

CAA Community Discussion Forum 13/10/17

No formal agenda was published because of the urgency of the Monarch recovery programme, but the first part of the meeting was an update on the airspace change process (see ANEG note above).

The remainder of the meeting was an update on the CAA's Noise Management Review (NMR), which is being assisted by their current survey of noise impacted residents. The NMR will answer the following questions:

1. What regulatory and policy levers currently exist (or are forthcoming) for the CAA to influence aviation noise performance?
2. Should the CAA take a leadership role in aviation noise management?
3. If we believe other powers or duties were necessary, what are they?

CAA presented the first month's data from the survey (1,750 responses). The six top concerns were:

1. Aircraft numbers increasing without being able to have a say.
2. Aircraft flying lower (or appearing to do so) than they should be.
3. Flights early in the morning.
4. Flights late at night.
5. Helicopter noise.
6. My local airport isn't doing enough to manage noise.

Moving forward, after the survey has ended in January of next year CAA will look at each of the main issues separately, identify a number of actions (perhaps six or seven) and, in their words "probably do two or three of them".

The regulatory proposal put to the morning's ANEG meeting will be discussed at the next CDF meeting, which will be at Manchester Airport, possibly in January.

Jeremy Pine
Uttlesford District Council on behalf of SASIG
25/10/17