



Meeting note

Status	Final
Author	The Planning Inspectorate
Date	17 September 2019
Meeting with	Civil Aviation Authority
Venue	Town and Country Planning Association offices, London
Meeting objectives	To discuss Airspace matters specifically in the context of Heathrow Airport Limited's expansion plans
Circulation	All attendees

Summary of key points discussed and advice given

The Planning Inspectorate (the Inspectorate) advised that a note of the meeting would be taken and published on its website in accordance with section 51 of the Planning Act 2008 (the PA2008). Any advice given under section 51 would not constitute legal advice upon which applicants (or others) could rely.

Relationships between PA2008 and Airspace Change Process

The Civil Aviation Authority (CAA) provided a brief overview of the Airspace Change Process (CAP 1616). In respect of recent activities, CAA noted Heathrow Airport's (HAL) airspace consultation earlier in the year and explained the activities and timescales associated with Stage 2 and Stage 3 of that process. The description of the process in the recent HAL consultation was noted as a helpful reference point.

CAA provided background in respect of the Airspace Modernisation Strategy (AMS) and Masterplan noting that key bodies would need to ensure coordination across multiple airports in order to deliver the objectives; key bodies being Airspace Change Organisation Group (ACOG), airspace change sponsors and NATS. CAA explained that airspace modernisation work would have progressed regardless of the Airports National Policy Statement (ANPS) or applications for expansion from individual airports, but noted that such applications could be relevant for the wider work. CAA considered it could assist with individual examinations in this respect by preparing a background document to address: updates on AMS / Masterplan process at time of examination; future plans; and potential elements that could affect delivery.

The discussion noted the London Airspace Management Programme and how the implementation programme for a third runway interleaves with the Future Airspace Strategy Implementation South (FASI(S)) and where the FASI(S) programme sits as an initiative under the AMS.

The discussion turned to looking at how noise could be assessed and monitored across the two processes (PA2008 and ACP / AMS) and the role of the EIA process. The discussion noted the approach of using noise envelopes which would form the parameters within which final decisions on airspace change would fit.

The role of the Environmental Research and Consultancy Department (ERCD), the part of CAA that is involved with noise modelling, was discussed. CAA clarified that the unit uses a Department for Transport (DfT) ANCON model and that it's solely responsible for operating the model, not for the inputs or interpretation of the outputs. The Inspectorate queried whether there might be requests for CAA to provide assurance during examinations if the model was used as part of the evidence base.

The role of the Independent Commission on Civil Aviation Noise (ICANN) was noted; whilst mentioned within the ANPS, ICCAN itself was only just being formally constituted and starting to engage with industry and process.

In discussing the PA2008 process it was noted that Examining Authorities (ExAs) could make conditions or requirements outside of applicant's proposed Development Consent Order content, although it was noted that ExAs could not do it unsighted and would need information in order to examine and recommend them. Similarly, it was possible for the relevant Secretary of State to consult during the decision stage if further information on certain topics was sought from a / some / all parties.