



Department
for Transport

Aviation Policy Update

UKACCs Annual Conference



Department
for Transport

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Aviation 2050 Strategy – Aims and Objectives

To achieve a safe, secure and sustainable aviation sector that meets the needs of consumers and of a global, outward-looking Britain



1: Build a global and connected Britain



4: Enhance the passenger experience



2: Ensuring aviation can grow sustainably



5: Ensure a safe and secure way to travel



3: Support regional growth and connectivity



6: Encourage innovation and new technology



Aviation 2050 is also considering the case for a strategic network of smaller airfields that support the General Aviation sector



Partnership for Sustainable Growth

Partnership for sustainable growth

Future growth

- Access the needs case for further runways
- Use an NPS model to bring forward growth
- Support airports to develop surface access
- Safeguarding of land around airports to allow future growth

Air quality

- Airport level monitoring
- International action on fuel standards
- Surface access and on airport improvements

Managing noise

- National noise indicator and planning guidance for noise reduction
- Noise caps, regularly reviewed, monitored and enforced
- New Independent Commission on Civil Aviation Noise



Modernising our airspace for the future

- Powers to ensure airspace change is brought forward
- DfT & CAA joint leadership
- New governance structure

Efficiency

- Airports making best use of existing runways
- Slots reform to encourage competition and connectivity
- Ensuring resilience at airports

Community engagement

- Best practice community engagement
- Community amenities, including surface access improvements
- Community funds

Tackling climate change

- Government accepts CCC recommendation – emissions from UK-departing flights should be at or below 2005 levels in 2050
- Support and strengthen CORSIA
- Negotiate at ICAO for a long term goal for international aviation



Key issues on noise

- ▶ Relationship between growth and noise and measures to secure noise reduction
- ▶ Planning, housing development and information for house buyers
- ▶ Incentivising best practice in the industry
- ▶ Mitigation and compensation measures – noise insulation schemes and community funds



Feedback from Aviation Strategy Focus Groups

Noise Regulation

- ▶ Choice of metrics to control noise. Beware unintended consequences!
- ▶ Should noise always reduce and if so to what extent? When is it acceptable for noise to increase? Importance of getting forecasts right.
- ▶ Role and future of noise action plans.
- ▶ Appetite for new regulation? Who should be the regulator? Relationship to the planning system.
- ▶ Information to drive public behaviour.

Mitigations and Compensation

- ▶ No conclusive evidence on effects on house prices. Need for new research...
- ▶ Impact of changes vs status quo.
- ▶ Land Compensation Act is not an easy route to compensation.
- ▶ Role of community funds and noise insulation schemes.
- ▶ Response to noise is subjective – can mitigations be tailored?



Airspace Strategy Board

What is the Airspace Strategy Board?

- It supports the DfT and Civil Aviation Authority in their role as co-sponsors of airspace modernisation and provides leadership.
- It sits at the top of the airspace modernisation governance structure.
- There are a range of sub groups under the ASB, involved in:
 - Delivery of the modernisation programme.
 - Engagement with stakeholder groups.

Who is invited?

- The Airspace Strategy Board (ASB) is chaired by the Department for Transport Aviation Minister, with aviation policy representatives from the DfT and devolved governments also in attendance.
- Other attendees include senior stakeholders from the CAA, NATS, MOD, General Aviation, airlines, airports, community groups, UKACCs and industry trade bodies.

Where can I find more information?

- Further details including minutes from the meetings can be found on the dedicated Airspace Strategy Board webpage at: <https://www.gov.uk/government/groups/airspace-strategy-board>



Proposed Air Traffic Management Bill

- ▶ Airspace modernisation programme requires close coordination between airports and NATS due to interdependent airspace. Delay to one proposal could hold up the entire programme.
- ▶ In the Aviation Strategy Green Paper we consulted on proposals to give the SofS or CAA powers to :
 - ▶ Direct airports to develop airspace change proposals;
 - ▶ Direct airports to cooperate with another organisation to put forward airspace changes on the airport's behalf.
- ▶ We received 69 responses to the consultation which closed in April.
- ▶ We are now analysing responses and are aiming to publish the government response in July or September. We still await a decision on legislative space.



Drones measures

- ▶ To ensure safety, the Government has extended the area around airports where unmanned aircraft, including drones, cannot be flown. Unmanned aircraft are restricted from flying within an airport's Aerodrome Traffic Zone (ATZ) or within 5km of runway ends without permission. This extended restriction zone came into force in March 2019. Unmanned aircraft are already banned from flying above 400ft anywhere in the UK without permission.
- ▶ The Department for Transport is currently finalising an Unmanned Aircraft Bill alongside the Home Office.
- ▶ The Bill provides the police with:
 - ▶ New powers to help tackle the misuse of unmanned aircraft and enforce aviation regulations, including the ability to issue fixed penalty notices for minor offences.
 - ▶ The power to require an unmanned aircraft to be landed, to enter and search property, and to seize an unmanned aircraft where it is believed an offence has been committed and a warrant obtained.
 - ▶ Stop and search powers for the police in situations where certain unmanned aircraft offences have taken place.
 - ▶ The power to require evidence of remote pilot competency and operator registration, when these new requirements become mandatory on 30 November 2019.