

EXPOSURE TO AIR TRAFFIC NOISE

HEALTH 4

From certain thresholds upwards, environmental noise causes annoyance but also has adverse effects on sleep, cognitive functions and the cardiovascular system of the individuals exposed to it. In view of current air traffic, mapping of noise exposure around Walloon airports is not required. However, measures are in place to limit noise at the source and reduce nuisance.

Twenty-five years of growing traffic

In Wallonia, air traffic noise mainly concerns the neighbouring municipalities of Liège and Charleroi airports, which have experienced a constant increase in traffic over the last 25 years. To a lesser extent, public airfields (Spa), private airfields (Amougies, Saint-Ghislain, Cerfontaine, Saint-Hubert, etc), leisure aeronautical sites (Isières, Baisy-Thy, Liernu, Büllingen, etc.) and military training sites (Beauvechain, Chièvres, Florennes) are other sources of air traffic noise¹.

No airports subject to the noise directive

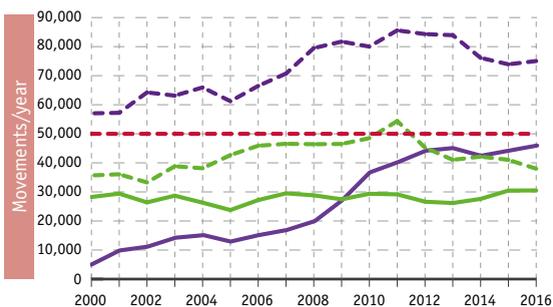
According to the Walloon Government Decree of 13/05/2004 transposing Directive 2002/49/EC, exceeding the threshold of 50,000 movements per year, excluding instruction, schooling or training flights of aircraft of less than 5.7 t, triggers the need to establish noise exposure mapping and an action plan. However, the more recent European Regulation (EU) No 598/2014, which has a different purpose², applies to airports whose traffic exceeds 50,000 movements per year of aircraft of at least 34 t or with at least 19 passenger seats. According to the Walloon Government, the scope of this regulation is also that which must be considered for the application of Directive 2002/49/EC on air traffic noise³. On this basis, the number of annual movements remains below 50,000 at the airports of Liège (30,518 movements in 2016) and Charleroi (46,258 movements in 2016).

Accompanying measures for more than 20,000 buildings

Although not yet covered by Directive 2002/49/EC, noise pollution at Liège and Charleroi airports has been the subject, since 2004, of framework measures aimed at limiting noise at source (control of noise emissions, hourly restrictions, exclusion of certain aircraft, etc.) and accompanying measures aimed at reducing noise subjected to residents (acoustic insulation, repurchasing highly exposed buildings, relocation premiums for tenants, compensation for commercial or occupational disorders, etc.), based on the location of the buildings in a noise exposure plan (NEP)⁴. At the end of 2016, 73% of the €550 million provided for in the financial plan to implement all environmental measures had been spent. Soundproofing measures concerned respectively 96% and 100% of buildings within the perimeter of the NEP in Liège and Charleroi, while acquisition measures concerned respectively 20% and 7% of these buildings⁵. The more numerous acquisitions in Liège are explained by the 24 hour activity of this airport, whereas Charleroi airport is closed at night.

[1] → Map 47 | [2] Establishment of rules and procedures for the introduction of noise-related operating restrictions at EU airports | [3] The Regulation (EU) No 598/2014 doesn't extend its proper airport and aircraft definitions to other legislation. | [4] The NEP specifies four zones of increasing noise exposure, from 56 dB(A) L_{den} upwards. It can be reviewed every three years. It was not modified during the 3rd and last revision dated 02/04/2015. See www.acnaw.be. | [5] Some buildings have been the subject of soundproofing and acquisition measures.

Fig. HEALTH 4-1 Air traffic at Liège and Charleroi airports

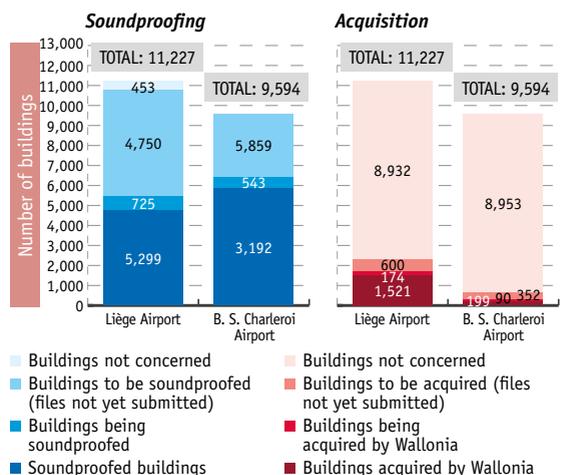


Brussels South Charleroi Airport:
 - All flights
 - Flights subject to Regulation (EU) No 598/2014*
 Liège Airport
 - All flights
 - Flights subject to Regulation (EU) No 598/2014*
 - - Value beyond which a noise exposure mapping must be carried out (Walloon Government Decree of 13/05/2004)

* Excludes flights of aircraft < 34 t or with fewer than 19 passenger seats.

SOERW 2017 – Source: SPW - DG02 - DET

Fig. HEALTH 4-2 Accompanying measures related to noise exposure plans for Walloon airports (31/12/2016)



SOERW 2017 – Source: SOWAER