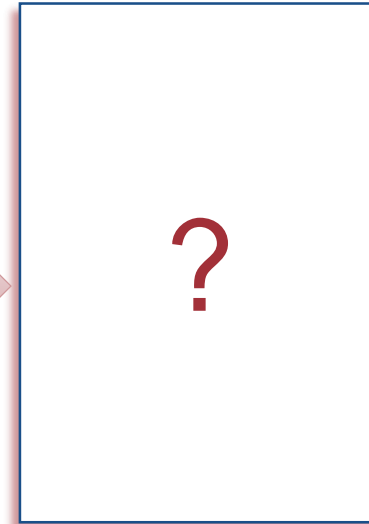# Aviation 2050
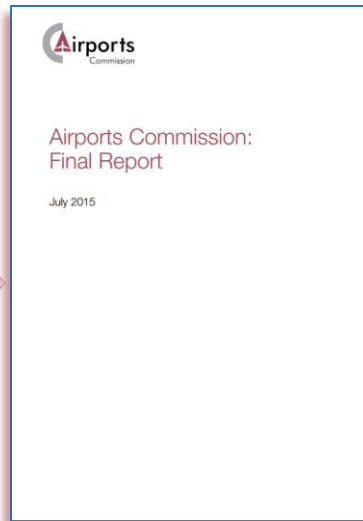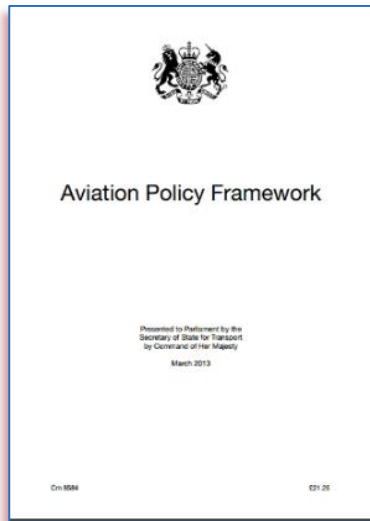The future of UK aviation

HM Government

Aviation Strategy – Story So Far

HM Government

The Future of Air Transport — December 2003

Aviation Policy Framework — March 2013

Airports Commission: Final Report — July 2015

Aviation 2050: The future of UK aviation — A consultation — December 2018

?

There are a number of challenges that Aviation 2050 will help us address

- Global change and shifting markets

- Impact of competition on business models

- Increasing demand

- Changing expectations of passengers

- Environmental impacts

- Making the most of new technology

![HM Government]

We published a green paper at the end of 2018 that sets out our position on the key issues through to 2050

July 2017: Call for Evidence consultation

April 2018: 'Next Steps' document

December 2018: start of green paper consultation

| Call for evidence Jul-Oct 2017 | Research and policy development Nov 2017-Aug 2018 | Green paper development Sep-Nov 2018 | Consultation Dec 2018-Apr 2019 |

White Paper Mid-2019

Gathered responses to the Call for Evidence

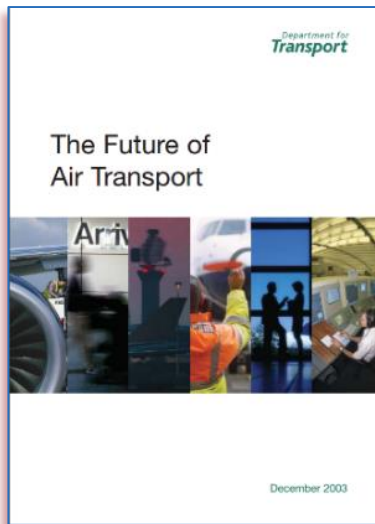**Undertook a period of engagement with stakeholders as we developed our policies**

HM Government

Aviation 2050: Aim 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*

2: *Ensuring aviation can grow sustainably*

3: *Support regional growth and connectivity*

4: *Enhance the passenger experience*

5: *Ensure a safe and secure way to travel*

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

Ensure aviation can grow sustainably

To deliver a partnership for future growth, this objective explores options on:

- identifying the right framework for making decisions on future growth

- modernising our airspace

- ensuring a resilient aviation market

- reducing noise

- improving air quality

- reducing carbon emissions

Partnership for sustainable growth

These seven components are all essential aspects that underpin sustainable growth. When delivered in tandem by all of the players in the industry and government they will form a partnership which will support growth that is sustainable.

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

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

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

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

Carbon
- → Government accepts CCC recommendation - emissions from UK-departing flights should be at or below 2005 levels in 2050
- → Planning applications to demonstrate they will not prevent UK from meeting its carbon commitments
- → Support and strengthen CORSIA
- → Negotiate at ICAO for a long term goal for international aviation

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

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

Stakeholders
Government
Regulators
Airports
Airlines
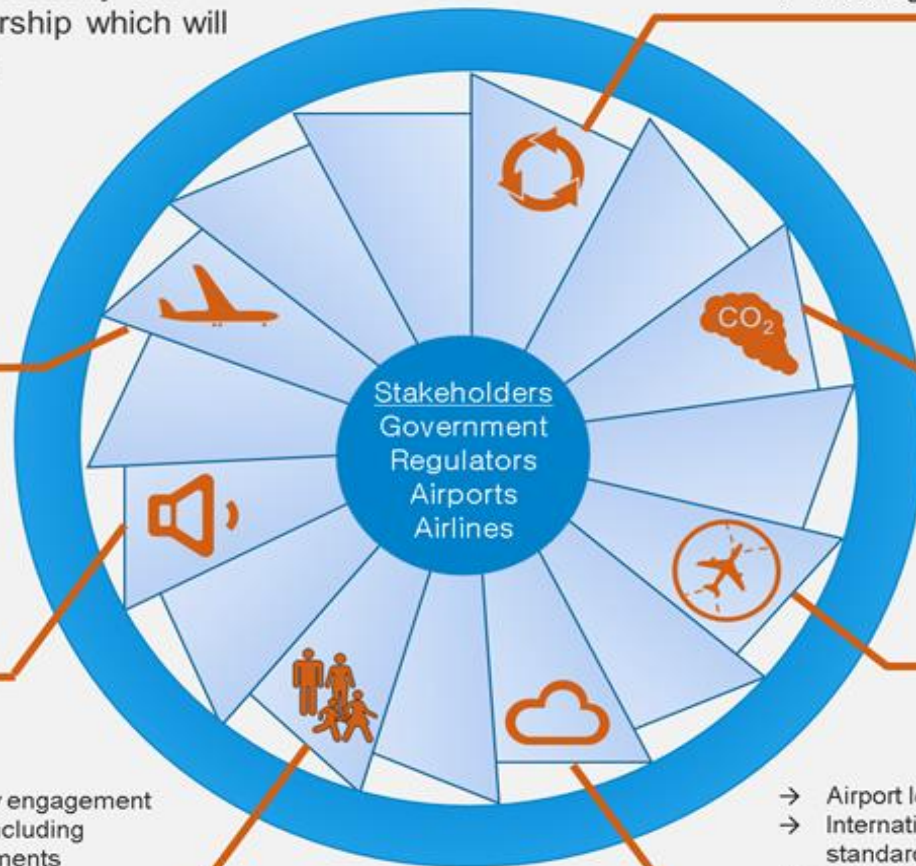
Noise

- CAA analysis (CAP 1731) – shows underlying historic improvements but with some increases in most recent years. Population has increased in some cases despite areas reducing in size. By 2050, noise emission and noise area exposure are expected to reduce compared to today, even with anticipated growth and a new runway at Heathrow.
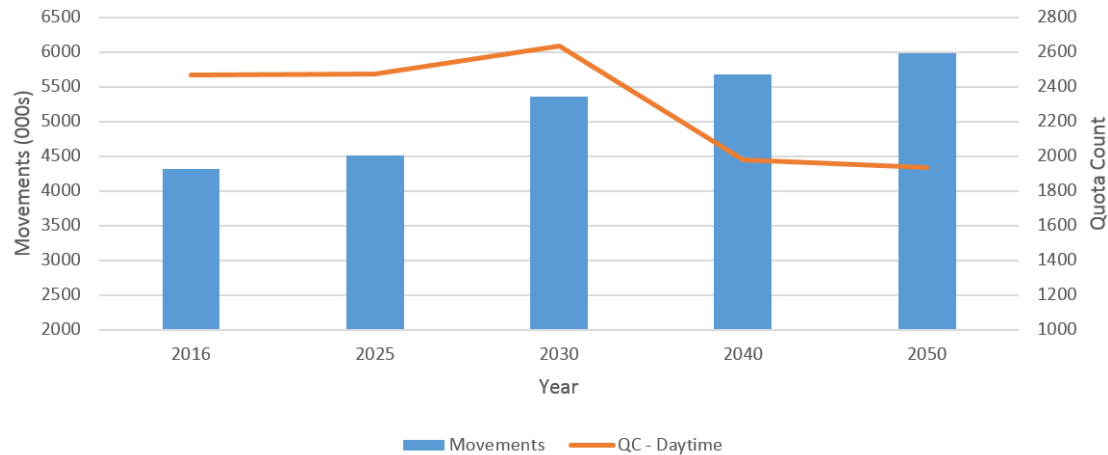
- Independent Commission on Civil Aviation Noise (ICCAN) established.

- Interaction with airspace modernisation and changes in the way aircraft fly (PBN). New policies around noise and airspace announced in October 2017.

- Greater public sensitivity to noise.

- Heathrow R3 noise mitigation package.

A clearer framework

- Objective to be based on minimising adverse effects rather than number of people.

- A national indicator to measure industry's progress.

- An expectation that there will be enforceable noise caps as a condition on any airport expansion. Aim is to balance noise and growth and provide certainty.

- All major airports to plan for future noise reduction.

Noise policy proposals (2)

Planning and housebuilding

- A commitment to develop new guidance for housebuilding near airports
- Better information for home buyers

Noise insulation schemes, community funds and engagement

- Noise insulation schemes to extend further out.
- Airports to review how schemes could be improved.
- New guidance from Government /ICCAN
- New eligibility criteria to cover significantly increased overflight from airspace changes
- All airports to establish and maintain community funds. Supported by Government guidance.
- Supplementary guidance needed for Airport Consultative Committees?

Noise policy proposals (3)

Incentivising best practice operating procedures

- Extend CAA's information duties

- New power to direct airports to publish information

- Minimum standards for noise monitoring

- Better targeted departure noise limits

- Airports to make more use of available sanctions for breaches of controls

- Focus on role of coding-houses in track keeping

- Follow up the policy to require airports to monitor and report on noticeable changes to volumes of traffic by flightpaths

Air quality policy proposals

- Improving the monitoring of air pollution, including ultrafine particles (UFP).

- Ensuring comprehensive information on aviation-related air quality issues is made available to better inform interested parties.

- Requiring all major airports to develop air quality plans to manage emissions within local air quality targets.

- Validation of air quality monitoring to ensure consistent and robust monitoring standards that enable the identification of long-term trends.

- Supporting industry in the development of cleaner fuels to reduce the air quality impacts of aviation fuels.
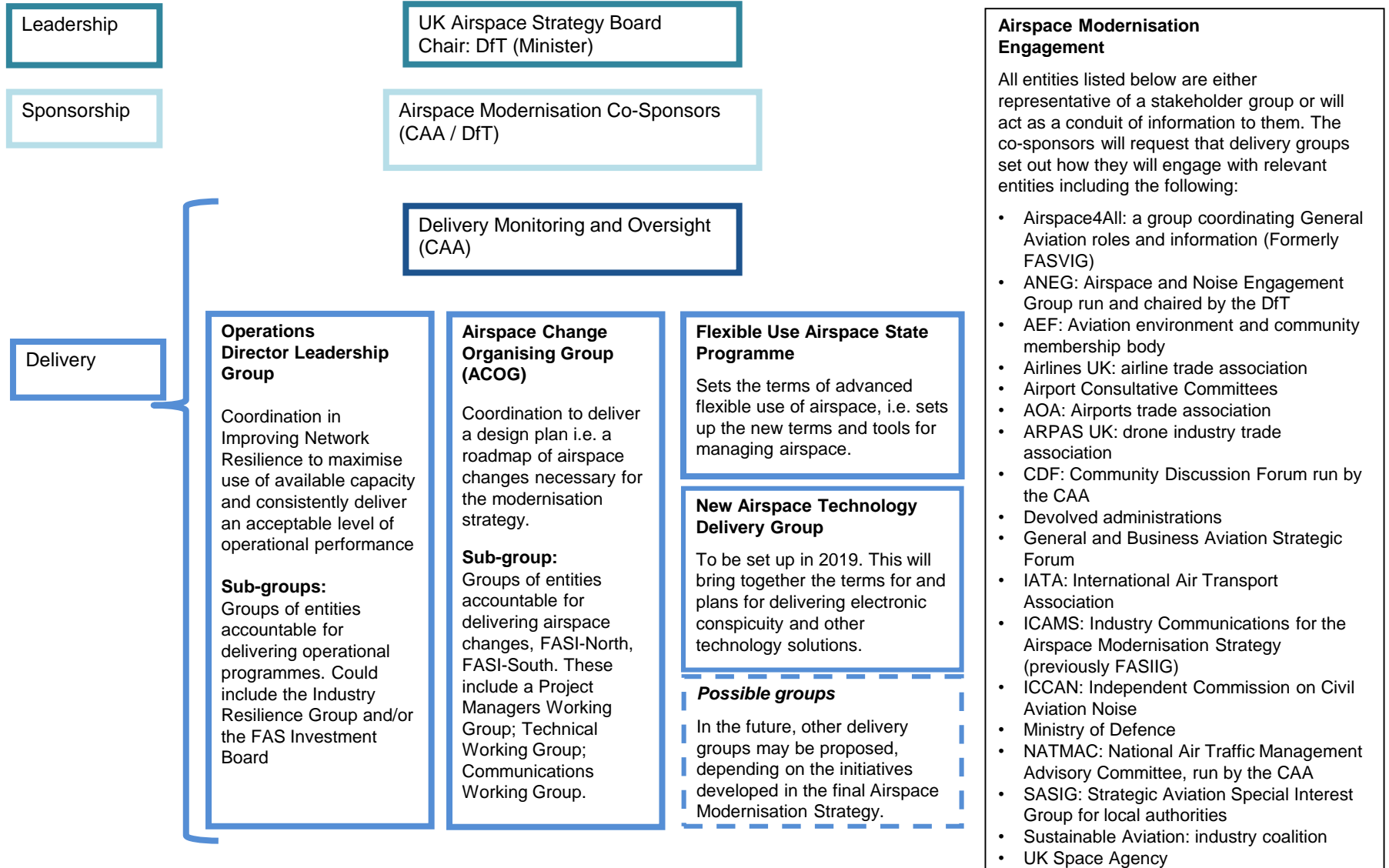
Airspace: December Publications

Publication	Summary
Aviation Strategy Green Paper	• Support for modernisation of UK airspace • DfT/CAA objectives for modernisation • Consultation on enforcing the development of airspace change proposals. • New proposals for managing aviation noise
Airspace Modernisation Strategy (AMS)	• The CAA published the new AMS to replace the Future Airspace Strategy. • This strategy will then be updated regularly with an annual progress report. • The AMS sets out the initiatives that the aviation industry must deliver to modernise UK airspace, such as the introduction of new technologies and the redesign of some areas of airspace.
AMS Governance Structure	• New governance structure to oversee delivery of the AMS. • Recruitment has now commenced for some of the key new teams in the governance • Delivery groups will create and publish ToRs and set out plans for engagement in first half of 2019

NATS' Feasibility Assessment & CAA Assurance	• NATS produced a feasibility report into airspace modernisation in the south of the UK. This report was assured by the CAA.
	• The main findings of the NATS report were:
	  ○ There is sufficient airspace to meet airports' potential future demands for airspace, subject to the introduction of new technology.
	  ○ Through the implementation of the new technology it can deliver major per flight noise reductions and carbon benefits, as well as radically reducing the need for stacking.
	  ○ A group of least 8-15 airports in the south of the UK should work closely together and with NATS to develop their airspace change proposals because of the high degree of interdependence of airspace at those airports.
	  ○ The level of interdependence creates a risk that a single airport, if behind schedule could hold up the entire programme.

HM Government

Airspace Modernisation Governance Structure

HM Government

Leadership	UK Airspace Strategy Board Chair: DfT (Minister)

Sponsorship	Airspace Modernisation Co-Sponsors (CAA / DfT)

Delivery Monitoring and Oversight (CAA)

Delivery

Operations Director Leadership Group

Coordination in Improving Network Resilience to maximise use of available capacity and consistently deliver an acceptable level of operational performance

Sub-groups:
Groups of entities accountable for delivering operational programmes. Could include the Industry Resilience Group and/or the FAS Investment Board

Airspace Change Organising Group (ACOG)

Coordination to deliver a design plan i.e. a roadmap of airspace changes necessary for the modernisation strategy.

Sub-group:
Groups of entities accountable for delivering airspace changes, FASI-North, FASI-South. These include a Project Managers Working Group; Technical Working Group; Communications Working Group.

Flexible Use Airspace State Programme

Sets the terms of advanced flexible use of airspace, i.e. sets up the new terms and tools for managing airspace.

New Airspace Technology Delivery Group

To be set up in 2019. This will bring together the terms for and plans for delivering electronic conspicuity and other technology solutions.

Possible groups

In the future, other delivery groups may be proposed, depending on the initiatives developed in the final Airspace Modernisation Strategy.

Airspace Modernisation Engagement

All entities listed below are either representative of a stakeholder group or will act as a conduit of information to them. The co-sponsors will request that delivery groups set out how they will engage with relevant entities including the following:

- Airspace4All: a group coordinating General Aviation roles and information (Formerly FASVIG)
- ANEG: Airspace and Noise Engagement Group run and chaired by the DfT
- AEF: Aviation environment and community membership body
- Airlines UK: airline trade association
- Airport Consultative Committees
- AOA: Airports trade association
- ARPAS UK: drone industry trade association
- CDF: Community Discussion Forum run by the CAA
- Devolved administrations
- General and Business Aviation Strategic Forum
- IATA: International Air Transport Association
- ICAMS: Industry Communications for the Airspace Modernisation Strategy (previously FASIIG)
- ICCAN: Independent Commission on Civil Aviation Noise
- Ministry of Defence
- NATMAC: National Air Traffic Management Advisory Committee, run by the CAA
- SASIG: Strategic Aviation Special Interest Group for local authorities
- Sustainable Aviation: industry coalition
- UK Space Agency

Airspace Modernisation - Next Steps

- NERL is setting up ACOG including agreeing the Terms of Reference with the co-sponsors, appointing members of the Steering Committee, and hiring the staff team.

- CAA is setting up the DMO – Head of team role due to be advertised in January. Other hires incremental, to have team in place by October.

- DfT/CAA may update the governance diagram in February/March to account for feedback received and possible new groups.

- DfT/CAA start to work with the different delivery groups to make sure the Terms of Reference reflect their new roles, now the initiatives in the AMS are in place. May also start making more commissions.

- DfT/CAA and delivery groups to set out engagement plans.

- DfT is consulting on the Aviation Strategy and continuing to develop the detail of proposed policies and legislation.

- FASI-S airports expect to submit Statements of Need in early 2019 to begin the airspace change process.

How you can become involved in the conversation

- Visit: https://aviationstrategy.campaign.gov.uk/
- Email: aviationstrategy@dft.gsi.gov.uk
- Respond to the consultation
- Come and speak to us directly