

# Noise Advisory Functions following the closure of ICCAN

## Background

The government established the Independent Commission on Civil Aviation Noise (ICCAN) in November 2018 to help ensure that the needs of local communities are properly taken into account when considering the noise impacts of airport expansion, and to help ensure that noise impacts of airspace changes are properly considered.

It is vital that government has appropriate and credible advice on aviation noise related matters.

Following an independent review of ICCAN<sup>1</sup> conducted in 2021, the Aviation Minister concluded that many of ICCAN's functions would be more efficiently performed by the Civil Aviation Authority (CAA), which already has a wider environmental remit. This was to help ensure that noise is considered alongside other policy outcomes on the basis of high quality research and advice.

The CAA took on additional noise functions from 1 April 2022. This paper looks at the original purpose and functions set out for ICCAN and how these are now being delivered.

## ICCAN Purpose

The establishment of ICCAN provided a focus for some of the challenges around rebuilding the trust lost in industry by communities and to advise on upcoming airspace and infrastructure changes. The purpose of ICCAN, as set in the Government's 2017 Consultation on UK Airspace Policy<sup>2</sup> and finalised prior to the recruitment of the ICCAN Head Commissioner<sup>3</sup>, is outlined below. However, it is important to recognise that delivery of the ambitions set out in ICCAN's purpose did not begin with the creation of ICCAN, and ICCAN was only one mechanism to deliver these ambitions. These aims remain important in the successful implementation of aviation policy.

- Be a credible and authoritative voice on aviation noise issues;
- Allow communities to have a greater stake in the processes which will create noise changes;
- Make processes which change aviation noise impacts balance the needs of all parties in a better and more transparent way;
- Increase the public's confidence in the noise data published by the aviation industry and in the impartiality of the airspace change process;

---

<sup>1</sup> <https://www.gov.uk/government/publications/review-of-the-independent-commission-on-civil-aviation-noise>

<sup>2</sup>

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/588186/uk-airspace-policy-a-framework-for-balanced-decisions-on-the-design-and-use-of-airspace-web-version.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/588186/uk-airspace-policy-a-framework-for-balanced-decisions-on-the-design-and-use-of-airspace-web-version.pdf)

<sup>3</sup> <https://publicappointments.cabinetoffice.gov.uk/wp-content/uploads/2018/02/Head-Commissioner-ICCAN-Candidate-Pack.docx>

- Challenge industry to enhance its approach where necessary on assessing and mitigating noise impacts and engaging communities;
- Maintain independence by testing and challenging all opinions to seek best outcomes and building trusted relationships between all parties involved in aviation changes;
- Ensure improved relations and trust underpin local decision making on noise controls; and
- Advise the Secretary of State for Transport in his role with regards to noise within strategically significant decisions.

### **ICCAN Functions**

ICCAN's functions were shaped to help achieve the purposes outlined above<sup>4</sup>. They were:

- advising on the best noise management techniques and on the accessibility of noise information;
- verifying noise forecasts and noise data and influencing proposals through best practice guidance.
- monitoring and quality assuring airports' noise measurements and reporting.
- publishing and promoting best practice guidance including on noise management, engagement on noise issues, use of enforcement tools, and the role of conciliation in disputes.
- reviewing recent research and where gaps in evidence exist, undertake or commission independent research.

These functions have been continued through new noise advisory objectives and functions given to the CAA since 1 April 2022<sup>5</sup>:

### **CAA Noise Advisory Objectives**

- to support departments across the UK Government and devolved administrations to take informed decisions on aviation noise policy;
- to increase the level of understanding about aviation noise management as well as the confidence and transparency in how aviation noise is treated in the UK; and
- to promote best practice in the aviation sector through the production of guidance on managing noise impacts, including balancing the needs of relevant parties and engaging with stakeholders

### **CAA Noise Advisory Functions**

- Provision of advice to Government to support policy making
  - *The CAA will continue to provide objective, technical and expert advice on aviation noise, to inform the UK Government's decision and policy making. To ensure the CAA is able to deliver these functions, it will expand its existing resource and expertise. The CAA will agree with DfT on a rolling basis whether further resource will be required to meet this role.*

---

4

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/588186/uk-airspace-policy-a-framework-for-balanced-decisions-on-the-design-and-use-of-airspace-web-version.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/588186/uk-airspace-policy-a-framework-for-balanced-decisions-on-the-design-and-use-of-airspace-web-version.pdf)

<sup>5</sup> <https://www.caa.co.uk/consumers/environment/noise/caa-noise-advisory-functions/>

- *Where necessary, the CAA will draw on intelligence from other relevant government Departments and Agencies and stakeholders. The work will be independently and objectively delivered by the CAA.*
- *The CAA Environmental Sustainability Panel will, as appropriate, contribute to the production of this advice by providing critical technical feedback and/or through the provision of sustainability related intelligence and technical expertise.*
- Provision of transparent and reliable information and research on noise in the UK
  - *In addition to the information and research published by CAA on behalf of DfT, the New CAA Noise Advisory Functions will include collating, preparing and/or commissioning information regarding national and local aviation noise levels, measurement methodologies and noise mitigation techniques. This information will be made publicly available and periodically updated in a transparent manner. The purpose of this action will be to highlight standards across the sector and allow for informed and effective engagement between industry and stakeholders.*
  - *The CAA will, when appropriate, undertake or commission further research where significant and relevant gaps in evidence exist. The CAA will undertake to seek agreement with DfT, other relevant government departments and agencies and stakeholders including impacted communities (where appropriate) prior to determining who is best placed to lead the commissioning. There will be cases where other agencies are better placed to commission or undertake research and the CAA will work with Government and others where appropriate to consider the best way to deliver it.*
  - *The CAA Environmental Sustainability Panel will, as appropriate, contribute to the production of this information and research by providing critical technical feedback and/or through the provision of sustainability related intelligence and technical expertise.*

#### Publication of 'Best Practice' guidance on aviation noise

- *The CAA will continue to publish, promote and maintain best practice guidance related to aviation noise to enable airports and airlines to make improvements. The New CAA Noise Advisory Functions will expand on this existing remit.*
- *The CAA will monitor up take of aspects of best practice guidance. In doing this, the CAA will seek to ensure that those causes of aviation noise which have the greatest impact on stakeholders are prioritised. In doing so, the CAA will ensure that its resources are proportionately allocated.*
- *The CAA will, where it is appropriate to do so, engage stakeholders, including community groups and industry, in the development of best practice guidance.*

The relevant functions map across from ICCAN to the CAA as shown on the next page.

### ICCAN Purpose

### ICCAN Functions

### CAA Functions

Advise the Secretary of State for Transport in his role with regards to noise within strategically significant decisions\*

Make processes which change aviation noise impacts balance the needs of all parties in a better and more transparent way

Increase the public's confidence in the noise data published by the aviation industry and in the impartiality of the airspace change

Be a credible and authoritative voice on aviation noise issues

Challenge industry to enhance its approach where necessary on assessing and mitigating noise impacts and engaging communities

Maintain independence by testing and challenging all opinions to seek best outcomes and building trusted relationships between all parties involved in aviation changes

Ensure improved relations and trust underpin local decision making on noise controls

Allow communities to have a greater stake in the processes which will create noise changes

Advising on the best noise management techniques and on the accessibility of noise

Verifying noise forecasts and noise data and influencing proposals through best practice guidance

Monitoring and quality assuring airports' noise measurements and reporting

Publishing and promoting best practice guidance including on noise management, engagement on noise issues, use of enforcement tools, and the role of conciliation in disputes

Reviewing recent research and where gaps in evidence exist, undertake or commission independent research

Provision of advice to Government to support policy making

Provision of transparent and reliable information and research on aviation noise in the UK

Publication of 'Best Practice' guidance on aviation noise

\*Advice to the Secretary of State in relation to his airspace change call-in role, will not form part of the CAA's new noise advisory functions and will be procured separately if required