

Airspace and Noise Engagement Group – 04 March 2019

Attendees:	
Sarah Bishop – DfT (Chair)	
Matthew Bentley (Secretary)	Andy Kershaw – Airlines
Tim May – DfT	Peter O’Broin - AOA
Rob Mills – DfT	Jane Johnston - NATS
Ian Greene – DfT	Rick Norman - Airports
Shuhana Begum - DfT	Andy Sinclair - Airports
Jonathan Sharratt - CAA	Neil Robinson – Airports/Sustainable Aviation
Jeremy Pine – SASIG/Local Authorities	Keith Bushell – Manufacturers
Ben Fenech – Public Health England	Charles Lloyd – Community Groups
Tim Johnson - AEF	Martin Peachey – Community Groups
Paula Street - UKACCs	John Stewart – Community Groups
Amanda Francis – Express Industry	Andy Jefferson – Sustainable Aviation
Sam Hartley- ICCAN	
	Apologies:
Observers/Guests:	Thomas Barlow - CBI
Andrew Jackson – Defra (item 2)	Ian Jopson – NATS
Rhian Thomas – Defra (item 2)	Geoff Clark - Airlines
Darren Rhodes – CAA (item 3)	Chris Cain - SASIG

Welcome and Introduction

Introductions were made and the minutes from the last meeting were agreed.

Sarah Bishop drew attention to Martin Peachey’s paper on PBN. She said that DfT could potentially look to conduct research on noise attitudes related to PBN through any update to the SONA study.

Ian Greene said that Defra has convened the inter-departmental group on costs and benefits of noise to look at the evidence underpinning the WHO guidelines on noise. He added that they would also look at other evidence that was not included in the WHO study. Work will be conducted over the next 18 months with final recommendations expected in 2021.

Tim May provided an update on Planned and Permanent Redistribution (PPR) policy. He said that the aim is now to implement the policy in November 2019. Jonathan Sharratt added that the CAA were looking to consult on the proposed PPR process around Easter.

Action: Peter O’Broin agreed to update the group next time on conversations with airports on the availability and consistency of noise data.

Sarah Bishop informed the meeting that DfT were looking at ways to involve more community groups in ANEG’s work.

Agenda item 1: Presentation and discussion on Aviation Strategy

Sarah Bishop reminded the meeting that the Aviation Strategy Green Paper consultation had been extended from 11 April 2019 to 20 June 2019. She said this extension would likely allow consultation respondents to take into account the findings of the airline insolvency review and recommendations from the Committee on Climate Change.

Tim May presented slides on the Aviation Strategy Green Paper. He opened the presentation by setting out the background and aims of the strategy. He told members that CAA analysis published alongside the strategy showed that by 2050, noise emission and noise area exposure are expected to reduce compared to today.

He went on to set out the policy proposals related to noise:

- Setting a new objective to limit, and where possible, reduce total adverse effects on health and quality of life from aviation noise, to align with airspace policy
- New national indicator for the sector on reducing noise. Tim Johnson commented that the evidence baseline should pick up health and quality of life impacts in line with the policy change.
- Routinely setting noise caps as part of the planning process
- Requiring all major airports to set out a plan which commits to future noise reduction

On planning and housebuilding policies includes: new planning guidance for housebuilders near airports and better information for home buyers.

On noise insulation the strategy proposes:

- Noise insulation schemes to be extended from the 63dB LAeq 16hr contour to 60dB LAeq 16hr
- Airports to review existing noise insulation schemes.
- Airports to review schemes. TM noted inconsistency between schemes.
- Proposing new eligibility criteria to cover significantly increased overflight from airspace changes. The threshold would be changes that leave someone in the 54db LAeq contour and where there has been a 3dB LAeq increase in noise.
- All airports to create community funds
- Supplementary guidance for airport consultative committees.

Commenting on proposals related to increased overflight Neil Robinson said DfT were treating people who are newly overflown differently to people who are already overflown. Responding, Tim May said that this was special case because people are either newly affected or have significantly increased overflight. He acknowledged that this was one of the more difficult proposals.

Tim May then set out the policies on best practice and operating procedures:

- CAA information duties to be extended
- New powers to direct airports to publish information
- Minimum standards for noise monitoring
- Better targeted noise departure limits.
- Examining the role of coding-houses in track-keeping

- Follow up the policy to require airports to monitor and report on noticeable changes to volume of traffic by flightpaths
- Considering new statutory enforcement powers for ICCAN or CAA
- GA sector to review codes of practice

Andy Kershaw said that airlines had done quite a lot already on a voluntary basis. He stressed that continuous descent operations were a collaboration between airlines and airports. He warned about the unintended consequences that changes could lead to, e.g. complying with the 1,000 foot didn't necessarily mean the quietest procedure. John Stewart asked for some more information on continuous descent. Andy Kershaw said they would try and include this information in their consultation response. He also highlighted that the work on coding houses should consider the role of the AIP.

Charles Lloyd said that he was disappointed that there was nothing in the strategy about demand management and argued that the aviation industry should pay for the external costs of noise. Overall, he said that the strategy was too vague.

Sarah Bishop noted that demand management was mentioned in the climate change section of the aviation strategy. She added that the strategy covers the next 30 years for the sector and that now we can start moving forward with detailed policies.

Charles Lloyd referred to the paper produced by community groups on compensation for the effects of aircraft noise. He argued that if industry reduced the value of an asset then industry should pay compensation. He said that he had been told by DfT that they do not have enough evidence on the impact of aviation on property values and he proposed ANEG should look into this further.

Andy Jefferson said that industry already provided compensation for the impact of noise. He said that we needed more evidence moving forward.

Neil Robinson said that evidence from tribunals showed that there are a range of factors influencing house prices, with evidence showing that proximity to airports or flightpaths is low on that list. He added that where there had been a demonstrable impact on house price value, evidence of claims under the Land Compensation Act show that not that many benefit from compensation and the levels of compensation is low.

Sarah Bishop said that the overall approach in the aviation strategy was for industry to pay for the external costs of its activities. She said that the creation of community funds was the government's proposed policy on compensation. Concluding, she said she was happy in principle to set up a focus group on this issue.

The discussion moved on to noise action plans. Charles Lloyd said that communities were unhappy with the noise action plans for Gatwick and Stansted airports. He said these plans should include estimates on the reduction in the number of people affected by noise. He argued that in approving these plans Defra had failed to meet the requirements of the relevant EU Directive and UK regulations.

Andrew Jackson said Defra's view was that they met the requirements of the directive and regulations. He said that information on the number of people affected by noise was included in an annex to the noise action plans. He added that he was happy to have further discussion with Charles Lloyd on this issue.

Tim Johnson said that there seemed to be frustration about community engagement with noise action plans. He said we should all work on this.

Sarah Bishop said that DfT could convene a further focus group to consider these points in the context of the green paper noise regulation proposals.

Action for DfT: Arrange focus groups to look into compensation for the effects of aircraft noise and the noise regulation proposals.

Agenda item 2: ERCD Presentation on Aviation Strategy-related publications

Darren Rhodes presented slides on the work that ERCD had undertaken on behalf of DfT on aviation noise. The presentation consisted of 3 parts.

The first part covered CAP1731 'Aviation Strategy – Noise Forecast and Analyses', a feasibility study into implementing airport noise limits nationally and locally. The study looked at noise at eight airports for 2006 and 2016 and forecast noise up to 2050.

The results showed that between 2006 and 2050 there will be a reduction in noise emissions and noise contour areas. However, the study showed that population growth, within the noise contours, would offset these reductions.

Andy Kershaw commented that all of the industry's work on noise would be cancelled out by population growth.

Andy Jefferson said that we needed to make sure that people who did not need to, did not live near an airport.

Keith Bushell said it was also important to take into account carbon, air quality and other environmental impacts of aviation.

The second part of the presentation was on CAP1766 'Emerging Aircraft Technologies and their potential noise impacts'. Darren explained this was largely a literature review of the potential noise impacts of emerging technologies. The main findings were:

- Electric aircraft would not be silent and that they could in fact be noisier than existing aircraft.
- Several manufacturers were developing supersonic aircraft. The assumption was that the first generation of supersonic aircraft were not expected to fly supersonic over land.
- Drones could bring more noise for urban areas.
- The noise impact of spacecraft will vary depending on the type of spacecraft used.

The third part of the presentation was on CAP1767 'An investigation into the influence of background ambient noise levels on attitudes to aircraft noise'. He explained that after aircraft, the most common source of noise is from roads and railways. This study compared road noise maps produced by the Department for Environment, Food and Rural Affairs with background ambient noise levels measured near London Heathrow and Gatwick airports.

The study showed that there was no association between background ambient noise levels and the mean annoyance score for aircraft noise between 51 and 54 dB LAeq16h.

Across the full range of aircraft noise levels the study did find a statistically significant association between background ambient noise levels and the likelihood of being highly annoyed. He added that this association

weakened when noise sensitivity and socio-economic status were taken into account to the extent that the influence of background ambient noise was no longer statistically significant.

Agenda item 3: Update from DfT on airspace modernisation

Shuhana Begum presented some slides to provide an update on the airspace modernisation programme. She explained that in December 2018 the Government had published a number of documents related to airspace modernisation. The Aviation Strategy Green Paper sets out a DfT and CAA joint objective for airspace modernisation.

Shuhana set out the final version of the governance structure airspace modernisation strategy which was published in December 2018.

- Leadership is provided by the UK Airspace Strategy Board which will meet three times a year.
- DfT and CAA share a role as co-sponsors of airspace modernisation.
- Airspace modernisation will be delivered by a number of delivery groups.
- NATS are establishing a new Airspace Change Organising Group (ACOG) to produce the airspace modernisation masterplan

The next steps include: Consultation on the Aviation Strategy and developing proposed legislation. The deadline for responses to this element of the consultation remained 11 April; the CAA setting up the Delivery Monitoring and Oversight (DMO) team and FASI South airports are expected to submit their Statements of Need in spring 2019.

Agenda item 4: NATS Presentation (Feasibility study)

Jane Johnston presented slides on NATS' feasibility study on airspace modernisation. She explained the study concludes that we can accommodate airport future growth plans as long as we work collaboratively. She said that ACOG would manage and coordinate airspace change in the south and north of England. She added that the FASI South programme board and technical working groups will be taken over by ACOG by June 2019.

Martin Peachey asked whether work on airspace modernisation could be done more quickly. Responding, Jane Johnston said that NATS were working as fast as possible. Robert Mills added that the programme for FASI South was as reasonably accelerated as was possible under the CAP1616 airspace change process. Charles Lloyd said communities could not be supportive of airspace modernisation until they had assurances on how new airspace would be deployed.

Agenda item 5: ICCAN Update

Sam Hartley updated the meeting on ICCAN's current progress. He said that ICAAN's Chair Robert Light had been appointed in November 2018. ICCAN currently have two members of staff and are hoping to expand to 14 over the next few months.

He said that there was a level of goodwill towards ICCAN at the moment, but there were also high expectations. He set out his emerging thoughts which included: issues of trust, clarity of information, pace of change, accountability and noise metrics.

The next steps for ICCAN would be to develop a first year strategy. They would be seeking views on this, though this would not be a formal consultation.

Agenda item 6: Aircraft Noise Management Advisory Committee (ANMAC)

Ian Greene provided an update on the Aircraft Noise Management Advisory Committee (ANMAC). He explained that ANMAC was originally set up to advise government on noise controls at designated airports. DfT feel there is a continued role for the technical working groups at ANMAC. It was agreed that ANMAC's technical advisory role should continue but that ANMAC be subsumed into a sub-group of ANEG.

Agenda item 7: AoB/Close

Members updated on current relevant activities within their organisation:

Heathrow – priority was on the research agenda.

Gatwick – publishing work on growth and noise and metrics. Starting airspace design principles engagement.

Sustainable Aviation - work on optimised arrivals and departures procedures. They would present to the next ANEG meeting on this as well as their deferred presentation on future opportunities to reduce noise.

British Airways – work on improving track-keeping.

AOA – working groups were considering elements of the aviation strategy.

SASIG – a recruitment drive and a new secretary, Chris Cain.

PHE – Follow up to the WHO guidelines to inform stakeholders of the implications; PHE's statutory role in commenting on airport masterplans; research on insulation and the link to ventilation.

Airbus – Efan X (hybrid electric aircraft) was expected to be flying in 2021.

CAA – interviews for the Head of the Airspace Delivery Monitoring and Oversight (DMO) team.

HACAN – making links with groups at international airports. HACAN East was interested in London City's airspace proposals.

UKACCS - working on guidance on ACCs' role in the CAP 1616 process; work on how noise performance is reported across airports.

It was agreed by members that there would be a wider discussion around research at the next ANEG meeting.