

3.3.3 Plot 3: A healthy and attractive living environment

Quality of the living environment

One of the public interests that is central to the Aviation Policy Document 2020-2050 is improving the quality of the living environment.

In this context, 'quality of the living environment' is understood to mean: the state of the local and regional surroundings of airports and the areas underneath air traffic routes that affects the health of and attractiveness for people and nature, and which is influenced by aviation.

The objective with regard to the public interest living environment quality concerns a healthy and attractive living environment for people and nature. This is pursued by reducing the negative health effects of aviation. This mainly concerns noise pollution and emissions (with the exception of CO₂).

Living environment quality programme

To fulfil its ambitions in terms of improving the quality of the living environment around airports, the Directorate of Civil Aviation has launched an Environmental Quality Programme. This programme is working towards a new policy system of standards and measures that will demonstrably reduce the negative effects of aviation on the environment and that is in tune with the experiences of those living near airports. This will be done along the lines of three policy themes: aircraft noise, dust emissions from aviation and spatial quality around airports.

At the end of 2020, Pieter van Geel published an advisory report on a future consultation and governance model for liveability-related issues around Schiphol. This report advocates the development of a basic quality of life around Schiphol for the benefit of the individual protection of local residents. This fits within the broader social context of paying more attention to the human dimension in policy and guaranteeing the protection of the individual. The intention is to give this individual protection a place within policy development.

(Airport) specific issues

The generic policy from the quality of life programme will be elaborated for Schiphol and the regional airports of national significance and laid down in airport (traffic) decisions. This specific elaboration and recording takes place within the Schiphol project, **the Schiphol programme that was recently established for changing the Airport Traffic Decree**, the Lelystad airport project and the Airspace and Regional Airports Division.

Part of the process of adopting an airport (traffic) decision involves the airport drawing up an Environmental Impact Assessment (EIA). Within the Ministry of Infrastructure and the Environment, the role of competent authority for the EIA is assigned to the Directorate-General for the Environment and International (DGMI). Based on that role, DGMI may also place orders under this lot.

The above-mentioned departments, projects and programmes may also have the need to have an EIR (plan) drawn up.

Expertise

The service requested relates to both generic policy development and specific questions relating to the various airports, and covers the entire scope of environmental quality.

The requested expertise is diverse. This concerns expertise in the field of aircraft noise, noise pollution, external safety and aviation emissions (particularly ultrafine dust, nitrogen and substances of very high concern). In addition, knowledge of spatial policy, mitigating measures such as insulation and living environment policy (e.g. the Environment Act and NOVI) around airports is also required.

Contracting authority encourages cooperation and emphasises the need for an integral approach in the consultancy in this lot. The client needs both the specialist knowledge of regulations, technology and the professional methods for calculating values and the art of combining the various facets and approaching them from the perspective of the environment.

Counter-expertise and policy evaluation

Negative health effects of aviation are the subject of much political and social interest, and calculations and calculation methods are regularly under discussion. Therefore, within this field, there is a regular need to carry out contra-expertises or policy evaluations. Expertise in the various aspects of living environment quality is required for this. Of course, independence is essential here. A contra-expertise must always be carried out by a party other than the one who carried out the original analysis or assignment. This applies both to original assignments under the framework agreement and, for example, to assignments carried out for the initiator within the context of an EIA procedure. The 'contractor' must be able to demonstrate independence in order to avoid any appearance of conflict of interest.

Examples of assignments:

- Project-specific calculations in the field of noise, external safety and substance emissions
- Advice on health aspects and liveability
- Impact assessment of various policy options for noise reduction
- Exploratory research into individual protection
- Effects of mitigating measures on (transfer of) noise to the environment
- Advice on spatial policy in relation to aviation
- Advice and calculations for assessing EIAs of airports
- Advising on the development of rules and articles in airport (traffic) decisions
- Advising on various questions about emissions of substances and the process and content of obtaining a nature permit
- Drafting the (plan) EIR

(Note: the yellow shaded pieces of text are the changes compared to the text in paragraph 3.3.3 of the Descriptive Document)