

# Community view on consultations and of ICCAN

*Tim Johnson, Director, AEF*



**SASIG MEETING**  
THURSDAY 7 JULY 2017  
CIHT, LONDON N1

# Consultation likes and dislikes: DfT airports NPS

- Only indicative flightpaths
- Significant number of people newly overflowed (hundreds of thousands)
- Night noise ban only extends existing voluntary ban by 1.5 hours
- Potential loss of respite
- Air quality and climate are outside Heathrow's control
- Even after mitigation, impact on environment is found to be significant negative on every count
- Economic uncertainties; business case in a carbon constrained future not presented

# Consultation likes and dislikes: DfT airports NPS

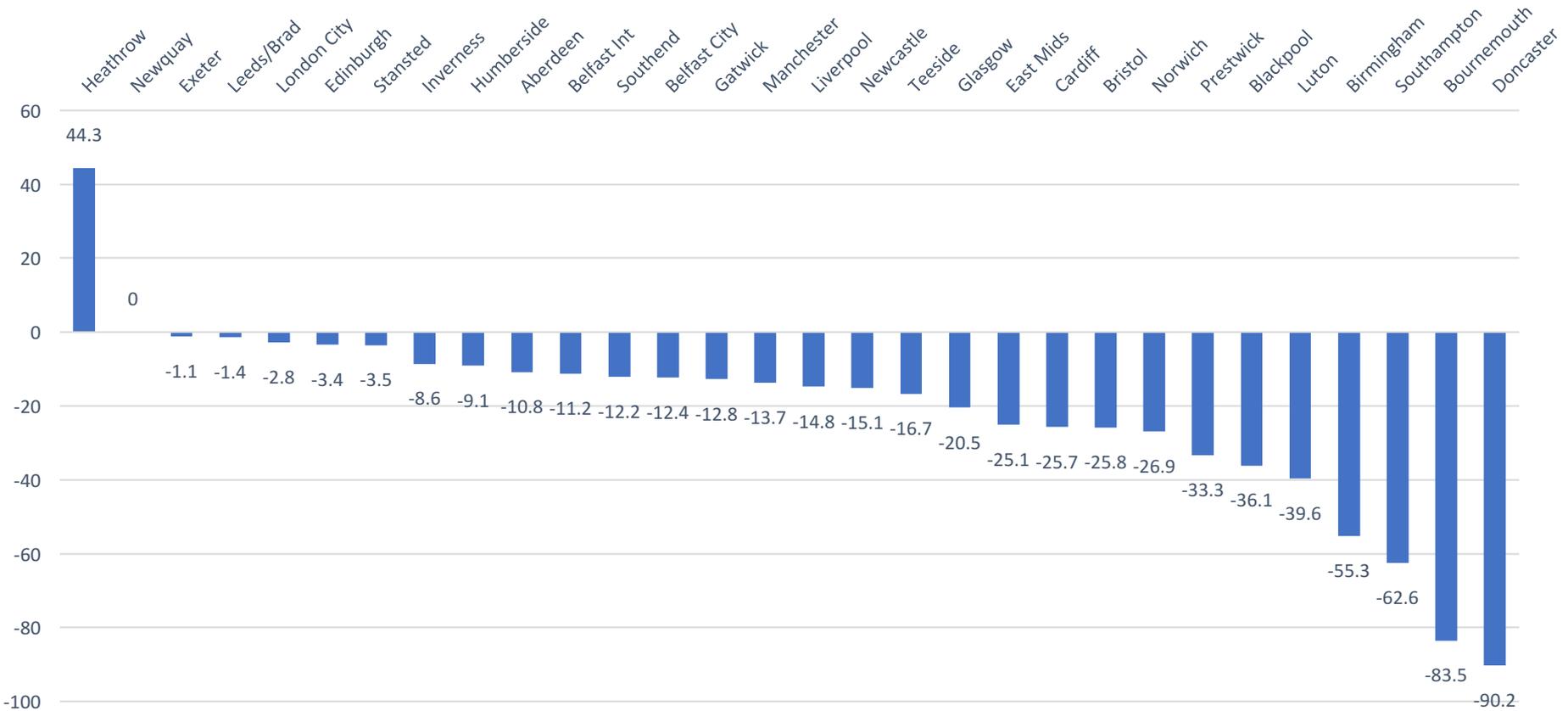
MPs should not be asked to vote on the NPS in the absence of key information on environment and economics. Risk of judicial review if these are not addressed:

- Economic uncertainties; business case in a carbon constrained future not presented
- No flight path maps
- No air quality plan
- No climate change plan

# Airports NPS or Heathrow NPS?

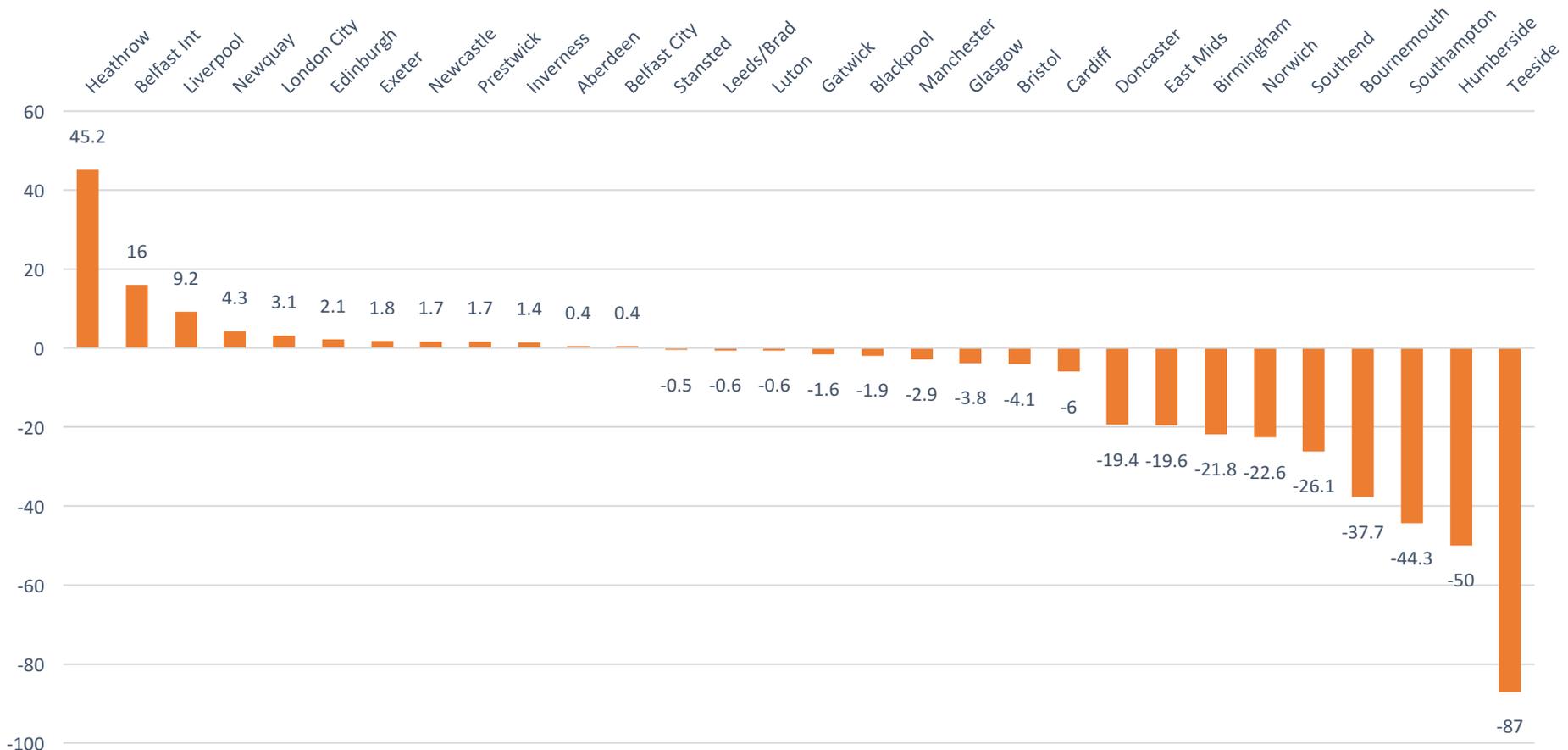
## A wider UK perspective

Carbon capped scenario: Percentage change in airport passenger numbers by 2050 with Heathrow Runway 3 compared to 'Do Minimum'



# Airports NPS or Heathrow NPS? A wider UK perspective

**Carbon traded scenario: Percentage change in airport passenger numbers by 2050 with Heathrow Runway 3 compared to 'Do Minimum'**



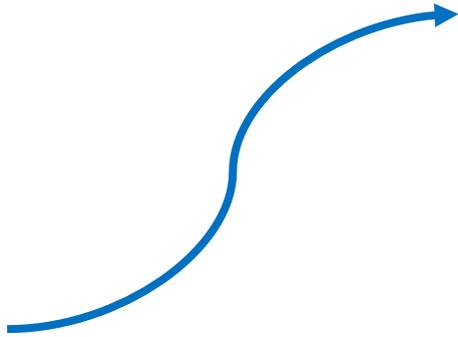
# The Aviation Strategy

The cart before the horse?

# A common message on noise: General consensus on issues

- *“To limit and where possible reduce the number of people in the UK significantly affected by aircraft noise as part of a policy of sharing benefits of noise reduction between industry and communities in support of sustainable development”* Government’s new policy objective needs to be rethought.
- No clarity on day and night-time noise objectives. Need for Government to develop and publish a series of unambiguous health-based goals for aircraft noise reduction based upon (forthcoming) WHO Community Noise Guidelines
- The need for better regulation including an accountable body with duties and powers to mandate and if necessary enforce long-term reductions
- Where aircraft noise cannot be brought below acceptable thresholds people will be fully compensated for its effects. Insulation is mitigation not compensation

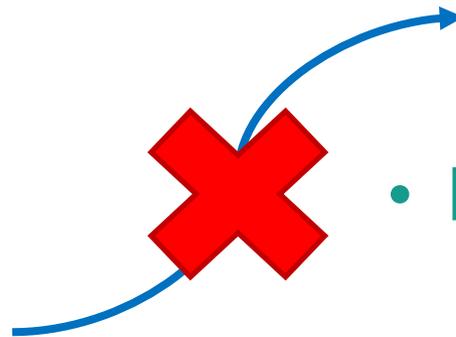
# The need for flexibility: Issues where views diverge



- **Single routes / concentration**



- **Multiple routes / dispersal**



- **Respite**

# Consultation likes and dislikes: DfT airspace and noise

## *Things we like*

- Recognition that noise disturbance occurs below 57 Leq, and that additional metrics should be used
- Links to the use of health-based indicators
- Decisions on how best to distribute noise to be informed by local circumstances and consideration of options
- Call-in proposal (although further work is needed to develop criteria)
- Introduction of 'tier 3' recognising that operational changes can generate significant noise impacts

# Consultation likes and dislikes: DfT airspace and noise

## *Things we don't like*

- No layperson's explanation of WebTAG
- No requirement to produce worst case noise scenarios or a breakdown of the time of day
- The process can only facilitate discussion about the least bad option
- No control mechanism where changes such as an intensification result in unacceptable noise impacts
- Lack of any appeal mechanism
- Compensation only likely to apply in only a small number of cases

# Perspectives on ICCAN

Welcome the concept of independent, external scrutiny and expertise on aviation noise issues, including ability to encourage best practice and undertake research.

But...

- How will ICCAN's role in airspace will differ from CAA's?
- ICCAN's functions should explicitly include advising Government and CAA on policies and procedures
- Housing within the CAA may not improve trust
- In the absence of a noise reduction strategy, and without enforcement powers, or teeth to make binding recommendations, effectiveness will be limited



[www.aef.org.uk](http://www.aef.org.uk)

[twitter.com/The\\_AEF](https://twitter.com/The_AEF)

