



**BELFAST iNTERNATiONAL
AiRPORT**

Belfast International Airport

Environmental Noise Directive Round Four

Noise Action Plan 2023-2028

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1 Foreword by Airport CEO

Successful international airports are key economic generators for the regions they serve, and we at Belfast International are justifiably proud of the substantial contribution we make to the financial health and well-being of this economy.

The period leading up to this latest Action Plan had seen growth in passenger numbers however COVID affected the airline and airport industries significantly during the reporting period for the legislation. Post COVID, flight numbers and passengers have returned and the drive for newer, more efficient aircraft within the fleets of the airlines using the airport continues.

Analysis carried out in preparation for development of this action plan has indicated that the number of properties exposed to intrusive aviation noise from aircraft taking off from or landing at Belfast International Airport remains extremely low. Although regionally central, our relatively rural location enables us to grow sustainably, in a manner where the economic benefits we create for the region are not outweighed by the environmental disbenefits that would normally be associated with a busy airport in a densely populated area.

Having said that, we recognise that no matter how new or efficient aircraft are, they create noise and that we need to face up to our responsibilities in mitigating these noise emissions as much as possible to minimise the impact on our local communities. There is no room for complacency.

The attached action plan sets out in detail the steps we intend to take over the next five years to ensure that we are facing up to our environmental responsibilities when it comes to noise emissions from the airport. These measures will enable Belfast International to continue to grow the connections this region has to the rest of Great Britain, to Europe and to the rest of the world in support of the Northern Ireland Executive's objectives to position the local economy for recovery, but to do so in an environmentally sustainable manner.

We would like to hear what you think of these planned actions, before we finalise them. If you have any comments you would like to make at this stage:

Via email, please contact:

environment@bfs.aero

Or via post:

Belfast International Airport
Noise Action Plan Consultation
Belfast International Airport
Belfast
County Antrim
BT29 4AB

Dan Owens

Chief Executive Officer

2 Introduction and Context

The Environmental Noise Directive (2002/49/EC) more commonly referred to as the Environmental Noise Directive (END), requires all Member States within the European Union to produce strategic Noise Maps and Action Plans for the main sources of environmental noise, including airports.

The requirements of the Environmental Noise Directive (2002/49/EC) were transposed into the Environmental Noise Regulations (Northern Ireland) 2006 (The Regulations) and build upon the Government's aim, as set out in the Aviation Policy Framework, "to limit and where possible reduce the number of people in the UK significantly affected by aircraft noise".

After the United Kingdom's exit from the European Union, the obligations of the Environmental Noise Regulations (Northern Ireland) 2006 still remain in place

The Regulations require the preparation of Strategic Noise Maps and the development of a Noise Action Plan on a 5-year rolling programme by each Competent Authority.

Round One mapping was completed in 2007, Round Two in 2012 and Round Three in 2017. The process of Round Four mapping was delayed due to the COVID pandemic, but 2021 data was still applied as per the Regulations. The number of flights during the regulated reference period fell below the limit specified in the Regulations but Belfast International Airport felt it important that it should still participate in the mapping process and update of its noise action plan as it expected to return to 'normal' flight numbers post pandemic.

In order to provide a mapping update that was more in keeping with expected flight numbers, Belfast International Airport also commissioned additional mapping, but this time with 2023 data.

The flight data for these two years showed a significant return towards expected flight numbers:

Table 1

Year	Aircraft Movements	Passengers	Cargo (tonnes)	Domestic / International split (%)
2016	56,453	5,150,474	48,196	69.23% Dom 30.76% Int
2021	33,959	2,330,038	43,513	88.79% Dom 11.21% Int
2023*	57,770	5,956,074	40,665	66.29% Dom 33.71% Int

* Not an END mapping round year. Used to show return of flights post COVID.

The Belfast International Airport Noise Action Plan was one of a set of five Action Plans created for Northern Ireland, namely:

- Belfast International Airport Noise Action Plan
- Roads Noise Action Plan
- Railways Noise Action Plan
- Industrial Noise Action Plan; and
- George Best Belfast City Airport Noise Action Plan.

Belfast International Airport Limited, as operator of Belfast International Airport, is the Competent Authority for developing this Noise Action Plan. This END Action Plan has been prepared using the Department of Agriculture, Environment and Rural Affairs “Noise Mapping and Action Planning Technical Guidance – Noise from Airports”.

Aircraft noise issues remain high on the agenda of many who live around airports and the aviation industry recognises that it needs to better understand specific

issues that disturb the public. Belfast International Airport is committed to being a good neighbour and endeavours at all times to minimise the impact of its operations on local communities. Continued and enhanced consultation with the community is essential so that an appropriate balance can be struck between the socio-economic benefits of airport operations and its environmental impacts. This Noise Action Plan provides a meaningful framework for Belfast International Airport and its Consultative Committee to build upon our established voluntary approach to the proactive management of aircraft noise in and around the airport

3 Belfast International Airport

Under the Regulations, there is a requirement to assess the noise from major airports. There is only one airport in Northern Ireland that meets the Regulations definition of a “major airport” (in excess of 50,000 aircraft movements per year excluding those purely for training purposes on light aircraft).

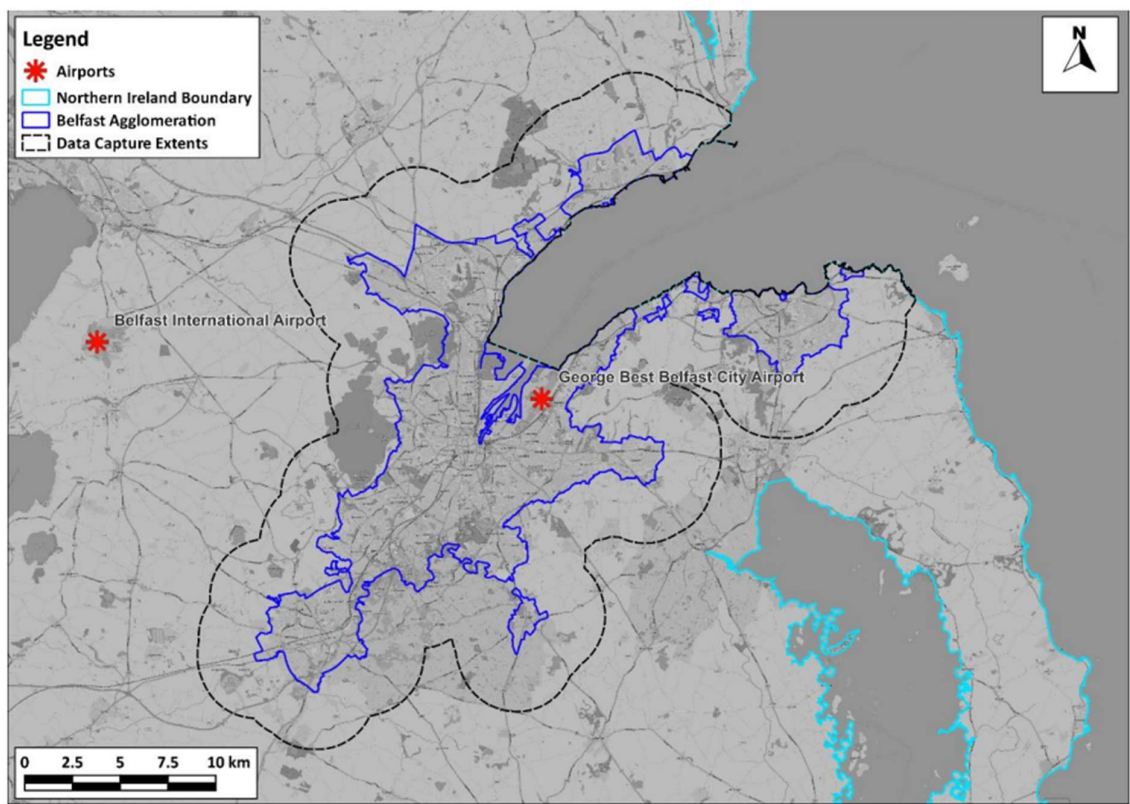
Belfast International Airport covers an area of over 4 km². Figure 1 shows its location within Northern Ireland along with its two runways. The closest residential areas to the airport are Templepatrick to the north east; Crumlin to the south and Aldergrove Flying Station (formerly RAF Aldergrove) on the south edge of the airport site. Over the years from the Round One mapping process, the population of the Aldergrove Flying Station has decreased significantly.

The majority of flights (96.4% in 2021 and 96.6% in 2016 along with 98.7% in 2023) operate off the main runway because of prevailing westerly winds (07-25 which is 2,780m long). Predominantly, flights land from the east over the Templepatrick area and take off to the west over Lough Neagh. Flights landing on this route operate continuous descent approaches (CDA’s) which reduce the level of noise produced. (Note, these figures include helicopter movements.)

The second runway (17-35 which is 1,891m long) is used when wind speed and direction would be above the acceptable cross wind limits for aircraft using 07-25 runway. 3.6% movements in 2021, 3.4% of movements in 2016 and 1.3% of movements in 2023 used this runway.

In 2021 Belfast International Airport handled just over 2.33 million passengers (5.15 million in 2016) from 33,959 aircraft movements (56,453 in 2016) and in excess of 43,000 tonnes of air cargo (48,000 tonnes in 2016). This drop in flight and passenger numbers was due to the COVID pandemic and in the reporting year of 2021, aviation was only returning after its major impacts. Table 1 indicates the passenger split between domestic and international flights. Domestic flights remained / were reintroduced more speedily than internationals but the percentage split achieved in 2016 was reflected again in the 2023 data.

Figure 1: Location map for Belfast International Airport.



4 Public Consultations

In accordance with Article 8(7) of END, Belfast International Airport will conduct a public consultation exercise on its draft Round Four Noise Action Plan.

Local press publications will be used to highlight the draft Round Four Noise Action Plan. The consultation document along with contact details will be loaded on the airport website and the airports Consultative Forum will be provided with copies for their comments and feedback.

A detailed review of all responses to the consultation document will be completed with a summary of comments received and Belfast International Airports response included in the final version.

5 Legislative and Policy Framework

Whilst not an exhaustive list, the following section sets out a summary of the relevant international, national and local legislation and policy for aircraft noise management.

International

ICAO Regulatory Framework.

The International Civil Aviation Organisation (ICAO) is the agency of the United Nations which oversees the civil aviation industry. ICAO adopts standards, protocols and recommended practices relating to all aspects of international aviation. Concerning noise, it seeks to adopt a 'balanced approach' which includes reducing noise at source; the use of operational noise abatement procedures, land use policies and management, and restricting and banning the operation of certain aircraft.

ICAO sets noise emissions standards for all aircraft types known as 'Chapters'. These standards are being progressively strengthened to prohibit aircraft that do not meet certain noise emission standards, with Chapter 2 aircraft the latest to be phased out for use in commercial aviation.

European

Directives relating to the management and control of environmental noise have been issued by the European Commission (EC). These are legislative acts which require Member States to achieve a specified result without necessarily determining a means of how it can be achieved.

European Directives 92/14/EEC and 2002/30

This legislation enabled Member States to phase out Chapter 2 aircraft and restrict marginally compliant Chapter 3 aircraft (discretionary).

Environmental Noise Directive (2002/49/EC)

Directive 2002/49/EC is the Environmental Noise Directive (END) whose aims are 'to define a common approach intended to avoid, prevent or reduce on a prioritised basis the harmful effects, including annoyance, due to exposure to environmental noise.' To that end, the following actions are required:

- the determination of exposure to environmental noise, through noise mapping, by methods of assessment common to the Member States;
- ensuring that information on environmental noise and its effects is made available to the public; and
- adoption of action plans by the Member States, based upon noise-mapping results, with a view to preventing and reducing environmental noise where necessary and particularly where exposure levels can induce harmful effects on human health and to preserving environmental noise quality where it is good.

In accordance with the END, Belfast International Airport is identified as a major airport and consequently Round Four Strategic Noise Maps have been produced (Appendix 4) and this Round Four Noise Action Plan prepared. Annex V of END (Appendix 7) specifies those elements that a Noise Action Plan must include.

National

The UK Government has enacted several policies and regulations relating to the management and control of environmental noise and noise from aircraft and airports. These are summarised below:

The Environmental Noise Regulations (Northern Ireland) 2006

The Environmental Noise Regulations (Northern Ireland) 2006, 'the Regulations' came into force in October 2006 and transpose the requirements of the END into law in Northern Ireland. The Regulations also name the competent authorities responsible for their delivery. Under the Regulations, the competent authority for preparing Strategic Noise Maps and a Noise Action Plan for the single major airport in Northern Ireland is Belfast International Airport, the airport operator.

Strategic Noise Maps for Belfast International Airport have been produced and submitted to the Department of Agriculture, Environment and Rural Affairs (DAERA). These are shown in Appendix 4 and were formally adopted by the Department of Agriculture, Environment and Rural Affairs (DAERA) and were published on DAERA's website.

The Regulations state that Noise Action Plans must:

- Meet the objectives of Article 1(c) of the END;
- Be designed to manage noise issues and effects, including noise reduction if necessary;
- Aim to preserve quiet areas in agglomerations;
- Address priorities which must be identified having regard to guidance;
- Apply to the most important areas as established by strategic noise maps;
- Meet the requirements in Schedule 4 of the END

DAERA published guidance specifically for airports in 2013. This Round Four Noise Action Plan has been prepared having regard for this guidance, as required by the Regulations.

Aviation Policy Framework

The Aviation Policy Framework (APF) was published in March 2013 and fully replaced the Future of Air Transport White Paper.

In relation to aircraft noise, the APF set out the Government's aim 'to limit and, where possible, reduce the number of people significantly affected by aircraft noise'. It recognises this is a challenging objective, and states "We want to strike a fair balance between the negative impacts of noise (on health, amenity (quality of life) and productivity) and the positive economic impacts of flights". The Government recognises that noise mitigation will be delivered through a combination of measures, including, increased research and development into new aircraft technology, implementing International and European legislation, widening economic instruments and using local and national controls at airports, where required.

The APF signposts what actions the Government expects airports to undertake in relation to noise insulation and compensation.

The APF considers the 57 dB LA_{eq16hr} contour as "the average level of daytime aircraft noise marking the approximate onset of significant community annoyance". However, the government acknowledges that "this does not mean that all people within this contour will experience significant adverse effects from aircraft noise. Nor does it mean that no-one outside of this contour will consider themselves annoyed by aircraft noise". In addition, the APF expects airport operators: "to offer households exposed to levels of noise of 69 dB LA_{eq16hr} or more, assistance with the costs of moving" and; "to offer acoustic insulation to noise-sensitive buildings, such as schools and hospitals, exposed to levels of noise of 63 dB LA_{eq16hr} or more. Where acoustic insulation cannot provide an appropriate or cost-effective solution, alternative mitigation measures should be offered".

Where airport operators are considering developments which will result in an increase in noise, the APF expects, as a minimum, airport operators "to offer financial assistance towards acoustic insulation to residential properties which experience an increase in noise of 3 dB or more which leaves them exposed to levels of noise of 63 dB LA_{eq16hr} or more". Although the APF remains the current

national aviation policy document, in October 2017 the DfT reported on the outcome of consultations regarding changes to UK airspace which included a review of criteria and metrics for assessing aircraft noise. The response states that “the policies set out within this document provide an update to some of the policies on aviation noise contained within the APF and should be viewed as the current government policy”. Proposals include:

- The creation of an Independent Commission on Civil Aviation Noise (ICCAN) as an advisory non-departmental public body;
- The removal of the 3-dB minimum change requirement for financial assistance towards acoustic insulation to residential properties moved into the 63 dB LA_{eq16hr} level or above; and
- The acknowledgement that a level of 54 dB LA_{eq16hr} now corresponds to the onset of significant community annoyance and replaces the 57 dB LA_{eq16hr} level in the APF and that some adverse effects of annoyance can now be seen to occur down to 51 dB LA_{eq16hr} .

The UK government also intends to develop aviation noise policy further through a new Aviation Strategy, which following a series of consultations, is aimed to be published in early 2019.

To support the delivery of the aviation policy, the CAA issued new guidance for changing UK airspace (CAP 1616) in December 2017. This guidance sets out the framework for the stages of the process and activities involved, from the conception of the need for a change to the airspace design, to consulting and engaging with those potentially impacted, assessing the impacts of different design options from a safety, operational and environmental perspective, to the ultimate regulatory decision. Additionally, if the change is approved, this guidance covers implementation and subsequent review of that change.

Civil Aviation Act 2012

This Act placed a new duty on the Civil Aviation Authority (CAA) to make information about the environmental performance of the aviation sector available to the general public along with measures to limit adverse environmental effects. These include the enforcement of aircraft noise emission standards and operational procedures as well as the provision to enable airport operators to use charging mechanisms to encourage the use of aircraft that are quieter or with lower emission levels.

Local

A range of instruments are available at a local level to manage and minimise the effects of aircraft operations:

Belfast International Airport Consultative Committee

The Belfast International Airport Consultative Committee is the formal mechanism for the airport to interact and exchange information with communities in the vicinity. Its membership includes representatives from local authorities, community groups, airport users and other interested parties. The Committee meets three times per year and is well attended with current members listed in Appendix 1.

The Belfast International Airport Consultative Committee and its membership will play a full role in monitoring the implementation and effectiveness of the actions outlined in Appendix 2.

Northern Ireland END Steering Group (NIENDSG)

The NIENDSG was set up by the Department in 2005 to provide input to the development of the strategic noise maps for Northern Ireland and subsequent Action Plans. This group is made of representatives from each Competent Authority including:

- DfI Roads Service

- DfI Ports and Public Transport Division
- Translink
- Belfast International Airport
- George Best Belfast City Airport
- Northern Ireland Environment Agency and
- DAERA Planning and Environmental Policy Group.

Voluntary Controls and Policies

In addition to mandated controls, Belfast International Airport's noise management strategy includes a variety of policies and voluntary controls developed and implemented with the support of the Belfast International Airport Consultative Committee, National Air Traffic Services and based airlines.

Belfast International Airport has introduced:

- Continuous decent approaches. This is a process where the aircraft descends continuously and avoids any segments where the aircraft is in level flight. CDA's require significantly less engine thrust than prolonged level flight so reduce both noise and fuel consumption.
- Restricted training times and durations. Training flights tend to result in repeat practice landings/take-offs which concentrates noise over a short period. With the assistance of National Air Traffic Services (NATS), circuits vary in length and location to spread any impacts over a wider area rather than subject the same people to repetitive noise.
- No training flights on Sundays at all.
- No training flights between 23.00 and 09.30 on any day.
- Restricted night training. Belfast International Airport endeavours to minimise such training and encourages operators to use alternative aerodromes where possible. If this is not practicable, then night training will be restricted to hours where the nuisance to the public is minimised.

Note that nighttime for flying training purposes starts 30 minutes after sunset but that the absolute restrictions noted above still apply

- Restricted ground operations including restricted engine runs and testing. Occasionally, aircraft engines must be run for maintenance and test reasons. This may involve long or short duration runs at settings anywhere from ground idle to full power. Belfast International Airport endeavours to ensure that disturbance is minimised by limiting engine runs to daylight hours only (unless that aircraft is required for operation early the next morning). The locations used for engine running will be chosen to minimise disturbance, taking into account wind direction and urban conurbations.

These voluntary controls demonstrate our commitment to the positive management of aircraft noise.

6 Noise and Noise Mapping

What is noise?

Noise is generally defined as unwanted sound. It can be a very emotional subject for those people exposed to what they identify as an unreasonable level of noise. Although the level of noise that is perceived as annoying will differ from one person to the next, there are a number of internationally recognised terms to describe and measure aircraft noise, which are explained in the Glossary. These metrics form the basis of noise analyses conducted at major airports worldwide.

What are Noise Maps?

Typically, aircraft noise is presented on noise maps. A noise map is rather like a weather map for noise, but it shows areas which are relatively louder or quieter. Just as a weather map might have isobars joining points of equal air pressure, a noise map can have contours joining points having the same noise level.

What are the Noise Maps for?

They can be used to provide information on noise levels that can be linked to population data to estimate how many people are affected. They inform decisions in relation to proactive management of noise. It is possible to use them to identify areas where potential future housing development could be adversely impacted by noise and thus avoided. Noise maps have also been used as the basis to inform the Noise Action Plan process.

How is noise measured?

Since 1989 the standard metric that has been used for measuring noise levels is the A-weighted equivalent noise level, L_{eq} contour. This takes into account all aircraft movements and is based on an average summer day. This measure is recognised by UK Government and has been used in all relevant planning, transport and environmental policies over recent years. This indicator takes account of all the noise energy that occurs over a particular time period and thus takes account of all aircraft movements, both departures and arrivals, that occurred in that period.

In the UK, the noise impact of an airport is primarily described in terms of the L_{Aeq} averaged over the 16-hour period from 0700 – 2300, for an average day between the 16th June and 15th September. (These dates cover the busiest traffic periods for UK airports.)

The Aviation Policy Framework treats the 57dB $L_{Aeq16hr}$ contour as the average level of daytime aircraft noise marking the approximate onset of significant community annoyance. It goes on to state “However, this does not mean that all people within this contour will experience significant adverse effects from aircraft noise. Nor does it mean that no-one outside of this contour will consider themselves annoyed by aircraft noise.”

The Environmental Noise Regulations (Northern Ireland) 2006 also uses the $L_{Aeq16hr}$ metric but for END modelling it averages over the 16-hour period from 0700 – 2300 for an annual average day. The modelling results in this Action Plan relate to this metric, which is not directly comparable to the $L_{Aeq16hr}$ used in the Aviation Policy Framework but may be used as a guide.

The Regulations require major airports (as well as major agglomerations, roads, railways and non-major airports within agglomerations) to produce Strategic Noise Maps using L_{den} noise contours, a different noise measurement. The L_{den} noise metric is itself derived from three sets of contours:

- L_{day} : average 12-hour period from 0700 – 1900
- $L_{evening}$: average 4-hour period from 1900 – 2300
- L_{night} : average 8-hour period from 2300 – 0700

To date there are no limit values in place in the UK for environmental noise.

How is noise monitored?

Belfast International Airport has no planning restrictions relating to noise. Due to its rural location and relatively sparsely populated environment there are no Standard Instrument Departure (SID) or Standard Approach Procedure (STAR) routes for Belfast International Airport. Consequently, there are no noise

preferential routes. Flight paths and aerospace design have not had any significant changes made in recent years.

Noise modelling is completed for END noise contour mapping purposes. There are no static noise monitors in place for continuous monitoring at Belfast International Airport, however, the upgrade to the main radar facility in 2011 allows improved investigation of noise complaints when these are received.

Noise Mapping Results

Noise maps have been produced in terms of the five noise metrics (L_{den} , L_{day} , $L_{evening}$, L_{night} and LA_{eq16hr}) required by the Regulations.

It should be noted that there are limitations to the maps, and it is accepted that noise levels presented by the maps do not necessarily reflect the exact noise level which would be experienced at any given point. These Strategic Noise Maps can be found in Appendix 4.

The approach set out within the Directive is to first undertake strategic noise mapping within agglomerations, and for major sources outside agglomerations, and then assess the numbers of people exposed to noise within 5 dB bands.

The results of the strategic noise mapping process help to gain an understanding of:

- Where environmental noise is located
- The approximate magnitude of noise levels within the assessment area and
- Approximately how many people are exposed to differing levels of environmental noise

Table 2 – Area exposed to noise categories for BIA

Noise Scenario	Noise Category	Area (km ²)	
		Round 4	Round 3
L_{den}	55 – 59	11	10.9
	60 – 64	4	4.7
	65 – 69	1	1.7
	70 – 74	1	0.7
	≥75	0	0.4
	Total	17	18.4
L_{night}	50 - 54	10	6.9
	55 – 59	4	2.7
	60 – 64	1	0.9
	65 – 69	0	0.4
	≥70	0	0.3
	Total	15	11.2
LA_{eq16hr}	55 – 59	8	5.6
	60 – 64	3	2.3
	65 – 69	1	0.8
	70 – 74	0	0.4
	≥75	0	0.2
	Total	12	9.3

An evaluation of the estimated number of people exposed to noise

The results of the dwellings and population analysis for Belfast International Airport are shown through the numerical analysis of the data set out in Tables 3 and 4 below.

Table 3 indicates the number of dwellings exposed to noise categories and table 4 indicates the population living within these dwellings.

Table 3 – Number of dwellings exposed to noise categories for Belfast International Airport

Noise Scenario	Noise Category	Dwellings	
		Round 4	Round 3
L_{den}	50 - 54	1523	1027
	55 - 59	365	651
	60 - 64	42	134
	65 - 69	3	16
	70 - 74	0	0
	≥75	0	0
	Total	1933	1828
L_{night}	50 - 54	220	118
	55 - 59	29	16
	60 - 64	2	2
	65 - 69	0	0
	≥70	0	0
	Total	251	136
LA_{eq16hr}	50 - 54	448	536
	55 - 59	353	103
	60 - 64	50	15
	65 - 69	0	0
	70 - 74	0	0
	≥75	0	0
	Total	851	654

Table 4 – Population exposed to noise categories for Belfast International Airport

Noise Scenario	Noise Category	Population	
		Round 4	Round 3
L_{den}	50 - 54	3,940	2,028
	55 - 59	969	651
	60 - 64	110	134
	65 - 69	7	16
	70 - 74	0	0
	≥75	0	0
	Total	5,026	2,829
L_{night}	50 - 54	586	303
	55 - 59	74	44
	60 - 64	5	4
	65 - 69	0	0
	≥70	0	0
	Total	665	351
LA_{eq16hr}	50 - 54	1,207	1,086
	55 - 59	935	250
	60 - 64	133	39
	65 - 69	0	0
	70 - 74	0	0
	≥75	0	0
	Total	2,275	1,376

Round Three and Round Four comparisons

The calculation methods used in Round Three and Round Four are substantially different. This combined with Round Four using data from 2021, a lockdown

year, means comparisons are unlikely to be representative. As such, no evaluation of the differences shown in tables 2, 3 and 4 have been conducted.

Noise Sensitive Premises

The noise modelling process indicated no school buildings, and no hospital buildings were exposed to 50 LA_{eq16hr} or greater due to Belfast International Airport.

Comparison to 2023 Flight Movement Data

As noted above, Belfast International Airport was aware the reporting year for this END Round Four mapping process was a COVID lockdown year and thus was unlikely to be representative of flight movement noise exposures, had normal flying patterns been maintained.

The modelling process was rerun with 2023 data to give an indication of number of dwellings and population exposed, but it was not considered as data that should be used to inform this Noise Action Plan.

Tables 5 and 6 below show the comparisons.

The LA_{eq16hr} metric showed a rise in both dwellings and thus population exposure due to the increased number of flights conducted in 2023 compared to 2021 reporting year. This would be expected from the increase in daytime flights between the two years. However, the L_{night} results, possibly the metric that indicates the lower noise exposure acceptance, shows very little difference in outcome.

As with the modelling year, the 2023 data show no school buildings, and no hospital buildings were exposed to 50 LA_{eq16hr} or greater due to Belfast International Airport.

Table 5 – Number of dwellings exposed to noise categories for Belfast International Airport

Noise Scenario	Noise Category	Dwellings	
		Round 4	2023 Data
L_{den}	50 - 54	1,523	1,177
	55 - 59	365	437
	60 - 64	42	126
	65 - 69	3	7
	70 - 74	0	0
	≥75	0	0
	Total	1,933	1,747
L_{night}	50 - 54	220	230
	55 - 59	29	24
	60 - 64	2	2
	65 - 69	0	0
	≥70	0	0
	Total	251	256
L_{Aeq16hr}	50 - 54	448	1,425
	55 - 59	353	469
	60 - 64	50	193
	65 - 69	0	18
	70 - 74	0	0
	≥75	0	0
	Total	851	2,105

Table 6 – Population exposed to noise categories for Belfast International Airport

Noise Scenario	Noise Category	Population	
		Round 4	2023 Data
L_{den}	50 - 54	3,940	2,979
	55 - 59	969	1,170
	60 - 64	110	322
	65 - 69	7	17
	70 - 74	0	0
	≥75	0	0
	Total	5,026	4,488
L_{night}	50 - 54	586	601
	55 - 59	74	64
	60 - 64	5	5
	65 - 69	0	0
	≥70	0	0
	Total	665	670
LA_{eq16hr}	50 - 54	1,207	3,630
	55 - 59	935	1,578
	60 - 64	133	500
	65 - 69	0	46
	70 - 74	0	0
	≥75	0	0
	Total	2,275	5,754

7 Identification of Aircraft Noise Problems

Noisier Aircraft

At Belfast International Airport, we recognise that we need to do all that is reasonably practicable to minimise the impact of our business on our neighbours. We are fortunate that we are located in a relatively rural area where we can demonstrate a good balance of economic benefit and environmental sustainability. The population within a 5-mile radius of this airport is low. However, we endeavour to minimise the effect on this relatively small population by regularly monitoring and reviewing to determine how best to reduce noise both on the ground and in the air.

8 Managing Aircraft Noise

Belfast International Airport has adopted a proactive voluntary approach to noise management, which seeks to minimise the effects of aircraft noise. Each Noise Action Plan round thus far, has built on the previous one and includes several practical measures designed to support this process. Round Four continues this process.

Noise Action Plan

Previous Noise Action Plans identified a series of measures designed to manage and mitigate the effects of aircraft noise and ensure noise is effectively monitored. Issues identified from the Strategic Noise Maps and the public consultation processes were taken into consideration when formulating the measures.

These have advanced through the life of those Noise Action Plans with a combination of completed actions; actions that are on-going activities and some that roll over into this Round Four Noise Action Plan.

Examples of actions that have been implemented are below. Full details can be found in the appendix 2 table.

Round One Action	Progress
Consider the developments of SID's, STARS and CDA's.	Continuous descent approaches have been introduced for aircraft arriving on runway 25 which accounts for 87% of arriving traffic.
Establish an Airport Consultative Committee.	The committee has held regular meetings from March 2011 with minutes available on the airport website.
Regularly report noise complaints to the Board.	Figures are supplied to the Board on a regular basis and included in the annual corporate social responsibility returns.

Belfast International Airport will work with the Consultative Committee to ensure it delivers against these commitments and that the Noise Action Plan remains effective.

This Round Four Noise Action Plan will remain valid throughout the 5-year period up to Round Five.

Through the Aviation Policy Framework, the Government recognises the ICAO Assembly 'balanced approach' principle to aircraft noise management which consists of identifying the noise problem at an airport and then assessing the cost-effectiveness of the various measures available to reduce noise through the exploration of four principal elements. These elements are:

Reduction at source (quieter aircraft).

- BIA encourages its airlines to operate modern quiet fleets. BIA supports Sustainable Aviation, an aviation industry wide body. A core element of their programme is the development and introduction of quieter aircraft.

Land-use planning and management.

- BIA continues to lobby local Government for planning policy that encourages control of development close to airports to avoid population encroachment.

Noise abatement operational procedures (optimising how aircraft are flown and the routes they follow to limit the noise impacts).

- BIA has introduced continuous descent approaches for runway 25 arrivals.

Operating restrictions (preventing certain (noisier) types of aircraft from flying either at all or at certain times).

- BIA has restricted the use of aircraft below ICAO Chapter 3 and has strict control on training flights.

Appendix 2 tabulates the status of current noise reduction measures in force and on-going Noise Action Plan actions.

Each measure includes a timescale for implementation where possible, and identifies the impact(s) it has been designed to address along with key performance indicators where appropriate.

9 Long Term Strategy and Other Considerations/Action Planning Priorities

In 2003, the Government published its White Paper, the Future of Air Transport, setting out a balanced strategic framework for the development of national airport capacity to 2030. The White Paper included support for the growth of Belfast International Airport:

“It is situated in a sparsely populated area, and is able to operate 24 hours a day. As a result, it is the major freight and flown mail airport in Northern Ireland, and we envisage that these activities will also continue to expand.

It has adequate space within the airport boundary to serve the whole of the forecast demand and well beyond. We therefore support the development of the airport within the existing airport boundaries to serve the forecast passenger and freight demand in full, subject to consideration of any local environmental impacts.”

In March 2013 the White Paper was replaced by the Aviation Policy Framework. This document reiterated the Governments support for growth in Northern Ireland airports.

In October 2005, we published our Master Plan setting out our response to the White Paper including noise.

Quiet Areas

Belfast International Airport does not operate within the vicinity of any Round Four agglomerations as defined by the Regulations, so no consideration is required with respect to the conflict with quiet area objectives in urban areas.

Noise Management Areas

The Aviation Policy Framework expects Airport Operators to:

- assist with relocation expenses for those exposed to LA_{eq16hr} 69 dB and above (no dwellings fall within this noise category) and,
- offer acoustic insulation to dwellings exposed to noise in the LA_{eq16hr} 63 – 69 dB range

The 5dB mapping bands required by END do not readily identify the dwellings that may be covered by the acoustic insulation requirements. As such, additional analysis of the mapping data was undertaken giving dwellings and population exposures in 1dB bands.

Table 7 Dwellings and Population exposed LA_{eq16hr} 1dB Results

Min dB	Max dB	Dwellings R4	Population R4	Dwellings R3	Population R3
60	61	24	64	5	16
61	62	19	51*	5	15
62	63	5	13	2	6
63	64	2	5	3	5
64	65	0	0	1	2
65	66	0	0	0	0
66+	-	0	0	0	0
Total in 63 – 69 dB band		2	5	4	7

Table 7 gives a 1dB range breakdown of dwellings and population exposed showing two dwellings (containing a population of five) fall within the scope of the Aviation Policy Framework that should be offered assistance with acoustic insulation. This indicates a lower number of dwellings compared to previous rounds of END which in theory reduces the liabilities on Belfast International Airport. However, as with Round Three, Belfast International Airport believes it would be unfair on those dwellings that had been captured within the noise boundaries in previous years, to be excluded now that this mapping process had not identified them.

The NIENDSG agreed that LA_{eq16hr} should be the indicator used for prioritisation and that Airport Competent Authorities should identify the total population affected by noise levels of more than 50dB LA_{eq16hr} from the airport. From this group, the 1% of population that are affected by the highest noise levels will be targeted for investigation with a view to becoming Candidate Noise Management Areas.

Table 8 Noise Exposure >50db LA_{eq16hr}

Noise Scenario	Noise Category	Population All Flights Round 4	Population All Flights Round 3
LA_{eq16hr}	50 - 54	1,207	1,086
	55 - 59	935	250
	60 - 64	133	39
	65 - 69	0	0
	70 - 74	0	0
	≥75	0	0
	Total	2,275	1,376
1% Level		23	14

To meet the Aviation Policy Framework requirements and the NIENDSG agreed indicator, Belfast International Airport will generate a programme to identify the current acoustic insulation properties of the dwellings identified as the 1% population affected by the highest noise level and help with acoustic insulation if not already present. Table 8 shows this to be twenty-three persons. Table 7 can be used to identify the number of dwellings to be included to achieve this population figure. The two properties identified through the application of the Aviation Policy Framework ($>63\text{dB LA}_{\text{eq16hr}}$) plus the five exposed to 62 to 63dB $\text{LA}_{\text{eq16hr}}$ along with a number from the 61 to 62dB $\text{LA}_{\text{eq16hr}}$ are required.

Financial Information

Detailed costs for the next five years covered by this Noise Action Plan are not available at this stage but Belfast International Airport estimates costs to be in the region of £100,000.

Table 9

Type	Description	Approximate Costs
Equipment	Acoustic insulation	£35,000
Consultant fees	Noise modelling; data interpretation etc.	£35,000
Staff costs	Environment team	£30,000

Noise Complaints

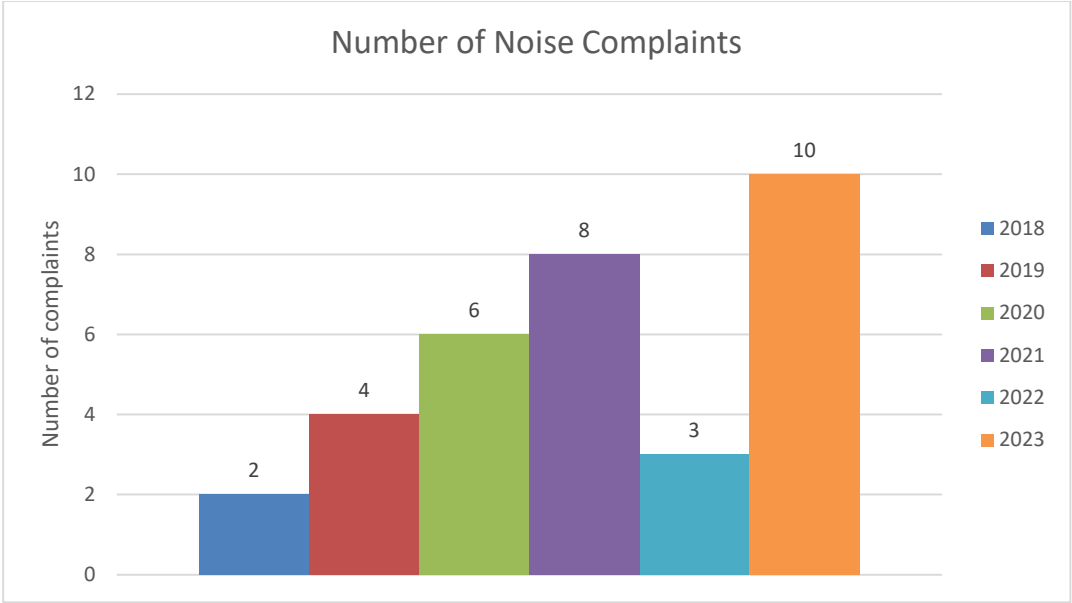
Belfast International Airport receives a relatively small number of noise complaints. Table 10 below gives an annual breakdown.

Detailed location data prior to 2022 has been deleted in line with Belfast International Airport data retention policies but analysis of 2022 and 2023 complaints show the range of areas feedback comes from:

One complaint each from Carrickfergus; Comber; County Down; Dungannon; Helens Bay; Holywood; Nutts Corner; Sperrins; Templepatrick; Toomebridge; and unknown.

Two complaints over the two-year period were received from Crumlin.

Table 10



10 Conclusion

This Noise Action Plan has been produced with regard to the European Noise Directive and the DAERA guidance and builds on Belfast International Airport's established voluntary approach to noise management.

It includes actions that will improve noise management at Belfast International Airport, representing a robust and acceptable approach to addressing noise matters. A large proportion of these measures are voluntary in nature, demonstrating our commitment to take a proactive approach to noise management and seek to minimise the adverse effects of our operations.

The strategy includes a range of instruments highlighting the need to monitor our operations carefully and to report this information transparently and in a way, it can be easily understood. It also stresses our commitment to engage in an open and honest way.

In line with the 2006 regulations, we will formally review our Noise Action Plan every five years. However, we are committed to review and deliver improvements where possible and necessary.

The successful delivery of this Noise Action Plan requires the cooperation and support of our air traffic control provider, NATS; airlines and other operators. However, it also requires support from the local community and other key stakeholders, to ensure that noise management is considered in the context of the ICAO Balanced Approach.

We will continue to listen and engage. With the support of the Belfast International Airport Consultative Committee, we will seek to deliver improvements in the noise performance at Belfast International Airport whilst maximising the wider benefits that a major international airport can bring to the local community.

11 Appendices

Appendix 1 - Belfast International Airport Consultative Committee

Membership consists of:

Tom McGrath – Airport Committee chairman

BIA Chief Executive Officer / Committee secretary

Templepatrick Action Group

The Consumer Council

Antrim Borough Council

Department for Infrastructure

Killead Presbyterian Church / Killead residents

Crumlin Residents Group

Appendix 2 – END Actions

	Action	Comment	Impact	Timescale	Performance Indicator	Number of People Affected by Action (approx.)
1	Restrict excessively noisy aircraft from operating at Belfast International Airport	All aircraft operating at BIA meet ICAO Chapter 3 as a minimum	Arrivals Departures Community	Complete	N/A	
2	Restrict noise impact from training flights	With the assistance of National Air Traffic Services (NATS), training times and durations are restricted to ensure that circuits vary in length and location to spread any impacts over a wider area rather than subject the same people to repetitive noise	Community	Complete	N/A	
3	Restrict noise impact from training flights	BIA does not allow training flights on Sundays at all	Community	Complete	N/A	
4	Restrict noise impact from training flights	BIA does not allow training flights after 23.00 on any day and do not commence again until 09.30	Community	Complete	N/A	

	Action	Comment	Impact	Timescale	Performance Indicator	Number of People Affected by Action (approx.)
5	Restrict noise impact from training flights	Instrument training flights are restricted to a maximum of one Chapter 3 aircraft at any one time	Community	Complete	N/A	
6	Restrict noise impact from training flights	BIA endeavours to minimise night training and encourages operators to use alternative aerodromes where possible. If this is not practicable, then night training will be restricted to hours where the nuisance to the public is minimised. Note that nighttime for flying training purposes starts 30 minutes after sunset but that the absolute restrictions noted in 3 and 4 above still apply.	Community	Complete	N/A	
7	Develop methodology on determining Candidate Quiet Areas.	Quiet Areas only apply to agglomerations and with BIA external to the Belfast agglomeration this action is no longer valid.	Community	Closed	N/A	

	Action	Comment	Impact	Timescale	Performance Indicator	Number of People Affected by Action (approx.)
8	Consider the development of SIDs; STARS and CDA's.	CDA's have been introduced for flights arriving on runway 25 (87%). SID's and STARS were reviewed. However, to introduce them would require a formal change to Northern Ireland airspace involving a lengthy change process with limited if any improvement. As such SID's and STARS will not be progressed at this time.	Arrivals Departures Community	Complete	N/A	
9	Establish an Airport Consultative Committee.	The Consultative Committee is in place with regular meetings. Meeting minutes are added to the airport website.	Community	Complete	Minutes of meetings.	
10	Develop a more robust noise complaints process.	The existing process has been revised. Operation of the process is on-going.	Community	Complete	Reporting number of callers and events.	
11	Regularly report noise complaints to Board.	Noise complaints are reported through Board reports on a regular basis.	Community	Complete	Reports issued.	

12	Report noise complaint statistics to Airport Consultative Committee.	Annual statistics on noise complaints are supplied to the Consultative Committee.	Community	Complete	Annual report to Consultative Committee	
	Action	Comment	Impact	Timescale	Performance Indicator	Number of People Affected by Action (approx.)
13	Ensure other appropriate complaints (low flying etc.) outside BIA ATZ are progressed to PSNI.	This is an on-going aspect of the BIA complaints procedure.	Community	Complete		
14	Develop CSR section on company website and include noise complaint statistics.	Annual statistics on noise complaints are added to the airport website.	Community	Complete	Annually updated web report.	
15	Establish a Noise Abatement Working Group (NAWG).	Due to the low level of noise complaints (<5 annually 2008-2012) it was not appropriate to have a specific working group. Noise is covered within the regular Airport Consultative Committee meetings	Arrivals Departures Community Ground Noise	Complete		
16	Generate an operational instruction to control the use of engine run tests.	The instruction has been written, disseminated and is being followed.	Ground Noise	Complete		

17	Introduce 4-yearly modelling of noise contours in line with Air Transport White Paper noise values: LA_{eq16hr}	The 5-yearly END modelling, coupled with a very low level of noise concerns indicates the actual benefits of this interim modelling to the local community and the airport as being negligible. As such this will not be progressed.	Community	Closed		
	Action	Comment	Impact	Timescale	Performance Indicator	Number of People Affected by Action (approx.)
18	Introduce 4-yearly noise measurement mapping in line with Air Transport White Paper noise values: LA_{eq16hr}	The 5-yearly END modelling, coupled with a very low level of noise concerns indicates the actual benefits of this interim modelling to the local community and the airport as being negligible. As such this will not be progressed.	Community	Closed		
19	Investigate feasible alternatives to the use of APU's.	Ground power units (GPU's) can operate instead of aircraft auxiliary power units (APU's). GPU's now used as primary option unless short turn around time.	Ground Noise	Closed		

20	Develop methodology for determining priority noise issues including noise sensitive buildings.	The ITool and 1% rule from the Technical Guidance will be used to identify the priority areas	Community	May 2014	Identification of all noise sensitive buildings within the appropriate noise contours.	To be determined
	Action	Comment	Impact	Timescale	Performance Indicator	Number of People Affected by Action (approx.)
21	Determine which properties will be assessed for noise insulation. An acoustic engineer will be engaged to review the dwellings identified within the 1% rule from the Action Planning Technical Guidance	Review of modelling results	Community	Complete		Up to 10
22	Consider any requirement for financial assistance towards acoustic insulation for households exposed to levels of noise of 63 dB LAeq16h or more. BIA will conduct a peer review of existing noise insulation grant	Peer review of existing schemes	Community	Complete	SIGS introduced	Up to 10
		Draft BIA scheme available for discussions with DAERA/DfI	Community	Complete	SIGS introduced	Up to 10

	schemes to assist in the development of its own scheme. DfI to be included in overall discussions	Implementation and application of agreed scheme	Community	Complete	SIGS introduced	Up to 10
23	Disseminate progress of actions within the Noise Action Plan	Summary of progress to be included on the airport website	Community	Annually	Annual summary on website	N/A
	Action	Comment	Impact	Timescale	Performance Indicator	Number of People Affected by Action (approx.)
24	Investigate feasibility of installing FEGP on future stand development.	Funding has been allocated from the UK Government Levelling Up Fund to install facilities on up to 8 stands. Most suitable locations are being identified to allow this work to begin.	Ground Noise	Q3 2026	Installed and in use.	Unknown
25	Promulgate minimum standards for ground vehicles in relation to noise and emissions.	BIA has a policy to electrify its vehicle fleet as early as possible. BIA has purchased eight electric vehicles including two apron passenger buses. BIA continues to work with other airport users to promote electrification of their fleets.	Ground Noise	On-going	N/A	N/A

26	Ensure airport design developments take into account noise generation and equipment and materials used minimise noise creation.	Guideline to be provided for airport developments	Ground Noise	On-going	N/A	N/A
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	Action	Comment	Impact	Timescale	Performance Indicator	Number of People Affected by Action (approx.)
27	Identify Candidate Noise Management Areas	Application of the 1% rule from the Action Planning Technical Guidance will be used by BIA to identify Candidate Noise Management Areas. (see table 7) As per the Guidance document, consultation with the Department will then be entered into prior to validation. Dwellings falling into the 1% rule are covered within the process and SIGS.	Community	On-going		Up to 23

28	Determine which properties will be assessed for noise insulation. An acoustic engineer will be engaged to review the dwellings identified within the 1% rule from the Action Planning Technical Guidance	Determination of exposed facades that may benefit from noise insulation	Community	On-going	Engineering report	Up to 23
29	Assess on-going airport operations in order to minimise the number of dwellings affected by noise levels above 63 dB LAeq16hr	In addition to the 5-yearly mapping required by END, BIA will, following major developments, review and revise the Noise Action Plan as appropriate	Community	As required	Future mapping and reviews	Unknown
	Action	Comment	Impact	Timescale	Performance Indicator	Number of People Affected by Action (approx.)

30	Lobby local government for planning policy that encourages control of development close to airports to avoid population encroachment.	England and Wales have consolidated their planning guidance into a single document. Planning Policy Guidance 24 Planning and Noise (PPG24) guided local authorities in England on the use of their planning powers to minimise the adverse impact of noise. It outlined the considerations to be taken into account in determining planning applications both for noise-sensitive developments and for those activities which generate noise. It was replaced in March 2012 with National Planning Policy Framework. Following this approach, Northern Ireland is considering consolidating its planning guidance however, currently there is no equivalent	Land Use Planning Community	On-going		Unknown
31	Engage with residents through Consultative Committee members to advise on airport works that may lead to cross runway being put into use, especially at night.	At times, extended works can require the cross runway to be used for several days at a time. This can impact on noise exposure for some residents.	Community	On-going	Noise complaints	Unknown

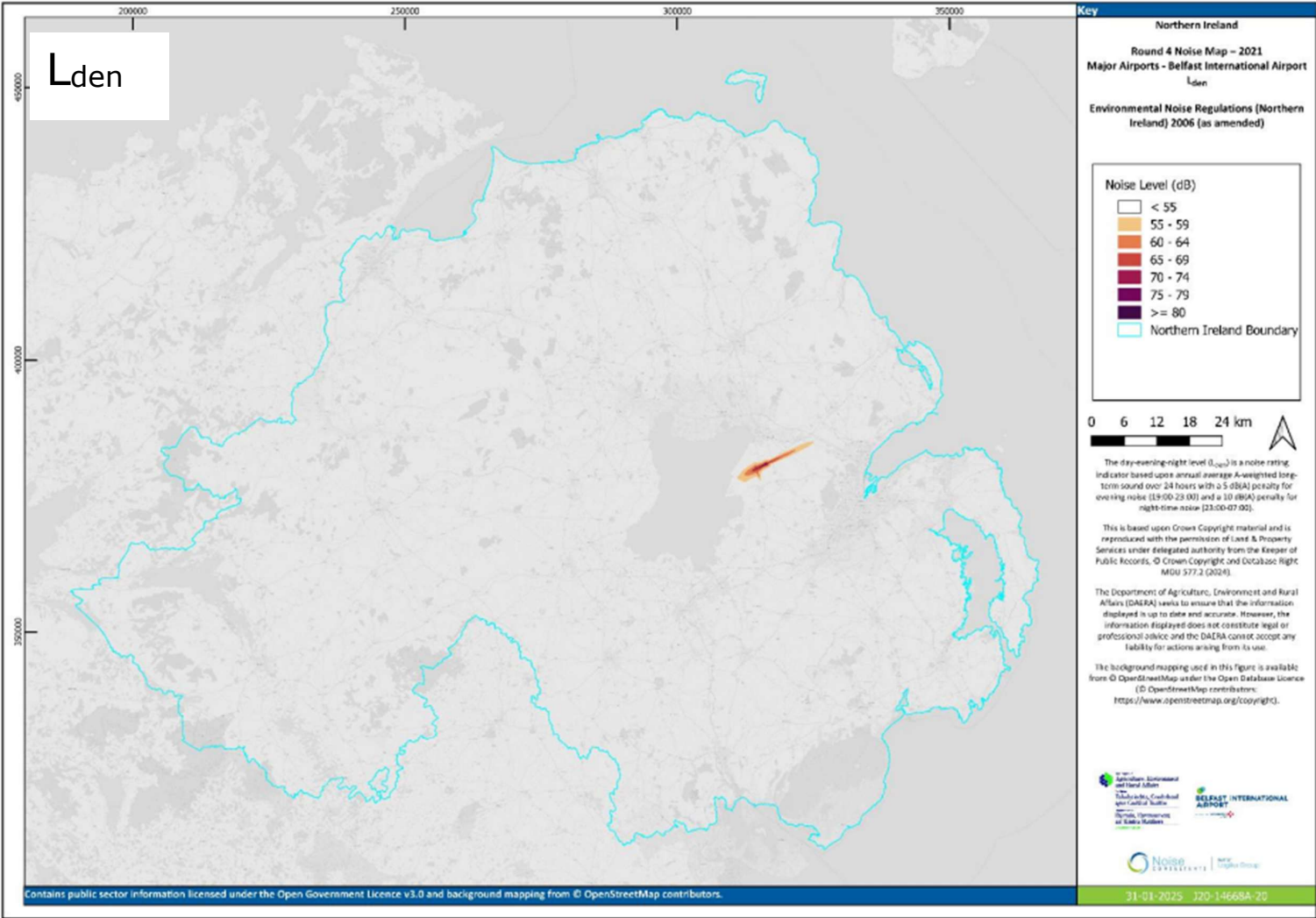
Appendix 3 - Schedule of Airports

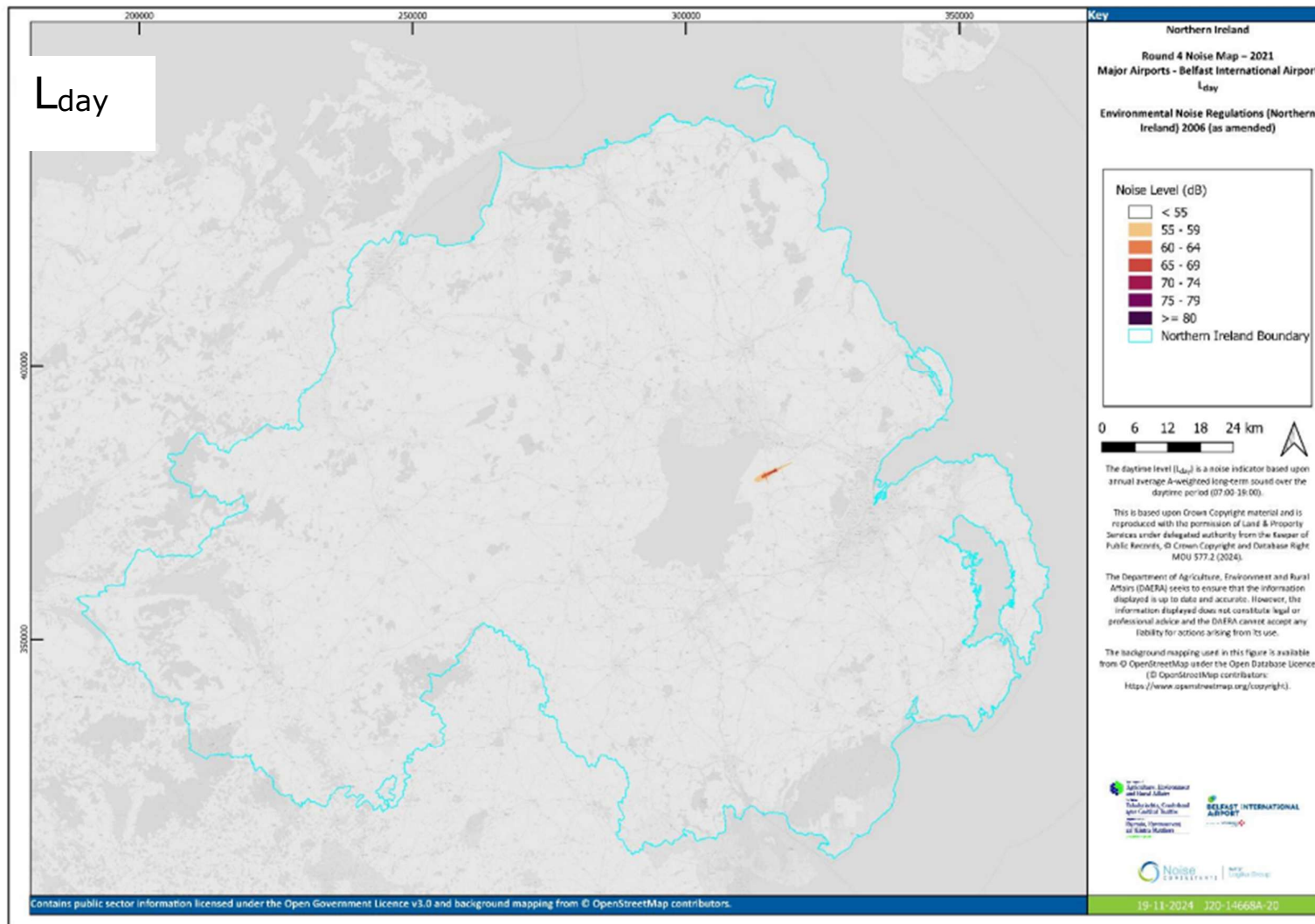
Schedule of Airports which produced noise maps in the fourth round of noise mapping

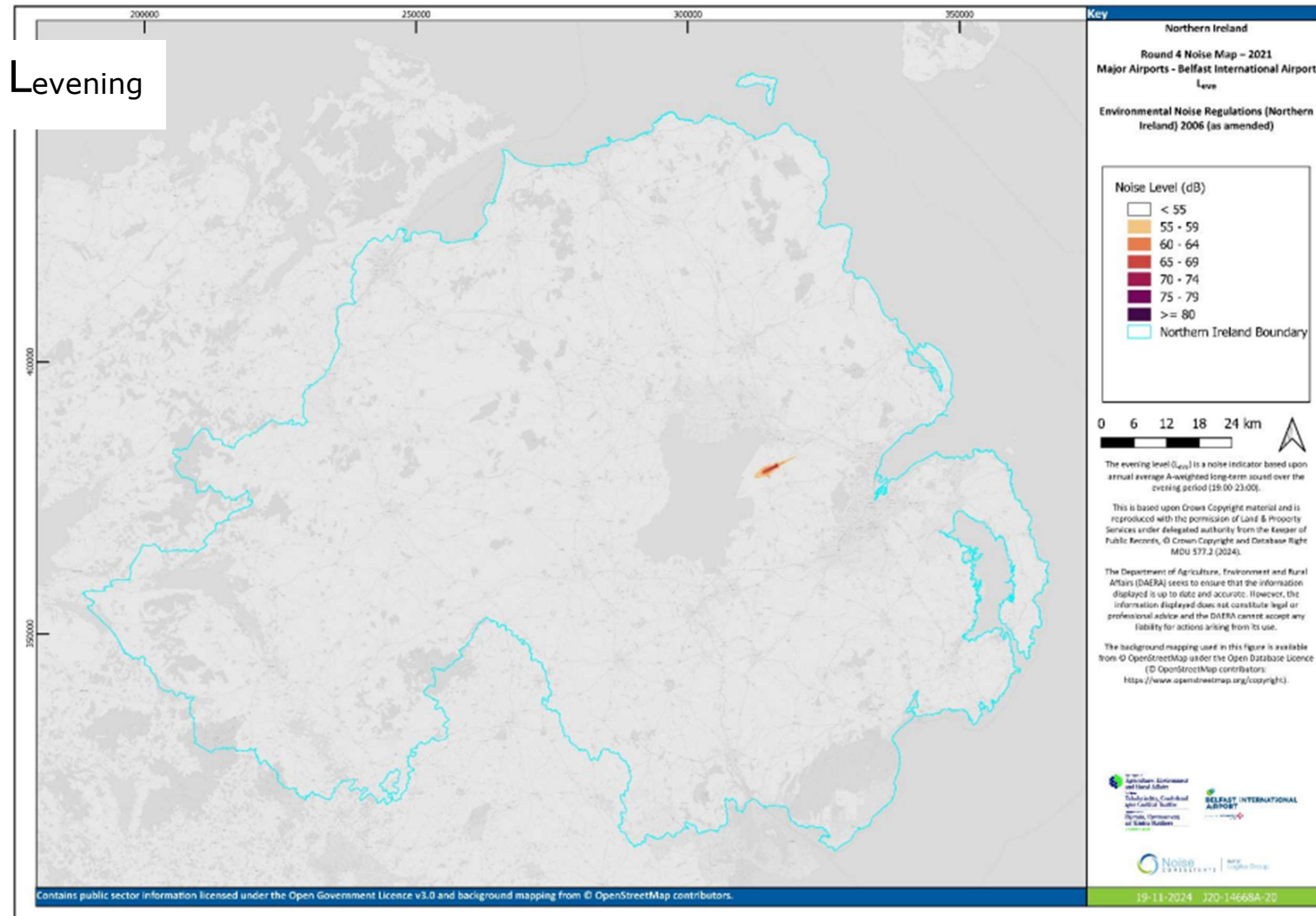
Airport	ICAO Location Code
Belfast International*	EGAA
George Best Belfast City	EGAC

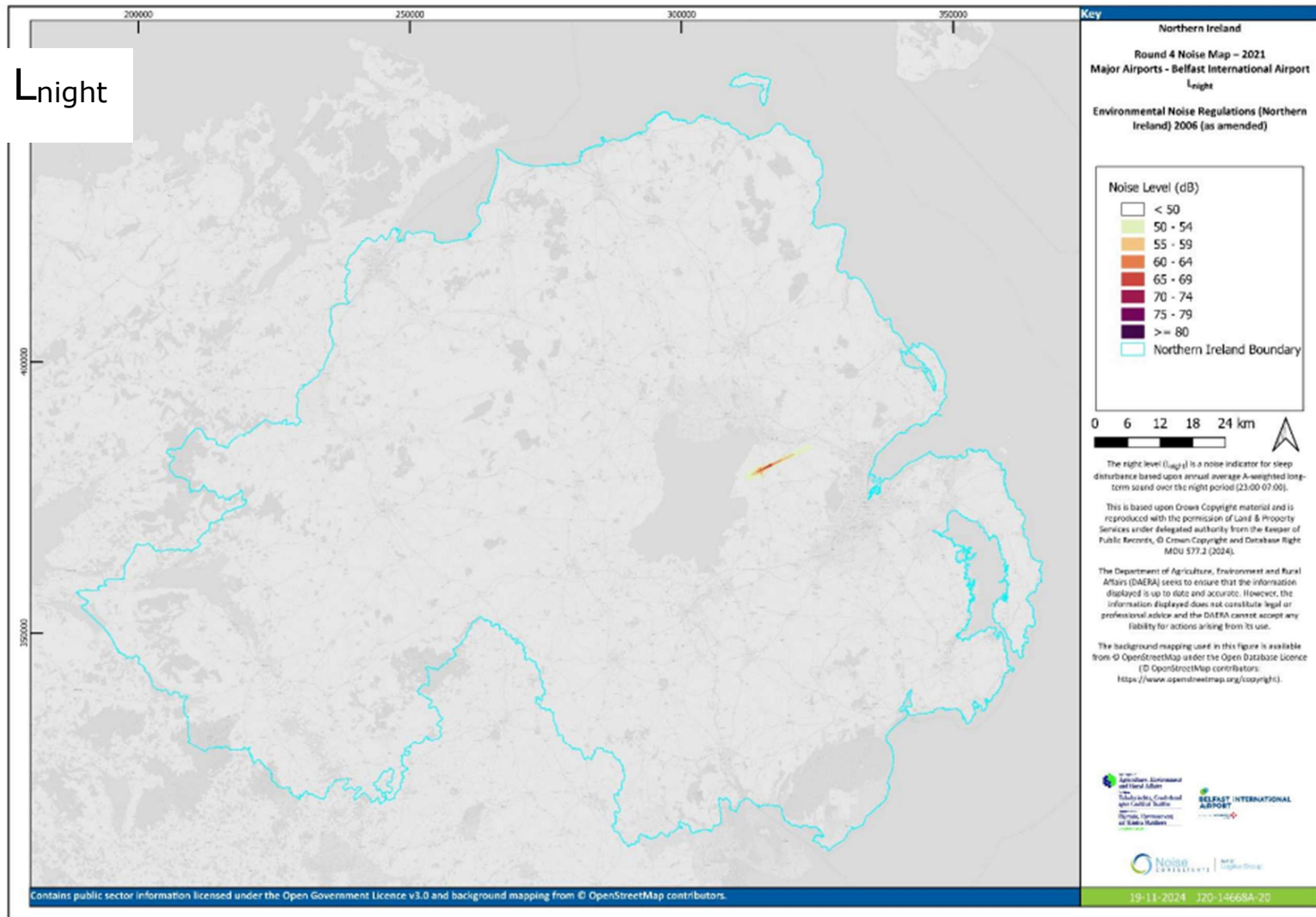
* - Major Airport

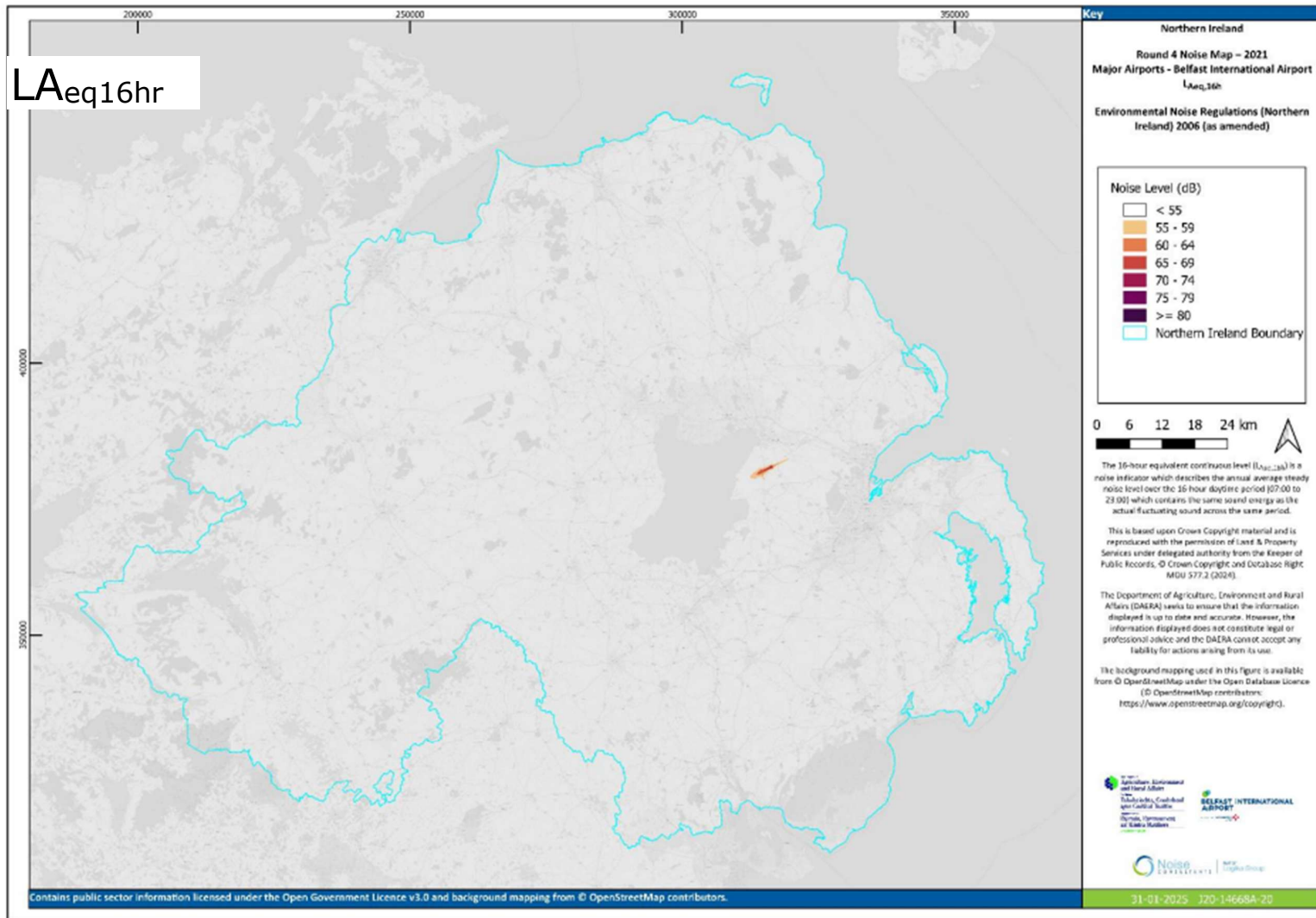
Appendix 4 – Strategic Noise Maps











Belfast International Airport

57
PUBLIC
FINAL VERSION

Issue Date: 01/26

Appendix 5 - Glossary of Terms

Term	Definition
Action Plan	Plans designed to manage noise issues and effects, including noise reduction if necessary. An Action Plan must include: ▪ A description of the agglomeration, major roads, major railways and major airports and other noise sources taken into account; ▪ The authority responsible; ▪ The legal context; ▪ Any limit values in place in accordance with Article 5 of the END; ▪ A summary of the results of the noise mapping; ▪ An evaluation of the estimated number of people exposed to noise, identification of problems and situations to be improved; ▪ A record of the public consultations organised in accordance with Article 8(7) of the END; ▪ Any noise-reduction measures already in force and any projects in preparation; ▪ Actions which the Competent Authorities intend to take in the next five years, including any measures to preserve Quiet Areas; ▪ Long-term strategy; ▪ Financial information (if available): budgets, cost-effectiveness assessment, cost-benefit assessment; and ▪ Provisions envisaged for evaluating the implementation and the results of the Action Plan. The actions which the Competent Authorities intend to take in the fields within their competence may include: ▪ Transport planning; ▪ Land-use planning; ▪ Technical measures at noise sources; ▪ Selection of quieter aircraft; ▪ Reduction of sound transmission; and ▪ Regulatory or economic measures or incentives. Each Action Plan should contain estimates in terms of the reduction of the number of people affected (annoyed, sleep disturbed, or other)
Agglomeration (Round One)	A part of a territory, delimited by the Member State, having a population in excess of 250,000 persons and a population density such that the Member State considers it to be an urbanised area. The population density must exceed 500 persons per square kilometre, as set out in the Regulations.
Agglomeration (Subsequent rounds)	A part of a territory, delimited by the Member State, having a population in excess of 100,000 persons and a population density such that the Member State considers it to be an urbanised area.

Term	Definition
	The population density must exceed 500 persons per square kilometre.
Attributable Data	A trait, quality, or property describing a geographical feature, e.g. vehicle flow or building height
Attributing (Data)	The linking of attribute data to spatial geometric data
BIA	Belfast International Airport
Competent Authority	The Competent Authorities will be responsible for aspects such as making and, where relevant, approving noise maps and Action Plans for agglomerations, major roads, major railways and major airports. They will also be responsible for delimiting Quiet Areas within agglomerations and open countryside and collecting noise maps and Action Plans. The Competent Authorities are as follows: ▪ Agglomerations – Department of Agriculture, Environment and Rural Affairs ▪ Major roads – Department for Infrastructure ▪ Major railways – Northern Ireland Transport Holding Company ▪ Major airports – Airport Operator
Data	Data comprises information required to generate the outputs specified, and the results specified
Decibel (dB)	The human ear can detect sound waves exerting pressures ranging from 20 micro pascals up to 100,000,000 micro pascals. Because these numbers are so unwieldy a logarithmic scale (the decibel scale) is used. The typical threshold of human hearing, 20 micro pascals, is set as 0 decibels. It follows from this that the loudest sounds we can hear before suffering immediate hearing damage (around 100,000,000 micro pascals) correspond to around 130-140 decibels. Typically, an increase/decrease of ten decibels is perceived by listeners as a doubling/halving in loudness (Doubling/halving the sound power of the source, however, only results in an increase/decrease of three decibels. The response of the human ear is nonlinear in energy terms.)
dB(A)	The human ear is most sensitive to sound waves with frequencies of a few thousand Hz. A sound wave with the same sound pressure amplitude outside this range will sound noticeably quieter than one in this range with the same sound pressure amplitude. Describing the loudness of a sound purely in terms of decibels based on sound pressure can therefore be misleading. When measuring sound, it is therefore standard practice to break it down into frequency bands and apply a correction to each band depending on the sensitivity of the typical human ear to the frequencies in that band, before combining them into an overall "A-weighted" sound pressure level. A-weighted decibels are a good indication of perceived loudness for broadband noise (noise covering a broad range of frequencies), but they sometimes underestimate the effect of low frequency noise.

Term	Definition
END	Directive 2002/49/EC of the European Parliament and Council relating to the assessment and management of environmental noise, otherwise known as the Environmental Noise Directive.
FDMI	Final Modified Data Inputs
INM	Integrated Noise Model
$L_{Aeq,T}$	The A-weighted equivalent continuous sound pressure level which is a notional continuous level that, at a given position and over the defined time period, T, contains the same sound energy as the actual fluctuating sound that occurred at the given position over the same time period, T.
L_{day}	The L_{Aeq} over the period 0700 – 1900, local time (for strategic noise mapping this is an annual average).
$L_{evening}$	The L_{Aeq} over the period 1900 – 2300, local time (for strategic noise mapping this is an annual average).
L_{night}	The L_{Aeq} over the period 2300 – 0700, local time (for strategic noise mapping this is an annual average).
L_{Aeq16h}	The L_{Aeq} over the period 0700 – 2300, local time (for strategic noise mapping this is an annual average).
L_{den}	The L_{Aeq} over the period 0000 – 2400, but with the evening values (1900 – 2300) weighted by the addition of 5 dB(A), and the night values (2300 – 0700) weighted by the addition of 10 dB(A).
Limit Values	Member States are required to inform the Commission of existing limit values or limit values in preparation (Article 5, paragraph 4 of the END).
Major Airport	The END defines a major airport as: a civil airport, designated by the Member State, which has more than 50,000 movements per year (a movement being a take-off or landing), excluding those purely for training purposes on light aircraft (Article 3(p)). In the UK a light aircraft is generally considered to be one with a maximum take-off weight authorised (MTWA) of less than 5,700 kilogrammes. In the UK a civil airport is one operated by civil authorities and so excludes those operated by the military. In any event, military activity in a military area is excluded from the END (Article 2, paragraph 2).
Major Railway	The END defines a major railway as: a railway designated by the Member State which has more than 30,000 train passages per year (approximately 80 train passages per day) (Article 3(o)). However, for the first round of mapping in 2007 the qualifying figure was 60,000 train passages per annum (Article 7, paragraph 1).
Major Road	The END defines a major road as: a regional, national or international road, designated by the Member State, which has more than 3 million vehicle passages per annum (approximately 8,200 vehicles per day) (Article 3(n)). However, for the first round of mapping in 2007 the qualifying figure was 6 million vehicle passages per annum
NIENDSG	Northern Ireland Environmental Noise Directive Steering Group

Term	Definition
Noise Bands	Areas lying between contours of the following levels (dB): L_{den} <55, 55 – 59, 60 – 64, 65 – 69, 70 – 74, >74 L_d <55, 55 – 59, 60 – 64, 65 – 69, 70 – 74, >74 L_e <55, 55 – 59, 60 – 64, 65 – 69, 70 – 74, >74 L_n <50, 50 – 54, 55 – 59, 60 – 64, 65 – 69, >69 Notes: 1) It is recommended that class boundaries be at .00, e.g. 55 to 59 is actually 55.00 to 59.99. 2) The assessment and reporting of the 45 – 49 dB band for L_{night} is optional under the Regulations.
Noise Mapping	The presentation of data on an existing or predicted noise situation in terms of a noise indicator.
Noise Mapping (Input) Data	Two broad categories: (1) Spatial (e.g. road centre lines, building outlines). (2) Attribute (e.g. vehicle flow, building height – assigned to specific spatial data)
Noise Mapping Software	Computer program that calculates required noise levels based on relevant input data
Noise Model	All the input data collated and held within a computer program to enable noise levels to be calculated.
Output Data	The noise outputs generated by the noise model
OSNI	Ordnance Survey for Northern Ireland
Processing Data	Any form of manipulation, correction, adjustment factoring, correcting, or other adjustment of data to make it fit for purpose. (Includes operations sometimes referred to as 'cleaning' of data)
Quiet Area	Article 3(l) and 3(m) of the END define a 'quiet area in an agglomeration' as an area, delimited by the Competent Authority, for instance which is not exposed to a value of L_{den} or of another appropriate noise indicator greater than a certain value set by the Member State, from any noise source.
Spatial (Input) Data	Information about the location, shape, and relationships among geographic features, for example road centre lines and buildings.

Appendix 6 - Legislation

List of Current Policy together with a list of the framework for Environmental Noise¹

- Air Navigation Order 2005
- Air Navigation (Environmental Standards) Order 2002
- The Airports (NI) Order 1994
- Land Acquisition and Compensation (Northern Ireland) Order 1973
- Pollution Control and Local Government (NI) Order 1978
- Noise Insulation Regulations (NI) 1995
- Aeroplane Noise Regulations 1999
- Aeroplane Noise (Amendment) Regulations 1999
- Air Navigation (General) Regulations 1999
- The Aerodromes (Noise Restrictions) (Rules and Procedures) Regulations 2003
- The Environmental Assessment of Plans and Programmes Regulations (NI) 2004
- The Civil aviation Act 2006
- Environmental Noise Regulations (Northern Ireland) 2006.
- The Clean Neighbourhoods and Environment Act 2012

Relevant Policy and Guidance Publications.

- Control of Noise (Code of Practice for Construction and Open Sites) Order (NI) 2002
- Land Compensation - Your Rights Explained DAERA
- BS 5228 Noise & Vibration Control on Construction and Open Sites
- Part 1 1997 - Code of Practice for basic info and procedures for noise & vibration control
- Part 2 1997 - Guide to noise & vibration control legislation for construction and demolition including road construction and maintenance
- BS 5228 Part 4 1992 - Code of Practice for noise and vibration from piling operations

- BS 6472 1992 - Guide to Evaluation of human exposure to vibration in buildings (1Hz to 80 Hz)
- BS 7385 Part 1 1990 – Evaluation and Measurement for Vibration in Buildings – Guide for measurement and evaluation of their effects on buildings
- BS 7385 Part 2 1993 - Evaluation and Measurement for Vibration in buildings - Guide to damage levels from ground borne vibration
- BS 7445 Part 1: 1999 - Description and measurement of environmental noise
- BS 7445 Part 2: 1999 - Guide to the acquisition of data pertinent to land use
- BS 7445 Part 3: 1999 - Guide to the application of noise limits.
- BS 8233 1999 - Sound Insulation and noise reduction for buildings – Code of Practice
- DEFRA - Low Frequency Noise 2002
- The Noise Insulation (Railways and other Guided Transport Systems) Regulations 1996 DEFRA – A Review of Published Research on High Freq. Noise and Its Effects – May 200
- Development Control Advice Note 10 (Revised) Environmental Impact Assessment (August 1999)
- Transport Assessment; Guidelines for Development Proposals in N. Ireland Nov 06 DfI/DAERA

¹ Taken from Appendix D Noise Mapping and Action Planning Technical Guidance, Noise from Airports, published by the Department of Agriculture, Environment and Rural Affairs

Appendix 7 – Annex V of END as it Applies to Airports

Annex V from the END, as it applies to airports, states that an Action Plan must at least include the following elements:

- A description of the airport and any other noise sources taken into account
- The authority responsible
- The legal context
- Limit values in place
- A summary of the results of the noise mapping
- An estimate of the number of people exposed to noise and identify problems and situations that need to be improved
- A record of the public consultations organised in accordance with Article 8(7) of the END
- Any noise reduction measures already in force and projects in preparation
- Actions which the Competent Authorities intend to take in the next five years, including any measures to preserve quiet areas
- Long-term strategy
- Financial information (if available): budgets, cost-effectiveness assessment, cost-benefit assessment
- Provisions envisaged for evaluating the implementation and the results of the action plan

The Action Plan should also contain estimates of the number of people affected (in terms of annoyance, disturbed sleep, etc.).