



# Union Européenne Contre les Nuisances Aériennes

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Night Flight Ban

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[www.uecna.eu](http://www.uecna.eu)



# What is a « night flight » ?

- A night flight disturbs the 8 hours of rest and sleep recognized by WHO as time to recover
- Night Flights are movements scheduled between 22.00 h – 06.00h or 23.00h – 07.00h
- Clinical studies confirm evidence of health risks caused by night flight noise



# Typical flights at night

- Scheduled operations

- Cargo / Freight

Late arrivals/  
delays

Too early arrivals  
before 06.00h

Touristik flights /  
low cost

DHL /UPS /FEDEX

Carrier of volumes

Special Air freight



# Operational Guidelines of Airports

- **Legal base of activities**
  - Airports have a legal framework and regulations
  - Operational guidelines are part of the global aviation system
  - Global data base inhibits all local requirements
- **Handling / day to day operations**
  - Global network of airfreight services uses data to structure activities
  - HUBs and point to point
  - Local night flight bans integration in the operations
- **Consequences**
  - Airports use the specific framework with limited operational hours
  - Airlines scheduled flights and services according to local regulations
  - « Win Win » for airports: a night flight ban reduce noise and give credibility



# Difficulties

## Stakeholders need new perspectives

- Airlines, want to maximize use of equipment by night flights for leisure travelling and low budget flights. Climate change will limit this.
- Airlines operating long distance flights want « freedom in planning» but air traffic is a world of slots and regulations anyway.
- Freight: more than 95% are mass transport and **no urgent** goods
- Only 5% are overnight courier freight.
- Air freight often is collected by long distance road transport
- Special new and regulated night flight HUBs may reduce noise at UPS HUB Cologne and DHL HUB Leipzig or FEDEX HUB Paris CDG



# Solutions

- WHO guidelines for noise exposure limits aircraft noise at night.  
Consequences: a European wide night flight ban of 8hrs
- Europe needs air traffic planning – without borders!
- Competition between the airports needs regulations to optimize use of capacities in Europe
- Less Regional airports capacities may shift capital into a better air traffic infrastructure
- A new balance between the health of citizens nearby airports and business stakeholder help aviation to get more « green »



# \* Are night flight bans realistic?

- **It works** : Zurich, Geneva, Basel, Frankfurt, Düsseldorf, Berlin, Munich, Hannover, Stuttgart, Paris-Orly and several more
- Frankfurt Int. Since 10 years of a six hours night flight ban (23h – 5h)
- **Improvements possible**
  - Instead of 8hrs sleep, most airports recognized only a night of 6hrs. The worst: noise in the last hours of the night between 5.00h and 7.00
- **Planning and decisions**
  - Citizens and business stakeholders need transparent negotiations to realize a night flight ban. A contract may built confidence (example Vienna).



# The new normal: Covid and climate change

New air traffic planning for Europe: Capacities, airports, equipment and ways of transport

Less passengers – more cargo ?

A European guideline for night flight noise can be realized

Economic impact of aviation - less than published !