



Ideas for policy options
Citizen's vision for the future

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Noise in Europe
European Commission
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UECNA

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



* END - Building awareness

- END highlighted the harmful effects of noise beyond annoyance
 - Noise had to be reduced for the **protection of the population**
 - END acknowledges the importance of an **8-hour night**
 - Adoption of **noise action plans**
- Common criteria enabling a comparison between countries





Implementation discrepancies

- Only 43% of the noise action plans regarding airports have been adopted
- Citizens are exasperated :
 - NGOs and municipalities affected by the 3 main airports in Paris have together lodged a claim before the French supreme administrative court for failure to adopt action plans in compliance with the noise directive
 - The case will also be referred to the European commission and European parliament



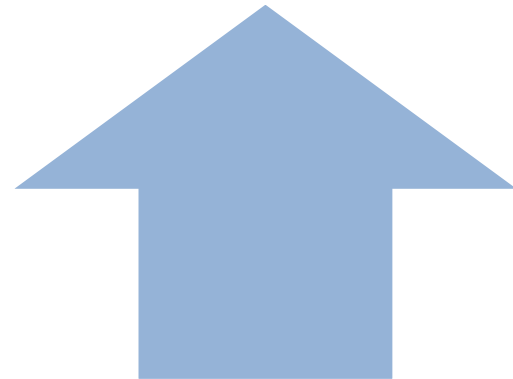
Lack of political will



Driven by the aviation lobby, politicians base their decisions only on GDP and jobs



**It is high time
to think
Public Health**



How can we ensure that public authorities play their role ?



Rules, not guidelines

Applicable to all member states

Operating 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



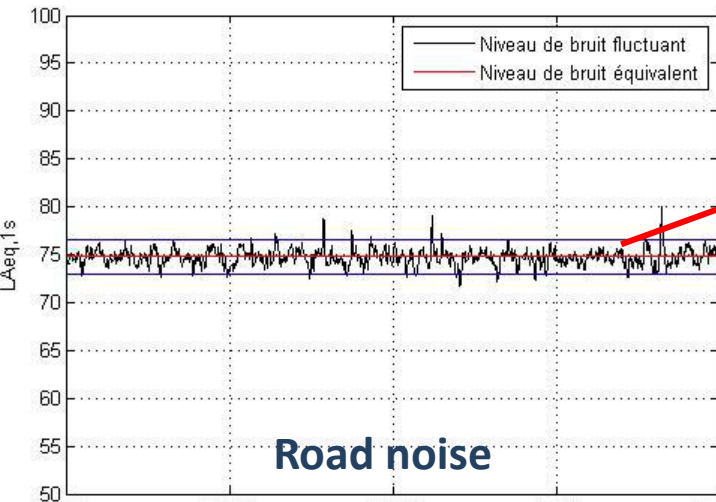
Setting noise limits

- Noise affects, among others :
 - property values and quality of life and results in the impoverishment of residential territories
 - Cognitive development of children
 - People's health
- WHO will soon be recommending the application of noise limits to protect the population
- **We will have to find a way to apply these noise limits to aviation**
- **Same limits and same indices enforceable in all member states just like for emission of pollutants**



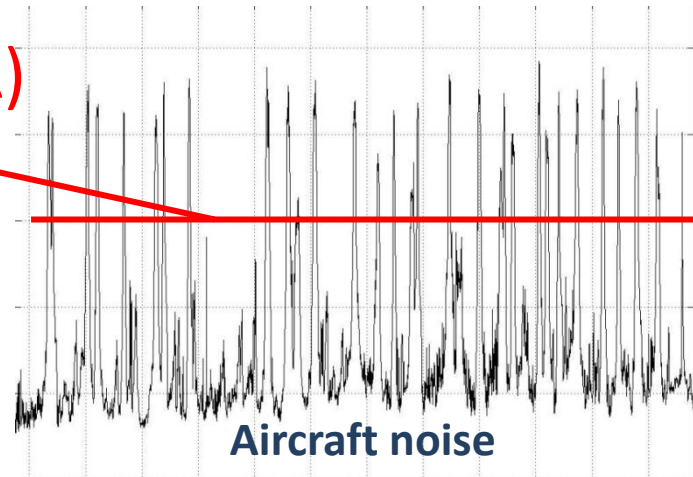


Combination of indices



$L_{aeq} = 75 \text{ dB(A)}$

Source : Bruitparif



Equivalent levels of noise // Different situations

- An energetic index like L_{den} is necessary to show a level of noise on a longer term but it is not sufficient to show the specificity of aircraft noise
- It can be combined to NA (Number Above) : number of events exceeding a certain level of noise in a period of time



Night flights restrictions, A top priority

Night flights should be gradually banned at larger airports and totally banned at smaller airports so that all citizens benefit from 8-hour quiet nights





* Expectations of the citizens, Summary

- The same rules for all member states which must be directly enforceable
- **FIXED LIMITS** in accordance with WHO's recommendations
- **Lden strengthened with NA** (number above) to take into account the specificity of aircraft noise
- Towards a **restriction of night flights** – 8-hour quiet nights for all
- **Citizens suffer from aircraft noise, they have to be involved!**
UECNA, for aviation, should be associated in the decision making process