

# NOISE ACTION PLANS

ANEG, 23<sup>rd</sup> January 2024

# NOISE ACTION PLANS – Background

## 1. International level - ICAO (Guidance)

The main overarching ICAO policy on aircraft noise is the *Balanced Approach to Aircraft Noise Management*. The Balanced Approach consists of identifying the noise problem at a specific airport and analysing various measures available to reduce noise through the exploration of different actions which can be classified into four principal elements:

1. Reduction of Noise at Source (Technology Standards)
2. Land-use Planning and Management
3. Noise Abatement Operational Procedures
4. Operating Restrictions

## 2. Environmental Noise Directive (END) - EU law

The Directive requires EU countries to prepare and publish noise maps and noise management action plans every 5 years for

- agglomerations with more than 100,000 inhabitants
- major airports (more than 50 000 take-offs or landings a year, including small aircrafts and helicopters)

The Directive does not set limit or target values for environmental noise, nor does it prescribe the measures to be included in the action plans. This is for the competent Member State authorities to decide. The Directive serves as a knowledge base to amend or introduce noise limits on road, railway and aircraft vehicles.

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## 3. Environmental Noise (England/Scotland/Northern Ireland/Wales\*) Regulations

*Devolved for the 4 countries*

- In England, the Environmental Noise (England) Regulations 2006 (as amended) transpose the END into domestic law. These Regulations apply to environmental noise, mainly from transport. The regulations require regular noise mapping and action planning for road, rail and aviation noise and noise in large urban areas (agglomerations).
- They also require us to produce Noise Action Plans based on the maps. Major airports and those which affect agglomerations are also required to produce and publish their own Noise Action Plans separately.

## 4. Guidance for operators of civil airports to produce noise action plans under the terms of the Environmental Noise (England) Regulations 2006 (as amended) - Department for Environment Food and Rural Affairs (DEFRA)

Similarly in other countries within the UK,

Scotland – Scottish Government

Northern Ireland – Department of Agriculture, Environment and Rural Affairs (DAERA)

Wales – Welsh Government

# NOISE ACTION PLANS - Review

The Department for Transport (DfT) and DEFRA have requested the CAA to investigate the efficiency and effectiveness of Noise Action Plans as a method of noise management.

The study is expected to conduct a critical review of :

- The effectiveness of Noise Action Plans as a tool in managing aviation noise around the airports.
- The efficiency of the process of developing and implementing Noise Action Plans
- Effectiveness of the DEFRA Guidance in assuring that the Noise Action Plans are developed and implemented to align with the Regulations.

The output of this study will be primarily recommendations to DEFRA to inform their Guidance to Airport operators for producing airport noise action plans for future rounds.

## Stage 1 Review

- Stakeholder engagement
- **Study of 10\* published Action plans**
- Findings & Recommendations

## Stage 2 DEFRA Guidance

- Deep dive into the DEFRA guidance
- Findings & Recommendations

## Stage 3 Effectiveness of Noise action plans

- Post-implementation review
- Stakeholder engagement
- Evaluation against the Noise policy objectives
- Findings & Recommendations

# NOISE ACTION PLANS – review

## Key Stakeholders/Influencers:

Engagement groups	
Govt. Steering Group	CAA, DfT, DEFRA, UKHSA, DLUHC*
Industry	– To be filled
Other stakeholders	– To be filled

## What we have done so far:

- Established a Govt. Steering group and facilitated 2 comprehensive meetings
- Started looking at the selection criteria for airports
- Started designing the study outline



# Work Programme Update

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2 24/25 Work Programme	Lead	Milestones / timescales
<p>Production of an Aviation Environmental Review on a 3 yearly basis</p> <p>Climate Change Adaptation Report (number 4)</p> <p>Bio-Diversity reports return</p>	CAA	<ul style="list-style-type: none"> <li>- Publish the Consultation.</li> <li>- Develop the process for the Annual Refresh of the AER</li> <li>- Map out required data sources.</li> <li>- Assess the rebuild of the Emissions Database.</li> <li>- Start the designing of the Online Portal</li> <li>- Publish the annual refresh of the AER</li> <li>- Co-ordinate response to Round 4 Reporting</li> <li>- Co-ordinate and deliver the Bio-diversity returns</li> </ul>
<p>Furthering ICCAN's initial Noise Metrics Comparison Study by expanding the noise metrics shortlisted and running comparisons for additional airports.</p>	CAA	<ul style="list-style-type: none"> <li>- Complete the publication of the new Guidance doc.</li> <li>- Publish the findings from the studies completed in 2023.</li> <li>- Review effectiveness and feedback of guidance doc.</li> </ul>
<p>Survey of aviation noise attitudes, continuing work initiated by ICCAN to establish a new multi-year noise attitudes survey.</p>	CAA	<ul style="list-style-type: none"> <li>- Develop Analysis plan.</li> <li>- Complete initial Analysis.</li> <li>- Develop the publication strategy.</li> <li>- Design the cyclical process.</li> </ul>
<p>Deliver a thorough review leading to a Noise Action Plan refresh.</p>	CAA/DEFRA	<ul style="list-style-type: none"> <li>- Design the approach/team requirements.</li> <li>- Complete the information gathering stage.</li> <li>- Further actions TBC</li> </ul>

<p>External research into SAF standards, whole-life carbon impact and deliverability of Mandate.</p>	<p>CAA/DFT</p>	<ul style="list-style-type: none"> <li>- Co-ordinate the return of the Mandate on behalf of the CAA.</li> <li>- Understand and co-ordinate all SAF related activities for the Org.</li> <li>- Develop membership of the SAF Delivery Group.</li> <li>- Support wider CAA and ACOG with AMS</li> </ul>
<p>Air Quality research</p>	<p>TBC</p>	<ul style="list-style-type: none"> <li>- Research into current policies.</li> <li>- Work with DFT to identify opportunities to research into specific areas as directed.</li> </ul>
<p>The CAA undertaking a consultation on the communication of aviation carbon impacts to consumers at the point of booking.</p>	<p>CAA</p>	<p>March 2024:</p> <ul style="list-style-type: none"> <li>• Stakeholder engagement and consultation on draft principles and potential environmental labelling options.</li> <li>• Summary of responses to 2023 consultation</li> <li>• Outputs of DfT consumer research on environmental labelling for aviation</li> </ul> <p>By end of 2024 – aim is to publish results of 2024 consultation &amp; next steps (including potential consultation on updated policy statement on Civil Aviation Act 2012 use of environmental information powers (CAP1143)</p>
<p>The CAA supporting the Jet Zero Council Delivery Group on Zero Emission Flight.</p> <p>Support ZEF Challenge Lead on the RPF Hydrogen Challenge</p>	<p>CAA</p>	<p><i>Regulation Sub Group, Links to Aircraft and Infrastructure sub groups and participation in Task and Finish Groups</i></p> <p><i>Provide strategic support to ZEF Challenge Lead</i></p>



2 24/25 Work Programme	Lead	Milestones / timescales
Sustainability Strategy.	CAA	<p><i>Coordination and oversight of all CAA sustainability focussed activities, with a particular focus on Jet Zero, through the Sustainability programme board.</i></p> <p><i>Develop and publish an update of the sustainability strategy in Q2 2024</i></p>
Sustainability Panel	CAA	<p>6 full meetings a year, interim meetings as required. Panel Chair meetings with CAA chair and CEO every 6 months.</p> <p>Whole Panel presentation to CAA board annually.</p> <p>Annual Report.</p>
ICAO General Assembly / engagement with International Group and DfT?	CAA	By Autumn 2024
<p>Engagement planning</p> <p>Conferences etc.</p> <p>Support across the team</p>	CAA	On-going
Sustainability Literacy	CAA	Ongoing

# Aviation Noise Attitudes Survey

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# Updates:

- Wave 1 has now closed – Very strong Response Rate
- Very excited re the meeting on the 8<sup>th</sup> where we will share:
  - Details in relation to wave 1
  - Details, Inputs and Analysis plans
  - Next steps etc etc
- Still Planning for Wave 2 which will go live later this year
- Acknowledge the push to get results published quickly, but there is still much to do to enable this

# Airport Engagement Practices

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## The Background:

- The project was commissioned by the DfT to build on ICCAN's work on The Future of Aviation Noise Management
- It is aimed at reviewing the effectiveness of airports engagement and complaints handling practices to ensure they continue to be effective
- It is designed to provide a set of principles to inform final guidelines - noting that the range of airports in relation to size and location means there cannot be a 'one size fits all' approach.

## What we have done:

- Completed a desktop study of 2 surveys (one for the airports and one for communities) at a selection of airports
- Conducted interviews with stakeholders and a workshop with 2 airports (one large, one smaller) and their ACC/ community reps.

## Next Steps:

- CAA is currently drafting guidance on how to apply the principles (again, not looking for a one size fits all)
- We will consult on this guidance in the Spring
- Review responses and publish the guidance at the end of this calendar year.



# Thank you

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