



INTRODUCTION

The Aviation Strategy Green Paper to deliver 'sustainable growth' up to 2050 has been published and will now enter a 16-week consultation period.

ADDITIONAL RUNWAY CAPACITY

The DfT believe that 2015 growth forecasts are already out of date with demand at a national level growing 10% faster than predicted in 2018. They believe that demand will continue to rise until 2050 and thus with strong growth across the UK, expect capacity constraints to occur even with a third runway at Heathrow.

The Green Paper will establish a new decision-making framework for additional runways (beyond the Heathrow 3rd runway which is assumed to have been delivered) around the whole UK. This will include a consultation on the following options:

- An approach similar to the Airports Commission.
- A site-specific approach as per the 2003 Aviation White Paper.
- A market-led approach (with a permissive NPS like in energy sectors).

CARBON EMISSIONS TARGETS

DfT looking to set out a long-term vision and framework for progress to 2050. This will include some short, medium, and long-term policy options.

DfT believe that action is best taken at the international level and are keen not to disadvantage sector by taking unilateral action.

DfT will work with ICAO to ensure a global market-based measure is implemented. They will also look for international action on non-CO2 emissions and sustainable fuels.

However, the Green Paper includes some domestic measures which will force airports to set out clearer strategies for carbon abatement in their planning applications.

NOISE IMPACTS

Managing noise is recognised as the most important local impact in the sense that this has been the main barrier to airport expansion in the past. DfT know that people are now annoyed at much lower levels of noise exposure, which they accept is very likely to do with the frequency of flights.

The Green Paper will seek to bring noise policy in line with airspace policy to focus more on the health and quality on life impacts of noise, rather than just looking at the numbers of people affected which has been the approach in the past.

Key Question 1

How can Government wants partnership with industry to deliver growth but not offer similar partnership with communities, despite recognition of negative impacts of aviation?

Key Question 2

What would the impact be if a 3rd runway at Heathrow is not delivered?

Key Question 3

How can additional growth be accommodated within existing environmental targets when there is no plan to address increase in carbon emissions?

Key Question 4

How can Government meet climate change targets without imposing significant restrictions on all UK airports except Heathrow?

Key Question 5

How can Government impose stricter noise conditions on other UK airports whilst allowing noise pollution at Heathrow to increase?

DfT to consider:

- a new national KPI metric to be determined which would track the industry's progress in noise reduction;
- how to give communities certainty about the noise they may experience as an airport grows;
- noise envelopes as a mandatory part of planning applications in future;
- assessing whether existing enforcement regime require more powers and whether enforcement is currently being applied correctly;
- changes to compensation arrangements including lowering the current 63Leq threshold to 60Leq and that if a 3 decibel change means a home falls into the 54Leq contour or higher that the owners should be compensated by the relevant airports.



SURFACE ACCESS

DfT recognise the requirement for a national policy that sets out how Government might provide support to airports to grow their catchment areas by improving surface access. The aim is to improve the coordination within Government and with external bodies.

DfT to produce a guide book on how to engage with the different surface transport planning processes that exist, particularly things like rail franchising.

The Surface Access Strategy will ensure that journeys to airports become more sustainable and won't just focus on mode share to achieve environmental targets.



AIRSPACE MODERNISATION

DfT believe that new operational procedures can reduce noise, potentially eliminating stacking, and reducing carbon emissions by having more direct routes.

15 airports in the south of the UK will need to bring forward coordinated airspace changes in line with the Heathrow expansion timetable.

DfT believe that the airspace change programme can deliver national benefits but accept that at a local level there will be winners and losers from those changes.

This is going to be unprecedented in terms of coordination between airports (that currently does not exist) as well as the number of people affected.

Key Question 6
Why has it taken so long to establish the Independent Aviation Noise Authority?

Key Question 7
What plans does Government have to address increase in road transport associated with growth in aviation?

Key Question 8
Will Government introduce new aviation taxes with revenue raised hypothecated for public transport?

Key Question 9
What is the impact on operations at Heathrow should coordinated airspace changes not occur?

Key Question 10
What balance will Government seek to achieve on impact of airspace changes?

Briefing produced by the No 3rd Runway Coalition in December 2018

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