

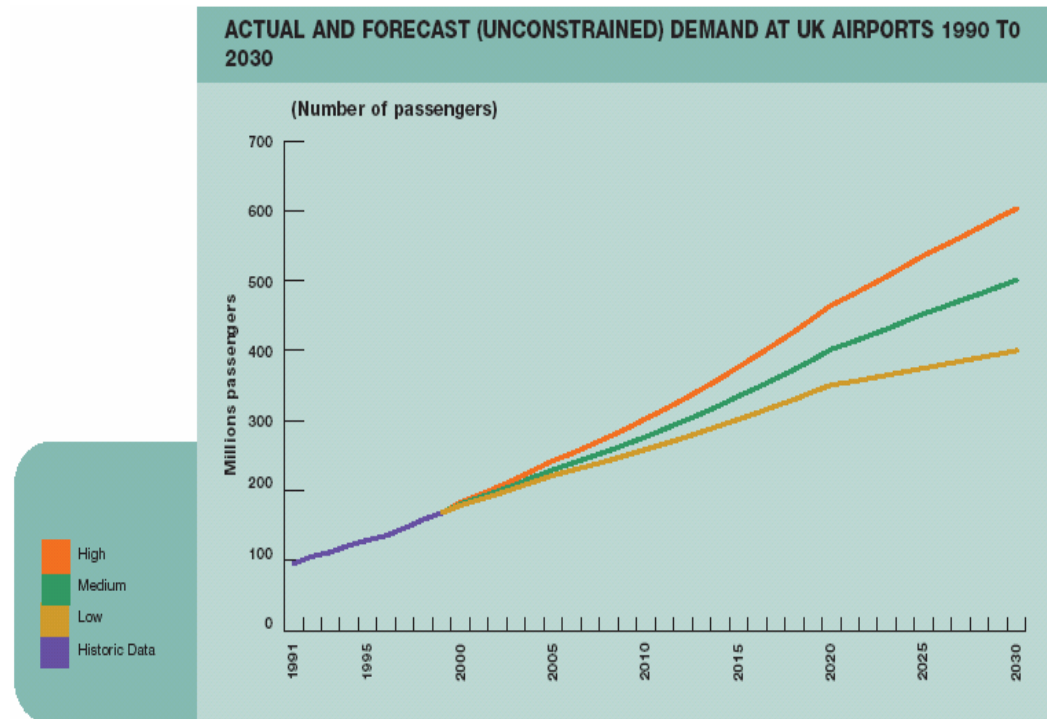
Air Transport White Paper – An Update

**Presentation to the annual liaison meeting between
Airport Consultative Committees
22nd June 2006**

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DfT**

INFRASTRUCTURE CHALLENGE & CONSTRAINTS

- In 2003, Aviation added £11bn to UK economy
- Some 200,000 UK jobs depend on aviation industry directly and 600,000 indirectly
- White Paper forecast air traffic will grow from some 200 million passengers in 2003 (over 228 million in 2005) to some 480 million (constrained by capacity in the South East) by 2030
- Growth of airports and aviation is constrained in a variety of ways, including by environmental considerations, airspace, air service agreements



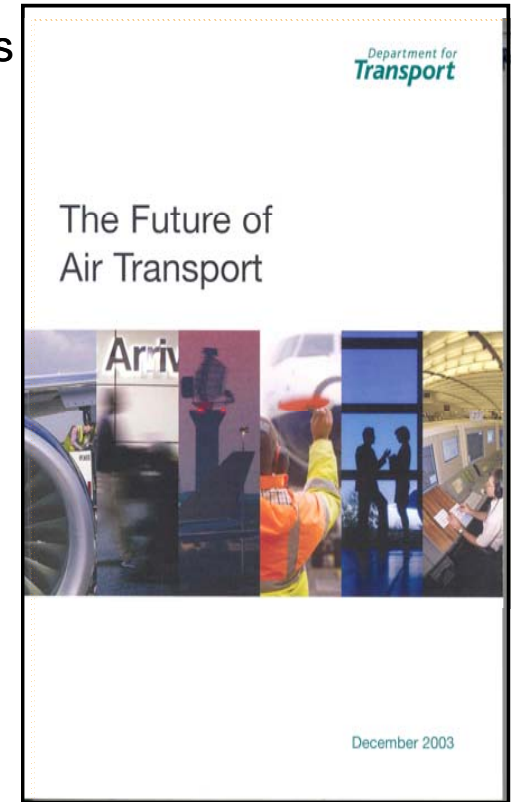
White Paper published December 2003 set out strategic framework for development of airport capacity over next 30 years

Balance environment and airport expansion

For the main part, delivery depends on others

White Paper supported a number of key deliverables:

- Push for inclusion of intra-EU air services in EU emissions trading scheme
- Maximum use of existing runway and airport capacity
- Additional runways at Stansted, at Heathrow (if environmental conditions can be met), at Edinburgh and at Birmingham



- White Paper gave commitment to publishing a report on progress in 2006.

- **UK Presidency of the EU – progress on including Aviation in the EU-ETS**
 - **Consultation on night noise completed**
 - **Civil Aviation Bill in its final stages**
 - **Continued progress on masterplans**
 - **Continued progress on PSDH**
 - **Continued progress on Stansted**
 - **PSO guidelines published**
 - **Commission approval for RDF**
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Domestic aviation < 1% of UK emissions.

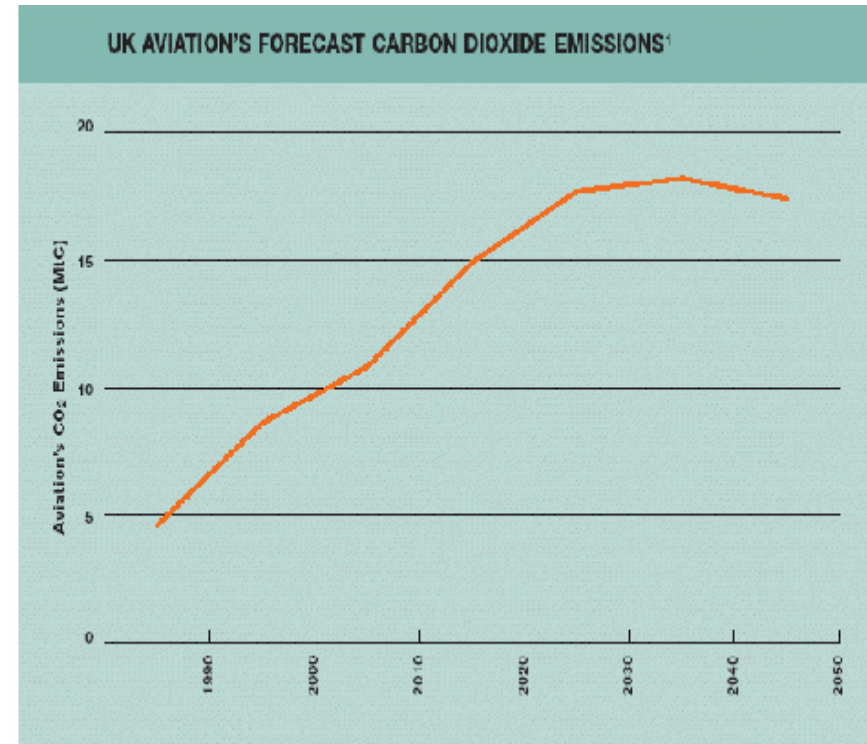
International aviation originating in UK (outside Kyoto) equivalent to around 5% of UK emissions.

Additional effects from NO₂, contrails, cirrus cloud formation etc mean aviation's climate effect is around double CO₂ (but many uncertainties).

International solution – working internationally, and also on inclusion in EU emissions trading scheme

Including aviation in the EU-ETS a priority for UK Presidency of EU. Agreed by December 2005 European Environment Council. EC to bring forward legislative proposal by end 2006

Much remains to be done, and co-operation with industry a key to success



Graph shows emissions from 1990 to 2050. Emissions now 80% higher than in 1990. 2050 figures assume maturity of demand and step change in environmental performance of fleet

Aircraft getting quieter through technology and operational improvements.

Heathrow – graph shows change in area/population subjected to given level of “annoyance”.

Consultation on Night noise complete (Gatwick, Heathrow and Stansted)

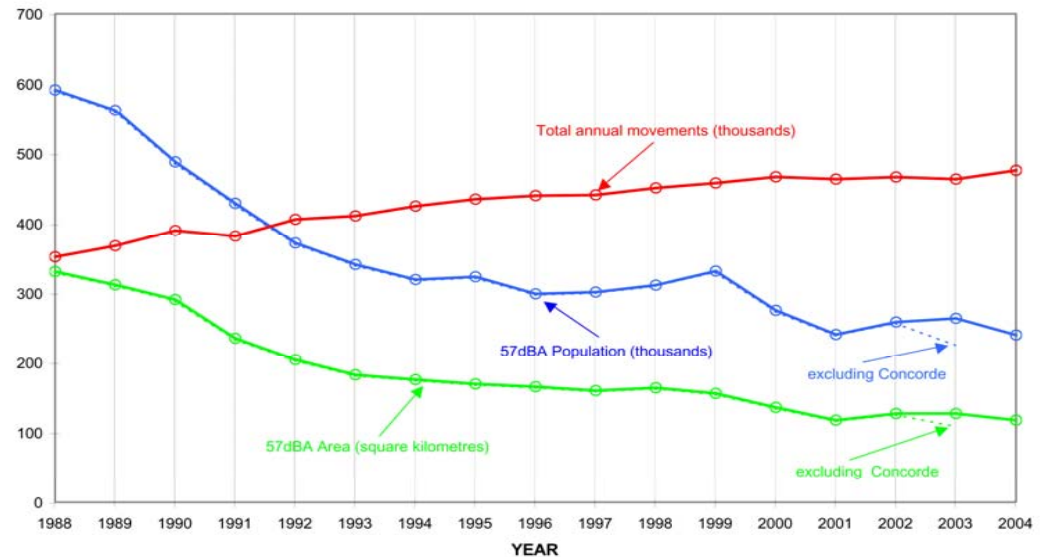
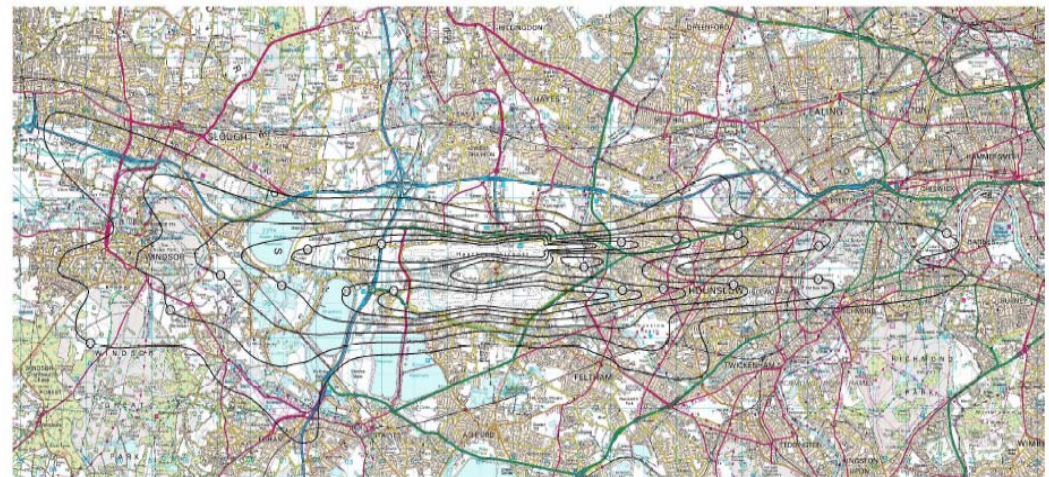


Figure 8: Heathrow traffic and noise 1988 - 2004



Heathrow summer 2004 contours standard average mode (77% west 23% east) terrain adjusted dB(A) Leq 16 hours 0700-2300 BST

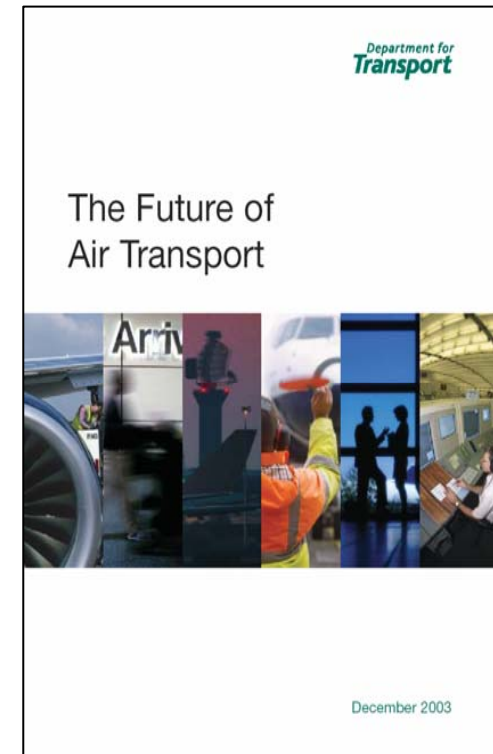
- **Now in its final stages**

- **Key features include**

- Clarify and strengthen measures for airports to deal with aircraft noise
 - Make explicit powers of airports to set charges that reflect local emissions
 - Provide powers for a levy to replenish the Air Travel trust fund
 - Enable the CAA to recoup the costs of its Aviation Health Unit
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The Future Of Air Transport (DfT, Dec 2003):

"We will expect airport operators to produce master plans, or where appropriate, to update existing master plans to take account of the conclusions on future development set out in the White Paper."



DfT Guidance indicated the following 30 airports were expected to produce master plans:

Aberdeen
Belfast City
Belfast Intl.
Birmingham
Blackpool
Bournemouth
Bristol Intl.
Cardiff
Durham Tees Valley
Doncaster Sheffield

Edinburgh
Exeter
Glasgow
Humberside
Inverness
Leeds Bradford
Liverpool
London City
London Gatwick
London Heathrow

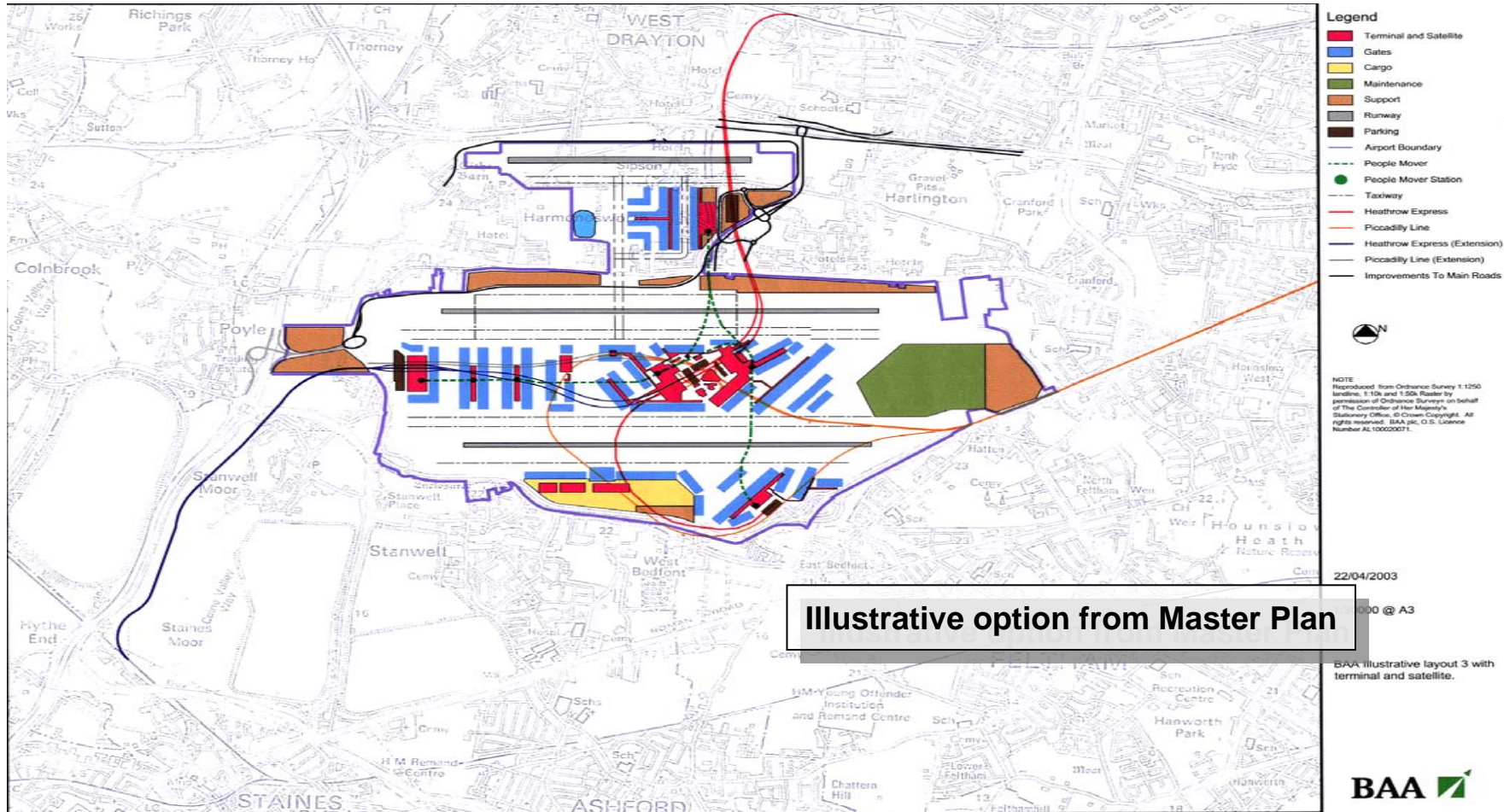
London Luton
London Stansted
Manchester
Newcastle
Newquay
Norwich
Nottingham E Midlands
Plymouth
Prestwick
Southampton

PROGRESS SO FAR . . .

Aim is that each of the 30 airports asked to produce master plans should have produced at least a draft for consultation by year-end (Progress Report) 2006.

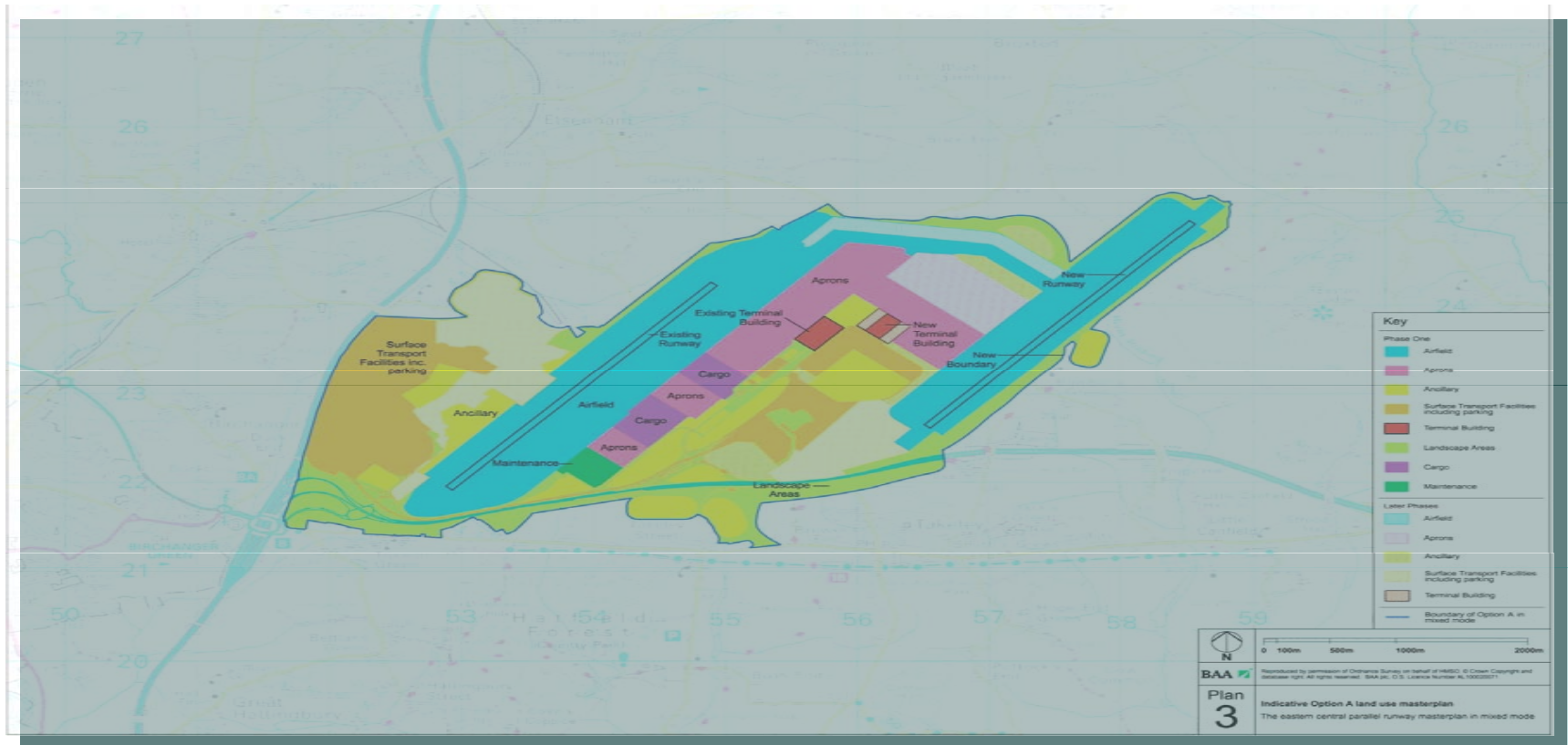
<p><u>Published Draft</u> Aberdeen, Belfast City, Birmingham, Bristol, Cardiff, Edinburgh, Glasgow, Leeds Bradford, London City, Gatwick, Heathrow, Luton, Stansted, Nottingham East Midlands, Southampton.</p> <p><u>Publishing Draft Shortly</u> Liverpool, Manchester, Newcastle.</p>	<p><u>Not Yet Published Draft</u> Belfast International, Blackpool, Bournemouth, Exeter, Plymouth, Robin Hood, Durham Tees Valley, Glasgow Prestwick, Humberside, Inverness, Newquay, Norwich.</p>
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- PSDH – addressing air quality, noise and surface access issues.



STANSTED – DELIVERING A SECOND RUNWAY

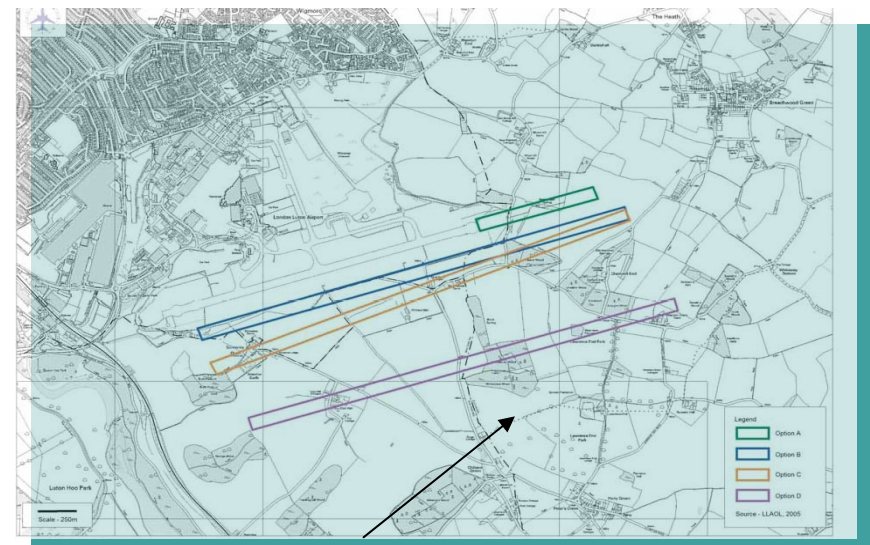
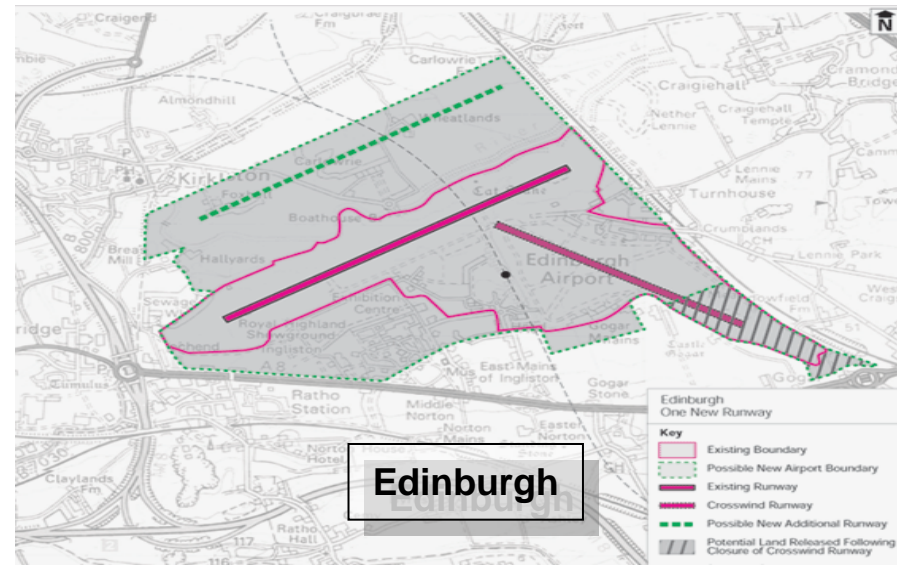
- White Paper identified Stansted as location for first new runway in the UK. Planning application for maximum use of existing runway “Generation 1” (from 25 to up to 35 million passengers per annum) submitted in April 2006



- BAA plan to announce preferred option later in the Summer and submit the G2 planning application in Summer 2007.

REGIONAL AIRPORTS

- Edinburgh – terminal expansion and additional runway (around 2020). Greater use of cross runway in interim.
- Glasgow – terminal expansion, land safeguarded for second runway (unlikely before 2030)
- Birmingham - extension of existing runway and second runway.
- Luton - plans to construct a replacement runway and use existing runway as a parallel taxiway. Airport looking to take this forward in two phases leading to a capacity of around 30mppa when the replacement runway is complete.



Luton - Option D – Preferred Option

- The ATWP committed DfT to publishing guidance setting out how it would interpret European law when assessing applications to protect regional access to London through the use of public service obligations (PSOs). This was published in December 2005
 - In the ATWP, Government suggested Route Development Schemes could play a valuable role in establishing new direct business links from primary and secondary regional airports and invited regional development agencies to consider establishing them.
 - In May 2006, the European Commission granted state aid approval for the UK's notification of its UK RDF scheme. This covers the North East, North West and Wales, and from June 2007 will also cover Scotland and Northern Ireland.
 - DfT will shortly be publishing a UK Protocol for RDFs setting out strict criteria for funding routes and mandatory reporting cycles.
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