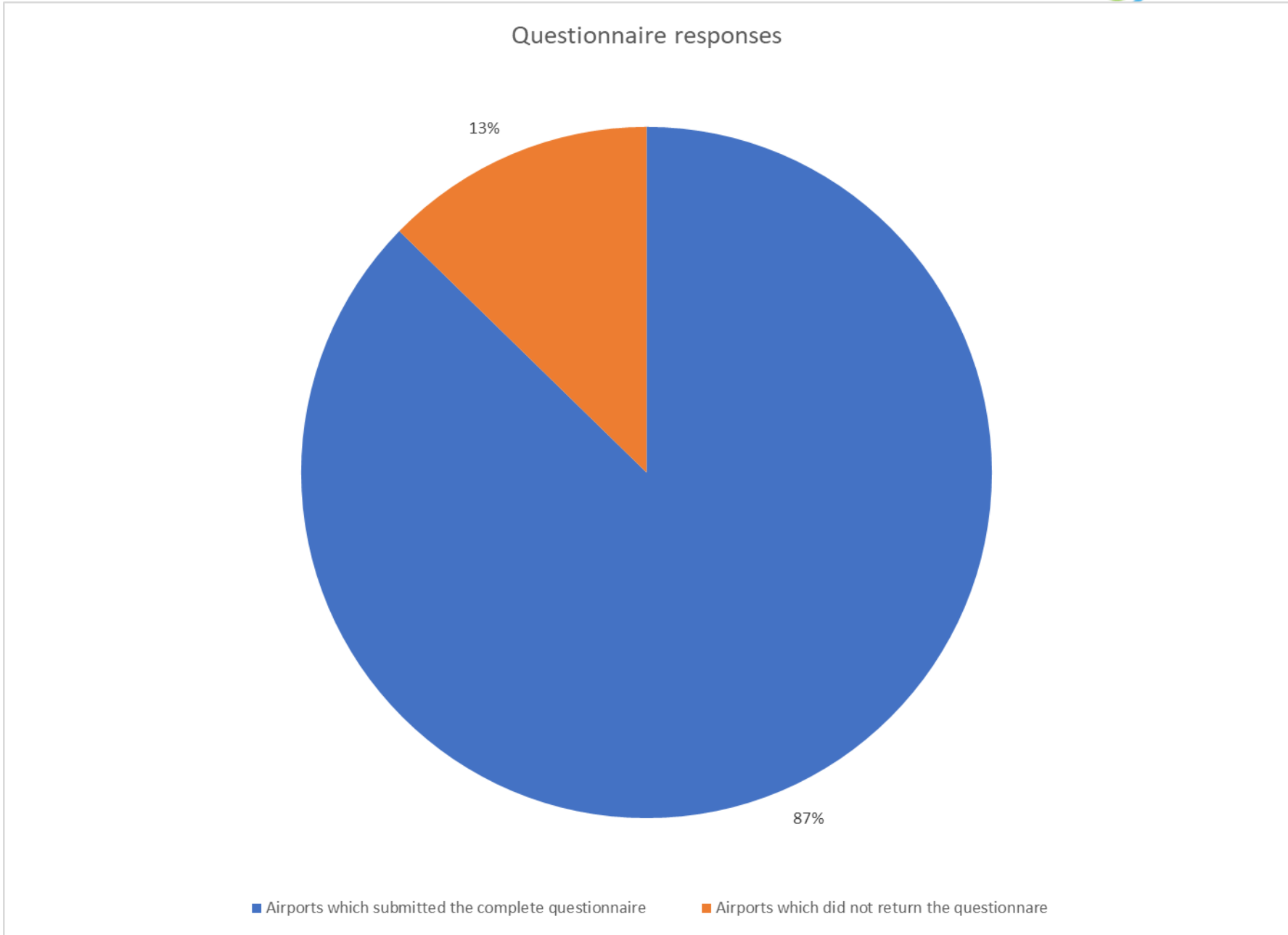
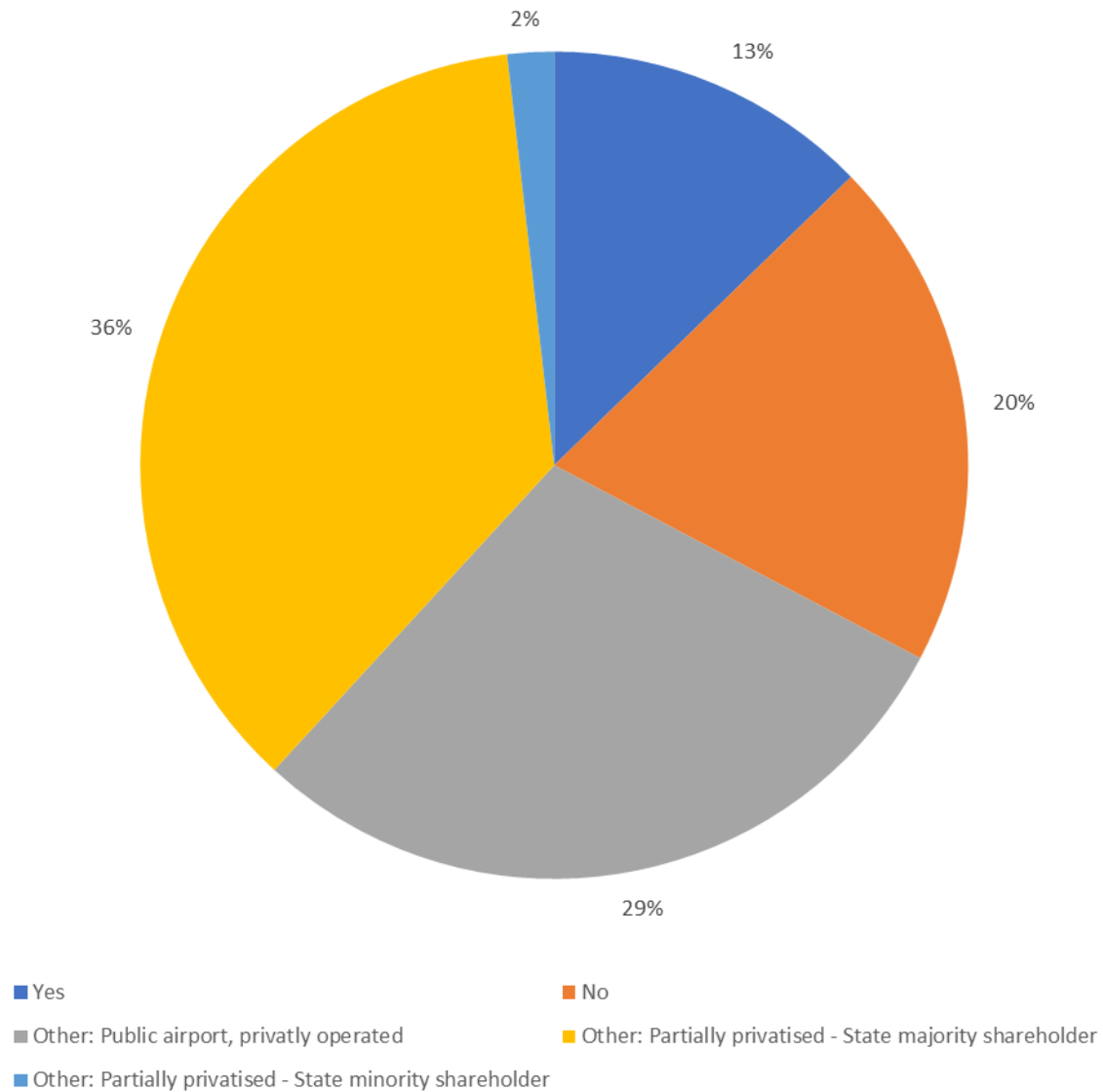


Appendix C – Questionnaire results

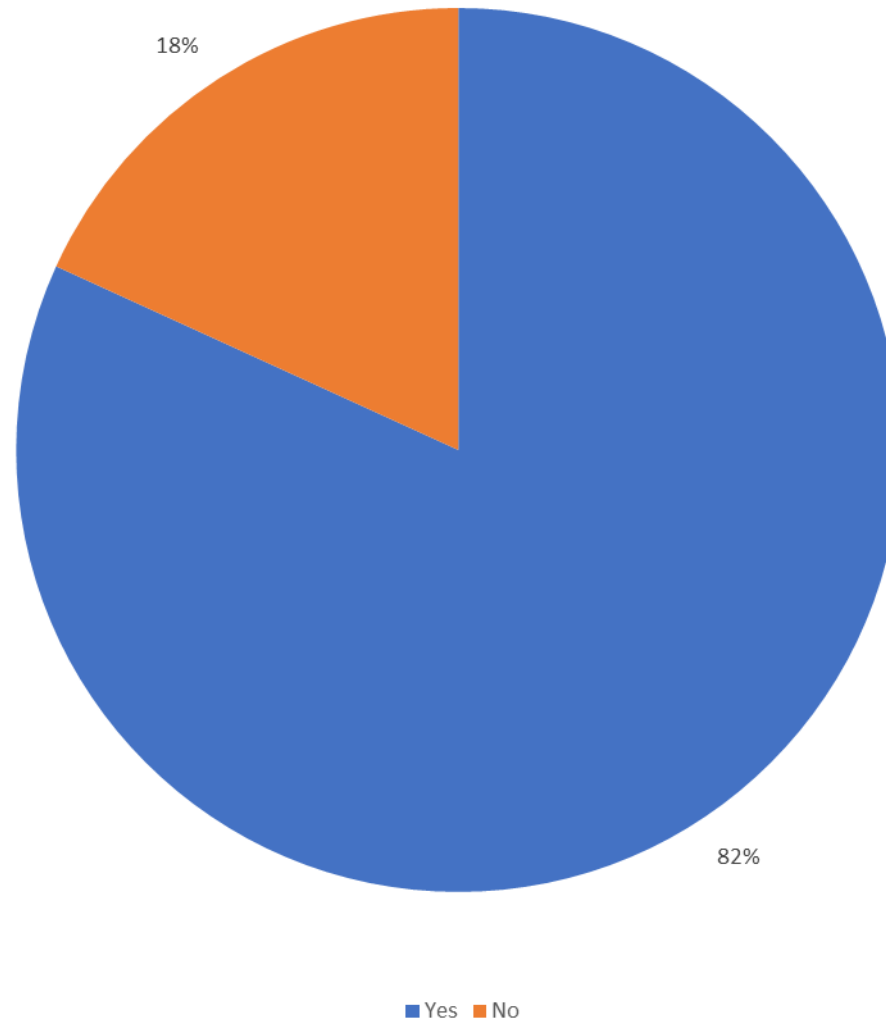


Q2 - is the airport privately owned and operated?
(55 answered - 0 Skipped)

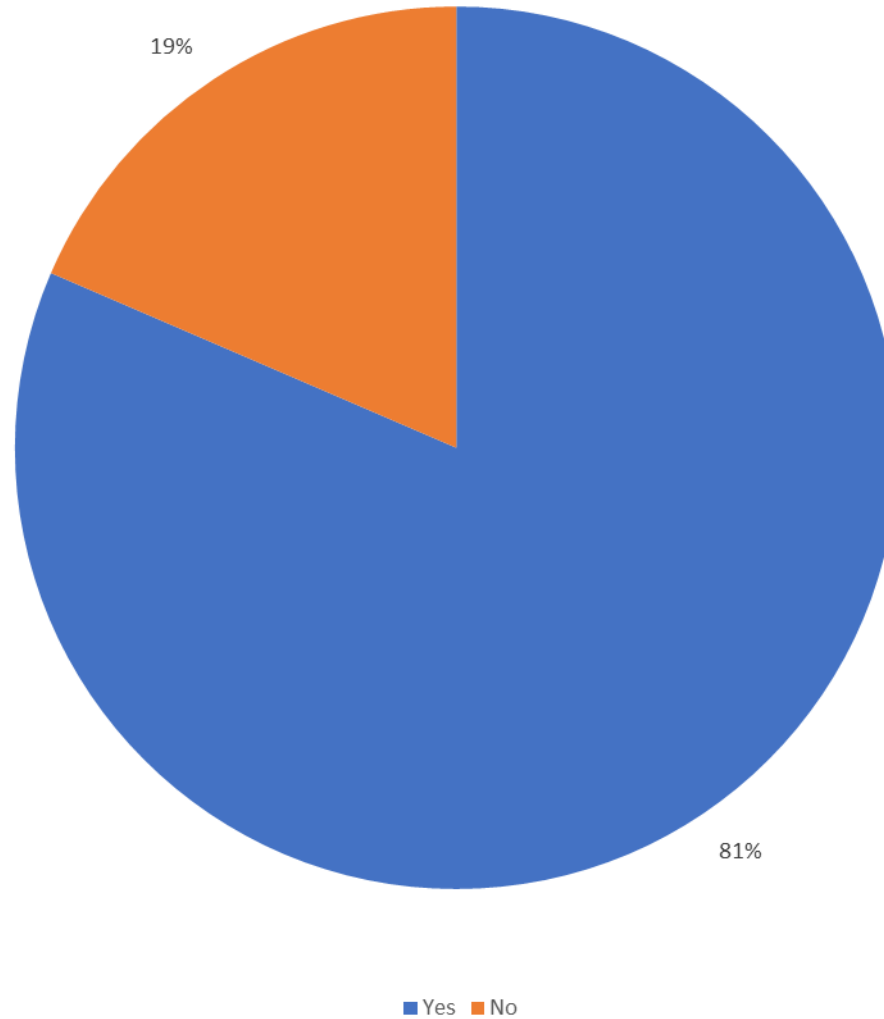


Q3 - In 2021, were Annual Movements expected to exceed 2017 levels [over the course of the current third round of action planning] without the COVID-19 impact?

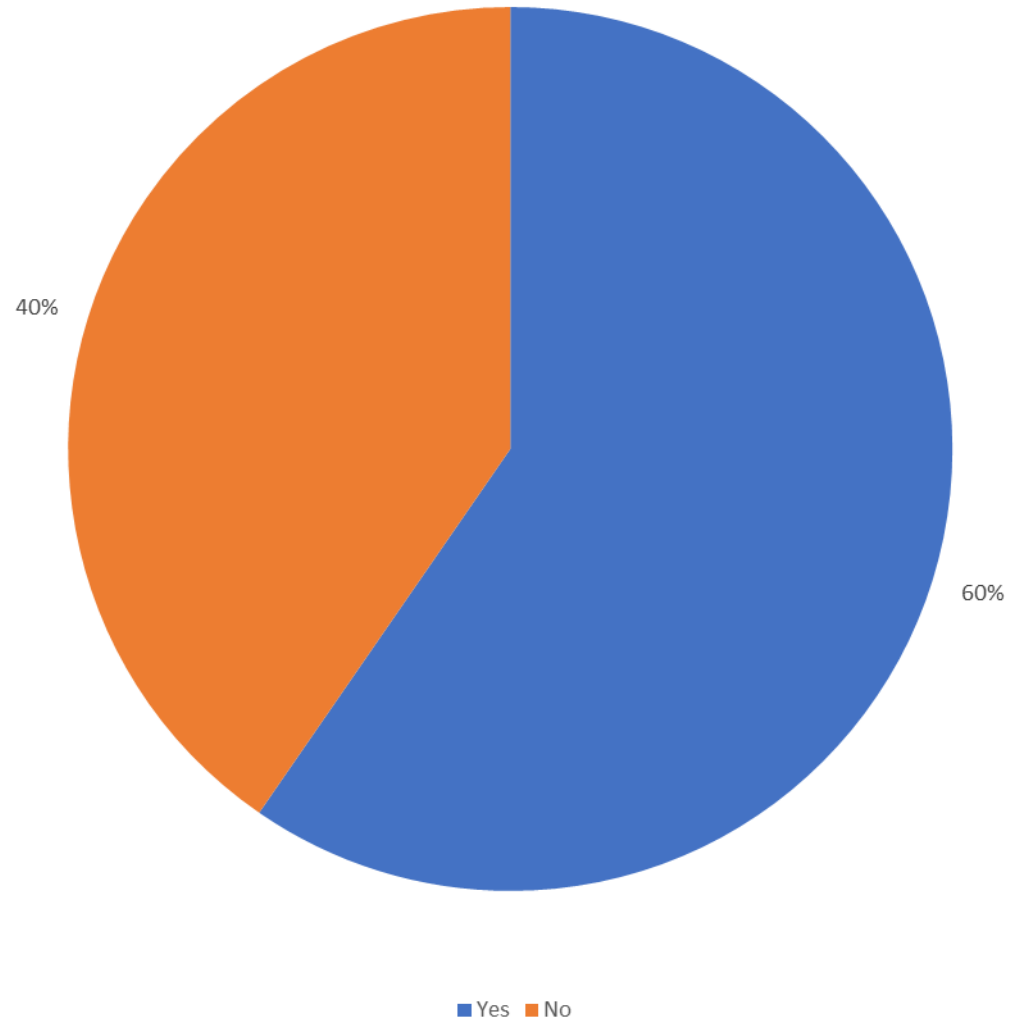
(55 answered - 0 Skipped)



Q4 - In 2021, were annual passenger figures expected to exceed 2017 levels [over the course of the current third round of action planning] without the COVID 19 impact?
(54 answered - 1 skipped)

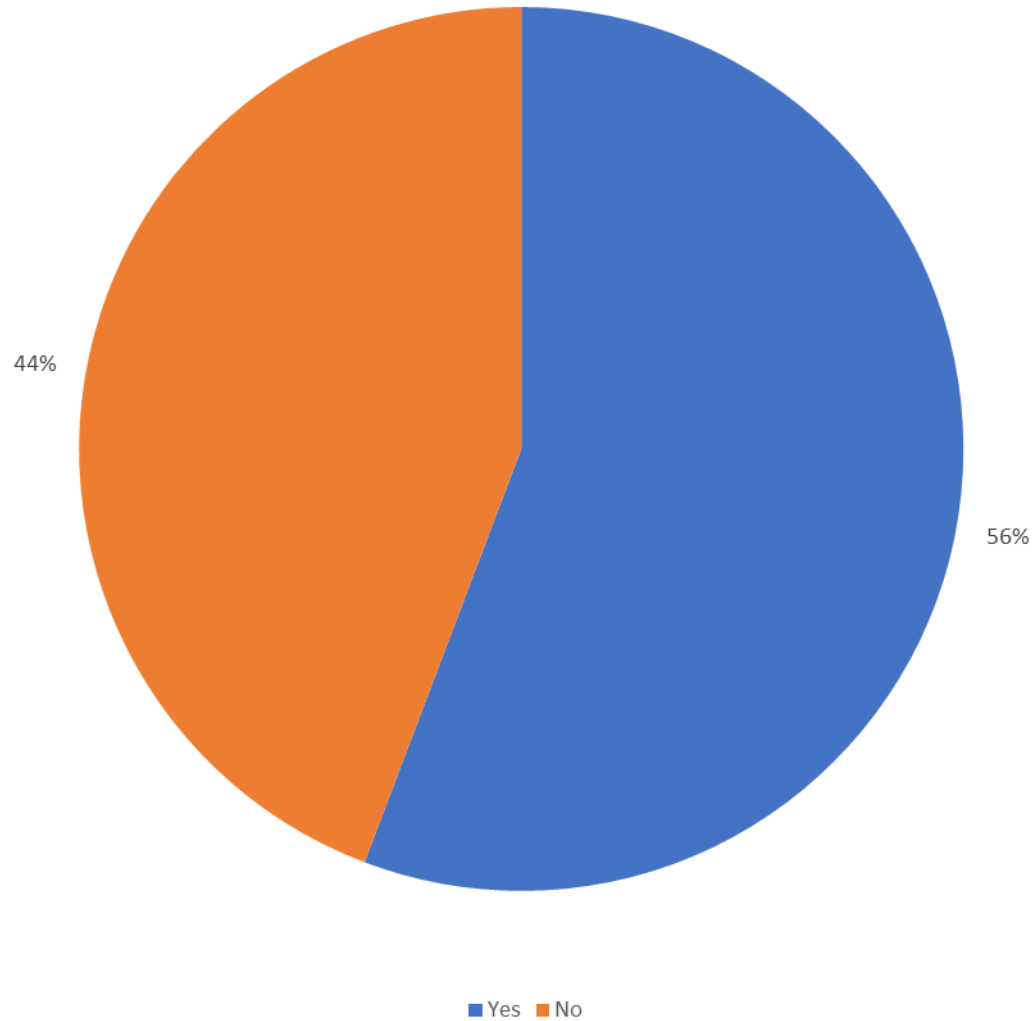


Q5 - Are Annual Movements expected to return to the pre COVID-19 levels (2019) from 2022 over the course of the next fourth round of action planning?
(52 answered - 3 skipped)



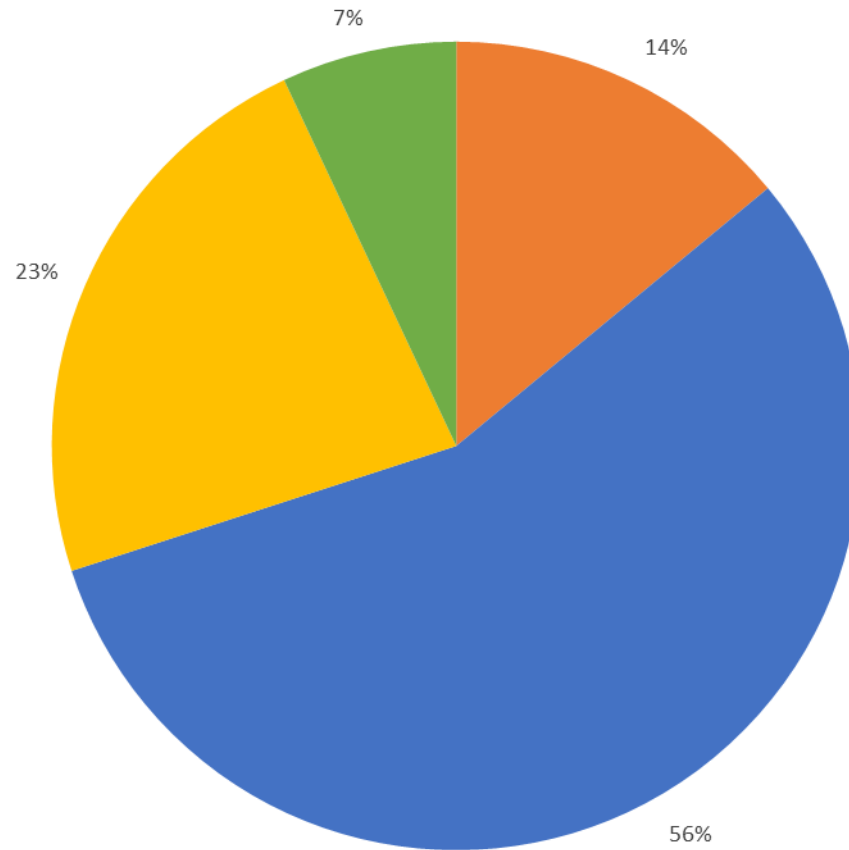
Q6 - Are annual passenger figures expected to return to the pre COVID-19 levels (2019) from 2022 over the course of the next fourth round of action planning?

(52 answered - 3 skipped)



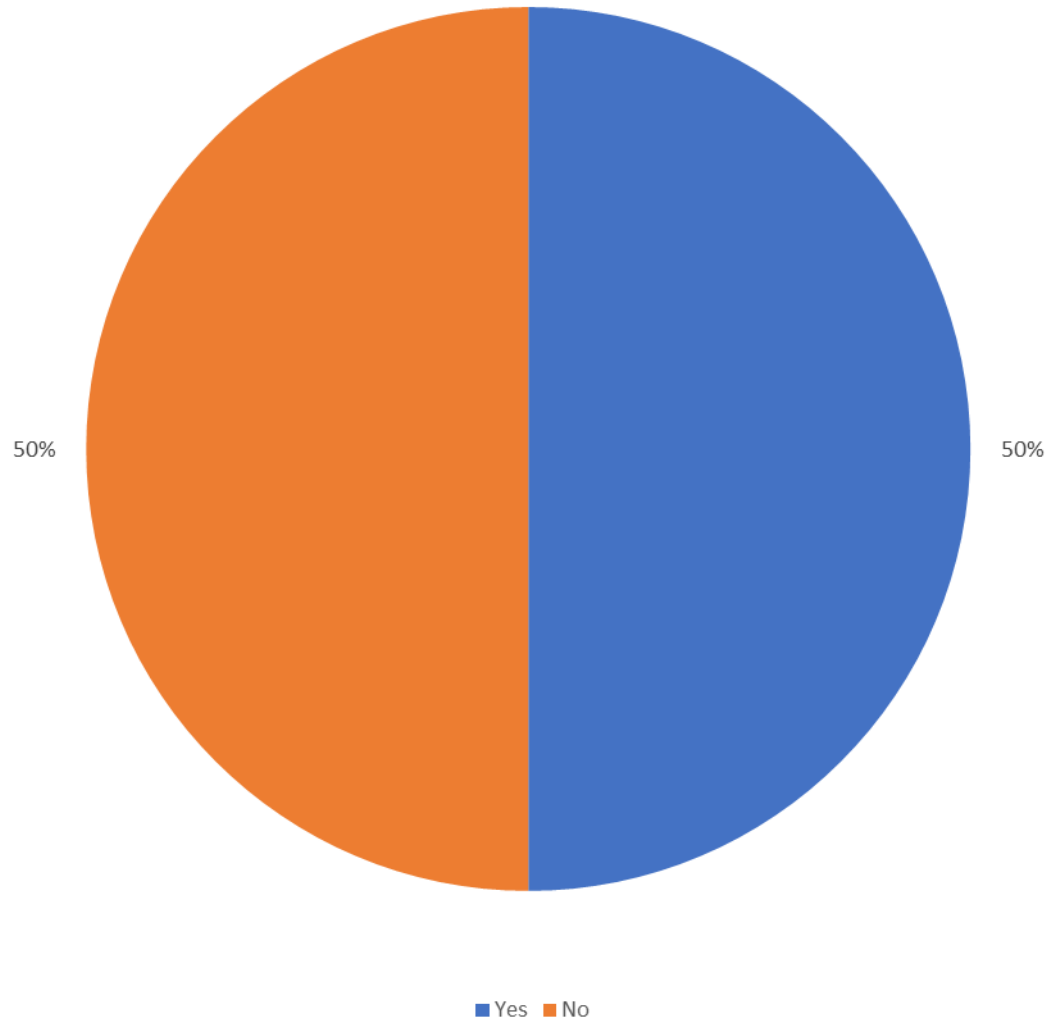
Q7 - What is the current fleet mix in terms of certificated noise levels (or their equivalent) over the course of 2021?

(42 answered - 13 skipped)



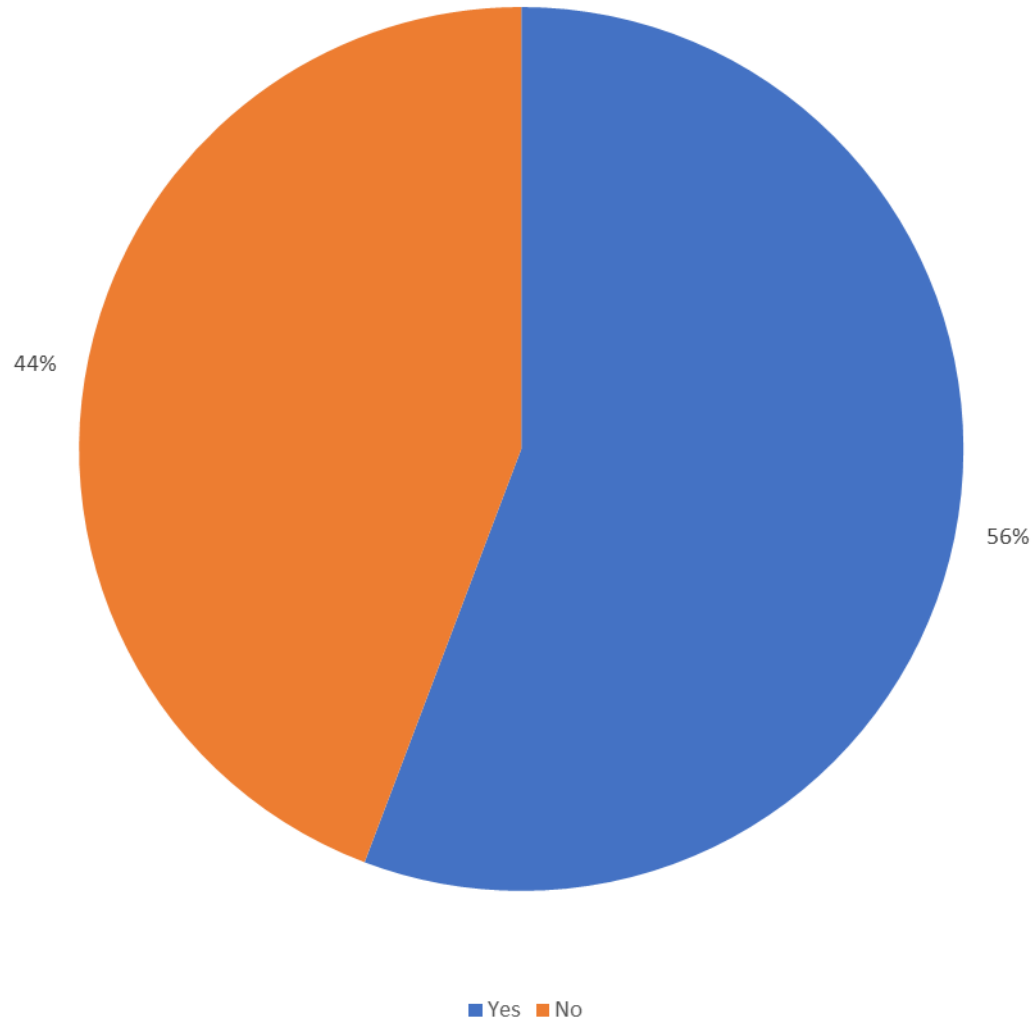
- % of marginally compliant Chapter 3 (or equivalent)
- % of Chapter 3 (or equivalent)
- % of Chapter 4 (or equivalent)
- % of Chapter 14 (or equivalent)
- % of other aircraft types (helicopters, small tourist aircraft, drones excluded)

Q8 - Were there any major developments affecting the noise situation planned from 2017?
[over the course of the current third round of action planning]?
(52 answered - 3 skipped)



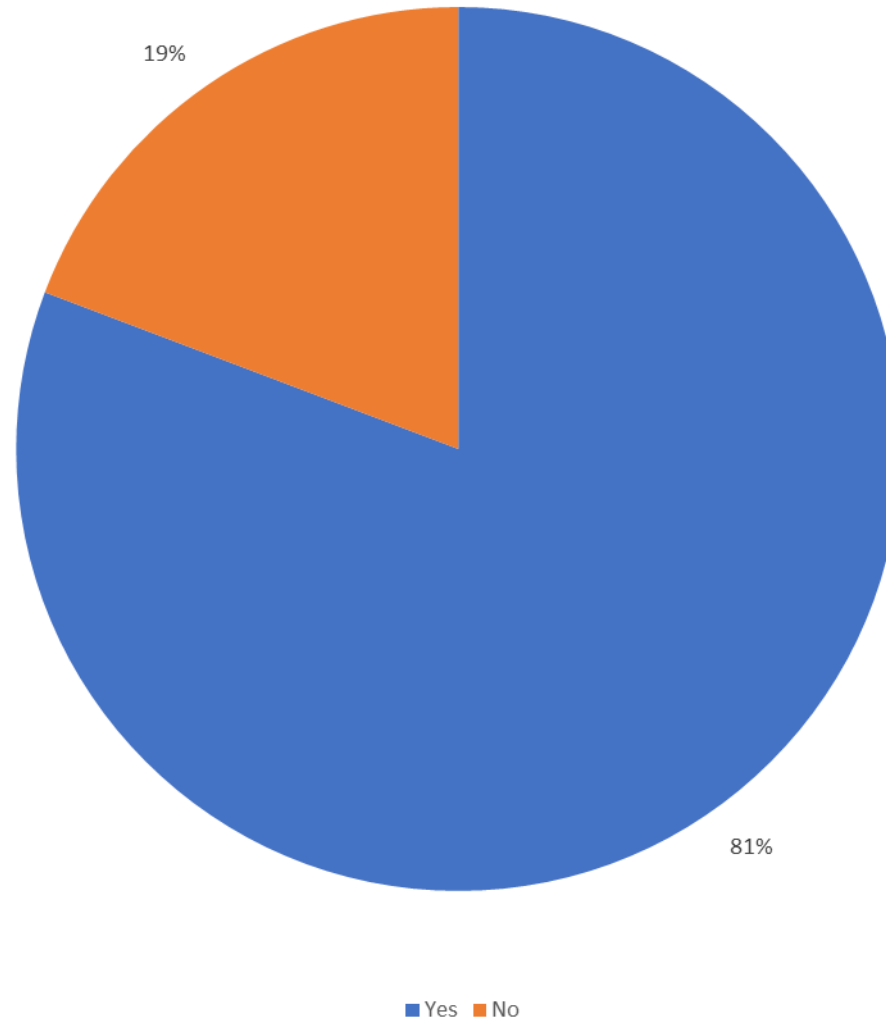
Q9 - Were there any major developments affecting the noise situation before 2017? [over the course of the previous first and second round of action planning]?

(52 answered - 3 skipped)



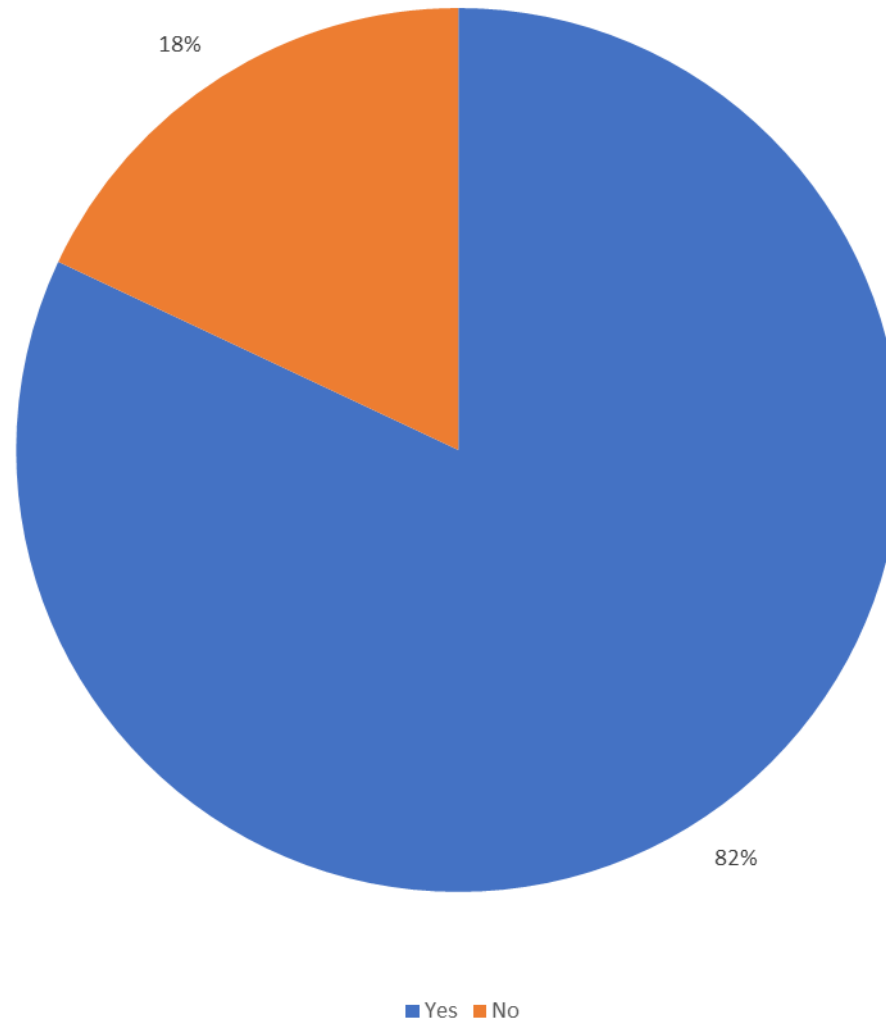
Q10 - Were there any noise reduction measures in place before 2007 [prior to the first round of strategic noise mapping and action planning]?

(52 answered - 3 skipped)



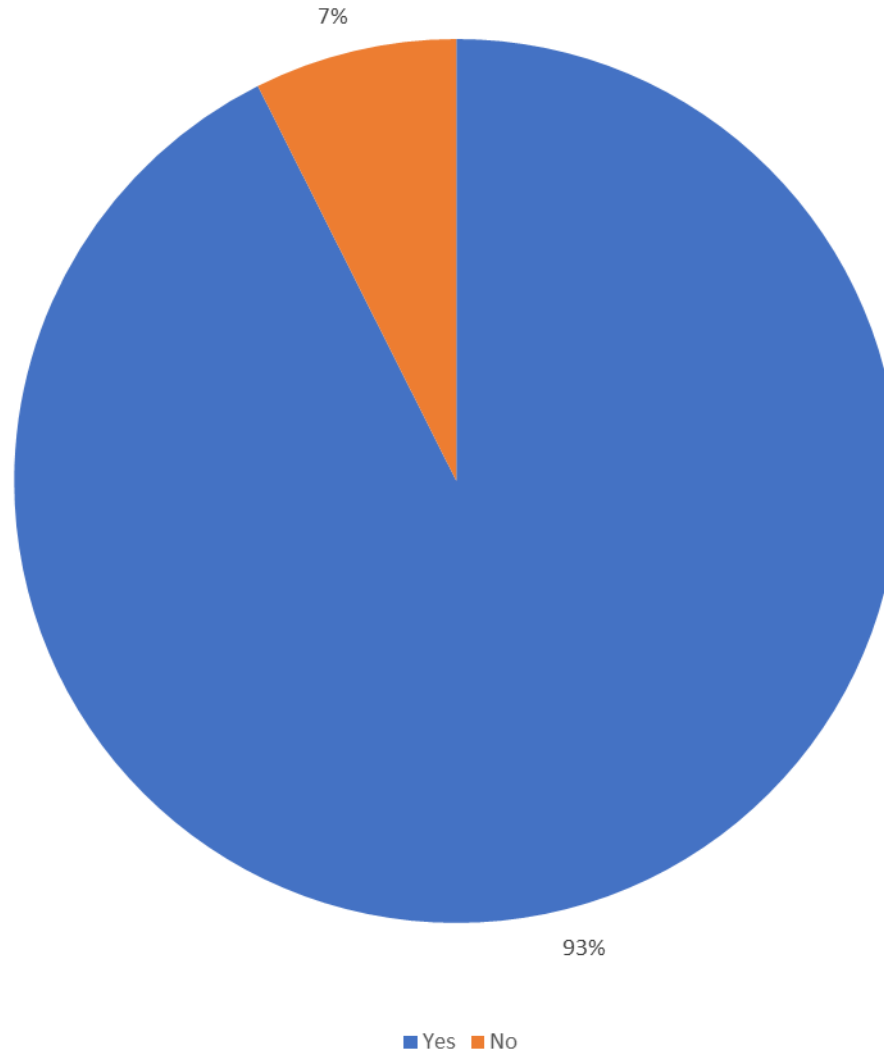
Q11 - Were any airport developments already approved prior to the introduction of the END
in mid-2006?

(50 answered - 5 skipped)



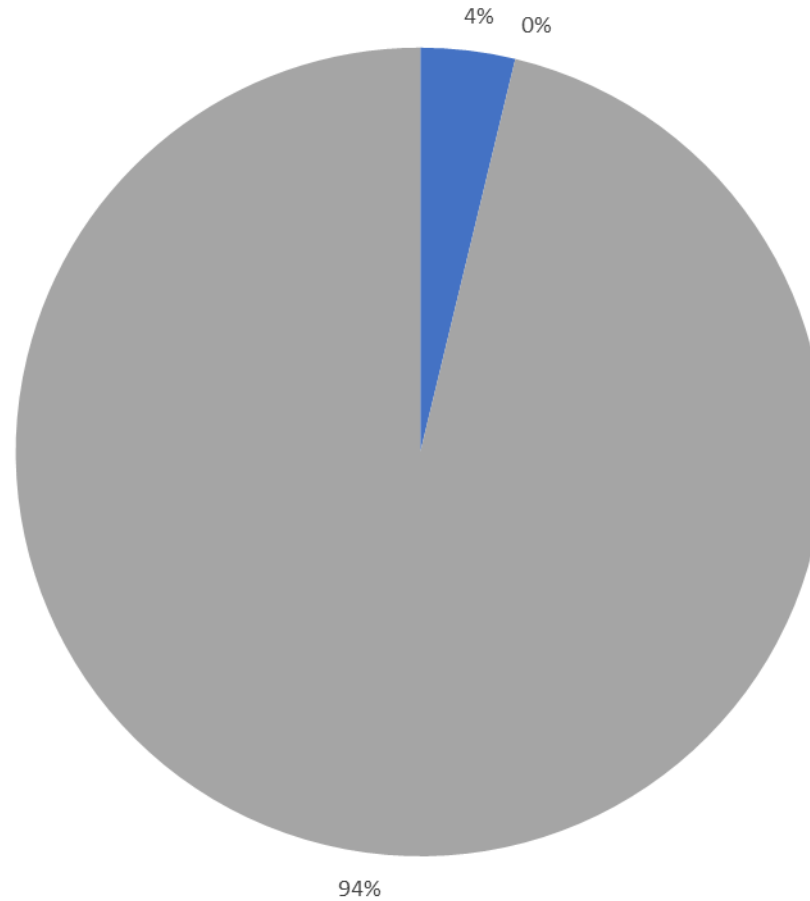
Q12 - Were there any noise limit values in place prior to the first round of strategic noise mapping and action planning?

(54 answered - 1 skipped)



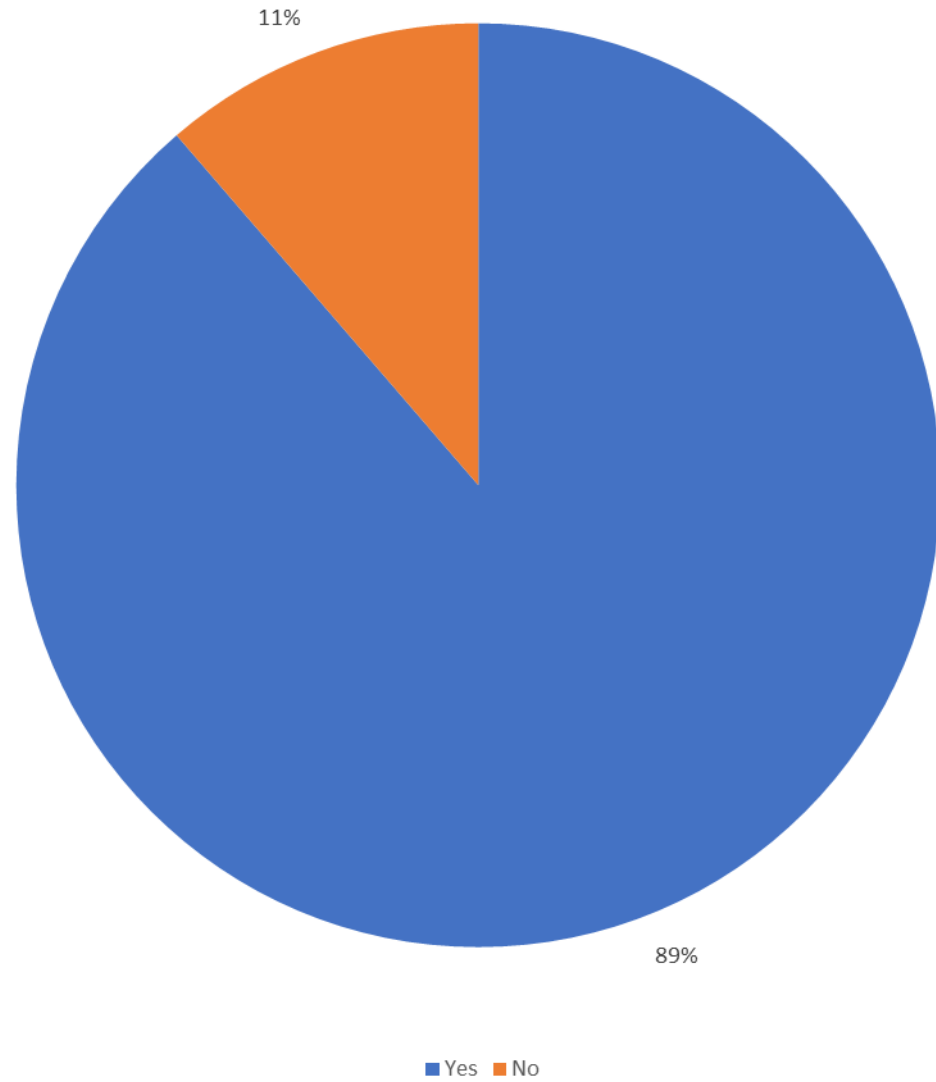
Q13 - Have Competent Authorities granted an exemption from noise operating restrictions for marginally compliant aircraft registered in developing countries?

(53 answered - 2 skipped)



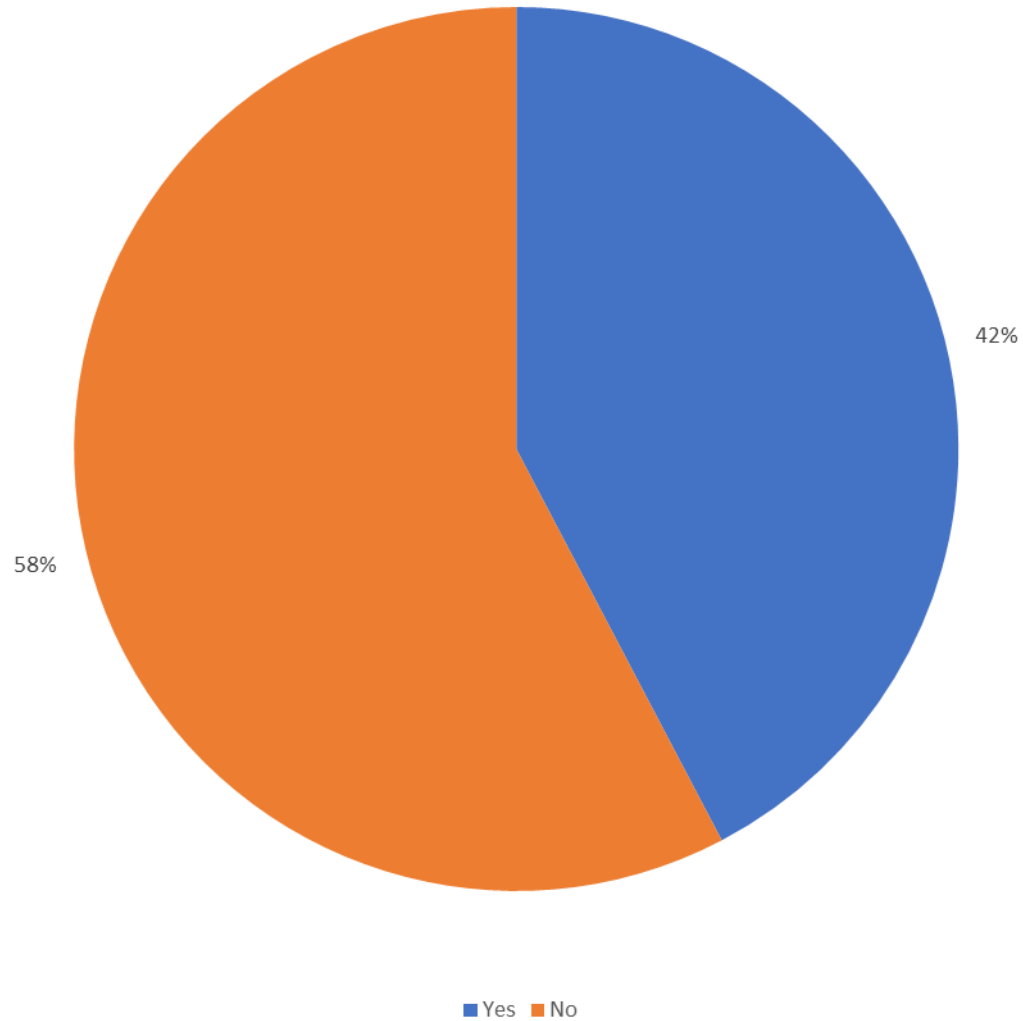
- Yes, and Competent Authorities of other Member States as well as Commission were informed of such exceptions
- Yes, but Competent Authorities of other Member States as and Commission were not informed of such exceptions
- No

Q14 - Are noise abatement take-off and approach procedures set out in the Airport AIP?
(53 answered - 2 skipped)



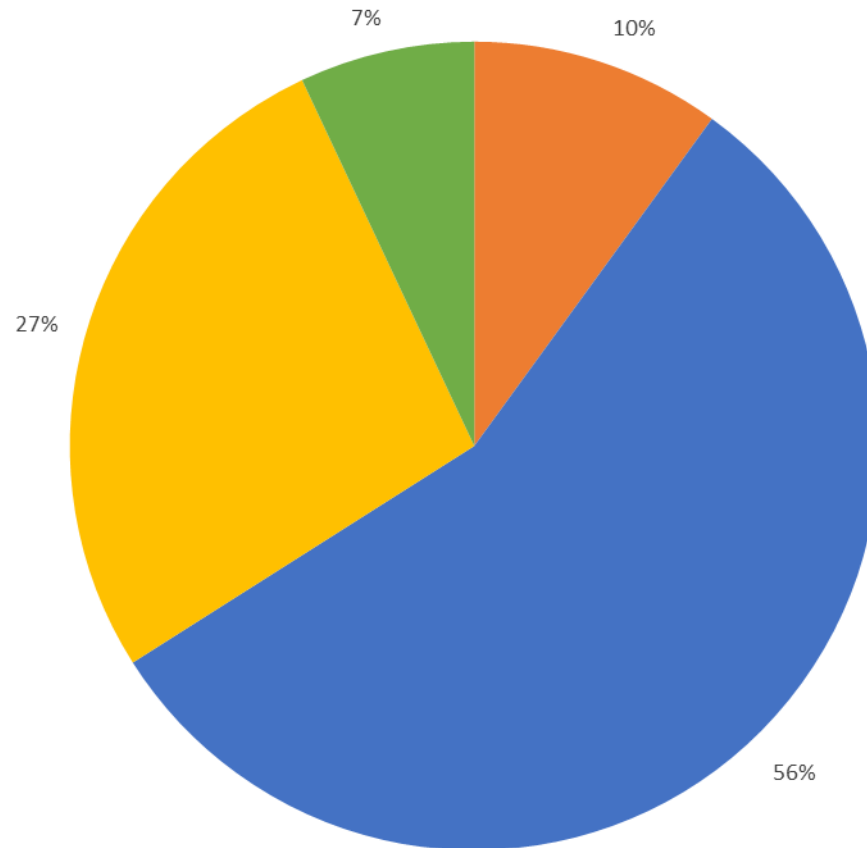
Q15 - Do the major operators advise the airport of any upcoming fleet change from 2022
[over the course of the fourth round of action planning]?

(52 answered - 3 skipped)



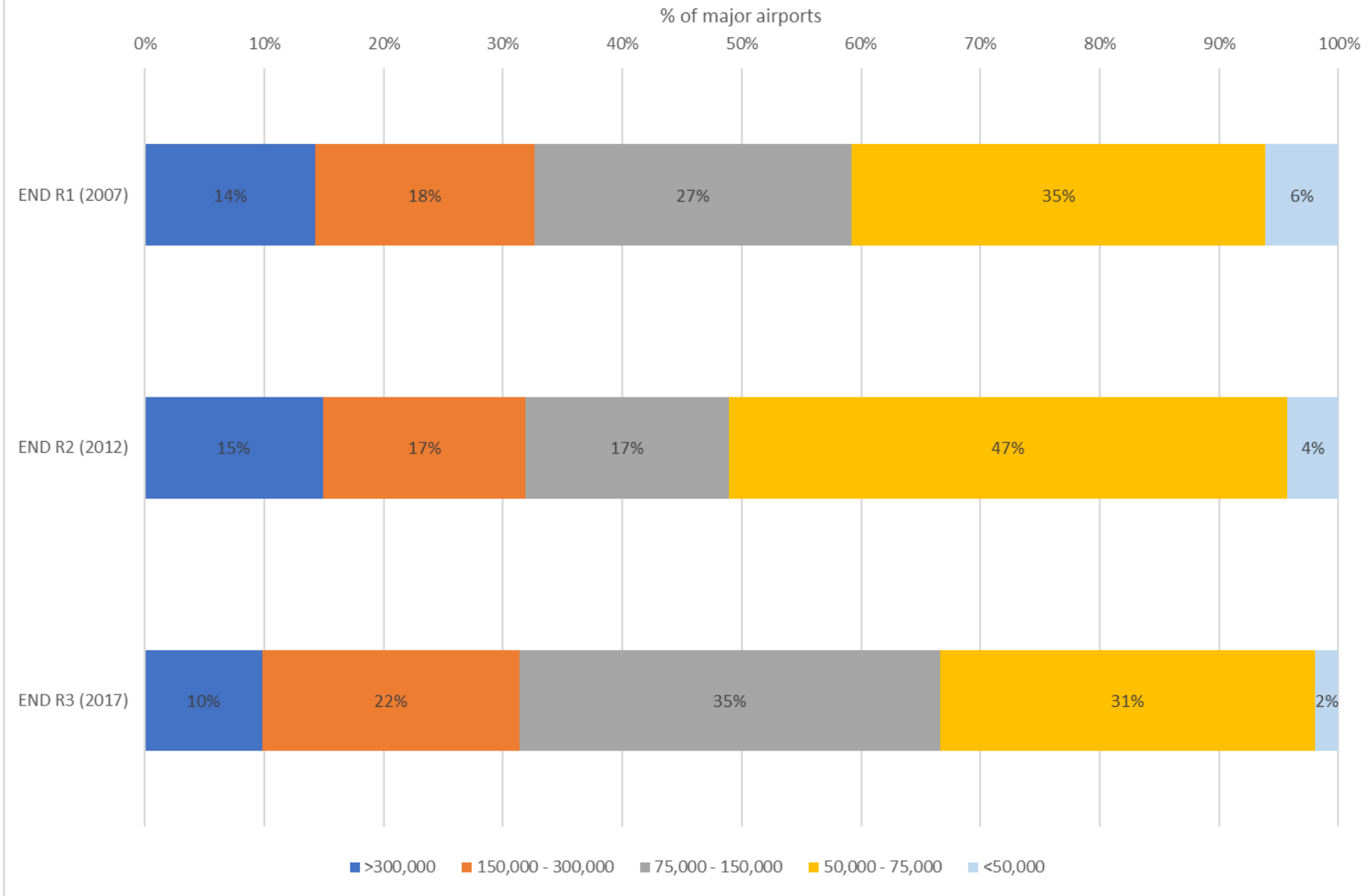
Q16 - How is the fleet mix expected to change from 2022 [over the course of the fourth round of action planning] in terms of certificated noise levels (or their equivalent)?

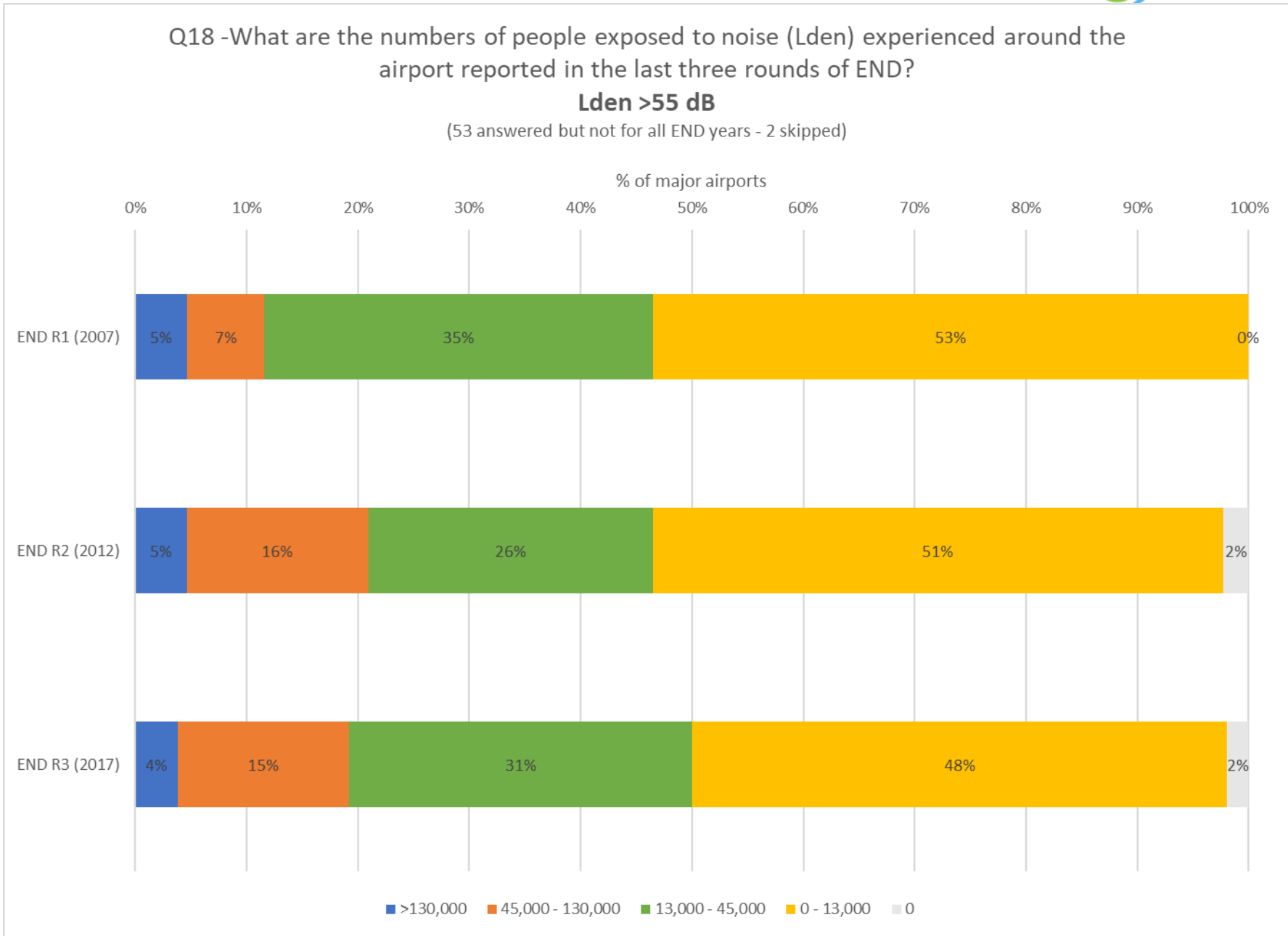
(42 answered - 13 skipped)



- % of marginally compliant Chapter 3 (or equivalent)
- % of Chapter 3 (or equivalent)
- % of Chapter 4 (or equivalent)
- % of Chapter 14 (or equivalent)
- % of other aircraft types (helicopters, small tourist aircraft, drones excluded)

Q17 - What is the number of ATMs considered in the last three round of END?
 (53 answered but not for all END years - 2 skipped)

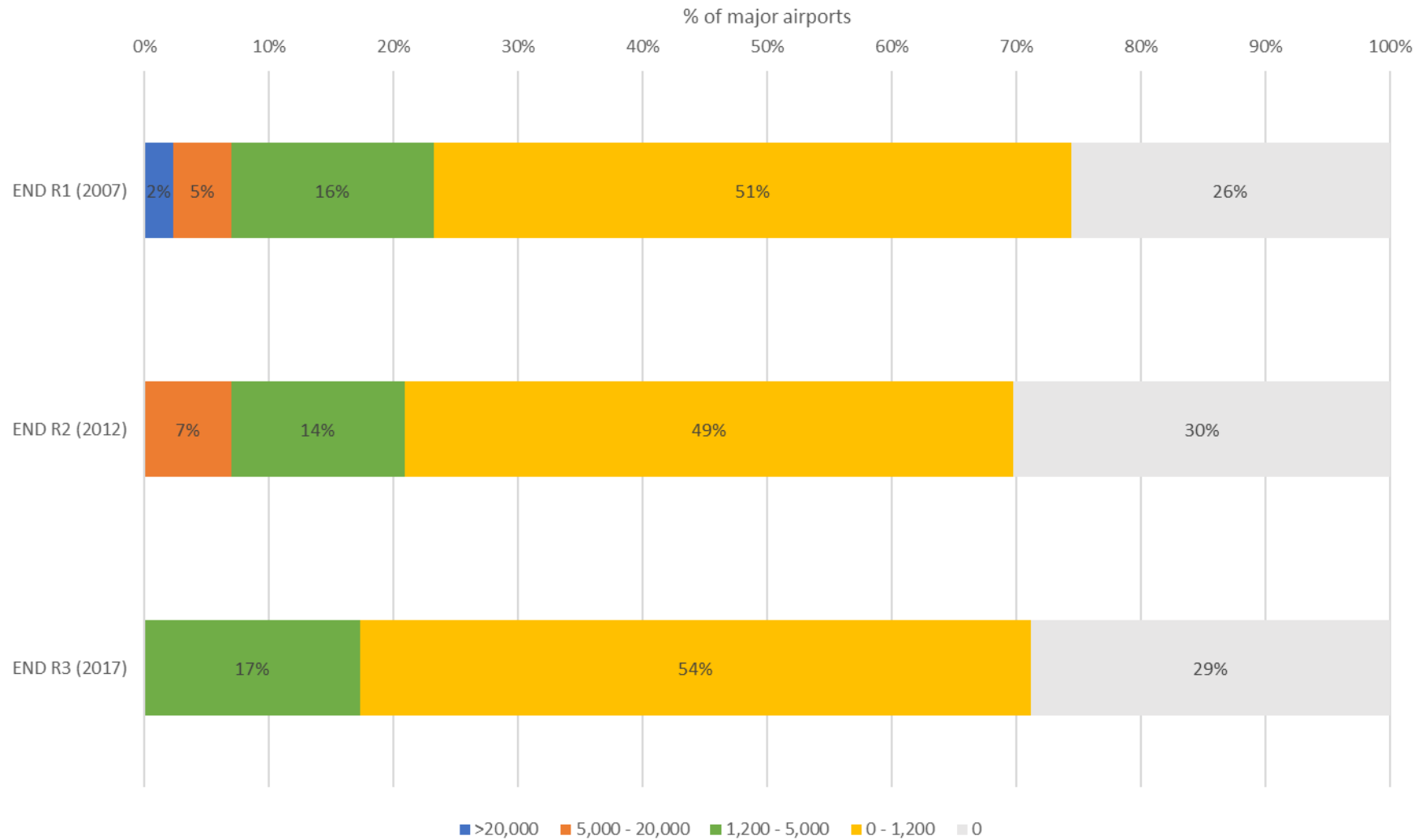


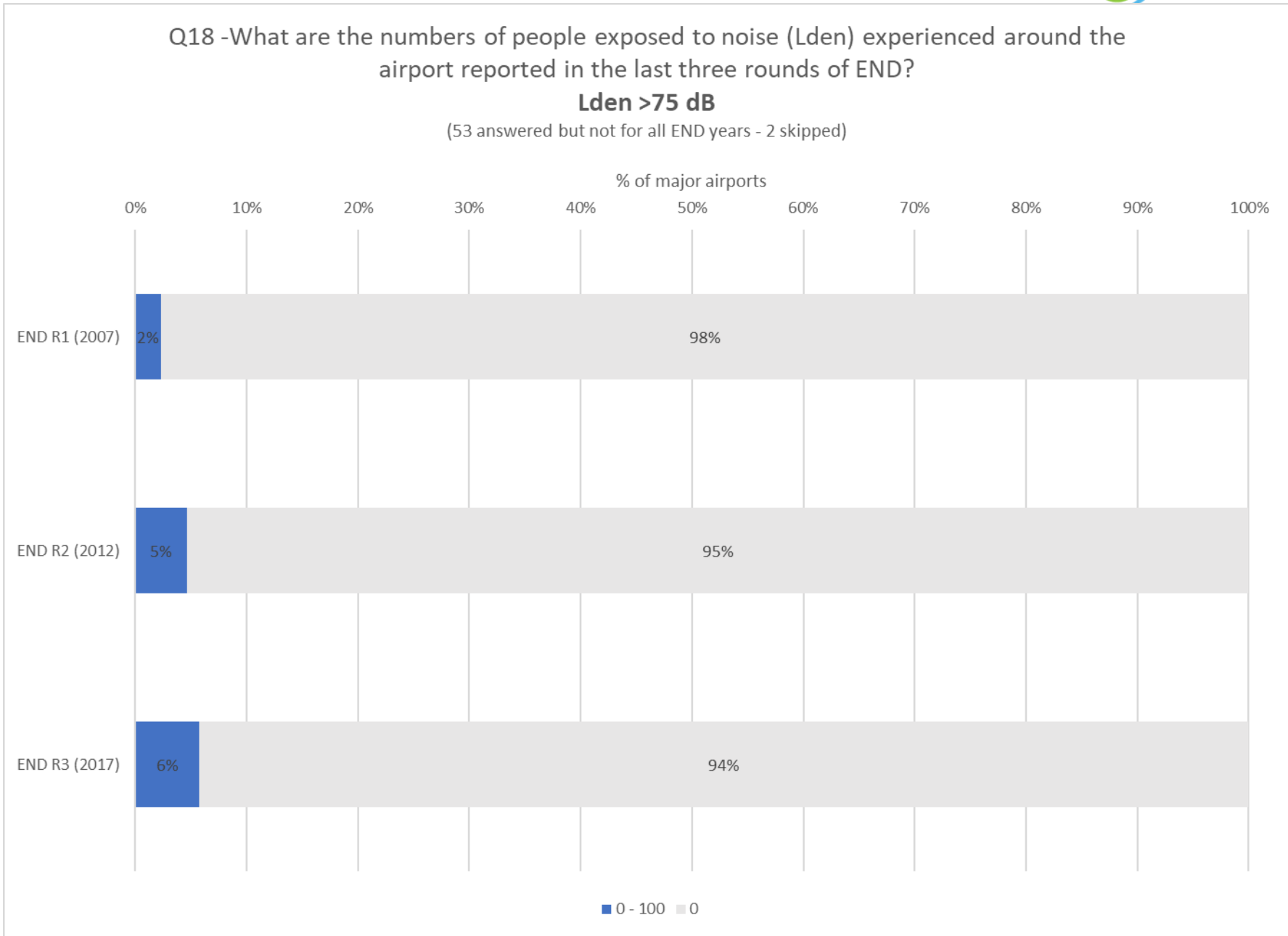


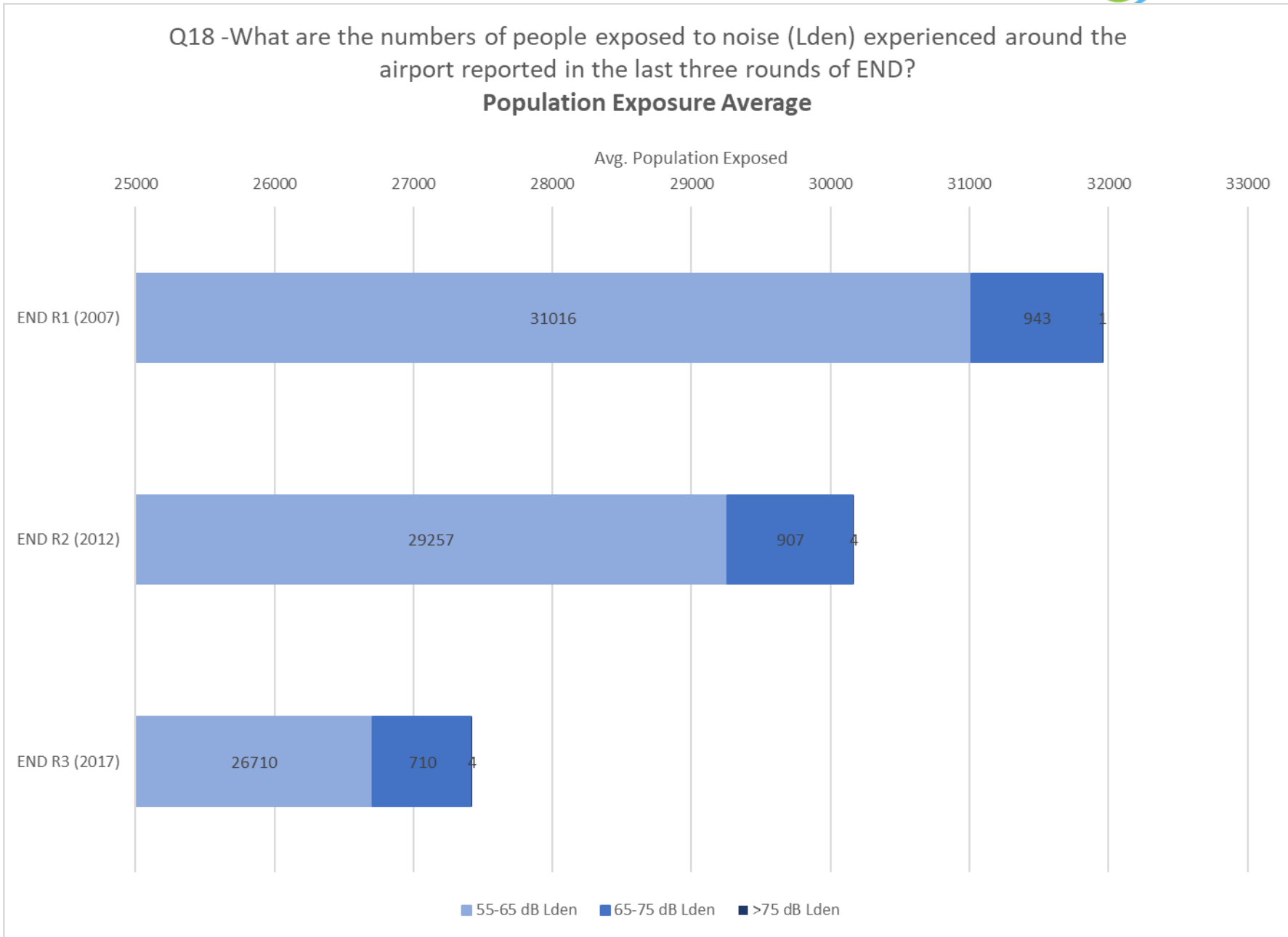
Q18 - What are the numbers of people exposed to noise (Lden) experienced around the airport reported in the last three rounds of END?

Lden >65 dB

(53 answered but not for all END years - 2 skipped)



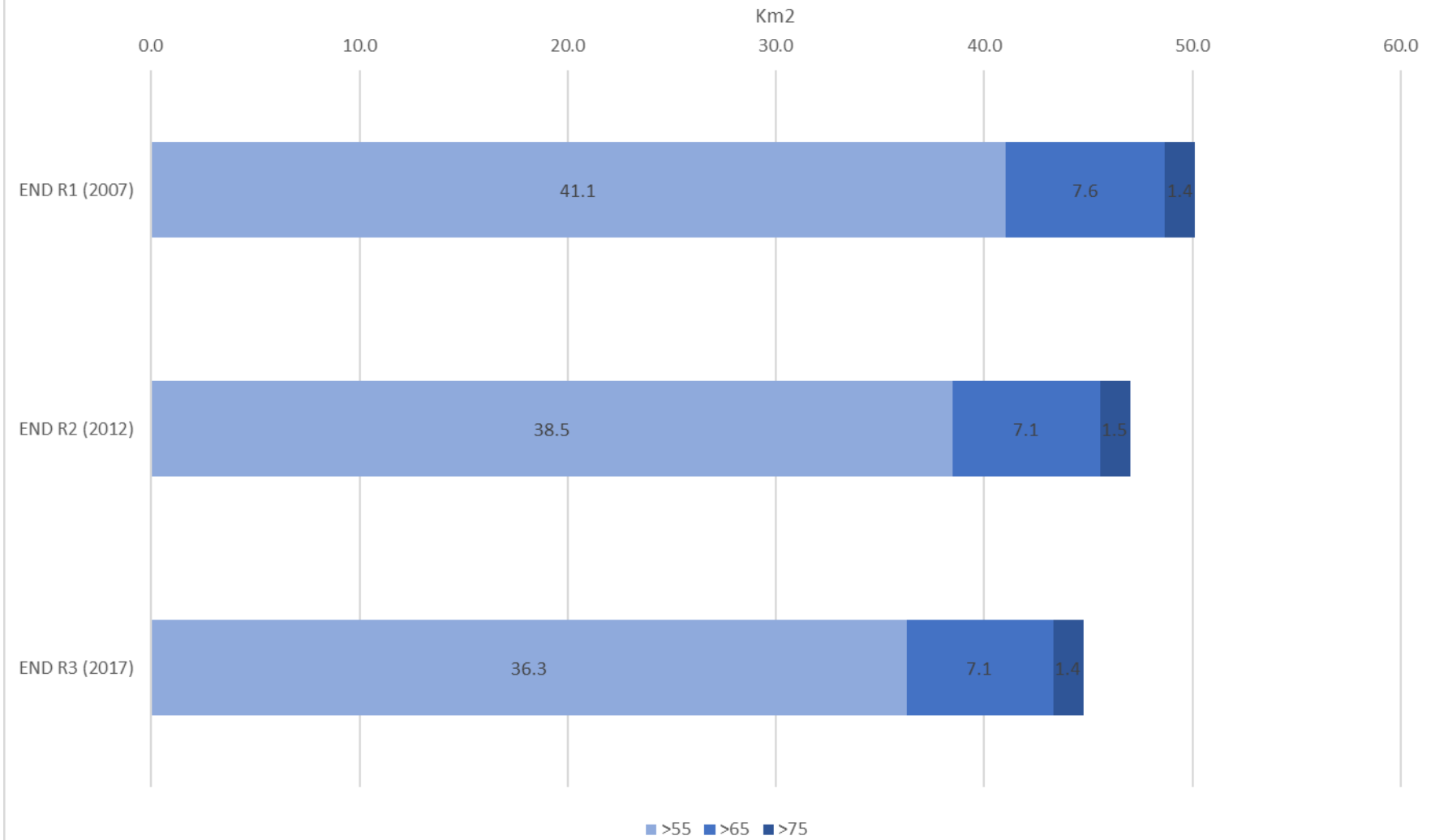




Q19 - What are the Lden contour areas reported in the last three rounds of END around the airport reported in the last three rounds of END?

Average Contour Area

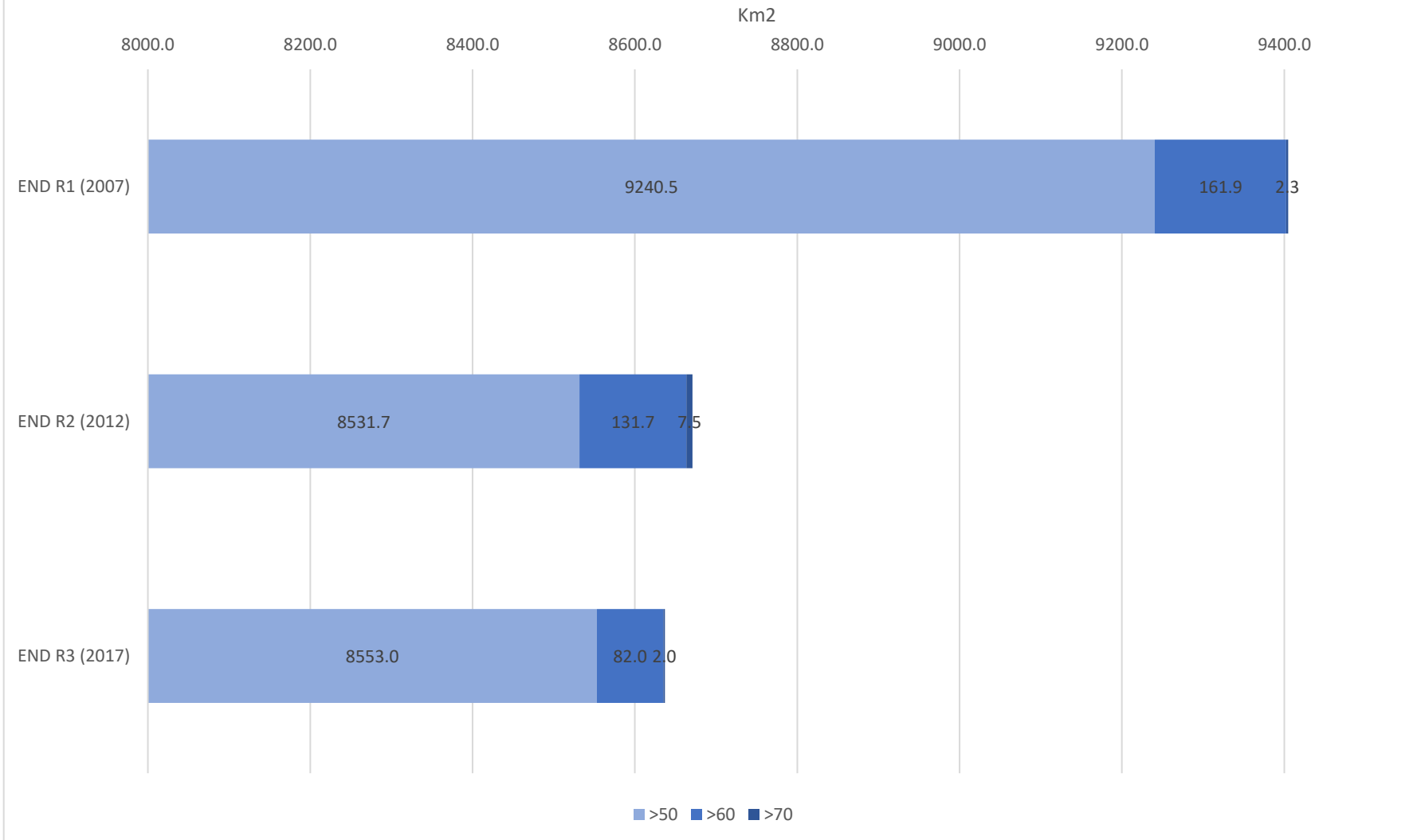
(53 answered but not for all END years - 2 skipped)



Q20 - What are the numbers of people exposed to noise (Lnight) experienced around the airport reported in the last three rounds of END?

Average Population Exposure

(53 answered but not for all END years - 2 skipped)



Q21 - What are the contour areas reported in the last three rounds of END around the airport reported in the last three rounds of END?

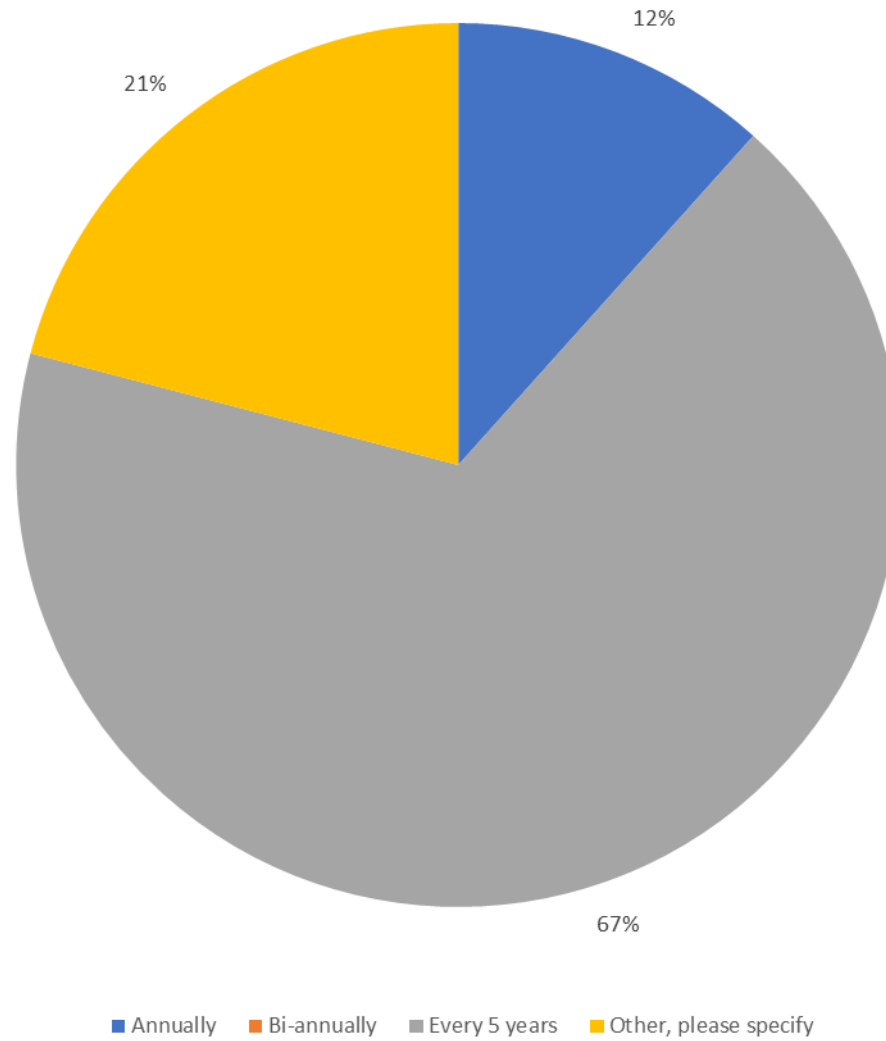
Average Contour Area

(53 answered but not for all END years - 2 skipped)

Data reported in Appendix E

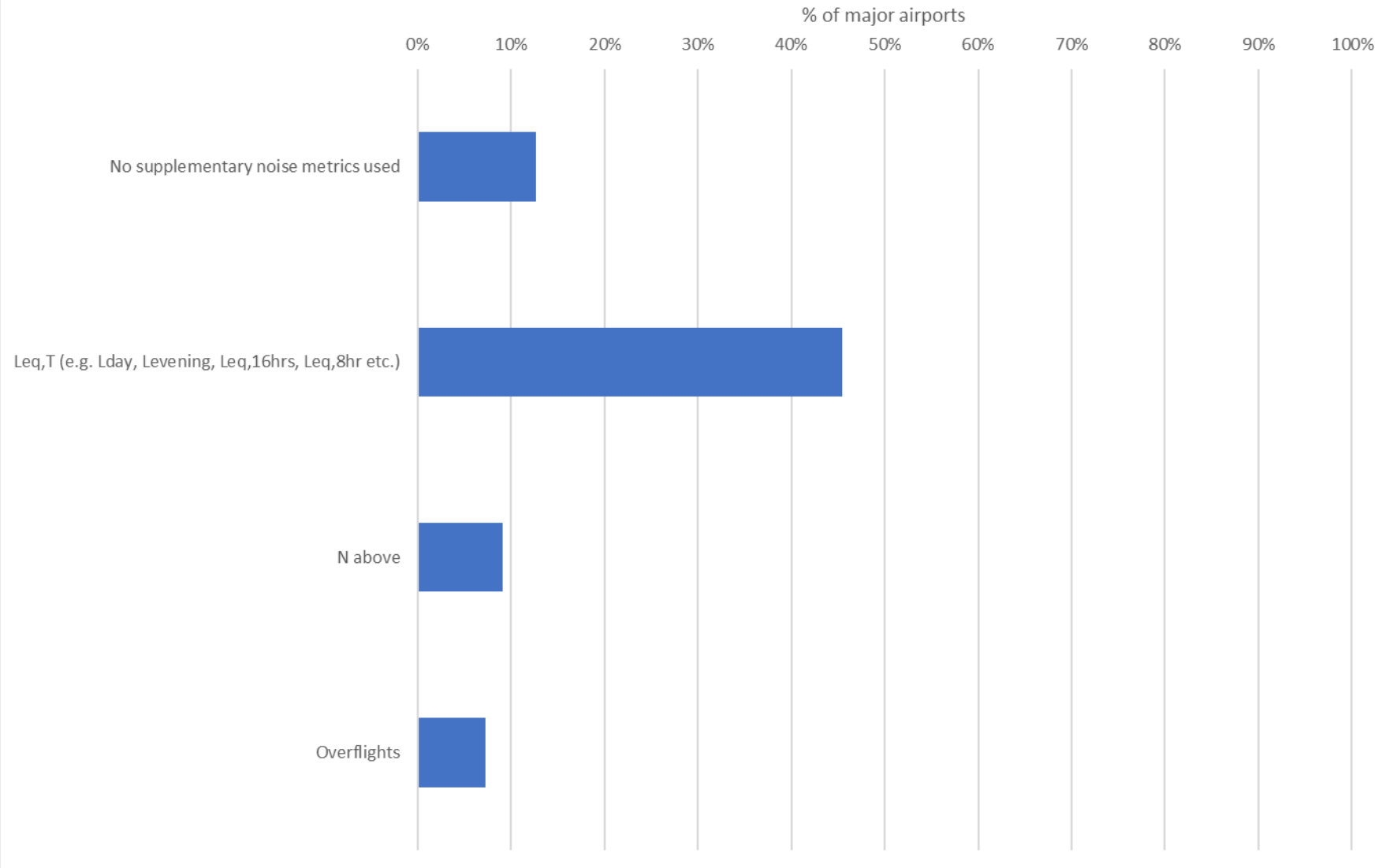
Q22 - How often are Strategic Noise Mapping Contours (Lden, Lnight, Lday, Levening) produced?

(43 answered - 12 skipped)

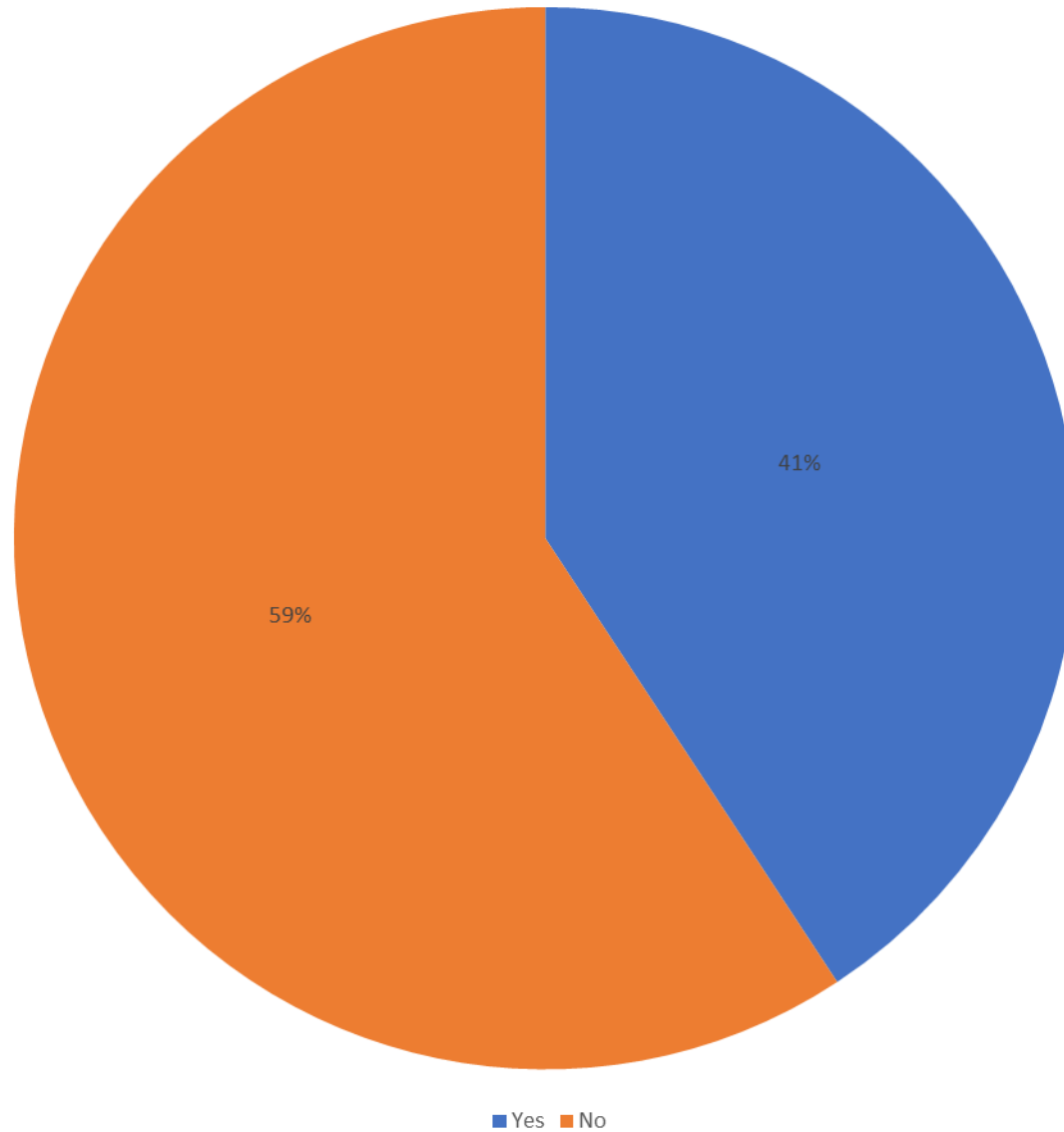


Q23- In addition to Lden and Lnight, what supplementary noise metrics are used to describe the noise situation at the airport?

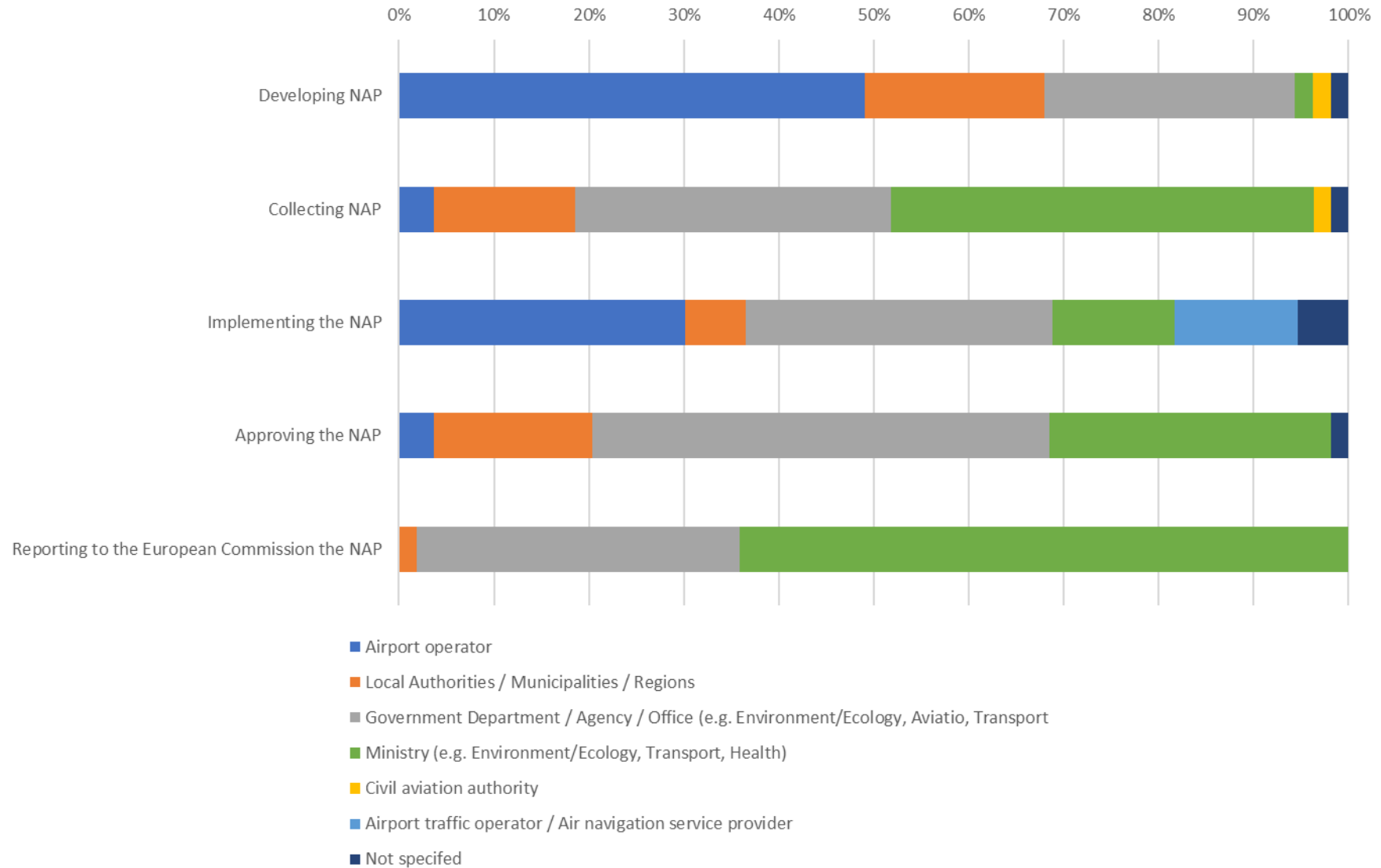
(55 answered - 0 skipped)



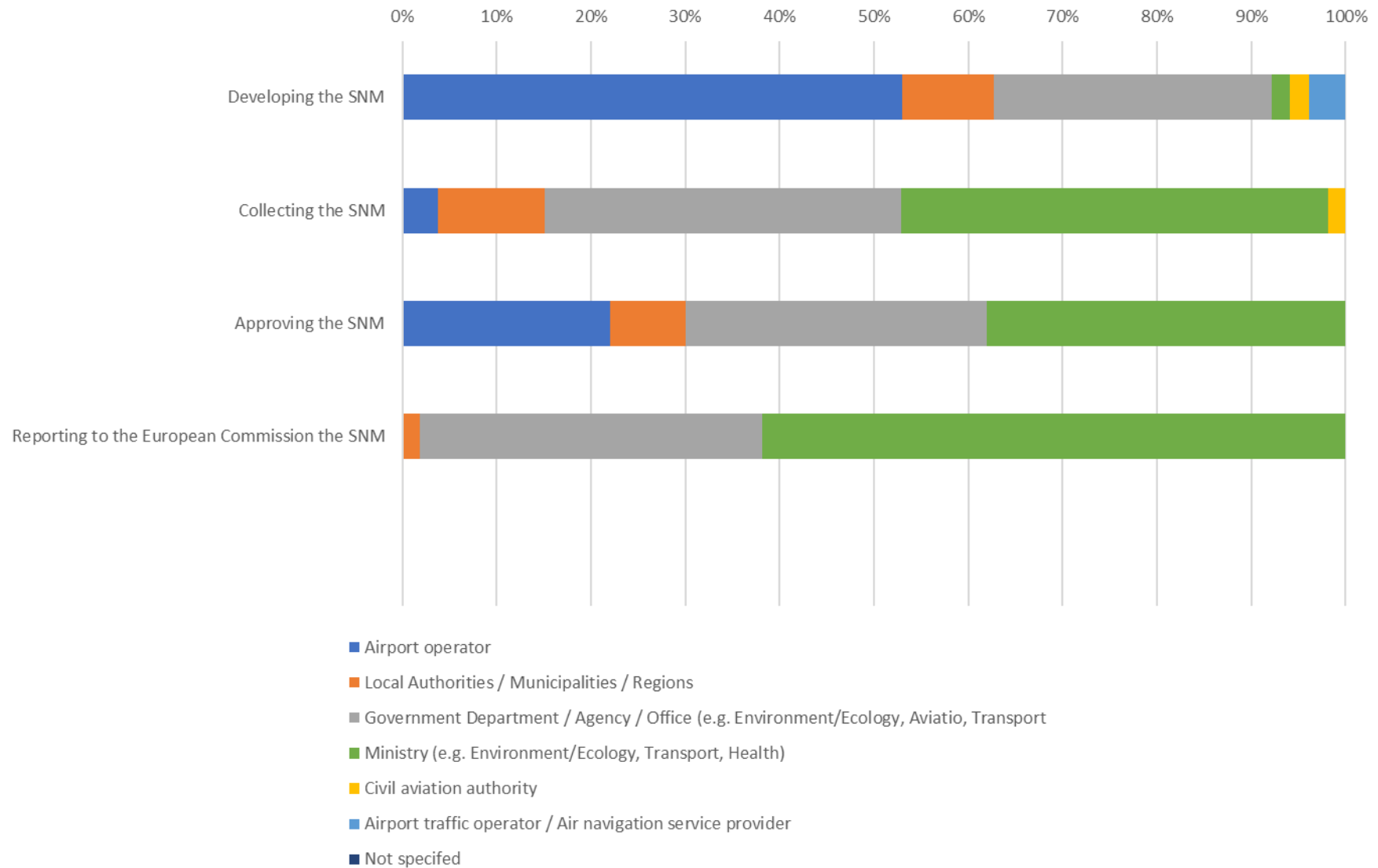
Q24 - Are forecasts of future Strategic Noise Maps being produces?
(54 answered - 1 skipped)



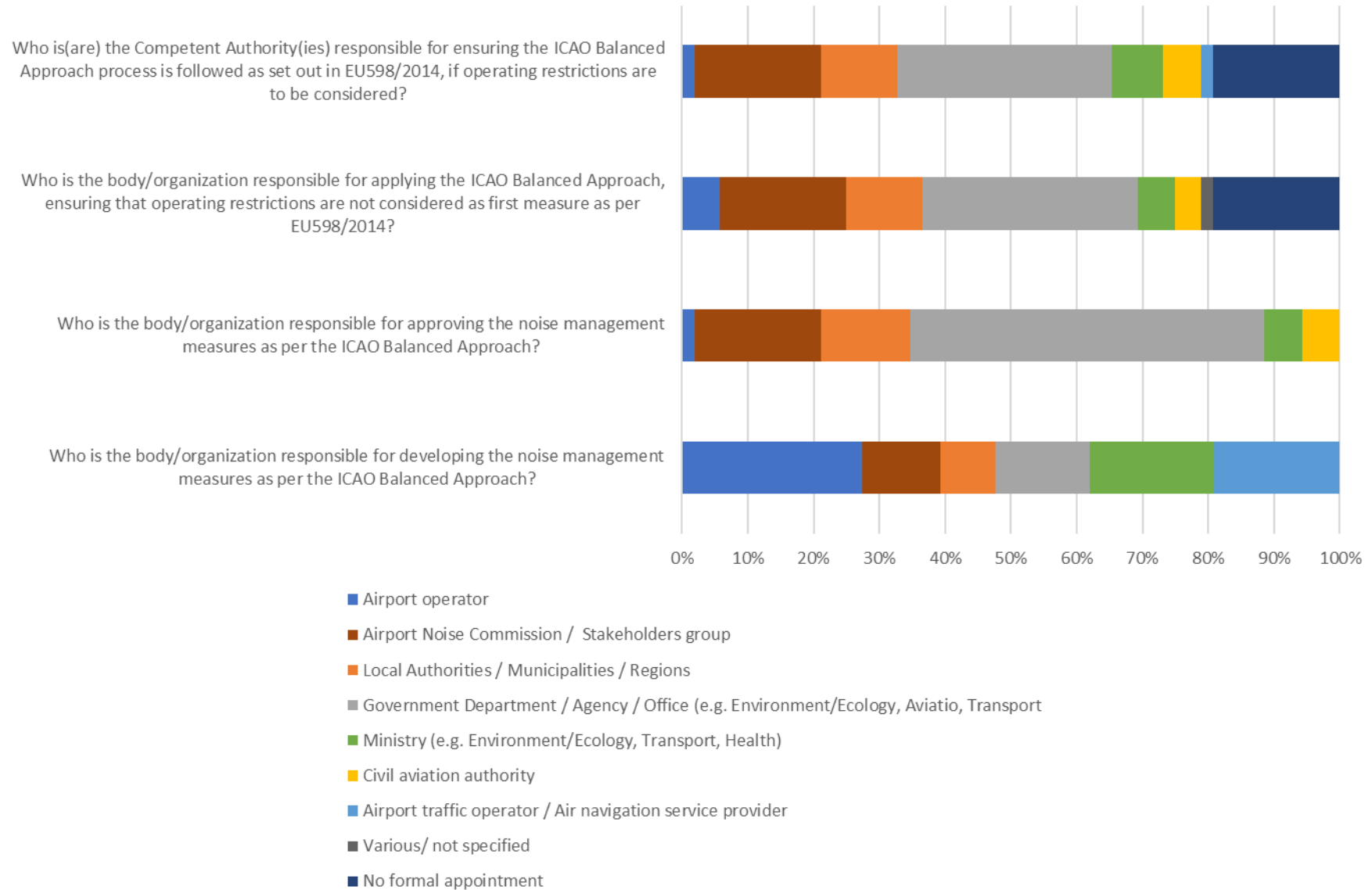
Q25 - With reference to END and Noise Action Plan (NAP), who is(are) the Competent Authority(ies) responsible for:
(55 answered - 0 skipped)



Q26 -With reference to END and Strategic Noise Maps (SNM), who is(are) the Competent Authority(ies) responsible for:
(55 answered - 0 skipped)

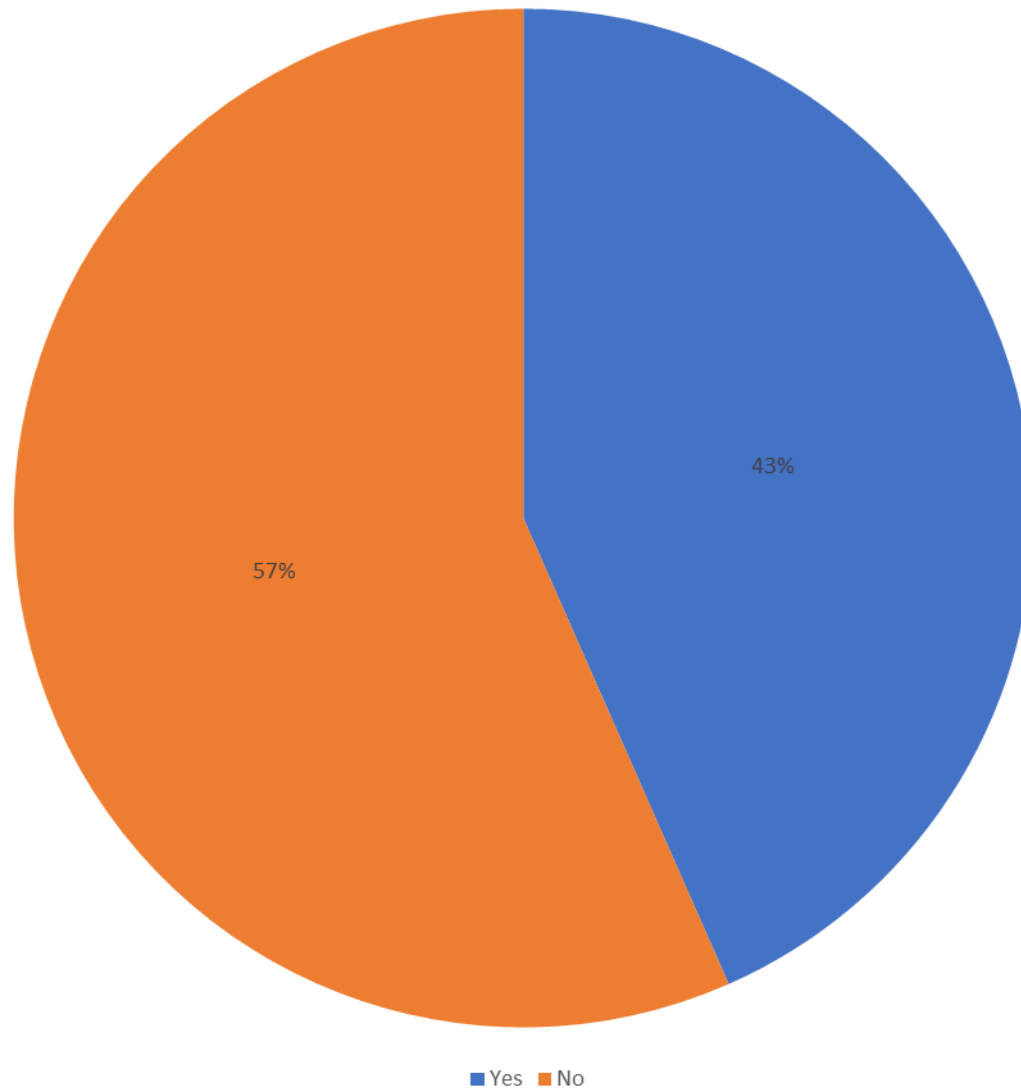


Q27 - With reference to BAR, please specify:
(51 answered - 4 skipped)



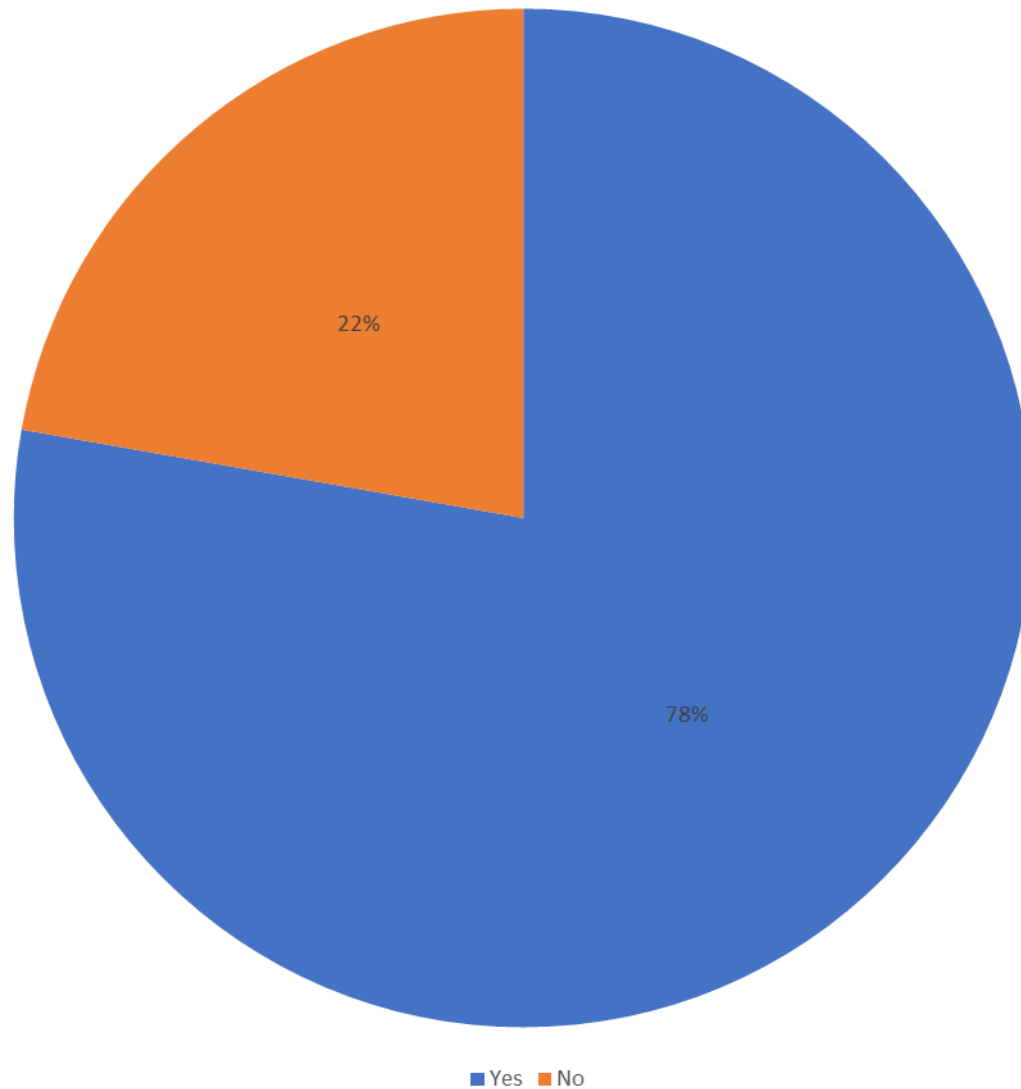
Q28 - Have all the Competent Authorities designated under END and BAR in relation to the airport been identified in the questions above?

(53 answered - 2 skipped)

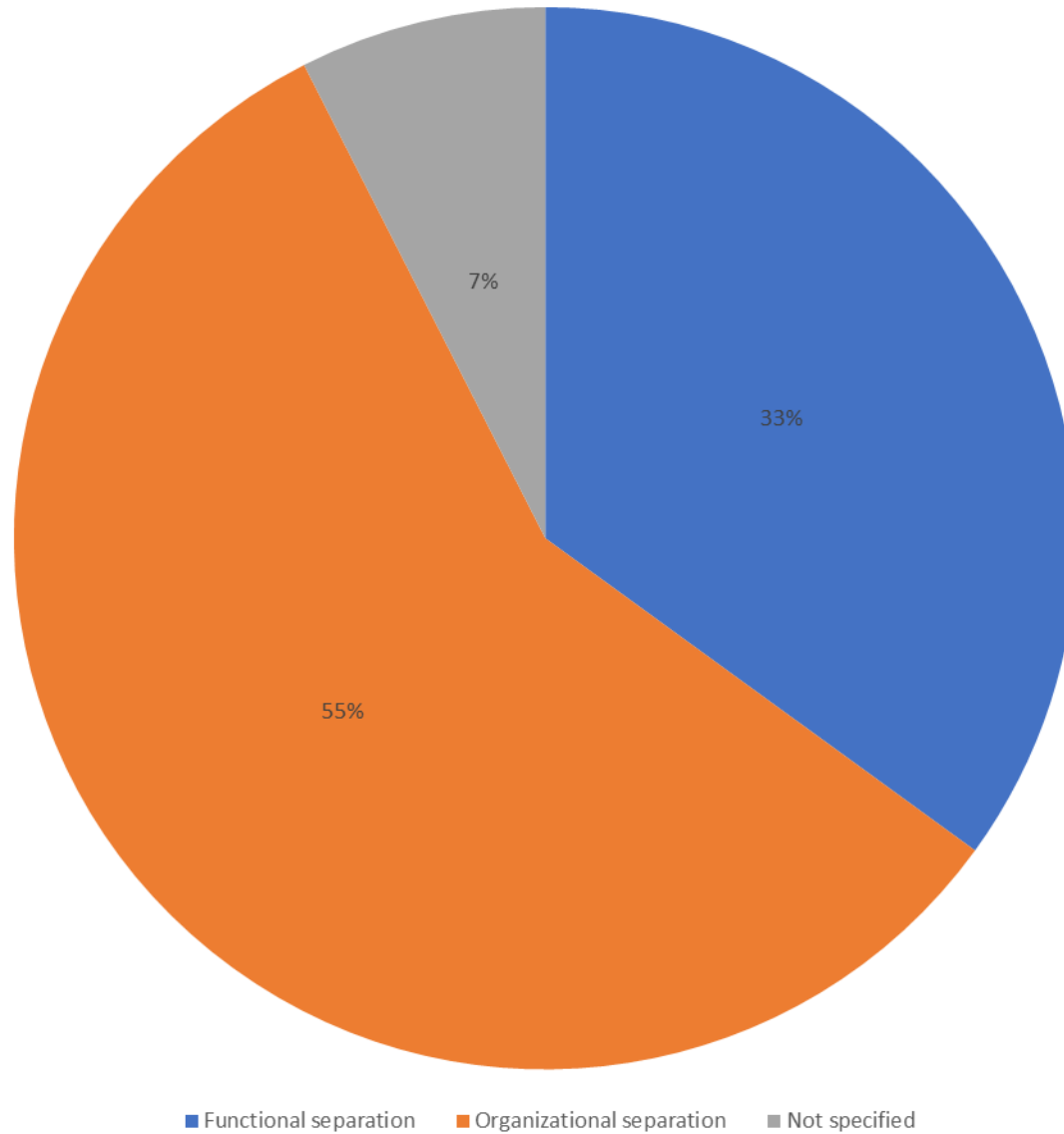


Q29 - Has the European Commission been notified of the names and addresses of all the designated Competent Authorities?

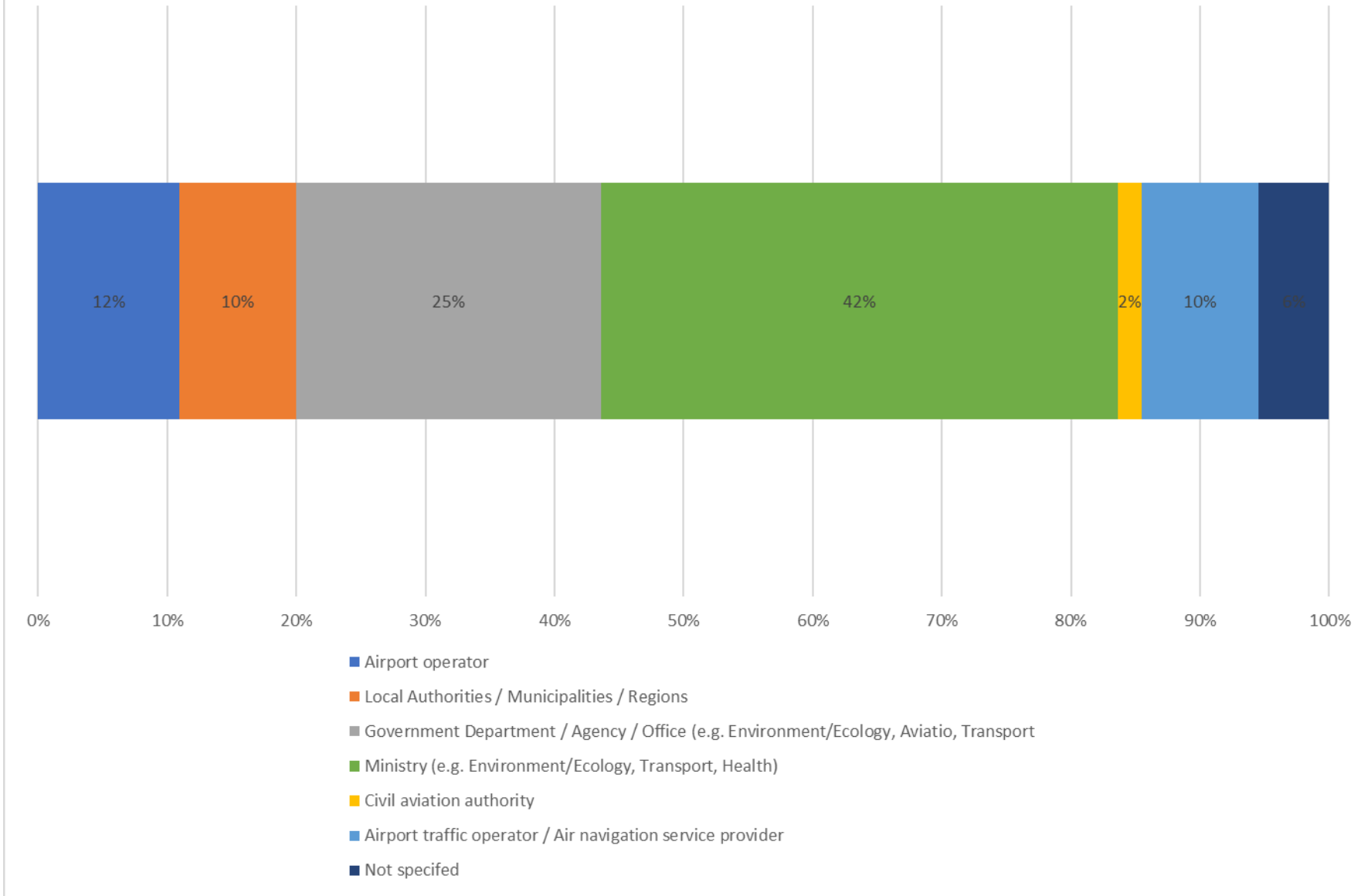
(54 answered - 1 skipped)



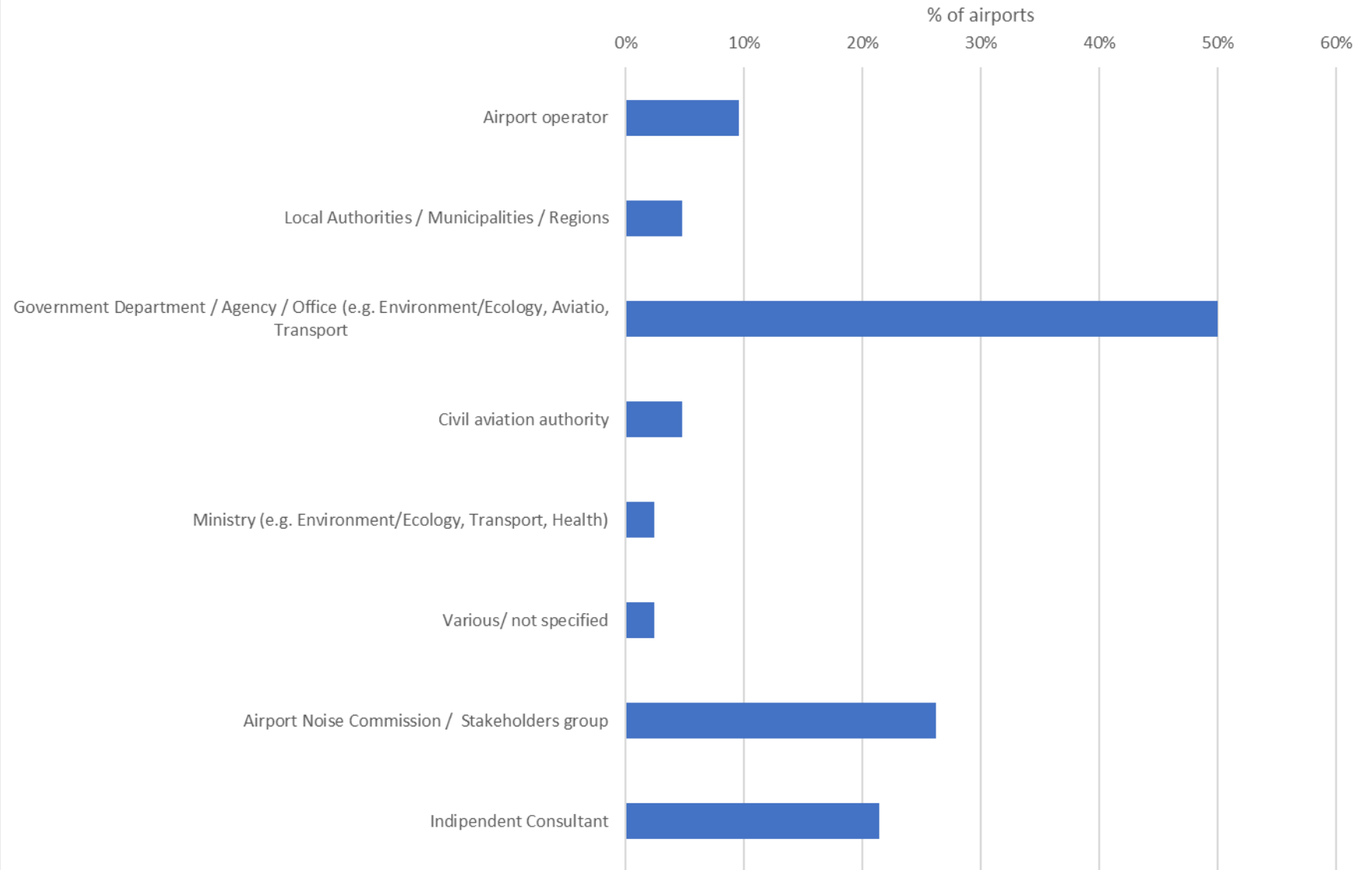
Q30 - How has the independence of the competent authorities been ensured?
(42 answered - 12 skipped)



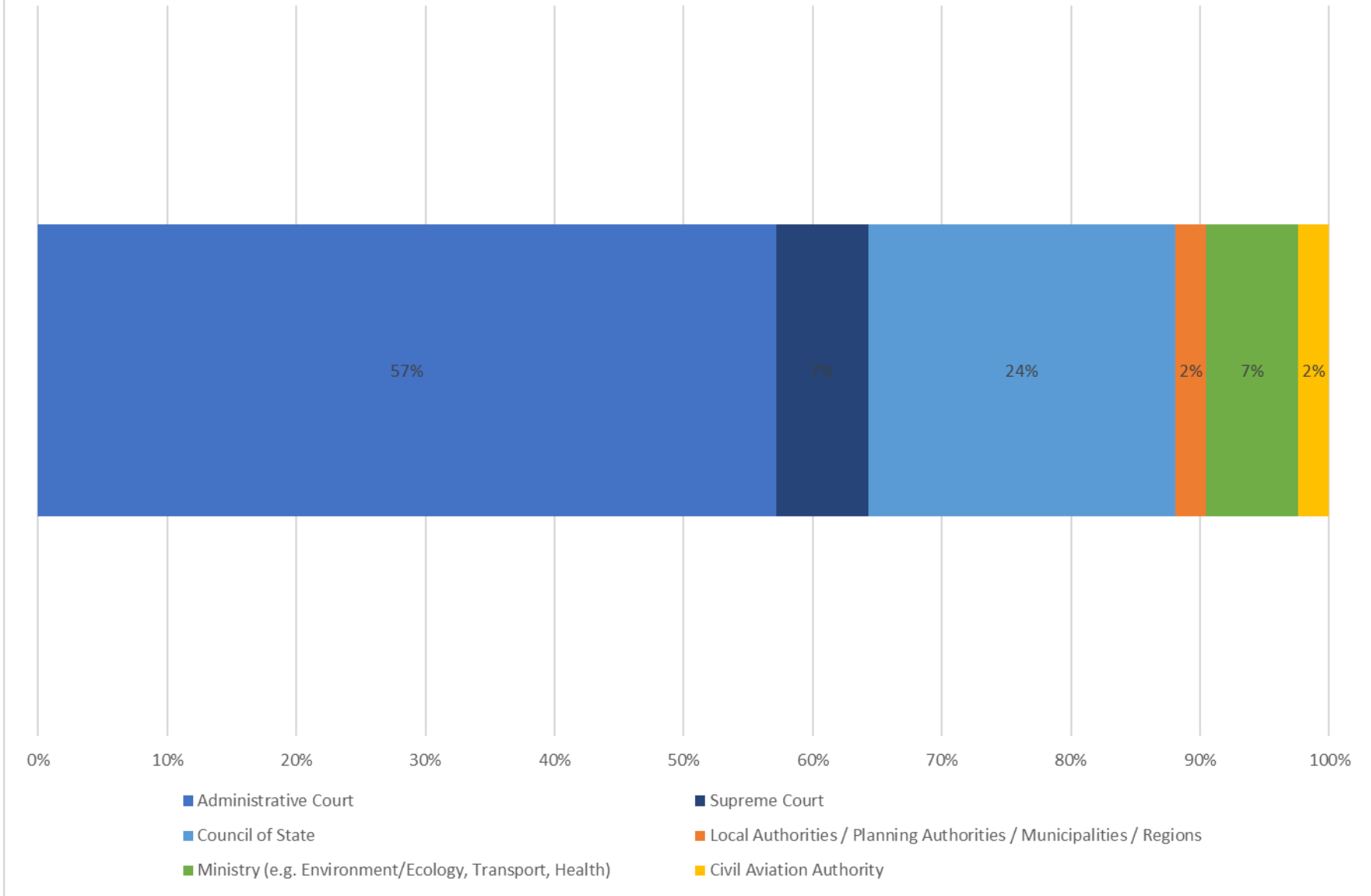
Q31 - Who determines whether a noise problem exists at the airport?
(52 answered - 3 skipped)



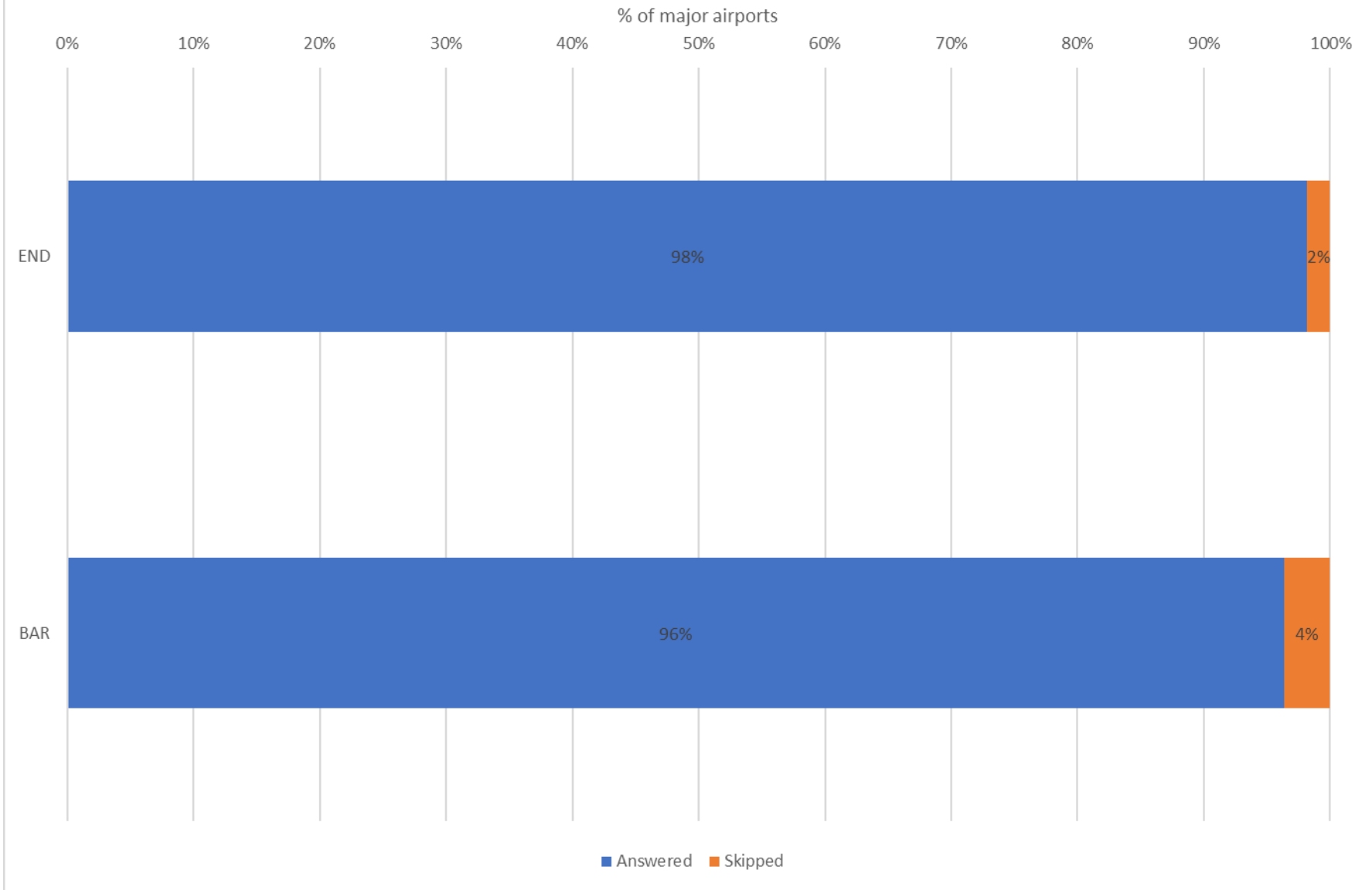
Q32 - Who establishes the noise abatement objective(s) for the airport?
 (42 answered - 14 skipped)

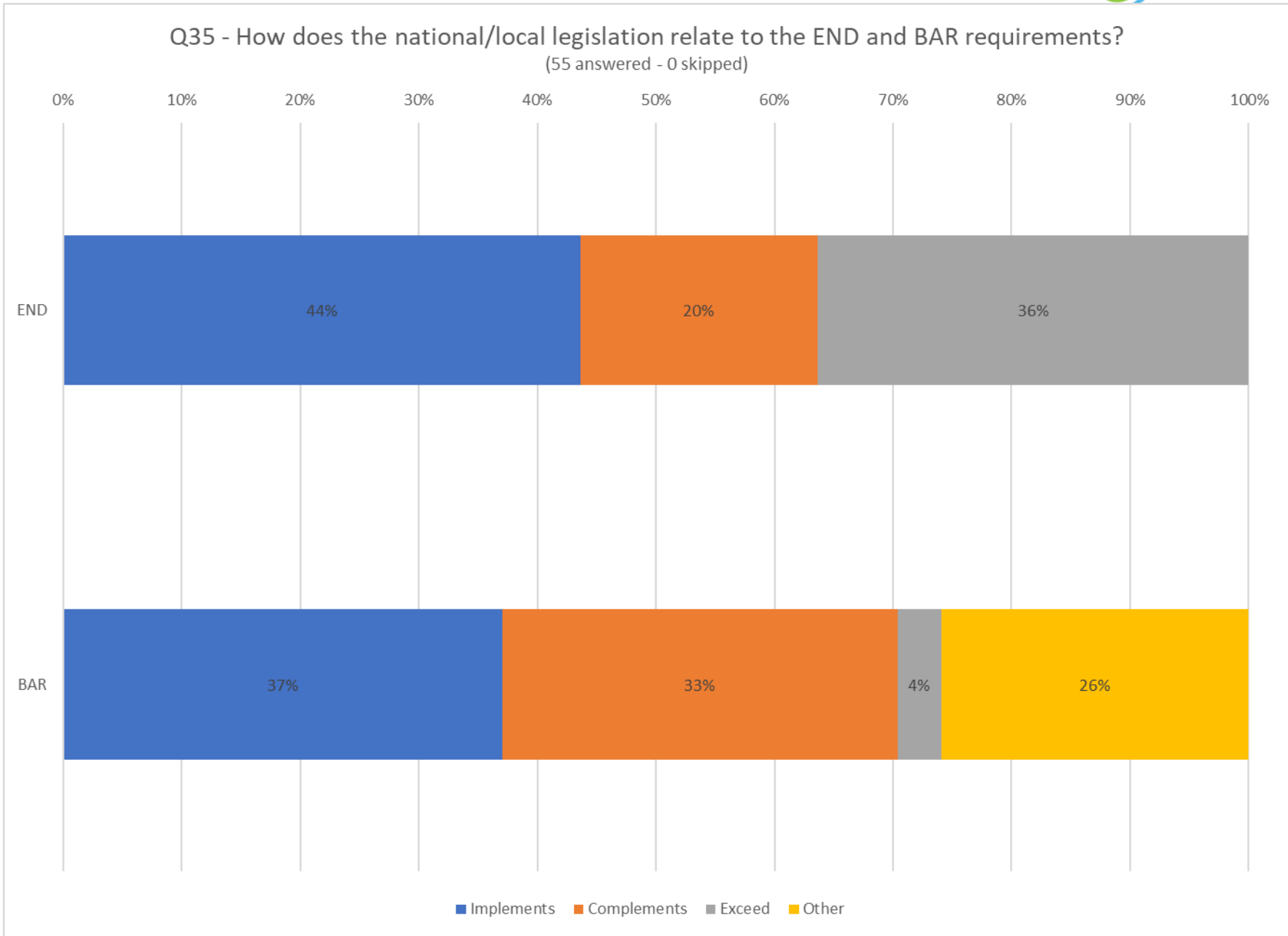


Q33 - Who is the designated appeals body?
(42 answered - 14 skipped)



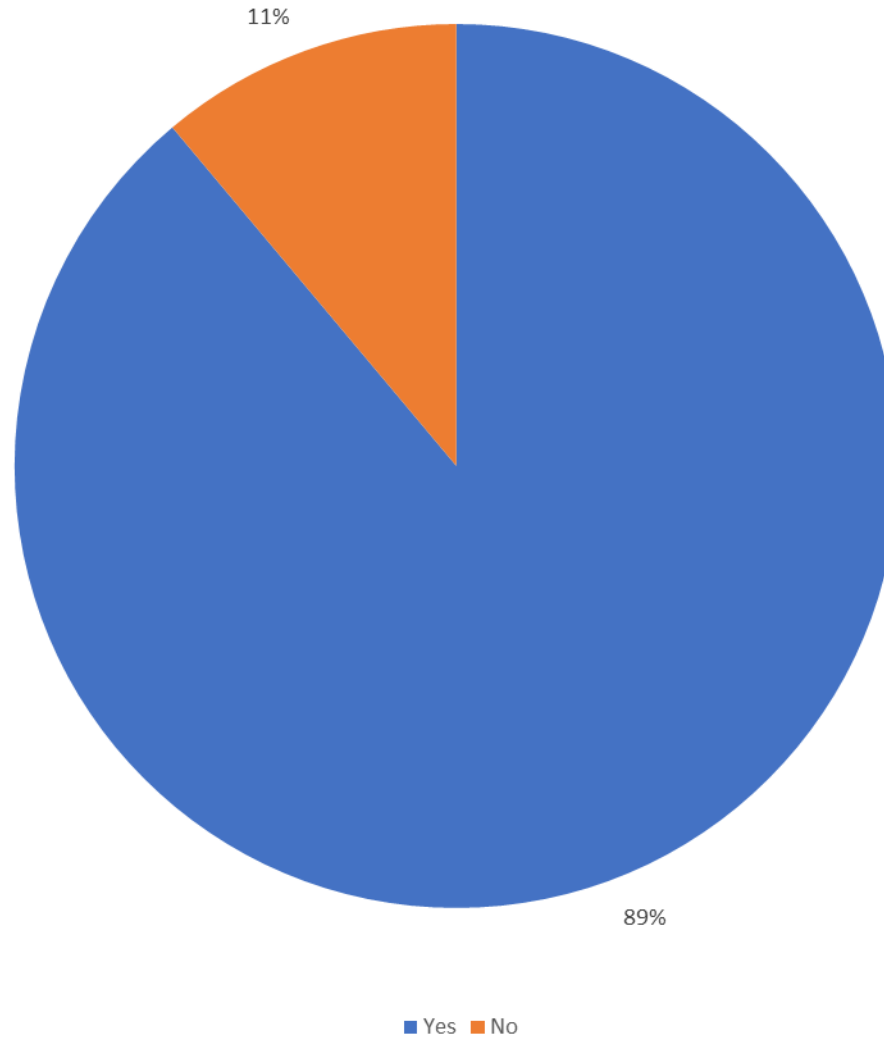
Q34 - Where END and BAR are implemented into the national/local legislation? (55 answered - 0 skipped)



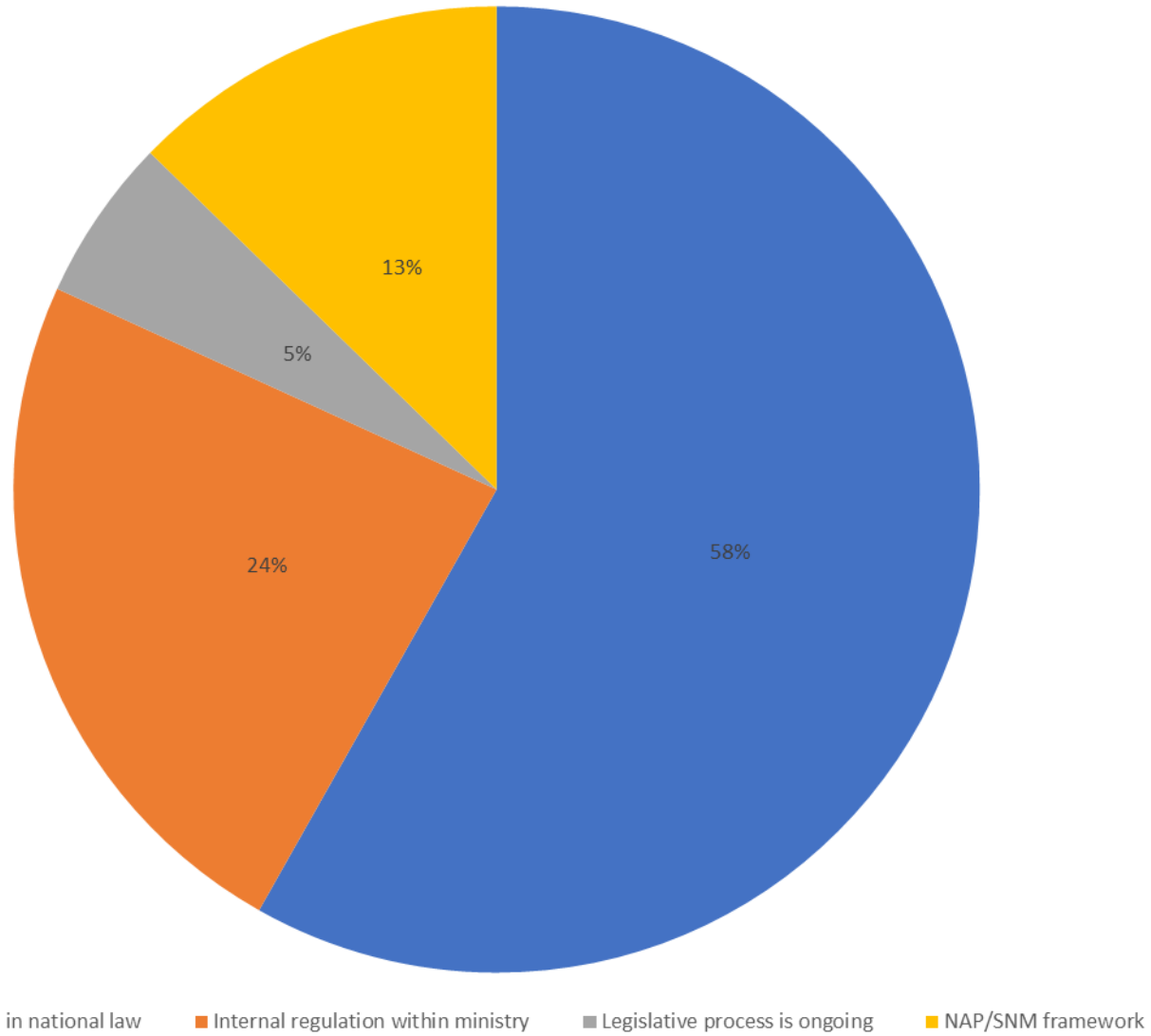


Q36 - Are there any further national/local legislations that relate to airport noise management?

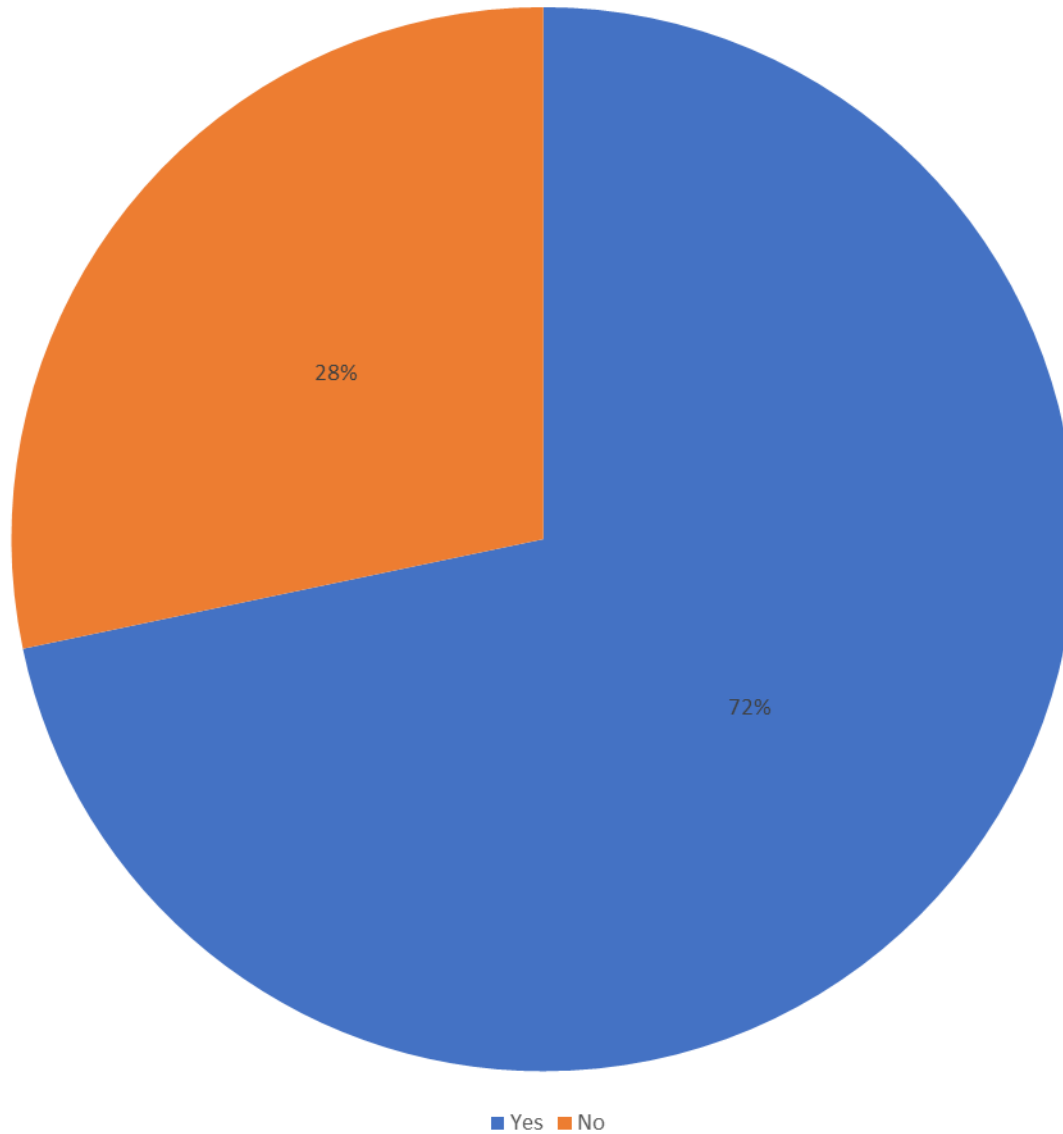
(54 answered - 1 skipped)



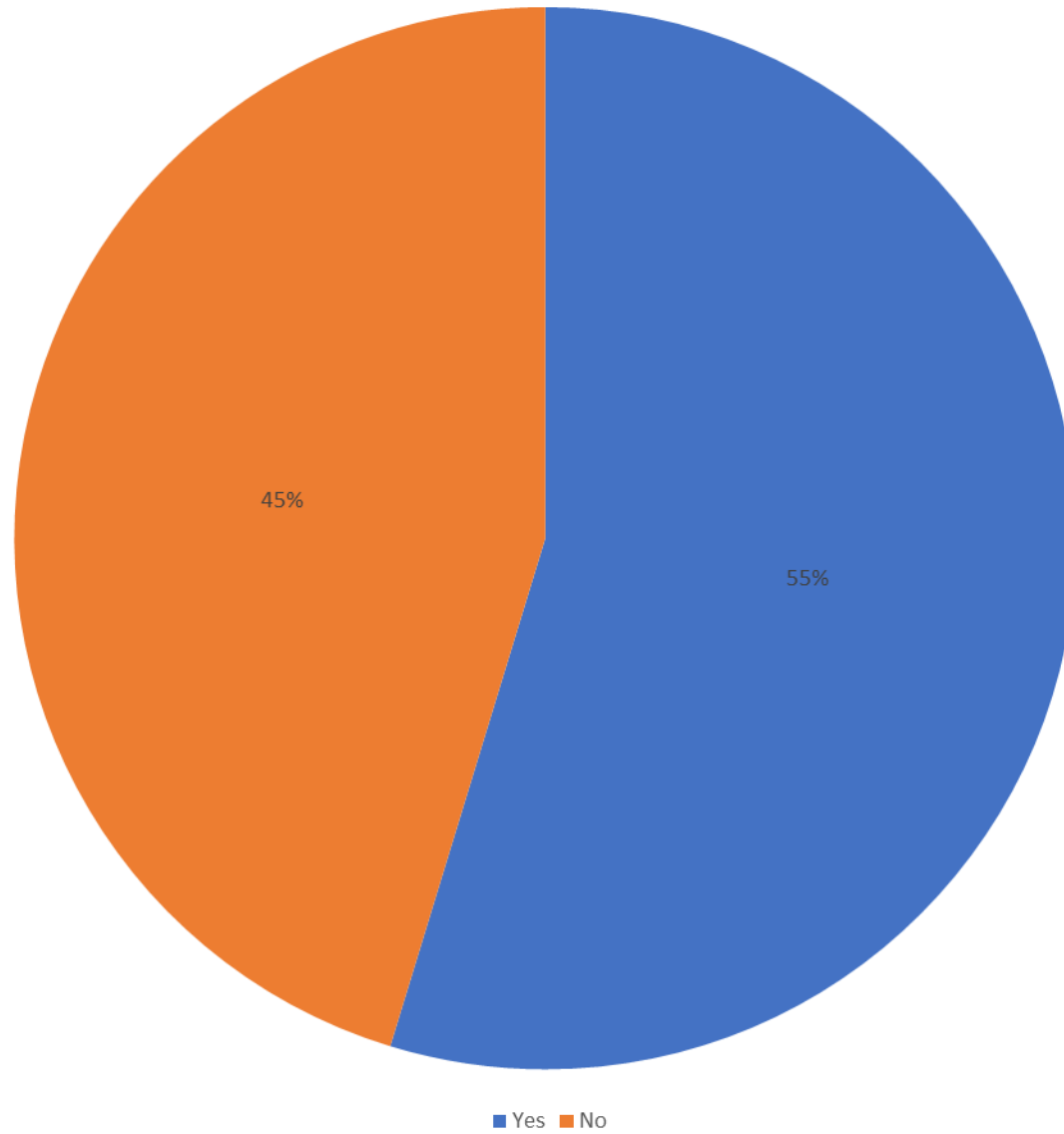
Q37 - How are Competent Authorities intending to implement the new directive 2020/367/EC?
(55 answered - 0 skipped)

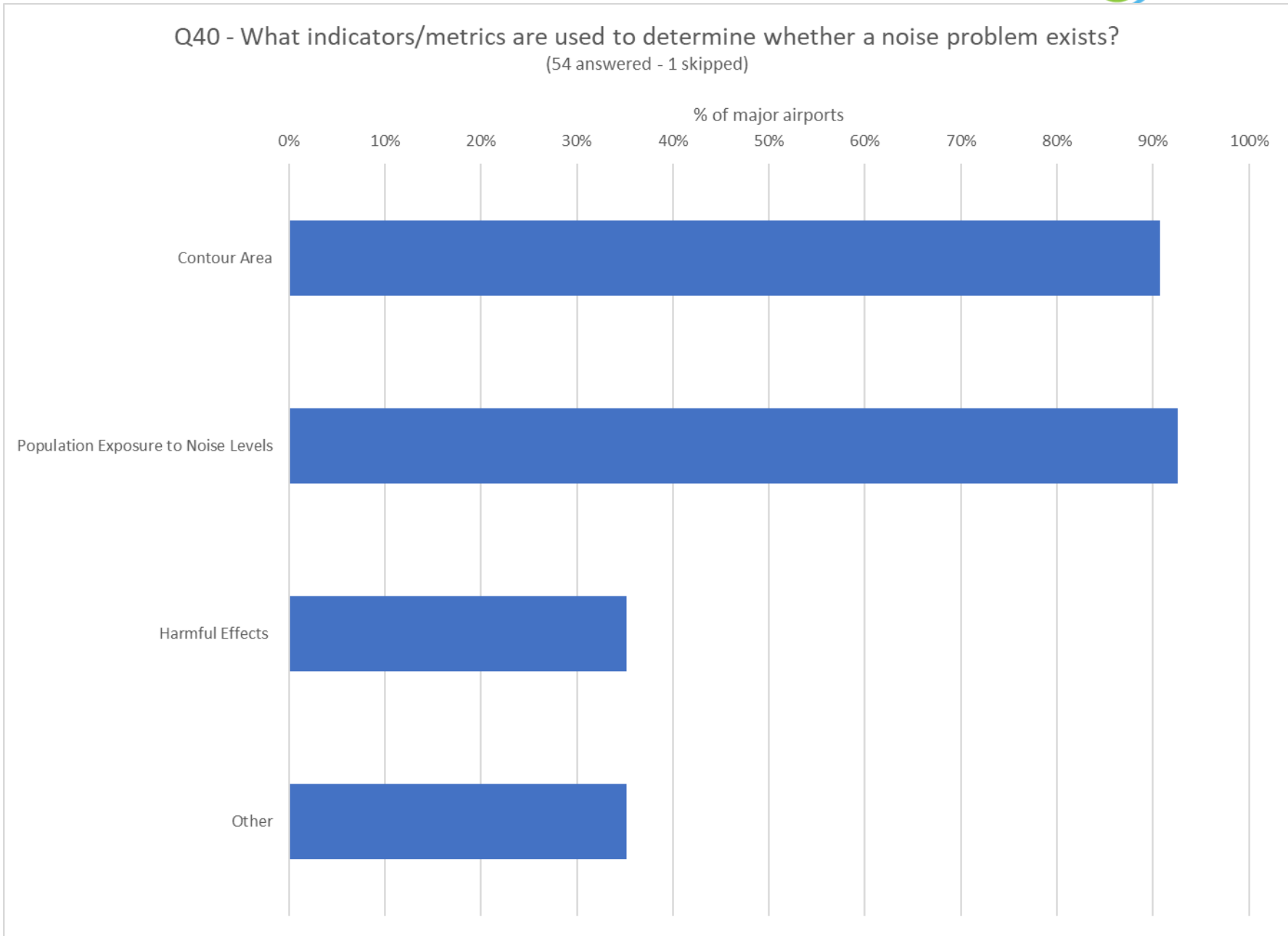


Q38 - Has a noise problem been identified for the airport?
(53 answered - 2 skipped)



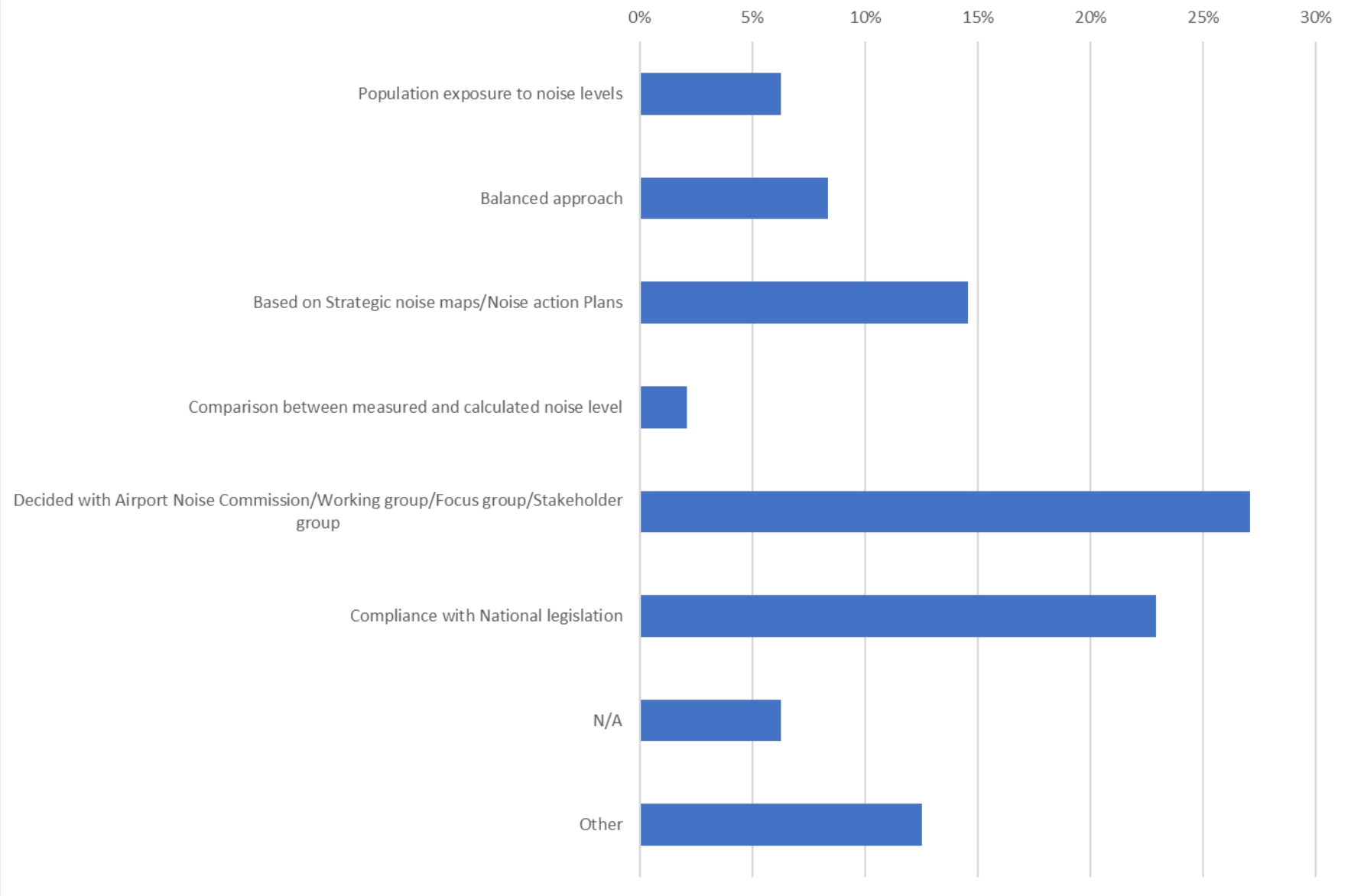
Q39 - Has the noise problem been described in the Noise Action Plan?
(53 answered - 2 skipped)





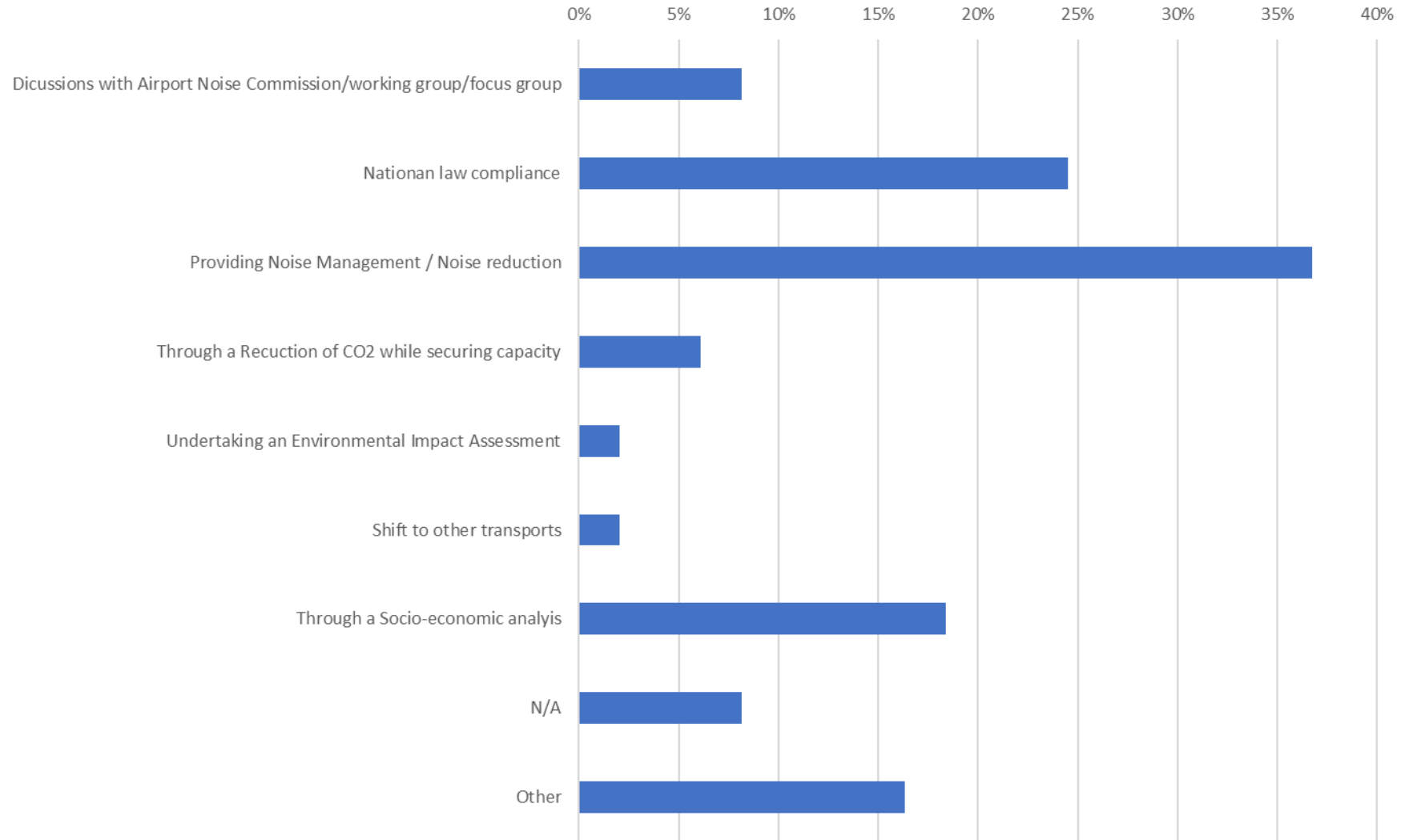
Q41 - How have the priorities/objectives been identified to address the noise problem?

(48 answered - 7 skipped)

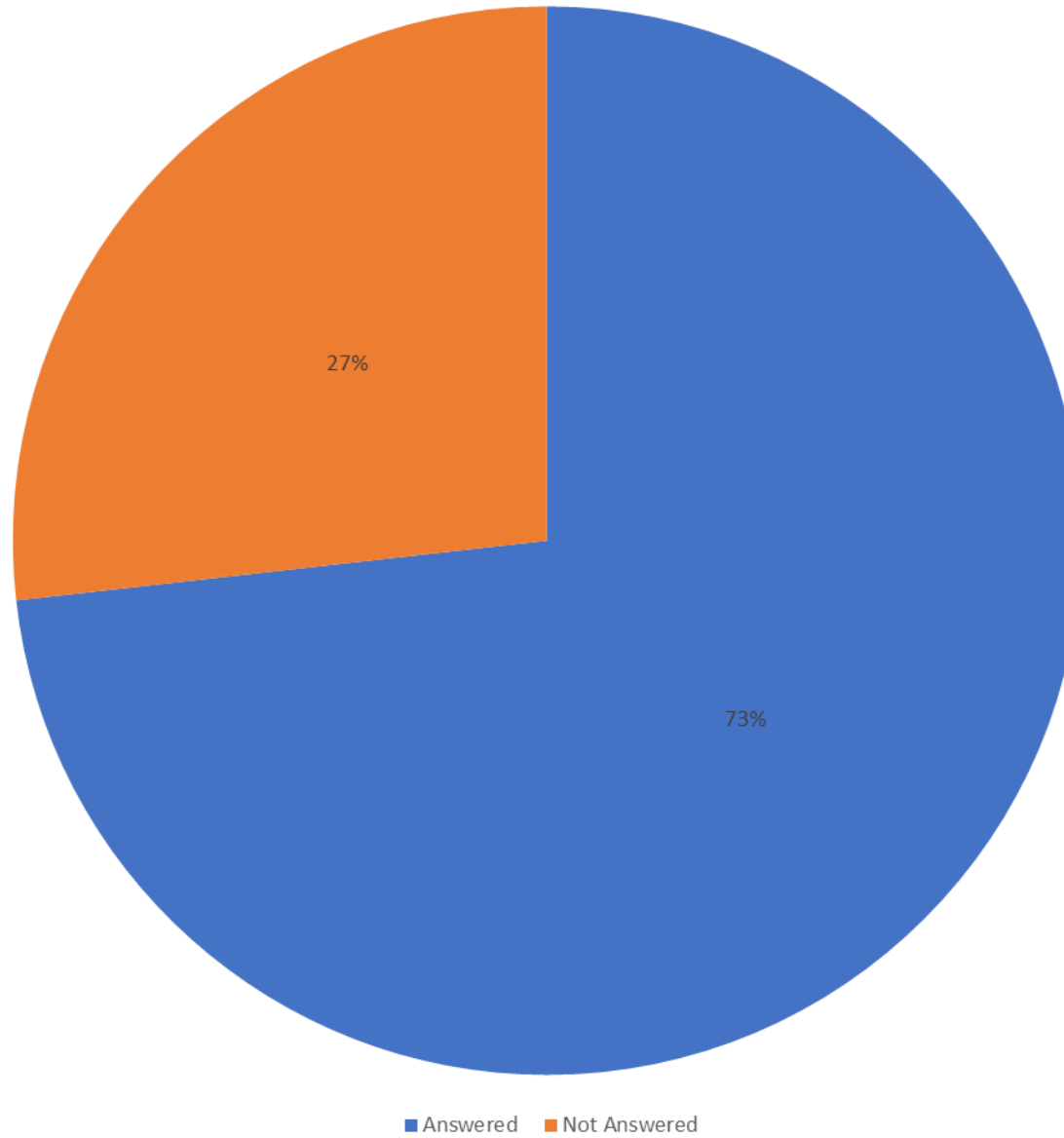


Q42 - How have both the need for an effective functioning transport system and protection of the environment been taken into account when determining priorities/objectives to address the identified noise problem?

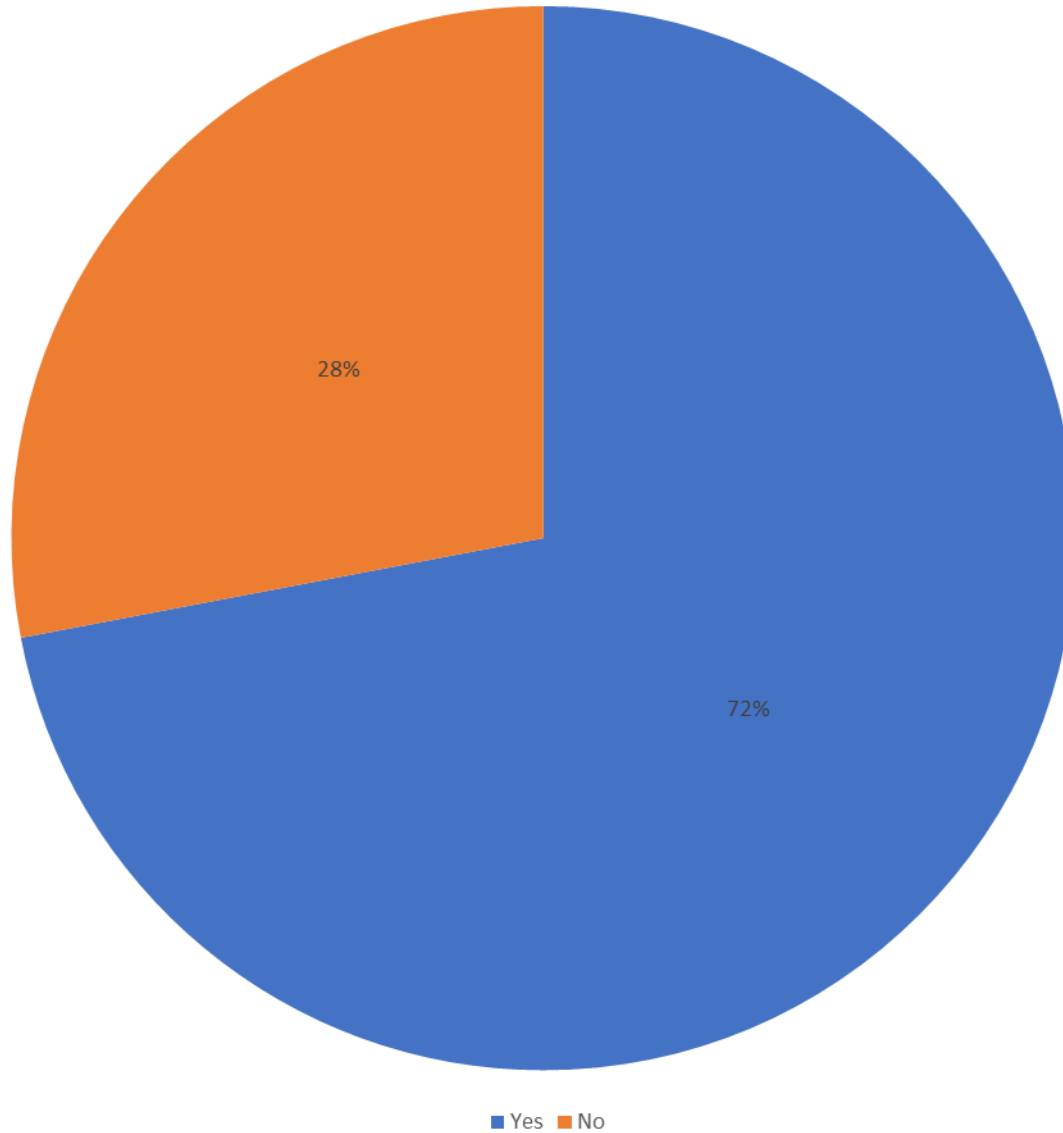
(49 answered - 6 skipped)

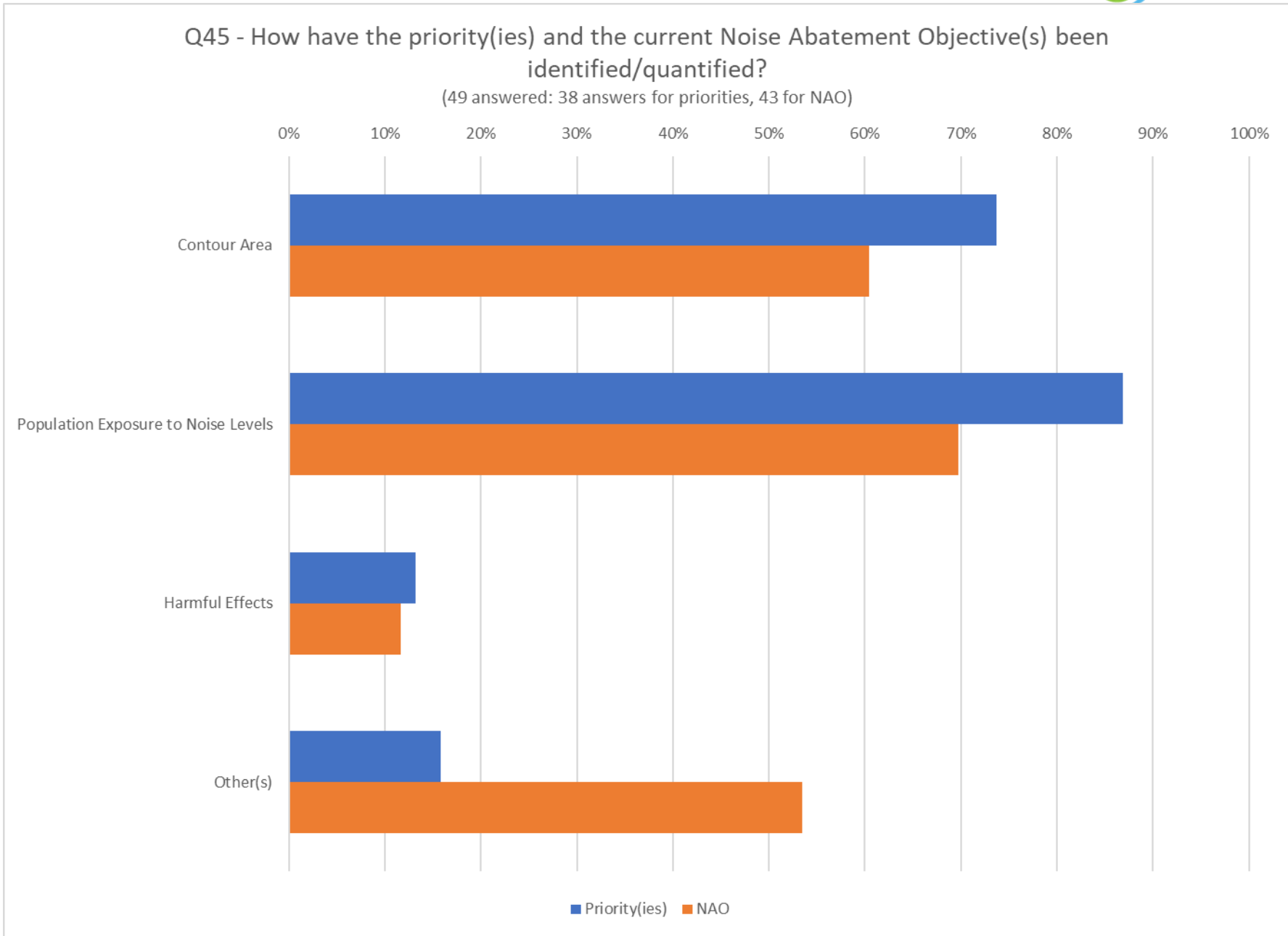


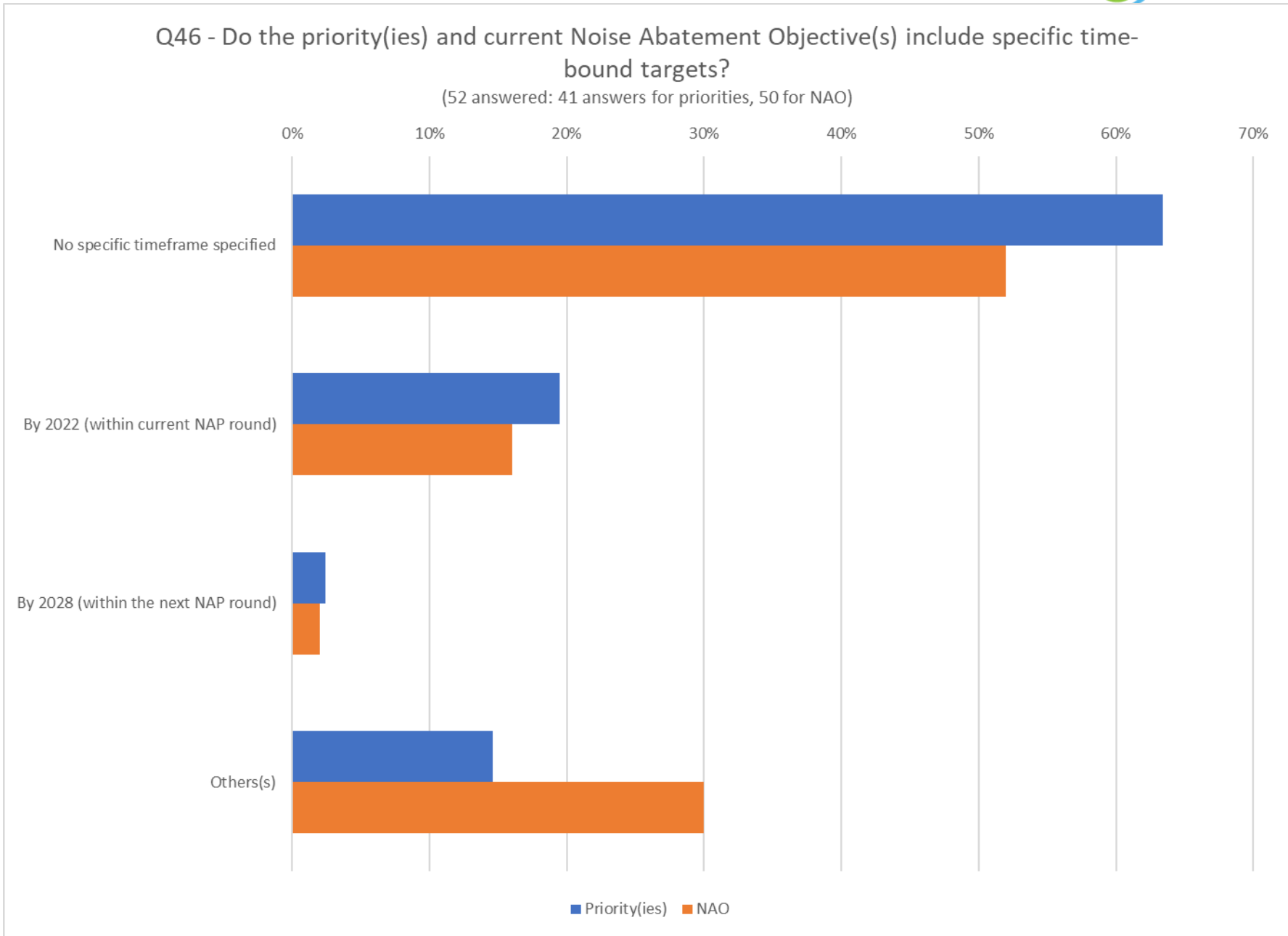
Q43 - Please state the priority(ies) to be addressed by the current Noise Action Plan.

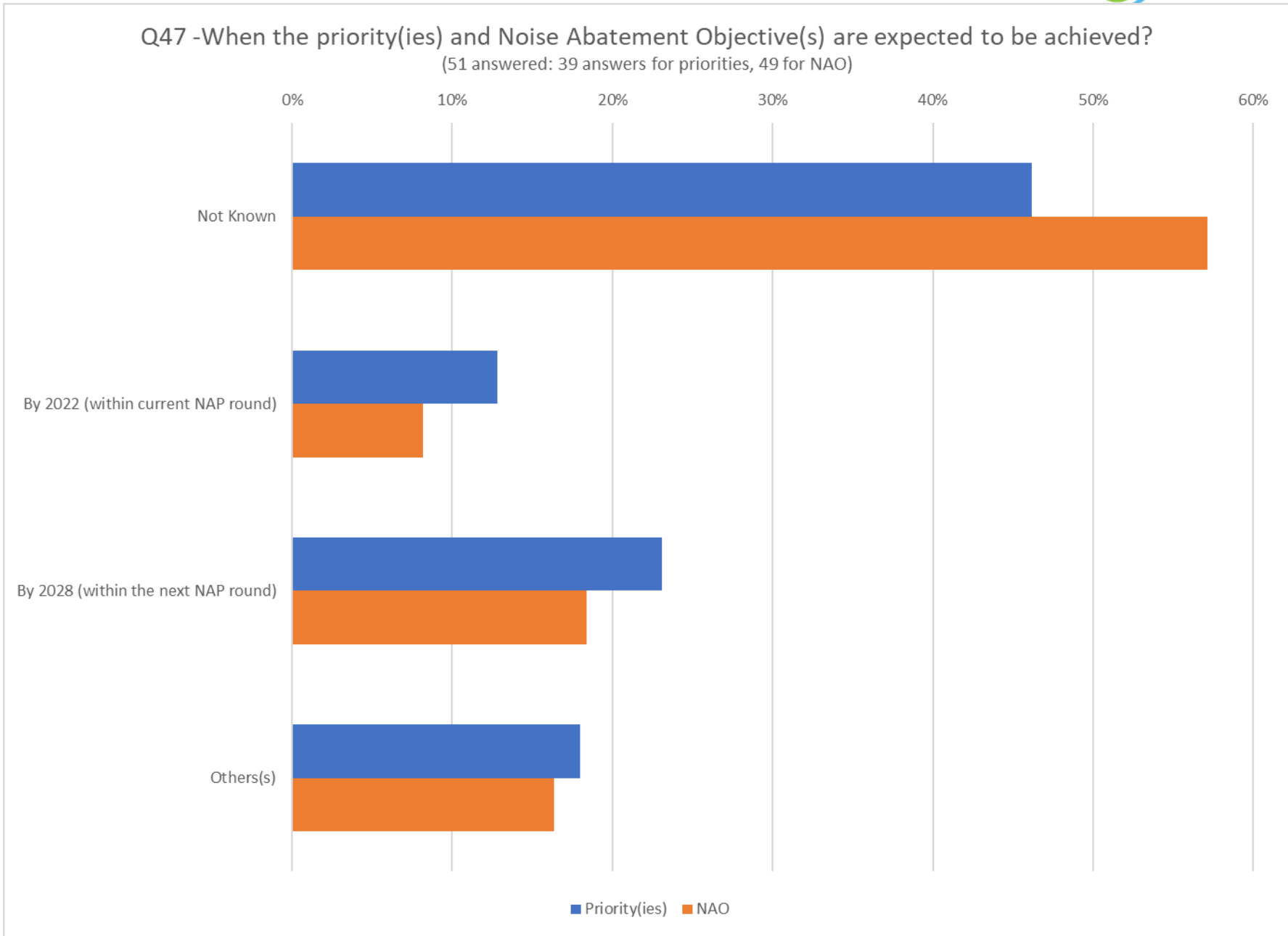


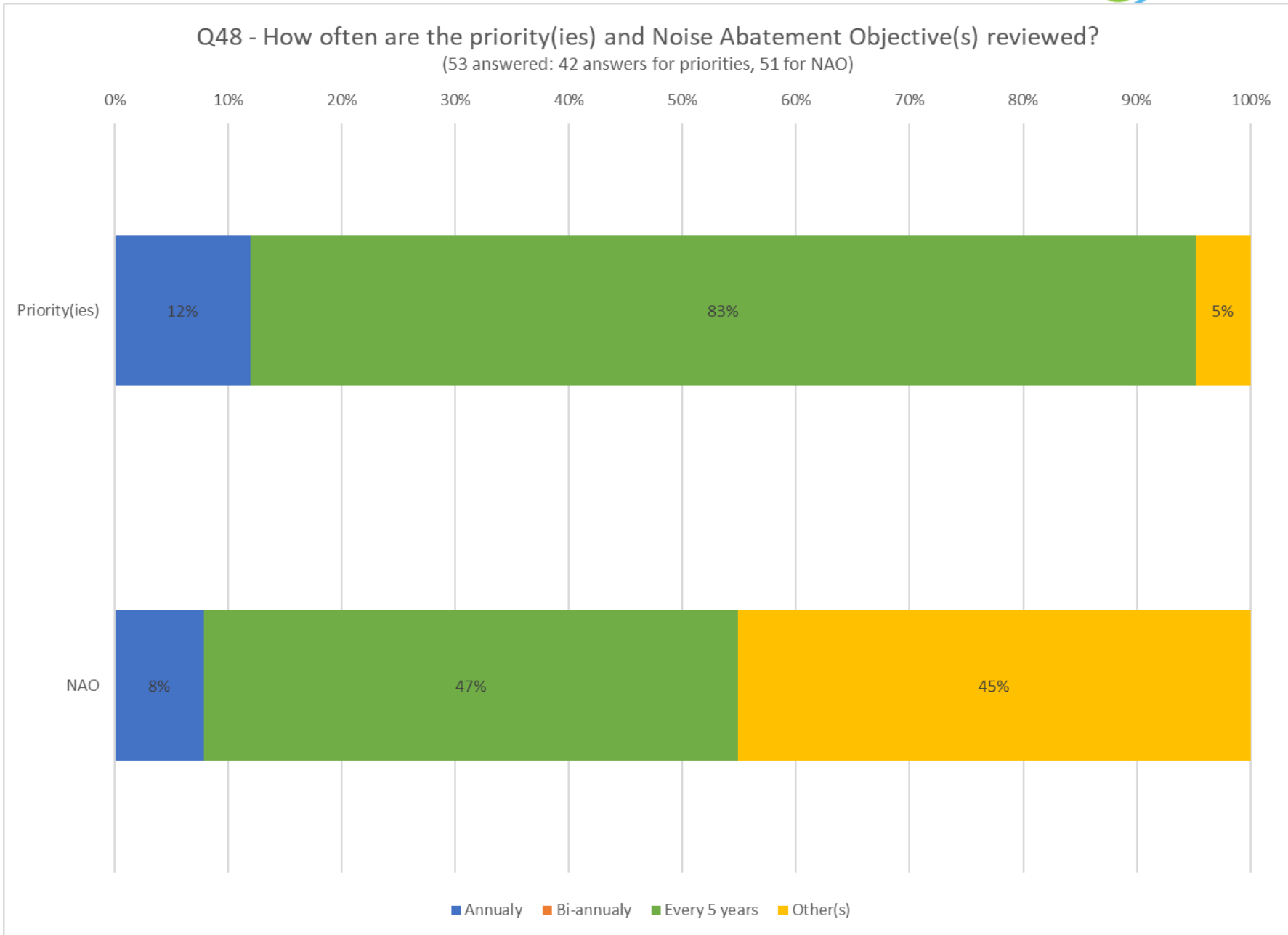
Q44 - Is(are) the priority(ies) the same as the current Noise Abatement Objective(s)?
(50 answered - 5 skipped)





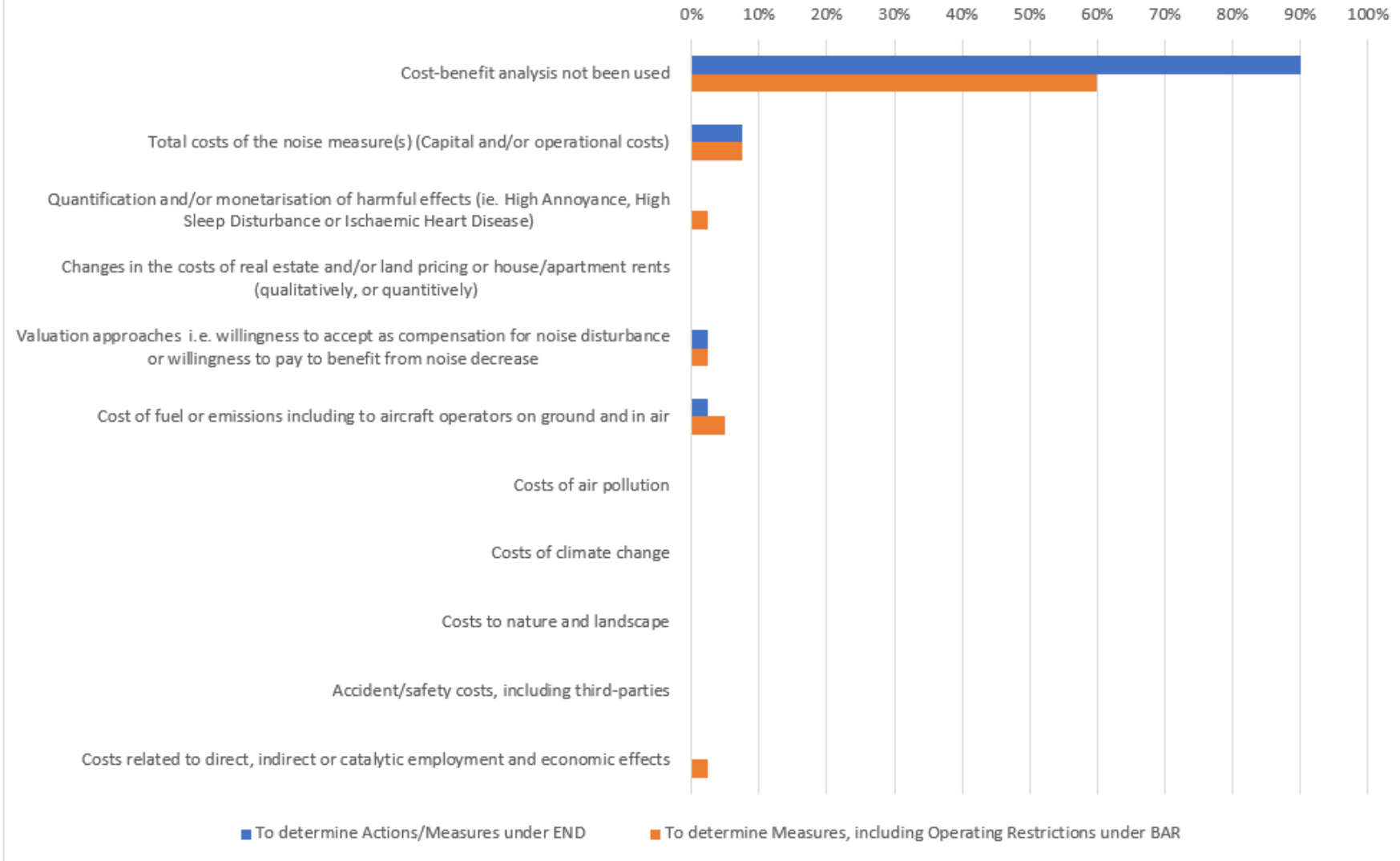


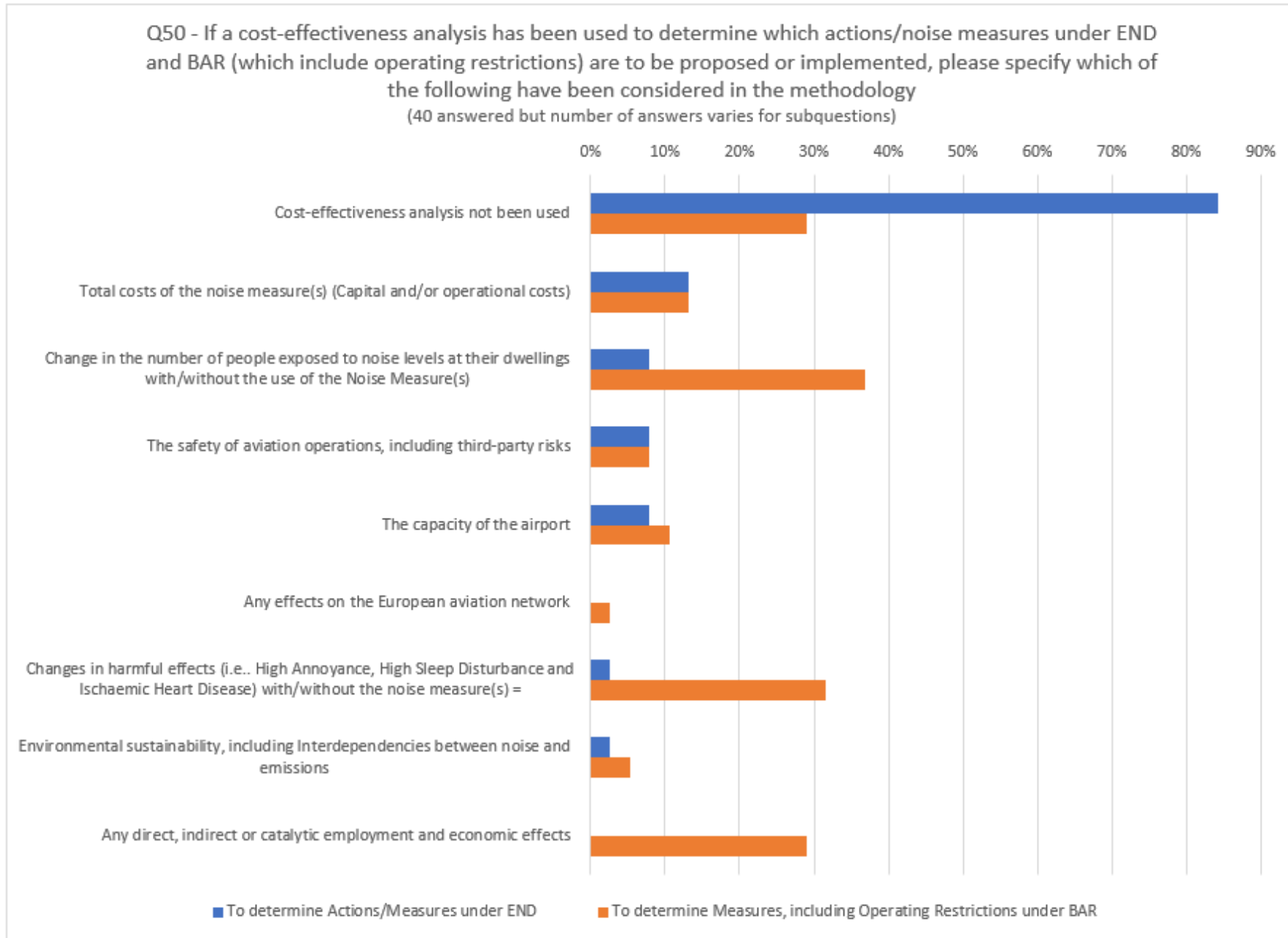


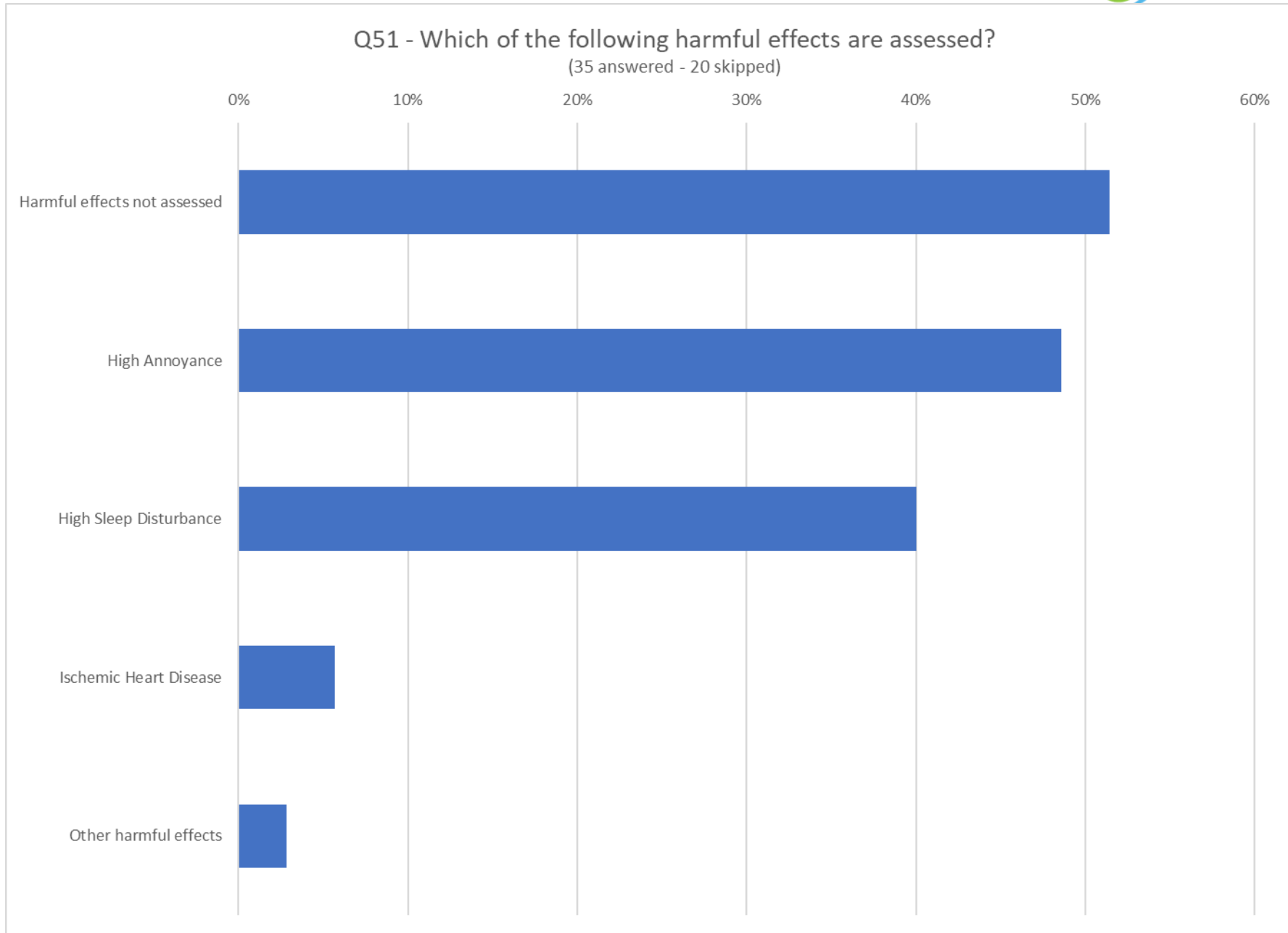


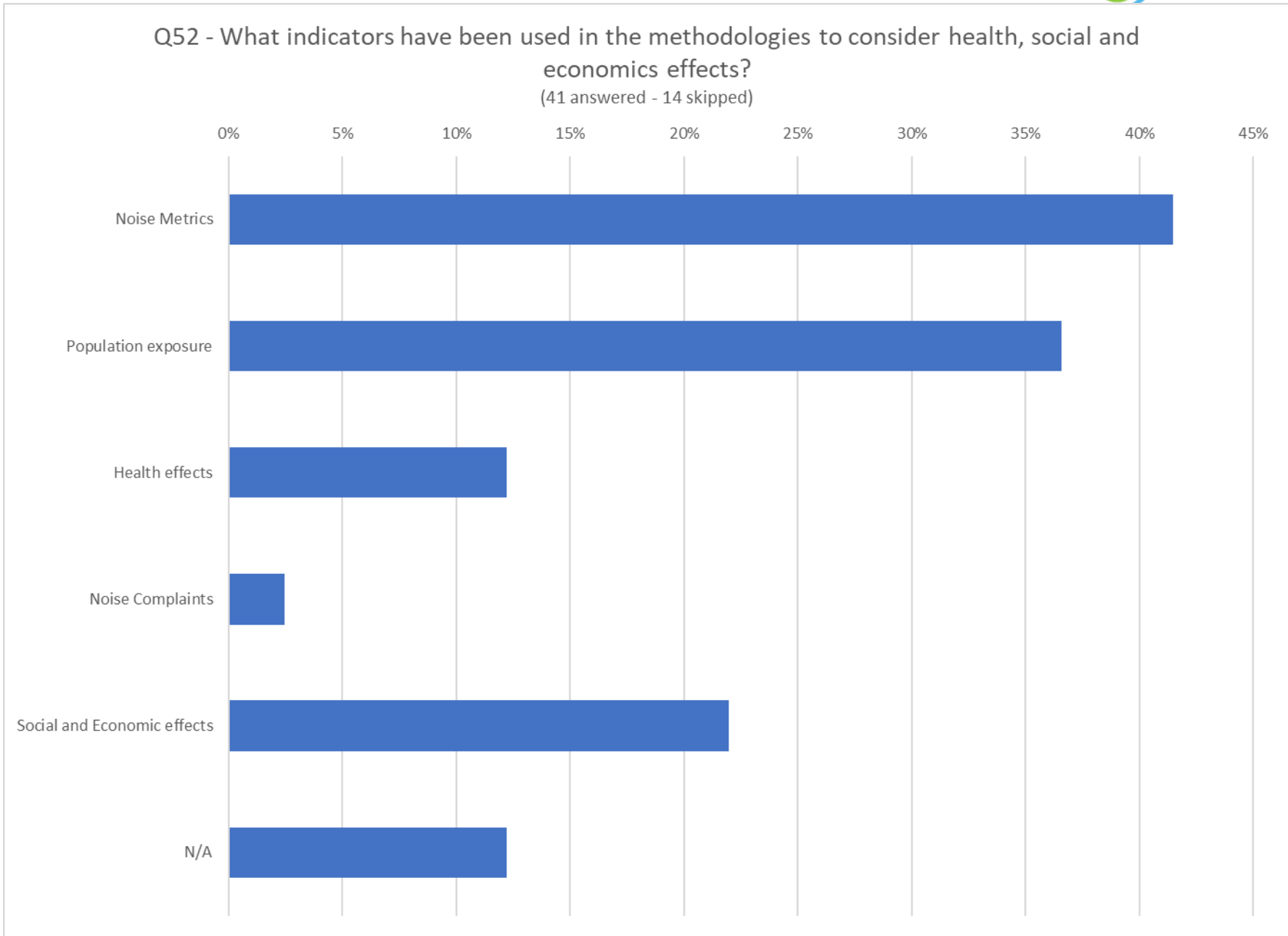
Q49 - If a cost-benefit analysis has been used to determine which actions/noise measures under END and BAR (which include operating restrictions) are to be proposed or implemented, please specify which of the following have been considered in the methodology

(40 answered but number of answers varies for subquestions)



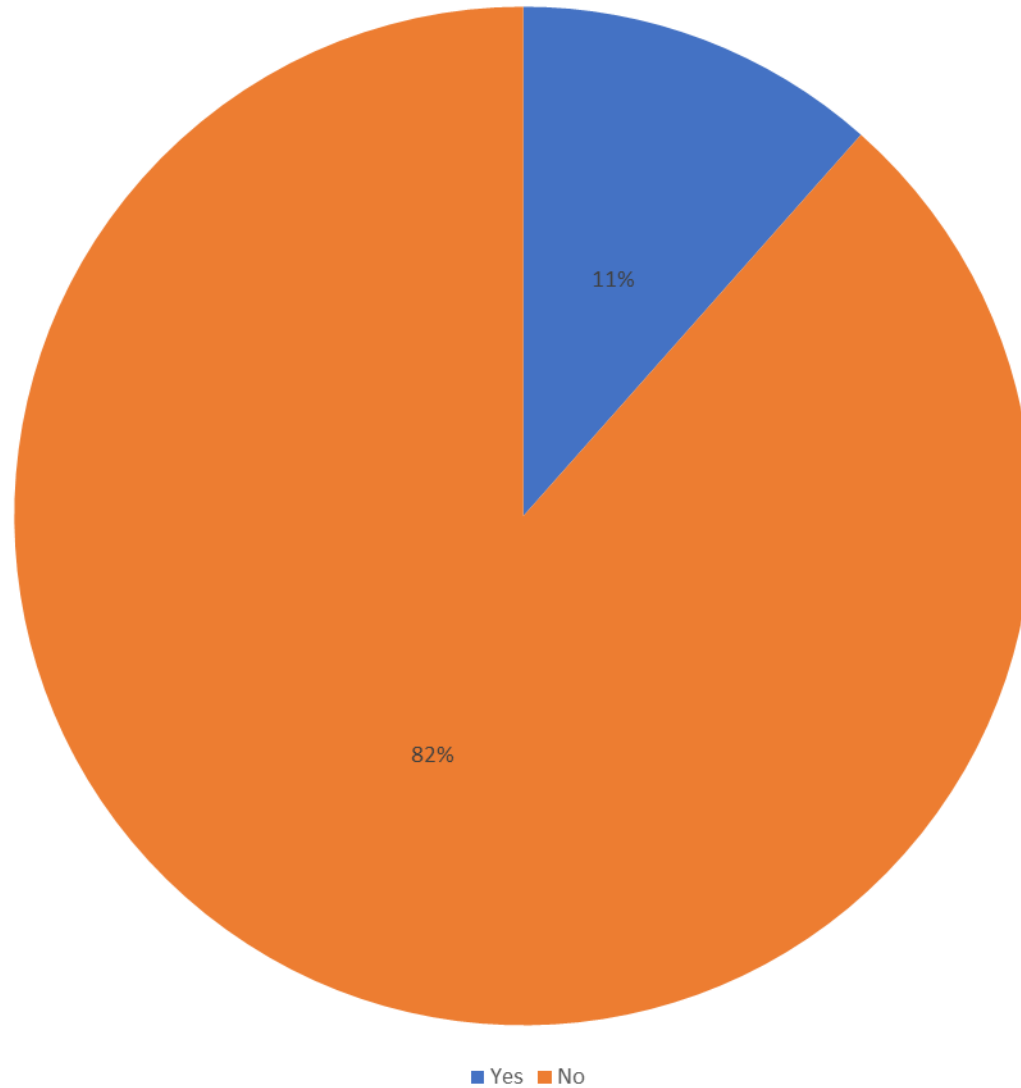




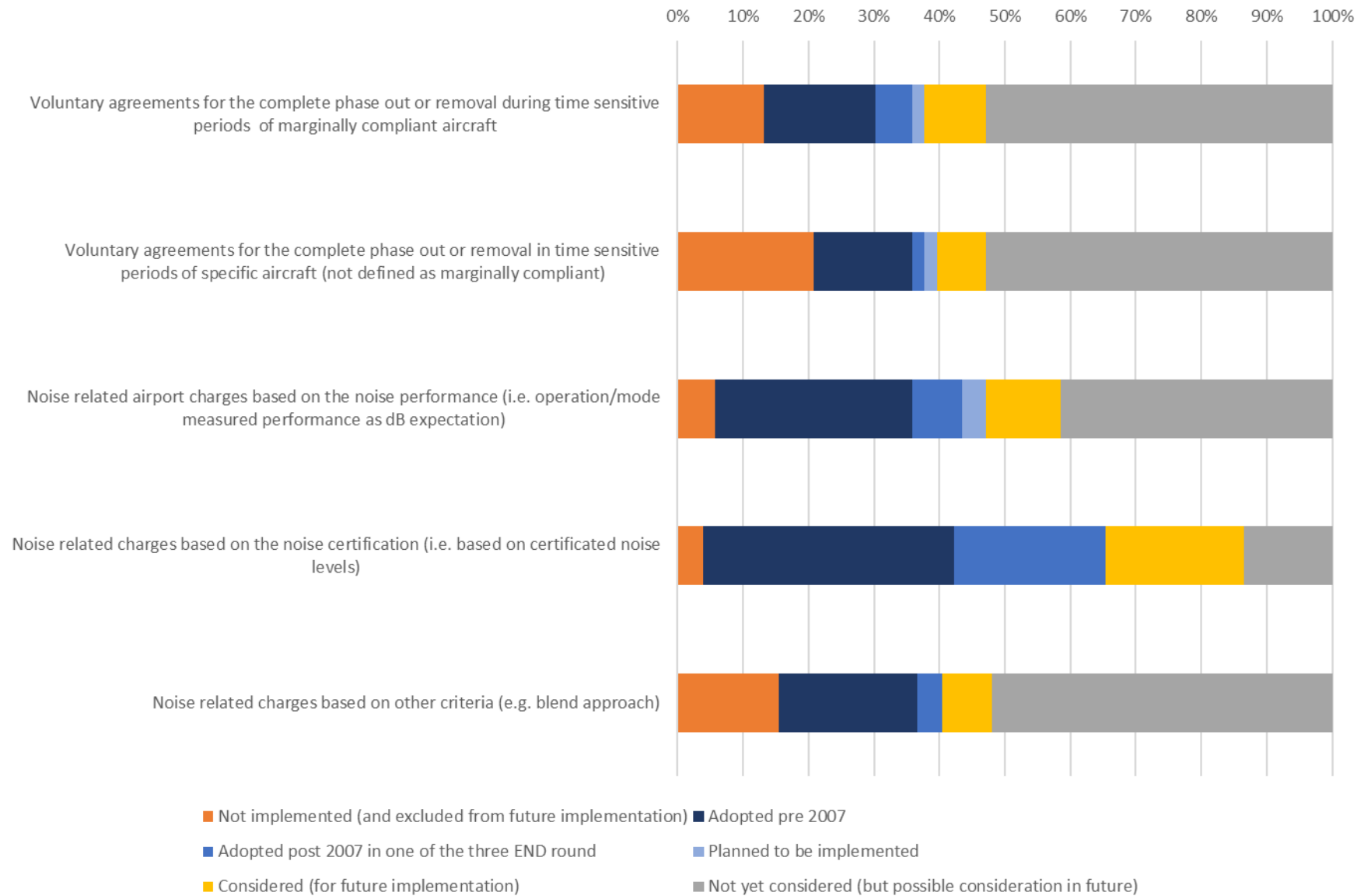


Q53 - Have Competent Authorities developed/provided any guidance on how to conduct the cost benefit/effectiveness assessment and what factors to consider?

(52 answered - 3 skipped)

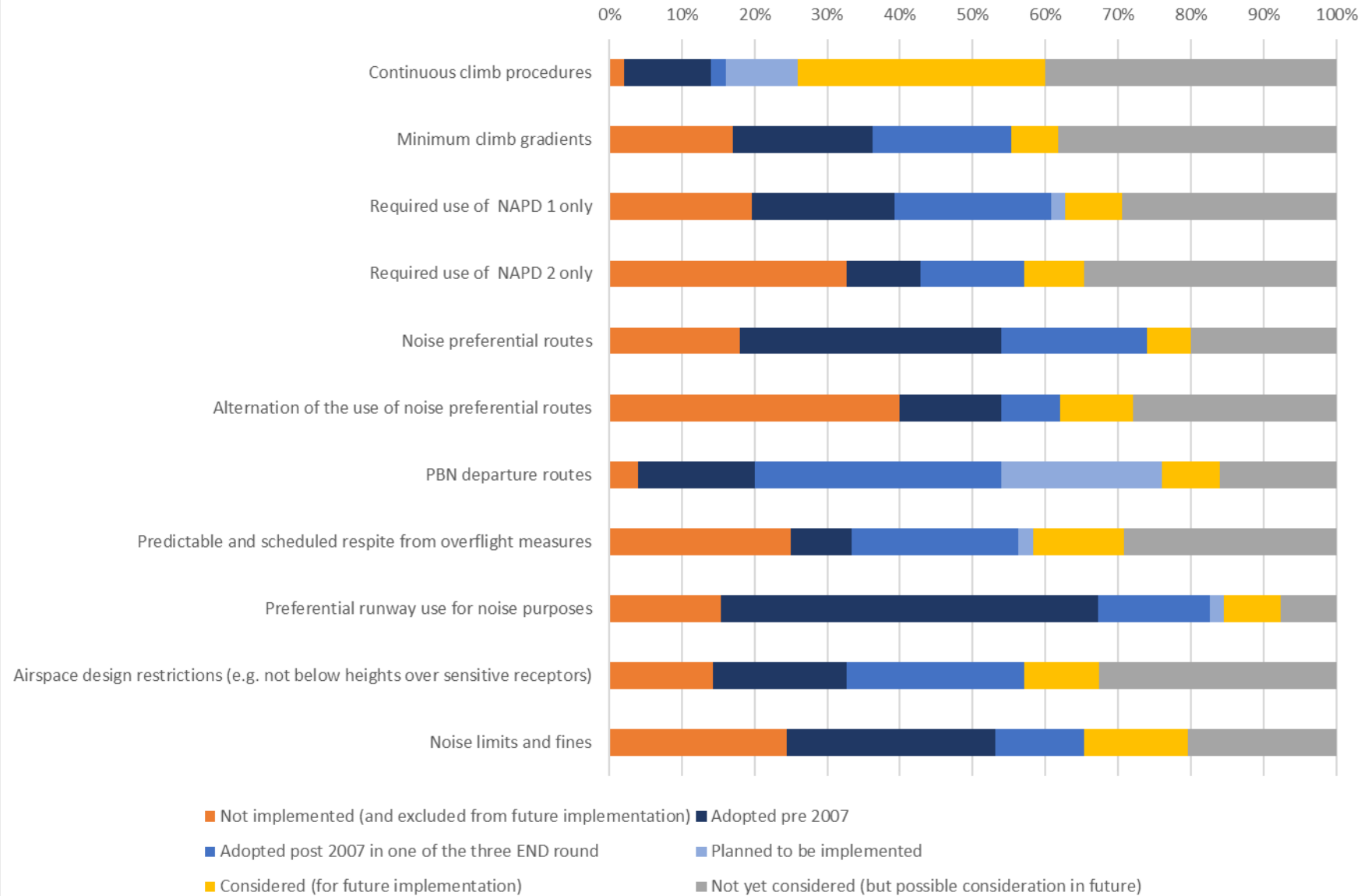


Q54 - Identification of noise measures: at source
 (54 answered but number of answers varies for subquestions - 1 skipped)



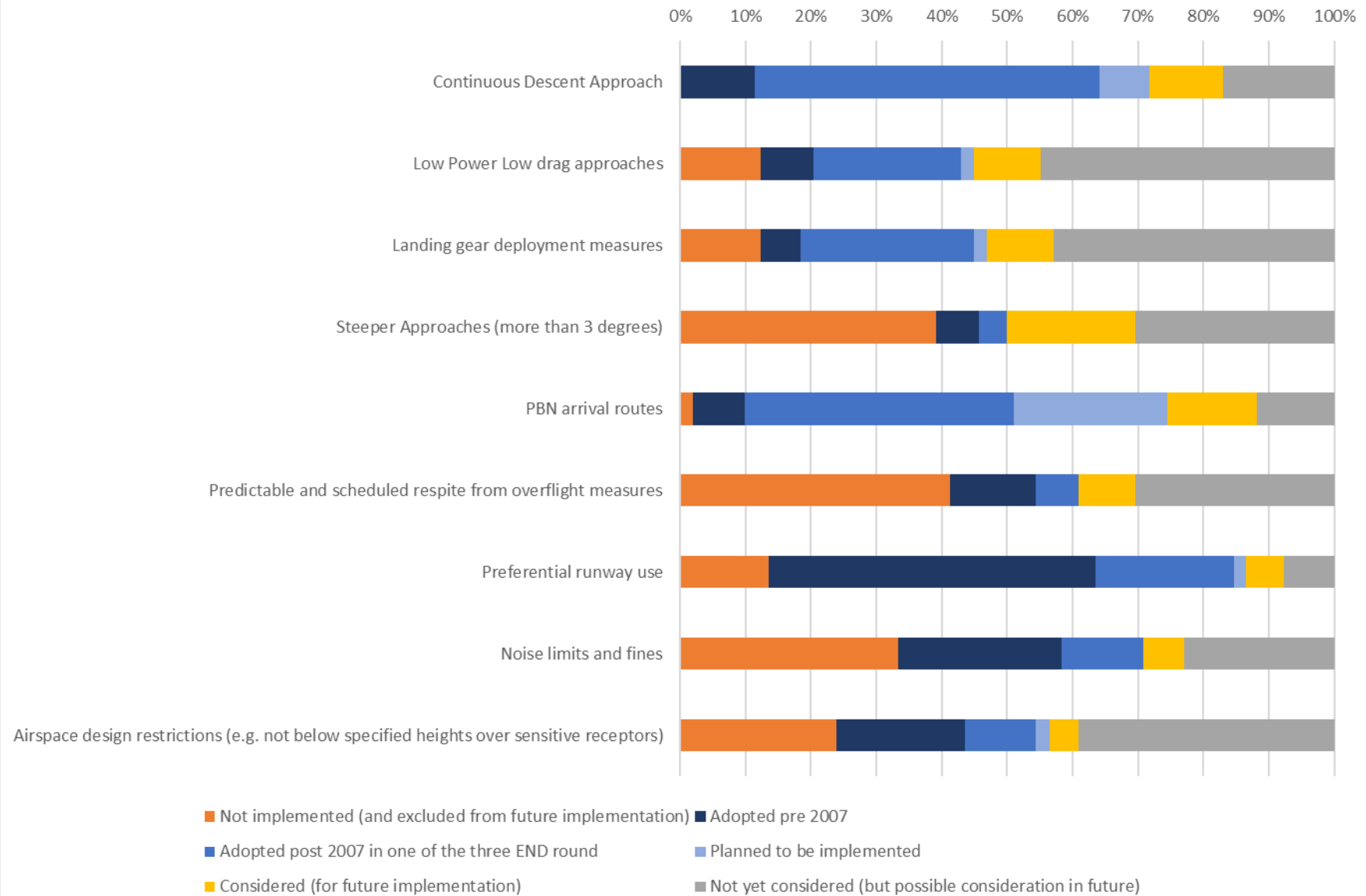
Q55 - Identification of noise measures: Operational procedure (departures)

(54 answered but number of answers varies for subquestions - 1 skipped)



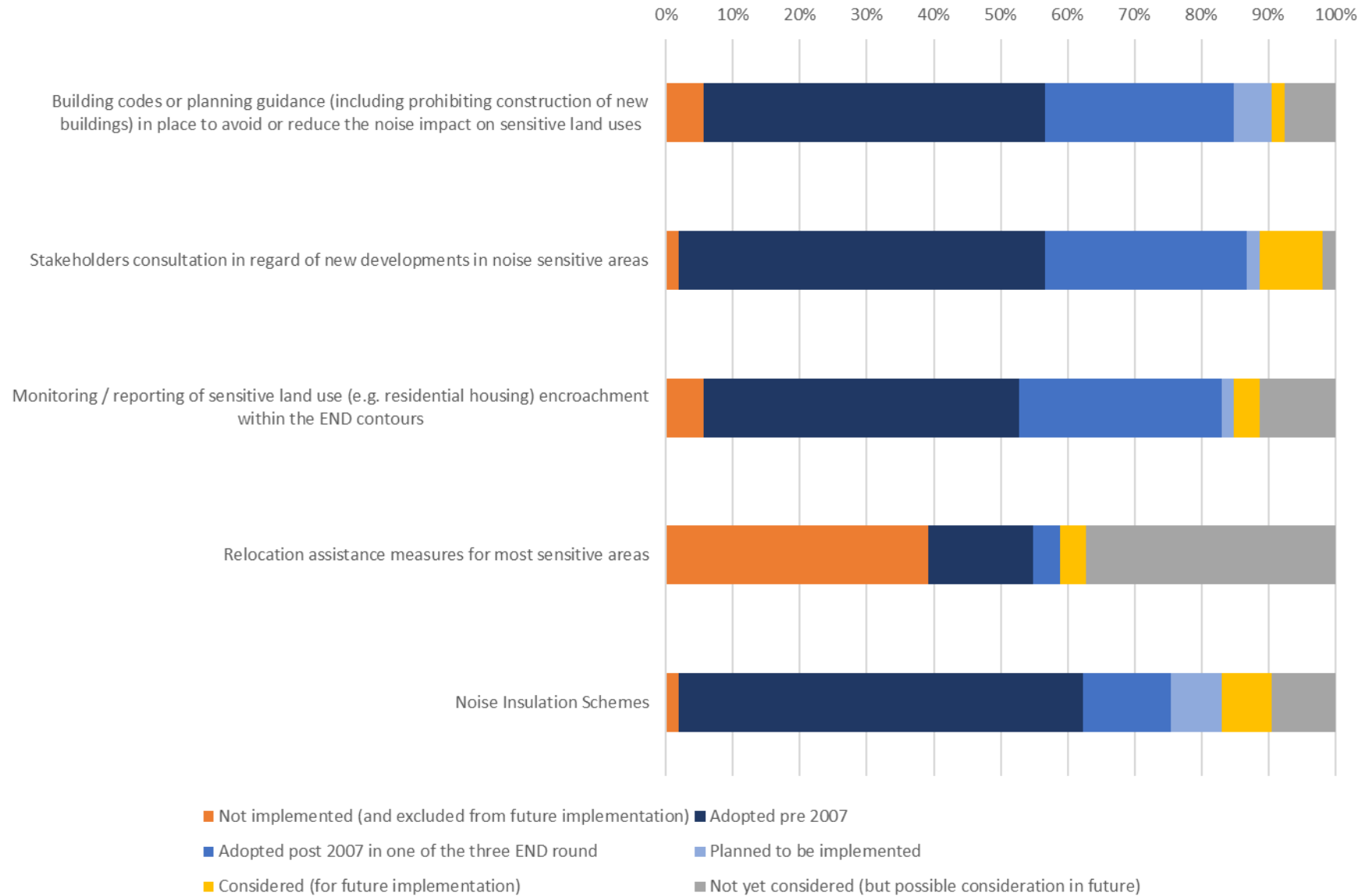
Q56 - Identification of noise measures: Operational procedure (arrivals)

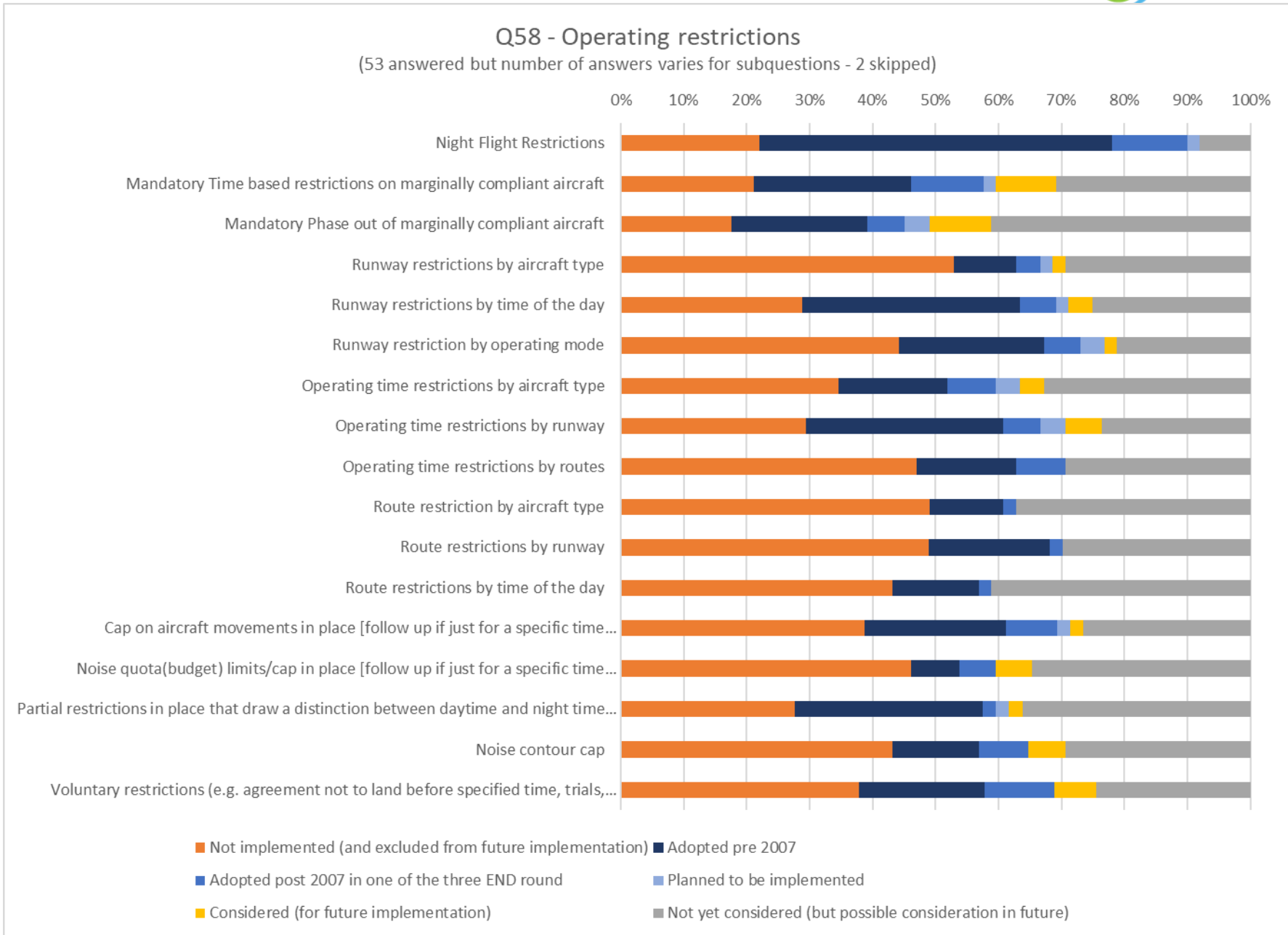
(53 answered but number of answers varies for subquestions - 2 skipped)



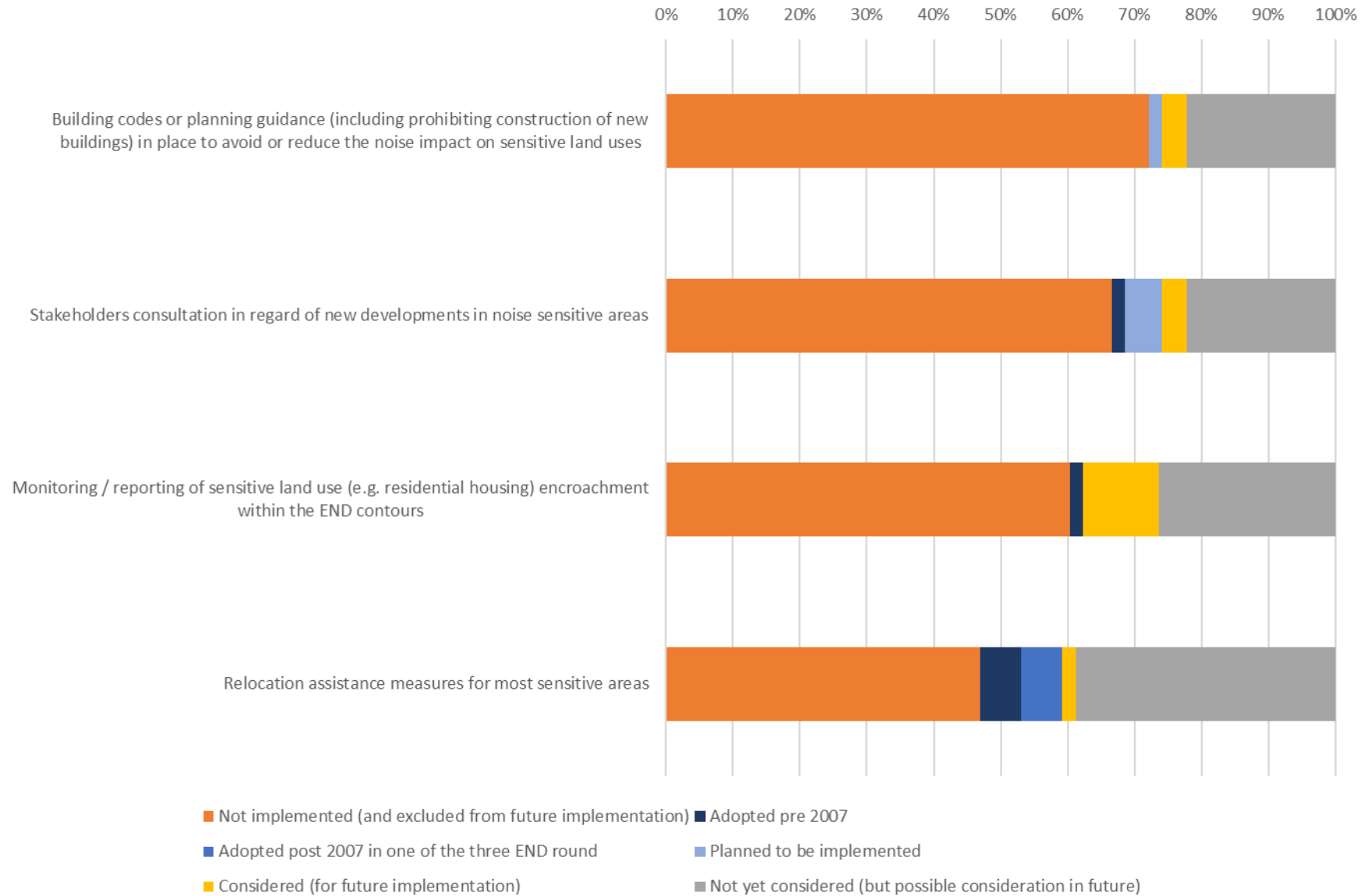
Q57 - Identification of noise measures: Land use planning

(53 answered but number of answers varies for subquestions - 2 skipped)

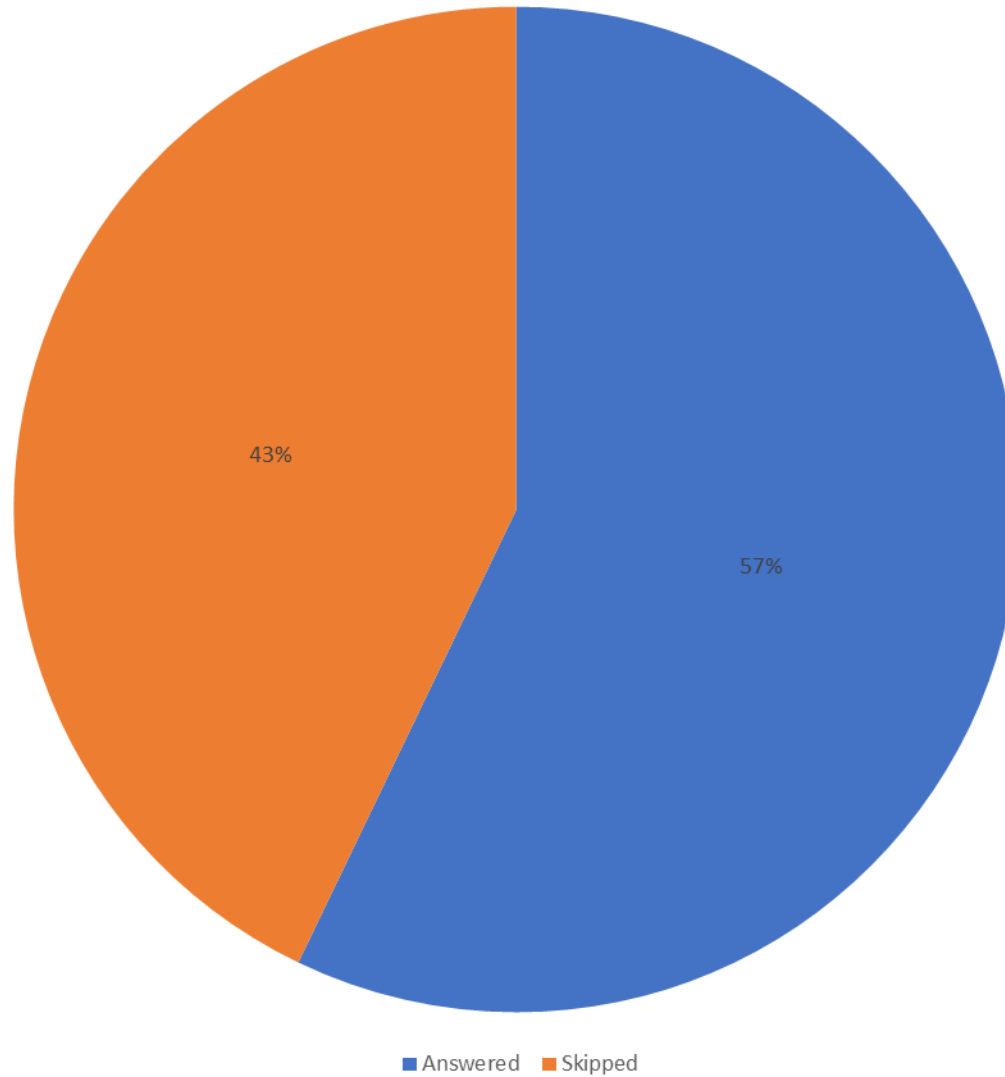




Q59 - Identification of noise measures: other
 (54 answered but number of answers varies for subquestions - 1 skipped)

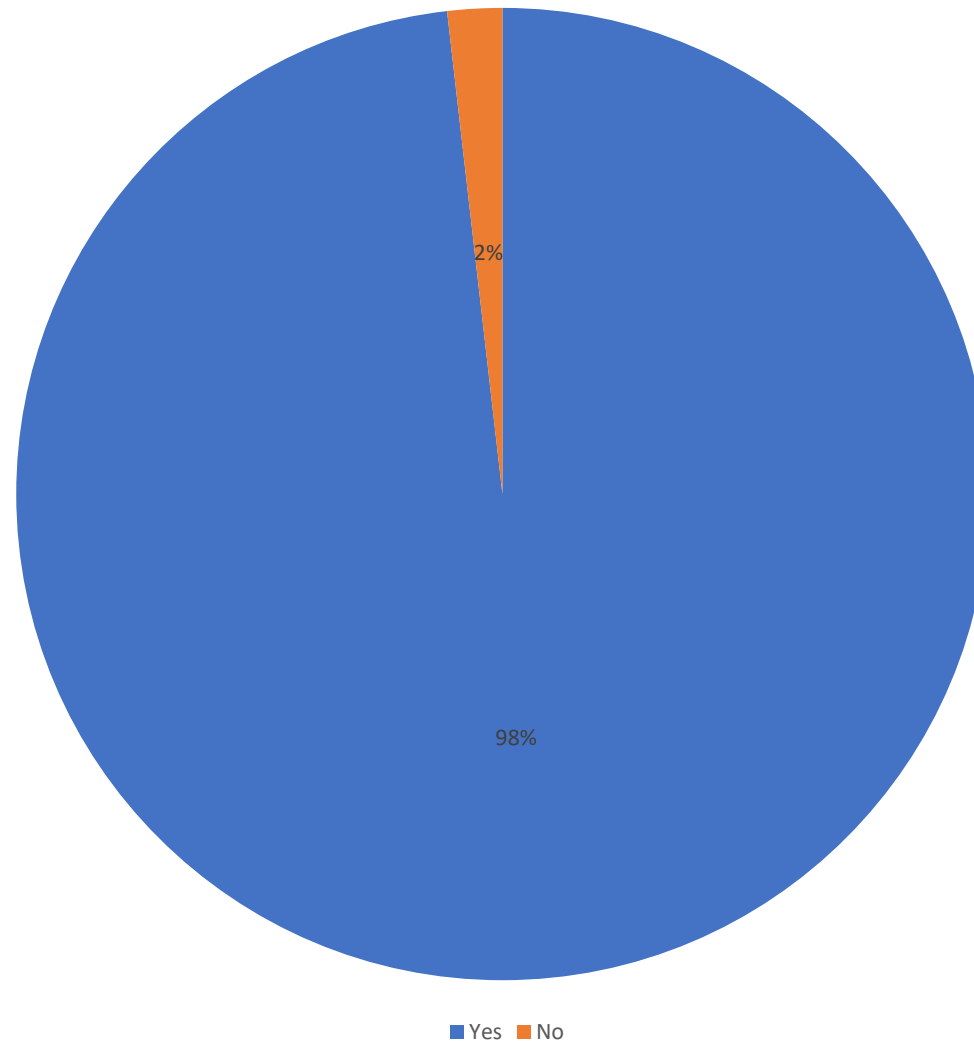


Q60 - When selecting measures, please describe what is understood by "the measures, taking into account public interest in the field of air transport as regards the development prospects of their airports, are selected without detriment to safety"



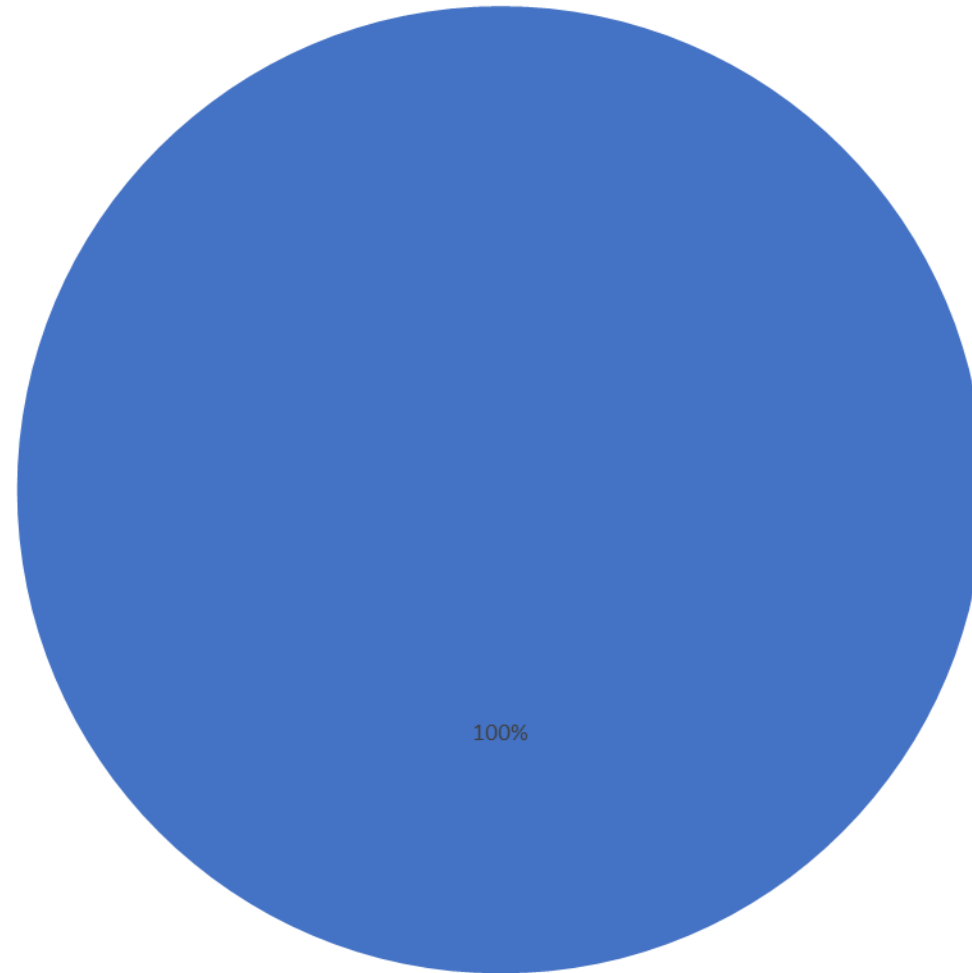
Q61 - Transparency - Are the results of the strategic noise maps and noise action plans made available to the public?

(55 answered - 0 skipped)



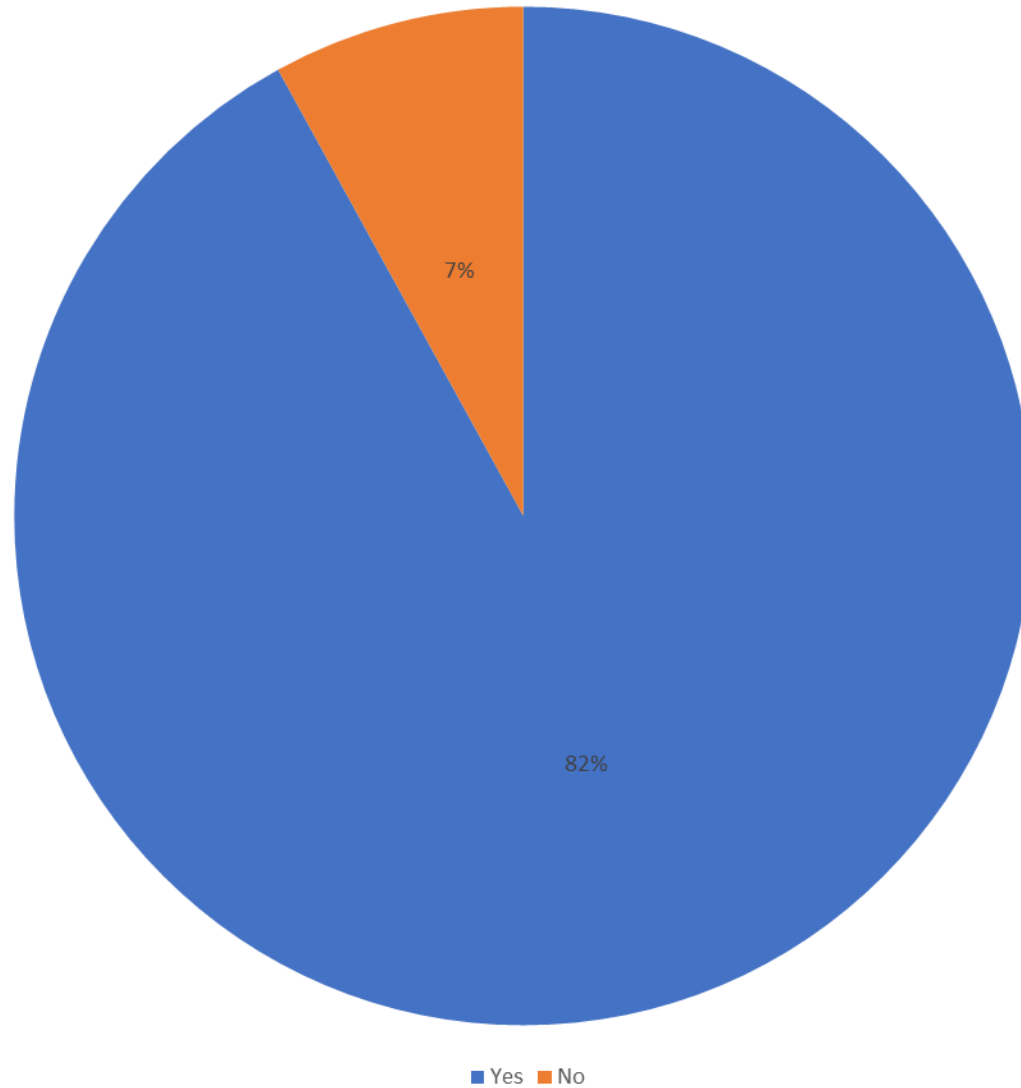
Q62 - Transparency - Where are noise strategic maps and noise action plans available to the public? Please specify where (eg: link to website, etc)

(55 answered - 0 skipped)



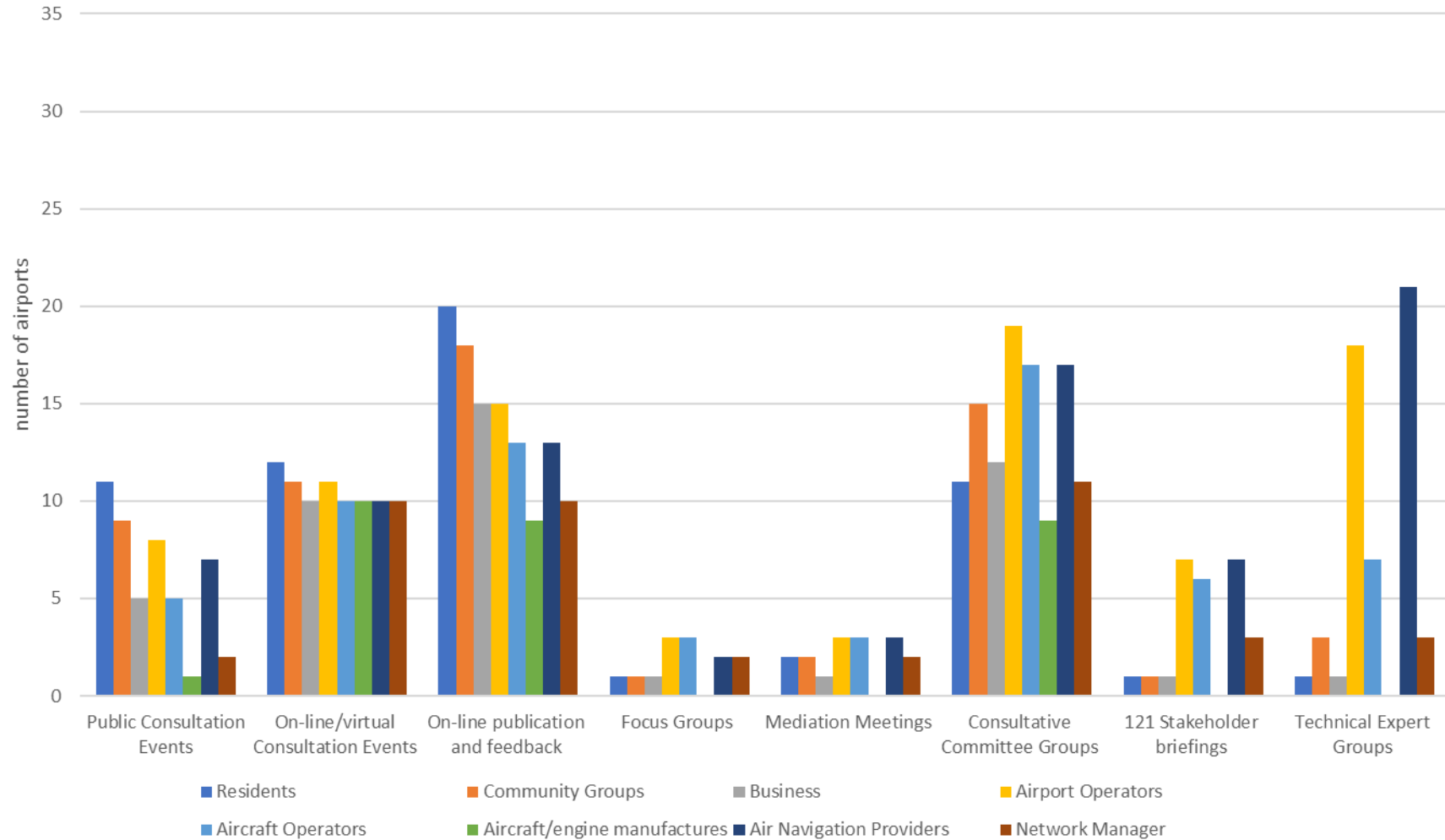
■ Link provided ■ Link not provided

Q63 - Technical Cooperation - Has there been technical engagements with airport operator, aircraft operators, air navigator service provider?
(50 answered - 5 skipped)



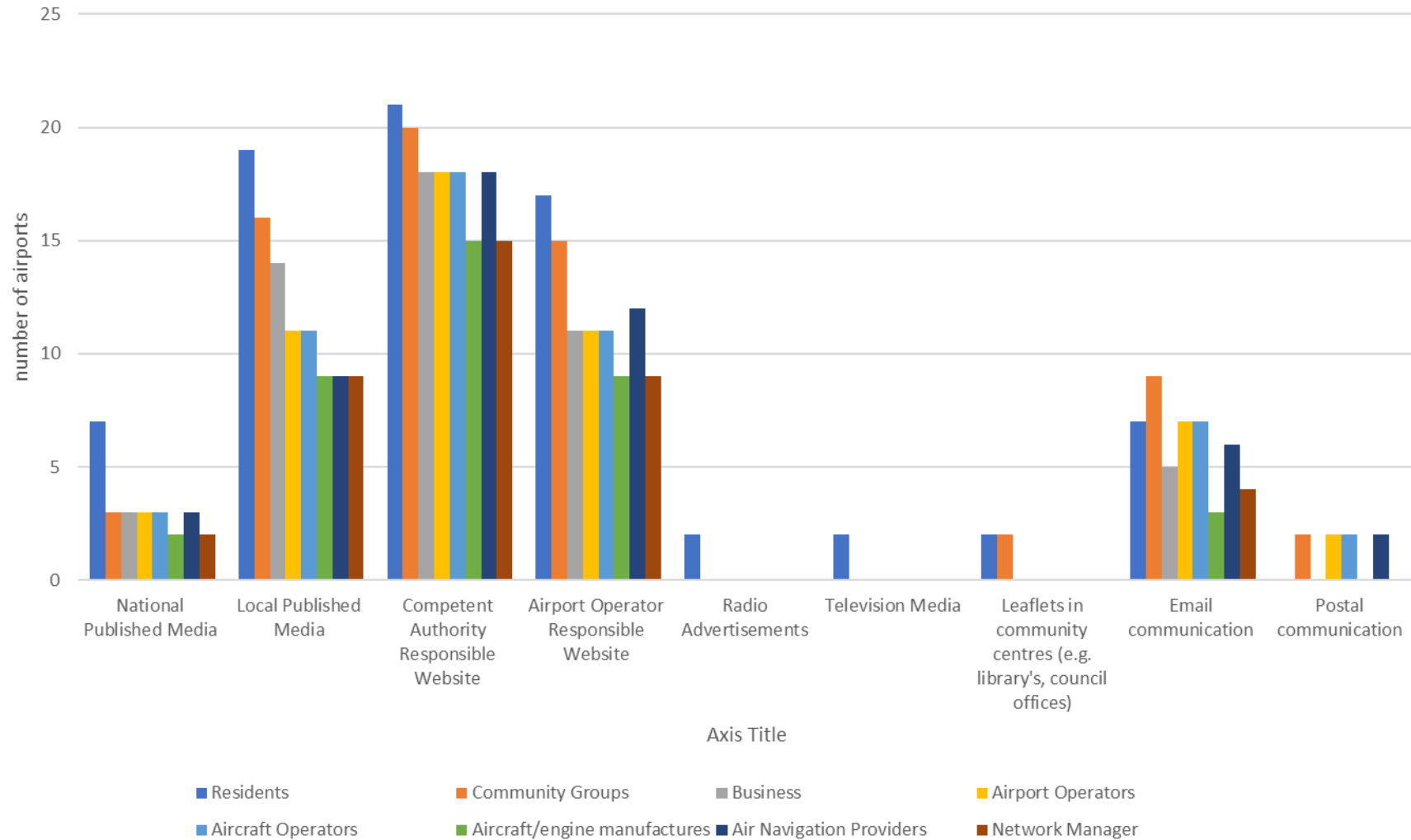
Q64 - Consultation - Which of the following methods of consultation and engagement has been used in developing the noise actions plans or implementing an operating restriction?

(34 answered but number of answers varies for subquestions - 21 skipped)

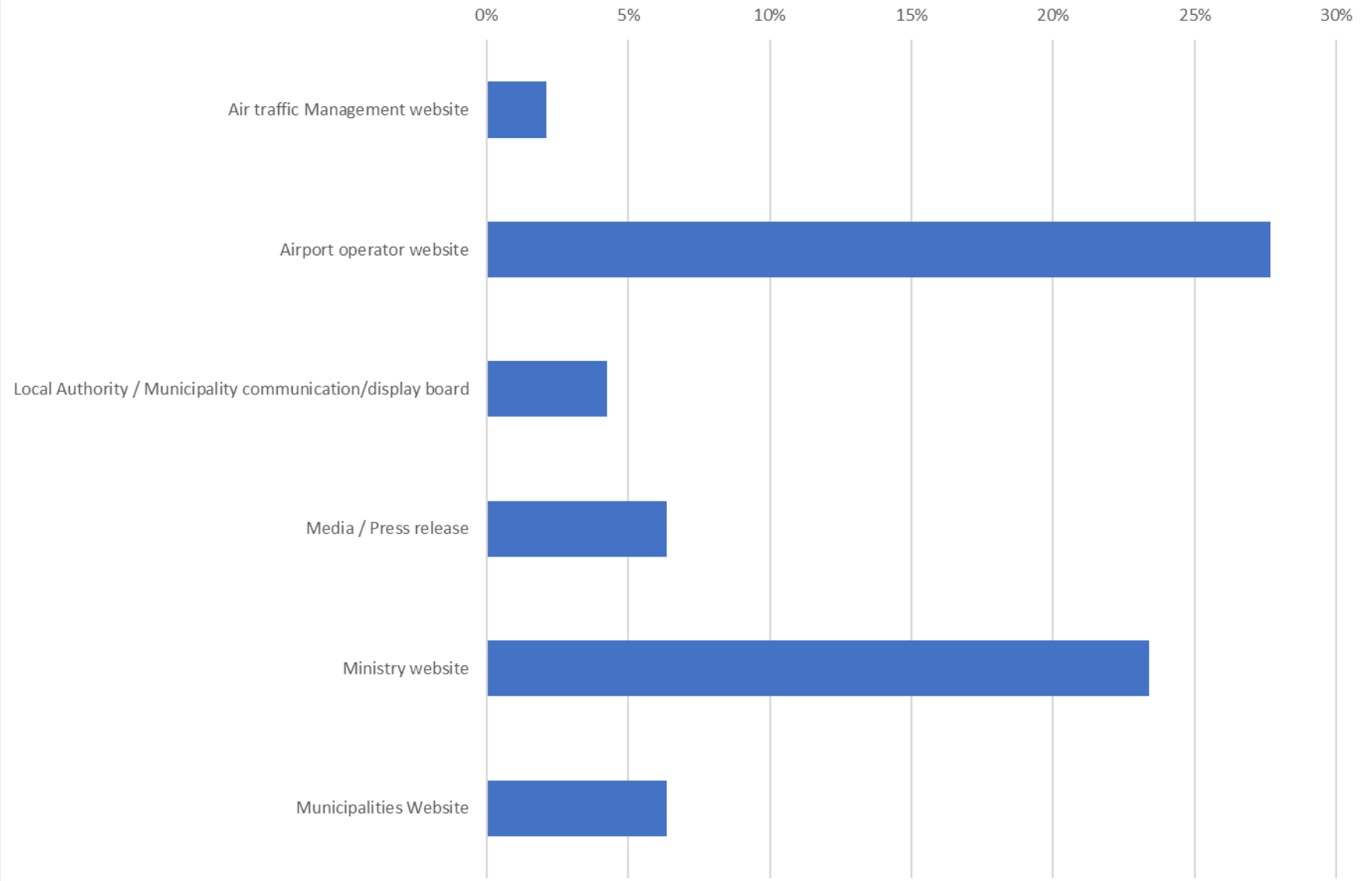


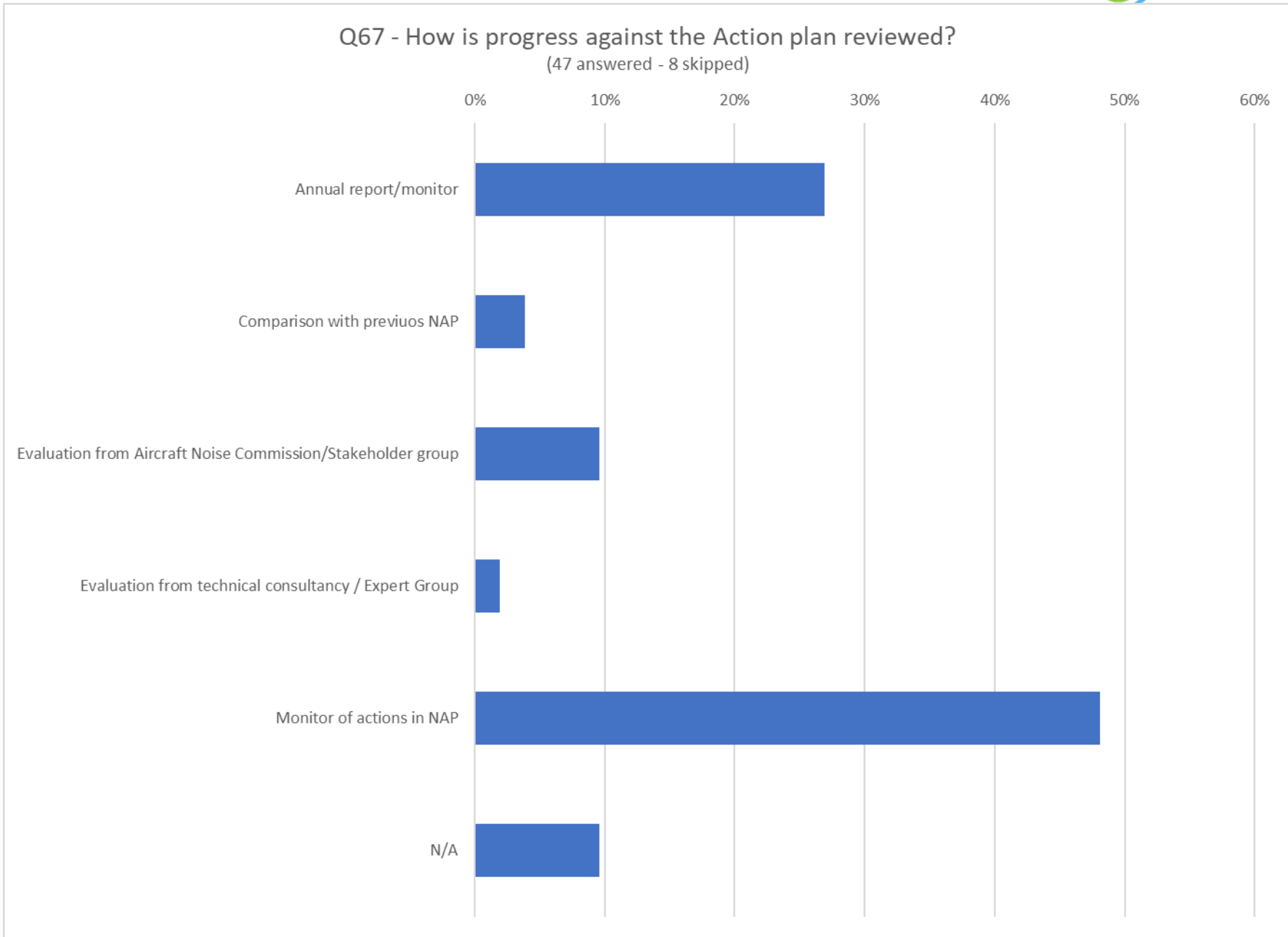
Q65 - Promotion - Which of the following methods have been used in promoting stakeholder engagement and interest in the development of noise actions plans or implementing an operating restriction?

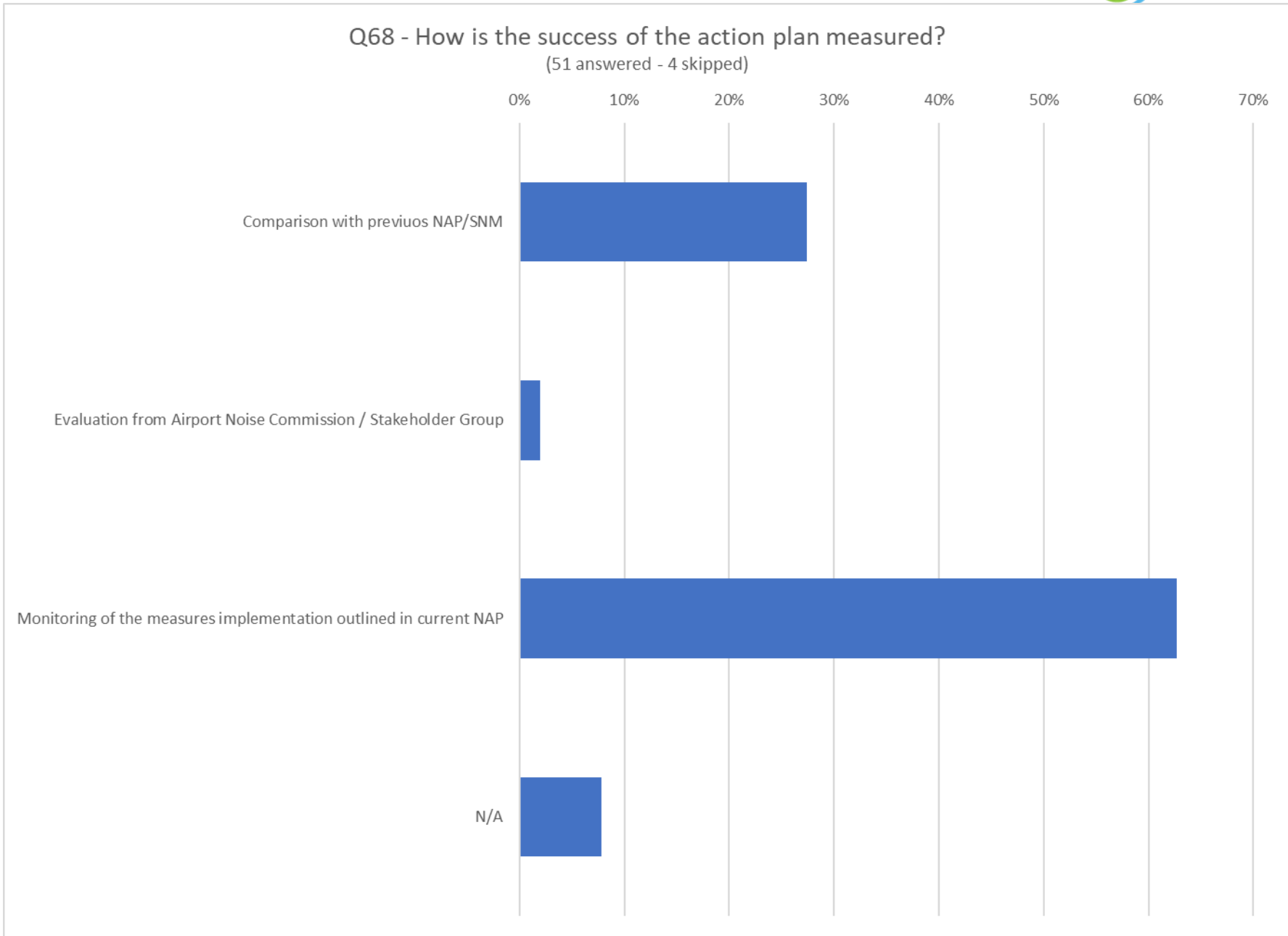
(32 answered but number of answers varies for subquestions)



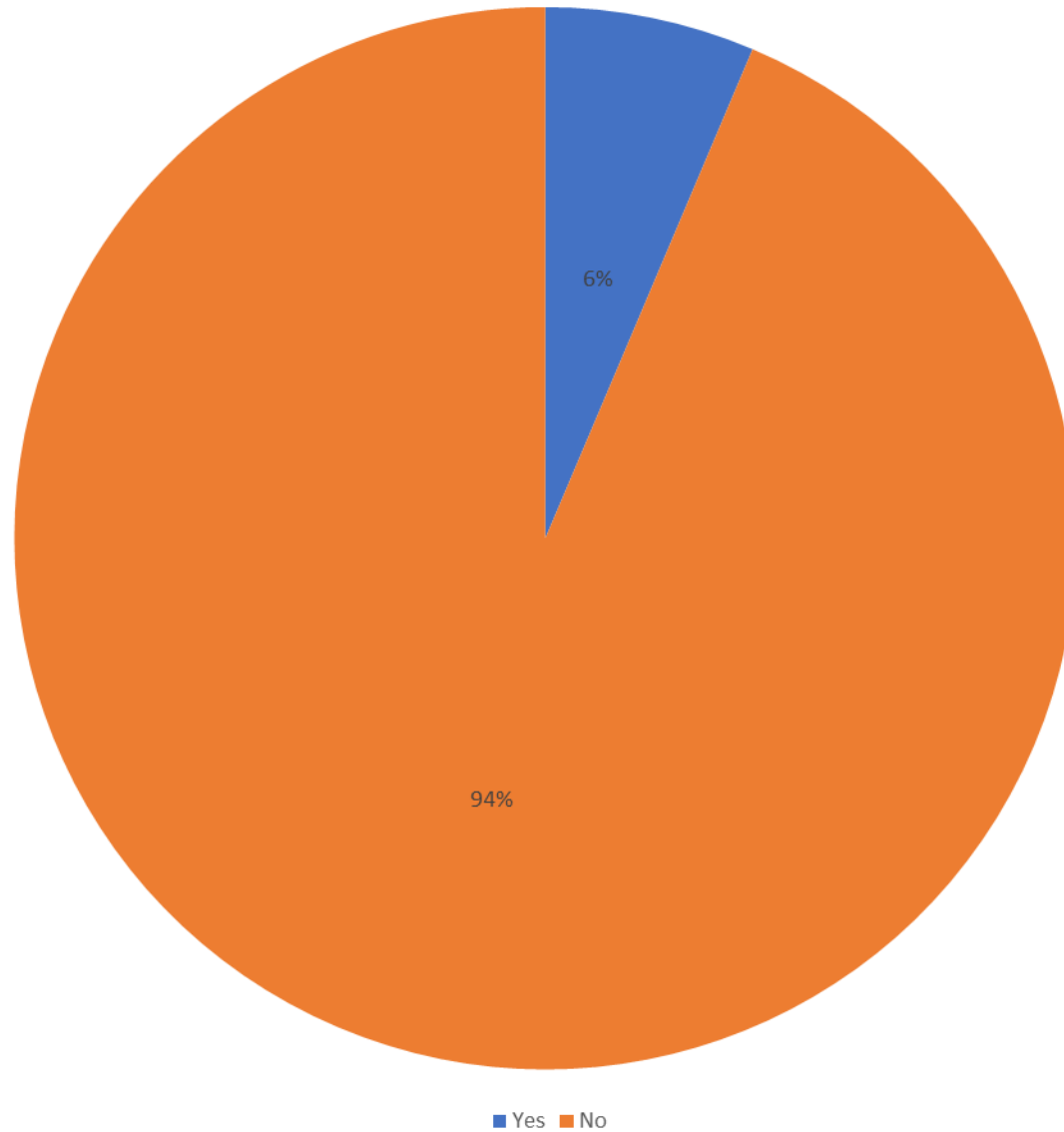
Q66 - How is public informed of decision taken within action plans as result of the consultation process?

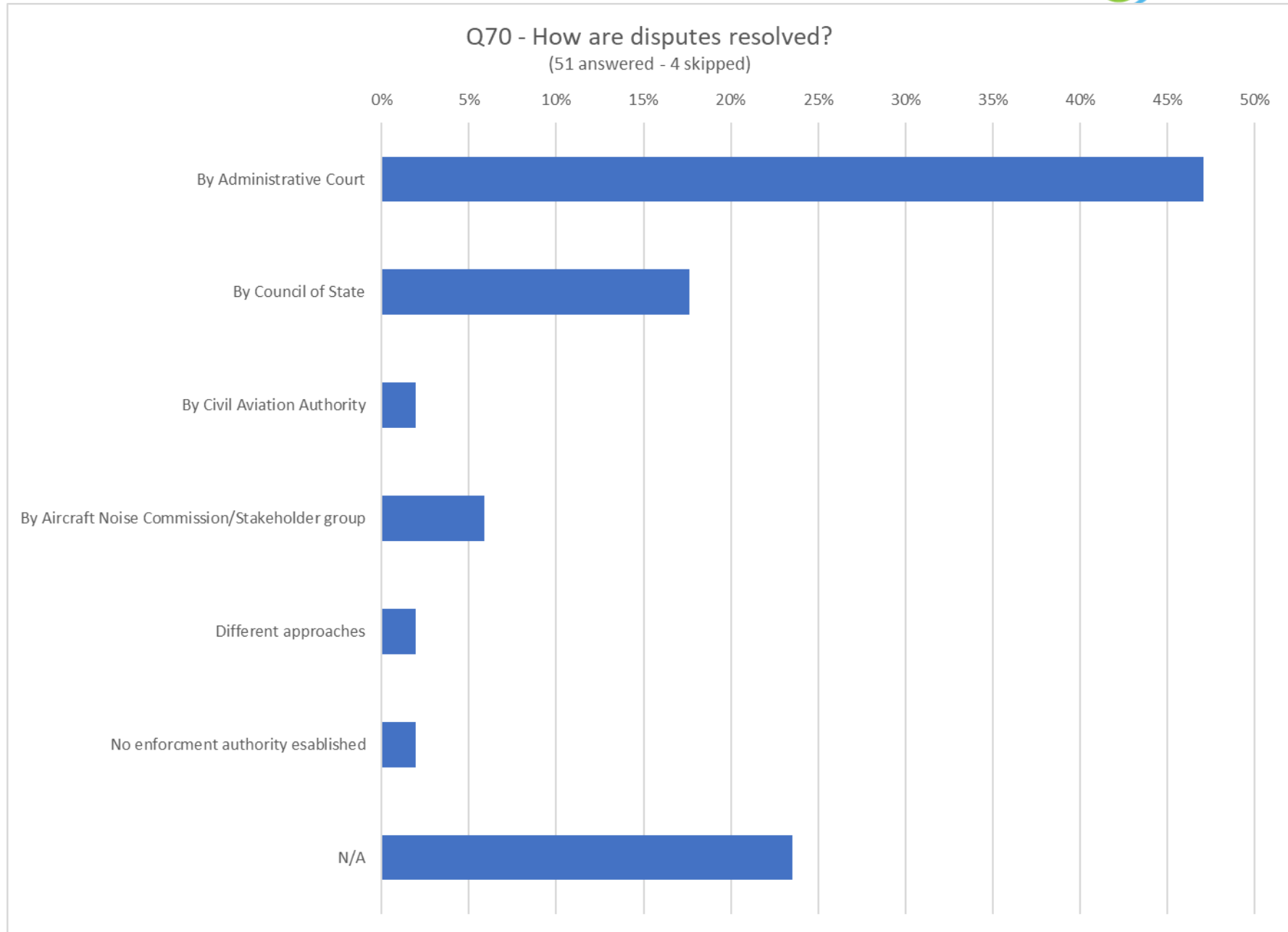




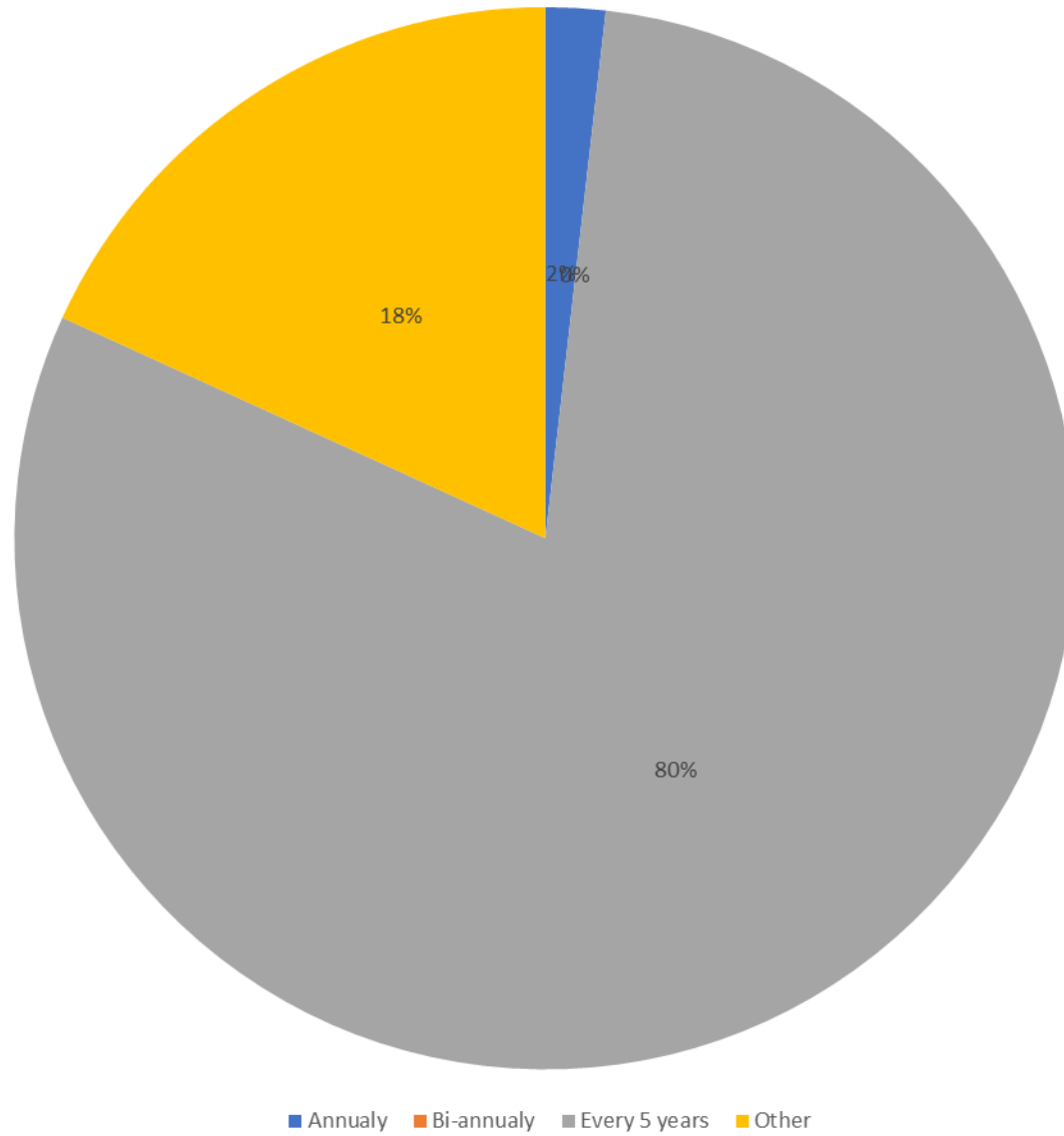


Q69 - Is there an independent audit of progress reports?
(47 answered - 8 skipped)



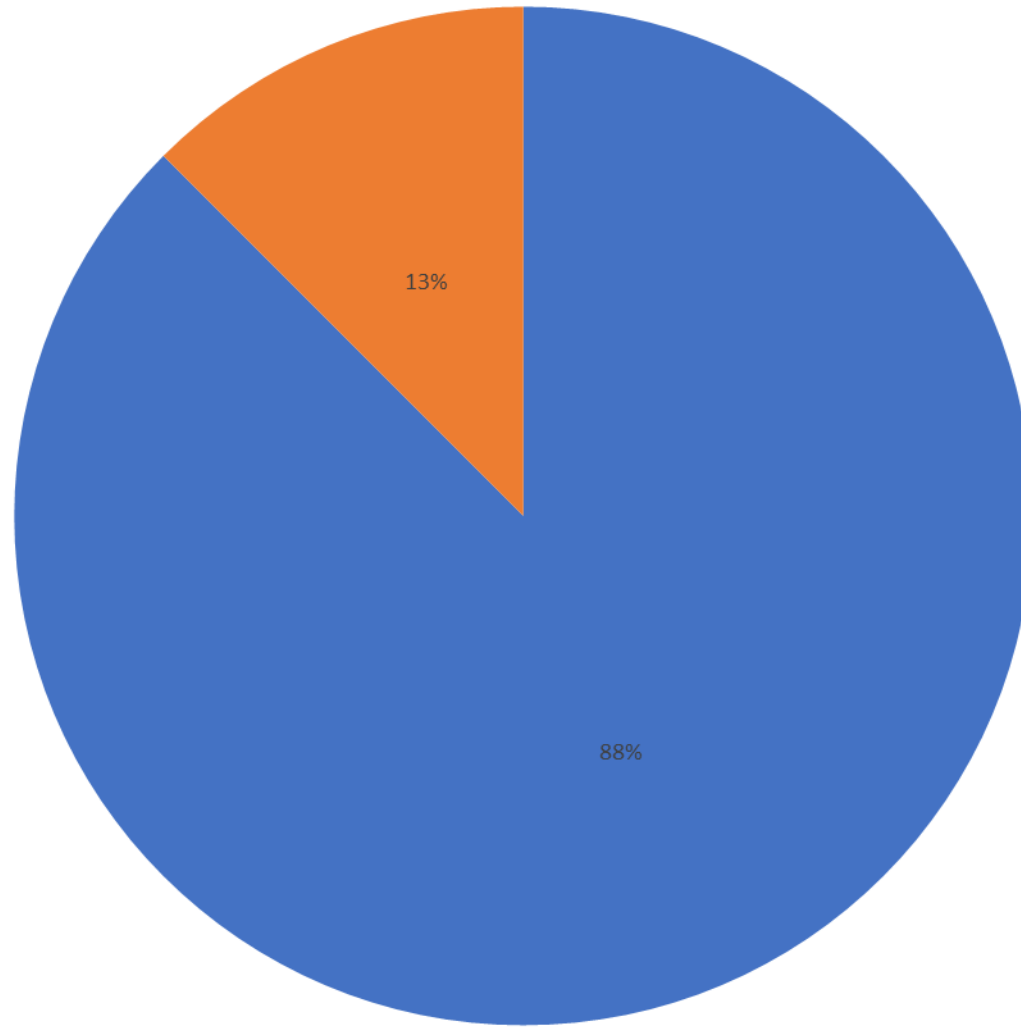


Q71 - How often is the action plan reviewed?
(55 answered - 10 skipped)

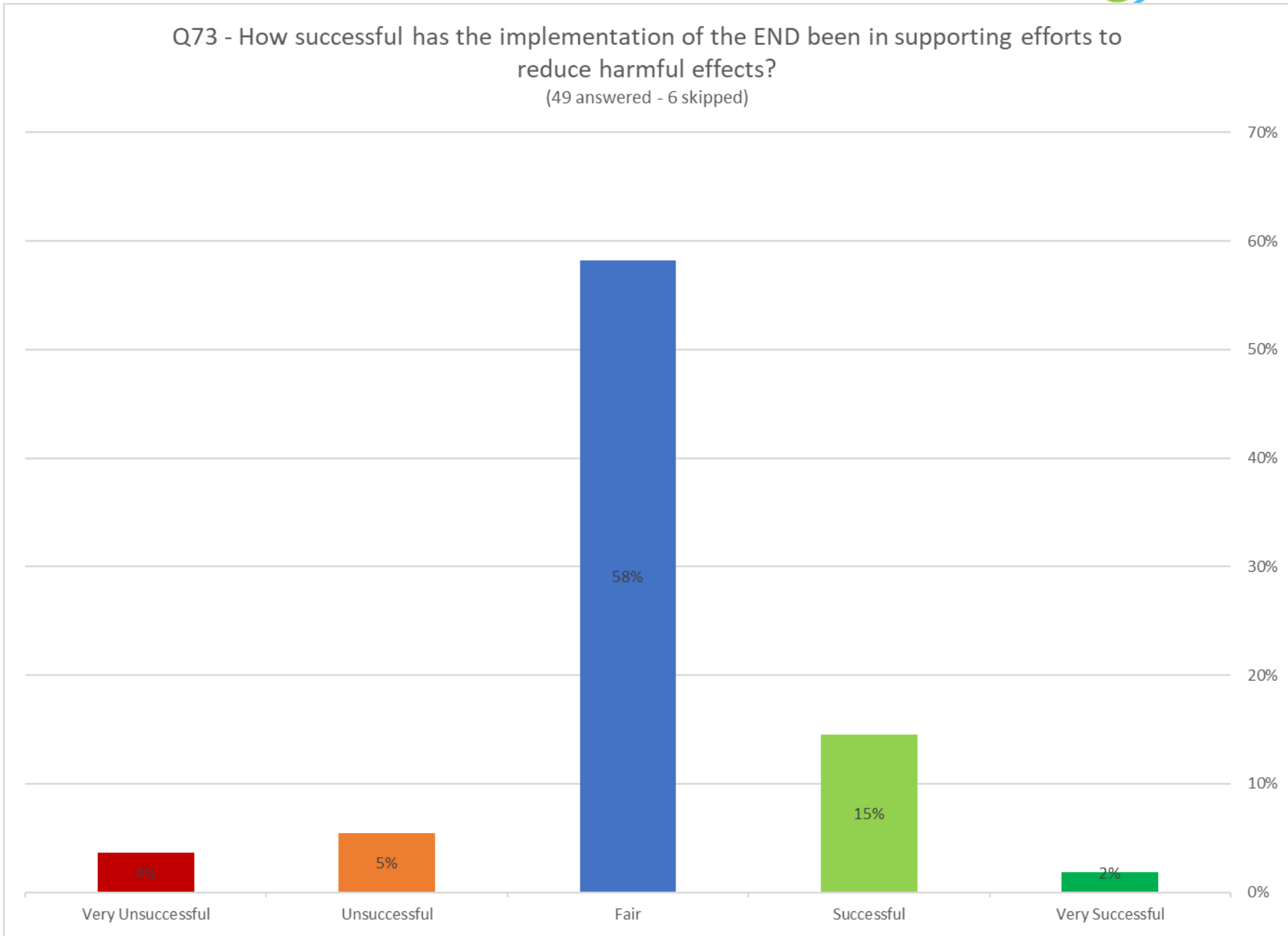


Q72 - How do Competent Authorities follow up and monitor the implementation of the operating restrictions and take appropriate actions?

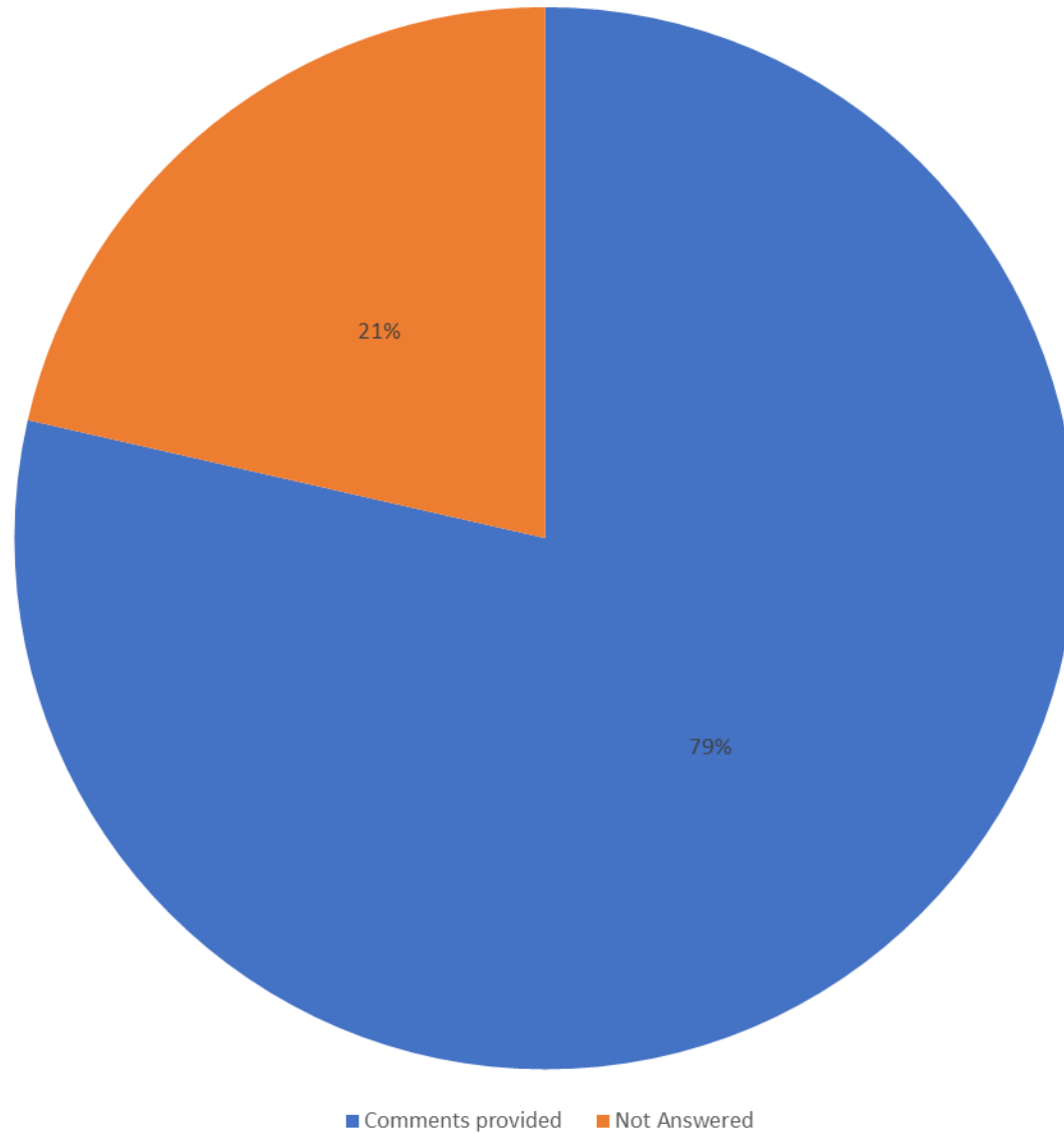
(49 answered - 6 skipped)



■ Answered ■ Not Answered

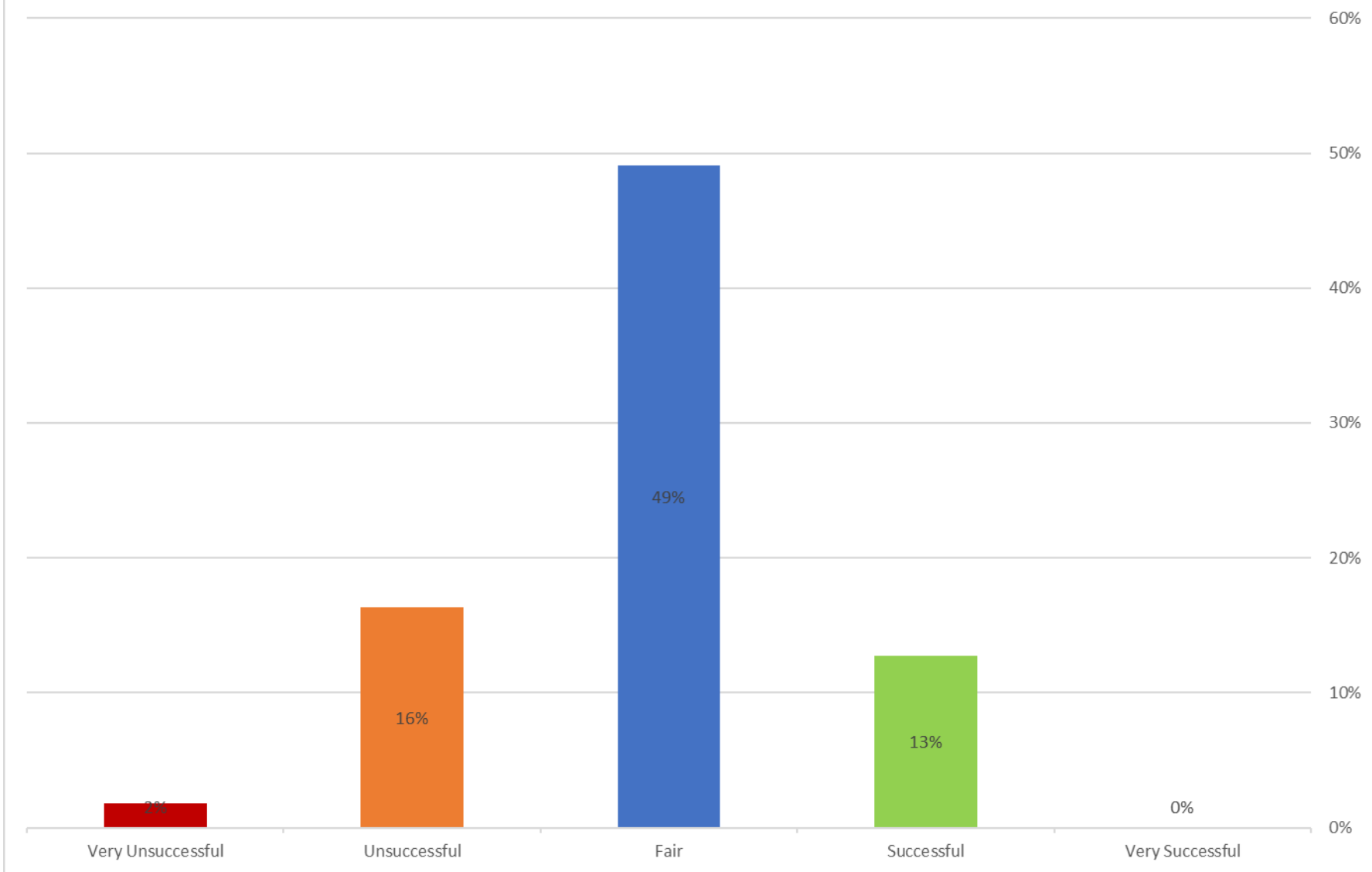


Q74 - How could the END be improved?
(49 answered - 6 skipped)



Q75 - How successful BAR has been in balancing the protection of citizen's health while ensuring an effective transport system?

(44 answered - 11 skipped)



Q76 - How could the BAR be improved?
(33 answered - 22 skipped)

