

Agenda for ASB on 18th July 2019 – 3:00-4:30

<u>Agenda Item</u>	<u>Topic</u>	<u>Time</u>	<u>Lead</u>	<u>For discussion or information</u>
1	Introduction	10 minutes	Baroness Vere	Information
2	DfT airspace and noise presentation	25 minutes	Sarah Bishop	Information & Discussion
3	General Aviation APPG to present on airspace inquiry	25 minutes	GA	Information & Discussion
4	NATS update	10 minutes	Martin Rolfe	Information
5	CAA Update	10 minutes	Richard Moriarty	Information
6	DfT Communications update	5 minutes	Libby Jellie	Information
7	AOB	5 minutes	Baroness Vere	Discussion



Department
for Transport

Compensation, Noise Regulation and Airspace update

Airspace Strategy Board





Aviation 2050 Strategy – Aims and Objectives

To achieve a safe, secure and sustainable aviation sector that meets the needs of consumers and of a global, outward-looking Britain



1: Build a global and connected Britain



4: Enhance the passenger experience



2: Ensuring aviation can grow sustainably



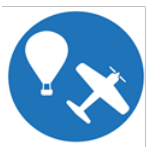
5: Ensure a safe and secure way to travel



3: Support regional growth and connectivity



6: Encourage innovation and new technology



Aviation 2050 is also considering the case for a strategic network of smaller airfields that support the General Aviation sector



Key issues on noise

- ▶ Relationship between growth and noise and measures to secure noise reduction
- ▶ Planning, housing development and information for house buyers
- ▶ Incentivising best practice in the industry
- ▶ Mitigation and compensation measures – noise insulation schemes and community funds



Feedback from Aviation Strategy Focus Groups

Noise regulation

- ▶ Further detail needed on how it would work.
- ▶ Question of whether noise should always reduce and if so to what extent? Accurate forecasts and choice of metrics are important.
- ▶ Local vs national solutions.
- ▶ Concern that housebuilding will undermine industry's efforts to reduce numbers affected.
- ▶ Role and future of noise action plans.
- ▶ Appetite for new regulation? Who should be the regulator?
- ▶ Concern from industry about long term regulatory certainty and cost
- ▶ Information to drive public behaviour.



Feedback from Aviation Strategy Focus Groups

Mitigations and compensation

- ▶ No conclusive evidence on effects on house prices. Need for new research.
- ▶ Land Compensation Act is not an easy route to compensation.
- ▶ Change vs status quo – is it right to have different policies for each?
- ▶ Concern at rationale for extending the insulation scheme threshold and industry desire for longer term certainty.
- ▶ Role of community funds
- ▶ Response to noise is subjective – can mitigations be tailored?



Airspace Modernisation update

Airspace Change Masterplan

- ▶ NERL Feasibility Report into airspace in South of the UK showed highly interdependent airspace.
- ▶ DfT and CAA asked NERL to set up ACOG to support coordination.
- ▶ NERL/ACOG will produce a masterplan for airspace change, starting with the South of the UK.
- ▶ Masterplan will set out where airspace change could be taken forward to provide benefits, to consider potential conflicts and interdependencies, and set out a preferred implementation plan. It will identify where airspace changes are needed to deliver safety, capacity, noise, efficiency, and improved access to airspace for GA or the military.
- ▶ Draft iteration one submitted to DfT/CAA July 2019 for clarificatory comments; final document due for submission in August. Does not include detail on conflicts and interdependencies, which can only come when airports are further in ACP design process.
- ▶ Iteration two likely to be submitted in summer 2020. ACOG will lead engagement on this with a range of aviation industry, environmental and GA stakeholders.
- ▶ DfT and CAA to develop and publish process for assessment and acceptance. Both iterations will be assessed but only the future iteration (with conflicts and interdependencies clear) will be considered for acceptance.



Proposed Air Traffic Management Bill

- ▶ Airspace modernisation programme requires close coordination between airports and NATS. Delay to one proposal could hold up others.
- ▶ In the Aviation Strategy Green Paper we consulted on proposals to give the SofS or CAA powers to:
 - ▶ Direct airports to develop airspace change proposals;
 - ▶ Direct airports to cooperate with NERL to put forward airspace changes on the airport's behalf.
- ▶ We received 66 responses to the consultation which closed in April. We aim to publish a Government Response this month.
- ▶ Bill being drafted for possible introduction in Autumn 2019 though legislative space is unconfirmed.
- ▶ The proposed Bill also includes some changes to the NERL license. These were consulted on in 2017.

Airspace Strategy Board

ACOG and Masterplan Update

Martin Rolfe, CEO NATS

18 July 2019



Airspace Change Organising Group (ACOG)

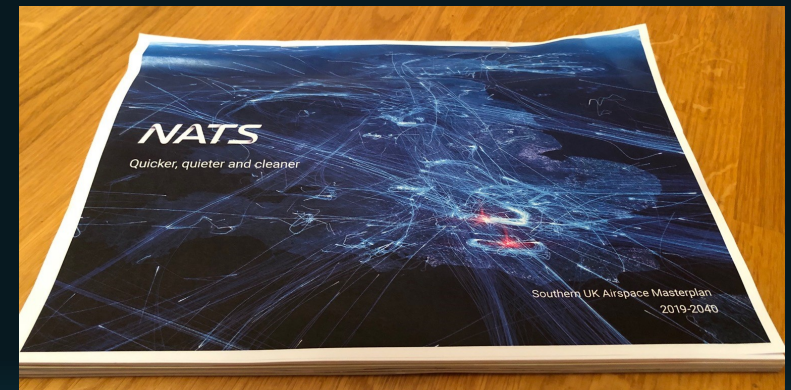


- ACOG funding for 2019 agreed
- Steering Committee established and Terms of Reference agreed
- Steering committee comprises one NATS representative, two independent and two each from airlines and airports
- Latest meeting held on 17 July 2019, scheduled bi-monthly
- The first phase of ACOG recruitment has been completed, with 9 out of 15 posts filled
- Support from airports and airlines is key for ACOG to function / deliver
- Mark Swan appointed Head of ACOG
- ACOG now managing and coordinating FASI South Programme and will take over FASI North in September



Airspace Masterplan Progress

- NATS was commissioned to create a masterplan for South East and Northern airports
- Iteration 1 concentrates on developments in the South East to 2025
- Focused on capacity improvement, noise and environmental benefits
- First iteration draft was delivered to CAA and DfT on 2nd July
- NATS, CAA and DfT continue to work together, considering:
 - How this first draft will be used
 - What kind of masterplan is needed to support possible legislation
 - How future iterations may be developed
- The next iteration in Q3 2020 will include wider stakeholder engagement
- Content will be advised by co-sponsors (DfT and CAA)



Thank you



NATS

NATS Private