



Department
for Transport

UK Airspace Policy Consultation



Introduction

Economic benefits UK
economy / passengers /
noise impacts



Engagement

Technology &
environmental controls



- Our proposals set the overarching framework for governing airspace decisions
- Our role is not to determine individual airspace arrangements
- The framework will ensure decisions are made in the right way, ensuring there is:
 - Balance and Transparency
 - Consistency in how impacts are managed

Also published:

- Draft Air Navigation Guidance
- Rationale for Airspace Modernisation
- Survey of Noise Attitudes

Benefits of Airspace Modernisation

- Procedures and infrastructure around airspace have remained largely unchanged for around 50 years.
- Government supports sustainable aviation, which must balance the benefits of a thriving aviation sector with impacts on local communities and the environment. A key part of this is airspace modernisation, releasing benefits such as:



Increased Capacity



Reduced Delays



Cuts to per flight aviation emissions and fuel savings



Reduced noise from aircraft overflying communities



Enhancements to aviation safety

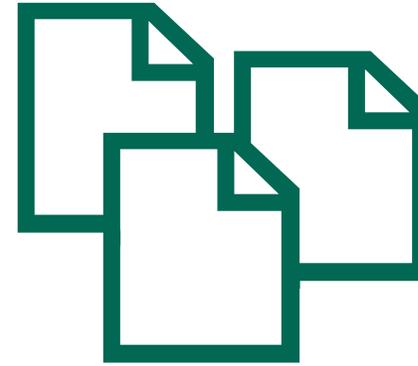
Territorial Extent

- Aviation and airspace are reserved matters
- Our proposals are therefore applicable to the whole of the UK
- ICCAN would be a nationwide body
- Noise policy proposals, based on Noise Policy Statement for England shall apply where relevant to airspace matters
- We are consulting on ICCAN's remit beyond airspace change with devolved administrations through this consultation
- Proposals relating to how noise is managed at individual airports will be for devolved administrations to formulate policy



How we got here

- Feedback over the last few years – including on recent airspace changes
- Progression of airspace modernisation
- Thinking developed through focus groups in 2016



Consultation:

We would welcome your feedback to inform our decisions going forward

Changes to Airspace

3 Tiers of Change – proportionate processes for each → appropriate scrutiny and transparency

Tier One
Changes to
permanent
structure of UK
airspace



Tier Two
Planned and
permanent
changes to Air
Traffic Controller's
procedures



Tier Three
Changes to
operations





Compensation

Four proposed changes to current policy:



- Remove word 'development' in terms of financial assistance to bring in line with compensation for new infrastructure.
- Amend wording so assistance to insulation 63 dB LAeq + regardless of the level of change
- Add wording to encourage consideration of compensation for significantly increased overflight
- Requirement of full insulation paid by the airport for homes 69dB LAeq + contour

Making Transparent Airspace Change Decisions



We propose:

- Options analysis
- Local engagement/consideration of route options
- Transparency over balancing of different factors, including environmental

Assessing noise:

- Threshold for impacts to be considered
- New methodology - impacts on health and quality of life
- Use of other metrics for frequency

Independent Commission on Civil Aviation Noise

ICCAN: Ensure transparency, trust and local engagement in airspace decisions and noise management

ICCAN's proposed functions:

Advise on the best noise management techniques

Advise on accessibility of noise information to facilitate community engagement on airspace proposals

Influence through best practice guidance

Review recent research and commission further research



- Lead option – independent body within CAA
 - Public funding
 - Reviewed after 5 years

Ongoing Noise Management

We believe noise is usually best managed at a local level:

- Decisions on operating restrictions should be made through the planning process where possible.
- The competent authority for ensuring these follow the Balanced Approach will be the planning decision-maker, or CAA outside of planning.
- The designated airports should be given more power to respond to noise problems facing their communities.





Next steps

- We are looking for your input and feedback on our proposals in order to inform our final proposals
- Please come and talk to us more about our proposals and we strongly encourage you to fill in a response form with your thoughts
- The deadline for responses is 25th of May. We will be looking to announce our government response in Autumn

You can respond online: ukairspacepolicy.dialoguebydesign.com

Via email: airspace.policy@dft.gsi.gov.uk

Or by post: **Freepost UK Airspace Policy Consultation**



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Draft Airports National Policy Statement:



Sept 2012 – July 2015: Airports Commission

“examine the scale and timing of any requirement for additional capacity to maintain the UK’s position as Europe’s most important aviation hub”

Dec 2013: Interim Report

Assessment of need:
one net new runway
in South East by 2030

Shortlists 3 schemes,
two at Heathrow and one
at Gatwick

Further work on Thames
Estuary option

July 2015: Final Report

**Unanimous
recommendation for
Heathrow Northwest
Runway**



July 2015 – Oct 2016: Government consideration of AC report and response

Dec 2015:

- Government **accepts** need for one new runway in the Southeast by 2030; and
- Sets out further work on environmental impacts and community mitigations.

Oct 2016:

- Government statement of preference for “*the expansion of Heathrow Airport and the north-west runway scheme*”; and
- “*in combination with a significant package of supporting measures of the scale recommended by the Airports Commission - offers the greatest level of benefit to passengers, business and will help deliver the broadest possible benefit to the whole of the UK*”.

Feb 2017 - Consultation: draft Airports National Policy Statement

- **16 weeks closing on 25/05/2017**
(parallel Parliamentary scrutiny by Transport Select Committee to summer recess 2017).
- **Consultation Document**
- **Draft Airports National Policy Statement**
- **Appraisal of Sustainability**

Heathrow NW Runway rationale: economy and trade

Expected **economic benefits** to passengers and wider economy worth up to

£61 billion



Value of **freight** to non-EU countries in 2015. More than all other UK airports combined.

£114 billion



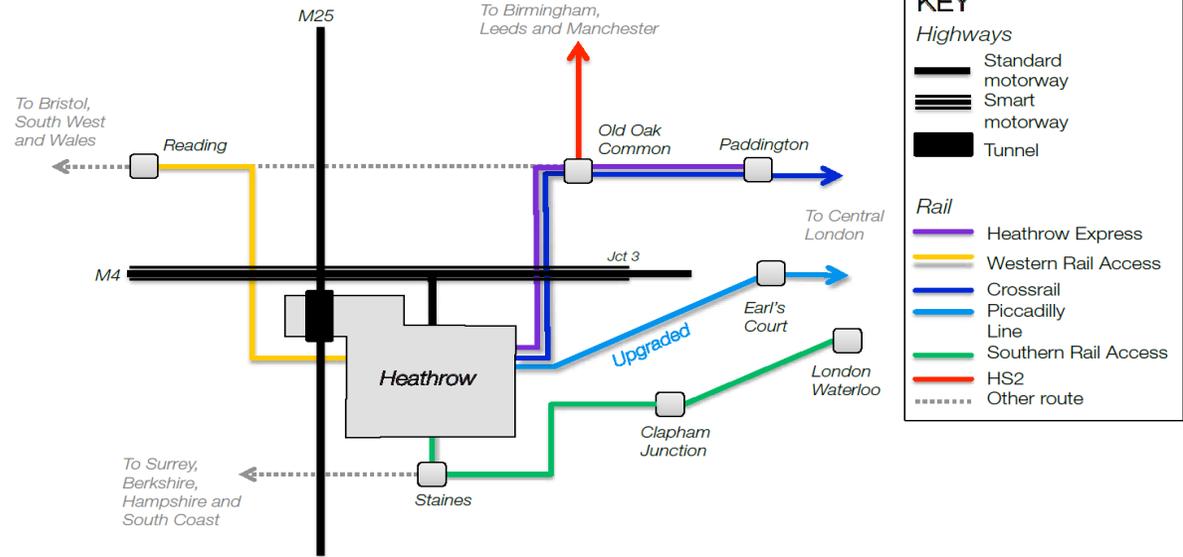
39,000
additional UK long haul flights by 2040

Heathrow NW Runway rationale: domestic connections

Heathrow proposes 6 new domestic routes



Heathrow Airport is well connected to the rest of the UK by road and rail



KEY	
<i>Highways</i>	
	Standard motorway
	Smart motorway
	Tunnel
<i>Rail</i>	
	Heathrow Express
	Western Rail Access
	Crossrail
	Piccadilly Line
	Southern Rail Access
	HS2
	Other route

Source: Jacobs

Noise, air quality and carbon



PM₁₀



NO_x



- Government will publish a revised Air Quality Plan for consultation by 24 April.
- A new runway will not be granted development consent unless it can demonstrate compliance with air quality requirements.
- Government agrees with the Airports Commission's assessment that expansion at Heathrow is compatible with the UK's carbon obligations.
- 612,000 residents within 55dB Lden noise contour in 2030.

Mitigation Package



6h30 ban
on scheduled **night**
flights



Homeowners subject to
compulsory and voluntary
purchase receiving **125%**
of **un-blighted market value**
for their homes



Predictable
periods of **respite**



A package of over
£700 million
of **noise insulation** for
homes and **£40**
million for **schools**

Indicative Timeline to Operational New Runway

Spring 2017
Draft Airports National
Policy Statement
consultation concludes

Spring-Summer 2017
Transport Select Committee
scrutiny of draft Airports
National Policy Statement

Late 2017 / Early 2018
Publication of final Airports
National Policy Statement

2018-2021/22
Promoter takes scheme
forward

**Summer – Autumn
2017**
Analysis and review of
responses and revision of
draft Airports National
Policy Statement

Late 2017 / Early 2018
Designation of final Airports
National Policy Statement

Late 2020s
New runway operational





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How to respond

Find out more and respond online to the consultation at:

www.gov.uk/dft/heathrow-airport-expansion

or

Complete a response form and either

Email: runwayconsultation@dft.gsi.gov.uk

or

post to: Freepost RUNWAY CONSULTATION





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Plan for Britain: Aviation Strategy

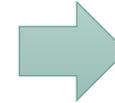
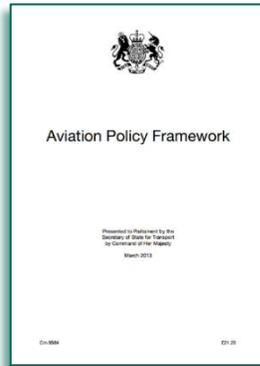
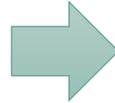
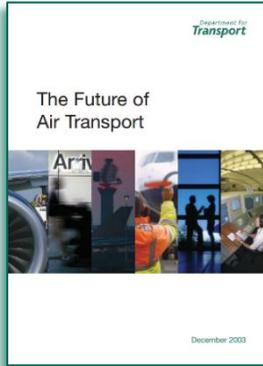
Story so far, approach and key themes





Aviation Strategy – Story So Far

There are increasing demands to update the 2013 Aviation Policy Framework, and set out a new strategy for the aviation sector



2003

- Confirmed the then Government's support for a third runway at Heathrow
- Set out specific plans for the rest of the sector
- Focused heavily on proposals to expand capacity at a range of airports
- Set out high level Government policy on issues such as environment and noise

2013

- Separated the issue of South East capacity from the rest of aviation policy
- Set the context for the Airports Commission
- Gave a broad framework for other areas of aviation policy, including regional growth, at a high level
- Lacked detailed consideration of many important issues

2015

- Addressed the specific question of South East capacity, setting out the case for one net new runway by 2030
- Recommended the Heathrow Northwest runway scheme
- Concluded that the other two shortlisted schemes were also credible options for expansion

2018

- A new Aviation Strategy that adopts a completely different approach – looking at market and government failures, and focussing on the consumer throughout
- Championing the role the sector plays in the economy, and building on the momentum of the capacity announcement
- Answers stakeholder calls for government leadership





Our proposal for an Aviation Strategy represents a completely new way to look at the sector, and government's role in its future

What we have done so far

We have examined the aviation sector, the markets that operate within it, the actors in those markets and where there are problems that mean the system does not function as it should. This has led us to an overarching aim for the strategy and policy principles that will guide how we look at each issue.

We will be consulting widely, both with the industry and with consumers over the next two years, starting in the spring. This will take the form of a series of policy consultations leading up to publication of the new Aviation Strategy by the end of 2018.

Strategy Aim

To build on our aviation success story and deliver a safe, secure, sustainable, and high quality aviation sector that meets the needs of the consumer and of a global and outward facing Britain.

Policy Principles

- 1) **Passenger focussed.** Putting the consumer at the heart of everything we do.
- 2) **Evidence led.** Targeting intervention on specific market or government failures, and avoiding activity that does not respond to a clear problem.
- 3) **Market driven.** Emphasising the role of government as an enabler - helping to make the market work rather than the state stepping in unnecessarily.





Aviation Strategy – Subjects

We have grouped issues around seven key subjects. Our initial Call for Evidence will be followed by a series of themed consultation papers addressing these subjects. We will do this over the course of the next two years in order to maximise engagement from our partners. This will include seeking views on the proposed approach and whether there are any gaps.



1: The Consumer Journey

- Safety, security and borders
- Airline failure regime
- Provision of information



3: Market Access and Trade

- Air Service Agreements
- International Standards
- Freight and aviation services



5: Environmental Impacts

- Carbon
- Air quality
- Noise



7: Skills and the Labour Market

- Sub-sectors: pilots, engineering etc
- Skills (STEM) and qualifications
- Aerospace and industrial strategy



2: Innovation and Data

- Drones and space
- Next generating technology
- Digital/mobility as a service



4: Growth and Investment

- Airport and airspace capacity
- Surface access capacity
- Regional connectivity and growth
- General Aviation



6: Competition and Regulation

- Airlines, airports and slots
- Air traffic and other services
- Aerospace
- Safety and accident investigation

