

Aircraft noise

BUILDING PERMITS COUNTER-ACT NOISE REDUCTION

The desire for more mobility – whether for personal or business reasons – is one of the megatrends around the world. Road, rail and air traffic are being called on to facilitate mobility that is as sustainable and thus as quiet as possible. Airlines and airports have been on the right path for years. However, successes are being counteracted by questionable building permits.

Building permits contradict ICAO objectives

The UN aviation organization, the ICAO, provides worldwide binding guidelines to solve noise problems near airports. This includes, in particular, a responsible settlement policy. However, not all municipalities and federal states actually shoulder the associated responsibility. According to a study conducted by the University of Bonn and the RWTH Aachen, residential and commercial areas are getting ever closer to the airports on account of the building on vacant lots, the densification of existing settlements or even the designation of completely new settlement areas. Frankfurt, Munich, Dusseldorf, Hamburg, Cologne/Bonn and Hanover were examined.

More people are being exposed to aircraft noise

This authorization practice is leading to increasing numbers of people living and working near an airport. The impact of people moving to such areas was recently quantified at Zurich Airport. According to the current Airport Report of the Canton of Zurich, the population around the airport increased by 1,600 from

2015 to stand at 83,000 in 2016. This influx of new residents has been observed for years and is the main reason why more and more people are being exposed to aircraft noise. This is “also a product of the cantonal spatial planning concept, which envisages intensified settlement development near the airport”.

Lufthansa Group is investing in quieter aircraft

Only by working together the spheres of politics and business can unite to relieve people of aircraft noise. It should be the task of municipalities and federal states to keep new developments around airports as low as possible. In turn, the main task of the airlines is to use the quietest aircraft possible. The Lufthansa Group is shouldering its responsibility here, in particular by investing in the latest aircraft. Take the current example: At the end of September, the company ordered, at a list price of around 3 billion euros, 27 more Airbus A320neo and A321neo aircraft. Their noise carpets are only half those of its predecessor models.

**EXAMPLE
COLOGNE/BONN**

In the vicinity of the Cologne/Bonn airport, settlement areas – both within and outside the noise protection zones – have been continuously developed over the past 50 years. Since the 1980s, the densification of existing residential areas has been in the foreground.

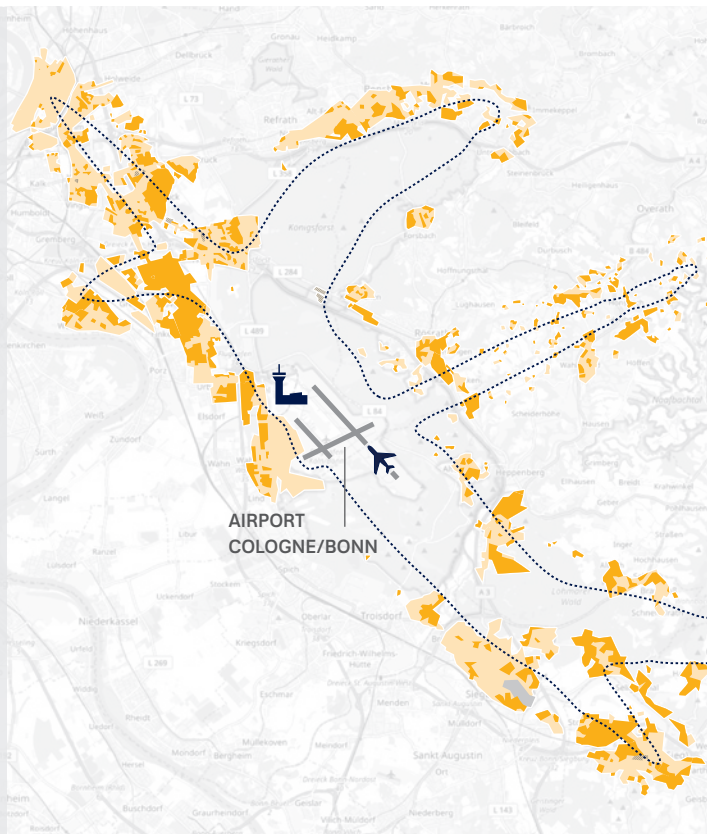
**RESIDENTIAL SETTLEMENTS
INDUSTRIAL AREAS**

- until 1961
- 1961 to 2013



NIGHT PROTECTION ZONE
between 10 p.m. – 6 a.m.
55 dB(A) continuous sound level
(6 individual cases 57 dB(A))

Sources: RWTH Aachen,
University of Bonn



**AVIATION ADVANTAGE:
NOISE HAS A LOCAL IMPACT**

According to the Federal Environment Agency, surveys carried out in line with the Environmental Noise Directive state that 8.7 million people throughout Germany are affected by road noise, 6.4 million by railway noise and 0.8 million by aircraft noise.

Between 10 p.m. and 6 a.m., the differences are even greater: road noise affects 5.6 million, rail noise 5.2 million and aircraft noise 0.2 million people.

**AIRCRAFT NOISE PROTECTION LAW
CONSTITUTES A SUFFICIENT BASIS**

In 2007, after intensive consultation, the Bundestag comprehensively amended the Aircraft Noise Act of 1971. Since then, noise impact research has produced no new findings. This is also confirmed by the recent case law of the Higher Administrative Court of Kassel. Any change in the Aircraft Noise Act in the context of the current evaluation would be, given the facts, unfounded.