



Department
for Environment
Food & Rural Affairs

www.gov.uk/defra

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

July 2013

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Contents

Introduction	1
General requirements for Action Plans	3
Guidance on the determination of actions to be implemented	9
Process for those airports for which this is their first Noise Action Plan – including public consultation, adoption and publication	13
Process for those airports that already have an Action Plan prepared under the terms of the Regulations	16
Appendix A: Glossary of acoustic and technical terms	19
Appendix B: Definition of airports for which	20
Appendix C: Schedule of airports which produced noise maps	21

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”), as amended.
- 1.02 In particular, it 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 to the Secretary of State for Environment, Food and Rural Affairs.
- 1.03 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 paragraph 2.16 ‘The legal context’).
- 1.04 The Action Plans for airports support the Government’s aim – as set out in The Aviation Policy Framework (2013) (APF) – to limit and where possible reduce the number of people in the UK significantly affected by aircraft noise.
- 1.05 The Regulations require relevant Airport Operators to produce strategic noise maps. The second round of noise mapping was completed during 2012 for the majority of Airports. The noise maps 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 1.04 above.
- 1.06 To meet the Regulations, some airports have previously produced noise action plans following the first round of noise mapping. For those airports, a simple proportionate updating process is required (See Chapter 5). For those airports newly covered by the Regulations an action plan must be developed as described in this document.
- 1.07 A glossary of the acoustic and technical terms used is set out in Appendix A.

Status of this Guidance

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

¹ S.I. 2006/2238. as amended

² Airport Technical Guidance: Environmental Noise (England) Regulations 2006, Update (2012) (Defra 2012)

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

Why prepare an Action Plan?

- 1.09 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.
- 1.10 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 100,000 persons and a certain population density in 2012 and every five years thereafter⁵.
- 1.11 Action Plans must be drawn up by the airport operators that were required to produce strategic noise maps and the plans must be based on the results of the noise mapping. The airport operators must draw up, or update, an Action Plan every five years. 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

- 1.12 The mapping for those airports affected by the Regulations was produced using 2011 movements.⁷ Based on this guidance, airport operators must prepare action plans and then submit them to the Secretary of State for Environment, Food & Rural Affairs for adoption. Summaries of the adopted plans will be forwarded by Defra to the European Commission as required by the END.

Structure of this Guidance

- 1.13 The structure of the guidance is:
- 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;

³ See Appendix B

⁴ For further information see

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

- Section 4 gives guidance on how to meet the requirements for public participation and the adoption and publication process; and
- Section 5 describes the process to be followed by those airports that already have an adopted noise action plan.

1.14 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 and whether they already have an action plan.

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 are 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 15¹² which are summarised below.

2.04 Member States must 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 In line with the APF commitment of limiting, and where possible reducing the number of people in the UK significantly affected by aircraft noise, government

⁸ Regulation 18

⁹ See Appendices B & C for the definition of airports covered by the Regulations and a schedule of those for which maps were produced in 2012

¹⁰ Regulation 19 (2) (a)

¹¹ Effectively those places within the published contours, i.e. with noise exposures of 55 dB(A), Lden or more and 50 dB(A), Lnight or more.

¹² Article 1(c) of the END Regulation 15 (1) (a)

¹³ Regulation 15(1) (b)

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 adverse noise impacts by concentrating aircraft departures along routes avoiding the more densely populated areas as far as practicable¹⁴

- 2.07 Within the Action Plans for agglomerations, there is an obligation to aim to protect currently quiet areas in agglomerations. A process is described that enables local authorities, on a voluntary basis, to propose spaces for identification as quiet areas by the Secretary of State for Defra. An airport operator will need to consider whether any element of the proposed airport action plan might conflict with any existing quiet areas. In order to avoid any such conflict arising, airport operators whose operations affect an agglomeration should check with Defra whether any quiet areas have been identified.
- 2.08 The Action Plan must address priorities identified by any guidance published pursuant to regulation 30 of the Regulations. See Section 3.
- 2.09 The Action Plan must apply in particular to the most important areas as established by strategic noise maps¹⁵. See Section 3.

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

- 2.10 The Action Plan must meet the requirements of Schedule 4 to the Regulations¹⁶.

Schedule 4 of the Regulations

- 2.11 Schedule 4 of the Regulations requires that Action Plans must:

¹⁴ Any proposed alteration to flight paths is the responsibility of National Air Traffic Services (NATS), in conjunction with the relevant airport, where appropriate.

¹⁵ Regulation 15 (1) (e)

¹⁶ Regulation 15 (1) (f)

- meet the minimum requirements of Annex V of the END¹⁷; and
- contain a summary covering all the important aspects referred to in Annex V of the END, not exceeding ten pages in length¹⁸.

Annex V of END

2.12 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)

2.13 In the following paragraphs, guidance is given on how the various elements of Annex V might be met.

¹⁷ Schedule 4 1 (1) (a)

¹⁸ Schedule 4.1 (1) (b) and Directive 2002/49/EC, Annex VI, paragraphs 1.8 and 2.8

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

- 2.14 This information should 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 in the noise mapping, only the noise from aircraft departing and arriving at the airport. However, that does not preclude the action plan covering other airport related noise sources.

The authority responsible

- 2.15 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

- 2.16 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

- 2.17 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.

A summary of the results of the noise mapping

- 2.18 These results should include, for the various noise indicators for which mapping was carried out, information about the area, the number of people and dwellings that lie within the various contour bands.
- 2.19 Airport operators may also include information about other noise sensitive premises such as hospitals, schools other premises or specific types of land use depending on local circumstances and priorities. An Airport Noise Action Planning Data Pack is being provided to all airport operators. These packs contain information about the number of people and dwellings, derived from the results of the noise mapping.

(The area information will have already been determined through the noise mapping work)

- 2.20 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

- 2.21 Defra is generating population exposure information and these data will be provided to the various airport operators.
- 2.22 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)

- 2.23 Part of the action planning process requires formal public consultation to occur regarding the proposed Action Plan¹⁹. More guidance is provided in Sections 4 and 5.

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

- 2.24 Airport operators will have existing measures in place to mitigate noise impacts. This requirement can be met by describing the current noise control measures, including those set out in any existing noise action plan and updating them as appropriate.

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

- 2.25 This element will comprise of a description of the outcome of the deliberations as described in Section 3. The issue of existing quiet areas is confined to those airports whose operations affect an agglomeration, as described in paragraph 2.07 above.

¹⁹ Regulation 20

Long term strategy

- 2.26 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 Aviation Policy Framework²⁰ 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

- 2.27 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)

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

- 2.28 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)

- 2.29 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

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

²⁰ The Aviation Policy Framework , Department for Transport, March 2013

Guidance on the determination of actions to be implemented

3.01 The Government's overall policy on noise is set out in the Noise Policy Statement for England (NPSE). It promotes good health and a good quality of life (wellbeing) through the effective management of noise in the context of sustainable development. It has three aims:

- Avoid significant adverse impacts on health and quality of life;
- Mitigate and minimise adverse impacts on health and quality of life; and
- Where possible, contribute to the improvement of health and quality of life

3.02 With respect to aviation, the Government's overall objective on noise is to limit and where possible reduce the number of people in the UK significantly affected by aircraft noise.

3.03 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 mapping²¹; and
- The current noise control measures they have in place.

3.04 The Action Plan process requires consideration to be given regarding the following:

- Is there scope for implementing additional noise management measures in pursuance of the Government's overall policy on noise and its specific aviation objective?

If the answer is yes, 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

3.05 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:

²¹ 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.

- general detection/distraction;
- speech interference;
- disruption of work/mental activity, including cognitive effects, and
- sleep disturbance.

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

- 3.06 In addition, there are physiological effects that can occur including stress and other health effects.²²²³ The precise nature of these effects is less certain, although there is increasing evidence that long term exposure to high levels of environmental noise can cause direct health effects (e.g. an increased risk of heart attacks). The possibility that severe annoyance might itself induce stress cannot be ignored²⁴.
- 3.07 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

- 3.08 The government intends that END Action Plans will assist with the implementation of its policy on noise and with its overall objective on aviation noise.
- 3.09 The END and the Regulations require that Action Plans apply in particular to the most Important Areas as established by the strategic noise maps.
- 3.10 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.
- 3.11 Within the aviation sector, the current key document is the Aviation Policy Framework (APF) published in March 2013. Within the APF it is stated that

²² 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.

²³ 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'.

²⁴ The World Health Organisation provides a range of evidence on the effects of exposure to environmental noise

“The Government continues to expect airport operators to offer households exposed to levels of noise of 69 dB LAeq,16h or more, assistance with the costs of moving.”²⁵

3.12 The APF also goes on to state that

“The Government also expects airport operators to offer acoustic insulation to noise-sensitive buildings, such as schools and hospitals, exposed to levels of noise of 63 dB LAeq,16h or more. Where acoustic insulation cannot provide an appropriate or cost-effective solution, alternative mitigation measures should be offered”²⁶.

3.13 In the case of dwellings the APF states:

“If no such schemes already exist, airport operators should consider financial assistance towards acoustic insulation for households. Where compensation schemes have been in place for many years and there are few properties still eligible for compensation, airport operators should review their schemes to ensure they remain reasonable and proportionate.”

Issues for Consideration

3.14 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 LAeq,16h²⁷;
- Consider what further measures should be taken to assist the management of aircraft noise affecting noise sensitive buildings, such as schools and hospitals, in the light of the policy in the APF
- 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;
- Be satisfied 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;

²⁵ APF Para 3.36

²⁶ APF Para 3.37

²⁷ As the data are taken from the strategic noise maps, this is the L_{Aeq,16h} annual average value

- 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 2003/174228 including pro-actively engaging with the land-use planning process;
- Consider the opportunities for the protection of any existing quiet areas in agglomerations;
- Consider any other measures that might reasonably contribute to meeting the Government policy aims and objectives set out in paragraphs 3.01 – 3.02 above.

Some useful information may also be found in the CAA Guidance on the Application of the Airspace Change Process (CAP725)²⁹.

Wider Considerations

3.15 When considering any new noise management measure within the Action Plan, Airport Operators should consider in a proportionate manner 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.

3.15 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.

²⁸ Statutory Instrument 2003/1742 – The Aerodrome (Noise Restrictions) (Rules and Procedures) Regulations 2003

²⁹ 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>

- 3.16 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 2003³⁰.

Process for those airports for which this is their first Noise Action Plan – 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 there is scope for implementing additional noise management measures in pursuance of the NPSE. The Airport Operator will have considered the noise maps, the contents of this guidance, the APF 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 State³¹.

Consulting the public

- 4.3 The Regulations require the Airport Operator to consult the public when preparing Action Plans³²:

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.

³⁰ Statutory Instrument 2003/1742 – The Aerodrome (Noise Restrictions) (Rules and Procedures) Regulations 2003

³¹ Regulation 29 (1)

³² Regulation 20

- 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, as appropriate, 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 other local amenity groups, not on the Consultative Committee and with whom they would normally engage over airport issues.
- 4.5 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.
- 4.6 Once the Draft Noise Action Plan has been prepared, a formal public consultation exercise should be undertaken. The extent and nature of the consultation should be proportionate to the extent of the noise impact of the airport operations and 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)³³ 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 Defra that the consultation has commenced and send him a copy of the draft noise action plan, although he shall not be regarded as a formal consultee.
- 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 2.07, 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 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 are not.

³³ 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>

- 4.9 The Draft Noise Action Plan needs to be sent to the Secretary of State for Defra. The document must continue to include prominently displayed wording identifying it as a draft, subject to formal adoption and approval by the Secretary of State for Environment, Food and Rural Affairs³⁴.
- 4.10 The Secretary of State for Defra, in liaison with the Department for Transport, will form a view regarding whether or not the submitted Draft Noise Action Plan meets the requirements of Regulation 15 and, therefore, whether or not the plan is appropriate for adoption.
- 4.11 If the Secretary of State for Defra 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 so that the requirements of Regulation 15 are met in full. Following revision, the Draft Noise Action Plan will need to be resubmitted to the Secretary of State for Defra by an agreed date for further consideration.
- 4.12 Once adopted, 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.
- 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 in paragraphs 5.5 – 5.11 regarding consultation and submission should be followed. .
- 4.14 Airport Operators may wish to agree to 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.
- 4.15 It should be noted that, under the terms of Regulation 26³⁵ 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.

³⁴ Regulation 29 (1)

³⁵ Regulation 26 (4)

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Process for those airports that already have an Action Plan prepared under the terms of the Regulations

- 5.1 For those airports for which an action plan, prepared under the terms of the Regulations, exists, the following process should be followed.
- 5.2 The current action plan should be reviewed taking account of:
 - The results of the noise mapping completed in 2012; and
 - The progress made against the actions described in the current action plan;
- 5.3 The current plan should be revised to include, as necessary:
 - Updating details about the airport and its operation;
 - Updating information about relevant legislation and standards; and
 - Updating relevant national and local policies
- 5.4 The revision to the plan should also include:
 - The results of the recent round of noise mapping;
 - Information about the progress made against the actions described in the current plan
 - Information about on-going actions
 - Information about any proposed new actions

- 5.5 It is envisaged that once the plan has been revised, it will be presented to the Airport's Consultative Committee for comment, and any other appropriate bodies depending on the extent and nature of the revisions.
- 5.6 The Airport Operator will reflect upon the comments received from the Consultative Committee. A description of those comments should be included in the revised plan together with a reasoned justification for the response to the issues raised. The Airport Operator shall include, as appropriate, information about those who responded to the consultation (unless they indicated that they did not wish to be mentioned).
- 5.7 In the revision of the plan, the Airport Operator must be sure that the information required by Annex V of the Directive (see Box 2 and Section 2 of this guidance) is included.
- 5.8 Once the revised plan has been finalised, it needs to be sent to the Secretary of State for Defra. The document must include prominently displayed wording identifying it as a draft subject to formal adoption and approval.³⁶
- 5.9 The Secretary of State for Defra, in liaison with the Department for Transport, will form a view regarding whether or not the submitted revised plan meets the requirements of Regulation 15 and, therefore, whether or not the plan is appropriate for adoption.
- 5.10 If the Secretary of State for Defra considers that the requirements of Regulation 15 are not met, the airport operator will be required to make the necessary changes to the revised plan so that the requirements of Regulation 15 are met in full. Following revision, the revised plan will need to be resubmitted to the Secretary of State for Defra by an agreed date for further consideration.
- 5.11 Once adopted, the revised 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 revised Noise Action Plan has been adopted.
- 5.12 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 in paragraphs 5.5 – 5.11 above regarding consultation and submission shall be followed.
- 5.13 Airport Operators may wish to agree to carry 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.

³⁶ Regulation 29 (1)

Such reviews could form part of any regular environmental reporting that is already undertaken.

- 5.14 It should be noted that, under the terms of Regulation 26³⁷ 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.

³⁷ 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
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 10dB(A).

Appendix B: Definition of airports for which

- 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(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).

Appendix C: Schedule of airports which produced noise maps

Airport	ICAO Location Code	Current Noise Action Plan
Birmingham International*	EGBB	Yes
Blackpool Squire's Gate	EGNH	Yes
Bournemouth	EGHH	Yes
Bristol Lulsgate*	EGGD	Yes
Cambridge	EGSC	No
East Midlands*	EGNX	Yes
Leeds Bradford	EGNM	Yes
Liverpool John Lennon	EGNH	Yes
London City*	EGLC	Yes
London Gatwick*	EGKK	Yes
London Heathrow*	EGLL	Yes
London Luton*	EGGW	Yes
London Stansted*	EGSS	Yes
Manchester International*	EGCC	Yes
Manston	EGMH	No
Newcastle International*	EGNT	Yes
Shoreham	EGKA	Yes
Southampton Eastleigh	EGHI	Yes
Southend	EGMC	Yes
Wycombe Air Park	EGTB	No

*Major airports