



Department
for Transport

Heathrow Community Noise Forum

22 November 2017



Consultation ran
2nd Feb – 25th May 2017

Government response
24th October 2017

Implementation of
policy January 2018

Main findings:

- Communities particularly welcomed the proposals on noise metrics, options analysis and creating new independent noise body (ICCAN).
- Industry were also supportive of the proposals and felt that they would support airspace modernisation



- **New SofS call in Power**

- **Changes to Aviation Noise Compensation Policy**



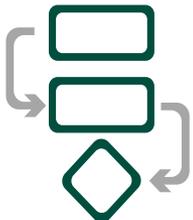
- **Establishing a new Independent Commission on Civil Aviation Noise (ICCAN)**



- **New requirement for options analysis in airspace change**

- **New metrics for assessing noise impacts**

- **CAA implementation date of 2 Jan 2018**



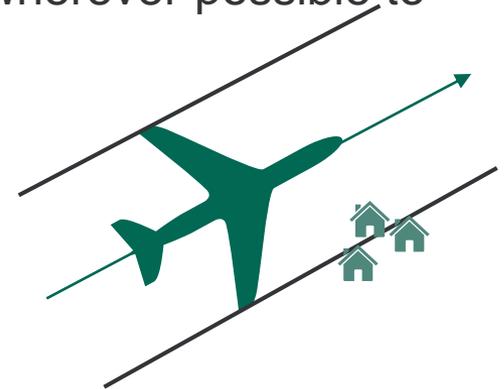


Revisions to proposed policies

The government view is that controls should be set locally wherever possible to enable the most effective decisions to be made

NPRs and Noise controls

- following feedback - we have amended our policy
- designated airports - responsible for sponsoring NPRs
- will require SofS approval



Feedback from the consultation showed the tiers of change was unclear. We have simply set out the different types of changes to airspace design and usage.



Tier 2 = Planned and Permanent Routes

- Further policy development is needed
- Still committed to implementing
- If consultation required – aim to undertake in 2018.

There were significant concerns about altitude-based priorities. Mitigating noise is the environmental priority between 4000ft – 7000ft



Revisions to proposed policies

ICCAN: Ensure transparency, trust and local engagement in airspace decisions and noise management

Success Criteria:

- **A credible and authoritative voice on aviation noise issues;**
 - **Communities feel they have a greater stake;**
 - **Processes are fairer and more transparent;**
 - **Greater public confidence in noise data and in the airspace change process;**
 - **Industry is challenged in its approach to assess and mitigate noise impacts and when engaging communities;**
 - **Improved relations and trust underpin local decision making on noise controls;**
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- **Set up Spring 2018**
 - **Advisory Non-Departmental Public Body**
 - **Public funding**
 - **Review within 2 years of set up**



Next Steps



**Airspace change
process Jan 2018**

**NATS Masterplan
May 2018**

Aviation Strategy

Published a call for evidence - Jul 2017
Closed - 13 Oct 2017
3 consultations throughout 2018
Engagement plan on noise/airspace
Encourage you to engage

Aviation Strategy Sustainable
Green paper Autumn – Winter
2018

- including how to achieve the right balance between growing the aviation sector
- ensuring effective action taken to tackle carbon emissions, reduce noise and improve air quality

PPRS

Working with the CAA
implementation - 2019

ICCAN will be established as an
advisory Non-Departmental Public Body (aNDPB) of DfT



Aviation Strategy

Aviation Strategy Green paper - Autumn – Winter 2018 *Develop innovation, technology and skills*

Support growth while tackling environmental impacts

Explore incentives to reduce noise;

- trade-offs
- the use of noise charges
- ensure aircraft fly in compliance with noise management

Explore requirements for a new approach to reducing noise.

- better information and engagement
- creating a greater sense of ‘fairness’
- sharing of the benefits of aviation growth
- new forms of compensation and community investment.

Explore how sustainable growth should be defined in terms of noise.

- possibility to design targets for noise reduction
- how to monitor and report aviation noise





Questions