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## Aircraft Noise Annoyance at 5 German Airports

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Noise Annoyance Reactions to Aircraft Noise of 6746 Residents at 5 German Airports (Frankfurt, Düsseldorf, München, Köln, Hamburg) were sampled by standardized Telephon-Interview-Technique at 220 sample points between 1985 und 2001. Aircraft-Noise-Immission-Data (Leq3\_Day , Leq3\_Night, NAT70\_day, NAT70\_night) of the sample points were computed by Noise-Immission-software CADNA and Data of Aircraft Movements defined by the DES (Datenerfassungssystem) of the Airport Authorities. The Data give the impression of a general Dose-Response-Relation for most of the Airports. Time of Day, Indoor/Outdoor Position of Resident and Position of Windows (Open/closed) are important determinants of the Global Annoyance Reaction. Results lead to the conclusion, that global annoyance is a rather indifferent and in some case misleading concept. Data analysis revealed a number of problems using the 28% cut\_off for the definition of Highly-Annoyed-Criteria (Schultz), which seems to suffer under a proper conceptual background.

*The complete document was not available at the publication time. It has been replaced by the submitted abstract.*