

GATCOM Response to CAA consultation on the Future Direction of the UK Aviation Environmental Review (AER):

Ambition and Aims

Q8: Please tell us to what extent you agree with the CAA's ambition and aims for the AER. (required)

X Strongly agree

- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

Please explain your reasoning.

Overall GATCOM members fully support the CAA's ambitions and aims for the AER. There is a need for performance monitoring data to be made simple, similar to that used for the CAA's accessibility reporting, so that comparisons can be readily made between airports, and with other causes of environmental impacts on communities. It is important that performance reporting identifies what good performance looks like and encourages airports to maintain and improve performance.

The title and the topics are all framed as being "Environmental" but the impacts and the monitoring, particularly for Noise and Air Quality, are also about the public health of the community. Could this possibly be incorporated into the ambitions and aims?

Climate Change

Q9: In addition to reporting greenhouse gas emissions from domestic flights within the UK and international flights departing the UK, are there any other relevant areas we should consider reporting on with respect to climate change in future updates to the AER?

Examples of what we could consider reporting on with respect to climate change in future updates to the AER include:

- Greenhouse gas emissions emitted from additional sources, such as aircraft support vehicles and airport terminal generators;
- Greenhouse gas emissions emitted from aircraft manufacturing processes;
- Greenhouse gas emissions emitted from the production and use of new and emerging fuels, such as sustainable aviation fuels (SAF);
- The impact of offsetting and carbon removal initiatives on global greenhouse gas emissions.

X Yes

No

Please identify the additional relevant area(s) we should consider reporting on with respect to climate change in future updates to the AER and explain why this would be useful to you.

If known, please provide examples of any relevant data sources and/or methodologies we could consider to inform your suggestion(s).

All four of the examples listed above should be included as each contributes to reducing Greenhouse gas emissions.

Q10: There are various ways we can present climate change data in future updates of the AER. Please tell us how useful each of the following options would be to you. Note these options are not mutually exclusive and may be used in combination. (required)

	Not useful	Slightly useful	Useful	Very useful	Extremely useful
Option 1: National Total					X
Option 2: Airport Cluster			X		
Option 3: Airport					X
Option 4: Airline				X	

Please explain the reasons for your selections. (required)

National level is important but in addition Airport level should be added so that work undertaken by individual airports can be recognised and easily compared.

Q11: Are there any other ways we could present climate change data which you think would be useful to include in future updates of the AER, outside of those already suggested?

Yes

X No

Noise

Q12: In addition to reporting the number of people exposed to aviation noise in the UK, are there any other relevant areas we should consider reporting on with respect to noise in future updates to the AER? Examples of what we could consider reporting on with respect to noise in future updates to the AER include:

- The potential health impacts associated with noise exposure from aviation activities; and
- The effectiveness of noise abatement/reduction initiatives.

X Yes

No

Please identify the additional relevant area(s) we should consider reporting on with respect to noise in future updates to the AER and explain why this would be useful to you.

If known, please provide examples of any relevant data sources and/or methodologies we could consider to inform your suggestion(s).

Yes, to include both examples.

Additional prime metrics, in addition to LAEQ's. N above and sleep disturbance contours. These additional metrics could indicate potential sleep disturbance and associated health impacts.

Also, this should include all on-airport infrastructure/equipment which creates noise, including surface access.

Q13: There are various ways we can present noise data in future updates of the AER. Please tell us how useful each of the following options would be to you. Note these options are not mutually exclusive and may be used in combination. (required)

	Not useful	Slightly useful	Useful	Very useful	Extremely useful
Option 1: National Total					X
Option 2: Airport Cluster			X		
Option 3: Airport					X

Please explain the reasons for your selections. (required)

At individual airports so to demonstrate the impact on local communities and for comparative purposes. National total is also still an important measure.

Q14: Are there any other ways we could present noise data which you think would be useful to include in future updates of the AER, outside of those already suggested?

Yes

X No

Air Quality

Q15: In addition to reporting emissions from civil aviation flights and airport support machinery for the five damaging air pollutants outlined, are there any other relevant areas we should consider reporting on with respect to air quality in future updates to the AER?

Examples of what we could consider reporting on with respect to air quality in future updates to the AER include:

- Reporting emissions from additional sources, such as airport terminal generators and airport-related road traffic;
- Widening the scope of air pollutants captured by our reporting; and
- Reporting air quality concentrations of air pollution around airports and assessing this against legal air quality standards.

X Yes

No

Please identify the additional relevant area(s) we should consider reporting on with respect to air quality in future updates to the AER and explain why this would be useful to you.

If known, please provide examples of any relevant data sources and/or methodologies we could consider to inform your suggestion(s).

Yes, to include all examples listed above.

This should include all on-airport infrastructure/equipment which creates air pollutants, including surface access.

GATCOM also supports including reporting of Ultra fine particles.

Q16: There are various ways we can present air quality data in future updates of the AER. Please tell us how useful each of the following options would be to you. Note these options are not mutually exclusive and may be used in combination. (required)

	Not useful	Slightly useful	Useful	Very useful	Extremely useful
Option 1: National Total					X
Option 2: Airport Cluster			X		
Option 3: Airport					X

Please explain the reasons for your selections. (required)

Both the effect of and the ability to change are at airport and national level so both are important.

Q17: Are there any other ways we could present air quality data which you think would be useful to include in future updates of the AER, outside of those already suggested?

Yes

X No

Q18: Not including climate change, noise and air quality, would you like to suggest any additional environmental topic(s) that the AER could report on?

If yes, please select from the options below:

X The UK aviation industry's impact upon biodiversity

X The UK aviation industry's impact upon tranquillity

X The UK aviation industry's impact upon water quality

Other environmental reporting topic(s): Please specify.

Please explain why the environmental topic(s) selected would be useful to you.

Please provide examples of data sources and/or methodologies we could consider to inform the environmental topic(s) suggested.

No

X Yes

Yes, biodiversity, tranquillity and water quality.