

# Appendix B – Interview contents for Competent Authorities

## Contents to be discussed with Competent Authorities during the ad-hoc interviews

The following areas are to be covered during the ad-hoc interview with the Competent Authority(ies), seeking clarifications on specific answers provided in the submitted questionnaire and asking further questions. The questions under each area are indicative of the topics that will need to be discussed.

### 1. OWNERSHIP

There is an interest in how different ownership models may impact on stakeholder perceptions of noise action plans and restrictions. For example:

- *How does the ownership model impact on relationships with community and industry stakeholders, if at all?*

### 2. DATA CLARIFICATION

The interviewer may wish to clarify aspects of the data provided or understand why some data is not available. For example:

- *Why agglomerations have been used excluded/included in the count of population exposure to noise levels?*
- *Why have different approaches in considering the agglomeration been used for different airports within the same member state?*

Additional Metrics used (depending on Member States):

- From questionnaire **Q23**: *What supplementary noise metrics are used to describe the noise situation at the airport?*
- *Why do only some airports within the same member state use supplementary metrics for the various assessments? (Some only minimum required by END, some additional metrics)*

### 3. ROLE OF COMPETENT AUTHORITIES / DESIGNATION OF ROLES

With such a wide range of approaches the interview is likely to explore the rationale and thoughts on the arrangements at specific airports. For example:

In developing, approving, and submitting the strategic noise maps and noise action plans:

- *What is the rationale for the adopted arrangement?*
- *How do the Competent Authorities (CAs) interact between each other when multiple CAs are appointed? and*
- *What is the relationship with the airport operator, especially in the case where the airport operator is not one of the CAs?*

In the definition of the noise measures / operating restrictions:

- *What is the rationale for the adopted arrangement?*
- *How do Competent Authorities (CAs) interact between each other when multiple CAs are appointed? and*
- *What is the relationship with the airport operator?*

#### 4. END AND BAR IMPLEMENTATION INTO/RELATIONSHIP WITH NATIONAL/LOCAL LEGISLATION

There is variation in the relationship between national legislation and the END/BAR which the interview will potentially explore further. For example:

- *What are the benefits/constraints in the noise management caused by the END/BAR in comparison with the national legislation? (reference to Q35: How does the national/local legislation relate to the END and BAR requirements?)*

#### 5. IDENTIFICATION OF THE NOISE PROBLEM/PRIORITIES AND OBJECTIVES

The interview will seek to understand in more detail the existing objectives, priorities and noise problems at specific airports. For example:

- *What is the CA interpretation of*
  - *Noise problem*
  - *Priority*
  - *Noise abatement objectives? and*
  - *Long-term strategy (END Annex V)?*
- *How do noise problem, priority, noise abatement objective and long-term strategy relate to each other?*
- *How were the objectives/priorities determined – how were stakeholders involved?*
- *If a noise problem has not been identified, how was the noise abatement objective and priorities established?*
- *How is the progress/success against the noise abatement objective measured?*
- *Is the objective time bound? If not why not?*
- *How can stakeholders determine whether the objective has been achieved?*
- *How does the objective take account of the need to ensure an effective functioning transports system (sustainable aviation sector)?*

Where appropriate:

- *Who is and what is the role of the Airport Noise Commission/Technical Group in setting/verifying the achievability of the objective/priority?*

## 6. COST EFFECTIVENESS/BENEFIT ASSESSMENT

The interview will seek to more about the approach taken to CEA /CBA. For example:

- *What is the process used when adopting noise measures and/or operating restrictions? (especially for those airports that answered that a CEA/CBA is not undertaken)*

On harmful effects (depending on the questionnaire responses):

- *What is the reason for assessing/not assessing harmful effects? (reference to Annex III which did not provide response functions and implementation of 2020/367/EC)*

Or

- *If assessed, how have harmful effects been assessed? (eg WHO or other guideline used)*
- *How is the effectiveness of individual measures proposed in the drafting of noise action plans undertaken?*
- *What would help you as the CA undertake these assessments?*

## 7. IDENTIFICATION OF NOISE MEASURES

The interview will seek to understand how CAs have identified and assessed the effectiveness of the interventions detailed in the Noise Action Plans and /or restrictions. For example:

- *How have the noise measures / operating restrictions been established for those ones implemented:*
  - *pre 2007 and*
  - *post 2007 (or since adoption of the END/BAR)*
- *How/why have some noise measures / operating restrictions been excluded from future implementation?*
- *What evidence do they have that the noise measures / operating restrictions have helped reach the noise reduction objectives? and*
- *How was this established/assessed? (e.g. value of Noise Insulation Schemes in reducing sleep disturbance or annoyance or the value of NAPD1 over NAPD2)*

From questionnaire:

- *What is understood by "the measures, taking into account public interest in the field of air transport as regards the development prospects of their airports, are selected without detriment to safety"<sup>1</sup>.*

## 8. CONSULTATION/ENGAGEMENT

Stakeholder engagement and consultation are key aspects of both the END and BAR and the interview will seek to understand the approach taken at specific airports. For example:

- *How as the CA do they ensure that they have heard the views of the different stakeholder groups – especially the harder to reach groups?*
- *Do they think the END and BAR should be improved to help them address the consultation with the public and the engagement with the various stakeholders? If so how?*

As a result of the questionnaires for the relevant airports, it could be asked:

- *How do the Focus Groups work?*
- *How is the feedback from the technical forums considered / why is there no engagement with a technical forum?*
- *What method of promotion are used to make the public and the other stakeholders more aware of noise action plans and measures/OR implementation?*
- *Tell us about the engagement forums you have – the chair, membership, remit /powers?*
- *Why do you not have an independent audit of progress against the noise objective or noise action plan.*

## 9. OVERVIEW OF LEGISLATION

The interview will seek to understand and encourage further feedback on the existing legislation. For example:

- *How END and BAR have helped the noise management of around the airport? What are the main constraints and benefits?*
- *Tell us a bit more about why you scored the END/BAR like that.*
- *How do you think the END and BAR can be improved to help the noise management around the airport while ensuring its functional operation?*

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<sup>1</sup> Article 2(d) of BAR