

UK Aviation Update

What this Paper is about?

This paper is for information only and seeks to update delegates on a number of issues not covered elsewhere on the agenda.

Sustainable Aviation

1. As Delegates will be aware, Sustainable Aviation (SA) was launched in 2005 to develop an industry wide approach to meet the challenges of ensuring a sustainable future for the aviation industry. SA brings the main players from UK airlines, airports, manufacturers and air navigation service providers.

2. SA's current work programme includes the following:

- **Noise** – Following the publication of their Noise Road-Map, SA are working to ensure the identified opportunities and industry commitments are realised.
- **Climate Change** – After publication of their latest CO2 Road-Map, SA's work is focusing on working with SA members and other stakeholders to reduce carbon emissions across the key areas identified.
- **Sustainable Fuels** – Exploring how the aviation industry can influence and encourage the development of sustainable aviation fuels moving forwards. A new Road-Map was launched in December 2014 and the group is currently working with a range of stakeholders to realise the opportunities identified in the Road-Map.
- **Operational Improvements** – Exploring and trialling new operational techniques to reduce noise and carbon emissions from aircraft operations on the ground and in the air. Key techniques currently being explored are steeper approaches, continuous climb operations, reduce engine taxi and flight profile monitoring tools.
- **Aircraft Waste and Recycling** – Sharing best practice and seeking ways to increase recycling of aircraft cabin waste.
- **Communications** – Engaging with a wide range of stakeholders to better understand any issues and concerns from aviation and to share the work of Sustainable Aviation. Promoting the wide ranging work the SA members are conducting to deliver the visions set out in the CO2, Fuels and Noise Road-Maps.
- **Research** – Exploring how SA continues to support and encourage research to improve our collective knowledge on aviation sustainability issues.

Air Passenger Duty

3. The Government introduced a change in the Air Passenger Duty arrangements from 1 May. Families with children can now fly for less with the removal of the UK's air tax, Air Passenger Duty (APD), on economy flights for children under 12. These changes will represent a saving for families flying; a family of four (with two children under 12) will save £26 on flights to Europe and £142 on flights to long haul destinations such as the USA, Thailand and Australia.

4. The cut in APD was announced in the Autumn Statement late last year, following a 'Scrap the Tax on Family Flights' initiative by the Fair Tax on Flying¹ campaign that includes ABTA, It will mean children under 12 will no longer have to pay APD. Children under 16 will also be exempt from APD from March 2016. However children travelling in any other class than economy remain chargeable passengers and APD is due.

5. Most airlines and travel companies have refunded or will refund APD on flights for under 12s that were booked and paid for before the reductions were announced. This cut follows changes to APD earlier in the year with the abolition of the more expensive long haul APD

¹ <http://www.afairtaxonflying.org/>

Bands C and D on 1 April. There are now just two bands for APD; Band A where destinations are 0-2,000 miles from London and Band B where destinations are over 2,000 miles away. Band A includes European destinations as well as Turkey, Western Russia, Morocco and Tunisia, Band B is made up of all other destinations that are further afield. These changes have simplified the APD system.

6. The Department for Transport has recently completed a consultation seeking comments from interested parties on displaying air passenger duty (APD) in air travel pricing. European law requires that, where a passenger air fare price is displayed, it must be a final, all inclusive price, including all unavoidable and foreseeable taxes, fees and charges. It does not stipulate how this should be broken down. Ideally the law would ensure that APD is clearly shown on the ticket price, by every carrier, every carrier the same.

Electronic cigarettes

7. Current UK law does not include e-cigarettes in public smoking bans. In essence, it is legal to vape in any public place with one exception: when a property owner or manager objects to such activity. The ability to object allows for wide latitude among all industries, including airlines. A few years ago, it was not uncommon for airlines to welcome electronic cigarettes among smoking passengers. However, that appears to be starting to change. Surveys taken among the largest airlines flying in the UK shows a growing trend of banning the devices in-flight. The most common reason offered for not allowing electronic cigarettes on planes is the fact that they could cause confusion to others. Airline executives say that if vaping is confused with smoking, it could encourage other smokers to light up tobacco cigarettes – which are definitely not allowed.

HS 2

8. The Government has been proceeding with a number of projects related to the development of HS2. These plans include the redevelopment of Euston station and are working with the local community to ensure we keep disruption to a minimum. In March the Government published a report on the Northern Transport Strategy. The report sets out how the Government will work with Transport for the North developing a new 'TransNorth' rail system to reduce journey times between major northern cities and taking immediate action to simplify rail fares across the north. The Government also set out a commitment to deliver HS2 to the north sooner, delivering benefits to businesses and individuals more quickly.

CAA - Environmental information

9. Delegates may wish to note that the CAA has recently developed an environmental portal. This provides access to publicly available information on the environmental impact of aviation. Using information from a wide range of sources they have been designed to make it easier for users to find the environmental information they want. It explains what information is available and how it is measured, so could be of use to:

- somebody who lives close to an airport and is impacted by aviation noise
- passengers wanting to find out about the impact of their flight before they travel
- groups and organisations involved in developing sustainable aviation policy
- researchers looking for the latest scientific research on aviation
- individuals wishing to learn more.

10. The portal on the environmental section of the CAA website can be accessed through various routes. It can be searched by specific environmental impact – such as climate change, noise or air quality - or by providers of information such as airports, airlines, Government, universities and research institutions or environmental groups.

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