



ICCAN: Future of Regulation

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What the project will aim to achieve

This work will aim to:

1. review existing regulatory powers and enforcement mechanisms in the area of aviation noise
2. determine what further regulation might be necessary and appropriate in the future
3. make recommendations to the Government on which public bodies are best placed to provide any further regulation and enforcement



How we will approach the work

To achieve our objectives, the project will seek to answer the following key question through a staged approach:

What is the appropriate model for regulating aviation noise in the UK and what role could ICCAN have within this?





Future of Regulation Outline

Required evidence

Why regulation is an important issue and what we want to achieve through it in the future?

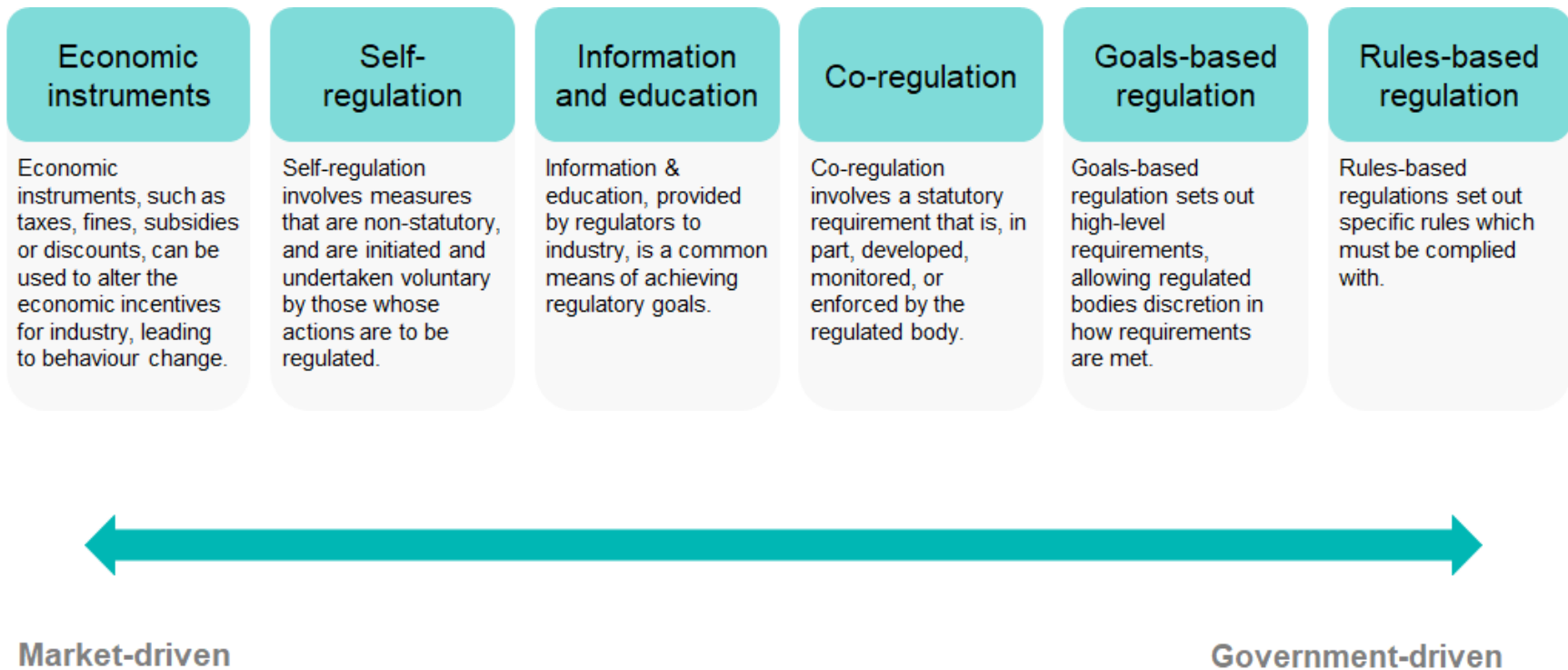
Why it's important (incl. economic rationale, justification of IANA model)?

What are our aims/outcomes (overall and for each key issue)?

How does the issue of aviation noise compare to other issues that communities face? For example flood plains – No. people living in areas affected by flood plains compared to those affected by noise (contours?), growth over the last 10 years, percentage of the population etc.



Regulatory policy options (incl. do nothing)



Source: NAO

Aviation Noise Management: Key Issues (1)

Area	Key issues
Operational management of airports and airlines	<ul style="list-style-type: none"> • Operating conditions on airports e.g. Movement caps, curfews (Inc. night flights), aircraft permitted to land. • Noise abatement operational procedures e.g. departure and landing procedures, mode of operation (westerlies or managed preference), respite.
Land use and planning	<ul style="list-style-type: none"> • Planning processes in all parts of the UK in relation to airports, including the application of s.106 conditions on operations in relation to noise, and subsequent enforcement powers available once conditions are set. • Building regulations.
Mitigation and compensation for affected communities	<ul style="list-style-type: none"> • Mitigation (e.g. airport noise insulation schemes) • Compensation, including the use of financial instruments and infrastructure investment.

Aviation Noise Management: Key Issues (2)

Area	Key issues
Consultation and engagement	<ul style="list-style-type: none"> • Consultation and engagement on airspace change and airport expansion.
Future landscape of aviation	<ul style="list-style-type: none"> • Technological changes in aviation that could reduce aviation noise, including aircraft design and electric aircraft. • Urban air mobility.
Understanding the effects of aviation noise	<ul style="list-style-type: none"> • Aviation noise attitudes survey. • Health • Complaints
Noise monitoring and modelling	<ul style="list-style-type: none"> • Noise monitoring by airports. • Temporary noise monitoring schemes for affected communities. • Noise metrics and data availability/application/publication (i.e. processing, ownership, publication format and location, modelling and NCMs). • Application of new technologies to noise monitoring and estimation e.g.. Use of artificial intelligence, social media etc. • Information powers (e.g.. Like those the CAA currently has).

Building the case for change by area/issue (1)

The Case for Change	Noise Modelling Metrics
<p data-bbox="61 825 112 1025">Harm / Impact</p> <p data-bbox="227 462 523 658">What is the negative effect that we would seek to minimise through more effective regulation?</p> <p data-bbox="227 708 523 861">What impact does this harm have, and why is it undesirable for society?</p>	<p data-bbox="556 462 1508 496">Seeking in minimise the frustration of affected communicates.</p> <p data-bbox="556 504 962 538">Regulation could improve;</p> <ul data-bbox="556 545 1441 743" style="list-style-type: none"> • Transparency of noise information • Practices of mobile noise monitoring • Accessibility of outputs • Public understanding of data recording and reporting. • Standardise noise measurement practices <p data-bbox="556 793 1711 868">Such factors could increase transparency and foster trust between airports and affected communities.</p> <p data-bbox="556 918 1746 992">Data should also be made available for wider use e.g. researchers. Currently data availability is very limited.</p>

Building the case for change by area/issue (2)

The Case for Change	Noise Modelling Metrics
<p>How does the harm occur?</p> <p>What would be the risk of harm if this issue isn't properly managed/mitigated?</p> <p>Threat / Risk</p>	<p>1) Lay audiences can have trouble understanding and interpreting information. Information may not feel applicable to their real-life experiences. Communities can feel disempowered to challenge airports e.g. expansion plans, as they may not be able to correctly identify how changes in airport operations will affect their experience of aviation noise. This makes it difficult for a lay audience to respond to consultations, making them voiceless. This impacts policy decision makers ability to fairly consider all viewpoints. If noise decisions are incorrectly managed, this can have long-term health impacts for affected communities.</p> <p>2) It is now well established that aviation noise has a range of health and social effects. Although a lot of aviation noise data is collected, it is seldom shared or made available. For social and medical research, this could severely hamper efforts to understand impacts. Harm is brought by not fully understanding the effects of noise, as well as being less able to investigate ways to mitigate noise abatement programmes.</p>

Building the case for change by area/issue (3)

The Case for Change	Noise Modelling Metrics
<p data-bbox="67 456 135 1163" style="writing-mode: vertical-rl; transform: rotate(180deg);">The policies and regulation currently managing the area/issue</p> <p data-bbox="241 392 463 449">In the UK - who, what and how?</p> <p data-bbox="241 499 511 606">What are the issues/ challenges with the current approach?</p>	<p data-bbox="550 421 1729 535">The majority of noise monitoring guidance comes from non-aviation specific best practice guides produced by bodies, such as the Institute of Acoustics (IOA), International Organization for Standardization (ISO) and The British Standard (BS).</p> <p data-bbox="550 578 1188 606">Full list see Annex A of Noise Metrics Project)</p> <p data-bbox="550 649 714 678"><u>Legislation:</u></p> <ul data-bbox="550 692 1796 835" style="list-style-type: none"> • Directive 2002/49/EC of the European Parliament and of the Council of June 2002 • The Environmental Noise (England) Regulations (2006) (and devolved nation editions) • REGULATION (EU) No 598/2014 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 16 April 2014 <p data-bbox="550 878 647 906"><u>Policy:</u></p> <ul data-bbox="550 921 1690 1063" style="list-style-type: none"> • The Department for Transport: The Aviation Policy Framework (March 2013) • Environmental Noise (England) Regulations 2006 (as amended) (July 2019) • Department for Transport (2017) Air Navigation Guidance 2017 (DfT, 2017) as amended (2018, 2019)

Building the case for change by area/issue (4)

The Case for Change	Noise Modelling Metrics
<p data-bbox="67 442 173 821">The policies and regulation currently managing the area/issue</p> <p data-bbox="202 399 560 606">In other countries - who, what and how. Examples of similar or good practice (applicable/relevant?)</p> <p data-bbox="202 621 560 735">By regulators in similar sectors (or facing similar issues).</p>	<p data-bbox="589 435 1777 556">Australian airports produce maps (FPMC – flight path movement charts) that are useful for summarising data esp. predictive data. Frankfurt Airport has a very accessible noise data website.</p> <p data-bbox="589 621 1806 785">Other sectors (e.g. road and rail) can also have requirements to produce noise contour maps and use similar metrics to aviation e.g. LAeq based metrics. These are likely to face similar communication/interpretation problems with lay audiences.</p>

Model of regulation: short term (1) and long term (2)

	Economic Instruments	Self-regulation	Information and education	Co-regulation	Goals-based regulation	Rules-based regulation
Specific interventions						
Who is responsible						
Principles of Better Regulation <ul style="list-style-type: none"> • Proportionality • Accountability • Consistency • Transparency • Targeting 						
Practicability						
Risks						
Barriers to implementation						
Incentives						
Stakeholders						
Alignment with ICCANs long-term plan for regulation						



What is our recommended model?

Shortlist of options developed from the model of regulation

Short-term
implications

Medium-
term
implications

Long-term
implications

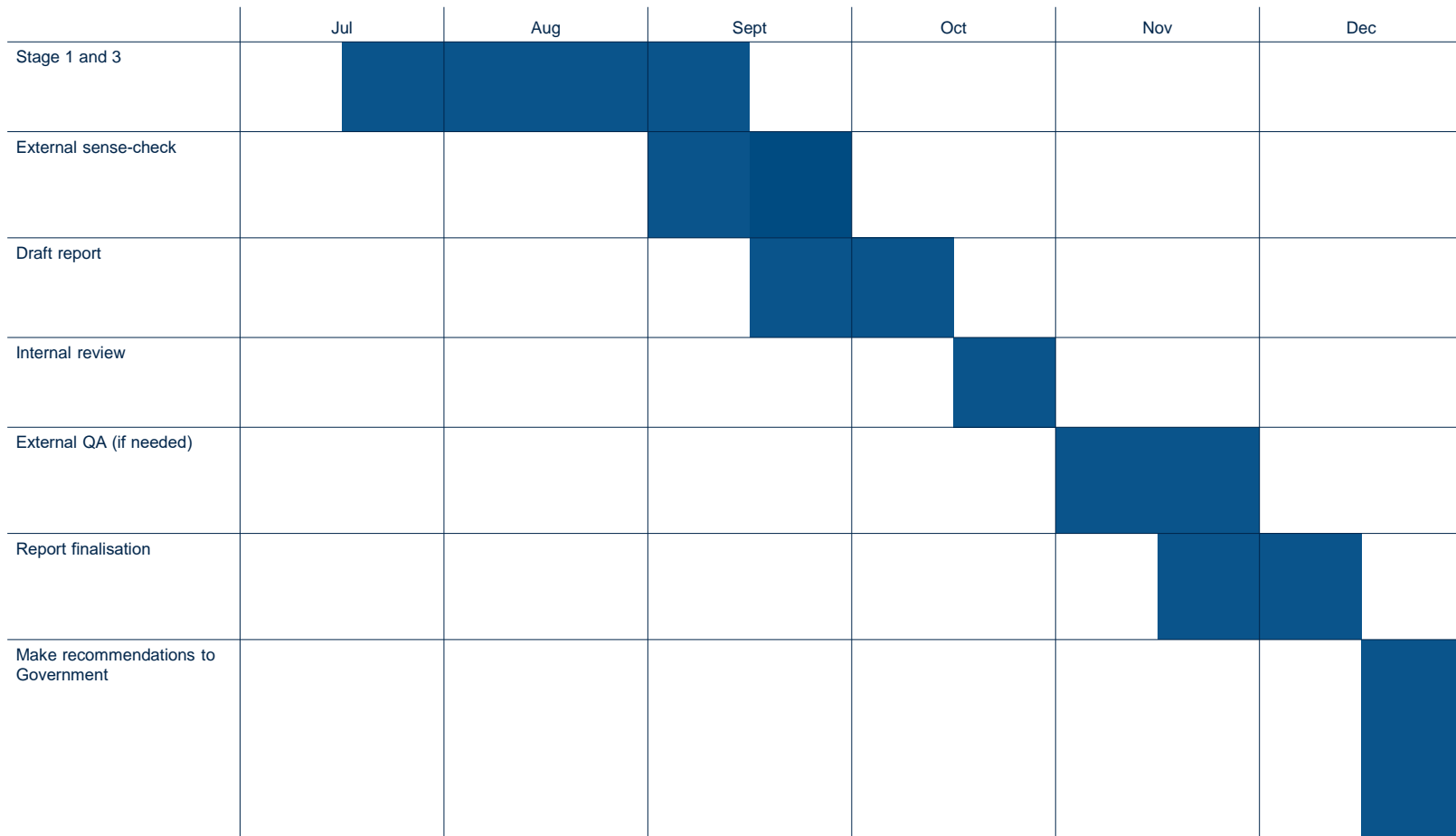
What is our recommended model?

Statutory Status

Resources and Skills Required

Cost to the taxpayer	Cost to industry	Justification
<ul style="list-style-type: none"> • Cost comparisons with other similar regulatory models • Cost estimates for organisation structure required 	<ul style="list-style-type: none"> • Admin/regulatory burden on industry (time and cost estimates) • Net cost <ul style="list-style-type: none"> • To other organisations • Savings incurred. • Which stakeholders might lose power or responsibility? 	<ul style="list-style-type: none"> • The role and responsibilities of the noise authority and others • Parallels with justification for IANA model

Timeline



Questions

www.iccan.gov.uk

