



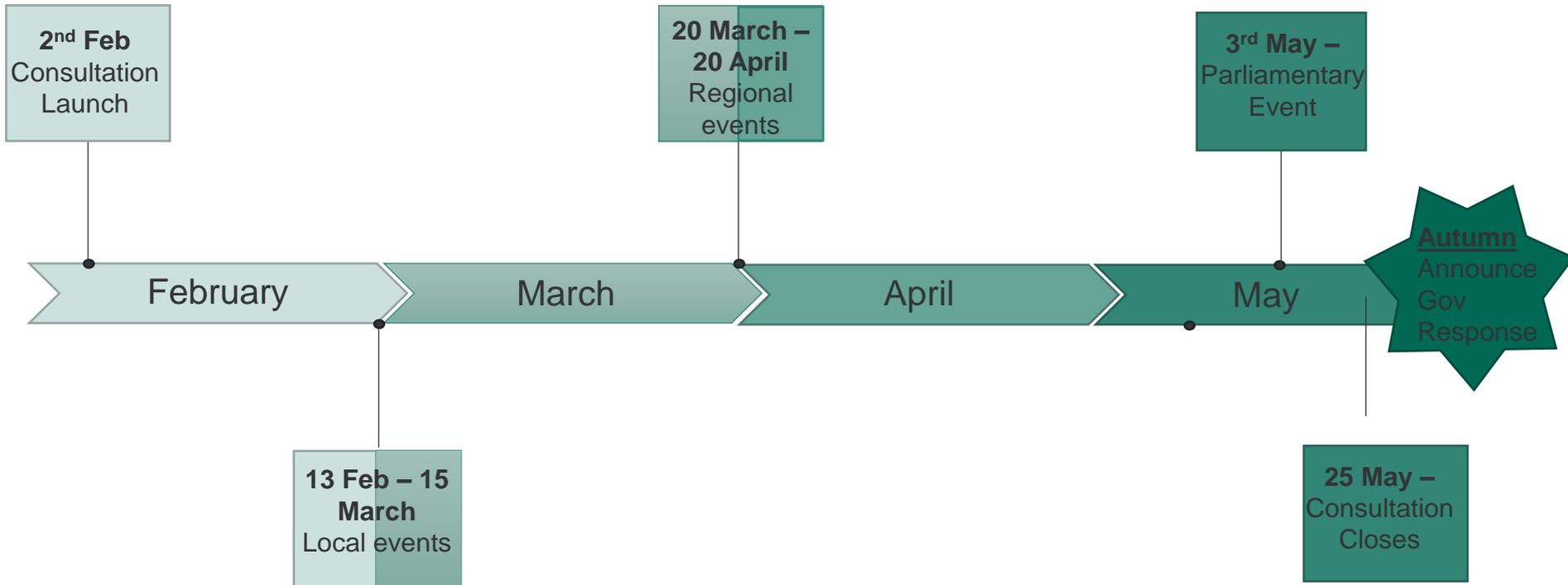
Department
for Transport

Government consultations : Airports National Policy Statement, UK Airspace Policy, Night Flights

Tim May & David Elvy, Department for Transport
Heathrow Community Noise Forum, 2 February 2017



Timeline





UK Airspace Policy

Introduction

- ▶ 16 week consultation on UK Airspace Policy launched today alongside consultation on the Airports National Policy Statement (Heathrow)
- ▶ Local events in and around London and regional events around the UK
- ▶ The policy principles seek to ensure the UK is in the best position to face upcoming challenges and provide greater clarity, transparency and local engagement
- ▶ Proposals seek to:
 - Improve how communities can engage
 - Balance the economic benefits for the UK economy and passengers with the noise impacts on local communities
 - Encourage the use of new technologies and environmental controls
- ▶ Also today published are:
 - ▶ Draft Air Navigation Guidance on how we plan to implement our proposals
 - ▶ Our Strategic Rationale as to why airspace modernisation is needed
 - ▶ The findings from our Survey of Noise Attitudes



Changes to Airspace

- ▶ It is important to ensure the correct level of engagement and scrutiny when it comes to airspace decisions, proposals outline 3 tiers of change to ensure clarity and transparency in airspace decisions:
 - **Tier One:** Changes to the permanent structure of the UK airspace for example, departure routes
 - **Tier Two:** Planned and permanent changes to Air Traffic Controller's day – to – day operational procedures for example, guidance to Air Traffic Controllers
 - **Tier Three:** Changes to operations for example, as a result of gradual changes in traffic
- ▶ To ensure consistency around airspace decisions and local engagement/decisions informed by local circumstances we set out the following framework:
 - Airspace changes to be overseen by the Civil Aviation Authority
 - Call in function for the Secretary of State to intervene in decisions of strategic national importance
- ▶ We also make proposals to enhance our compensation policy for airspace change, bringing it line with compensation for new infrastructure, and refining our policy for those most affected by noise



Making Transparent Airspace Change Decisions

- ▶ We want airspace decisions to be made transparently and for communities to understand why a particular option has been chosen. We propose
 - ▶ A full options analysis of airspace changes are carried out as part of the CAA process
 - ▶ Decisions on how aircraft noise is best distributed should be informed by local circumstances and consideration of different options.
 - ▶ Alongside noise impacts, assessment should also consider the impacts on carbon and air quality.
- ▶ We also want to ensure decisions on noise are based on robust evidence. To achieve this we propose:
 - ▶ A lower noise threshold above which noise impacts should be assessed
 - ▶ A new methodology that should be used to assess the impacts of noise on health and quality of life
 - ▶ That other metrics which measure the frequency of aircraft are also used



Independent Commission on Civil Aviation Noise

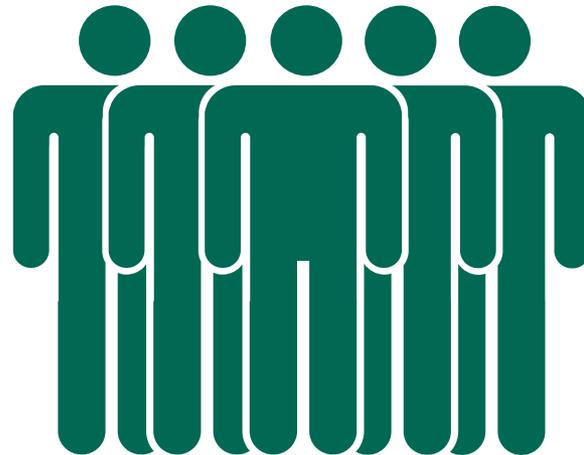
- ▶ It is important to ensure transparency, trust and local engagement in airspace decisions and noise management; we aim to achieve this through establishing ICCAN
- ▶ ICCAN's proposed functions are to:
 - Advise on the best noise management techniques
 - Advise on accessibility of noise information to facilitate community engagement on airspace proposals
 - Influence through best practice guidance
 - Review recent research and commission further research





Ongoing Noise Management

- ▶ Government believes it is most effective for noise to be managed at a local level
- ▶ Local engagement will allow airports to respond to noise problems and concerns of the communities around them
- ▶ We propose options for achieving this through local planning processes and newly defined responsibilities for noise controls





Night Flight Restrictions at Heathrow, Gatwick and Stansted

Introduction

- ▶ Current restrictions expire in October 2017. Need to consult now to replace them
- ▶ Proposal for a 5 year regime – i.e. before new runway operational
- ▶ We agree with Airports Commission that no case for further restrictions at capacity constrained Heathrow.
- ▶ However it is possible to deliver improvements and provide greater certainty in the interim
- ▶ Therefore aim of next regime is to: **Encourage the use of quieter aircraft to limit or reduce the number of people significantly affected by aircraft noise at night, while maintaining the existing benefits of night flights.**
- ▶ Aim will be measured by:
 - ▶ The area of and number of people in the 48dB $L_{Aeq\ 6.5hr\ night}$ contour. [1]
 - ▶ The average Quota Count (QC) per movement. [2]
 - ▶ Number of movements in the night quota period

[1] this is lower than the 55dB previously used and the lowest level at which night noise contours can be reliably produced

[2] each aircraft is awarded a QC value for both arrival and departure, based on its official noise certification. The louder an aircraft, the higher the QC rating and the more of an airport's QC limit it uses with each flight.



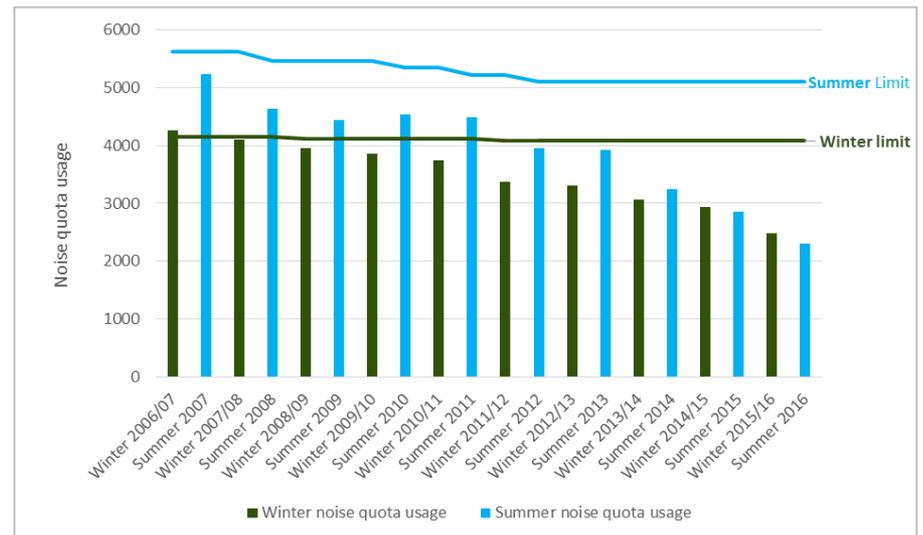
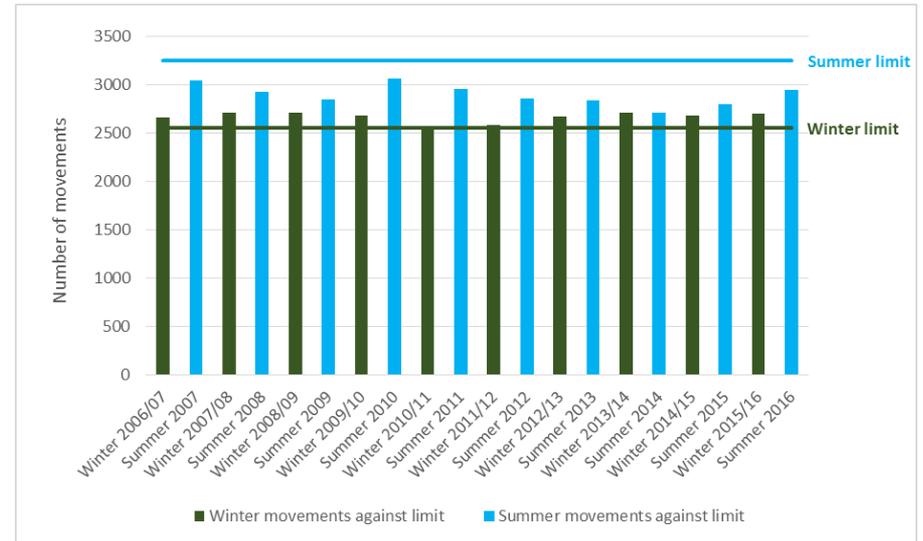
Summary of proposals

Movement Limits

- ▶ Propose to maintain existing movement limits, which have been in place for many years, but to encourage quieter aircraft

Noise quota limits

- ▶ Heathrow is currently using much less noise quota than it is allowed to.
- ▶ Nothing to stop airlines using noisier aircraft if they wanted to.
- ▶ Propose to reduce noise quota to current usage as minimum.
- ▶ Will also look at how noise can be reduced further – final limits will be decided after consultation.

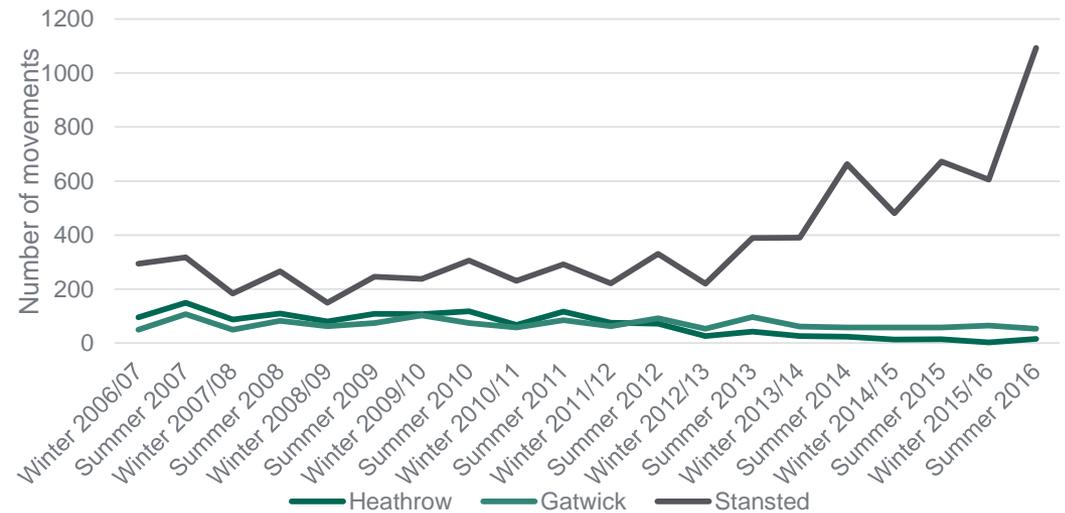




Summary of proposals continued

Exempt aircraft

- ▶ Some aircraft don't currently count towards movement or QC limits.
- ▶ Not an issue for Heathrow but is at Stansted and could become one at Gatwick.
- ▶ We propose a new QC category and to count all movements in future.





Interaction with potential night flight ban

- ▶ Government expects a ban on scheduled night flights of six and a half hours if Heathrow expanded
- ▶ We are proposing a five year regime, but if Heathrow is able to introduce a night flight ban before 2022 we will ensure this can happen.
- ▶ More details on how we think night flight restrictions should be set in future in our Airspace Policy Consultation

Next Steps:

- ▶ Consultation closes 28 February.
- ▶ Decisions to be announced later in the year.
- ▶ Restrictions will come into force from October 17.



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Questions