

Airspace and Noise

Aviation Strategy Stakeholder Engagement**Purpose of paper**

To ask UKACCs members for their input to the development of airspace and noise policy prior to the publication of a green paper in the autumn and to ensure views are fed into UKACCs representatives attending the forthcoming DfT focus groups.

Background

As set out in the Aviation Strategy Next Steps document published in April, as part of the ‘Support growth while tackling environmental impacts’ objective, we are exploring whether the UK has the right regulation, controls and incentives to ensure the sector continues to address aviation noise and pays for its impact on communities in a manner which is proportionate to its growth. In particular the government will consider noise reduction in the context of airport growth; how reducing one emission, such as carbon, affects other emissions, such as noise; the most appropriate way to measure the industry’s long term performance in noise reduction; explore whether current compensation arrangements are adequate; and consider the response to housing demand near airports which exposes more people to noise.

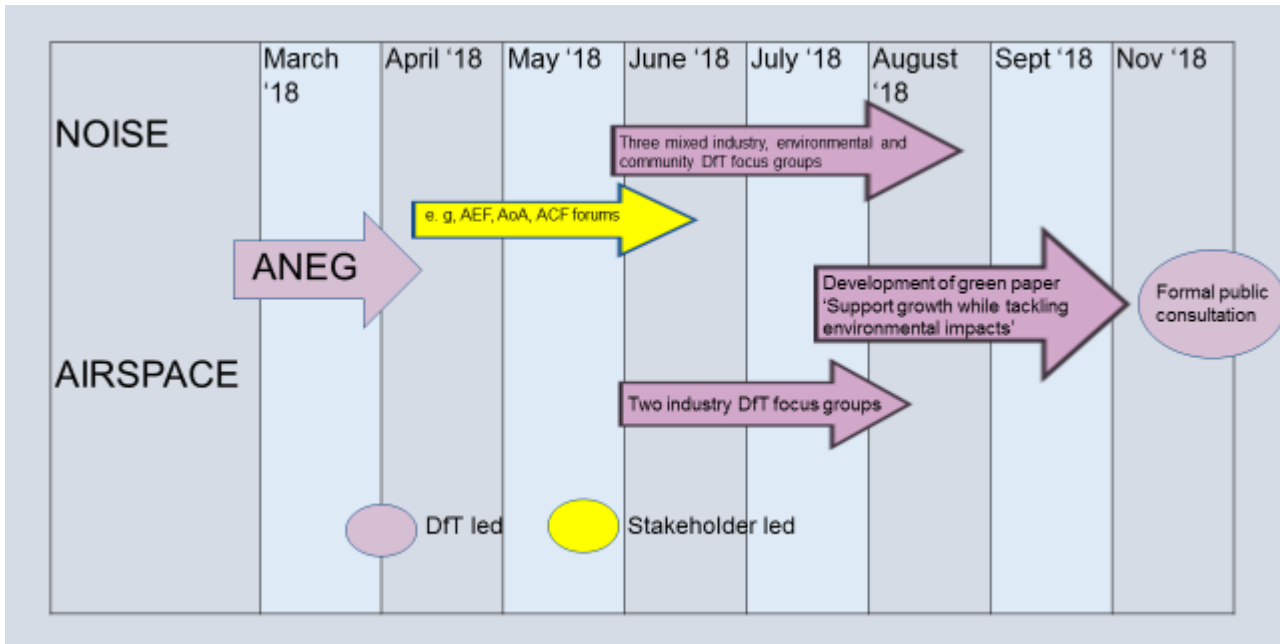
Engagement Process

It is important to us 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. As well as bilateral meetings with key stakeholders (such as the UKACCS annual meeting), DfT is hosting a series of **focus groups** in June and July for a wide group of stakeholders. UKACCs has been invited to send up to two representatives to these.

Session	Title	Scope of session	Date/time
1.	Growth, noise reduction and overall Government policy	<i>What is the relationship between growth and noise reduction and what does this mean for overall Government policy on aviation noise?</i> This session will look at the industry’s past and expected performance in noise reduction, consider the most appropriate way to measure long term performance in noise reduction and how sustainable growth and the concept of ‘benefits sharing’ can be defined in terms of noise. It will consider the use of different noise metrics and the use of possible noise targets in the context of airport growth. It will also consider whether the current policy of “limit and where possible reduce the number of people significantly affected” remains appropriate.	Friday 8 June, 10:00 - 13:00
2.	Compliance and enforcement	<i>Are the existing compliance and enforcement mechanisms used by airports fit for purpose?</i> This session will explore whether the right regulatory arrangements are in place to manage noise impacts. It will consider the range of noise controls and other incentives currently used by UK airports, the levels of compliance against these controls and how these controls are enforced. It will additionally look at alternative mechanisms used by airports to manage noise.	Friday 22 June, 14:00 - 17:00
3.	Compensation and mitigation	<i>Are existing compensation and mitigation arrangements adequate?</i>	Friday 13 July,

		This session will consider current aviation noise compensation policy and its implementation as well as examining other measures to mitigate noise and reduce annoyance.	10:00 - 13:00
4.	Airspace	This session will cover: i) the governance structure for the airspace modernisation programme; (ii) the CAA's Airspace Modernisation Strategy; (iii) next steps on NATS Feasibility Study on airspace modernisation in the South East; and; (iv) any further updates on DfT policy.	Friday 27 July, 10:00-13:00

Timetable



Conclusion

UKACCs members are encouraged to consider what are the key issues on airspace and noise policy for them and to feed their views and experiences into UKACCs' input to this pre-consultation phase of engagement. As consultative committees represent a broad range of interests it would be particularly useful to get views on issues where there are likely to be strongly divergent views between industry and community stakeholders.