



Department
for Transport

UKACCs

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Department
for Transport

Airspace and Noise Policy

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October 2017 Government announced

Independent Commission on Civil Aviation Noise (ICCAN)

- An important step to rebuild the trust lost in industry by communities
- The body will help ensure that the noise impacts of airspace changes are properly considered and give communities a greater stake in noise management

Secretary of State Call In Power

For airspace changes of national importance, providing high level direction and a democratic back-stop on the most significant decisions

New category of airspace change - planned and permanent redistribution of air traffic (PPR)

Changes to aviation noise compensation policy

A new requirement for options analysis in airspace change

- To enable communities to engage with a transparent airspace change process and ensure options such as multiple routes are considered

New metrics and appraisal guidance

- To assess noise impacts and their impacts on health and quality of life. In particular this will ensure noise impacts are considered much further away from airports than at present



Next Steps

Independent Commission on Civil Aviation Noise (ICCAN)

- Recruitment of Head Commissioner and Secretariat
- Location will be Guildford

Changes to Airspace

- Secretary of State Call In power came into force January 2018

Planned and permanent redistribution of air traffic (PPR)

- This policy is expected to come into force 2019

Aviation noise compensation policy

- Will be considered further as part of the Aviation Strategy

A new requirement for options analysis in airspace change

- The CAA consulted on the new airspace change process which came into force January 2018 (CAP 1616)

New metrics and appraisal guidance

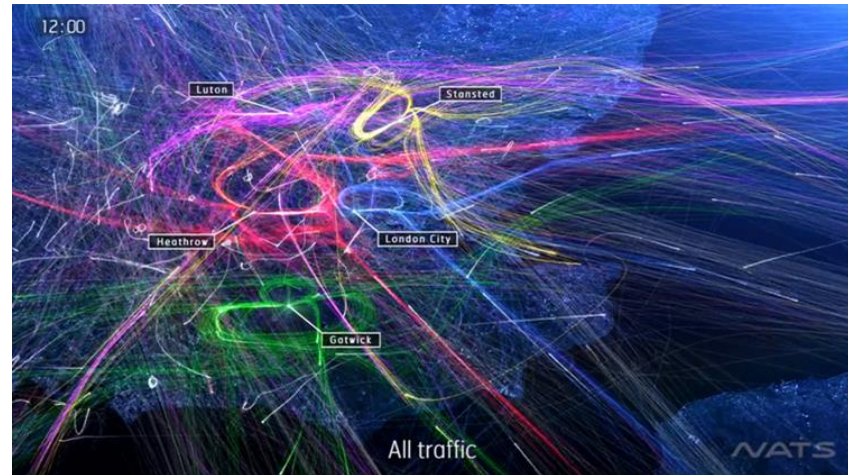
- Incorporated in the CAA's new airspace change process



The case for Airspace Modernisation

- The UK's airspace has remained largely unchanged for around 50 years. Without airspace modernisation air traffic delays could rise by 71 times between 2015 and 2030 – or a delay of 30 minutes for 1 flight in every 3.
- Modernisation will be beneficial for the aviation industry and for local communities affected by aircraft noise. “Quicker, cleaner and quieter”

Delivering modernisation will be extremely challenging



We will need to ensure:

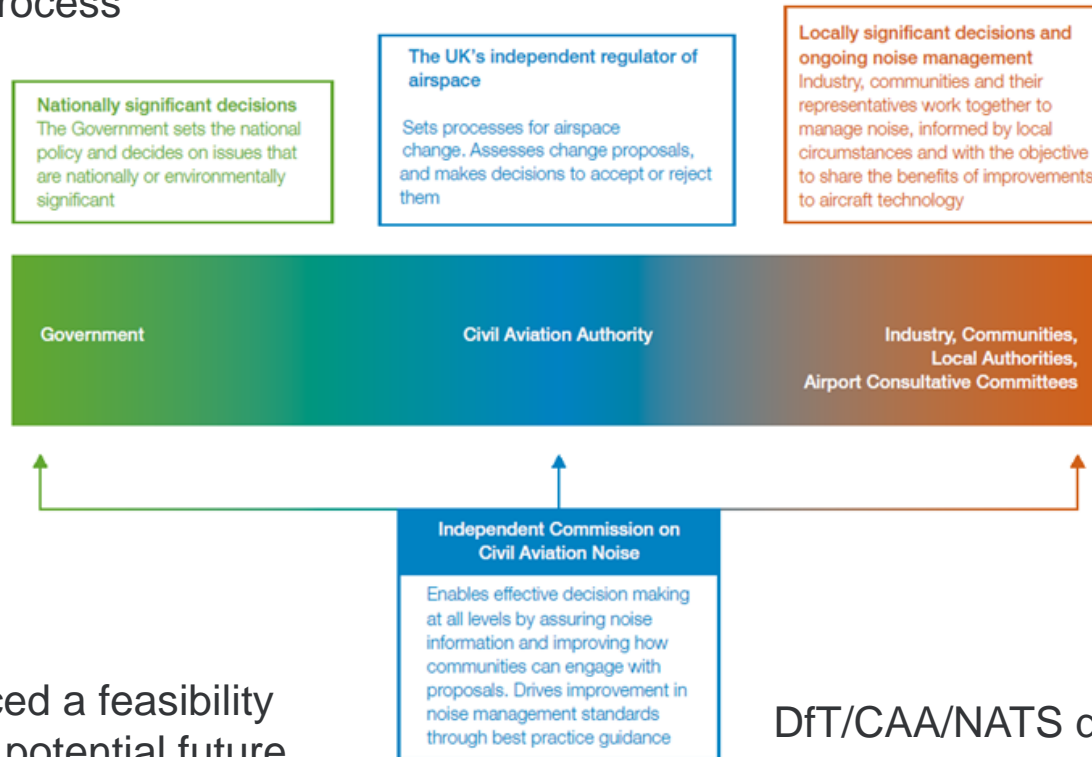
- Coordination across multiple interdependent airspace changes across airports in the South of the UK.
- All stakeholders – including airports, airlines, and environmental and community stakeholders - are bought into the programme.



DfT's approach and next steps

In 2017 DfT published a Strategic Rationale for Airspace Modernisation

We are now considering whether further policy is required to support modernisation through the Aviation Strategy process



NATS have produced a feasibility assessment of the potential future airspace demands. The headline findings will be published later in 2018

DfT/CAA/NATS developing new national governance structure to oversee airspace modernisation



Aviation Strategy: Noise and Airspace

- Part of the ‘Support growth while tackling environmental impacts’ objective
- Key issues we are considering:
 - Regulation, controls and incentives
 - Noise reduction in the context of airport growth
 - Measurement of the industry’s long term performance in noise reduction and potential for targets
 - Compliance and enforcement
 - Compensation arrangements: particularly how these relate to airspace changes
 - Housing demand near airports and how noise is considered.
 - Air quality around airports.
 - Governance structure for airspace modernisation



Engagement

- It is important key stakeholders are involved in policy development
- UKACCs members are encouraged to consider what are the key issues on airspace and noise policy for them
- Focus groups are being held in June and July 2018
 - Growth, noise reduction and overall Government policy
 - Compliance and enforcement
 - Compensation and mitigation
 - Airspace



Timetable

