

***THE FUTURE OF
AIR TRANSPORT
WHITE PAPER***

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June 2004

Air transport White Paper

- Sets out strategic framework for development of airport capacity over next 30 years;
- Does not itself authorise or preclude any particular development;
- It is for airport owners and operators to bring forward proposals through planning system;
- Balanced approach - recognises importance of aviation to economy, seeks to reduce and minimise impacts, will ensure aviation pays its external costs.

The White Paper supports:

- A second runway at Stansted (2011-12) as top priority for a new runway in the South East;
- a new third runway at Heathrow (2015-20) provided strict environmental limits can be met;
- safeguarding land at Gatwick for new wide-spaced runway in case conditions attached to Heathrow cannot be met;
- a new runway at Birmingham (around 2016) subject to environmental controls;
- safeguarding land at Edinburgh for new runway and terminal (around 2020);
- additional terminal and airside facilities at Glasgow.

What Next (1)

- We expect BAA to move quickly to develop the detailed design for a new runway at Stansted;
- We have begun a programme of work examining how to make the most of Heathrow's existing runways and add a new runway after the Stansted runway, while complying with conditions on air quality, noise and improving public transport access.
- We are monitoring major airports to ensure they produce or update existing master plans, to take account of the conclusions in the White Paper
- We are planning for consultation on a new night noise regime at Heathrow, Gatwick and Stansted airports

What Next (2)

- We are commencing preparations for the inclusion of aviation in a European emissions trading scheme, with a view to making it a priority during our Presidency of the EU in 2005
- We are monitoring progress by airports in bringing forward blight and noise mitigation schemes
- We will consult in connection with the application of the proposed criteria in Chapter 4 for PSO support for regional air services to London
- By the end of 2006 we will report progress generally on the policies and proposals set out in the White Paper.

Safeguarding

- Steps will need to be taken to safeguard land which may be needed for airport development;
- Land required for airport development will be identified within the relevant local plans but this process can take several years;
- In the intervening period, land outside existing airports that is needed for future expansion will need to be protected against incompatible development;
- existing safeguarding maps being updated by airport operators and approved by CAA to reflect relevant proposals and to ensure airports consulted about developments which may conflict with safe operations;
- Where these arrangements prove inadequate, directions by the Secretary of State under Article 14 of the Town & Country Planning Order 1995 may be used.

Blight

- Under planning law, residential owner occupiers directly affected by airport development have access in due course to statutory blight provisions;
- But prospect of airport development can have wider impact on property values before statutory protection is available;
- That is why White Paper proposed that non-statutory schemes be brought forward locally by airport operators where new runways supported by White Paper or land safeguarded for future development.
- Stansted recently completed consultation on its Home Owners Support Scheme and Birmingham likely to consult shortly.
- DfT will monitor schemes and ensure broadly consistent, taking account of local circumstances - CTRL scheme a useful precedent.

Surface Access

- Airports are important part of national infrastructure and need to be planned in that context. SRA, Highways Agency, and devolved administrations will take full account of likely future airport development and regional and local transport strategies should do the same;
- Objective to increase the proportion of passengers who get to airports by public transport.
- Developers expected to pay where road/rail development is necessary to cope with additional passengers at expanded airports. But where airport not main contributor to problem, may be case for broader funding package.
- White Paper identifies possible enhancements which may be necessary for growth of specific airports - these should be reflected in master plans and surface access strategies.
- Taking forward proposals will require development of detailed design, costing, environmental impact assessment, value for money appraisal and funding plans.

Noise insulation

- We expect airport operators to offer acoustic insulation to school and other non-residential noise sensitive buildings exposed to 63 dBA leq or more as quickly as possible.
- Focus on addressing impact of future airport growth for residential property - insulation to be offered to any property suffering from both a medium to high noise level (63 dBA leq or more) and an increase of 3 dBA or more
- Criteria set out in White Paper relate to daytime noise only. Airport operators should consider separately whether any further insulation might be appropriate in respect of night time disturbance.
- Commend present noise insulation schemes at Stansted.

Noise mitigation

- Government favours voluntary noise mitigation schemes but could give statutory force to such arrangements if satisfactory schemes are not forthcoming.
- Expect that:
 - where properties exposed to v. high levels of noise (69 dBA or more) at existing airports, airport operators should offer assistance with relocation costs;
 - where properties are affected in future by airport growth, airport operators should offer to purchase properties exposed to very high levels of noise (69 dBA or more) and a large increase in noise (3dBA); and provide noise insulation to properties which suffer from medium to high levels of noise (63-69 dBA) and a large increase in noise (3dBA)

Local Air Quality

- It is the Government's responsibility and obligation to meet EU air quality standards. If they are not met, the EC can start proceedings against us in the European Courts, ultimately leading to fines.
- The Defra framework for air quality management requires local authorities (LAs) to monitor pollutant levels and to declare Air Quality Management Areas (AQMAs) where limit values are exceeded or threatened.
- DfT, in pursuance of aviation environmental objectives, works with LAs and the industry to promote measures that will reduce emissions. It also pushes hard in the international arena (ICAO) for tighter standards, improved operational procedures and a more unified approach to the assessment of emissions impacts around airports.

Emissions Trading

- Pursuing vigorously our commitment to press for aviation joining EU emissions trading scheme in 2008, or as soon as possible thereafter, and will make this a priority during the UK Presidency next year and beyond. And we intend to pursue similar action at the global level.
- DfT officials working inter-departmentally to take forward the WP commitment. Have already held constructive discussions with officials from the European Commission and other Member States.

Emissions Related Landing Charges

- The proposed powers would extend s.38 of the Civil Aviation Act 1982, which deals with noise-related airport charges, to atmospheric emissions. They would:
 - (1) make explicit the power of aerodromes to modulate their charges in respect of the certificated emissions performance of aircraft; and
 - (2) enable the Secretary of State to direct an aerodrome to do so, if deemed expedient.
- The legislation awaits Parliamentary time becoming available. Cannot yet say when this will be.

Master Plans

Master plans will:

- inform regional and local planning processes
- enable local people and other stakeholders to assess scale and impact of proposal
- enable progress in implementing WP to be assessed
- Expect some 30 airports to produce master plans:
 - those where specific infrastructure developments supported by ATWP
 - those forecast to have over 20,000 ATMs per year by 2030 -
 - but open to others to do so.

Master Plans (continued)

- DfT to publish shortly guidance on the preparation and content of master plans.
- Look to airport operators to produce
 - outline master plan statement by end of 2004
 - full master plan by end of 2005

Airspace

- CAA believes that the necessary airspace required by White Paper can, in broad terms, be provided safely through redesign of airspace and enhanced air traffic techniques.
- CAA will carry out detailed safety analysis and assessment of environmental impacts.
- Comprehensive consultation requirements already in place - including Airport Consultative Committees

Regional Access to London

- Regional concerns about availability of slots at London's airports must be balanced against demands for limited intervention in the market and European legislative framework.
- Public Service Obligations may be imposed to protect certain routes, allowing slots to be ring fenced - but this is governed by EC Regulations with strict criteria.
- We will shortly be consulting on criteria for the implementation of this policy.
- We will work closely with Member States to ensure any amendments to the EC Regulations recognise the importance of regional access to the London airports.