

CAA RESPONSE TO THE RECOMMENDATIONS MADE IN THE LONDON ASSEMBLY REPORT ON HELICOPTER NOISE OVER LONDON

Recommendation 1.

The Department for Transport should undertake a full review of the impact of helicopter movements and noise in London over the next twelve months, with the aim of putting in place a series of policy responses designed to mitigate the impact of this form of noise pollution on Londoners' lives.

Not for the CAA to action.

Recommendation 2.

As part of its review, the Department for Transport and Civil Aviation Authority should investigate and then establish a mechanism to ensure that research on noise and other data on all helicopter movements is effectively collected, collated, analysed and published.

The CAA will review what information is available on helicopter noise modelling and provide links via its website.

A mechanism has been agreed with NATS to provide data on helicopter movements over London and this data will be published at regular intervals on the Directorate of Airspace Policy (DAP) section of the CAA website.

Recommendation 3.

A single national web-site (for example, extending the role of the national noise mapping web-site), or a clearly publicised portal, should be established by the Department for Transport and/or Department for Environment, Food and Rural Affairs to give public access to data on helicopters, including movements, routes used, and places where holding may be expected.

A mechanism has been agreed with NATS to provide data on helicopter movements over London and this will be published at regular intervals on the Directorate of Airspace Policy section of the CAA website.

DAP already has a well-advertised post that receives noise complaints from across the UK. The contact telephone numbers and e-mail address have been provided in the CAA's written evidence to the Committee.

Recommendation 4.

As part of its review, the Department for Transport should take the lead to: make the public complaints procedures clearer, including making any telephone number universally known; that complaints are logged, co-ordinated and dealt with effectively; and that consistent data on complaints is published.

Not for the CAA to action. However, the CAA already has such a facility as described in response to Recommendation 3.

Recommendation 5.

The Civil Aviation Authority should include the London Assembly and the Mayor of London in consultation, and seek amendment to legislation to make them both statutory consultees, regarding matters that have implications for helicopter noise.

The CAA already considers the Mayor of London to be a statutory consultee on matters that effect the GLA area of responsibility.

Recommendation 6.

The operator of London Heliport at Battersea, in association with Wandsworth Council, should establish within 12 months a London Heliport Consultative Committee to, as a first priority, address local residents' concerns about helicopter movements and noise.

Not for the CAA to action.

Recommendation 7.

The National Air Traffic Services and Civil Aviation Authority should come forward with proposals on dealing with the issue of helicopter holding at locations across London.

This is already underway as a follow-on to the London CTR review that was initiated by the CAA during 2005. NATS are currently working up proposals that will include changes to airspace classification, an extension of Helicopter Route H4 to the east and a new route south-east from Battersea Heliport all of which could help reduce the requirement for helicopters to hold.

Recommendation 8.

The Department for Transport should review its guidance to the Civil Aviation Authority so that the environmental impact of helicopter noise is included within its responsibilities.

Not for the CAA to action. However, the CAA view is that civil helicopter noise is not specifically excluded from the current Guidance.

Recommendation 9.

As part of its review, the Department for Transport should investigate user charging for any additional air traffic control services required for helicopters.

Not for the CAA to action. However, the CAA view is that helicopters should be treated in the same way as any other general aviation aircraft requiring transit services through a volume of controlled airspace established to protect aircraft landing/taking off at airport.

Recommendation 10.

Following changes to the Regulations, the Civil Aviation Authority should impose restrictions on the use of helicopters for advertising and media so that the environmental impact can be minimised.

No anticipated change. The CAA could only take such action on safety grounds or because of an airspace restriction that has been created for a specific purpose. Current operations are being conducted within the Aerial Advertising Regulations.

Recommendation 11.

The Department for Transport should submit proposals to the Treasury that would lead to a change in the finance rules to give a write down allowance of 25% for all helicopters.

Not for the CAA to action.

Recommendation 12.

The Department for Transport should establish a working group including the Civil Aviation Authority, National Air Traffic Services, Metropolitan Police Air Support Unit, British Helicopter Advisory Board, helicopter/heliport/airport operators, Mayor of London, local authorities, environmental groups and any affected residents groups to:

- update estimates of future demand for helicopter movements;
- examine noise assessment and control issues;
- reappraise management of airspace;
- commission and undertake research; and,
- assess options for existing and future heliport provision.

Not for the CAA to action. However, the CAA recommends that it calls a meeting of interested parties in December 2007 when meaningful statistics will be available from NATS on the helicopter movements that have taken place. This will provide an opportunity for a meaningful assessment of trends.

Recommendation 13.

The Civil Aviation Authority should give regard to the Mayor's London Ambient Noise Strategy when developing proposals on environmental matters, including helicopter noise.

The CAA will give due regard to the Mayor's London Ambient Noise Strategy.

Recommendation 14.

The Mayor should reflect the findings and recommendations of this London Assembly report in the next review of his London Ambient Noise Strategy.

Not for the CAA to action.