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DESTINATION GREEN: THE NEXT CHAPTER

The balanced approach to noise management

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The balanced approach so far:

- The degree of success depends on the metric, but use of standard metrics shows a reduction in cumulative noise exposure in many states and regions
- Has helped to identify the role for additional actors such as local authorities or planning ministries
- Provides a framework for combining short- and long-term approaches



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Reduction at source:

- Measurable improvements, but potential is maximised when combined with incentives to encourage operators to switch to a quieter fleet (for example, charges or 'green slots')



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Land use planning:

- Limited success in many states
- Local authorities need clearer guidance to stop encroachment and set appropriate thresholds for insulation
- Future tension: how can local authorities safeguard land for future airport expansion that hasn't yet been approved while maintaining community trust?



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Operational procedures:

- Benefits from CDA but some increase in complaints further out from the airport, often outside accepted noise contours
- Airspace modernisation has created winners and losers, with some people affected for the first time



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Operational restrictions:

- Communities do not always see operating restrictions as a last resort
- May be needed in the short-term until other elements deliver benefits
- Can give communities certainty
- Can provide the conditions to make new airport development acceptable



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Future challenges:

- European data shows a potentially stable noise environment out to 2050 despite a forecast 42% growth in traffic
- But only if there's no further airport expansion or change in population. Realistic?



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