

Aviation Noise Impact Management through novel Approaches

Summary of END compliance in European Member States¹

	# Qualifying Airports (Round 1, Round2).	Competent Authority ²	Airports with noise maps (Round 1, Round 2) ³	Airports with Action Plans (Round 1, Round 2)	Defined Noise Limits and Noise Indicators Used ⁴
Austria	1,6	BMVIT (Austrian Ministry for Transport, Innovation and Technology)	1,1	1,6	65 Lden 55 Lnight (Protection against air traffic noise is not regulated to date).
Belgium	1,1	Shared responsibilities between City Authorities, Roads and Traffic Agency, Environment, Nature and Energy Department for each region	2,2	2,2	3 zones for day and night. Lday (65,60,55) Lnight (55,50,45) Enforcement differs by region. Includes noise charges and land-use planning mitigation measures.
Bulgaria	0,0	Shared responsibility with different aspects shared between Minister of Transport Ministry Environment and Water, Ministry of Regional Development and Public Works, Ministry of Health.	0,0	0,0	Land-use dependent. Limits determine when noise mitigation measures are implemented.
Croatia	0,0	Croatian Civil Aviation Agency.	0,0	0,0	Land-use dependent. The purpose of setting noise limit values is to avoid noise nuisance and protect human health and well-being.
Czech Republic⁵	1,1	SNM prepared by Institute of Public Health Ostrava (ZUOVA). Action plans prepared by the Ministry of Transport.	2,2	1,1	Day dB(A) 60 Night dB (A) 50 Limit values for noise indicators (trigger limits) are set for the purpose of preparing NAPs for noise protection. Based on the limit values, problematic areas are identified along with proposed measures for reducing the noise load from individual sources.

¹ This table is heavily supplemented by a European Commission evaluation of 2002/49/EC found at http://ec.europa.eu/environment/noise/pdf/country_fiches_study_evaluation_directive_environmental_noise.pdf

² The organisation nominated as being responsible either for the development of Strategic Noise Map(s), Noise Action Plans or both.

³ Countries must submit noise maps and action plans under END every five year. The first round took place in 2007, and the second in 2012.

⁴ Although there are no common EU-wide Limit Values in the Directive itself, most but not all MS have put in place mandatory noise limits at national level, whose exceedance generally leads to sanctions, or whose potential exceedance blocks the operation of installations (such as new roads, railways, or industry).

⁵ Data obtained via desk research, no template received.

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Cyprus	0,0	Ministry of Agriculture, Rural Development and Environment.	0,2	0,2	No limits set	
Denmark	3,3	Environmental Protection Agency (Copenhagen airport) and Municipalities.	3,3	3,3	Land-use dependent	
Estonia	0,0	No qualifying airports	0,0	0,0	Land-use dependent. The Health Protection Inspectorate also has the right to impose sanctions in case of violation of limit levels either on the grounds of violating the Ambient Air Protection Act or the Public Health Act.	
Finland	2,3	Data collected by The Centres for Economic Development, Transport and the Environment. SNMS completed by the Finish Transport Agency. NAPs prepared by Finnish Transport Safety Agency.	2,3	2,3	Residential areas, industrial areas; Lden 55 Lnight 50 Holiday settlements, campsites conservation areas; Lden 45 Lnight 40 Finland does not legally enforce noise limit values. Instead there is a Government Decision on General Guideline Values for Noise Levels (993/1992) which was enacted under the Noise Abatement Act (382/1987).	
France	9,8	'Infrastructure managers' i.e. airport authorities.	9,8	9,9	Day dB (A) 55 No specific enforcement system is foreseen if the above limit values are exceeded	
Germany	8,22* numbers include NAPs produced for districts bordering airports, EEA data for 11 airports in R2	Federal States	8,22	3,22	Lday (6am-10pm) Zone 1: 65dB(A) (60 dB(A) for new/extended airports) no (new) housing and facility (e.g. hospital) construction allowed (with exception), owners get compensation Zone 2:	Lnight (10pm-6am) 55 dB(A) (50 dB(A) for new/extended airports) 6 x 57dB (53dB) LAm _{ax} no (new) home construction allowed (with exception), owners get sound insulation refunded.

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					60dB(A) (55 dB(A) for new/extended airports) restricted construction and use of buildings (sound insulation required).
Greece	1,1	Noise, Vibration & Radiation Department at the Ministry of Environment & Energy.	1,1	1,1	Land-use dependent. When noise limit values are exceeded there are applied measures for noise reduction for a period of 10 years.
Hungary	1,1	Responsibility split between Airport Administration, the Ministry of Transport, the Ministry of Agriculture.	1,1	1,1	63 Lden 55 Nnight The Governmental Decree 280/2004 (X.20) specifies that when noise limit values are exceeded there are applied measures for noise reduction for a period of 10 years
Ireland	1,1	Mapping = Dublin Airport Authority and Fingal County Council. Noise Action plans = Dublin local authorities	1,1	1,1	Day; Preferred < 55 Lday Maximum 70 Lday Night; Preferred < 50 Nnight Maximum 55 Nnight
Italy	9,10	Airport Operators	9,10	9,18	Land-use dependent. Noise levels represent trigger values at which different mitigation measures are implemented.
Latvia	0,0	Ministry of Transport and State Joint Stock Company Riga International Airport of the Republic of Latvia	0,1	0,1	Land-use dependent
Lithuania	0,0	Civil Aviation Administration	0,0	00	65 Lden 65 Lday 60 Levening 55 Nnight Law on Noise Management states, that noise source holders must comply with the noise limit values and ensure that the emitted noise does not exceed the noise limit values set to certain areas.
Malta	0,0	Various	0,0	0,0	No national noise limits.

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Netherlands	1,1	Ministry of Infrastructure and Environment	1,1	1,1	No national noise limits.
Poland	1,1	State Enterprise "Airports" Warsaw	1,1	0,0	Land-use dependent
Portugal	1,2	ANA - Portuguese Airport Authority.	1,2	1,1	65 Lden 55 Lnight Values represent triggers at which noise-based charges are implemented.
Romania	1,1	Ministry of Environment	6 (The obligation is not limited to airports with > 50k movements. Airports are nominated in END implementing law.)	16 (The obligation is not limited to airports with > 50k movements. Airports are nominated in END implementing law.)	Day Limit = 65 Lden-dB(A) Target = 70 Lden-dB(A) Night Limit = 65 Lnight-dB(A) Target = 60 Lnight-dB(A)
Slovakia	0,0	Public Health Authority of the Slovak Republic.	0,0	0,0	Land-use dependent. The exceedance of limits set out in the table is not sanctioned.
Slovenia	0,0	Ministry of the Environment and Spatial Planning	0,0	0,0	Land-use dependent Limits for zone III and small airport. Lden = 58 dBA Lday = 58 dBA Levening = 53 dBA Lnight = 48 dBA Noise limits are the basis for the identification of noise abatement measures on a prioritised basis through NAPs
Spain	10,12	Ministry of Development	10,12	0,0	Land-use dependent
Sweden	2,3	The competent authority for the Regulation 598/2014 concerning Operating Restrictions is the Swedish Transport Agency.	2,3	3,3	Land-use dependent. Sweden does not set limit values for noise but applies indicative noise values that are set out in Government Bill 1996/97:53 Infrastructure Objectives for Future Transport. there is a specific environmental court (Miljödomstolen), which sets out the conditions that airport owners must adhere to.

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United Kingdom	19,14	Airport operators in general, however the Secretary of state is responsible for approving noise mapping and action plans at 3 designated London airports.	20,14	19,14	No formal limits.