



# The work of ICCAN

Sam Hartley  
Secretary to the Commission

SASIG meeting, 7 November 2019



# ICCAN – a potted history



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## ICCAN – Our work so far

- Established in January 2019
- Since met with hundreds of stakeholders
- Over 100 people commented on our priorities and plans
- Launched our 2-year Corporate Strategy in July



Corporate Strategy 2019 - 2021





## Our two-year aim:

To improve public confidence and trust in the management of aviation noise, by building our expertise, credibility and profile across the UK



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**Strategic objective 1:** increase trust transparency and clarity in the aviation noise debate

**Strategic objective 2:** promote consistency, responsibility and accountability within the industry and beyond

**Strategic objective 3:** establish our expertise, authority and credibility

# What is ICCAN’s timetable for delivering change?

- Our Corporate Strategy sets out our plans and key milestones for the next two years

**By September 2019**

Meet airport and airline representatives at the UK’s top 20 airports, along with community groups, regulators and other experts

**By December 2019**

Review the Survey on Noise Attitudes (SoNA) and make recommendations on the scope of future research

**By April 2020**

Issue best practice guidance on how airports and sponsors should consult under the CAP 1616 process

Publish best practice guidance on how airports should consult more generally on aviation noise

Produce an opinion on consistency in the use of noise metrics

**By September 2020**

Develop best practice guidance on airport noise insulation schemes

Complete a review of available evidence on the links between noise and health and consider making recommendations for further study

Review existing enforcement mechanisms and consider whether enforcement powers are necessary

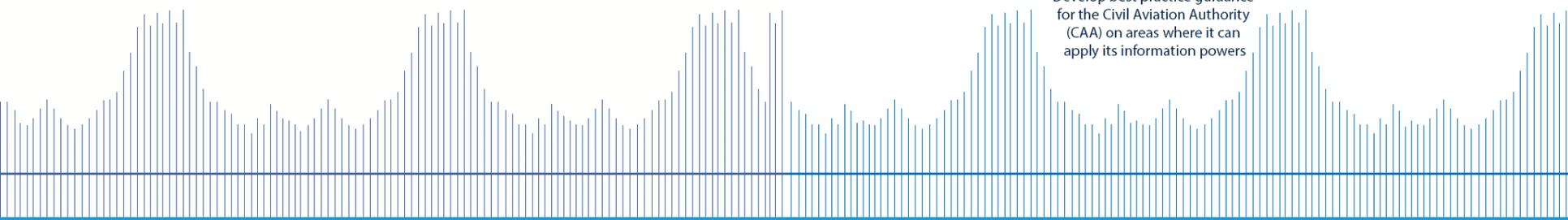
**By December 2020**

Develop best practice guidance for the Civil Aviation Authority (CAA) on areas where it can apply its information powers

**By April 2021**

Develop and maintain best practice guidance relating to the noise impacts of the CAA’s Post-Implementation Review process for airspace changes

Outline a process to agree operating restrictions for airports and relevant authorities to take into account when considering noise management issues





## ICCAN key plans and milestones

- Reviewing the Survey of Noise Attitudes - December 2019
- Publishing best practice for airports on how they engage and consult around airspace change - April 2020
- Producing an opinion on noise metrics - April 2020
- Publishing recommendations for regulation, including work on planning and land use - December 2020



# Planning and land use: why?

'land management plays a role in ensuring that as improvements in noise management and aircraft reduction in the numbers of flights by the Government in the south...

'The UK government has not successfully applied the principles of land use planning and management as defined in the ICAO Balanced Approach to aircraft noise. This has led to environmental issues in many towns and cities around the country. The Government's policy on housing capacity in the south of England is a substantial...

'Government is failing to take a fully 'Balanced Approach' to land use planning, and that proposals set out within the Green Paper on guidance and information, whilst welcome, do not go far enough. .... where the number of people affected by noise has increased, this has been due largely to the growth in population within the (shrinking) noise contours'

'When considering airspace change, the planning regime for airspace change is separate to the important role of local councils...



## Planning and land use: challenges identified

- Responsibilities and accountability (local government, devolved administrations, DfT, DEFRA, MHCLG)
- Balancing the benefits and disbenefits of airport operations across local authorities
- Evolving legislation and policy
- Pressures on local authorities (housing, economics, growth etc)



## Planning and land use: engagement so far

- Chief Planners in the devolved housing departments and some local authorities across the home nations
- Local government associations in England, Scotland and Wales
- Academics
- Royal Town and Country Planning Institute and Town and Country Planning Association



## Planning and land use: areas of interest

- Complexity and accountability
- National planning legislation and guidance
- Strategic/regional approach, local plans
- Building regulations and standards
- Wider regulation
- Collaboration and partnership



## Longer-term challenges and opportunities...

- Future developments – supersonic, air taxis, helicopters in cities, electric planes
- Fast airport-city connectivity
- Reduced noise tolerance by communities
- Turnover of aircraft – can't wait 25 years to replace an aircraft
- Carbon agenda – noise cannot be subservient
- Night flights regulation – is there a sustainable solution?
- Noise as a factor in boardrooms of airports, airlines and in governments



# A growing profile...

The Times – News and Editorial, 7 September



## Call for action to reduce aircraft noise pollution

Graeme Paton,  
Transport Correspondent  
September 7 2019, 12:01am,  
The Times

Aviation Transport



Virgin Atlantic is among airlines that plan to retire the Boeing 747  
ALAMY

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Action on the noisiest planes is needed to give hundreds of thousands of households peace from jets operating at UK airports, according to the new aviation noise watchdog.

The government should consider a series of long-term measures to regulate noise from the most disruptive aircraft, Rob Light said.

The head of the newly appointed Independent Commission on Civil Aviation Noise (ICCAN) said that national league tables could be created to name and shame individual airlines and airports responsible for the worst levels of noise. In his first interview, he said that a countrywide system of fines may be needed to penalise airlines that consistently fly into certain airports late at night, beyond their permitted operating hours.

LEADING ARTICLE  
SEPTEMBER 7 2019, 12:01AM, THE TIMES

## The Times view on loud aircraft: Quiet Please

New measures to encourage airlines to get rid of noisy planes are welcome



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One of the few positives to have emerged so far from the interminable saga over the proposed third runway for Heathrow is the creation of an Independent Commission on Civil Aviation Noise. The watchdog was established this year to find ways to reduce the nuisance of aircraft noise in Britain. This is an issue of importance not only to the half a million people living under the Heathrow flight path; more than a million Britons are affected by noise pollution from the country's major airports. A European Commission investigation in 2016 found clear evidence that aircraft noise pollution is associated with lower happiness and increased anxiety. With the number of flights into Britain expected to grow by 16 per cent to 2.9 million by 2030, the problem is becoming increasingly urgent.

The watchdog appears to have got off to an encouraging start. In his first interview, Rob Light, its chief executive, tells The Times today that he wants the government to consider a series of long-term measures. These include fines to penalise airlines that consistently fly into airports late at night in defiance of night-time flying bans, national league tables to name and shame the airlines responsible for the highest levels of noise pollution and greater incentives for airlines to phase out noisy aircraft such as the Boeing 747.

# Questions and discussion

[www.iccan.gov.uk](http://www.iccan.gov.uk)

