

Edinburgh Airport Noise Action Plan

Actions 2009	Timescale	Progress	Status
1. Demonstrating we are doing all that is reasonably practicable to minimise noise impacts			
1a. Quietest Fleet Practicable			
We will develop, publish and implement a policy prioritising airlines operating Chapter 4 aircraft when introducing new business to Edinburgh by the end of 2009.	2009	We prioritise airlines operating Chapter 4 aircraft in our Aeronautical Information Package (AIP) which is distributed to all airport operators.	Complete
We will review the landing fee differential at least every year commencing in 2009.	2009 - 2013	The landing fees were reviewed in the summer of 2009. Excessively noisy aircraft (Chap 3 high, Chap 1 and 2). Are charged 30% more than Chap 4 aircraft if landing during the day and 60% more at night. It was concluded that as the aim of increasing charges was to drive behaviour towards using Chap 4 aircraft the present scheme was working and the majority of aircraft arriving at the airport which were not Chap 4 and would not be deterred by a higher landing charge. This is because they are military aircraft with specific reasons for visiting.	Complete
1b. Quietest practicable aircraft operations, balanced against NOX and CO2 emissions.			
Together with our partners in Sustainable Aviation we will develop a best practice guide for departures (DCOP) by the end of 2010.	2010	At Edinburgh we have published the best practice departure route for noise in our AIP. However Sustainable Aviation have not yet published the final version of the UK wide DCOP. An interim code of practice has been published on the Sustainable Aviation website.	In progress
We will continue to promote continuous descent approaches (CDA) through forums such as the Edinburgh Airport Flight Operations Committee.	Ongoing	CDA - System can measure, NA, JC need training to be able to do. Meeting point, depends on Nats- get data for trial? Mins of meetings. Need more comms around this issue. NA to chase Sam to identify easy ways to measure performance.	Complete
We will continue to fine aircraft in breach of the noise limits. This is for both day and night time limits.	Ongoing	5 breaches in 2009 all military and all fined.	Complete
We will work with our partners in Sustainable Aviation to develop and promote low noise flight procedures through evaluation of future operational methods and implementation of best practice, for example: evaluating the feasibility of implementing steeper approaches. We will report on these annually through our Corporate Responsibility Reports.	Annual	We are now members of the Sustainable Aviation Operational Improvements Group and will support the work of that group. There have been no confirmed outcomes at present.	In progress
Continue to engage with our aviation partners through to seek to improve adherence to the standard airport procedures.		We hold quarterly Flight Operations Committee meetings where we discuss any conformance issues with the base pilots and captains.	Complete
Ground Running of Aircraft Engines. To ensure that the environmental impact of aircraft engine running on the local community is kept to a minimum, aircraft operators with maintenance commitments at the airport are expected to plan their schedule to avoid the need for ground running of engines at night from between 2300-0600 during weekdays and 2300-0900 at the weekend. Only during exceptional circumstances is engine running allowed between these times.	Ongoing	We began measuring ground runs in April 2009 and from April to December 282 runs were carried out. None of these were allowed to occur at night.	Complete

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We will undertake a review in 2009 of our stand planning procedures to identify any opportunities to prioritise stand allocation so as to minimise ground noise impacts.	2009	We prioritise aircraft stands with airbridges to the larger aircraft, this means it's difficult to change the allocation of stands by a large amount. However we have allocated stands at the end of the south east pier to smaller propeller aircraft, ensured only small ARJ aircraft use stand 1B and that the mirror stands are used for small aircraft. This means that all aircraft close to our perimeter are smaller and therefore less noisy.	Complete
In conjunction with our partners in Sustainable Aviation we will continue to lobby for and seek to support continual improvements in technology and operations towards the ACARE goal of 50% reduction in perceived external noise by 2020 based on new aircraft of 2020 relative to equivalent new aircraft in 2000.	Ongoing	We have contributed this year to the publication of the SA progress report and believe ACARE goals still achievable.	In progress
1c. Effective and credible noise mitigation schemes			
We will continue to offer a relocation assistance scheme for those households within the airports 69db Leq noise contour, in line with Government policy.		Scheme is available on our website.	Complete
We will consult separately on the introduction of a new noise mitigation scheme like that in operation at London Heathrow and Gatwick, by the end of 2009	2009	Consultation held from December 2009 until end of February 2010.	Complete by behind deadline.
We will continue to honour the Edinburgh Airport vortex scheme.	Ongoing	Scheme published on website	Complete
2. Engage with communities affected by noise impacts to better understand their concerns and priorities, reflecting them as far as possible in airport noise strategies and communication plans			
We will continue to offer a free phone number for complaints and enquires regarding aircraft noise. All complaints received are investigated fully, irrelevant of the origin or location of the complaint. Complaints are discussed at the Airport Consultative Committee and data published in the newsletter.	Ongoing	Free phone number continues to operate. We received 107 enquiries to the phone number in 2009.	Complete
We will consider introducing a flight track information system (delayed by 24 hours) via Webtrak.	Ongoing	Review in August 2009 however it was conclude that the system is too expensive and provide little benefit at present. We will re-review when contract up for renewal Sept 2010.	Complete
We will annually review our communication material to ensure relevance and ease of understanding.	Annually	Reviewed in August 2009.	Complete
We will continue to log all complaints relating to aircraft operations and publish the statistics quarterly.	Ongoing	107 complaints were received in 2009. We share the complaint statistics at the Airport Consultative Committee, and provide details to anyone who requests it.	Complete
We will seek to respond to 100% of all complaints and enquiries within 2 working days and publish our performance at the Airport Consultative Committee.	Ongoing	We responded to 97 complaints out of 107 within 2 working days. Therefore we responded to 90% of all complaints within 2 working days.	Complete
We will publish our progress against the action plan on an annual basis.	2009 - 2013	This table demonstrates this.	Complete

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We will continue to direct all money raised by noise infringements to the Edinburgh Community Trust.	Ongoing.	Please see the community section to see where the money raised was spent.	Complete
We will review, develop and consult on alternative metrics for describing the impact of aircraft operations during the course of this action plan.	Ongoing.	We have reviewed the work of OMEGA in publishing a pilot study in this area and have commissioned one of the authors to outline an approach to developing a suite of metrics for use at Heathrow. However it was decided that this approach would not benefit Edinburgh Airport at present. We will continue to review new metrics as they emerge and decide if they are appropriate for Edinburgh Airport.	Complete
In our newsletter to the local community we will report on engine running frequency and times.	Ongoing	We have failed to report engine runs in our community newsletter. This is down to a change over in staff. We will report engine runs in 2010.	Not achieved
3. Influencing planning policy to minimise the number of noise sensitive properties around our airports			
We will continue to engage with the local planning authority to ensure awareness of aircraft operations is considered in the development of sensitive land use.	Ongoing	Our Planning Manager met quarterly with the planning authority to deliberate developments near the airport. The Masterplan Steering Group also discusses planning around the airport and noise implications.	Complete
4. Organising ourselves to manage noise efficiently and effectively			
We will continue to operate and enhance our Noise Management systems by various means such as; Holding quarterly management system reviews Analysing noise data periodically Review noise complaint trends	Ongoing	Monthly Airside Operations reviews are held to discuss Noise Management Systems and review complaint data.	Complete
5. Achieving a full understanding of aircraft noise to inform our priorities, strategies and targets			
At a corporate level we will continue to support work to better understand the interdependencies of aircraft operations management.	Ongoing	Work continues in collaboration with Sustainable Aviation at a corporate level.	Complete
At a corporate level we will promote a debate through ANMAC of current arrival and departure policy.	Ongoing	We have supported work done by Eurocontrol to assess best practice.	Complete