

Developing an Aviation Policy Framework: Scoping Document

Department for Transport

Aviation Policy Framework

- Aviation is one of the five priorities in DfT's Business Plan: Promote sustainable aviation: **create a sustainable framework for aviation in the UK**, improve passenger experience at airports and maintain high standards of safety and security for passengers and freight.

Timetable

- Nov 10 – Jan 2011: Informal engagement with representative stakeholders
- 30 March 2011: Scoping document published
- July 2011: Govt response to CCC on 2050 target for UK aviation CO₂
- 30 Sept 2011: Deadline for responses to scoping document
- March 2012: Publish draft policy framework
- March – June 2012: Consult on draft framework
- March 2013: Adopt framework

Objectives of policy framework

Develop a long-term, high-level framework which:

- Sets out the Government's aims for aviation and parameters for their delivery
- Takes account of aviation's positive and negative impacts, and strikes sustainable balance
- Integrates aviation with wider objectives on economic growth, climate change and the local environment
- Builds broader consensus than polarised debate of recent years
- Provides clarity for investment

Adopted framework will replace the 2003 ATWP

Scoping document

- Scoping document is first step of policy development process – aims to define the debate over the coming months
- Sets out strategic questions, following informal stakeholder engagement
- Covers three themes: economy, climate change, and the local environment
- Does not focus on areas where work is already in hand (e.g. airport economic regulation, aviation security)

Questions – specific headings

- Aviation sector
 - International connectivity and hub airports
 - Regional connectivity and regional airports
 - Making better use of existing capacity
 - Climate change impacts
 - Local impacts
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- Also opportunity to provide comments on any other strategic issues you think should be covered in the policy framework

Local engagement

- Do you think that current arrangements for local engagement on aviation issues, e.g. through airport consultative committees and the development of airport master plans, are effective?
- Could more be done to improve community engagement on issues such as noise and air quality?
- If so, what and by whom

Local Environmental Impacts

- More variation in flight paths (move from existing policy of concentrating routes)
- Issue here is that noise burden would be shared more evenly with more people affected albeit less frequently;
- Concept of noise envelope to balance growth against environmental impacts
- What limits and what parameters? Situation will vary from airport to airport
- Take a “fresh look” at night flights –establish broad principles

Responding

- No obligation to respond to all questions – please focus on those of most interest you
- Wherever possible, please support your response with evidence
- Consider topics where collaboration on evidence might be possible e.g. case studies from local business, joint research by airports & environmental organisations

For more information

- Scoping document:

<http://www.dft.gov.uk/consultations/open/2011-09/>

- Responses to: aviation.policyframework@dft.gov.uk

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