

Appendix D – Information collected from ad-hoc interviews

Aggregated information captured from ad-hoc interviews (1/3)

Topic:	Ownership			Designation of Competent Authorities				The role of the airport operator		
<p>Identified delivery model</p>	<p>Land owned by the State Airport infrastructure is private (or major shareholder is private) Airport operator is private</p>	<p>Land and airport infrastructure are State owned Airport operations are through concession to a private company</p>	<p>Land and airport infrastructure are State owned Airport operator is private but State is the owner / majority shareholder</p>	<p>The airport operator is one of the Competent Authorities designated under the END and BAR along with other Gov't agencies or ministries</p>	<p>Airport operator is responsible for the majority of the roles being across all aspects of the noise management process, offering a degree of efficiency and continuity</p>	<p>The Competent Authorities designated under the END and BAR are usually a few national or local government/ministry agencies/departments, which helps make the process of developing noise action plans more efficient</p>	<p>The Competent Authority designation is fragmented</p>	<p>The airport operator is the designated Competent Authority responsible of the development of the noise action plans</p>	<p>The airport operator is the Competent Authority for most of the roles detailed in the legislation</p>	<p>The airport operator is one of the stakeholders engaged by the Competent Authorities along with the other stakeholders</p>
<p>Airport operator among Competent Authorities in the noise management framework</p>	<p>x</p>	<p>x</p>	<p>x</p>	<p>X</p>	<p>x</p>			<p>X</p>	<p>x</p>	
<p>National/Local institutions as Competent Authorities and airport operator as a stakeholder</p>		<p>x</p>	<p>x</p>			<p>X</p>	<p>x</p>			<p>X</p>

<p>X</p>	<p>Raised by most of the interviewed Competent Authorities</p>
<p>x</p>	<p>Raised by few of the interviewed Competent Authorities</p>

Aggregated information captured from ad-hoc interviews (2/3)

Topic:	Noise problem definition		Noise abatement objective			Process used in defining noise related actions / operating restrictions		
	In defining a noise problem a set process is not followed, rather it is the product of existing national/local legislations, and the requirements to produce strategic noise maps	The fragmentation of the roles makes Competent Authority coordination for the definition of noise problem more complex	There is no single noise abatement objective statement or expected outcomes defined	While there is no single noise abatement objective statement or expected outcomes defined, objectives might be established and if required operating restrictions implemented	The fragmentation of the roles among multiple Competent Authorities makes coordination for the definition of noise problem, establishment of objectives, and identification of noise measures, more complex	The identified noise related actions included in the noise action plans are based on specific factors that are considered important by the various stakeholders within the Airport Commission / Technical Group	The identification of the noise measures mainly follows the national legislation process (as Environmental permits, Planning Applications or Strategic Development Plans), where the definition of the actions are actually carried out.	Cost benefit or cost effectiveness have been used in the definition of the noise related actions / operating restrictions
Identified delivery model								
Airport operator among Competent Authorities in the noise management framework	X		X			x	X	
National/Local institutions as Competent Authorities and airport operator as a stakeholder	X	x	x	X	x	x	x	X

X	Raised by most of the interviewed Competent Authorities
x	Raised by few of the interviewed Competent Authorities

Aggregated information captured from ad-hoc interviews (3/3)

Topic:	Cost Benefit Analysis / Cost Effectiveness Analysis		Progress monitoring		Stakeholder engagement arrangements				
	There is no structured cost benefit or cost effectiveness assessment tool	Cost benefit or cost effectiveness tools exist	Monitoring activities verify the progress of the actions outlined in the noise action plans.	Progress or success are measured by a consensus of feedback from the key stakeholder group that has confidence in the process, focused more on the implementation of the actions rather than their effectiveness.	Stakeholder engagement and collaboration are key for the implementation of the END provisions and to develop the Noise Action Plan.	The engagement is facilitated by the establishment of an Airport Commission or Technical Group which include the airport operator, the other Competent Authorities such as government agencies or ministries, local authorities, industrial and local stakeholders.	The engagement with the public often occurs through established forums	An independent mediator assures the transparency of information.	Stakeholder engagement follows the national legislation process (as Environmental permits, Planning Applications or Strategic Development Plans)
Identified delivery model									
Airport operator among Competent Authorities in the noise management framework	X		X	x	x	X			X
National/Local institutions as Competent Authorities and airport operator as a stakeholder	x	X	X	x			X	x	x

X	Raised by most of the interviewed Competent Authorities
x	Raised by few of the interviewed Competent Authorities