



Department
for Transport

Heathrow Community Noise Forum

22 March 2017





Introduction

Economic benefits
UK economy /
passengers / noise



Engagement

Technology &
environmental controls



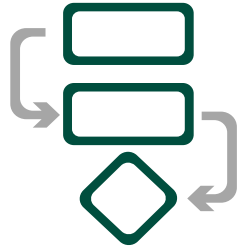
- Our proposals set the overarching framework for governing airspace decisions
- Our role is not to determine individual airspace arrangements
- The framework will ensure decisions are made in the right way, ensuring there is:
 - Balance and Transparency
 - Consistency in how impacts are managed

Also published:

- Draft Air Navigation Guidance
- Rationale for Airspace Modernisation
- Survey of Noise Attitudes



Overview



Airspace changes 3 Tiers

- 1 - UK airspace
- 2 - ATC procedures
- 3 - Operations

Making transparent airspace change decisions

- Options analysis
- Local engagement
- Carbon and air quality alongside noise
- Environmental statement



Compensation in airspace change



Bringing in line with policy for new infrastructure

Ongoing noise management

- Managed at a local level
- Airports to respond to community noise problems and concerns
- Via local planning processes
- Newly defined responsibilities



Assessing aviation noise

- Threshold for impacts to be considered
- Impacts on health and quality of life
- Other metrics for frequency





Independent Commission on Civil Aviation Noise (ICCAN)

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

ICCAN's proposed functions:

- Advise on the best noise management techniques
 - Advise on accessibility of noise information to facilitate community engagement on airspace proposals
 - Influence through best practice guidance
 - Review and commission research
- Lead option – independent body within CAA
 - Public funding
 - Reviewed after 5 years



2 Feb
Consultation
Launch

3 May
Parliamentary
Event

13 Feb – 20 Apr
Events

25 May
Consultation
Closes



Autumn
Announce
Government
Response



Specific Questions Raised by HCNF

Metrics

Altitude based priorities

The three tiers



Metrics

Lowest Observable Adverse Effect Levels (LOAEL)

- Noise levels above 51dB LAeq for day time noise
- Noise levels above 45dB Lnight for night time noise

Other metrics include:

- Overflight – to take account of the frequency of aircraft an individual will experience.
- N65 – SoNA suggested this could be used as a supplementary metric
- N60 – Corresponds to an inside noise level of 45dB, which the WHO recommends should be avoided.



Altitude based priorities (ABPs)

- Established in the 2014 Air Navigation Guidance
- Specifically used by the CAA in airspace change decision making to balance competing environmental issues. Not for day-to-day operations
- Included in the draft guidance that we are consulting on
- Noise should be the environmental priority for route design up to 4000ft.
- Noise and carbon emissions should be balanced between 4000-7000ft.
- Above 7000 ft. the CAA should promote the most efficient use of airspace, meaning mitigating the noise impacts is no longer a priority
- We have considered whether it is right to increase the height where noise is the priority but have determined that the 2014 arrangements are broadly correct.
- In the Draft Air Navigation Guidance we have tried to clarify that airspace change sponsors should continue to give consideration to noise up to 7000ft



3 Tiers of Change

Proportionate processes for each → appropriate scrutiny and transparency

Tier One
Changes to
permanent
structure of UK
airspace



Tier Two
Planned and
permanent
changes to Air
Traffic
Controller's
procedures



Tier Three
Changes to
operations





Questions