

A new airspace change process

Heathrow Community Noise Forum
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Tim Johnson, Policy Director
Civil Aviation Authority



Overview

- Airspace modernisation
- What is the airspace change process?
- CAA's role in decision-making on airspace
- Why did we review the airspace change process?
- How we approached the review
- Key principles for the new process
- Modifications in the light of consultation feedback
- Next steps



Airspace needs modernising using latest technology

- Airspace is a key part of UK's national infrastructure
- Single European Sky project to simplify and harmonise airspace use in Europe
- Future Airspace Strategy – a UK/Ireland plan to modernise airspace by 2030
- Key aim is saving time, fuel, noise and emissions using new technologies, bringing benefits to passengers, airspace users and UK economy
- To make a permanent change, sponsors must submit a proposal to the CAA through our **airspace change process**



What is the airspace change process?

- Ensure that proposed changes to the UK airspace structure are safe and undertaken in a timely, controlled and standardised way
- Compliant with European and national law, including CAA's statutory duties
- Provides a framework for change sponsors to develop and submit an airspace change proposal for regulatory approval
- Provides specific guidance for consultation and for conducting environmental assessments
- Defines the roles and responsibilities of those involved



Our current role in decision-making on airspace

CAA role

- Safety regulation
- Airspace regulation, broadly:
 - to publish the UK airspace structure and approve changes to it as per statutory duties, Government Directions, environmental guidance
 - to develop policy and strategy on use and classification of airspace
- Noise monitoring and modelling (ERCD)
- Publish information on effects of aviation on environment

Outside CAA role

- Government guidance to CAA on how we should take environmental impacts into account
- National defence / national security
- EU law
- Flightpath changes where the 'notified' airspace is unchanged
- Noise preferential routes
- Compensation schemes
- Propose airspace changes



Why did we review the process?



Why did we review the process?

- CAA needs a rigorous process for ensuring that we can make robust and lawful decisions about airspace change proposals
- Modernisation means some changes will be significant
- But these may affect where aircraft fly, and so noise impacts...
- ...and may also impact airspace users and service providers where competing demands for a finite resource
- Communities exposed to aircraft noise have been vocal in expressing opposition to changes they consider unfair
- We need to rebuild confidence in our airspace change process



How we approached the review



How we approached the review

- Independent report by Helios consultancy, published December 2015
- CAA consultation on proposed changes in March 2016, aiming at:
 - a fair, transparent process, evidence-based with proportionate scrutiny and validation, taking on board views of those affected
 - ensuring communities see their voice having a more formal place in the process, helping to rebuild trust in airspace change sponsors and CAA
- CAA keen to illustrate best practice in consultation: contacted >1000 people, met or presented to 50 different organisations
- Consultation hosted on a bespoke website designed to make complex policy consultations easier to understand
- Responses published in full, in the interests of transparency
- Outcome document published 21 October 2016 with reasoned analysis.



Key principles for the new process



Key principles for the new process

CAA more hands-on:

- process 'gateways'
- better oversight of engagement
- design principles
- Public Evidence Session

Transparency:

- everything published
- new online portal
- 'minded to' decision for comment
- templates

Evidence:

- impacts assessed in 'options appraisal'
- clearer objectives for post-implementation review

Clarity for sponsors:

- scaled process
- more guidance
- timescale commitments



CURRENT

PROCESS

Stage 1

Framework briefing

Stage 2

Proposal development

Stage 3

Preparing for consultation

Stage 4

Consultation and formal proposal submission

Stage 5

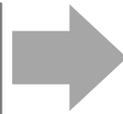
Regulatory decision

Stage 6

Implementation

Stage 7

Operational review



NEW PROCESS

Stage 1
DEFINE

Step 1A Assess requirement

Step 1B Design principles

DEFINE Gateway

Stage 2
DEVELOP and ASSESS

Step 2A Option development

Step 2B Options appraisal

DEVELOP and ASSESS Gateway

Stage 3
CONSULT

Step 3A Consultation preparation

Step 3B Consultation validation

CONSULT Gateway

Step 3C Commence consultation

Step 3D Collate & review responses

Stage 4
UPDATE and SUBMIT

Step 4A Update design

Step 4B Submit proposal to CAA

Stage 5
DECIDE

Step 5A CAA assessment

Step 5B CAA decision

DECIDE Gateway

Stage 6
IMPLEMENT

Step 6 Implement

Stage 7
PIR

Step 7 Post-implementation review

Modifications in the light of consultation feedback



Modifications in the light of consultation feedback



<p>Single ‘one-stop shop’ online portal</p>	<p>Options appraisal : three phased iterations (initial, developed, final)</p>
<p>Recommended use of a third-party facilitator for engagement with stakeholders on design principles and potentially for formal consultation</p>	<p>Responses to sponsor consultations are published as they are received and can be submitted offline for the time being (sponsor uploads them to online portal)</p>
<p>Formal proposal is published immediately adhering to a template</p>	<p>KPI for CAA decision time period and agreed schedules for gateway sign-offs</p>
<p>No ‘oversight committee’</p>	<p>Scaling amended to create a Level M for some military changes</p>
<p>No formal appeal against CAA decision except JR, but CAA will publish a ‘minded to’ decision for review</p>	<p>Consultation on draft guidance deferred until Spring 2016; immediate introduction of info pack for new applicants, and decision template</p>

Government policy



Government consultation on airspace and noise policy

- The CAA's role as regulator concerns the process governing a permanent airspace change
- The CAA has no control over Government policy – like whether flightpaths are concentrated along a narrow path or deliberately dispersed – although we work closely with them
- Government is expected to launch an airspace and noise policy consultation early in 2017; the airspace change process could be directly affected by, for example if the Government considers:
 - a different role for the Secretary of State, such as one mirroring the 'call-in' process in planning applications, making SoS the decision-maker, not CAA in certain circumstances
 - creation of a new independent noise body, as recommended by the Airports Commission



Airspace change process: next steps

Oct 2016

The CAA published the outcome of its consultation on a new airspace change process

2017

Early 2017

Government is expected to publish a consultation on airspace and noise policy, including proposals for revised environmental guidance for the CAA

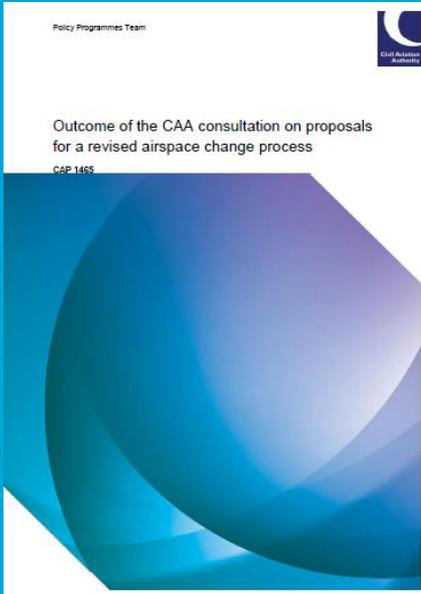
Spring

The CAA consults on the text of draft guidance on the airspace change process, replacing CAP 725

Summer

The CAA publishes the revised guidance and how we transition to new process; Government publishes policy guidance





CAP 1465

Outcome of the CAA consultation on proposals for a revised airspace change process

airspace.policy@caa.co.uk

