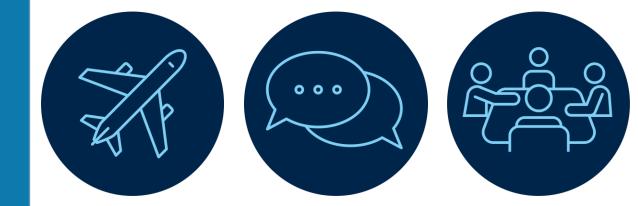
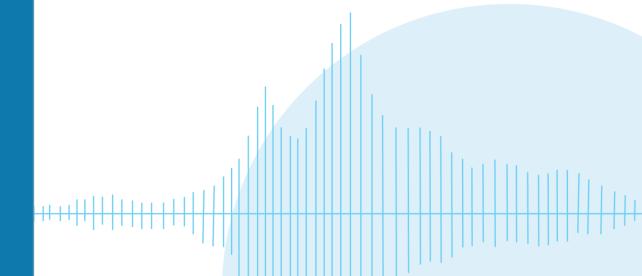


ICCAN update ANEG

Sam Hartley
Secretary to the Commission

22 April 2021





ICCAN's recent publications



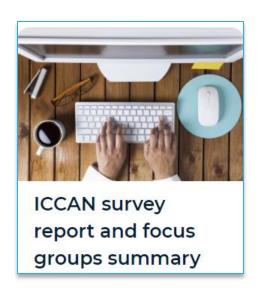
On 18 March we published:





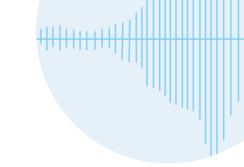






220
responses
67
participants

ICCAN's autumn survey



Summary

- ICCAN's emerging view document published on Oct 23 2020
- Set out a draft vision for how noise management could be improved upon in the future
- Survey ran for 8-weeks, closed on 18 Dec 2020
- Received 220 responses
- Included draft proposals for delivery of goals and activities across three sections



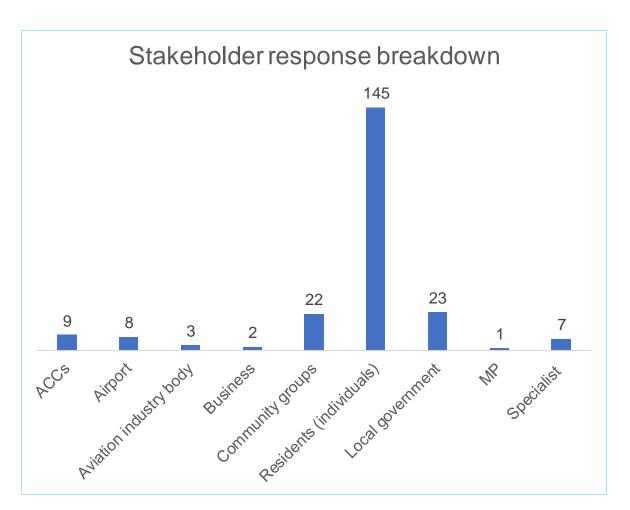
Future of aviation noise management

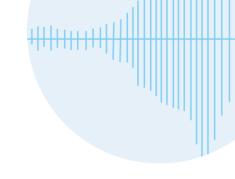


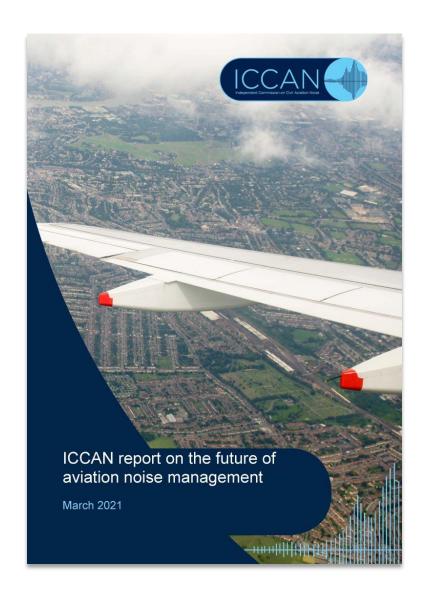
ICCAN's future vision and goals

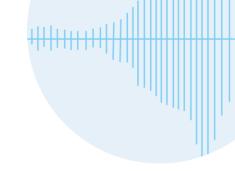


ICCAN's performance to date









Contexts

• Covid-19

Embracing change in the midst of a crisis is challenging, but now is the right time to plan ahead for a post-pandemic future

Complexity

The current map of regulation and guidance is complex and does not enable clear, consistent and transparent rules around aviation noise management

Competitiveness

ICCAN wants the aviation industry's recovery to support an innovative and sustainable approach to noise management



Key areas of policy focus:



Annoyance and complaints



Land use and planning



Consultation and engagement



Mitigation and compensation



Future landscape of aviation



Noise metrics and measurement



 Health, wellbeing and quality of life



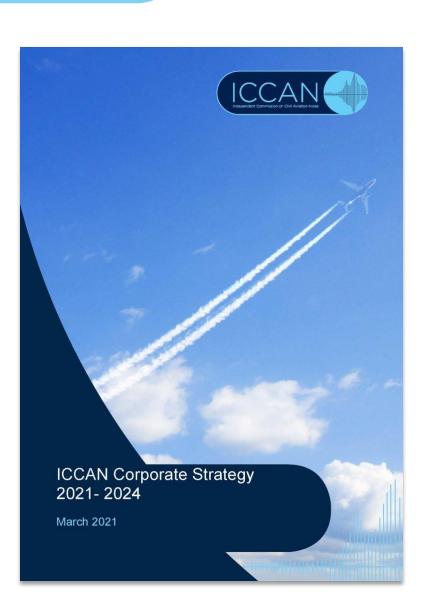
 Operating conditions and operational procedures at UK airports

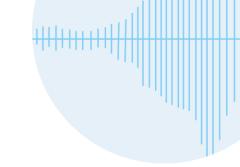
Recommendations for ICCAN's future role:



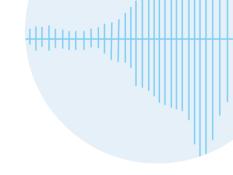
- Statutory advisor status within the next five years
 - advice and guidance must be considered by the Government, devolved administrations delegated responsible authorities on all aviation noise related issues
 - could be standardised, national guidance for Government, regulators, local authorities and the aviation industry to follow or bespoke, ad hoc advice for stakeholders to consider on local challenges
 - on land use and planning there is near unanimity among stakeholders on the need for guidance as there are contradictory national policies
- Statutory consultee on key planning applications and airspace change proposals
 - with a duty to contribute on issues of national importance, and a power to advise on local matters where necessary (though as a strategic body we would not normally expect to respond to a local planning inquiry)

Corporate Strategy 2021-24





Corporate Strategy 2021-24



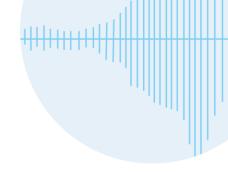
ICCAN's vision:

That the impact of aviation noise is a significant factor in decisions taken by Government, industry and regulators, which facilitates balanced and sustainable growth, for the benefit of affected communities and the wider economy.

Four ambitions:

- People are less affected by aviation noise
- People are empowered through being engaged and informed on issues related to aviation noise
- Exposure to aviation noise is acknowledged and managed as a public health and wellbeing issue
- Government, regulators, local authorities and the aviation industry are equipped with the tools and evidence to make robust decisions

Corporate Strategy 2021-24



Three key goals:

Goal 1 – 'Setting standards'

Increase the consistency and transparency in the management of aviation noise by providing advice and guidance on noise management

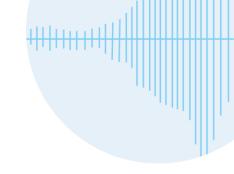
Goal 2 – 'Putting people's health at the heart of aviation noise policy'

Progress research into the health and wellbeing impacts of aviation noise

Goal 3 - 'Focus on the future'

Ensure future policy and regulation of noise is fit-for-purpose, and that future technological advances have noise management at the heart of their development





Questions?