

NOISE REGULATION

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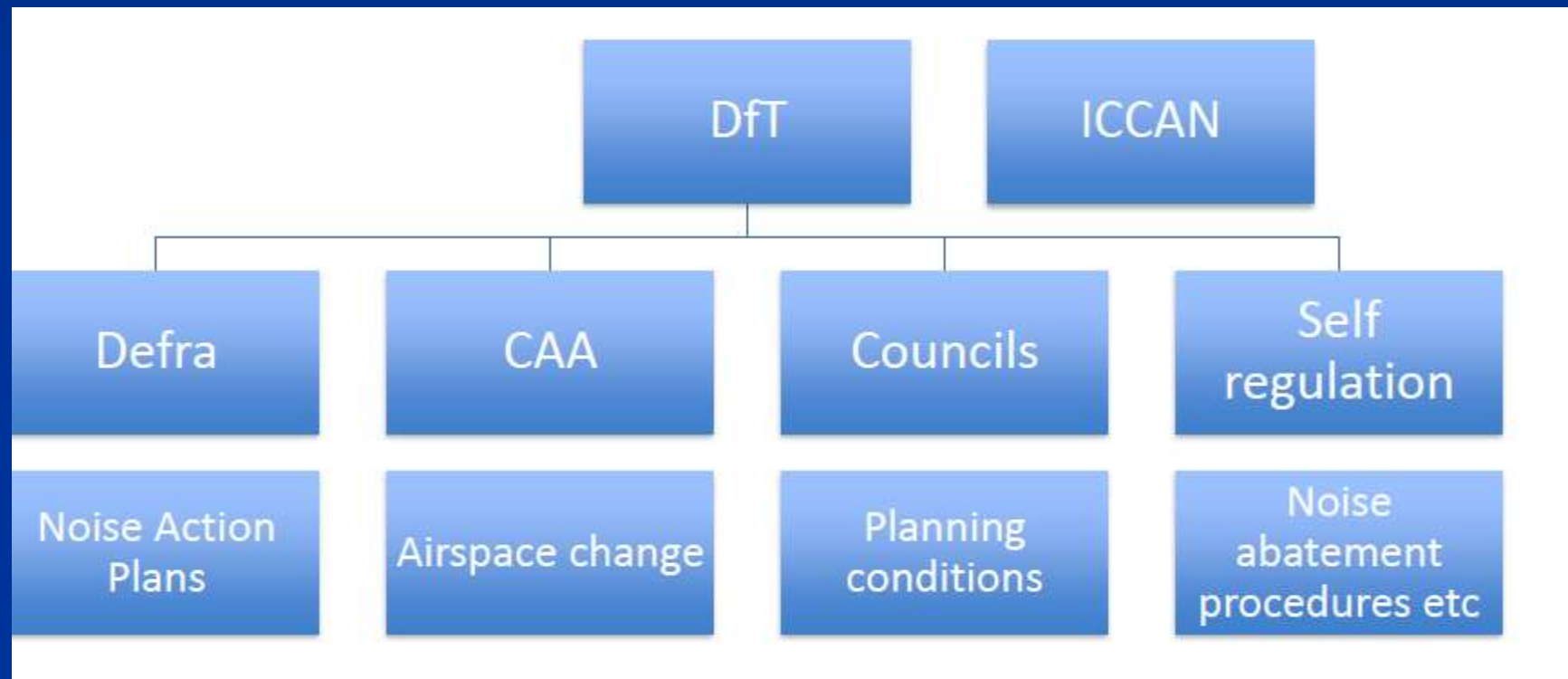
ANEG

- The Airspace and Noise Engagement Group acts as a **formal channel** of communication between the Department for Transport and airspace and airport noise stakeholders.
- The ANEG covers all aspects of national airspace and airport noise policy development. It acts as a **sounding board** to identify, discuss and, where possible, resolve airspace and airport noise issues that impact on the work of the department. Discussions are at a **strategic policy level**.

ANEG MEMBERSHIP

- DfT
- Airport & airlines umbrella bodies
- Airline manufacturers' rep
- Freight interests
- Three community reps
- Local authority rep
- Public Health England
- Sustainable Aviation
- Consultative Committees
- ICCAN

CURRENT ARRANGEMENTS



AN EXAMPLE OF THE MUDDLE

- Luton Council
- Owns the airport
- Is the Planning Authority
- Supervises breaches
- **LUTON: SO MUCH TO ANSWER FOR?**

ROLE OF REGULATOR

- To ensure government policy is delivered effectively
- To provide industry and communities with greater certainty
- To ensure aviation noise is subject review
- To create commercial incentives for the industry to reduce noise

REGULATION EXAMPLE

- **Aviation Green Paper:**
 - A new **objective** to limit, and where possible, reduce total adverse effects on health and quality of life from aviation noise.
 - A new **national noise indicator** to track the long term performance of the aviation sector in reducing noise.

OUTCOME OF REGULATION

- The opportunity to grow in exchange for regulation
- The industry can pursue growth provided its noise impacts are subject to robust regulation by an expert, independent and empowered regulator

WHO WOULD REGULATE?

- DfT?
- DEFRA?
- CAA?
- Local authorities?
- ICCAN?

RECOMMENDATION

- Effective regulation is needed before or in parallel with airspace modernisation and airport expansion
- ICCAN should be asked to lead a cross-stakeholder working group to assess options for urgent regulatory reform
- Reporting to DfT and ANEG by the end of 2019