

Aviation Environment Programme Board 12

07 June 2010, GMH

Final Note of meeting

Present:

Jonathan Moor (Chair)	DfT	Helen Watson	CAA
Jeremy Hotchkiss	DfT	John Clark	CAA
XXXX	DfT	XXXX	DfT
XXXX	DfT	XXXX	HMT
XXXX	DfT	XXXX	HMT
XXXX	DfT	Colin Powlesland	EA
XXXX	DfT	Daniel Instone	DEFRA
XXXX	DfT	XXXX	DECC

Apologies: John Parkinson (DfT), XXXX (DfT), XXXX (DfT), Lara Sherwin (DfT)

1. Welcome, review of minutes and actions from last meeting

- The Board agreed the minutes from the previous meeting.
- The actions due by this meeting date had been completed or were in hand.

2 Role and scope of AEPB

- The Board discussed the role and scope of AEPB, following the general election and the publication of the Coalition Agreement XXXX gave an update to Board members on political changes including details of the new DfT Ministerial team (including Theresa Villiers, Minister of State, responsible for aviation) and our early understanding of the new Administration's priorities in relation to aviation and environment.
- Jonathan Moor confirmed that he had not had the chance to talk to new Ministers about aviation and the environment. The issue of environment is no longer a separate responsibility for a specific Minister but cuts across the portfolio of responsibility of all four Ministers. In due course we need to get clarity on a range of issues including CO2 versus noise from Ministers.
- Jonathan stressed that we needed to be responsive to the new administration's programme and we should be careful about how we deal with certain projects, for example we have not had a clear steer from Ministers on projects such as Aviation Emissions Reduction Analysis and response to CCC.
- Jonathan Moor confirmed that the issue of Carbon Budgets has not been discussed with Ministers yet but we are keen to do so. It was also confirmed that Ministers have not made decisions on an Airports National Policy Statement.

- The issue of videoconferencing would be the responsibility of Norman Baker, as part of his responsibilities on alternatives to travel.
- XXXX gave an update of the review of AEPB and proposed changes for the future.
- There was agreement that the AEPB should continue, and continue reporting 'upwards' to the higher level Aviation Programme Board. The Board endorsed the proposal to disband/rationalise other Boards that operate below or to the side of it. It was agreed that AEPB could takeover the responsibility of any Boards that are disbanded and be used more explicitly as an oversight body. [AP 12.1: XXXX to discuss rationalising/disbanding certain Boards with relevant colleagues]
- We discussed the EU ETS Programme Board. As this project is close to completion and is a DECC lead project with a separate governance structure, it was agreed that this Board should continue for now.
- Jonathan Moor gave a quick update of the £683 million reduction of DfT's budget for 2010-11. We discussed the impact cuts in 'discretionary spend' would have on AED, particularly on the international role of AED in ICAO. Contracts that provided technical support to our CAEP work have been cancelled as result of the recruitment freeze.
- We discussed the revised terms of reference for AEPB. It was suggested that the Board could have a role in looking at broader aviation environmental issues and advising on strategic priorities.
- It was also agreed that the last bullet point of the ToR would be amended to include accountability of AED team members, as well as that of AED Divisional Manager, for delivery of projects. [AP 12.2: ToR to be amended to reflect the strategic role of AED and accountability of team members].
- It was suggested that the potential impacts of proposed changes to Air Passenger Duty (APD) might be discussed at future AEPB meetings to gather cross-Government views on impacts such as environmental benefits, including perverse incentives. HMT expressed some concerns about discussing matters of tax, which are for the Chancellor, and it was agreed that any further discussions at AEPB should focus on possible impacts of design changes, rather than design changes themselves.
- Ministers have not decided yet on the specifics of airports policy, including the scope of airport capacity restrictions.
- It was mentioned that even with a 'better not bigger' airports policy, noise and air quality could still be potential issues that would need to be examined [AP 12.3 The issues of noise and air quality should be highlighted to Ministers]
- DfT confirmed that the Minister of State had ruled out mixed mode at London Heathrow to officials.
- Board members were content that relevant stakeholders were involved with the AEPB and there was no need for any immediate changes.
- It was agreed that the risk register for AEPB should be changed to be brought into line with that of APB, which is more detailed and

systematic in identifying level of risks. [AP 12.4: XXXX to adopt APB risk register template for future AEPB meetings]

- The Board agreed with the revised list of projects. Projects on Heathrow compliance and Green Slots have been removed whilst others projects have been renamed in line with Ministerial priorities. The CAA suggested that the renamed project 'renewing the environmental role of CAA' did not accurately reflect the project. The DfT noted this and confirmed that we would look at this as work progressed on the project. [AP 12.5: XXXX to re-name project to accurately reflect work]
- The Board agreed that the project on updating the 2002 'Guidance to the CAA on Environmental Objectives Relating to the exercise of it Air Navigation Guidance' should be added to the list of projects the Board looks at.
- It was also agreed that consideration should be given to adding 'Alternatives to Flying' to the list of projects covered by AEPB. We would reconsider this in due course

3 Overview, Project Delivery and Risk Reports

- Ensuring compliance with noise and air quality limits at expanded Heathrow and Preparation for green slots regime for Heathrow airport project have been deleted for reasons mentioned above.

Project 1 : Inclusion of aviation in the EU emissions trading scheme

- Infraction letter issued by Commission as transposition deadline of 2nd February was missed.
- PARAGRAPH REDACTED. Regulation 12 (4) (e)
- The new government is introducing a 'star chamber' committee to look at all new EU regulations. We will have to present reasons justifying EU ETS regulations and should add this to the risk register. [AP 12.6 XXXX to add star chamber to risk register]

Project 2: Establishment of new ICAO environmental standards for aircraft

- Due to announcement of recruitment freeze on consultants, there will be no external support in CAEP WG3. The contract with QinitiQ ends this month and there is risk to UK position in CAEP and ICAO
- We discussed alternative ways of resourcing this project such as with CAA.
- It was agreed that work towards a noise standard for 2013 should be added to the delivery report as well as work on PM. [AP 12.7: XXXX to add noise standards and PM to delivery and risk report]

Project 3: Develop analysis on scope for sustainable biofuels to play a part in delivering long term CO2 cuts in aviation and response to CCC

- Cleaner Fuels and Vehicles have now let the contract looking at biofuel viability. The project is progressing on track.
- It was noted that we should ensure that CFV are liaising with DEFRA in order to understand issues around land use.
- The SofS is keen on biofuel. He discussed the issue in an Evening Standard interview. [AP 12.8 XXXX to forward link to the interview]

Project 4: Aviation Emissions Reduction Analysis and response to CCC

- Project title and scope reshaped to reflect current uncertainty regarding the future 2050 aviation emissions target. Plan to seek Ministerial steer on this and other options for using MACC analysis before summer recess.
- We need to get clearance from Ministers and senior finance colleagues in order to let the MACC contract to consultants.
- The key drivers for the project were to inform Airport NPS, to help decide if aviation should join the carbon budget and respond to CCC recommendations from Dec 09.
- The SofS's steer was that there will be a response to CCC but timing and nature of response is depended on wider issues such NPS.

Project 5: Aviation's inclusion in any global deal through International Civil Aviation Organization (ICAO) or United Nations Framework Convention on Climate Change (UNFCCC)

- Jonathan Moor attending second meeting of ICAO DGCA's Climate Group from 16-18 June looking at longer term targets, market based measures and assistance to developing states.
- PARAGRAPH REDACTED. Regulation 12 (4) (e), and 12 (5) (a),

Project 6: Renewing the environmental role of the CAA

- XXXX presenting paper under agenda item 4

Project 7: Night flights regime at London airports

- Working to set up a project group consisting of DFT, DEFRA and CAA. When policy based issues of wider interest arise, it will be circulated outside group.
- We are working closely with lawyers on this project.
- It was mentioned that there was a Judicial Review of Night Flights in the past and need to be aware of potential JRs in future.
- We need to be aware of expectations from stakeholders such as residents and sections of aviation industry.
- We need to ensure there are clear audit trails and analysis of options.
- It was confirmed that the project Group will make a comprehensive list of risks.
- Ministerial submission in summer will be critical and DEFRA's input will be required on this.

- It was noted that robust governance arrangements were important for this project.
- We agreed that work on the submission should start soon to get an early steer from Ministers.
- Project board will be meeting before the next AEPB.

Project 8: Development and promotion of a strong narrative on aviation and the environment

- We have not had a clear steer from new Ministers on policy to draft a clear narrative on aviation and the environment.
- It was agreed that this project would be recast as focusing on prioritising strategy on aviation and environment rather than just narrative. The narrative on aviation and the environment would follow from discussions on aviation and environmental strategy [AP 12.9: XXXX to amend this project so that it focuses on aviation and environmental strategy with communication narrative deriving from the discussions.]

4 Update on environmental role of the CAA

- XXXX presented an update paper on progress towards advising Ministers on options for giving CAA information powers on consumer and environmental issues, as well as the status of the overarching consumer and environmental objectives.
- PARAGRAPH REDACTED. Regulation (12)(4)(e)
- CAA indicated support for this but raised concerns about how the powers could be applicable to international airlines. The DfT confirmed that issue was being looked at.
- It may be easier to gather information from airports compared to airlines (especially non UK registered). If the CAA were to publish more information on UK carriers but not non UK registered carriers , this could distort competition.
- ETS will provide more information but regulations ban publication of certain ETS information. EIR legislation could be used to get this information from other EU states but this could be problematic.
- The other option is for voluntary information. The CAA would assess what information is available, and then consult with the industry on any proposals.
- The 'Hook' for CAA and justification would be clarified by the legislation.
- The CAA noted that there were other issues concerning this project which are not listed in the paper presented.
- It was concluded that international issues are serious but we should not let this hold this project back. We should progress this work and show leadership on the issue to other states.

5 AOB

- An aviation statement is expected to be published soon.

- DEFRA and DECC mentioned that their Ministers might be interested in seeing this before it is published and that we should get public lines.
- The DFT confirmed that there were no plans for cross-government input to the aviation statement as it will simply announce that a working group is being set up to develop Government policy on better not bigger aviation. Environment will be one of the elements. [NB: Since the meeting, the aviation statement has been published. <http://www.dft.gov.uk/press/speechesstatements/statements/hammond100615>]
- XXXX mentioned a report by WWF, highlighting the amount of flying done by Government Departments. The Cabinet Office will be co-ordinating a response to the report.

6 Date and agenda for next meeting

- The next AEPB meeting is on Tuesday, 13th July, from 2pm to 4pm in room 1/23a, Great Minster House.
- Possible agenda items:
 - Night Flying
 - Update on ICAO
 - Air Navigation Guidance
 - Environmental strategy

Annex**Aviation Environment Programme Board : Action point log****Ongoing**

AP	Description	Owner	Target Date	Progress
10.4	Further version of the environmental narrative to AEPB 12.	XXXX	28/04/10	Paper will now be presented at AEPB 14 in September
10.5	Provide material (to XXXX for the environmental narrative) on the value of CAEP standards.	XXXX	17/03/10	Paper will now be presented at AEPB 14 September
11.5	Obtain an Interim Report on the Whitehall Project on biofuel in all sectors ahead of the ICAO Assembly in September 2010 by liaising with Cleaner Fuels and Vehicles Division	XXXX	27/09/10	Outstanding
11.6	Get input from XXXX on producing a paper on videoconferencing for the next 2050 Target Board	XXXX	14/06/10	Emissions Reduction Project Board no longer exists but happy to produce a paper for AEPB.
11.8	Obtain further information on the issue of movements and quota usage under the current dispensations to inform consultation on Night Flying	XXXX	13/07/10	Updated paper will be presented at AEPB 13
11.9	Circulate detailed project plan on Night Flying Consultation project	XXXX	13/07/10	Updated paper will be presented at AEPB 13
11.10	Consider how best to take forward work towards an Impact Assessment on proposals for Night Flying Consultation	XXXX	13/07/10	Updated paper will be presented at AEPB 13
11.11	Discuss the impact of night noise on health with OGDs (including Department of Health) to inform	XXXX	13/07/10	Updated paper will be presented at AEPB 13

	the consultation			
11.12	Set out the narrative around why we designate the three main London airports to inform the consultation	XXXX	13/07/10	Updated paper will be presented at AEPB 13
11.13	INAS to consider how to take account of issues around noise in the IA	XXXX	13/07/10	Updated paper will be presented at AEPB 13
11.16	Contact Web Publishing team to get relevant documents back on the DfT website	XXXX	May	Complete
12.1	Discuss rationalising/disbanding certain Boards with relevant colleagues	XXXX	13/07/10	Complete
12.2	Amended Terms of Reference to reflect the strategic role of AED and accountability of team members	XXXX	13/07/10	Complete
12.3	DfT officials should highlight issues concerning noise and air quality to Ministers	Jeremy Hotchkiss/Jonathan Moor?	13/07/10	AEF have been added to the South East Task Force. Issues discussed with Theresa Villiers.
12.4	Adopt APB risk register template for future AEPB meetings	XXXX	13/07/10	Complete
12.5	Add Air Navigation Guidance project to the list of project and on the delivery and risk register	XXXX	13/07/10	To be discussed on 13/07
12.6	Star chamber process should be added to the EU ETS risk register	XXXX	13/07/10	In-hand
12.7	Add noise standards and PM standards to delivery and risk report of ICAO environmental standards for aircrafts project	XXXX	13/07/10	In-hand
12.8	Forward link to AEPB members on biofuel interview by the SofS in the Evening Standard]	XXXX	13/07/10	complete
12.9	Amend project on aviation environmental narrative so that the project now focuses on aviation and environmental strategy.	XXXX	13/07/10	complete