

SCHEDULE 1

Regulation 2

List of City Airports

Belfast City

London City

SCHEDULE 2

Regulation 6

Matters to be taken into account when considering operating restrictions at a relevant airport

Current Inventory.

1.

1.1. A description of the airport including information about its capacity, location, surroundings, air traffic volume and mix and runway mix.

1.2. A description of the environmental objectives for the airport and the national context.

1.3. Details of noise contours for the current and previous years—including an assessment of the number of people affected by aircraft noise. Description of the computational method used to develop the contours.

1.4. A description of measures to reduce aircraft noise already implemented: for example, information on land use planning and management; noise insulation programmes; operating procedures such as PANS-OPS; operation restrictions such as noise limits, night flying restrictions; noise charges; preferential runway use, noise preferred routes/track-keeping, and noise monitoring.

Forecast without new measures.

2.

2.1. Descriptions of airport developments (if any) already approved and in the programme, for example, increased capacity, runway and/or terminal expansion, and the projected future traffic mix and estimated growth.

2.2. In case of airport capacity extension, the benefits of making that additional capacity available.

2.3. A description of effect on noise climate without further measures.

2.4. Forecast noise contours—including an assessment of the number of people likely to be affected by aircraft noise—distinguish between established residential areas and newly constructed residential areas.

2.5. Evaluation of the consequences and possible costs of not taking action to lessen the impact of increased noise—if it is expected to occur.

Assessment of additional measures.

3.

Changes to legislation: *There are currently no known outstanding effects for the The Aerodromes (Noise Restrictions) (Rules and Procedures) Regulations 2003. (See end of Document for details)*

3.1 Outline of additional measures available as part of the different options mentioned in regulation 5(1) and in particular an indication of the main reasons for their selection. Description of those measures chosen for further analysis and fuller information on the cost of introducing these measures; the number of people expected to benefit and timeframe; and a ranking of the overall effectiveness of particular measures.

3.2. Assessment of the cost/effectiveness or cost/benefit of the introduction of specific measures, taking account of the socio-economic effects of the measures on the users of the airport: operators (passenger and freight); travellers and local communities.

3.3. An overview of the possible environmental and competitive effects of the proposed measures on other airports, operators and other interested parties.

3.4. Reasons for selection of the preferred option.

3.5. A non-technical summary.

Relation with the Directive of the European Parliament and of the Council on the assessment and management of environmental noise of 25th June 2002.

4.

4.1. When and where noise maps or action plans have been prepared under the terms of the said Directive of 25th June 2002 these will be used for providing the information required in this Schedule.

4.2. The assessment of noise exposure (i.e. establishment of noise contours and number of people affected) shall be carried out using at least the common noise indicators Lden and Lnight, where available.

Changes to legislation:

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