapping;
- An evaluation of the estimated number of people exposed to noise, identification of problems and situations that need to be improved;
- A record of the public consultations organised in accordance with Article 8(7);
- Any noise reduction measures already in force and any projects in preparation;
- Actions which the airport operator intends to take in the next five years, including measures to preserve quiet areas;
- Long term strategy;
- Financial information (if available): budgets, cost-effectiveness assessment, cost-benefit assessment;
- Provisions envisaged for evaluating the implementation and the results of the Action Plan

The Action Plan should contain estimates in terms of the reduction of the number of people affected (annoyed, sleep disturbed, or other)

²³ Schedule 4 1 (1) (a)

²⁴ Schedule 4.1 (1) (b)

²⁵ Directive 2002/49/EC, Annex VI, paragraphs 1.8 and 2.8

- 2.16 In the following paragraphs, guidance is given on how the various elements of Annex V might be met:

A description of the airport and any other noise sources taken into account

- 2.17 This information will have already been gathered as part of the data that had to be submitted to the Secretary of State as part of the noise mapping. No other noise sources (such as 'ground noise' from airport activities) will have been taken into account, only the noise from aircraft departing and arriving at the airport.

The authority responsible

- 2.18 This is the name of the airport operator, who is defined in the Regulations as the competent authority for preparing the airport Action Plan (see paragraph 2.01 above).

The legal context

- 2.19 This requires reference to the Regulations which place the responsibility of preparing the Action Plan onto the airport operator. Thus reference to Regulation 18 should be made. Action Plans must also include a description and assessment of the existing national and local framework of control directly or indirectly relating to the management of noise from the airport e.g. current government policies, noise preferential routes, Airport Master Plans, any local planning agreements and restrictions, any local voluntary agreements etc.

Any limit values in place

- 2.20 Reference should be made to any planning conditions or other agreements that set a constraint on the airport's operations that could affect the level of noise generated. These might include any contour area limits, noise limits on departure, or aircraft movement limits etc. These limit values may have already been described and reported as part of the noise mapping process

A summary of the results of the noise mapping

- 2.21 These results should include for the various noise indicators for which mapping was carried out, the area enclosed by the various contour bands. The area information will have already been determined through the noise mapping work.
- 2.22 Airport operators should determine the number of noise sensitive premises that lie within the various contour bands. Housing, hospitals and schools should generally be regarded as noise sensitive premises. Airport operators may chose to include other premises or specific types of land use within this definition depending on local circumstances and priorities. Where aircraft noise affects an agglomeration then liaison with the competent authority for the agglomeration should form part of determining priorities. An airport Action Planning Data Pack is being provided to all airport operators. These packs contain a range of information about the results of the noise mapping.
- 2.23 The aim of this requirement is to provide a description of the current

noise impact of the airport on its surroundings.

An evaluation of the estimated number of people exposed to noise, identification of problems and situations that need to be improved

- 2.24 Defra are generating population exposure information and these data will be provided to the various airport operators.
- 2.25 Guidance on the identification of problems and situations that need to be improved is given in Section 3.

A record of the public consultations organised in accordance with Article 8(7)

- 2.26 Part of the action planning process requires formal public consultation to occur regarding the proposed Action Plan²⁶. More guidance is provided in Section 4.

Any noise reduction measures already in force and any projects in preparation

- 2.27 Airport operators will have existing measures in place to mitigate noise impacts. As part of the noise mapping process, information about such measures had to be provided to the Secretary of State. This requirement can be met by reviewing the previously prepared information about noise control measures and updating it as appropriate.

Actions which the airport operator intends to take in the next five years, including measures to preserve quiet areas

- 2.28 This element will comprise of a description of the outcome of the deliberations as described in Section 3. The issue of quiet areas is confined to those airports whose operations affect an agglomeration, as described in paragraph 2.06 above.

Long term strategy

- 2.29 Airport operators should describe the likely development of their airport in the future. It is expected that reference would be made here to the provisions of the Air Transport White Paper²⁷ and any Master Plan developed by the airport. Reference should be made to how the consequential noise impact would be managed.

Financial information (if available): budgets, cost-effectiveness assessment, cost-benefit assessment

- 2.30 Any new noise control measure that is considered for inclusion as part of the Action Plan must take into account the cost of implementation and the likely benefit expected to be accrued. (See also Section 3)

²⁶ Regulation 20

²⁷ The Future of Air Transport, Department for Transport, December 2003.

Provisions envisaged for evaluating the implementation and the results of the Action Plan

- 2.31 The Action Plan must show how the outcome expected from any measure that is to be implemented will be monitored. Airport operators should consider providing an update, locally, on a periodic basis that takes any changes in local circumstances into account.

The Action Plan should contain estimates in terms of the reduction of the number of people affected (annoyed, sleep disturbed, or other)

- 2.32 The Action Plan must contain an indication of the expected outcome of any proposed measures, for example, in terms of the reduction in the number of people affected, etc.

Regulation 21 of the Regulations

- 2.33 For the purposes of Regulation 21 of the Regulations, an Airport Operator is a Public Authority.

Section 3

Guidance on the determination of actions to be implemented

- 3.01 Airport Operators will primarily have two pieces of information available to them for action planning. These are:
- The current noise impact of their operations as shown by the results of the noise mapping²⁸; and
 - The current noise control measures they have in place.
- 3.02 The Action Plan process requires consideration to be given regarding the following:
1. Is the current noise impact acceptable²⁹?
 2. If the answer is yes, then it can be assumed that the current noise control measures are adequate.
 3. If the answer is no, then further action is required and this action will be proposed as part of the Action Plan under the terms of the Regulations.

Effects of Noise

- 3.03 There are many different effects of noise, and individuals experience each of them to different degrees. It is known that noise can disturb human activity, by causing distraction or by physically interfering with it. These effects can include
- General detection/distraction;
 - speech interference;
 - disruption of work/mental activity, and
 - sleep disturbance.

Any of these can lead to annoyance and possibly more overt reactions, including complaints.

- 3.04 In addition, there are physiological effects that can occur including stress and other health effects³⁰. The nature of these effects is much less certain, although it is known that noise can cause a variety of biological reflexes and responses referred to as stress reactions. Whether, over a period of time, these reactions could lead to clinically recognisable disease is unclear. The possibility that severe annoyance might itself induce stress cannot be ignored³¹. The White Paper also acknowledged the public health impacts of aviation, noting the

²⁸ Airport operators will need to form a view on whether the results of the noise mapping are typical and should clearly state whether there were any unusual circumstances in the assessment year e.g. a runway closure.

²⁹ See subsequent guidance on determining acceptability (Paragraphs 3.06 et seq)

³⁰ Exposure to noise can cause direct auditory effects, i.e. noise induced hearing loss. Exposure to environmental noise tends to be at a level where the risk of this effect occurring is very small.

³¹ The World Health Organisation provides a range of evidence on the effects of exposure to environmental noise

Government's intention to continue with research on the effects of noise on human health³².

- 3.05 Noise, though, is an inevitable consequence of a mature and vibrant society. People enjoy and benefit from air transport and this benefit manifests itself in terms of business, leisure, the movement of goods and employment. When managing the environmental noise that arises from aircraft, a balance needs to be struck.

How to determine the acceptability or otherwise of the current noise impact

- 3.06 The government intends that END Action Plans will assist the management of environmental noise in the context of sustainable development.
- 3.07 The END and the Regulations require that Action Plans apply in particular to the most important areas as established by the strategic noise maps.
- 3.08 When identifying possible actions, account should be taken of the principles that are to be found in current legislation and guidance, and of any relevant local planning conditions that exist.
- 3.09 Within the aviation sector, the current key document is The Future of Air Transport, published in December 2003 and generally known as the Air Transport White Paper (ATWP). Some additional guidance is also contained in PPG 24 – Planning and Noise³³, published in 1994.
- 3.10 The ATWP required airport operators with immediate effect to:
offer households subject to high levels of noise (69 dBA L_{eq} ³⁴ or more) assistance with the costs of relocating³⁵
- 3.11 Furthermore, with regard to mitigation when capacity enhancement proposals are brought forward, the ATWP expects airport operators to
offer to purchase those properties suffering from both a high level of noise (69 dBA L_{eq} ³⁴ or more) and a large increase in noise (3 dBA L_{eq} or more)³⁶

Issues for Consideration

- 3.12 As part of the action planning process, Airport Operators should:
- As a first priority, consider what further measures should be taken in areas shown by the noise maps to have residential premises exposed to more than 69 dB $L_{Aeq,16h}$ ³⁷;

³² The World Health Organisation defines health as 'a state of complete physical, mental, and social well-being and not merely the absence of disease or infirmity'.

³³ Planning Policy Guidance 24: Planning and Noise, available at:

<http://www.communities.gov.uk/planningandbuilding/planning/planningpolicyguidance/planningpolicystatements/planningpolicyguidance/229228/>

³⁴ This is the $L_{Aeq,16h}$ average summers day value

³⁵ ATWP Para 3.21

³⁶ ATWP Para 3.24

³⁷ As the data is taken from the strategic noise maps, this is the $L_{Aeq,16h}$ annual average value

- More generally, examine the day, evening and night results produced from the noise mapping and consider whether there are any features of the noise impact from departing or arriving aircraft that might be managed further;
- Ensure that there is an effective complaint handling system in place;
- Consider the information from any noise complaint data that is held and whether there are any measures that might be taken to manage further the aircraft noise impact;
- Respond to any feedback from Consultative Committees on particular issues that might be addressed;
- Consider whether other new noise abatement objectives might be developed with the aim of providing further management of the noise impact;
- Reflect the International Civil Aviation Organisation's balanced approach for noise management as implemented into UK legislation through Statutory Instrument 2003/1742³⁸ including pro-actively engaging with the land-use planning process;
- Consider the opportunities for the protection of quiet areas both in agglomerations and in general in accordance with paragraphs 2.09 and 2.10 above;
- Consider any other measures that might reasonably contribute to meeting the objectives set out in paragraphs 3.06 – 3.08 above.

Some useful information may also be found in the CAA Guidance on the Application of the Airspace Change Process (CAP725)³⁹.

Wider Considerations

3.13 When considering any new noise management measure within the Action Plan, Airport Operators must assess the following:

- The benefit that would be achieved from the measure;
- The impact of the measure on other environmental factors, such as local air quality and climate change;
- The costs of implementing the measure, both direct and indirect; and
- The implication of failing to implement a particular measure, both direct and indirect.

³⁸ Statutory Instrument 2003/1742 – The Aerodrome (Noise Restrictions) (Rules and Procedures) Regulations 2003

³⁹ CAP 725 – CAA Guidance on the Application of the Airspace Change Process, March 2007. Available from the CAA website at <http://www.caa.co.uk/cap725>

- 3.14 Any new noise management measure in the Action Plan must reflect the wider context of local and national sustainable development plans and policies, including any Master Plans.
- 3.15 Any proposed new actions must take account as necessary of the requirements of Statutory Instrument 2003 No. 1742 – The Aerodromes (Noise Restrictions) (Rules and Procedures) Regulations 2003⁴⁰.

⁴⁰ Statutory Instrument 2003/1742 – The Aerodrome (Noise Restrictions) (Rules and Procedures) Regulations 2003

Section 4

Process including Public Consultation, Adoption and Publication

- 4.1 The Airport Operator will have acquired information in accordance with Section 3 and reached a view on whether or not the current noise impact is considered acceptable and whether or not current noise control measures are considered adequate. In coming to this view the Airport Operator will have considered the noise maps, the contents of this guidance, the ATWP and any subsequent relevant statements of government policy, and, if applicable, the Airport's Master Plan.
- 4.2 The Airport Operator should assemble this information and any initial proposals for a way forward into a Draft Noise Action Plan for wider consultation. This document must include prominently displayed wording identifying it as a draft that is subject to adoption by the Secretary of State⁴¹.

Consulting the public

- 4.3 The Regulations require the Airport Operator to consult the public when preparing and revising Action Plans⁴²:

Box 3

Action Plans – Public Participation

In preparing and revising Action Plans Airport Operators must ensure that -

- the public is consulted about proposals for Action Plans;
- the public is given early and effective opportunities to participate in the preparation and review of the Action Plans;
- the results of the public participation are taken into account;
- the public is informed of the decisions taken; and
- reasonable time frames are provided allowing sufficient time for each stage of public participation.

- 4.4 Where a Consultative Committee exists, Airport Operators should engage with it in the development of the Draft Noise Action Plan. Airport Operators should also liaise with the local planning authority and other local authorities affected by the airport, as well as NATS and airline operators. Operators may also wish to consult local amenity groups with whom they would normally engage over airport issues. If no Consultative Committee exists, the Airport Operator should make arrangements to liaise with representatives involved with the airport, including airline operators, NATS, the local planning authority, other local and regional authorities affected by the airport, any relevant local or national pressure groups and any relevant local amenity groups.
- 4.5 Once the Draft Noise Action Plan has been prepared, a formal public consultation exercise should be undertaken. The extent and nature of

⁴¹ Regulation 29 (1)

⁴² Regulation 20

the consultation should be proportionate to the actions being proposed. If an area is likely to be particularly affected by a proposed action, the consultation coverage should be relatively greater. In general the principles set out in the CAA Guidance on the Application of the Airspace Change Process (CAP725)⁴³ with regard to consultation should be followed. Airport operators should allow a minimum of 16 weeks for the general public to have adequate time to participate in this process. Airport operators shall inform the Secretary of State for Transport and the Secretary of State for Environment, Food and Rural Affairs that the consultation has commenced and send them copies of the draft noise action plan, although neither shall be regarded as formal consultees.

- 4.6 If the airport is located in or near to an agglomeration and if the noise maps show that the agglomeration will be affected⁴⁴ by noise from airport operations then, as part of the formal consultation exercise, the Airport Operator must submit the Draft Noise Action Plan to the competent authority⁴⁵ for developing Action Plans for each agglomeration so affected. Airport Operators should be aware that the competent authority for the agglomeration will also have a statutory duty to draw up a Noise Action Plan and both bodies should use all reasonable endeavours to co-operate and agree⁴⁶ the best way forward.
- 4.7 The airport operator should examine and reflect upon the comments received as a result of the consultation process and complete the Draft Noise Action Plan including a description of the comments received during the consultation process and a reasoned justification for the response to the issues raised. The Airport operator shall include with the Draft Noise Action Plan a schedule of all those individuals and organisations who responded to the consultation (unless they indicated that they did not wish to appear in such a schedule). As mentioned in paragraph 2.09, if there are any unresolved conflicts between the airport action plan and the relevant agglomeration action plan (where applicable), these should be reported in the Action Plan.
- 4.8 The Draft Noise Action Plan must at least include the information required by Annex V of the Directive (see Box 2 and Section 2 of this guidance). In addition the Draft Noise Action Plan should include, in a separate Appendix, the airport specific information that was relied upon to develop the Action Plan. The level of detail should be such that it is possible to understand clearly the background to the content of the action plan, both in terms of actions that are included and those that

⁴³ CAP 725 – CAA Guidance on the Application of the Airspace Change Process, March 2007. Available from the CAA website at <http://www.caa.co.uk/cap725>

⁴⁴ Aircraft noise is regarded as affecting a first round agglomerations if air traffic noise from the airport causes either an L_{den} value of 55 dB(A) or greater or an L_{night} value of 50 dB(A) or greater anywhere within a first round agglomeration.

⁴⁵ The Secretary of State for Environment, Food and Rural Affairs is the competent authority for preparing action plans for first round agglomerations

⁴⁶ The Secretary of State has certain sanctions available under the Regulations.

are not. In addition, the airport operator shall prepare a summary of the Draft Noise Action Plan (not exceeding 10 pages in length).

- 4.9 The Draft Noise Action Plan and accompanying summary needs to be sent to the Secretary of State for Transport and copied to the Secretary of State for Environment, Food and Rural Affairs. These documents must continue to include prominently displayed wording identifying them as a draft subject to formal adoption and approval by the Secretary of State for Environment, Food and Rural Affairs⁴⁷.
- 4.10 The Secretary of State for Transport will form a view regarding whether or not the submitted Draft Noise Action Plan and summary meet the requirements of Regulation 15 and, therefore, whether or not the plan is appropriate for adoption. If the requirements are met the Secretary of State for Transport will recommend to the Secretary of State for Environment, Food and Rural Affairs that the Action Plan should be adopted.
- 4.11 If the Secretary of State for Transport considers that the requirements of Regulation 15 are not met, the airport operator will be required to make the necessary changes to the Draft Noise Action Plan and summary document so that the requirements of Regulation 15 are met in full. The Secretary of State for Environment, Food and Rural Affairs will be informed of this decision. Following revision, both documents will need to be resubmitted to the Secretary of State for Transport, and copied to the Secretary of State for Environment, Food and Rural Affairs by an agreed date for further consideration.
- 4.12 Once adopted by the Secretary of State for Environment, Food and Rural Affairs, the Noise Action Plan should be published by the Airport Operator as a public document in an electronic format, within 28 days of being informed that the Noise Action Plan has been adopted. The summary document will be made available in both electronic and paper formats in the same timescale.
- 4.13 The Regulations contain a continuing obligation on Airport Operators to review (and revise, if necessary) the Noise Action Plan every 5 years or sooner where a major development occurs. Where the Airport Operator feels that such a review is necessary, then the process described above regarding consultation and submission shall be followed.
- 4.14 Airport Operators may wish to agree to carrying out an informal review of the progress being made on the implementation of the Action Plan as part of their continuing engagement with the local airport consultative committee or other stakeholders. The process and timing for any informal review should be jointly agreed between the Airport Operator and the committee, or other stakeholders, as appropriate. Such reviews could form part of any regular environmental reporting that is already undertaken.

⁴⁷ Regulation 29 (1)

- 4.15 It should be noted that, under the terms of Regulation 26⁴⁸ of the Environmental Noise (England) Regulations 2006, the Secretary of State has the power to take action should he believe that a requirement of these Regulations is not being met due to any act or omission by the Airport Operator.

Addresses

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17 Smith Square
London, SW1P 3JR

⁴⁸ Regulation 26(4)

Appendix A

Glossary of Acoustic and Technical Terms

Agglomeration	An area having a population in excess of 100,000 persons and a population density equal to or greater than 500 people per km ² and which is considered to be urbanised
First Round Agglomeration	An agglomeration but having a population in excess of 250,000 persons. A schedule of first round agglomerations can be found in Schedule 1 of SI 2007/415 ⁴⁹
dB(A)	A measure of sound pressure level (“A” weighted) in decibels as specified in British Standard BS EN 61672-2:2003
L _{Aeq,T}	The A-weighted equivalent continuous sound pressure level which is a notional continuous level that, at a given position and over the defined time period, T, contains the same sound energy as the actual fluctuating sound that occurred at the given position over the same time period, T
L _{day}	The L _{Aeq} over the period 0700 – 1900, local time (for strategic noise mapping this is an annual average)
L _{evening}	The L _{Aeq} over the period 1900 – 2300, local time (for strategic noise mapping this is an annual average)
L _{night}	The L _{Aeq} over the period 2300 – 0700, local time (for strategic noise mapping this is an annual average)
L _{Aeq,16h}	The L _{Aeq} over the period 0700 – 2300, local time (for strategic noise mapping this is an annual average)
L _{den}	The L _{Aeq} over the period 0000 – 2400, but with the evening values (1900 – 2300) weighted by the addition of 5 dB(A), and the night values (2300 – 0700) weighted by the addition of 10 dB(A).

⁴⁹ SI 2007 No 415 – The Environmental Noise (Identification of Noise Sources) (England) Regulations 2007

Appendix B

**Definition of airports for which noise maps are required by the
Regulations**

Definition of airports for which noise maps are required by the Regulations

- B1 An airport must produce a noise map under the terms of the Regulations if the following conditions apply:
1. It is a civil airport that has more than 50,000 movements per year (a movement being a take-off or a landing), excluding those purely for training purposes on light aircraft (described as a major airport); and
is identified on a map or in a notice most recently published by the Secretary of State pursuant to regulation 3(1)(d), regulation 3(2)(d) or regulation 3(3)(d) of the Regulations.
 2. It is an airport in or near to an agglomeration where the level of activity means that air traffic noise from the airport causes
 - (a) an L_{den} value of 55 dB(A) or greater; or
 - (b) an L_{night} value of 50 dB(A) or greater;anywhere within the agglomeration.
- B2 An agglomeration is defined as an area having a population in excess of 100,000 persons and a population density equal to or greater than 500 people per km²; and which is identified on a map or in a notice most recently published by the Secretary of State pursuant to regulation 3(2)(a) or regulation 3(3)(a). For the first round of mapping, reported in 2007, the population threshold is 250,000 and in the Regulations these agglomerations are described as 'first round agglomerations'.⁵⁰

⁵⁰ Regulation 2 of the Regulations

Appendix C

Schedule of Airports which produced noise maps in the first round of noise mapping

Schedule of Airports which produced noise maps in the first round of noise mapping

Airport	ICAO Location Code
Birmingham International*	EGBB
Blackpool Squire's Gate*	EGNH
Bournemouth*	EGHH
Bristol Lulsgate*	EGGD
Coventry	EGBE
Leeds Bradford*	EGNM
Liverpool John Lennon*	EGNH
London City*	EGLC
London Gatwick*	EGKK
London Heathrow*	EGLL
London Luton*	EGGW
London Stansted*	EGSS
Manchester International*	EGCC
Newcastle International*	EGNT
East Midlands*	EGNX
Shoreham	EGKA
Southampton Eastleigh*	EGHI
Southend	EGMC

* - Major Airports

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