

**Airspace and Noise Engagement Group – 17 January 2020**

<b>Attendees:</b>	
Ian Elston – DfT (Chair)	Jeff Bevan/Rupinder Pamme - AOA
Tim May – DfT	Chris Carter – BA/airlines
Alice MacFarlan – DfT	Geoff Clark – Virgin/Airlines
Ian Greene – DfT	Barbara Perata-Smith - CAA
Jonathan Friel – DfT	Jeremy Pine – SASIG
Harvey Anderson – DfT (Secretary)	Neil Robinson - MAG/airports and Sustainable Aviation
Jenny Raynor – DfT (Item 3)	Frank Evans – UKACCS
Rachel Pinto – DfT	Colin Flack – UKACCS
Tom Chadwick – DfT	
Rick Norman – Heathrow/Airports	<b>Guest Presenters</b>
Ben Fenech – Public Health England	Mark Swan and Cheryl Monk – ACOG (item 8)
Tim Johnson – AEF	
Freddie Hopkinson – CBI	<b>Apologies:</b>
Amanda Francis – Express Industry (Association of International Courier & Express Services)	Keith Bushell -Airbus
Sam Hartley/Emma Mead – ICCAN	Andy Jefferson -Sustainable Aviation
Martin Peachey – Community Groups	
Charles Lloyd – Community Groups	
John Stewart – Community Groups	
Robin Clarke – NATS	
Ian Jopson- NATS	

**Agenda item 1: Welcome and Introductions**

Introductions were made and minutes from the last meeting were agreed. Ian Elston (IE) chaired the meeting and will continue to do so in the future. IE Welcomed Nathan Phillips (NP) as the new Director for Airports and Infrastructure.

We have approached MHCLG who have agreed in principle to attend a future ANEG.

**Agenda item 2: Update from DfT on Aviation Strategy (presentation)**

Ian Greene (IG) summarised Responses to the Green Paper and next steps on the subject of noise. DfT noted that from the 800 responses to the Green Paper, 500 mentioned noise policy whilst half of all individual responses at least made mention of noise at some points. The presentation set out key responses on the main topics.

DfT then set out the next steps of the process which included considering the Committee on Climate Change’s recommendations on how to achieve the net zero target by 2050. DfT revealed they planned to publish a consultation on aviation and climate change shortly and that they would continue to update stakeholders on progress and upcoming milestones.

Community reps asked if DfT will publish individual responses to the Green Paper. IE stated that this was unclear as we do not always do this.

DfT were asked when they were planning on publishing the Aviation Strategy for 2050. DfT replied that there is no set date at the moment as a consultation on carbon must first take place with subsequent decisions

made by ministers. It was noted that this doesn't mean they can't take forward other policies at the same time. Tim May (TM) made the point that whilst this document will be a response to the Green Paper, it would not be the final word and there will be further work to come after this in some areas.

Charles Lloyd (CL) introduced his paper on compensation which sought further discussion of the compensation issues. His paper asserted that "DfT has accepted that higher levels of aviation noise cause lower house prices". CL suggested that it was time to stop debating if there was an issue and that it was time to move on and find the policy solution to the issue. IE asked how DfT could best engage with this issue. CL responded by suggesting ANEG sub groups. Tim May (TM) stated that DfT did not fully accept CL's assessment of the issue and made note that evidence shows statistical significance and magnitude of any relationship between aviation noise and house prices varies from case to case. Evidence also shows it's difficult to disentangle the impact of aviation noise on property prices from other contributing factors such as proximity to schools. TM suggested it would be difficult for ANEG to find consensus on the extent of the problem. Ministers would be taking a decision on next steps as part of finalisation of the White Paper.

Neil Robinson (NR) agreed with DfT's stance and he noted the presentation from John Twigg at a previous ANEG focus group which found that many variables can affect house prices. He felt that rushing into sub groups would be a mistake as by working in a whole group we've got diverse views and sub groups would detract from this.

John Stewart (JS) felt that no conclusions were made and certainly no solutions from the paper which meant there was unfinished business on the issue. IE agreed to provide further consideration on how to take this issue forward. **Action: DfT to consider what further work could be done to move this forward.**

### **Agenda item 3: Carbon – DfT update on response to CCC advice**

Jenny Raynor (JR) provided an update on the upcoming DfT consultation on aviation and net zero. JR leads on aviation and climate change in Aviation Directorate and noted that UK is taking a lead role in tackling greenhouse gas emissions. JR made clear that she was aware of potential interdependencies that need to be considered i.e. noise and air quality. JR was asked on her views in regard to the suggestion that if net zero is going to be achieved, whether this meant that aviation can't expand over 25% of its current operations. JR said that Government has never had sector-specific targets, that is why we have taken an economy-wide approach when setting our carbon budgets. Aviation, although treated differently in how it is factored into the net zero target, should not be given a sector-specific target for the same reasons.

### **Agenda item 4: CAA airspace reclassification review and PPRs update**

Barbara Perata-Smith (BP) provided update on current CAA airspace work.

BP summarised that CAA had been given a decision-making role in the changes to flight tracks caused by changes to air traffic control procedures, known as Planned and Permanent Redistribution (PPR) of traffic. They held consultation in regard to views on PPR in the autumn and they had recently published a response to this in CAP 1867. Comments focused on themes such as concerns over the length and complexity of the process. BP noted that PPR timeline of typically 46 weeks compared to around 110 weeks for a full airspace change and can be further reduced if parties agree there is evidence of only minor impacts.

BP drew attention to comments questioning whether it was the duty of the Air Navigation Service Provider (ANSP) to put forward proposals. CAA felt ANSP's were most suited to put forward an application as they had

the expertise, though another party can jointly submit. The new process would come into effect on 1 February.

BP provided updates on the airspace reclassification review, noting that this was one of 15 initiatives in the Airspace Modernisation Strategy. Government had set CAA specific instructions on this in a letter from Secretary of State in October and IE explained that it was driven by a belief that there was potentially some controlled airspace that wasn't being used. Process also needs to be mindful of the extent of the airspace and if the area is large enough for use to operate in it safely. Consultation closes on 3<sup>rd</sup> of March following which CAA would review suggestions, provide a shortlist of options for reclassification and then develop a regulatory process for reclassification.

BP explained that they planned to work closely with CAA's Innovation Hub as they want to explore technical solutions in a more creative way.

NR asked who decided on classification and enquired whether it's to be a joint decision CAA will lead on. CAA responded by stating that this could be a regular review.

CL raised concerns about the process of launching this review, notably the lack of consultation about it and the fact that environmental considerations in section 70 of the Transport Act were to be disapplied. He asked DfT if benefits to general aviation were being promoted at the expense of communities? CL wanted environmental considerations to have greater prominence and felt that the changes now mean they have been diluted. He also had concerns at the reference in the letter to CAA about further changes to section 70 and asked if they could be involved in this. CL also questioned the reprioritisation of CAA resources on GA.

NR Also criticised lack of consultation prior to change and would like to be involved in process next time around as did Geoff Clark (GC) and said that he felt lack of consultation felt alien and that people wanted to be involved in the debate.

On CAA resourcing it was agreed that CAA don't want to delay other pieces of work, however, CL suggested that this was already happening. NR didn't accept CAA resources are there as the skills needed are complex and in short supply. He went on to give an example that if you give CAA more resources you limit work taking place at NATS. IE was aware of resourcing difficulties and reinforced the point that we don't want to simply move people from A to B and develop problems elsewhere.

Given the consensus of concerns about this, CL asked about the possibility of ANEG issuing a formal report to ministers. TM noted that that ANEG had never previously issued a report to the Minister and suggested that this was not a suitable issue to make its first report on. However, he agreed that DfT would reflect ANEG's views in briefings to Ministers.

**Action: DfT to ensure Ministers are made aware of ANEG's concerns.**

BP also provided updates on the CAA's recent Noise Modelling consultation stating it was aimed at providing consistency to modelling when used for regulatory decisions. Martin Peachey (MP) asked whether a guide on noise modelling from CAA may "tread on ICCAN's toes" as they are producing their own guide on noise metrics. BP insisted this wasn't an issue as they meet regularly to agree on responsibilities. CL made the point that this consultation was very technical and communities needed access to expert advice to make an informed response. He asked if funding could be made available.

**Action: DfT Suggested that CL should write to Ministers setting out why he thought it was appropriate for government to make such funds available.**

**Agenda item 5: ICCAN – Review of first year and 2020 plans (presentation)**

ICCAN provided review of their first year and reaffirmed that they don't see themselves as decision makers on local airspace and that they just support best practice.

MP questioned how all ICCAN's projects were going to be completed on time and expressed concern on the time for completion of a new SoNA study and then moving forward to implement policy. IE made point that evidence develops all the time and that policy can be built upon.

**Agenda item 6: Noise attitudes and impacts survey**

CL introduced the communities paper which called for an ANEG sub group to develop a terms of reference. The paper also called for a moratorium on airspace change of airport expansion pending new research.

CL stated that long term policy must be robust and based upon new evidence. CL felt airspace modernisation was charging ahead while evidence on impacts was lagging behind and questioned whether the current research is good enough to implement such large changes to airspace. He added that implementing new policy based on old research would be an oversight and called for a second SoNA to take place before new policy is put in place.

IE and Ben Fenech (BF) disagreed with this notion. BF put forward view that it can't be assumed that 'SoNA 2' will give us all the answers. BF went on to explain that it's a complex issue and that a perfect methodology which would reveal all answers to the issue doesn't exist.

ICCAN confirmed that they were still considering the process for involving stakeholders in the study to develop the terms of reference for a new SoNA.

**Action: ICCAN to update ANEG members on how they can be involved in the process to develop ToRs for a new SoNA.**

**Agenda item 7: Update from Aircraft Noise Management Advisory Committee (ANMAC)**

IG provided update on ANMAC and informed the group that they had met for the first time in eighteen months. The main discussion items had been on helicopter noise modelling, including effects on Heathrow and London City airports' noise contours, a validation study of QC vs operational noise, and possible mechanisms to manage night flights in the next night flights regime.

**Agenda item 8: Airspace modernisation (presentation)**

Mark Swan (MS) provided introduction to ACOG giving background to its formation last year as well as laying out reasons why modernisation was essential and setting out the UK Airspace Masterplan.

MP felt there is always difficulty in making judgements on interdependencies and asked whether ACOG are going to help with this. MP also asked about progress to facilitate continuous climbing and MS stated it was too early to say at the moment.

BF stated it's difficult for the average person to understand what it's like for planes to fly over them at any proposed height. Heathrow's noise booths used in consultation events were good in this instance as they

allowed people to understand what noise levels mean. There was a suggestion that the CAA require airports to promote these initiatives.

#### **Agenda item 9: Night flights**

Jon Friel (JF) summarised the QC System that DfT use to manage night flights at the designated airports. He said the aim of the restrictions is to balance benefit of night flights to economy and consumers, against the needs of communities. JF said that the last consultation on night flights was in 2017, and that the subsequent decision covers the period from 2017-2022. Jon confirmed that we were preparing to consult on the regime beyond 2022 both for the designated airports and night flights in the national context, with there being a two-stage consultation this year.

JF confirmed that a Call for Evidence (CfE) will take place in this first quarter. The CfE will have no firm proposals but will have a wide range of questions on what a future regime should look like (including questions like is the QC system the correct system, should there be criteria for designated airports, should QC4 aircraft be banned in the night period, what should movement and noise limits look like).

JF said the CfE will also set out the finding of a review the government has conducted in relation to night flight dispensations, and seek views on the night flight dispensations process in any future regime, should a similar regime exist in the future.

Jeremy Pine (JP) asked how long will the call for evidence last for. JF confirmed the CfE will be two months in Q1, followed by a three-month consultation towards the end of the year. A decision will then be announced towards the end of 2021.

Frank Evans (FE) asked if we looked at operating restrictions in foreign airports. JF confirmed that we did do some desk research and that some foreign airports actually use the QC system. Other have night flights bans that are not as strict as they would initially seem as they allow based carriers to return. FE asked if these findings would be in the CfE, and Jon said there are currently no plans for this to be set out in the CfE, but that we'd look at it.

#### **Agenda item 10: Noise and health**

This presentation was deferred due to time but slides would be circulated to members.

**Action: DfT to circulate CAA's slides and include item on next meeting agenda.**

#### **Agenda item 11: Updates from ANEG members/Close**

CL brought up the issue that over the past two years there had been a steady flow of subsidies and bail outs from tax payer to industry, noting Thomas Cook and Flybe. Whilst acknowledging this was out of the scope of ANEG, he commented it was 'annoying' for communities who see aviation as noisy and polluting. He asked if figures existed on the totality of Government support for the aviation sector. IE responded that a lot of the investment that aviation receives through BEIS aerospace funding will go in to producing quieter aircraft which does benefit the community. IE also stated that the repatriation of Thomas Cook passengers was partially funded by the CAA (ATOL fund) and that they had an obligation to conduct the operation, also the repatriation of passengers was done for the benefit of the consumer and not the industry. Whilst some members questioned the value of this exercise, IE agreed that DfT would see if the figures were easily available.

**Action: DfT to share details of Government funding for the aviation sector.**

Next meeting will be at the start of April either on the morning of the 1<sup>st</sup> or the afternoon of the 3<sup>rd</sup>.