

Committee: Stansted Airport Advisory Panel

Agenda Item

Date: 3 September 2014

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Title: Civil Aviation Authority “Managing Aviation Noise”

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Item for information

Summary

1. This report tells the Panel about a guidance document that the CAA has published entitled “Managing Aviation Noise”. The document contains a number of recommendations to help improve the way aviation noise is managed by the industry.

Recommendations

2. That the Panel notes the publication of this report by the CAA.

Financial Implications

3. There are no financial implications associated with this report.

Background Papers

4. None.

Impact

- 5.

Communication/Consultation	None
Community Safety	None
Equalities	None
Health and Safety	None
Human Rights/Legal Implications	None
Sustainability	None
Ward-specific impacts	All the wards affected by aviation noise
Workforce/Workplace	Officer time in preparing this report

Situation

6. "Managing Aviation Noise" was published by the CAA on 29th May 2014. In its accompanying press release, which is a useful summary of the document, the CAA says:

"More people in the UK are affected by aviation noise than in any other country in Europe. With the Airports Commission currently considering proposals for increasing the UK's aviation capacity, the CAA is clear that the industry will not be able to grow unless it first tackles its noise and other environmental impacts more effectively. To help drive improvements from the industry, the CAA has published Managing Aviation Noise, a document setting out a series of recommendations to help reduce, mitigate and compensate communities for aviation noise.

The recommendations cover changes airports and airlines could make now, as well as improvements policy-makers and industry could make ahead of any future increases in capacity. There is a strong focus on making sure airports work with their local communities more closely, as well as operational changes and ideas for incentivising airlines to reduce the noise impact of their flights.

Key recommendations for the aviation industry include:

- Airports and airlines should ensure that operational approaches to mitigate noise are incentivised and adopted wherever feasible. The CAA will work with industry to consider, trial and promote novel operational approaches to noise minimisation.*
- When looking to expand, airports should do more to ensure local residents see benefits from additional capacity – whether through funding community schemes, direct payments, or tax breaks.*
- Airports seeking expansion should significantly increase spending on noise mitigation schemes to get closer to international competitors – including full insulation for those most affected.*
- Airlines should focus on noise performance when purchasing new aircraft.*
- Airports should structure their landing charges to incentivise airlines to operate cleaner, quieter flights.*

In addition, the document proposes creating a new Airport Community Engagement Forum bringing together local residents, the aviation industry, policy makers and planners focussed on how new capacity can be developed and operated to minimise noise impacts and maximise community benefits, rather than whether it should be built.

Measures that Government and local authorities could consider include the potential for tax breaks for local people and businesses and, if other methods are not successful, the potential for a future noise tax to incentivise airlines to procure and operate fleets in the most noise efficient fashion possible and to internalise noise impacts in consumer decision making.

7. The CAA document considers aviation noise under a number of chapter headings:

- 2. Context
- 3. Measuring aviation noise
- 4. Quieter aircraft design
- 5. Operational approaches to noise
- 6. Mitigating noise on the ground
- 7. Incentivising the industry
- 8. Engaging the community
- 9. The international picture (Frankfurt and Amsterdam used as examples)

Chapter 10 contains the CAA's recommendations. These are attached at the end of this report in full detail for the Panel's information.

Risk Analysis

8.

Risk	Likelihood	Impact	Mitigating actions
None	None	None	None

1 = Little or no risk or impact

2 = Some risk or impact – action may be necessary.

3 = Significant risk or impact – action required

4 = Near certainty of risk occurring, catastrophic effect or failure of project.