



EUROPEAN COMMISSION  
DIRECTORATE-GENERAL FOR MOBILITY AND TRANSPORT

Directorate E – Aviation  
E.1 – Aviation Policy

Brussels  
MOVE.DDG2.E.1/PP

Mrs Dominique Lazarski  
President of the European Union  
against aircraft nuisance  
Rue d'Edimbourg 26  
1050 Brussels, Belgium

Dear Mrs Lazarski,

Thank you for your letter of 27 August 2022, submitted on behalf of the members of European Union Against Aircraft Nuisance (UECNA), addressed to the respective cabinets of Mrs Adina Vălean, Commissioner for Transport, and Mr Virginijus Sinkevičius, Commissioner for Environment, Oceans and Fisheries, and to the Directors-General of the Mobility and Transport and of the Environment Directorates-General of the Commission.

We take good note of your letter and of your suggestions concerning what you consider to be necessary improvements to the Environmental Noise Directive<sup>1</sup> (END) and the Balance Approach Regulation<sup>2</sup> (BAR) – two important components of EU legislation concerning noise pollution due to aviation operations.

I would like to assure you and members of UECNA that the European Union is committed to addressing the problems induced on people's health due to noise. The Commission followed closely the development of the World Health Organization's recommendations on noise<sup>3</sup>. Moreover, with the Zero Pollution Action Plan<sup>4</sup> published in

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<sup>1</sup> Directive 2002/49/EC of the European Parliament and of the Council of 25 June 2002 relating to the assessment and management of environmental noise - Declaration by the Commission in the Conciliation Committee on the Directive relating to the assessment and management of environmental noise, OJ L 189, 18.7.2002, p. 12–25.

<sup>2</sup> Regulation (EU) No 598/2014 of the European Parliament and of the Council of 16 April 2014 on the establishment of rules and procedures with regard to the introduction of noise-related operating restrictions at Union airports within a Balanced Approach and repealing Directive 2002/30/EC, OJ L 173 of 12.06.2014, p. 65.

<sup>3</sup> <https://www.who.int/europe/publications/i/item/9789289053563>.

<sup>4</sup> Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions, Pathway to a Healthy Planet for All EU Action Plan: "Towards Zero Pollution for Air, Water and Soil"; COM/2021/400 final.

2021, the Commission committed to reduce by 30 % the share of people chronically disturbed by transport noise, by 2030, compared to 2017. In this context, the Commission looked at all possible actions to address the noise from airports in an effective way, and it will report on the implementation of the Environmental Noise Directive and Balanced Approach Regulation in the coming months.

An already published study on airport noise reduction commissioned by the Commission<sup>5</sup> analysed the state of implementation of the Environmental Noise Directive and the Balanced Approach Regulation. One of the objectives of the study was to identify elements of both legislative acts that may be improved.

Some of conclusions presented in the report point to elements raised in your letter. In particular, the report recommends the use of Lden indicator; the need to have an objective for the action plan, or at least a long term goal; that all possible measures that an airport can adopt shall be evaluated and that competent authorities should be independent. When it comes to a night ban all over EU airports, please consider that EU legislation is set to leave a large margin of discretion to the competent authorities. These conclusions as well as other ideas expressed by all range of stakeholders will be duly considered by the Commission.

Thank you again for having informed us about the view of the UECNA's members.

Yours sincerely,

Flor DIAZ PULIDO  
Head of Unit

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<sup>5</sup> Study on noise reduction - <https://op.europa.eu/en/publication-detail/-/publication/67225cf1-2d8c-11ed-975d-01aa75ed71a1>.