



STANSTED AIRPORT ADVISORY PANEL MEETING ON THURSDAY 4  
AUGUST

AGENDA ITEM 5

DfT: DEVELOPING A SUSTAINABLE FRAMEWORK FOR UK AVIATION:  
SCOPING DOCUMENT, MARCH 2011

A SUMMARY

1) Procedural

1.1 Response deadline is 30/9/11, structured around the 48 questions set out on pages 37 - 41. Question 49 is a strategic issue "catch all". DfT is only expecting a response to those questions of most relevance or interest to individual respondents.

1.2 The questions are based around 3 themes: *aviation and the economy, aviation and climate change, aviation and the local environment.*

1.3 A draft national policy framework for public consultation will be published in March 2012, and will be formally adopted a year later.

1.4 The lengthy response period is to allow account to be taken of any relevant additional material produced, such as:

- Coalition's response in July to the Committee on Climate Change report on UK aviation CO<sup>2</sup> emissions
- DfT's updated forecasts for air passenger demand and aviation CO<sup>2</sup> emissions

2) Coalition priorities

2.1 These are:

- Cancel plans for new SE runways
- No mixed mode at Heathrow
- Consultation on a new night flying regime for SE airports
- Improving passenger experience - SE Airports Taskforce (*which seems to be dying a slow death*)
- Reforming the airport economic regulation framework

- Reform the ATOL scheme, which is the financial protection scheme for holidaymakers (*Government consultation now published*)
- Press for inclusion of aviation in the EU ETS from 2012 + a wider global agreement
- Reconciling growth with non-CO<sup>2</sup> polluting emissions and other impacts such as noise
- Delivering energy security
- Enhancing aviation safety and security

## 2.2 The Coalition wants to achieve:

- A sustainable balance between positive and negative aviation impacts
- Integration between delivering sustainable economic growth, combating climate change and protecting the local environment
- A consensus amongst those who rely on and / or who are affected by aviation
- Long term clarity for the aviation industry

## 3) Air Transport White Paper (ATWP) 2003

3.1 Many provisions no longer fit for purpose - *"fail to recognise the importance of addressing climate change and give insufficient weight to the local environmental impacts of aviation"*

## 4) Aviation and the economy

### *The UK aviation sector*

4.1 Do not expect a return to unconstrained aviation growth, but it is unclear at what rate technological change can deliver the environmental headroom to allow expansion. Need also to look at prioritising available capacity where demand exceeds supply.

4.2 Want evidence on the role of aviation in the UK economy. Air freight identified as a key element of the supply chain in the advanced manufacturing sector in which the UK is looking to build competitive strength.

### *UK connectivity*

4.3 Do hubs meet the UK's connectivity needs? What should future hubs look like?

4.4 Want to create the right conditions for regional airports to flourish; including serving the remoter parts of the UK. Expects that, in the longer term, demand for domestic aviation and near-European short haul could be met by high speed rail.

#### *Making better use of existing capacity*

4.5 Will continue to work with the industry and other stakeholders in the short and medium terms to maximise the benefits from existing connections and capacity. Welcome views on how to balance resilience and capacity. More intensive use can leave the system less able to recover from problems.

4.6 Will be looking at issues relating to slot allocation, airspace design and air traffic management.

#### *Aviation's contribution to sustainable economic growth*

4.7 Refers to the Government's *Plan for Growth*, introducing the presumption in favour of sustainable development.

4.8 Recognise the strong views from some that additional airport capacity is required to meet the UK economy's needs, but need to balance with environmental constraints. Transport is crucial to facilitating trade.

4.9 Aviation is crucial to inward tourism to the UK.

#### 5) Aviation and climate change

5.1 EU ETS will incentivise the industry to deliver emissions reductions as well as investing in reductions elsewhere where CO<sup>2</sup> abatement is easier and cheaper. Welcome views on the most effective ways of reducing emissions. The Coalition is seeking an ambitious international agreement to reduce aviation emissions.

#### *Aircraft technology*

5.2 Cost of aviation fuel strongly incentivises operators and manufacturers to increase efficiency. Improvements expected from engine and airframe technology and air traffic management. The document talks about 50% reductions in fuel consumption and CO<sup>2</sup> emissions for a new aircraft produced in 2020 compared to one produced in 2000.

#### *Biofuels*

5.3 There are a range of barriers to introducing these, including sustainability, scalability of the feedstock and commercial viability.

#### *Alternatives to travel*

5.4 Role of high speed rail + superfast broadband. There is evidence that meetings based on videoconferencing might be additional, rather than substitutes for meetings which require air travel.

#### *Non-CO<sup>2</sup> climate impacts of aviation*

5.5 Difficulty with quantifying these effects, but action to improve the understanding of these impacts is supported.

#### *Adapting to climate change impacts*

5.6 Important that airport operators consider the potential long-term impacts on the resilience of their infrastructure and operations. (London Stansted is producing a climate change adaptation plan).

#### 6) Aviation and the local environment

6.1 The most prominent local environmental impacts are noise and air pollution, which can in turn impact on health. Mitigation can involve trade-offs - e.g. operational procedure changes to achieve fuel savings and reduce CO<sup>2</sup> emissions may increase the noise impact. A fair balance is needed between national and local benefits of aviation and the local environmental costs.

6.2 The onus is firmly on the aviation industry to show how it will reduce its impacts.

#### *Community involvement*

6.3 Essential that airports continue to work with local communities to consider options on how best to mitigate local environmental impacts and seek mutual agreement on proposed measures. At Stansted, the Coalition will continue public consultation over any new proposed measures.

6.4 Consultative committees, master plans and airport transport forums are supported.

#### *Noise*

6.5 Still use the 57dBA contour as the starting point. Stansted's noise action plan is expected to be adopted by the summer. The Coalition is seeking views on the setting up of a "noise envelope" at larger airports where growth might lead to a significant increase in impact on local communities.

#### *Night noise*

6.6 Current scheme expires in October 2012. Wish to explore options for a more effective regime that seeks to provide respite to local residents while being mindful of the potential impact on business. Will shortly be announcing arrangements for a detailed consultation on a new regime.

#### *Air quality*

6.7 The Coalition, airport operators and local authorities all have a role to play in improving local air quality in and around airports. The Coalition is committed to compliance with EU standards.

### POINTS FOR UDC TO CONSIDER

1. Separate or "4 local authorities" response?

2. Scope of response - should UDC concentrate more on aviation and the local environment?
3. Potential issues / queries / worries
  - i) Welcome the downgrading of the ATWP, and the recognition that the aviation industry needs to do more on all polluting emissions and environmental impacts. Where should the balance lie, however, between benefit and (local environmental) cost?
  - ii) "Maximising the benefits from existing connections and capacity" does not rule out some kind of "Generation 1.5" at Stansted to increase throughput above 35mppa on the existing runway. All the Coalition has said is that it does not support a second runway at Stansted.
  - iii) How realistic is it to rely on technological change to bring about the required level of decrease in fuel consumption and CO<sup>2</sup>?
  - iv) How realistic is it to rely on high speed rail to take up some / most of the domestic and short-haul European demand?
  - v) What would a "noise envelope" be and how would it operate?
  - vi) How do you reconcile seeking to provide respite from night noise for local residents, whilst being mindful of the potential impact on businesses?
  - vii) Should we take the opportunity to comment on the adequacy or otherwise of existing liaison arrangements with London Stansted, and press for improvements / new procedures where we think fit?
  - viii) Do we welcome the Coalition's support for regional airports as part of improving UK connectivity and contributing to local economies? If we do, we should also support the role of Stansted as part of a sustainable regional airport system.

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24/5/2011, amended on 29/6/2011