

Airspace and Noise Engagement Group – 05 March 2018

Attendees:	
Tim May – DfT (Chair)	Andy Kershaw – Airlines
Bruno Gaisie DfT (Secretariat)	Peter O’Broin - AOA
Rob Mills – DfT	Robin Clarke - NATS
David Best – DfT	Ric Norman - Airports
Ian Greene – DfT	Ian Jopson- ANSPs
Rebecca Roberts-Hughes – CAA	Neil Robinson – Airports
Jeremy Pine – Local Authorities	Keith Bushell – Manufacturers
Ben Fenech – Public Health England	Charles Lloyd – Community Groups
Tim Johnson - AEF	Martin Peachey – Community Groups
Frank Evans - UKACCs	John Stewart – Community Groups
Amanda Francis – Express Industry	Andy Jefferson – Sustainable Aviation
Observers:	Apologies:
Sally Stolworthy - DfT	Geoff Clark - Airlines
Laura Duggan – UKACCs (by phone)	Sarah Bishop - DfT
Dr Anna Hansell – Imperial College London (guest for agenda item 6)	

Welcome and Introduction

Introductions were made and minutes from the last meeting were agreed. Actions were reviewed and outstanding items brought forward. Tim May chaired the meeting as Sarah Bishop was unable to attend.

Action for CAA: Send tranquillity report to Secretariat for circulation to members.

Action for DfT: Charles Lloyd reminded the meeting of the request that the WebTAG module be externally peer-reviewed.

Agenda item 1: Update on implementation of DfT policies announced in October, Airspace Policy decision – ICCAN, PPRs, and Call-in (DfT)

DfT confirmed that the Independent Commission on Civil Aviation Noise (ICCAN) will be set up by spring 2018 and will be based in Highways England offices in Guildford, Surrey. This will consist of a Head Commissioner, 3 Commissioners and a Secretariat. Recruitment of the Head Commissioner is ongoing, 22 applications were received and 5 candidates have been shortlisted for interview. A recommendation will be made to the Secretary of State and an announcement will be made in April. The Terms of Reference were circulated in January, the chair invited attendees to send comments.

The implementation of planned and permanent redistribution (PPR) was delayed due to the need to undertake further work with industry colleagues to understand policy impacts and to finalise the scope of the proposal. The DfT has been working closely with the CAA on this. A workshop with industry was held and the DfT expects to issue the CAA with formal directions in the summer to allow it to consult in the autumn with implementation of the new policy next Spring/Summer. DfT explained that as this was not a policy change, but clearer guidelines into how PPR works, no further consultation is deemed necessary. DfT agreed to circulate the definition of PPRs once agreed.

The new call-in process went live in January, presently there have been no airspace change submissions to CAA. DfT is working with the CAA to agree how this process will work. DfT has also sought advice from the Ministry of Housing, Communities and Local Government (MHCLG). ANEG members were also reminded that the bar for call in was high.

Action for DfT: Circulate PPR definition to members.

Agenda item 2: Update on the new airspace change process (CAA)

CAA advised the new process was introduced on 2nd Jan, development of an online portal is ongoing. An open day was held in February in London to explain the process, this was well attended, and there is another open day in Manchester on the 20th March. The CAA invited members to attend if interested. The CAA are writing to sponsors around transition arrangements and will update guidance on the call in process once agreed with DfT. John Stewart asked about Glasgow Airport's airspace consultation which was currently underway and CAA explained that this was proceeding under the old process.

Agenda item 3: Presentation on the work of Sustainable Aviation (SA)

Andy Jefferson presented the work of SA, noting that they were planning to bring this together in a publication towards the end of 2018. He also noted that this work was within the context of the ACARE target to reduce perceived noise from new aircraft by 65% by 2050. This target was supported by the EU's Horizon 2020 programme. It was further noted that technology alone would not deliver these targets and operational improvements were also needed. . Some members discussed the possibility if the noise road map could be re-run as a result of fleet changes. DfT confirmed they are looking into noise vs growth as part of the aviation strategy process. The chair confirmed that the CAA will be looking at forecast demand and fleet mix to inform the strategy development. Some community members felt that methods of assessment should be volume and frequency rather than averages. They also wanted to see a commitment to reduce noise rather than keep levels the same.

Agenda item 4: CAA Noise Management Review

Feedback from the survey suggested that expectation to tackle noise was seen as the CAA's responsibility and that they were not doing enough. The CAA will be doing further analysis of responses with particular focus on the top 6 issues raised and would produce a report in due course. The CAA agreed for the slides to be circulated to members. The group felt the presentation was informative

Action for DfT: Send noise management review slides to secretariat for circulation to members.

Agenda item 5: Aviation Strategy and Engagement

DfT confirmed that the response to the call for evidence which went out in 2017 is due to be published this month, the final aviation strategy is to be released in 2019. DfT also confirmed that the green paper on sustainable growth would be consulted in the autumn. .

Ian Greene introduced the paper and emphasised the point that key stakeholders are involved in this policy development at an early stage to ensure that we create robust, evidence based options for the green paper later this year.

Ian Greene asked members to invite DfT to any upcoming meetings with stakeholders. He also said that DfT are planning to hold 3 focus groups to work on noise to be held in June/July: compliance/enforcement; compensation/mitigation and incentives) and 3 focus groups to work on airspace: programme management and coordination of airspace modernisation and enforcement of airspace change. All focus groups will consist of a mixed representation from community and industry groups.

DfT reassured members that the stakeholder engagement paper was not a substitute for consultation.

Action for ANEG members: please advise DfT on meetings that DfT could attend.

Action for DfT: consider structure of groups and independent input to policy development.

Agenda item 6: Research Update, including presentation on health research from Dr Anna Hansell

Members welcomed the presentation. Dr Anna Hansell mentioned that the statistics were based on aircraft noise solely, and not taking background noise into consideration, (however this may be a factor in future), nor non-acoustic factors such as double glazing. Some of the information provided has been sourced by Anderson Acoustics who have been commissioned to do pieces of work. Dr Anna Hansell confirmed she is currently in the process of collating recent noise data and this should be available in 2019/20. The group thanked Dr Anna Hansell for her presentation and invited her to return once further results have been received. Members offered their help in supporting the research. Airports mentioned that the first Heathrow respite study had been published in February with the second due in the summer.

The EU ANIMA project was discussed. It was noted that there was a lot of work happening; with 6 different workstreams on noise and that one is being run by Manchester University. The group raised the point that gaps in research needed to be identified with lots of suggested areas. DfT also raised the point that this is an area ICCAN could be involved in.

Industry advised that Roger Gardener from the University of Southampton is speaking to academics about research funding. It was agreed by all to invite Roger to the next ANEG so that he could explain the process for identifying and funding new research.

In view of the further developments in research, it was suggested that the paper previously submitted by communities on research relating to PBN should be updated and recirculated for comment so that priorities could be refined.

Action for DfT: Invite Roger Gardener to next ANEG meeting.

Action for Martin Peachy: Revise PBN Research paper and send to Secretariat to be circulated for comment.

Action for DfT: Circulate slides from Dr Anna Hansell Presentation to ANEG members.

Agenda item 7: Update from DfT/NATS on airspace modernisation work

Rob Mills introduced a paper on airspace modernisation. The purpose was to provide transparency on airspace modernisation programme and in particular to be clear to ANEG members what the NATS led feasibility work was and was not doing. DfT agreed that, subject to Ministerial views, the intention was that the high level findings of the work could be shared at a future ANEG, though clearly any commercially confidential data cannot be.

As part of the work, NATS have begun work on the upper airspace design. DfT set out that the intention of the work is that the positioning of letterboxes does not have any impact on noise on the ground. DfT also set out the work that they will consider policy options on airspace change enforcement through the Aviation Strategy.

Community groups felt this work should be done in consultation with the communities. They also disputed the objectives and architecture of the work and suggested that it should await the outcome of the Aviation Strategy. DfT explained that they will be as transparent as possible through the modernisation programme, and set out that there will be the opportunity for communities to explore issues further through the Aviation Strategy focus groups.

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

Agenda Item 8: AoB/Close

It was agreed by members that the next ANEG meeting will be held in September.