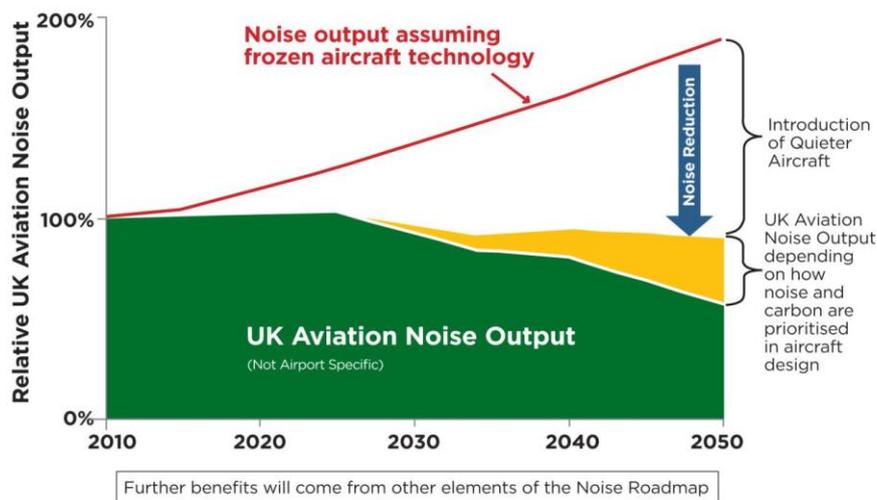


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Experts demonstrate that UK aviation noise will not increase with near doubling of flights

The UK aviation cross-industry association, Sustainable Aviation, launched the industry’s first Noise Road-Map today, demonstrating that noise from UK aviation will not increase with greater flights over the next 40 years. This can be achieved through the development and introduction of quieter aircraft alongside the implementation of better operating procedures and improved land-use planning.



The Road-Map concludes that aircraft innovations and engine technology, operational advancements and better land-use planning offer the potential to reduce UK aviation noise output by 2050 compared to 2010, despite a forecast growth in flights.¹

This prediction builds on the huge progress that the industry has already made to reduce its noise impact. A review of noise data at Heathrow, Gatwick, Manchester, Stansted, Birmingham and Luton airports between 1998 and 2010 found that the number of people inside the UK Government’s standard measure of noise impact reduced by nearly 40% despite an increase in flights of over 5% at those airports. This analysis echoes the Government’s own finding that the number of people within the same contour around Heathrow has shrunk since the 1970s from two million to 245,000.²

The Noise Road-Map presents a tool kit to assist the industry in further developing measures to reduce noise from aircraft and will help spread best practice models and develop noise strategies for the future.

It examines the complex and subjective nature of aircraft noise, whilst understanding that it remains a real source of tension for some people living close to airports.

¹ The finding is not airport specific and cannot be read as the projection of noise output for any particular airport. This will depend on the aircraft types and rates of penetration of newer aircraft at individual airports.

² DfT, *Developing a Sustainable Framework for UK Aviation: Scoping Document*, March 2011, p.30



Sustainable Aviation has itself made a number of new public commitments, including to:

- work to achieve a 65% reduction in perceived noise from aircraft by 2050 compared to 2000³;
- continue to invest in new and quieter aircraft and engine technologies;
- increase the use of operational techniques and collaborate to develop new techniques that reduce noise;
- work constructively with Government, local authorities and local communities to achieve land-use planning improvements; and
- promote open and transparent engagement with communities affected by noise, to better understand their concerns and priorities and to establish greater trust.

Sustainable Aviation members have issued a call to action to the Government to support this work by:

- continuing to support research and development in aerospace technology;
- working with the industry to ensure the right balance is struck in future design priorities between reducing noise and CO2 emissions;
- strengthening and supporting local authorities' ability to enforce land use planning controls around airports;
- implementing improved airspace structures and operational procedures through the CAA; and
- supporting independent research to improve understanding of the noise challenge and working with the industry, local authorities and communities to optimise noise communication, monitoring and reporting processes.

Matt Gorman, Chair of Sustainable Aviation, said: "This Road-Map shows that UK aviation can accommodate significant growth over the next 40 years while reducing its noise output, thanks to new, quieter aircraft. There are opportunities to further reduce noise through operational procedures and controls on how land around airports is developed. Sustainable Aviation signatories are committed to develop the tools set out in this Road-Map to limit and where possible reduce the number of people affected by aircraft noise."

Keith Williams, Chief Executive of British Airways, said: "This report shows that the UK aviation industry has consistently and successfully improved its noise performance over the years and there is great scope for even further improvement. British Airways has pioneered operational procedures to reduce noise in all phases of flight and we are looking forward to the arrival of our new aircraft which will serve to significantly lower our noise profile."

Richard Deakin, Chief Executive Officer of NATS, said: "The Noise Road-Map shows the commitment of the aviation industry to develop ways to limit and reduce the number of people affected by aircraft noise. NATS is a proven leader in ATM environmental management; our innovations have set the standard for the global industry."

³ For more information please see: <http://www.acare4europe.org/documents/latest-acare-documents/acare-flightpath-2050>



Colin Matthews, Chief Executive of Heathrow Airport, said: “The Road-Map shows the industry’s commitment to sustainable growth. The UK has a strong track record in reducing noise from aviation and this report shows our ambition to improve still further. By working together we can show that boosting the economy and tackling concerns about noise is not a zero-sum game.”

Neil Scott, Head of Engineering for Airbus in the UK said: “Over the past 50 years, the aviation industry has cut noise by 75 per cent and aircraft continue to get quieter with aircraft such as the A380 winning awards for its reduced noise emissions but we are determined to improve the environmental performance of aircraft even further. Airbus is already investing significant amounts in cutting edge research and development programmes to further develop the new designs and technologies that will see a further 65 per cent reduction in noise by the middle of the century.”

Colin Smith, Director of Engineering & Technology at Rolls-Royce plc, said: “We are committed to maintaining progress on noise reduction as demonstrated by our achievements in recent decades. Noise control is a fundamental part of our approach of designing to minimise the environmental impact of our products. We believe that maintaining a cross-industry approach is the best way to deliver environmental gains and Rolls-Royce works closely with aircraft manufacturers, airlines, airport operators and air traffic control specialists.”

Jill Brady, Director of HR and External Affairs at Virgin Atlantic, said: “By investing billions of pounds in new aircraft and adopting the latest operational techniques, we have achieved a 66% reduction in the average noise on departure per aircraft in our fleet since 1984. With 16 Boeing 787 aircraft on order, we’re expecting a further reduction of 22% in our total aircraft noise output by 2019. We’re proof that aviation growth doesn’t have to mean more noise.”

Notes to Editors

- The Sustainable Aviation Noise Road-map can be found at www.sustainableaviation.co.uk
- A world-first, Sustainable Aviation (SA) was launched in 2005 and brings together the main players from UK airlines, airports, engine and airframe manufacturers and ATM providers. It published Progress Reports in 2006, 2009 and 2011, and in 2012 published its updated CO2 Roadmap to 2050. SA is unique in the transport sector, established specifically to find industry solutions to the aviation sustainability challenge. There is no equivalent in road, rail or shipping. Solutions require the cooperation and collaboration of the industry working together.
- The full list of signatories to Sustainable Aviation are:

ADS, AOA, BATA, NATS, Abertis Airports, Airbus, BAE Systems, Belfast Airport, Birmingham Airport, Boeing, Bombardier, Bristol Airport, British Airways, Cobham, Doncaster Airport, easyJet, Edinburgh Airport, FAC, Flybe, Gatwick Airport, GE Aviation, gkn, Glasgow Airport, Goodrich, Heathrow Airport Ltd, Leeds-Bradford



Airport, Liverpool Airport, London City Airport, MAG, Marshall Aerospace, Meggitt, Messier-Dowty, Monarch, Newcastle Airport, Peel Group, Prestwick Airport, Qinetiq, Rolls Royce, Thomas Cook, Tui Travel, Virgin Atlantic and West of England Aerospace Forum.

- The SA Noise Road-Map is not airport specific but shows how noise from aircraft operations in the UK will change over time. SA signatory companies will be using the principles of this Road-Map as they develop their own specific aircraft noise action plans.

For further information about the SA Noise Road-Map, please contact **Matt Gorman, Chair of SA**, on 079 7415 3027 / matt.gorman@heathrow.com or **Andy Jefferson, SA Programme Director**, on 078 6769 1406 / andy.jefferson@sustainableaviation.co.uk.