

21 October 2008

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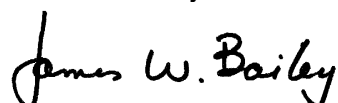
Frank Evans
Department for Transport
Aviation Environmental Division
1/22 Great Minster House
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Dear Frank

**European Commission Review of the initial application of EU Directive 2002/30/EC:
Noise Related Operating Restrictions and any proposed revision**

Thank you for consulting London Luton Airport Consultative Committee on the above.
Attached to this letter is the response agreed by LLACC on 13 October 2008.

Yours sincerely



James W Bailey
Chairman

**Response to DfT:
Comments on European Commission Review of the initial application of EU Directive
2002/30/EC: Noise Related Operating Restrictions and any proposed revision**

1. Introduction

1.1 In essence the Directive has been used little throughout the 76 EU Airports, and not at London Luton Airport.

1.2 From the Commission's report it can be seen that in its current form the Directive is not likely to achieve significant noise reduction. Even in the revised form, i.e. with a more stringent definition of "marginally compliant" aircraft, the effect of using a revised Directive appears small.

1.3 The Commission's report indicates that they expect both daytime and night noise exposures to continue to increase. In recent years at Luton the population exposed to noise has increased viz:

Year	Population Exposed To	
	Daytime (57 dB L _{Aeq,16h})	Night-time (48 dB L _{Aeq,8h})
2002	2341	6264
2007	4431	9588

1.4 The EU Council adopted its revised strategy for Sustainable Development in 2006, this includes the aim of "reducing transport noise at source and through mitigation measures to ensure overall exposure levels minimise impacts on health". This Directive has not achieved any reduction, and is not forecast to achieve a significant reduction, and so it appears clear that the provisions of the current Directive, as well as its scope, require change.

1.5 The changes need to take into account and be co-ordinated with the Noise Action Plans that arise from the European Noise Directive, E2002/49/EC.

1.6 The changes need to introduce clarification on the range of possible operating restrictions, so including use of noise budgets, movement caps, accelerated removal of marginally compliant Chapter 3 aircraft, and phase out of all non Chapter 4 aircraft (i.e. a ban on Chapter 3 aircraft).

1.7 The clarification should also include the issue that the benefits of any proposed operating restrictions should include the full environmental benefits to local populations.

- 1.8 The changes require resolution of noise limit targets for the EU based on WHO and other research studies, and adoption of the use of clear environmental objectives at EU airports.
- 1.9 The relentless growth in the number of flights suggests that the Directive needs major reconsideration if it is to be used to achieve environmental improvements.
- 1.10 The Directive does allow consideration of individual noise characteristics of aircraft, and could therefore be used to address sleep disturbance where research studies have shown the use of the L_{eq} noise metric is insufficient.
- 1.11 The Directive when altered needs to consider a long term target for individual aircraft noise as Chapter 4 is effectively already met.

2.0 LLACC Response

- 2.1 LLACC confirm that the Directive has not been used at London Luton Airport, although the measures could have been used, for instance, to address the worsening night noise situation.
- 2.2 LLACC support the DfT proposal for the DfT to liaise further with the Commission and other member states on plans for taking forward the Commission's review, so as to clarify the provisions and scope of the Directive.
- 2.3 LLACC note that the Directive in its present form, and even with a change in the definition of "*marginally compliant*" aircraft will not adequately address the projected increase in noise disturbance during either daytime or night-time.
- 2.4 The relentless growth in the number of flights suggests that the Directive needs major reconsideration if it is to be used to achieve environmental improvements.
- 2.5 LLACC suggest that there is an urgent need to co-ordinate the measures to tackle airport noise using the balanced approach, and that this requires co-ordination of noise management currently separately addressed by Directives 2002/30/EC, Directive 220/49/EC, and various member State policies.
- 2.6 LLACC are concerned that there is nothing in the current form of Directive 2002/30/EC which requires action to be taken in line with EU overall policy of reducing the EU population noise burden.
- 2.7 LLACC suggest also that in light of the considerable EU research on aircraft noise, and the finding that most current aircraft already meet the Chapter 4 standard that the EU should

address setting a new long term challenging target so that the industry can confidently address noise at source and produce new much quieter products.

- 2.8 It appears unlikely that the continuing increase in populations exposed to noise can be constrained solely through improved technology and that limits on numbers of movements may need to be deployed more widely.