# Noise Action Plan (draft)

## Guide to Legislative controls – NAP

Currently, the UK Government only has direct responsibility for aircraft noise management at Heathrow, Gatwick and Stansted Airports. There are five main tiers of regulation governing aircraft noise in Scotland:

International regulation
European Union
UK Government; CAA
Scottish Government
Local Authorities

### International level

The International Civil Aviation Organisation (ICAO) sets progressively tighter certification standards known as Chapters for noise emissions from civil aircraft which member countries' fleets must meet.

Further details of these standards can be found at www.caa.co.uk or www.icao.int

The International Civil Aviation Organisation is an inter-governmental organisation that sets operating standards for aviation operations over the world. These standards are adopted by ICAO member states. ICAO has set a number of standards for aircraft noise certification, which are contained in ICAO Annex 16 Volume 1 – Environmental Protection, Aircraft Noise.

### European regulation

The European Union (EU) is increasingly assuming responsibility for the regulation of aircraft noise standards. The Directives of most relevance are:

- EC Directive 92/14/EEC, which prevented Chapter 2 aircraft from landing in the EU from 1st April 2002

- EC Directive 2002/30, which introduced discretionary powers to restrict the operation of marginally compliant Chapter 3 aircraft, where circumstances support this measure. The Directive also required the publication of an environmental noise objective for the airport and the adoption of a balanced approach to noise management including the four dimensions agreed by ICAO

- EC Directive 2002/49 (known as the environmental noise directive or ENDs), which requires member states to create noise maps and five-year ENDs from all transport sources in urban areas. This is the Directive under which we have produced this draft noise action plan. Maps from each transport source are published on the noise mapping site https://noise.environment.gov.scot/

### UK regulation

The UK Government is responsible for the policy framework for aircraft noise control at UK airports and has prescribed a range of controls on aircraft noise impacts.

- In December 2003, 'The Future of Air Transport' White Paper outlined several new policies for airports which control, mitigate and compensate for aircraft noise.

- Full details of the range of aircraft operations related-noise controls are set out in statutory notices and published in the UK Aeronautical Information Package (UKAIP) and elsewhere as appropriate. These controls include techniques such as Continuous Descent Approaches (CDAs), other noise abatement procedures and operating restrictions.

- The 1982 and 2006 Civil Aviation Acts grant the UK Government and airports powers to introduce noise control measures, including mitigation.

### Scottish regulation and Local Authority regulations

The regulation of aviation and air transport (including the Civil Aviation Act) has not been devolved to the Scottish Government. However, certain functions, such as aircraft noise, are exercised by Scottish Ministers.

- Scottish Planning Policy (SPP). Planning Advice Notes (PANs) provide advice on good practice and other relevant information. PAN1/2011 demonstrates the role of the planning system in preventing and limiting the adverse effects of noise without prejudicing investment in enterprise, development and transport. PAN 1/2011 does not aim to provide a definitive source of prescriptive guidance on noise issues.

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Rather, it sets out the range of noise issues that planning authorities need to be aware of in formulating development plans, making decisions on planning applications and in taking enforcement action to preserve and enhance environmental quality.

- The Environmental Noise (Scotland) Regulations 2006 set out the information and general requirements of five-year Noise Action Plans from all transport sources in urban areas on which this Noise Action Plan is based.

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