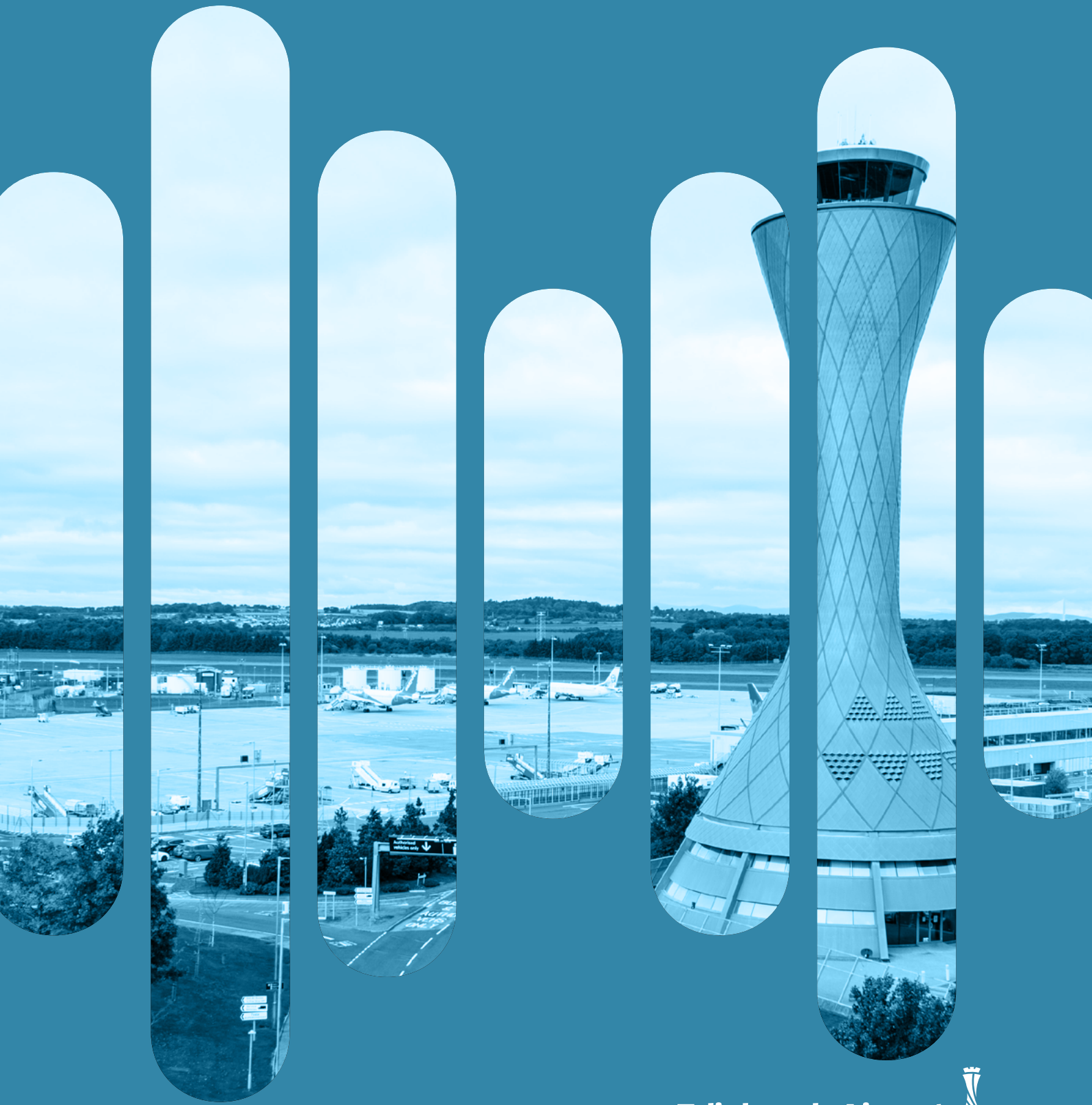
Edinburgh Airport

Noise Action Plan Summary Document

2024 – 2028



Edinburgh Airport

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01

Introduction

This document outlines why we have a Noise Action Plan (NAP), sets out progress against the 2018 – 2023 NAP actions and outlines our actions for 2024 – 2028.

Edinburgh Airport is one of the fastest growing airports in the UK. In 2023, we broke an annual record for passengers at any Scottish airport with confirmation of over 14.4 million people flying through the airport.

We cannot completely eliminate the noise caused but we aim to manage and reduce our impact on our neighbouring communities, wherever possible through planning, monitoring and mitigation.

The Environmental Noise (Scotland) Regulations 2006 require airports with over 50,000 movements a year to produce a noise action plan. The Scottish Government's Environmental Assessment (Scotland) Act 2005 requires airports to produce a Noise Action Plan every five years. Due to delays in the production of Strategic mapping this round of NAP (Round 4) will cover the period 2024 – 2028, this will allow Scotlands strategic mapping rounds going forward to align with those of the rest of the UK.

The key themes for 2024 – 2028 are:

A

continue our commitment to managing aircraft noise impacts associated with Edinburgh Airport's operations including:

- the quietest fleet practicable
- the quietest practicable aircraft operations
- effective and credible noise mitigation schemes

B

continue to engage with the communities affected by aircraft noise and better understand and respond to their concerns and priorities:

- influence planning policy to minimise the number of noise sensitive properties around our airport

C

effectively manage aircraft noise

D

build on our extensive understanding of aircraft noise to further inform our priorities, strategies and targets

E

Introduction of an improved noise insulation scheme

We recognise that it is important to keep communities and other stakeholders informed about any progress made. We are committed to reporting publicly on our performance and the effectiveness of our actions to address community concerns. With this in mind, we report on our progress against the action plan in our annual Greater Good Sustainability Report. The report is posted on our website at edinburghairport.com/community.

In 2017 we set up an Independent community noise Board – Edinburgh Airport Noise Advisory Board (EANAB), made up of representatives of community councils and other relevant bodies. EANAB has been established to create and maintain an impartial pathway for the community at large to engage with Edinburgh Airport in the understanding and resolution of issues relating to aircraft noise associated with Edinburgh Airport, with the primary aim of minimising the noise impact on affected or potentially affected communities.

By prioritising noise management activities on the most effective actions, we believe we can ensure maximum benefits for noise-affected communities.

To produce the contour maps that are used in this 2024 – 2028 NAP, we used population data that was produced for the Scottish Government by NCLtd and supplied to Edinburgh Airport. The parameters used in the production of this data are detailed in Section 7 in and Appendix A.

02

Existing Noise Management

ICAO Balanced approach – Noise Abatement, Operational Procedures, Reduction of noise at Source and land-use planning and management and Working with our Communities.

At Edinburgh Airport it is important to us that we do all that we can to limit the impact of or operations on the communities living under or alongside our flight paths, while still providing Scotland and the UK as a whole with the service and opportunities that an international company bring.

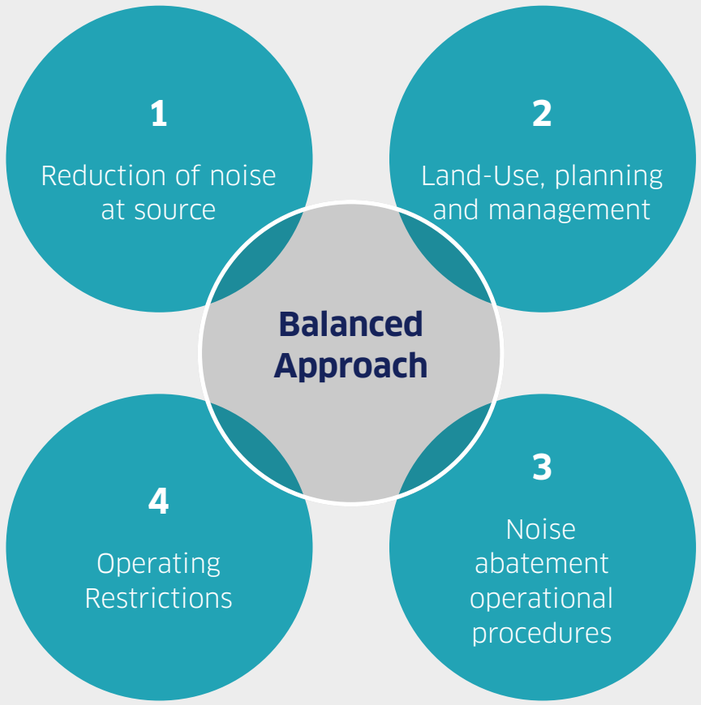
While we cannot eliminate the noise produced by aircraft noise we can and do implement measure to monitor, mitigate and manage noise from our operations. In this section of our NAP 2024 – 2028 you will find information data and links to how we currently implement this.

The main overarching ICAO policy on aircraft noise is the Balanced Approach to Aircraft Noise Management, adopted by the ICAO Assembly in its 33rd Session (2001) and reaffirmed in all the subsequent Assembly Sessions (reference: ICAO Resolution A39-1 Appendix C). Detailed guidance on the application of the Balanced Approach is provided in the ICAO Doc 9829, Guidance on the Balanced Approach to Aircraft Noise Management.

The Balanced Approach consists of identifying the noise problem at a specific airport and analysing various measures available to reduce noise through the exploration of various measures which can be classified into four principal elements, described in Graphic 01.

The goal is to address noise problems on an individual airport basis and to identify the noise-related measures that achieve maximum environmental benefit most cost-effectively using objective and measurable criteria.

Graphic 01: The four principal elements of the Balanced Approach to Aircraft Noise Management



Airspace Modernisation

The UK is undergoing a nationwide airspace modernization program due to outdated flight paths designed decades ago. This modernization is essential to handle the increasing demand for air travel sustainably. Sponsored by the Civil Aviation Authority and the Department for Transport, Airspace Modernisation Strategy, CAP 1711, aims to enhance efficiency, punctuality, reduce CO_2 emissions and noise, and ensure capacity to meet future airspace demands. It encompasses modernizing both airport and en route airspace networks. Aligned with ICAO's Global Air Navigation Plan, the strategy is detailed in the UK Airspace Modernisation Strategy documents. The Airspace Change Organising Group (ACOG) offers more insights into the benefits of this modernization, with Edinburgh Airport collaborating closely with Glasgow Airport and our parent Air Traffic Control Centre at Prestwick in order to develop integrated plans across the Scottish and broader UK network.

We have developed design principles for this airspace change in collaboration with key stakeholders, and we have submitted these to the CAA. The CAA passed us at the Stage 1, and Stage 2 Gateways of CAP 1616 Airspace Change Process, and we are now at Stage 3 of the CAA's process.

More information on our Airspace Change application and the process will become available in due course and available via our dedicated ACP website:
https://airspacechange.edinburghairport.com/about/

The Section below details how we manage, measure and monitor noise in alignment with ICAO's Balanced approach.

At Edinburgh Airport we believe working with our communities is fundamental to our approach in managing noise impacts, and have added a fifth pillar to the ICAO Balanced approach to reflect this as detailed below and on page 35.

Current Noise and Carbon reduction measures

Graphic 01: The five principal elements of the Balanced Approach to Aircraft Noise Management

Working with our Communities –

4 Fixed Noise monitoring Stations
NTK Noise Lab accessible data and information
Edinburgh Airport Noise Advisory Board (EANAB)
Edinburgh Airport Consultative Committee (EACC)
Noise insulation scheme
Monitoring and Reporting
Noise Enquiry handling and Policy
– and response targets

Operating Restrictions

Night noise mitigation –
stricter noise limits/higher fines
Noise Preferential Routes (NPR)

Land Use Planning and Mitigation

Noise insulation scheme
Work with Local Authority Environmental and Planning Depts on Land-use planning

Quieter Planes

Edinburgh Airport Noise rating charges
Carbon Emissions Charges
Environmental Rebates
Zero Emissions Prize
Participation in Industry Groups

Quieter Procedures –

Airspace Modernisation
Noise monitoring and fining
Noise and Track Keeping system
Continuous Climb Departures (CCD)
Continuous Descent Arrivals – (CDA)
Restrictions on Engine testing – Ground Runs

ICAO balanced approach – Land use Planning and Management

Engaging with and cultivating partnerships with Local Authorities

Presently, we collaborate with local authorities to ensure that during the submission of relevant planning applications, we engage with local Environmental Health Officers. This ensures they have access to current data and information to facilitate the implementation of suitable conditions for noise mitigation.

Our objective is to further strengthen this partnership and enhance the sharing of pertinent data and noise contour mapping to enable local authorities to factor in the local noise climate when responding to planning application relating to the development of new noise sensitive properties within close proximity to the airport and below our current or future flight paths.

Noise insulation scheme

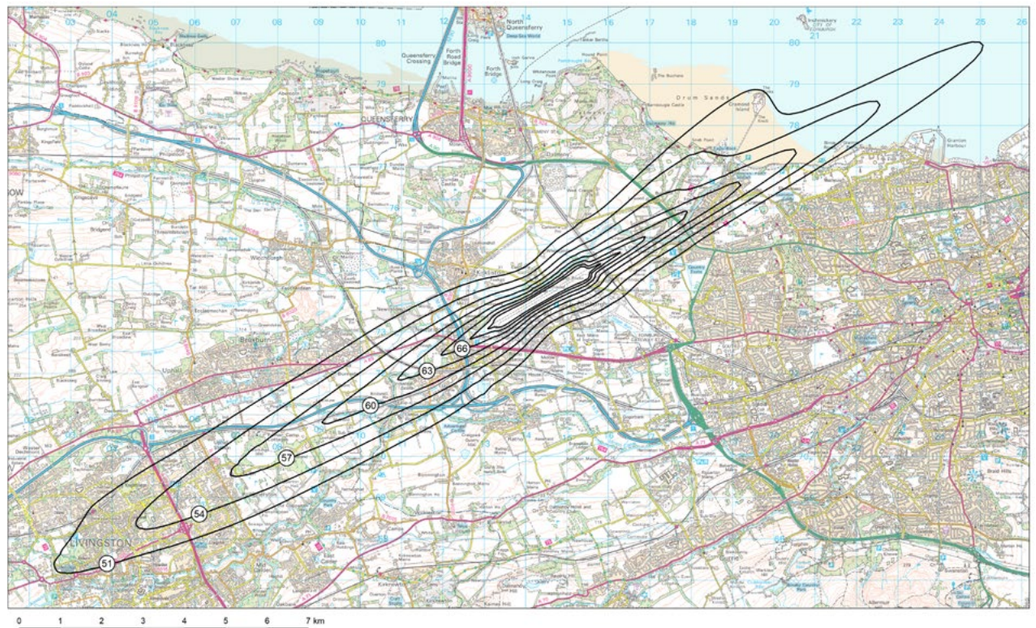
Edinburgh Airport Noise Insulation Scheme provides assistance with insulation to property owners whose property's lie within the LAeq summertime noise contour mapping 63dB and greater contours. Summertime mapping is used to ensure that the loudest and busiest period of our operations year is used in determining who should be eligible to claim assistance and represents the worst-case scenario rather than best. It maps the period 16th June – 15th September, 07:00 – 23:00 hrs.

This type of LAeq summer mapping is different from the LAeq contour mapping detailed on subsequent pages of this document, each type of mapping is used for different reasons and in different ways, the glossary at the beginning of this document and Appendix A & B provide further detail on the varying types of contour mapping.

Figure 01 below shows the current (2023 data) contours on which this scheme is based. Within our previous NAP 2018 – 2023 we planned on renewing these contours on a bi-annual basis, this was put on hold during Covid lockdowns as to do so would have involved basing the next contour map on 2020 data, which we feel would have unfairly penalised householders for the temporary reduction in flight operations due to Covid.

As part of this NAP we will update and enhance our Insulation Scheme, further detail on this can be found in Section 09.

Figure 01



EDINBURGH AIRPORT
2023 Average Summer Day 51-72 dB $L_{Aeq,16h}$ Contours
Actual Runway Modal Split 72%W / 28%E

Our Noise Contour mapping is commissioned from ERCD, information on the ANCON Contour mapping programme used and managed by ERCD is available via the link below and within Appendix A and B.

https://www.caa.co.uk/consumers/environment/noise/features-of-the-ancon-noise-modelling-process/

Current Insulation Scheme

Edinburgh Airport Noise Insulation Scheme provides assistance with double glazing and loft insulation to properties which lie within the 63dB and greater noise contours of the airport, (an electronic version of this map is provided on our Noise Lab website) for properties which presently have single glazed windows installed we will provide 100% of the replacement costs, if the property already has double glazed window units installed, we would pay 50% of the cost of new double glazed units, providing the property has not received help of this manner in the past. We currently pay a 100% towards loft insulation for eligible properties. Enquiries and claims can be made via the noise Lab or by contacting the Environmental Noise Advisor:
noise@edinburghairport.com

Further information and our policies and procedures are available on the noise lab and within Appendix C.

ICAO Balanced approach – Operational Procedures, Restrictions and Noise Abatement

Noise monitoring and fining

Edinburgh Airport currently has a policy of voluntarily following the legislation set down by the UK Government for fining for excessive noise from Aircraft take-offs at Gatwick, Heathrow and Stanstead airports. We think it only fair that noise limits set out for the largest of the UK airports should be followed wherever possible.

We currently have four fixed noise monitors located in Broxburn, Livingston, Cramond Manse and Cramond Primary which are used for the fining of aircraft and for a variety of other noise monitoring and reporting purposes such as the commissioning of contour mapping. In addition to this in 2018 on the introduction of our new noise and track system we acquired three mobile noise monitors which are used for community noise monitoring programmes.

The level of the fine is dependent on the level of the infringement. Two different noise thresholds are used, one for daytime and one for nighttime. All money raised from noise fines is placed into the Edinburgh Airport Community Fund for distribution to local good causes.

Current noise thresholds in place, aircraft which exceed the following limits are fined:

94dB

Lmax noise level during the day (06:00 – 23:30)

87dB

Lmax noise levels at night (23:30 – 06:00)

90.1dB

and above (i.e. over 3dB over the limit) = £2,000

87.1 – 90.0dB

(i.e. up to and including 3dB over the limit) = £1,000

Noise and Track Keeping system (NTK) – Placement of noise monitors

In January 2024, a second monitor was installed in the Cramond area at Cramond Primary School. This monitor is not employed in aircraft fine enforcement but rather will in future years aid in enhancing the precision of our noise contour mapping, crucial for identifying areas eligible for Insulation Scheme assistance. Additionally, the monitor offers valuable insights to the community, and we are collaborating closely with the school to integrate it into Science, Technology, Engineering, and Mathematics (STEM) learning initiatives.

The noise levels are measured by our noise monitors located in Cramond, Broxburn and Livingston. The noise monitors in Cramond and Broxburn are located 6.5km from start of roll (the point in the runway where a flight begins its departure), and measure both arriving and departing aircraft noise.

The noise monitors are positioned in accordance with guidance from the Department of Transport which is based on a detailed scientific study carried out by the CAA.

If aircraft are correctly following our procedures for arriving and departing, they should not exceed the permitted levels and will not incur a fine.

If an aircraft does exceed these limits, we will investigate the occurrence whether an enquiry from our communities has been made or not.

Noise Preferential Routes (NPR)

Noise Preferential Routes are corridors, extending one mile in each direction from the centre of the SID line, which aircraft are expected to fly when departing from the airport. NPRs are not a statutory control but are used to reduce noise disturbance on our local communities.

Departing aircraft are required to follow the NPR until they reach an altitude of 3,000ft. When they reach 3,000ft they can depart these routes and fly towards their destination. Since July 2015, to alleviate noise intrusion in the Uphall area, we raised this height/turn level to 4,000ft for jet aircraft.

On occasion, and to ensure aircraft safety, aircraft may be permitted to deviate from the NRP. The most common reason for this is difficult weather conditions.

Engine testing – Ground Runs

We do not allow engine testing during the night unless exceptional circumstances require us to do so.

We recognise that ground noise can also cause significant disturbance to the local community. For that reason, although not required under the Environment Noise Directive, we will continue to seek to address this through operating practices.

Engine running is an essential part of airport operations. Engines need to be tested for safety reasons and engine runs form part of the maintenance programme for aircraft.

We understand that this noise can cause disturbance to local residents and therefore adopt certain measures to reduce the impact on the community.

All ground engine runs are subject to prior approval by Airside Operations and ATC. Permission for medium and high-power ground runs during the following days and times will only be permitted under exceptional circumstances:

Monday to Friday 23:01 – 05:59

Saturday and Sunday 23:01 – 08:59

In order to help our community better understand our engine running requirements, we included a specific action within our NAP 2018 – 2023 to report on the frequency, duration and times of engine running. This information is available to view on our Noise Lab web pages and is updated on a Quarterly basis.

Fixed Electrical Ground Power (FEGP) & Auxiliary Power Units (APU)

Beginning in 2017 there have been two installation phases of Fixed Electrical Ground Power (FEGP), whilst a third phase will be completed in 2024. FEGP is a mains electricity connection enabling aircraft to be powered whilst on stand. FEGP is a more environmentally friendly alternative to diesel powered Ground Power Units (GPU) or aviation fuel powered Auxiliary Power Units (APU). Upon completion of the third phase 34 parking positions at the Airport will be equipped with FEGP.

ICAO Balanced approach – Operational Procedures and Restrictions

Continuous Descent Arrivals – CDA

Arriving aircraft are encouraged to use Continuous Descent Approaches (CDA).

When an aircraft carries out a CDA the aircraft descends towards the airport runway in a gradual, continuous approach with the engine power cut back.

By flying higher for longer and eliminating the need for the extra thrust required for the periods of level flight between steps of descent, Ground Noise.

This type of procedure can result in noise reductions of up to 5 dB.

In 2006 a multiagency study and report on CDA's and the possible benefits was commissioned their findings are detailed below int he attached document.

The ability of an aircraft to carry out a CDA may be affected by many things including other air traffic in the sky around and above Edinburgh Airport, weather, the type of Aircraft that is being flown and the Airlines own policies and procedures for arrivals.

Noise from Arriving Aircraft an Industry Code of Practice: *www.sustainableaviation.co.uk/wp-content/uploads/2019/10/ACOP-v2-2006.pdf*

Continuous Climb Departures (CCD)

Departing aircraft are encouraged to use Continuous Climb Departures (CCD).

Edinburgh Airport works closely with Sustainable Aviation to improve noise and air quality around Edinburgh Airport. Sustainable Aviation launched in 2005 to bring together major UK airlines, airports, manufacturers, air navigation service providers and key business partners to work together to find collaborative ways of improving environmental performance and creating a balanced debate to ensure sustainable growth of the airline industry.

Sustainable Aviation and partners have set a range of goals and commitments covering climate change, noise and local air quality.

Continuous Climb Departures (CCD) are encouraged due to the potential for noise and Air Quality improvements for local communities.

The greatest benefit of continuous climb departures is the significant reduction in CO_2 emissions and the benefits this has on air quality.

Edinburgh Airport promotes the use of continuous climb techniques at Edinburgh Airport with the average monthly achievement figures reaching 100% for the majority of the year.

Climbing to optimum cruising altitude and out of congested airspace can reduce CO_2 per departure by 100-300 kilograms and reduce the impact of noise on communities slightly further from the airfield by ensuring aircraft are at higher altitudes when they pass over densely populated areas such as Livingston.

Edinburgh Airport reports on airline CDA CCD on a monthly basis and tables are available to view online via our noise lab. The airlines consistently hit our internal targets as can be seen below.

Sustainable Aviation also promotes best practice in take-off and landing operations through the publication, in partnership with others, of codes of practice.

Further information on CCDs and the scientific reasoning behind the use of these and other procedures can be found on Sustainable Aviation's website: *www.sustainableaviation.co.uk/goals/noise/*

Table 01

Target		2019	2020	2021	2022	2023
75%	**CDA**	86.50%	83.1	80.58	82.75	85.17
90%	**CCD**	100.00%	99.5	100	99.92	99.83

Flight Profiles and our work with To70

EANAB Aviation and Noise Subgroup, To70 and Edinburgh Airport are currently investigating how the Departure profiles of aircraft may impact communities under our flight paths.

Operations require careful balancing, using a reduced thrust setting during aircraft take-off can lower NO_x emissions by compared to full thrust.

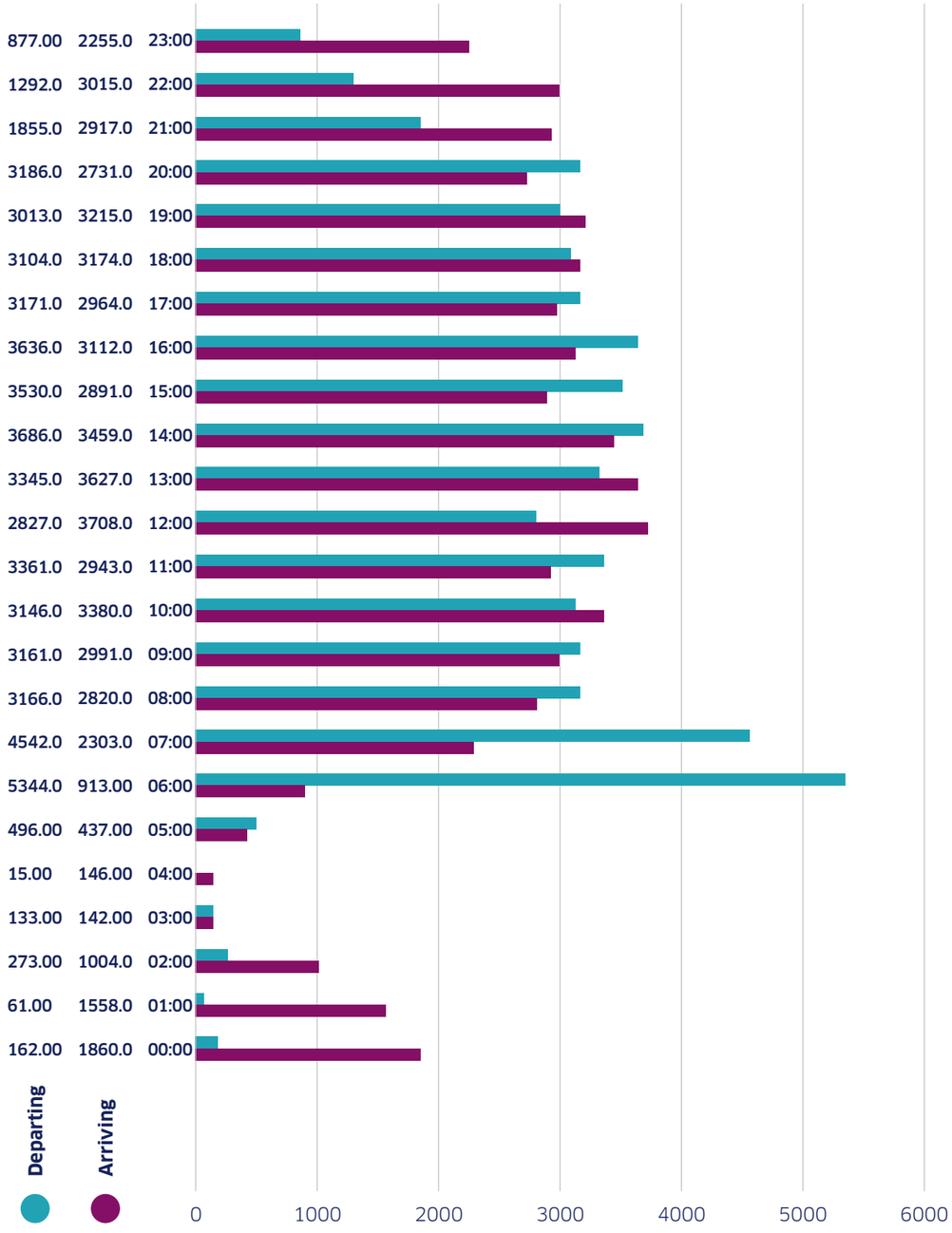
While this approach benefits the area around the airport by reducing emissions, it may cause a slight increase in noise for residents further from the airport along the departure flight path, as the aircraft ascends at a shallower angle. Work on this will continue and will be published on the EANAB website once concluded. Previous work carried out by To70, EDI and EANAB AAN may be downloaded from the EANAB website.

Night noise mitigation

As part of our ongoing commitment to reducing the impact of our operations on our closest neighbours, we currently impose noise controls and limits during the hours of 23:30 to 06:00.

Graphic 02

Flights per hour 2023



Noise fining

Between the hours of 23:30 and 06:00 aircraft must not exceed 87 dB Lmax at Edinburgh Airport's fixed-noise monitoring stations, a financial penalty will be imposed on all aircraft which exceed this limit. The minimum penalty for exceeding the limit is £1,000, rising to £2,000 if the exceedance is greater than 3 dB. Further information on our noise fining policy can be found in Appendix D.

ICAO Balanced approach – Reduction of noise at source – Quieter Aircraft – Additional measures introduced since Round 3 NAP 2018 – 2023

Environmental Incentives Scheme, and changes to fleet mix

Since 2019 we have introduced a number of initiatives to encourage Airlines to introduce newer and cleaner aircraft to Edinburgh Airport, each of the incentives detailed below are available in further detail within our *Conditions of Use*.

Table 02

	Charge (£)	Unit
All Flights	10.6	per tonne of CO_2*/movement
Flights with no UID details (not submitted to EAL or Loop)	25	per movement

Environmental Rebates
To incentivise airlines to fly quieter, cleaner aircraft to and from Edinburgh Airport we introduced environmental rebates for efficient aircraft in April 2022, and were the first airport to introduce such rebates in the UK.

Table 03

Aircraft Type	ATR42-600	Embraer E175-E2 ATR72-600	Embraer E190-E2 Embraer E195-E2 A319N A220	A320 NEO, A321 NEO, B737MAX	A321 NEO XLR A330 NEO
Rebate per Departure 2023/24 (£)	10	15	27.5	55	110

Edinburgh Airport Noise rating charges were introduced in April 2019 and are assessed and payable as set out in Edinburgh Airports Conditions of Use – Condition 10 (Schedule of Charges) and is based on the season, actual time of arrival or departure and the noise performance of the aircraft. The noise performance of an aircraft is assessed as set out in the Conditions of Use and is based on certified noise levels at each of the ICAO noise certification measurement points (flyover, 16 lateral and approach) and the arithmetic sum of the differences between certified levels and the Chapter 3 noise limits at the certification points; the 'cumulative margin'.

Carbon Emissions Charges
The Carbon Emission Charge was introduced in 2023 and is calculated based on aircraft engine emissions per movement during the landing and take-off cycle (LTO). This charge is applied to every Landing and Take-Off.

Zero Emissions Prize
As part of its Greater Good strategy and in order to incentivise the use of alternative methods of propulsion in aviation Edinburgh Airport introduced a Zero Emissions Prize from 1st April 2022.

This prize will provide a reward for the first airline that brings the first zero emissions commercial scheduled flight in Scotland to Edinburgh Airport. The prize will entitle this airline to one year of fully waived aeronautical charges (Passenger Charge, Weight Charge on Departure and Aircraft Parking Charges), for the route operated by the airline using the zero emissions aircraft. Additionally, Edinburgh Airport will waive charges for testing and trial flights for zero emission aircraft wishing to land and take-off from Edinburgh Airport.

Impact of Environmental Charging schemes
In 2023 we recovered to approximately 97% of the 2019 passenger traffic, however an increase in aircraft passenger capacity resulted in 13% fewer aircraft movements than we had in 2019. Delivering growth on fewer aircraft movements while decreasing our impact on neighbouring communities. In 2024 we expect passenger traffic to be at an all-time high but aircraft movements to be around 9% lower than in 2019.

The introduction of the above schemes has already made changes to the aircraft fleet mix flying to and from Edinburgh Airport we have highlighted some of the changes that have already taken place below and plans which some of our largest carriers have for the introduction of newer aircraft. Recent issues with Boeing and the availability of new aircraft will impact on the introduction of newer aircraft to EDI and other airports across Europe.

Passenger Split by Airline 2023

Ryanair – Based aircraft have grown from 8 in 2019 to 11 in 2023. Ryanair have prioritised the placement of B737-8200 (MAX) aircraft into the Edinburgh base, with these now accounting for up to 6 of the 11 based aircraft at any one time (based on current schedules). The B737-8200 MAX carries 4% more passengers than the previous generation B737-800 aircraft, with per passenger fuel consumption reduced by 16%. Noise emissions and CO_2 emissions will be reduced by approximately 40% compared to the previous generation B737-800.

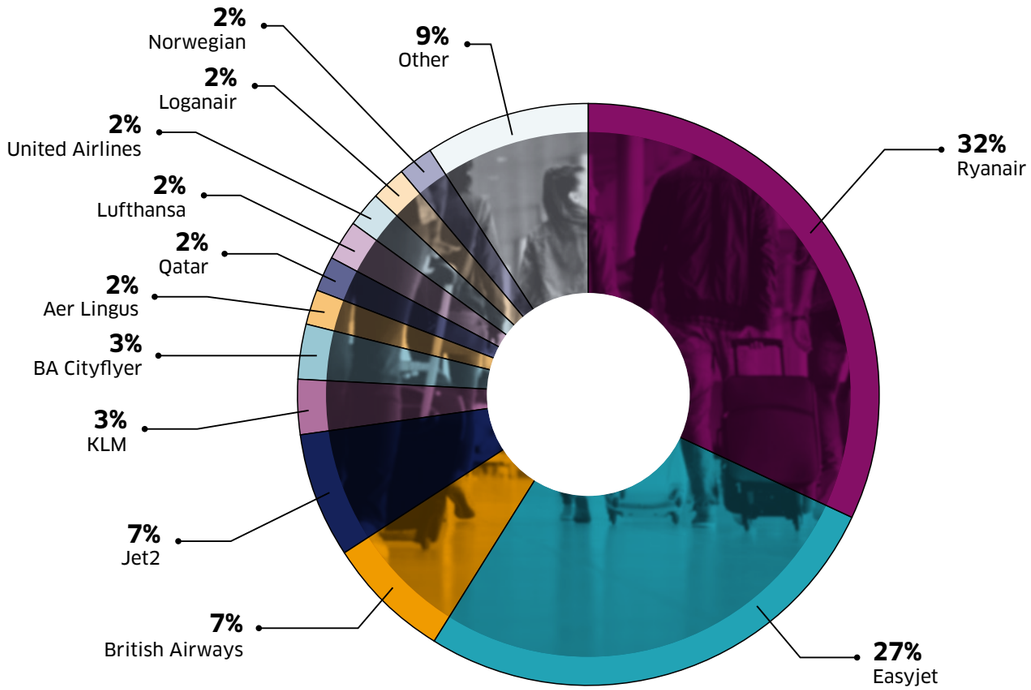
Jet2 – investment in their Edinburgh operation will see the placement of three new Airbus A321 neo aircraft from 2025, replacing older and less efficient B737-800 aircraft. The new A321 neo aircraft deliver an almost 20% reduction in fuel consumption and CO_2 emissions per seat compared to previous generation single aisle aircraft models.

Air France – Air France – Air France has invested in the Airbus A220 aircraft which will be heavily utilised for UK operations including Edinburgh going forwards. The aircraft us designed with lighter materials, new engines and an optimised fuel system which means it uses 20% less fuel, produces 20% less CO_2 and 34% less noise than the A318 and A319 which it replaces. Whilst Air France are currently experiencing pilot shortages and technical issues on this aircraft type, there is a longer-term plan to reintroduce them to the Edinburgh market when they are able to.

Emirates – Emirates will restart their Dubai – Edinburgh service from 4th November using a brand new state of the art A350 aircraft. This replaces the older and less efficient B777 which Emirates used on the route when they last operated in 2020.

Graphic 03

Passenger Split by Airline 2023



Largest Carriers	Current Fleet	Share of current fleet that qualify	To be delivered	Share of new fleet that will qualify
Ryanair	B737-800: 408	22%	B737-10: 150	100%
	B737MAX: 126		B737MAX: 83	
	A320-200:28			
EasyJet	A319-100: 58	34%	A320-200: 1	99%
	A320-200: 77		A320-200N: 125	
	A320-200N: 37		A321-200NX: 33	
	A321-200NX: 33			
Jet2	A321-200: 6	3%	A320-200N: 35	98%
	A321-200NX: 4		A321-200N: 58	
	A330-200: 2		A321-200NX: 1	
	B737-300: 7		B737-800: 2	
	B737-800: 89			
	B757-200: 8			
British Airways	ERJ 190-100SR: 20	10%	A320-200N: 11	38%
	A319-100: 30		A321-200NX: 8	
	A320-200: 71		A350-1000: 2	
	A320-200N: 20		B787-10: 11	
	A321-200: 13		B777-9: 18	
	A321-200NX:l 10			
	A350-1000: 16			
	A380-800: 12			
	B777: 59			
	B787: 30			
	ERJ 190-100SR: 20			
Air France/ KLM	ERJ 170-200STD: 17	30%	ERJ 190-400: 8	66%
	ERJ 190-100STD: 30		B787: 5	
	ERJ 190-400: 18		A350-900: 19	
	A330: 26		A220: 30	
	B737: 44		ERJ 190-400: 8	
	B777: 94			
	B787: 33			
	A350-900: 22			
	A320: 38			
	A319: 17			
	A220: 30			
	ERJ 190-100STD: 74			
	ERJ 190-100LR: 6			
	ERJ 170-100STD: 10			
	ERJ 170-100LR: 3			
	ERJ 190-400: 36			
	ERJ 170-200STD: 34			

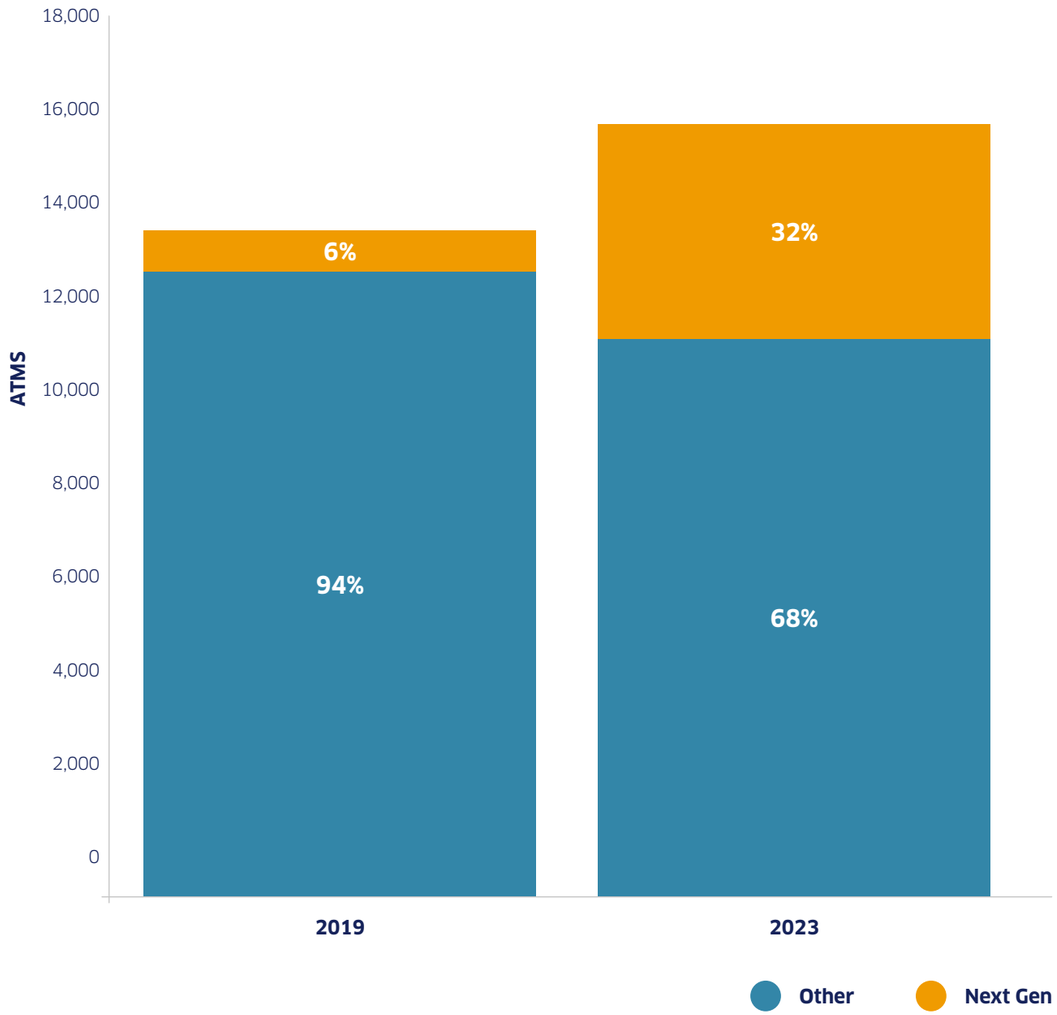
All growth in 'Night' movements has come from next generation aircraft

Next generation aircraft produce less noise, meaning the impact on local communities is reduced.

- Although 'night' ATMs have increased, the increase from 2019 to 2023 can be attributed to next generation aircraft in passenger operations
- Ryanair base 6 737MAX aircraft at EDI, easyJet base 3 A320neo aircraft, and Jet2 are set to bring new A321neo aircraft from 2024
- Decreases in cargo flying will also reduce noise levels, given they tend to operate much older, noisier aircraft
- The shift to using next generation aircraft will only increase in the coming years when looking at aircraft on order from Base carriers

Graphic 04

'Night' ATMs by Hour



Source: EAL 'Actual Flown' Data, Night Period: 23:00 – 06:59

Military Aircraft

Military aircraft are exempt from the noise certification criteria that apply to civilian aircraft. This is a UK Governmental exemption and UK airports' noise standards, including Edinburgh's NAP, cannot be imposed on military aircraft operations.

We restrict military operations to between 07:00 and 23:00 hours with the only exceptions being for essential operations, mostly on compassionate grounds. In these cases, we may permit arrival operations only, with subsequent departure being permitted after 07:00.

Military aircraft are also exempt from the terms of the EU Noise Directive (2002/49/EU).

ICAO Balanced Approach – and Working with our Communities

Edinburgh Airport Noise Advisory Board (EANAB)

The Purpose of the Edinburgh Airport Noise Advisory Board (EANAB) is to facilitate communication between local communities and Edinburgh Airport (EAL) regarding the impact of airport noise on communities. This communication includes advice, information provision and recommendations from both EANAB to EAL and from EAL to EANAB.

The remit of EANAB is to mitigate and reduce Edinburgh Airport noise levels on local communities.

The Board consists of local community representatives; airport employees; an independent Chair whose purpose is to facilitate the work of the Board, and any co-opted persons with specialist knowledge as may be required. It operates through a series of sub-groups drawn from the membership, though all substantive outputs/decisions must be endorsed by the whole Board.

The Board recognises the economic importance of the airport to the whole of Scotland, and that safety is of overwhelming importance in all operating procedures. It aims to achieve its purposes through the provision of information to the communities it represents, and by using knowledge and information to influence the airport's actions and policies through inputs such as those in relation to flightpaths, especially the current Airspace Change Plan (ACP); this Noise Action Plan; the airport's charging schemes, and the 'Noise Abatement Departure Procedures' adopted by airlines.

Noise and Track Keeping system

In June 2018 we introduced our upgraded Noise and Track Keeping (NTK) System, moving to an online system. The NTK system is a state-of-the-art monitoring system that is specifically designed as an intuitive system for noise and aircraft track analysis. In developing the system close attention has been paid to easing analysis and reporting, in order to improve the quality and efficiency of communication to all stakeholders.

As well as improved analysis and reporting, the online tool will also allow you to check aircraft noise levels and flight specific information such as flight position and altitude using our own radar data.

NTK Noise Lab reporting and access to data and information

Edinburgh Airport's Noise Lab allows people to monitor and check aircraft noise levels and look at flight specific aircraft information, such as flight paths and procedures, in almost real time. It also provides access to EDI's Flight tracking software (there is currently around a 2-minute delay) both systems are linked to feeds from our own radar, operations and noise monitoring system and are highly accurate.

The noise Lab also provides the ability to analyse historical flights, associated data and provides up to date information and reports relating to information provided with in this NAP. You can also download our previous Noise Action Plan 2018 – 2023.

https://noiselab.casper.aero/edi/

Noise Enquiry handling and Policy

We understand that our operations have an impact on our local communities Both positively, through social and economic benefits that an international airport brings to the local area and Scotland in general and negatively through Environmental Impacts. We understand that some residents may want to enquire or complain about aircraft activity. This policy explains how we receive and process enquiries. Our current complaint policy is detailed in Appendix F.

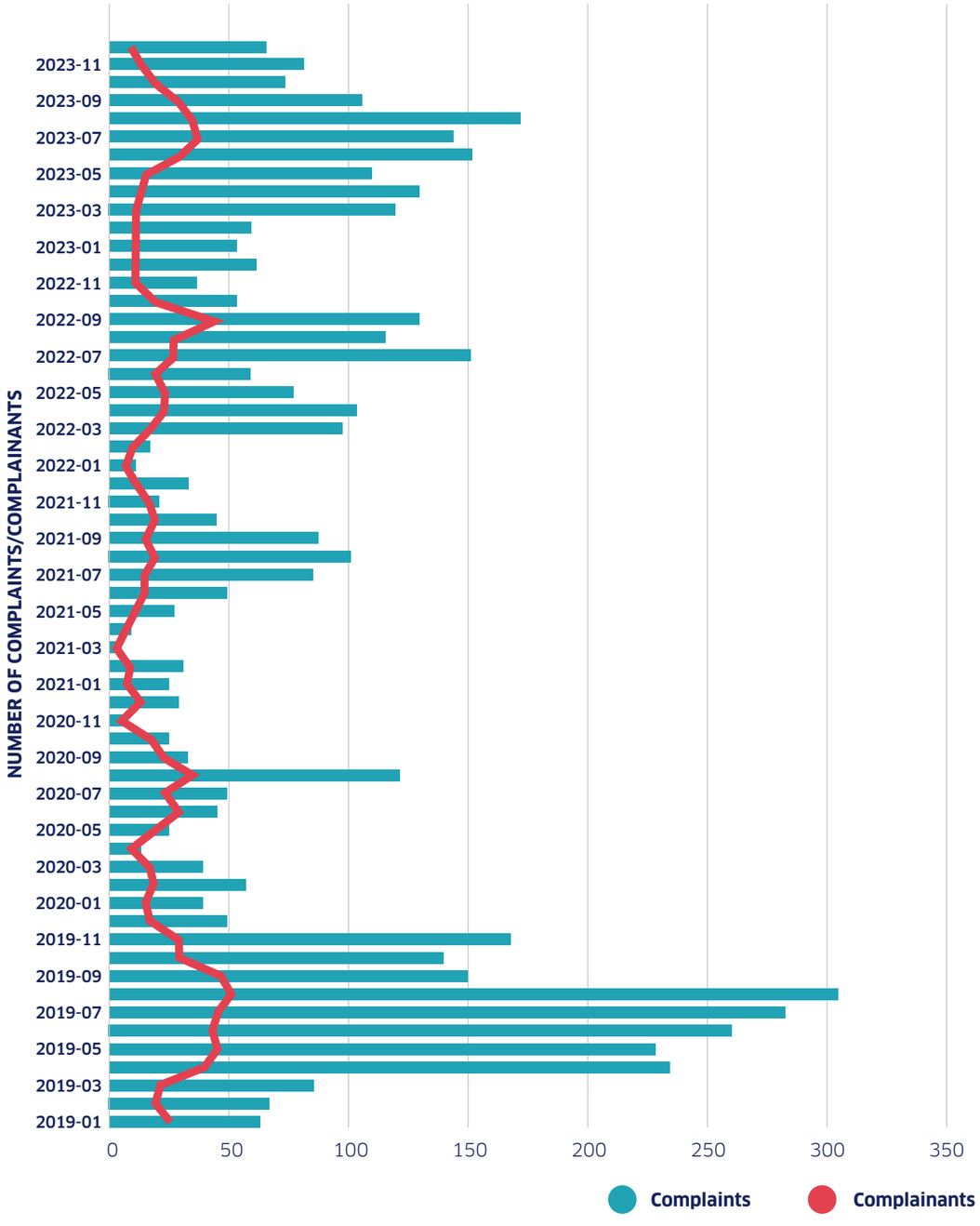
Information on the number of complaints received versus the number of complainants may also be found on our noise Lab via the link below,

this provides a break down and analysis of the number of complaints received per year over a period 2018 – 2023.

https://noiselab.casper.aero/edi/content/1/complaints/

Graphic 05

Enquiry Trends



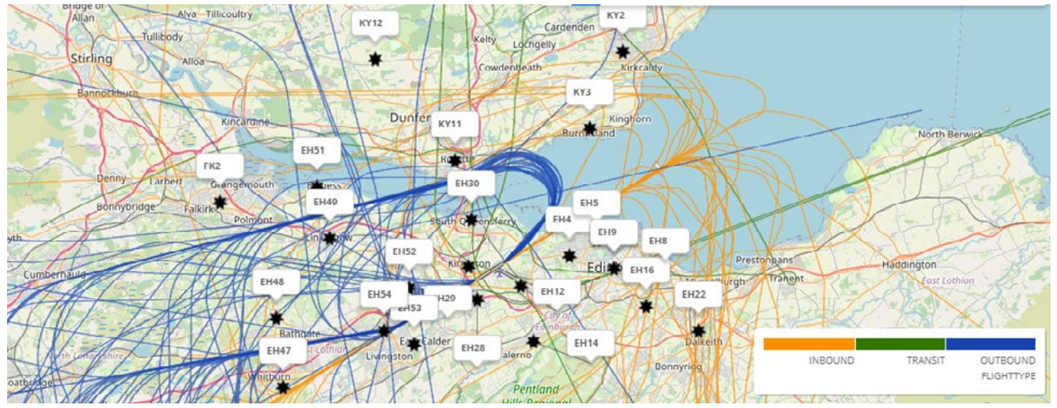
Graphic 05 shows the trend in noise enquiries and compares the number of complaints against complainants.

The data on complaints v complainants per month over the period 2019 – 2023 inclusive provides you with an overview of the number of people within our communities contacting Edinburgh Airport over that period.

As you can see from the graph, despite the worldwide Covid pandemic during 2020 and consequentially a significant reduction in operations, complaints from our frequent complainants continued in a similar pattern to previous years. Enquiries remain low in comparison with trends noted in 2019.

The map image below provides you with information on the general location of complainants during the busiest period to date – summer 2023 – by number of complaints and complainants per postcode area.

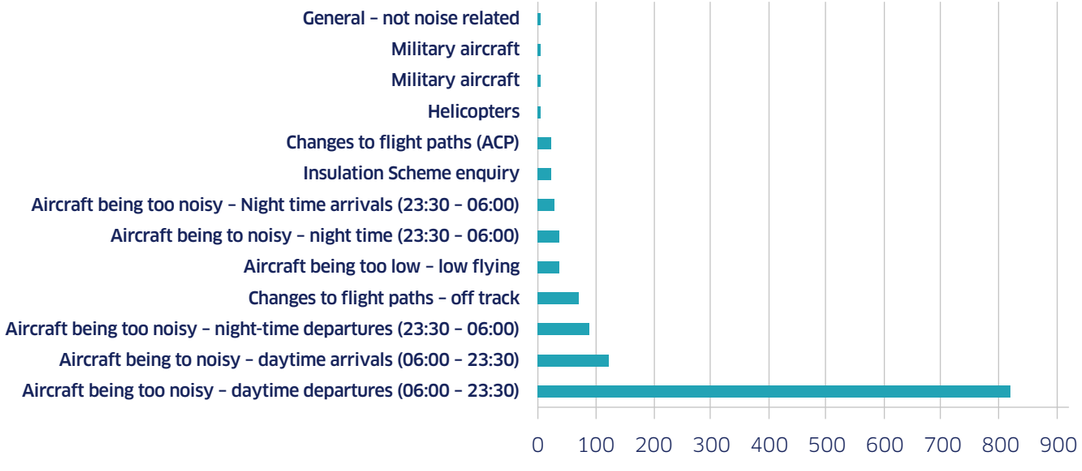
Figure 02



Graphic 06 below provides information on the reasons that people contacted us during 2023 indicated on the above location mapping. Our frequent complainants as can be seen from the data below and above generally make enquiries regarding daytime departures.

Graphic 06

Number of Enquiries



03

Results of the 2019/2021 strategic noise mapping

Lden contours

Lden contours are based on air traffic movements over the entire year. In addition, a weighting of 5 dB is applied to each of the evening (19:00 – 23:00) movements and 10 dB for each of the night (23:00 – 07:00) movements, to take into account the greater disturbance during these periods. Contours for strategic noise mapping are presented in 5 dB steps from 50 dBA to 80 dBA. The strategic contours for Edinburgh Airport are presented in Appendix A.

Lnight contours

The latest 8-hour Lnight contours for 2019 and 2021 are shown in Appendix A.

These show that there has been an overall decrease in the size, population affected, and number of properties within all of the contours in comparison to 2011 data.

LAeq Annual Contours

The UK Government uses the Equivalent Continuous Sound Level, LAeq dBA for this purpose which provides average noise levels for the busiest 16 hours of the day, between 07:00 – 23:00 over the year. This is the most common international measure of aircraft noise. This is measured over the whole year in this case 2019 and 2021, 16-hour period refers to 07:00 – 23:00 (local time). This is the time period and parameter set out by legislation – The Environmental Noise (Scotland) Regulations 2006.

Lden, LAeq and Lnight Mapping and Population tables

Lden and Population tables 2021. The results of the 2021 show a significant decrease in properties affected by aviation noise, this supports our statement that 2021, where our operations decreased to less than 50,000 movements per year is not a representative sample of todays or the expected future trends in aircraft movements. The differences can be seen from the comparison of rounds 3 and 4 results on page 74 of the full NAP 2024 – 2028 document.

2019 actual flown data is more representative; however, it should be noted that 2019 data does not reflect the changes we have noted in a decrease in aircraft movements, from 131,692 2019 to 114,568 in 2023 and an increase in passenger numbers during summer 2023, business travel decreased whilst travel for pleasure increased resulting in the use of larger aircraft and an overall reduction in flight numbers post Covid-19. An analysis of the most recent summertime data for 2023 in comparison to our previous round of summertime mapping 2018 is available in the full NAP 2024 – 2028 document. In line with the requirements of this NAP the 2021 contour data tables in full are available in Appendix A of the full NAP 2024 – 2028 document but are not used further within noise action planning.

Table 06.5

Lden

2019	Population			Number of dwellings			Area km²		
Lden	R3	2019	Difference	R3	2019	Difference	R3	2019	Difference
>55	13,800	21,400	7,600	6,700	8,700	2,000	38	43	5
>60	3,200	4,900	1,700	1,600	1,800	200	14	17	3
>65	400	800	400	200	200	0	5	6	1
>70	0	100	100	0	0	0	2	2	0
>75	0	0	0	0	0	0	1	1	0

Table 06.6

LAeq 16hr day

	Population			Number of dwellings			Area km²		
Lden	R3	2019	Difference	R3	2019	Difference	R3	2019	Difference
>55	5,200	7,200	2,000	2,500	2,800	300	23	26	3
>60	1,100	2,700	1,600	500	1,000	500	8	10	2
>65	200	400	200	100	200	100	3	3	0
>70	0	0	0	0	0	0	1	1	0
>75	0	0	0	0	0	0	1	1	0

Table 06.7

Lday

	Population			Number of dwellings			Area km²		
Lden	R3	2019	Difference	R3	2019	Difference	R3	2019	Difference
>55	5,400	7,700	2,300	2,600	3,000	400	25	27	2
>60	1,200	2,800	1,600	600	1,000	400	9	10	1
>65	200	500	300	100	200	100	3	4	1
>70	0	0	0	0	0	0	1	1	0
>75	0	0	0	0	0	0	1	1	0

Table 06.8

Levening

	Population			Number of dwellings			Area km²		
Lden	R3	2019	Difference	R3	2019	Difference	R3	2019	Difference
>55	4,200	6,800	2,600	2,000	2,500	500	20	23	3
>60	800	2,500	1,700	400	900	500	7	9	2
>65	100	300	200	0	100	100	2	3	1
>70	0	0	0	0	0	0	1	1	0
>75	0	0	0	0	0	0	1	1	0

Table 06.9

Lnight

	Population			Number of dwellings			Area km²		
Lden	**R3**	**2019**	**Difference**	**R3**	**2019**	**Difference**	**R3**	**2019**	**Difference**
>50	4,200	6,700	2,500	2,000	2500	500	19	23	4
>55	800	2,400	1,600	400	900	500	7	8	1
>60	100	400	300	0	100	100	3	3	0
>65	0	0	0	0	0	0	1	1	0
>70	0	0	0	0	0	0	1	1	0
>75	0	0	0	0	0	0	0	0	0

04

Noise Action Plan: 2023 – 2028 – full action list

Table 10: 2024 – 2028 Action plan Table

This table outlines the actions for the 2024 – 2028 NAP.

Working with our Communities

Action Ref 1.1 Efficient Aircraft

We will continue to work with airlines to promote the most efficient aircraft when introducing new business to Edinburgh

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
A, D, GM	2024 – 2028	Contours changes	Communities within 51+ dB Lden

Action Ref 1.2 Air Quality

We will monitor air quality at Edinburgh Airport (NO_x)

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
A, D, GM	2024 – 2028	Report AQ findings within annual CRR and Noise Lab	Communities within 57+ dB LAeq

Action Ref 1.3 Vortex scheme

We will continue to honour the Edinburgh Airport vortex scheme

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
A, D, GM	Policy will be updated when required	Publication of policy on Noise Lab	N/A

Action Ref 1.4 Noise surveys

We will carry out Community based noise surveys during the summer months to further our understanding of the noise climates under our flight paths

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
Community trust and awareness. Consistent and effective management.	2024 – 2028	Publication of survey reports on noise lab website, reports will be made available to public and EANAB	Installation of Mobile Noise monitor at Dalgety Bay 04/2024 – 05/2025

Working with our Communities (Continued)

Action Ref 1.41 Contour mapping

Community trust and awareness. Consistent and effective management

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
Community trust and awareness. Consistent and effective management.	Biannual	Publication of LAeq summertime contour maps on Edinburgh Airport Noise Lab	Communities within 51+ dB Laeq

Action Ref 1.5 Relocation assistance

We will continue to offer a relocation assistance scheme for those households within the airports 69 dB LAeq noise contour in line with government policy

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
A, D	2024 – 2028	Number of requests made	Communities within 69+ dB LAeq

Action Ref 1.6 NTK Noise Lab

We will maintain our current a noise and track keeping system on our website which allows the public to investigate and monitor flights & enquiries about our operations

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
Ground. arrivals, departures noise, community engagement	Annual	Review anually, update of relevant documents and Website pages	Communities within 51+ dB Lden

Action Ref 1.7 Enquiry Line

We will continue to offer a free phone number for complaints and enquires regarding aircraft noise. Complaint data will be published in our Greater Good Sustainability Report

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
Community trust and awareness	Ongoing	Number of contacts and method of contact	Communities within 51+ dB Lden and beyond

Working with our Communities (Continued)

Action Ref 1.9 Insulation

We will provide noise insulation assistance to schools who fall within our 63db or greater noise contours and work with Local Government Planning Departments to ensure that all new build schools within 63db and greater contours are built to relevant building acoustic standards

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
Community trust and awareness. A, D	Ongoing	N/A	Communities within 63+ dB LAeq

Action Ref 1.11 Fixed Noise monitoring Stations

Current 4x fixed NMT's , Installation of 1 further fixed NMT's, (agreed within the airports 5-year plan) + further installations post ACP changes to flight paths – including x1 on fife coast under Runway 06 departure route

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
Arrivals, departures noise, community engagement	Q4 2025	Installation by end 2025	Communities within 51+ dB Lden

Action Ref 1.12 Edinburgh Airport Noise Advisory Board (EANAB)

We will work with the EANAB & the Aviation and Airspace subgroup to commission informative aircraft noise work as appropriate

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
Ground. arrivals, departures noise, community engagement	2024 – 2028	Quarterly Reports Published on EANAB website x4 annually	Communities within and beyond 51+ dB Lden

Working with our Communities (Continued)

Action Ref 1.13 Independent EANAB Chair

We will continue to fully fund EANAB and the employment of an independent chair

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
Ground. arrivals, departures noise, community engagement	2024 – 2028	Review as required and report through EANAB process	Communities within and beyond 51+ dB Lden

Action Ref 1.14 Edinburgh Airport Consultative Committee (EACC)

Quarterly Reports

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
Ground. arrivals, departures noise community engagement	Quarterly	Published on EDI website	Communities within and beyond 51+ dB Lden

Action Ref 1.15 Noise insulation scheme including Night Noise contours and eligibility address checker

Implementation on finalisation of NAP 2024 – 2028

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
Arrivals, departures noise, community engagement	Q4 2025 – Q1 2026	Policy publication on EDI Noise Lab	Communities within 57+ dB Laeq

Action Ref 1.16 Monitoring and Reporting

Review all communications annually or when appropriate in jargon free language

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
Community engagement	Annually	Noise Lab pages updated	Communities within and beyond 51+ dB Lden

Working with our Communities (Continued)

Action Ref 1.17 Noise Enquiry handling and Policy – and response targets

Review annually or when appropriate

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
Ground. arrivals, departures noise, community engagement	Annually	Quarterly Reports publication of Quarterly reports on EANAB web pages x4 annually	Communities within and beyond 51+ dB Lden

Action Ref 1.18 Health – Aviation Night Noise Survey (ANNE) review results

Following the anticipated release of the Aviation Night Noise Survey (ANNE) by the end of 2026, we will assess its findings and consider implementing additional noise mitigation measures where necessary based on the identified needs

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
Arrivals, departures noise, community engagement	2027	Updates will be published in EANAB Quarterly reports	Communities within 51+ dB Lden

Action Ref 1.19 Monitoring and Reporting

We will seek to acknowledge 100% within 8 days. Performance against this will be published in EACC and EANAB quarterly reports

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
Community engagement	2024 – 2028	Publication of reports on EANAB	Communities within and beyond 51+ dB Lden

Working with our Communities (Continued)

Action Ref 1.21 Monitoring and Reporting

We will continue to operate and enhance our noise management systems by various means such as reviewing our management system, analyzing noise data periodically and reviewing noise complaint trends

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
Consistent and effective management	Quarterly within EANAB Quarterly reports	Publish as relevant on noise lab	Communities within and beyond 51+ dB Lden

Operating Restrictions

Action Ref 2.1 CDAs and CCDs

We will continue to promote CDAs and CCDs airlines operating at Edinburgh Airport

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
2024 – 2028	2024 – 2028	"CDA > 75% CCD > 90%" Reported on Noise Lab web pages	Communities within and beyond 51+ dB Lden

Action Ref 2.2a Noise Fining

We will continue to fine aircraft in breach of limits and increase the fine level if appropriate

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
D,A	2024 – 2028	Report to both EACC and EANAB as and when they occur	Communities within and beyond 51+ dB Lden

Action Ref 2.2b Noise Fining

Review anually Benchmark with peer airports through ACI Noise Task Force membership

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
A, D	2024 – 2028	Report to EANAB	Communities within 57+ dB Laeq

Operating Restrictions (Continued)

Action Ref 2.2c Night noise mitigation – review departure noise limits/higher fines – benchmark

Within 2 years of implementation of final NAP, we will benchmark with peer airports through ACI Noise Task Force membership

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
Departures noise, community engagement	by Q4 2026	Publication on EDI Noise Lab – by Q2 2027	Communities within 57+ dB Laeq

Action Ref 2.3 Flight Procedures

We will continue to work with our partners in Sustainable Aviation and ACI Europe to develop and promote low noise flight procedures through evaluation of future operational methods and implementation of best practice

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
A, D, GN	2024 – 2028	Noise Lab Website	Communities within and beyond 51+ dB Lden

Action Ref 2.4 Flight Procedures

We will continue to engage with our aviation partners to seek to improve adherence to the standard airport procedures

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
A, D	2024 – 2028	FLOPSY & Operations reports	Communities within and beyond 51+ dB Lden

Action Ref 2.5 Ground Noise management procedures

Manage, monitor and Engine Run noise to limit and reduce any impact to communities

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
GN	2024 – 2028	Publication on EDI Noise Lab	Communities within 63+ dB Laeq

Operating Restrictions (Continued)

Action Ref 2.6 Fixed FEGP installation

Upon completion of the third phase (2024) 34 parking positions at the Airport will be equipped with Fixed Electrical Ground Power (FEGP)

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
GN	2024 – 2028	Publication on EDI Noise Lab	Communities within 63+ dB Laeq

Action Ref 2.7 ACARE

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 65% reduction in perceived external noise by flying aircraft by 2050 relative to equivalent new aircraft in 2000

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
A, D, GN	Ongoing	Publication on SA website	Communities within and beyond 51+ dB Lden

Action Ref 2.8 Noise Preferential Routes (NPR)

Maintain current procedure until introduction of new flight paths under the ACP process

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
Arrivals, departures noise	In line with ACP implementation timelines	Publication in API, Noise Lab	Communities within and beyond 51+ dB Lden

Operating Restrictions (Continued)

Action Ref 4.2a – d Review all current Carbon and noise initiatives

Review all current Carbon and noise initiatives for effectiveness on a regular basis

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
Arrivals, departures noise, community engagement	Annual/ Bi-annual	Publication within Conditions of Use on EDI website. Changes in initiatives will be recorded and published on Noise Lab Environmental charges page, and changes in fleet mix within EANAB Q report section 1.7	Communities within 57+ dB Laeq

Action Ref 2.9 Flight Profiles investigation

EANAB Aviation and Noise Subgroup, To70 and Edinburgh Airport are currently investigating how the Departure profiles of aircraft may impact communities under our flight paths. Work will be published on the EANAB website upon concluded

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
departures noise, community engagement	2025	Publication on EANAB website	Communities within 57+ dB Laeq

Land Use Planning and Mitigation

Action Ref 3.1 Noise insulation scheme

Implementation of new scheme on finalisation of NAP 2024 – 2028, Bi-annual contour mapping

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
Arrivals, departures noise, community engagement	Bi-annual - Summer operations data from 2025 & 2027 will be used in the production of contour mapping	Publication on EDI Noise Lab - Q2 of 2026 & Q2 of 2028	Communities within 57+ dB Laeq

Land Use Planning and Mitigation (Continued)

Action Ref 3.2a Work with Local Authority Environmental and Planning Depts on Land-use planning

Provide updated contour mapping and associated data biannually, review planning applications and comment where appropriate

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
Arrivals, departures noise, community engagement	2024 – 2028/ Bi-annual	Review Applications on receipt and within consultation window	Communities within 57+ dB Laeq

Action Ref 3.2b Work with Local Authority Environmental and Planning Depts on Land-use planning

We will commission and publish forecast LAeq contours for aircraft noise in future masterplans

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
Land use planning, community trust and awareness	2024 – 2028	Publication of forecast Contours	Communities within 57+ dB Laeq

Action Ref 3.3 Publish searchable address database for Insulation scheme eligibility.

Implementation of new scheme on finalisation of NAP 2024 – 2028

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
Arrivals, departures noise, community engagement	Q4 2025 – Q1 2026	Publication on EDI Noise Lab – by end of Q1 2026	Communities within 57+ dB Laeq

Quieter Planes

Action Ref 4.1 Best Practice Departures

We will continue to promote a best practice guide for departures to airlines operating at Edinburgh

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
D	2024 – 2028	Detailed within EDI AIP	Communities within and beyond 51+ dB Lden

Quieter Planes (Continued)

Action Ref 4.2 Quieter Aircraft

We commit to actively work towards securing as many new aircraft to the airport as feasible given the current market. Report annually on the progress we have made – actions 4.2 a-d

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
Arrivals, departures noise, community engagement	2024 – 2028	Publication within Conditions of Use on EDI website. Changes in initiatives will be recorded and published on Noise Lab Environmental charges page, and changes in fleet mix within EANAB Q report section 1.7	Communities within and beyond 51+ dB Lden

Action Ref 4.2a Edinburgh Airport Noise rating charges

Night Noise, we will maintain our increased landing/take-off fees for the night time period, this fee is based on aircraft noise classification. Reviewed anually as part of the airport charges consultation process

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
Arrivals, departures noise, community engagement	2024 – 2028	Publication within Conditions of Use on EDI website. Changes in initiatives will be recorded and published on Noise Lab Environmental charges page, and changes in fleet mix within EANAB Q report section 1.7	Communities within and beyond 51+ dB Lden

Quieter Planes (Continued)

Action Ref 4.2b Carbon Emissions Charges

Reviewed anually as part of the airport charges consultation process

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
Arrivals, departures noise, community engagement	2024 – 2028	Publication within Conditions of Use on EDI website. Changes in initiatives will be recorded and published on Noise Lab Environmental charges page, and changes in fleet mix within EANAB Q report section 1.7	Communities within and beyond 51+ dB Lden

Action Ref 4.2c Environmental Rebates

Reviewed anually as part of the airport charges consultation process

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
Arrivals, departures noise, community engagement	2024 – 2028	Publication within Conditions of Use on EDI website. Changes in initiatives will be recorded and published on Noise Lab Environmental charges page, and changes in fleet mix within EANAB Q report section 1.7	Communities within and beyond 51+ dB Lden

Quieter Planes (Continued)

Action Ref 4.2d Zero Emissions Prize

Reviewed anually as part of the airport charges consultation process

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
Arrivals, departures noise, community engagement	2024 – 2028	Publication within Conditions of Use on EDI website. Changes in initiatives will be recorded and published on Noise Lab Environmental charges page, and changes in fleet mix within EANAB Q report section 1.7	Communities within and beyond 51+ dB Lden

Action Ref 4.3 Participation in Industry Groups ACI Europe, SA, IOA

We commit to partnering with Sustainable Aviation and Airports Council International (ACI) Europe Noise Taskforce to stay informed about continent-wide policies and protocols that could be integrated into both current and upcoming Noise Action Plans (NAPs). This collaboration will also enable us to keep the eanabinformed about pertinent issues and effective mitigation strategies

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
Arrivals, departures noise, community engagement	2024 – 2028	Attendance at quarterly meetings	Communities within and beyond 51+ dB Lden

Action Ref 4.4 ACP CAP1616 process

Reviewed anually as part ACP CAP1616 process – changing our flight paths under the CAP1616 process. Expected public consultation Q4 2025, implementation 2027 of the airport charges consultation process

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
Arrivals, departures noise, community engagement	2026	Publication on ACP webpages	Communities within and beyond 51+ dB Lden

Quieter Planes (Continued)

Action Ref 4.5 Research, health and non-acoustic factors

We recognise that human response to noise is complex and emotive, and is influenced by non-acoustic factors. We will continue to monitor Government research in these areas and will over the term of the NAP review any relevant research papers and identify areas where we can implement further measures to mitigate noise

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
Arrivals, departures noise, community engagement	2024 – 2028	Updates will be published in EANAB Quarterly reports and on EDI Noise Lab	Communities within and beyond 51+ dB Lden

Action Ref 4.6 Noise fining

We will continue to direct all money raised by noise infringements to the Edinburgh Airport Community Board

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
Community trust and awareness	2024 – 2028	Number of infringements and fines raised published in the Greater Good Sustainability Report	Communities within 57+ dB LAeq

Quieter Procedures

Action Ref 5.1 Stakeholder engagement

We will continue to work with local stakeholders to understand and address the interdependencies of aircraft operations management and noise

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
A, D, GN	2024 – 2028	Group Participation, Research funding and trial participation	N/A

Quieter Procedures (Continued)

Action Ref 5.2 Publish searchable address database for Insulation scheme eligibility.

Implementation of new scheme on finalisation of NAP 2024 – 2028

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
A, D, community engagement	Q4 2025 – Q1 2026	Publication on EDI Noise Lab	Communities within 57+ dB Laeq

Action Ref 2.3 Edinburgh Airport Noise Advisory Board (EANAB)

We will work with the EANAB & the Aviation and Airspace subgroup to commission informative aircraft noise work from To70 or as appropriate

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
Ground. arrivals, departures noise, community engagement	2024 – 2028	updates to EANAB monthly meetings and publication of reports on EANAB web pages	Communities within and beyond 51+ dB Lden

Action Ref 5.3 EANAB and Airspace Modernisation

We will work with EANAB to ensure they have the opportunity to contribute to the airspace change project working constructively with the airport

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
2024 – 2028	Quarterly EANAB reports	N/A	Communities within and beyond 51+ dB Lden

Action Ref 5.4 Airspace Modernisation

Reduction in the number of people impacted by noise from our operations. Expected public consultation Q4 2025, implementation 2027

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
Expected public consultation November 2024, implementation 2026	2024 – 2028	Publication on ACP webpages	Communities within and beyond 51+ dB Lden

Quieter Procedures (Continued)

Action Ref 5.5 Partnerships

We commit to partnering with Sustainable Aviation and Airports Council International (ACI) Europe Noise Taskforce to stay informed about continent-wide policies and protocols that could be integrated into both current and upcoming Noise Action Plans (NAPs). This collaboration will also enable us to keep the Board informed about pertinent issues and effective mitigation strategies

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
Ground. arrivals, departures noise, community engagement	2024 – 2028	As required within Quarterly EANAB reports	Communities within and beyond 51+ dB Lden

Action Ref 5.6 Noise monitoring and fining

Review anually Benchmark with peer airports through ACI Noise Task Force membership

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
Arrivals, departures noise, community engagement	2024 – 2028	Publication on EDI Noise Lab EANAB will be informed of any planned changes and outcomes of Benchmarking	Communities within and beyond 51+ dB Lden

Action Ref 5.7 Noise and Track Keeping system

Maintain and update equipment to ensure modern technology is available for the production of contour mapping, noise analysis and reporting

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
Arrivals, departures noise, community engagement	2024 – 2028	Report to EANAB Monthly meetings	Communities within and beyond 51+ dB Lden

Action Ref 2.6 Ground Noise management procedures

Manage, monitor and Engine Run noise to limit and reduce any impact to communities – report

Impact – Arrivals (A) Departures, (D) Ground movements (GM)	**Timescale**	**Performance Indicator**	**Communities affected**
Ground Noise	2024 – 2028	Publication on EDI Noise Lab - Updated Quarterly	Communities within 57+ dB Laeq

Thank you for reading our report, if you have any questions, comments or feedback please email:
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