

## Aviation Environment Programme Board 13

13 July 2010, GMH

### Note of meeting

**Present:**

Jeremy Hotchkiss (Chair)	DfT	John Parkinson	DfT
Lara Sherwin	DfT	Helen Watson	CAA
XXXX	DfT	John Clark	CAA
XXXX	DfT	XXXX	DfT
XXXX	DfT	XXXX	HMT
Michael Rossell	DfT	XXXX	DECC
XXXX	DfT	Daniel Instone	DEFRA
XXXX	DfT	XXXX	DECC
XXXX	DfT	XXXX	DfT
XXXX	Work Placement Student		

**Apologies:** Jonathan Moor (DfT), XXXX (DfT), Colin Powlesland (EA)

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

- As some colleagues had to leave early, the Board agreed to reshuffle the agenda items.
- The Board agreed the minutes from the previous meeting subject to clarifying that Daniel Instone works for Defra not DECC.
- It was agreed that comments on the revised terms of reference should be emailed to XXXX. **[AP 13.1 Board Members to send comments on the revised terms of reference to XXXX]**
- The actions due by this meeting date had been completed or were in hand.

#### 2 Project Delivery and Risk Reports

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

- A submission is with the Secretary of State seeking approval for a write round to cabinet committees for approval to lay final set of Regulations to transpose the Aviation EU ETS Directive before Parliament.

*Project 2: Establishment of new ICAO environmental standards for aircraft*

- The risk register sets out the key milestones and supporting information. There were no additional comments from the Board.

*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*

- Planned meeting with UKPIA to discuss fuel supply chains and distribution.
- Work going on in DfT to consider the pros and cons of seeking to recognise and reward the use of biofuel on in-coming flights to UK.

*Project 4: Aviation Emissions Reduction Analysis and response to CCC*

- We are awaiting a Ministerial decision on MACC analysis project
- Helen Watson asked for further information about DfT appraisal guidance (milestone 3). [NB: After the meeting, Helen confirmed CAA are already involved in this process with DfT INAS colleagues.]

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

- Michael Rossell presenting paper under agenda item 6 below.

*Project 6: CAA Information powers on environmental issues*

- Helen Watson raised concerns about the revised title for this project The title includes 'consumer' but this Board only has remit to cover aviation environmental issues.
- The title on the risk register worksheet is different from the milestone worksheet. **[AP 13.2: XXXX to liaise with Helen to agree a title for the project and ensure it is used on both the worksheets]**
- Helen Watson also suggested there was an additional risk that has not been identified on the risk register. **[AP 12.3: Helen Watson to send text for the risk of having a less effective information gathering power to XXXX]**
- Daniel Instone asked for further information on the Aviation Bill – links between the reforming the regulatory framework for the economic regulation of airports and the originally planned environmental objective as part of wider cross-CAA reform. A trilateral meeting between DfT, DECC and DEFRA was offered to discuss and clarify the issues **[13.4: XXXX to contact relevant colleagues from DEFRA, DfT and DECC to further clarify the Aviation Bill]**

*Project 7: Night flights regime at London airports*

- XXXX presenting paper under agenda item 3.
- It was suggested that links to the South East Taskforce Working Group should be made clearer along with stakeholder strategy. XXXX clarified this was still work in development and it would be clarified once the Project Group meet in September, and we have further steers from Ministers.

### *Project 8: Aviation and Environmental Strategy*

- DfT confirmed that this project would focus on more than just the aviation environmental narrative, but will be primarily around the environmental strategy, of which the narrative element will be a part.
- We hope to present a paper on this at the next Board meeting in September.

### **3 Night Flights Consultation**

- Officials have had an initial discussion with the Minister of State on possible options for developing a new regime for night flying from October 2012. XXXXX. Regulation 12 (4) (e)
- PARAGRAPH REDACTED. Regulation 12 (5) (b) and 12 (4) (e)
- A project Group, consisting of DfT, CAA and DEFRA, has been set up and has met, and is expected to meet again in September. Among the Group's first key tasks would be to develop a project plan, assess milestones and risk strategy.
- In addition the Group would need to commission work to develop an Impact Assessment. It was noted that DEFRA economists might be able to assist in this work.
- PARAGRAPH REDACTED. Regulation 12 (4) (e)
- Officials would now prepare advice to Minister XXX TEXT REDACTED XXX Regulation 12 (4) (e). However it was noted that developing any consultation document before the end of this year could present some tight timing issues
- The Board agreed that the governance process in place for the project should continue and that the next task of the group should be to revise the risk register, and develop a project plan.

### **4 Replacement to the aeroplane noise regulations (ANR) 1999**

- A paper was circulated to AEPB requesting the Board agree to stop work on replacement regulations to ANR 1999 to reflect EC developments due to resource constraint.
- PARAGRAPH REDACTED Regulation 12 (4) (e) and Regulation 12 (5) (b)
- We agreed that further clarification on the issue would be provided by legal colleagues and AEPB will be informed at the next meeting in September. **[AP 13.5: XXXX to update AEPB on legal issues on this in September meeting]**
- Helen Watson mentioned a recent noise exemption case which highlighted issues around CAA's enforcement powers.

### **5 Air Navigation Guidance**

- XXXX presented a paper requesting the Board postpone work on updating the 2002 Air Navigation Guidance to the CAA until autumn 2010, so that resources can be focused on the Aviation Bill

- The Aviation Bill is time critical and postponing the work on the Air Navigation Guidance had minimal risks.
- CAA colleagues commented that they were happy with the progress to-date but understood the need to divert resources short term.
- We discussed the possible options that may be presented to Ministers.
- John Clark welcomed the good progress to date, but noted that the current guidance certainly has a number of references that are out of date.
- The Board agreed that in an ideal situation the work would proceed as originally plan but given the resources constraints, work on this should be postponed until autumn 2010.
- The Board requested that they should be kept informed of any further developments, particularly if the work gets postponed even further - it should be agreed by the Board.

## **6 Update on preparations for the 37<sup>th</sup> ICAO Assembly**

- Michael Rossell presented a paper on the ICAO Assembly coming up in September-October 2010.
- There are 190 member states in ICAO, who meet every three years to agree the budget, elect the 36 Council members and establish the policy framework for the coming three years.
- Progress in ICAO has been slow and in many instances, industry is actually ahead of the regulating body.
- PARAGRAPH REDACTED Regulation 12 (4) (e) and 12 (5) (a)
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- We are working closely with European colleagues on agreeing red lines. XXX TEXT REDACTED XXX Regulation 12 (4) (e) and 12 (5) (a)
- Departmental write round will be around August/September to agree UK lines. This may include a context setting paper on UNFCCC position on bunker fuels.
- We discussed linkages between ICAO and IMO. It was confirmed that the two secretariats do work together to share information. It was mentioned that the IMO is trying to agree efficiency deals but in reality this maybe too ambitious.
- ICAO is also working on efficiency. The key step this year is agreement to work on the development of a CO2 standards for new aircraft.
- PARAGRAPH REDACTED Regulation 12 (4) (e) and 12 (5) (a)

## **7 Links between CO<sub>2</sub> objectives and wider airports policy**

- John Parkinson gave an update on the South East Airports Taskforce. The Taskforce has been set up to explore opportunities for making operational improvements at Heathrow, Gatwick and Stansted by making the best use of existing infrastructure following the Government's policy not to support new runways at those airports. The first meeting is scheduled for 15th July and it will be chaired by Aviation Minister, Theresa Villiers.

- Initial membership of the Taskforce are:
  - Heathrow airport
  - Gatwick airport
  - Stansted airport
  - CAA Civil Aviation Authority)
  - NATS (National Air Traffic Services)
  - BA (British Airways)
  - Virgin Atlantic
  - EasyJet
  - Ryanair
  - London First
  - AUC (Air Transport Users Council)
  - AOA (Airport Operators Association)
  - AEF (Aviation Environmental Federation)
- The Taskforce is time limited and will meet every two months. John Parkinson made clear that the terms of reference for Taskforce were very specific and it was not intended to get involved in:
  - reviewing the existing plans to reform the framework airport regulation,
  - discussing the night flight regime at the three London airports,
  - developing wider airports policy.
- John Parkinson also explained that Ministers' views were being sought on options for developing aviation policy, for example whether to produce an Airports National Policy Statement or a high level aviation strategy.
- Daniel Instone commented that it was important to have cross Departmental engagement on issues around the South East Taskforce. It was important that environmental impacts from the task force's recommendations were fully addressed before any ministerial decisions were made on any recommendations that could have such impacts. John Parkinson agreed but thought it was unlikely that there would be any recommendations with significant environmental implications as the Taskforce would be working within the existing flight caps at each of the airports. It was agreed that AEPB would be used to keep everyone updated.
- XXXX gave an update on a Submission sent to Ministers setting out options for addressing Aviation's CO2 emissions and responding to the CCC Report of December 2009.
- PARAGRAPH REDACTED. Regulation 12(4)(e)
- XXXX asked if future airports expansions in other regions would cancel out the environmental savings of not expanding airports in the South East. XXXX explained that it would not as demand in other regions is not as high as in the South East.
- Lord Marland from DECC has the responsibility for Departmental Carbon Budget. XXXX is attending a meeting to discuss Carbon Budgets on the week commencing 19<sup>th</sup> July and has agreed to feedback relevant information to AEPB. **[AP 13.6: XXXX to feed back information from meeting with Lord Marland to AEPB]**

## **8 AOB**

- XXXX mentioned the \$100 billion per annum commitment under the Copenhagen Accord for climate finance. The Advisory Group on Climate Finance (Chris Huhne is the UK government member) is looking at options for raising the money by 2020. It is looking at options of levy and emissions trading scheme in the aviation and maritime sectors as well as ticket tax in the aviation sector. It has been estimated that international aviation and Maritime sectors could contribute around \$10 billion per year. Findings from the Advisory Group will go to Ban Ki-moon in September. DECC are leading on the work and XXXX has agreed to feedback information to the AEPB.

## **9 Date and agenda for next meeting**

- The next AEPB meeting is on Wednesday, 15<sup>th</sup> September from 11am to 1pm.

## 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
12.6	Star chamber process should be added to the EU ETS risk register.	XXXX	13/07/10	Complete
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
13.1	Send any comments on the revised terms of reference to XXXX.	Board Members	14/09/10	complete
13.2	Liaise with CAA colleagues to agree a title for the project 6 (CAA information gathering powers) and ensure it is used on both the worksheets	XXXX	14/09/10	Complete
13.3	Send appropriate draft text for the risk of having a less effective information gather power to XXXX	XXXX	14/09/10	Complete
13.4	DfT to arrange meeting with relevant colleagues from DEFRA, DfT and DECC to further clarify the	XXXX	14/09/10	On 14 <sup>th</sup> July XXXX sent an email providing an update on the Aviation Bill. No

	Aviation Bill				subsequent meetings have been requested
13.5	Update AEPB on legal issues on replacement to the aeroplane noise regulations 1999.	XXXX		14/09/10	
13.6	Feed back information from meeting with Lord Marland on Carbon Budgets to the AEPB	XXXX		14/09/10	