

## Aviation Policy & Consultation 2017

In September 2012, the then Coalition Government established the Independent Airports Commission to examine the scale and the timing of any requirement for additional UK airport capacity, and to identify and evaluate how any need for additional capacity should be met over the short, medium and long-term. In its Interim Report in December 2013, the Airports Commission concluded that there was a need for one additional airport runway in the South East and for it to be in operation by 2030. The Airports Commission identified three schemes for further analysis (LGW R2, LHR Northwest Runway and LHR Extended Northern Runway). There was also an additional consultation on an inner Thames Estuary scheme.

In its Final Report in July 2015, the Airports Commission concluded that the LHR Northwest Runway when combined with a package of mitigation measures presented the strongest case and would deliver the greatest strategic and economic benefits. The Government accepted the Airports Commission's recommendations and that it would start work on the development of an Airports National Policy Statement (NPS). In October 2016, the Government announced that the LHR Northwest runway (with supporting measures) was its preferred scheme to deliver additional airport capacity in the South East and that this would be brought forward in an Airports NPS.

In February 2017 the Government published a draft Airports NPS along with a substantial amount of supporting material for public consultation. In addition a further consultation on the review of UK Airspace Policy was also launched. These consultations run until the 25 May 2017.

The Airports NPS will provide the primary basis for decision-making on the Development Consent applications for LHR Northwest Runway. The NPS sets out; the policy on the need for additional runway capacity in the South East; the Government's preferred location; and any particular considerations relevant to the Development Consent Order. The Secretary of State will use the Airports NPS as the primary basis for making decisions on the Development Consent Application, and any application must be decided in accordance with the NPS. The NPS is therefore a significant policy starting point for a new LHR runway. It is expected that the final NPS will be published in late 2017 / early 2018 following a Parliamentary vote. Once the NPS has been published Heathrow Airport

Limited will be able to begin the formal process of applying for planning permission under the Nationally Significant Infrastructure Project (NSIP) process set out in the 2008 Planning Act. Subject to the NSIP process, a new Heathrow runway could be operational between 2025 and 2030.

There is a considerable amount of consultation and supporting material published alongside the Draft Airports NPS. These documents are listed in the table below.

The Draft NPS is the subject of public consultation that closes on 25 May 2017. There are a range of public consultation events that are also part of the consultation process. There are 20 consultation events being held in February and March 2017 in the communities around Heathrow. In addition there are a further 13 regional events for invited stakeholders. These include sessions in Manchester (20 March), Birmingham (22 March), Leeds (24 March), Liverpool (5 April) and London (20 April).

## Draft Airports National Policy Consultation Documents

	Title	Published	Consultation Close
a	Consultation on Draft Airports National Policy Statement: new runway capacity and infrastructure at airports in the South East of England	2 February 2017	25 May 2017
b	Draft Airports National Policy Statement: new runway capacity and infrastructure at airports in the South East of England	2 February 2017	25 May 2017
c	Appraisal of sustainability for the draft Airports National Policy Statement	3 February 2017	25 May 2017
d	Health impact analysis for the draft Airports National Policy Statement	2 February 2017	25 May 2017
e	Interim equality impact assessment for the draft National Airports Policy Statement	2 February 2017	25 May 2017
f	Habitats regulations assessment for the draft Airports National Policy Statement	2 February 2017	25 May 2017
g	Statement of approach for the draft Airports National Policy Statement	2 February 2017	25 May 2017
h	Airport expansion: updated air quality analysis	2 February 2017	25 May 2017
i	Heathrow Airport north-west runway: map of	8 February 2017	25 May 2017

	potential changes		
j	Airport expansion: carbon policy sensitivity test supplementary analysis	2 February 2017	25 May 2017

In addition to the consultation and the background documents there are a number of shorter summary documents that have been published as part of the consultation. These are detailed in the table below.

	Title	Published	Consultation Close
a	Heathrow Airport and airspace consultation information events	2 Feb 2017	25 May 2017
b	Heathrow Airport consultation: take part in the consultation	22 Feb 2017	25 May 2017
c	Heathrow Airport consultation: background to the consultation	22 Feb 2017	25 May 2017
d	Heathrow Airport consultation: community and compensation	22 Feb 2017	25 May 2017
e	Heathrow Airport consultation: jobs and the economy	22 Feb 2017	25 May 2017
f	Heathrow Airport consultation: environment	22 Feb 2017	25 May 2017
g	Heathrow Airport consultation: surface access	22 Feb 2017	25 May 2017

A number of background papers and reports were published by the Government in October 2016 that form part of the decision to support the decision in relation to the LHR Northwest runway. These documents are listed in the table below.

	Title	Published	Consultation Close
a	Heathrow Airport expansion: summary document	25 Oct 2016	
b	Heathrow Airport expansion: around the UK	25 Oct 2016	
c	Heathrow Airport expansion: connectivity	25 Oct 2016	
d	Heathrow Airport expansion: economic benefits	25 Oct 2016	
e	Heathrow Airport expansion: environment and local impacts	25 Oct 2016	

f	Airport expansion: DfT review of the Airports Commission's final report	25 Oct 2016
g	Airport expansion: further analysis of air quality data	25 Oct 2016
h	Airport expansion: global comparison of airport mitigation measures	25 Oct 2016
i	Airport expansion: Highways England assurance report	25 Oct 2016
k	Heathrow Airport Limited: statement of principles	25 Oct 2016

All of these documents are available on the DfT website.

<https://www.gov.uk/government/collections/heathrow-airport-expansion>

## UK Airspace Policy Consultation

Alongside the consultation on the Draft Airports NPS, the Government has published a number of consultation documents on the reform and the modernisation of UK airspace. Unlike the NPS, this is applicable nationally. The consultation is intended to support the modernisation of UK airspace, and to deliver economic and environmental benefits. The review of airspace policy aims to properly balance the economic and environmental needs of aviation and communities and to create an effective framework for making decision on changes to UK airspace. Within the consultation views are sought on a range of proposals including:

- Establishing an Independent Commission on Civil Aviation Noise
- Providing the industry with ways to assess noise impacts and to make choices between airspace route options to manage change more effectively
- Bring compensation policy for airspace change in line with changes to aviation infrastructure
- Offering greater flexibility to the three major London airports so they can adapt their noise management to the needs of local communities

	Title	Published	Consultation Close
a	UK Airspace Policy consultation: executive summary	2 Feb 2017	25 May 2017
b	UK Airspace policy: A framework for balanced decisions on the design and use of airspace	2 Feb 2017	25 May 2017

c	Air navigation guidance on airspace and noise management and environmental objectives	2 Feb 2017	25 May 2017
d	About the airports and airspace consultation	2 Feb 2017	25 May 2017
e	UK airspace policy consultation: Introduction	22 Feb 2017	25 May 2017
f	UK airspace policy consultation: Independent Commission on Aircraft Noise	22 Feb 2017	25 May 2017
d	Upgrading UK airspace: strategic rationale	2 Feb 2017	
e	Survey of attitudes to aviation noise	2 Feb 2017	

These documents are available on the DfT website at:

<https://www.gov.uk/government/collections/uk-airspace-policy>

## London Airports Night Flights

A separate consultation on the next night flights regime at the designated UK airports (Heathrow, Gatwick and Stansted) that is proposed to come into effect for five years from October 2017 opened on 12 January 2017. This consultation will close on 28 February 2017. This consultation is not related to future capacity schemes, and is related to the existing capacities and current infrastructure at the three airports. The following documents were published as part of the consultation process.

	Title	Published	Consultation Close
a	Night flight restrictions at Heathrow, Gatwick and Stansted: consultation document	12 Jan 2017	28 Feb 2017
b	Night flight restrictions at the designated airports. 2017 to 2022: impact assessment	12 Jan 2017	28 Feb 2017

## London Heathrow – Cranford Agreement

In 1952 an undertaking was given to the residents of Cranford, a village to the east of the Heathrow northern runway that when the Airport was in easterly operations the northern runway would only be used for arriving aircraft. This agreement prevented the usual alternation of the Heathrow runways and restricted the predictable periods of relief from

aircraft noise that apply with the daily switch of departing and arriving runways during westerly operations.

A planning application was made by Heathrow to Hillingdon for enabling works to allow easterly departures from the northern runway. This application was refused, and an appeal was heard in June 2015. The appeal was allowed and planning permission granted in February 2017. The Secretary of State's decision endorses a number of important issues in relation to aircraft noise. These are that  $L_{Aeq(16hr)}$  is the primary noise metric. That 57dB  $L_{Aeq(16hr)}$  is the Lowest Observed Adverse Effect Level (LOAEL) for aircraft noise and that +3 dB is the minimum level of change to trigger a 'change in circumstance'.

The Inspector's Report and Secretary of State's Decision provides some helpful context and background to the Airspace and the NPS consultation as well as overall policy and approach to aircraft noise at airports in the UK.

	Title	Published	Consultation Close
a	Secretary of State's Decision and Inspector's Report – APP/R5510/A/14/2225774	2 Feb 2017	n/a

## Aviation Policy Framework – Timescale and Process

The DfT have also announced their intention to review national policy that is currently set out in the Aviation Policy Framework (2013). This work will be undertaken alongside the NPS and the Airspace consultations. This new aviation strategy is to take a long-term view and cover the whole aviation sector including airports, safety, security, competitiveness, consumers, regulations and the international dimension. It is an opportunity to produce a bold forward-looking strategy and reaffirm the benefits and opportunities that aviation brings to the UK.

To produce a draft Policy Framework, the DfT intend to publish a number of bespoke discussion papers and hold a series of consultation / stakeholder discussions. This is intended to identify and address the most pressing issues faced by the aviation industry, the consumers that use it and the communities that are impacted. The programme is that consultation papers and events will be held during 2017 leading to the publication of the final strategy in 2018.