

Airspace and Noise Engagement Group – 10 September 2018

Attendees:	
Sarah Bishop – DfT (Chair)	Andy Kershaw – Airlines
Callum Terry DfT (Secretariat)	Peter O’Broin - AOA
Tim May – DfT	Ian Jopson- ANSPs
Robert Mills – DfT	Geoff Clark – Airlines
Ian Greene – DfT	Charles Lloyd – Community Groups
Shuhana Begum – DFT	John Stewart – Community Groups
Daniel Burke – DFT	Martin Peachey – Community Groups
Rebecca Roberts-Hughes – CAA	Andy Jefferson – Sustainable Aviation
Jeremy Pine – Local Authorities	Keith Bushell – Manufacturers
Nigel Shaw – Local Authorities	Amanda Francis – Express Industry
Benjamin Fenech – Public Health England	Tim Johnson – AEF
Colin Flack - UKACCs	Rebecca Roberts-Hughes – CAA
Paula Street – UKACC’s	Dr Darren Rhodes - CAA
Tom Thackray – CBI	
Observers/ Guests:	Apologies:
Roger Gardner – University of Southampton (Guest for Agenda Item 4)	Neil Robinson – Airports
	Rick Norman - Airports
	Robin Clarke - NATS
	Thomas Barlow - CBI

Welcome and Introduction

Introductions were made and minutes from the last meeting were agreed. Actions were reviewed and outstanding items brought forward. Tim May reminded the meeting that a consultation on WebTag was currently open (due to close on 16 October) which was seeking views on the main themes and priorities for developing the evidence base underpinning the appraisal guidance over the next 5 years, and also on how we can make the guidance more user friendly. The question of independent peer review would be considered when the noise module was next updated. Tim informed the meeting that PPR’s implementation was still ongoing, with an estimated date of July 2019, though this could still change.

Action for DfT: Circulate CAA tranquillity report (www.caa.co.uk/ercdreport1207).

Action for DfT: Arrange for NATS to present work at next ANEG.

Agenda item 1: Recent changes to the TOR’s from the previous ANEG meeting

Sarah Bishop informed the meeting of the recent membership change. UKACCs securing a second seat for ANEG, reminding the members the main benefit of this is to diversify regional representation on the group. Sarah Bishop also welcomed the CBI who were now representing end users of aviation services.

Agenda item 2: Update from DfT on Aviation Strategy/Green paper

DfT presented slides which summarised the issues raised in the recent stakeholder focus groups and spoke about some of the policy ideas under consideration. Ian Greene opened up the presentation highlighting the issues which had been identified with current noise policy, including ambiguity interpreting the policy and the industry’s lack of control over houses being built under current flight paths and increasing those affected by aviation noise.

Daniel Burke continued the presentation with the current noise control regimes explaining there is a lack of common standards across the industry and information provisions are inconsistent. Looking at ways to address these issues; such as expanding CAA information duty, creating standards on current controls/limits, making night flights dispensations more transparent.

Shuhana continued on from Daniel explaining the research findings over various areas including;

- Insulation schemes being inconsistent.
- Engagement and information sharing showed a difficulty for groups gaining access to the information airports held.
- Community funds could have a positive outcome, though an inconsistent spread and uptake of the funds had been identified.
- Land use and Planning, being a difficult area for noise as homes continually being built in noise sensitive areas with no legislation on specialist noise insulation presenting a growing concern.
- Monetary Compensation - which was called for by community groups but was difficult to define in practice how much noise affected house values.

Tim May advised that policy options had not been to ministers yet and represented a range of ideas under consideration, not all of which would necessarily be put forward in the green paper.

Agenda item 3: Aviation Strategy views from stakeholders

Keith Bushell gave a presentation on new technology and noise reduction plans. With 470 new aircraft in the UK air fleet in the last ten years, he highlighted that new aircraft meet chapter 14 requirements. Airbus are continuing at a 0.1dB average reduction per year with continued research producing the new A320 substantial noise reduction. The noise impacts of electrification of aircraft were beginning to be studied though it was unclear when such aircraft might enter into service.

Charles Lloyd referred back to his community group proposals paper discussing the nine key proposals as a fair balance between the industry and community, with a proposal of matched reduction of noise to industry growth. He did not have a specific timescale for when such goals should be met but felt that Government should set aspirations. He put forward a call for policy to be set in language that could be easily understood by the regulators, industry and communities alike. He voiced community's difficulties to practically understand the effect/impacts of aviation noise to their way of life and areas that could be affected with future aviation plans, asking better understanding of these changes. Finally he asked DFT to increase the speed of regulation as the industry is continually ahead of regulation.

Other comments were made by ANEG members, including:

- Importance of working with MHCLG on land use planning and building regulations
- Policy should consider the circumstances at smaller airports and other issues such as helicopter noise and ground noise.
- The importance of doing a cost benefit analysis on policy options
- Importance of aligning with the Government's Industrial Strategy.

Action for Keith: Send Airbus presentation to Secretariat for circulation to members.

Action for Andy Jefferson: Feedback on timescales for electric powered aircraft

Agenda item 4: Research funding presentation from Roger Gardner

Roger Gardner explained the different types of stimuli for noise research including the ACARE Targets for 2020 or 2050 noise goal achievement and SA goals (roadmap), highlighting the current issues around research and funding options available.

Roger Gardner described the current position with funding aviation noise research as either small scale and ad hoc 'bottom up' projects deriving from academia (mainly related to impact) and funded through funding councils or large scale projects deriving from industry (mainly source noise control) and funded through the ATI. No UK strategic 'grand challenge' programme existed to systematically address the noise challenge going forward to understand future noise (source, operations and planning) and relate that to the receptor point of view. There was a good case to address this gap in the middle and push for a funded programme that included impact based research.

Roger acknowledged the significant work being undertaken internationally and that coordination with other countries continued to be necessary.

Roger suggested to the members to invite Paul Hooper (MMU) to update on the EU funded ANIMA project, to which all members agreed.

Roger also suggested, as noise continues to be a significant obstacle to the policy of desired aviation growth, there are grounds to consider a case for defining the elements of a 'grand challenge' that seeks to address the various areas of uncertainty over a number of years. Government (with ANEG support) could help to define that challenge and work with the funding agencies to identify a realistic multi-year allocation of resource to move beyond the current situation of halting and sometimes conflicting progress.

Tim May had suggested ICCAN could potentially deliver clarity on the gaps and purpose of further research. Nigel Shaw added that it was unrealistic to expect local authorities to be able to fund research for the foreseeable future.

Action for DfT: Invite Paul Hooper to future ANEG meeting.

Action for DfT: Consider a position for a representative from the research community to join ANEG

Action for DfT: Consider alternative government funds which could be tapped into

Agenda item 5: Analysis of PBN impacts (CAA)/ Research proposals

Darren explained the improvements PBN has with flight path track keeping and less airspace conflicts. With flights more accurately tracked less air traffic controller intervention is needed. Darren's work had modelled the differing noise impacts of PBN routes (both single and multiple) vs conventional navigation and applying WebTag allowed the costs and benefits of each option to be weighed up. This showed that known health costs caused by changes of noise resulting from PBN could be evidenced through webTAG.

CAA's work was welcomed but it was noted that webTAG's use of LAeq measures meant that it was not possible to compare options which used different forms of temporal respite. There was also a concern that the tool could be 'gamed' by those wanting a particular outcome. Martin Peachey highlighted the importance of explaining noise impacts at the individual community level.

Action for DfT: ANEG Secretariat to circulate Analysis of PBN impacts slides.

Action for DfT/CAA/NATS: Consider next steps on Martin Peachey's paper.

Agenda item 6: Update from DFT on airspace modernisation

Robert Mills presented some slides on airspace modernisation. The purpose was to provide an update on the airspace modernisation programme and in particular to provide to ANEG members a summary of the strategy focus group findings, NATS led feasibility work and the next steps.

NATS work found it is possible to meet potential future demands for airspace but that airports in the south will need to work more closely together

Rob informed the meeting that the current plan is to publish an airspace document for information alongside the Aviation Strategy Green Paper in late autumn 2018, which will contain the NATS work and CAA assurance.

Rob asked how should ANEG work with the new ministerial group to which ANEG responded with no changes needed as ANEG receives updates on the programme and holds the power to request a ministerial response.

Action for DfT: Invite NATS to present at the next ANEG.

Agenda item 7: Availability of noise data (AEF)

Tim Johnson explained that there was a concern that bodies were not able to access detailed noise data from airports, e.g. for academic analysis or to drive discussion at the local level. This may have been due to airports' concerns at their ability to analyse the data correctly. Due to the recent difficulty in obtaining such data should ANEG look at the reasons airports have presented to release the data. Should airports have a standardised availability of data nationwide?

Action for Peter O'Broin: To raise these points with AOA members.

Agenda Item 8: ICCAN Update

Ian Greene updated the members about ICCAN current progress. ICCAN is scheduled to be set up by January 2019, with an announcement about the appointed Head commissioner in the coming months, meaning they could attend the next ANEG. There is ongoing further recruitment for ICCAN (both secretariat and commissioners).

Action for DfT: ANEG Secretariat to circulate details of ICCAN commissioner's job adverts to members.

Agenda Item 9: AoB/Close

It was agreed by members that the next ANEG meeting will be held in February to coincide with the consultation period on the Strategy green paper.