

Dundee Airport

Noise Action Plan



Dundee Airport NOISE ACTION PLAN



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1. Introduction

The European Parliament and Council Directive for Assessment and Management of Environmental Noise 2002/49/EC, more commonly referred to as the 'European Noise Directive' hereinafter referred to as END was adopted in 2004 and requires Member States to bring about measures "*intended to avoid, prevent or reduce on a prioritised basis the harmful effects, including annoyance, due to exposure to environmental noise*".

The existence of the legislation and the work to produce and deliver the strategic noise maps and associated action plans reflects that noise can have a significant effect on the quality of life for communities and individuals. As such this work delivers a number of benefits for communities and individuals, the perception of Scotland as a place to visit and do business; we live in well designed, sustainable places where we are able to access the amenities and services we need. This helps support the Government's purpose of delivering sustainable economic growth.

The Directive was transposed into Scottish legislation with the Environmental Noise (Scotland) Regulations 2006. These regulations set out two key tasks for managing environmental noise:

- Production of strategic noise maps for major roads, rail, airports and industry; and
- Development of Noise Action Plans (NAPs) to manage noise.

Dundee Airport falls within the boundary of the Dundee Agglomeration. (The Directive defines 'agglomerations' as urbanised areas with a population exceeding 100,000). It is a requirement of the Directive that noise exposure levels are mapped and managed for Airports within agglomeration boundaries and that certain information is made available to the public.

The Scottish Government is committed to understanding and managing environmental impacts. The Scottish Government acknowledge that noise can be distressing; affects our quality of life; and can impact on our health and environment. Attitudes to noise are changing and it has been suggested that people are becoming less tolerant of their noise environment. The assessment of noise and noise annoyance is a complex process and different noise sources affect people in different ways. Whilst the WHO (2011)¹ concluded that there is sufficient evidence from large-scale epidemiological studies linking the population's exposure to environmental noise with adverse health effects at specific health end points, others suggest such effects may occur only in a susceptible minority of the

¹WHO defines health as a state of complete physical, mental and social well-being and not merely the absence of disease or infirmity. See WHO (2011) Burden of disease from environmental noise: Quantification of healthy life years lost in Europe. http://www.euro.who.int/_data/assets/pdf_file/0008/136466/e94888.pdf

population. The issue of health effects and noise is an ongoing area of research. Recent research suggests that annoyance and sleep disturbance may be the most significant impacts of noise.

2. Scope of the Noise Action Plan

2.1 What it includes

This Dundee Airport Noise Action Plan is one of a suite of Noise Action Plans. The Scottish Noise Action Plans describe how the Scottish Government and its partners will deliver their obligations under the Environmental Noise Directive (END). Other areas for which Noise Action Plans are being developed are;

- The Aberdeen Agglomeration Noise Action Plan
- The Dundee Agglomeration Noise Action Plan
- The Glasgow Agglomeration Noise Action Plan
- The Edinburgh Agglomeration Noise Action Plan
- The Transportation Noise Action Plan
- The Aberdeen Airport Noise Action Plan
- The Edinburgh Airport Noise Action Plan
- The Glasgow Airport Noise Action Plan

2.2 Definition of 'Environmental Noise'

For the purposes of the Directive, the definition of 'environmental noise' is given as "unwanted or harmful outdoor sound created by human activities, including noise emitted by means of transport, road traffic, rail traffic, air traffic, and from sites of industrial activity.

It should be noted that the END does not apply to noise that is caused by the person exposed to the noise, noise from domestic activities, noise created by neighbours, noise at work places, or noise inside means of transport or due to military activities in military areas.

2.3 Industrial noise

Ground works at airports are considered as industrial noise for the purposes of noise control.

No attempt has been made to address industrial noise as part of the action planning process other than what is set out below. This is because this type of noise is, as previously explained in the Glasgow and Edinburgh Action Plans for the first round of noise mapping, at present adequately provided for in the Scottish legislative framework for the control of noise from industrial sources. Industrial noise for Part A process (as defined within the Pollution Prevention and Control

(Scotland) Regulations 2000) is controlled through The Pollution Prevention and Control (Scotland) Regulations 2000 (the PPC Regulations). These regulations designate the Scottish Environment Protection Agency (SEPA) as the 'Regulator' responsible for enforcing the regime. As part of its role as regulator, SEPA produces guidance for use in enforcing the PPC Regulations. SEPA has produced guidance on the control of noise at PPC installations, which will be used when considering applications for, and inspections of PPC installations. For non Part A processes the control of noise is exercised by the relevant local authority under the Statutory Nuisance regime.

In view of this and following consultation with SEPA and the local authorities it was agreed that industrial noise sources and/or areas would not be included in the action planning process other than at the request of the regulatory authority.

2.4 Strategic Noise Mapping and Action Planning

Strategic noise maps² for END Round 2 (for 2012) were produced on behalf of the Scottish Government and for the agglomerations by AECOM consultants. The selection criteria for the determination of which noise sources should be mapped is outlined in Table 1.

Utilising the latest available data, population exposure levels derived from the maps were submitted by the Scottish Government to Europe on the 20 December 2012. Noise maps were produced by a computer based prediction methodology and can be found on the Scottish Noise Mapping website at www.scottishnoisemapping.org.

Stage of END	Round 1 of END	Round 2 of END
Major roads	> 6,000,000 vehicle passages per year	> 3,000,000 vehicle passages per year
Railways	> 60,000 train passages per year	> 30,000 train passages per year
Agglomerations	> 250,000 population	> 100,000 population
Airports*	> 50,000 air traffic movements per year and airports within agglomerations	> 50,000 air traffic movements per year and airports within agglomerations

Table 1 – Differences between Round 1 and Round 2 of the END with respect to transportation. Round 2 will cover corridors across the Scottish Trunk Road Network³, Rail Network⁴ and local authority networks⁵

² END required competent authorities to draw up "strategic noise maps" for major roads, railways, airports and agglomerations, using harmonised noise indicators L_{den} (day-evening-night equivalent level) and L_{night} (night equivalent level).

³ Scotland's trunk road network covers a distance of 3,500 kilometres with 1,900 bridges and 3,700 other structures.

2.5 Dundee Airport Population Exposure

Based on the results of the noise mapping process, Tables 2a and 2b show the estimated number of people exposed to noise for both END Round 2.

Noise Source / Noise Level	Lden ≥ 55 (dB)	Lden ≥ 65 (dB)	Lden ≥ 75 (dB)	Lnight ≥ 50 (dB)	Lnight ≥ 60 (dB)	Lnight ≥ 70 (dB)
Dundee Airport (Inside the Agglomeration)	0	0	0	1,000	0	0
Dundee Airport (Outside the Agglomeration)	0	0	0	0	0	0

Table 2 – Population exposure to the nearest 100 from aircraft within the Dundee agglomeration as mapped for END

It should be noted that the Directive requirements are to report population exposure to the nearest 100 people. Compared to other airports the numbers affected are extremely low.

As the published noise contours give a strategic level representation of the modelled noise climate for the areas mapped in Scotland, the resulting Action Plans are also strategic in nature, and complying with the requirements of END Annex 5. The noise maps cannot be used to determine the noise level at any specific property. With this point in mind, it is essential to note the following points:

- A noise map is analogous to a weather map in that it maps strategic noise levels in terms of coloured contour bands at 5dB noise contour bands.
- The strategic noise levels show annual average noise levels.
- The noise contours are not receptor-specific levels experienced on the ground. Rather, the noise levels are calculated on the basis of a 10m grid at a height of 4m above ground level. They do not represent levels at ground, or typical human ear level.

⁴ Scotland's rail network comprises 2,729 kilometres of railway - 23% electrified - with 344 stations leased by First ScotRail and 4 others operated by Network Rail (Glasgow Central and Edinburgh Waverley), GNER (Dunbar), or a private company (Prestwick International Airport). Two thirds of rail passenger journeys were supported by the west of Scotland commuter network, and one third were elsewhere in Scotland.

⁵ Local authorities manage and maintain local roads, which comprise approximately 94% of Scotland's roads (around 56,000km).

3. Context – Legislation and Policy

The END was transposed into the Environmental Noise (Scotland) Regulations 2006 (see Section 1 of this Action Plan). The definitions used as part of the noise mapping process are evident in the Scottish regulations. A useful summary of the regulatory framework is available in the Scottish Governments Draft Guidance on Noise Action Planning⁶.

The action planning process for the first round of noise mapping resulted in the publication of a new planning advice note in Scotland (PAN 1/2011⁷ and the accompanying TAN).

⁶ <http://www.scotland.gov.uk/Publications/2007/08/24141743/0>

⁷ <http://www.scotland.gov.uk/Publications/2011/02/28153945/0>

4. Governance of Noise Action Planning

4.1 Competent Authority

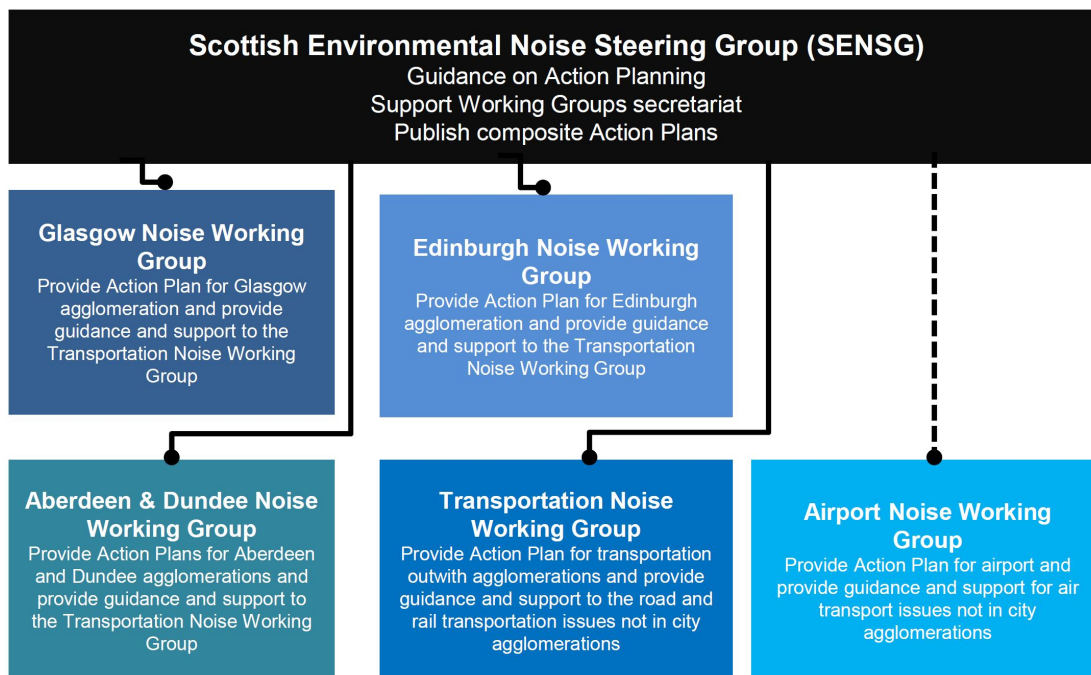
Airport operators are the competent authority responsible for producing airport action Plans. The airport operator for Dundee Airport is Highlands and Islands Airports Limited (HIAL) which is owned by Scottish Ministers. The Scottish Government has therefore produced this draft Action Plan on behalf of HIAL.

4.2 Scottish Environmental Noise Steering Group (SENSG)

Delivery of the END Directive objectives in Scotland has been achieved through extensive partnership working. Scottish Government has assumed responsibility for co-ordination of the noise mapping and action planning exercises but this has been heavily supported by individual working groups dealing with each of the agglomerations, airports and other transport systems. These working groups have benefited from a multi disciplinary membership including Local Authorities, other agencies and key partners.

The Scottish Environmental Noise Steering Group (SENSG) comprises representation from organisations with varying responsibility for environmental noise, namely the Scottish Government, AECOM, Local Authorities, SEPA, Transport Scotland and airport operators. SENSG provides a forum for discussion on Noise Action Planning progression, with the governance arrangement shown in Figure 1.

Figure 1: END Governance Arrangements in Scotland



4.3 Identification of Candidate Quiet Areas

There are no requirements to identify Quiet Areas within the Airport Action Plan as these are covered in the Action Plan for the Dundee Agglomeration.

4.4 Action Planning

The Directive requires that Action Plans are produced for each of the qualifying agglomerations, major airports and major transport systems. The content of the Action Plans are however for member states to determine but based on some minimum requirements as set out in Annex 5 of the Directive.

5. Description of Dundee Airport

5.1 Description of Dundee Airport

Dundee airport is a licensed airfield open for scheduled, private and charter operators and is situated only five minutes from Dundee City Centre.

Cityjet run flights to London City Airport twice a day. And during the summer months there is a weekly departure to Jersey.

Every day the operations teams handle a multitude of flights from the onsite flight training school to the scheduled services and the private operators using business and leisure jets.

Operations started at Dundee airport in the 1950s; known then as Riverside Park the facility was little more than a grass strip on newly reclaimed land adjacent to the northerly end of the Tay rail bridge.

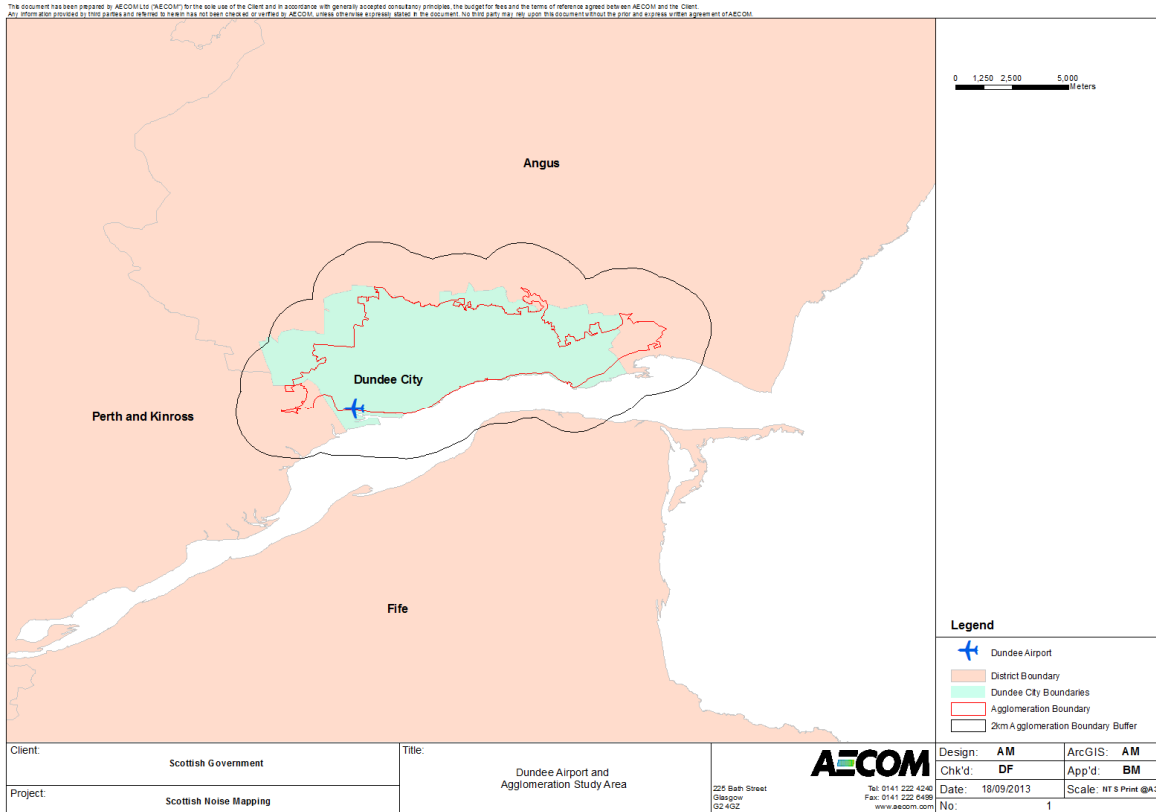
Although most of the airlines who used the airfield in those days are long gone one continues to this day in the shape of Scotland's own airline; Loganair.

Most grass-field airports suffer from a common problem; water logging in the winter months and Riverside Park was no exception, made worse by the proximity to the river Tay.

A decision was made by the then operators; Tayside Regional Council to move westwards by 500m to the airport's current location in the 1970s. An all weather asphalt runway was laid, initially 900m in length (later lengthened to 1100m) and a new apron & terminal established on the northern edge of the site.

The current airport has developed from that modest beginning; the runway was further lengthened to 1400m in 1995 to accommodate a wider variety of aircraft, the original terminal was replaced the following year with the present building allowing the airport to offer a facility capable of handling in excess of 150,000 passengers a year.

In 2000 the runway was equipped with a full Instrument Landing System to allow aircraft to land in most weather conditions.



5.2 Policies and Proposals

The Dundee Airport Consultative Committee is an advisory body set up by Dundee airport in accordance with Section 35 (I) of the Civil Aviation Act 1982 (as amended by the Airports Act 1986).

Membership of the independently chaired Committee comprises stakeholders from the local and business communities, a representative of disabled groups as well as airport, cargo and airline representatives. The ACC provides a forum for consultation, communication and feedback on the airport's operations, customer performance and future developments.

The purpose of the Committee is to provide an effective forum in which all matters concerning the development and operation of the airport which have an impact on its users and the surrounding community may be discussed. Since 2007, the Committee has worked in a constructive and supportive way, which recognises the value of the airport in economic development terms and its importance as an employer of local people.

Committee Details

The Committee meets four times a year. Meetings are not open to the public but a report of each meeting will be placed on these web pages. Visits are made to areas of the airport and presentations given by airport staff, in order to increase the understanding of Committee members of the operations of the airport and its impact on the local community.

The Committee is made up of representatives of local groups, councillors; and members of other organisations who seek to represent the travelling public and their 'meters and greeters'. The meetings are attended by members of the senior airport management team, who report to the Committee on proposed actions, customer performance, developments and consider actions and changes proposed by the Committee.

Dundee Consultative Committee does not have a role in seeking to resolve disputes which individuals may have with the airport. Nevertheless, it is interested in the complaints that the airport may receive and takes an active interest in problems that may affect sections of the community or the travelling public. It is also interested in compliments that are due to the airport and their staffs who often work very hard to ensure airport users are satisfied.

Anyone wishing to contact the committee should write in the first instance to:

**The Chair
Dundee Airport Consultative Committee
c/o The Airport Manager's Office
Dundee Airport
Riverside
Dundee
DD2 1UH**

Dundee Airport will continue to run the Consultative Committee.

Noise Mapping

Dundee Airport will review the noise maps should the airport expand and will continue to monitor noise levels every 5 years.



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