



The Future of Air Transport

Summary of Government Policy (White Paper Dec '03)

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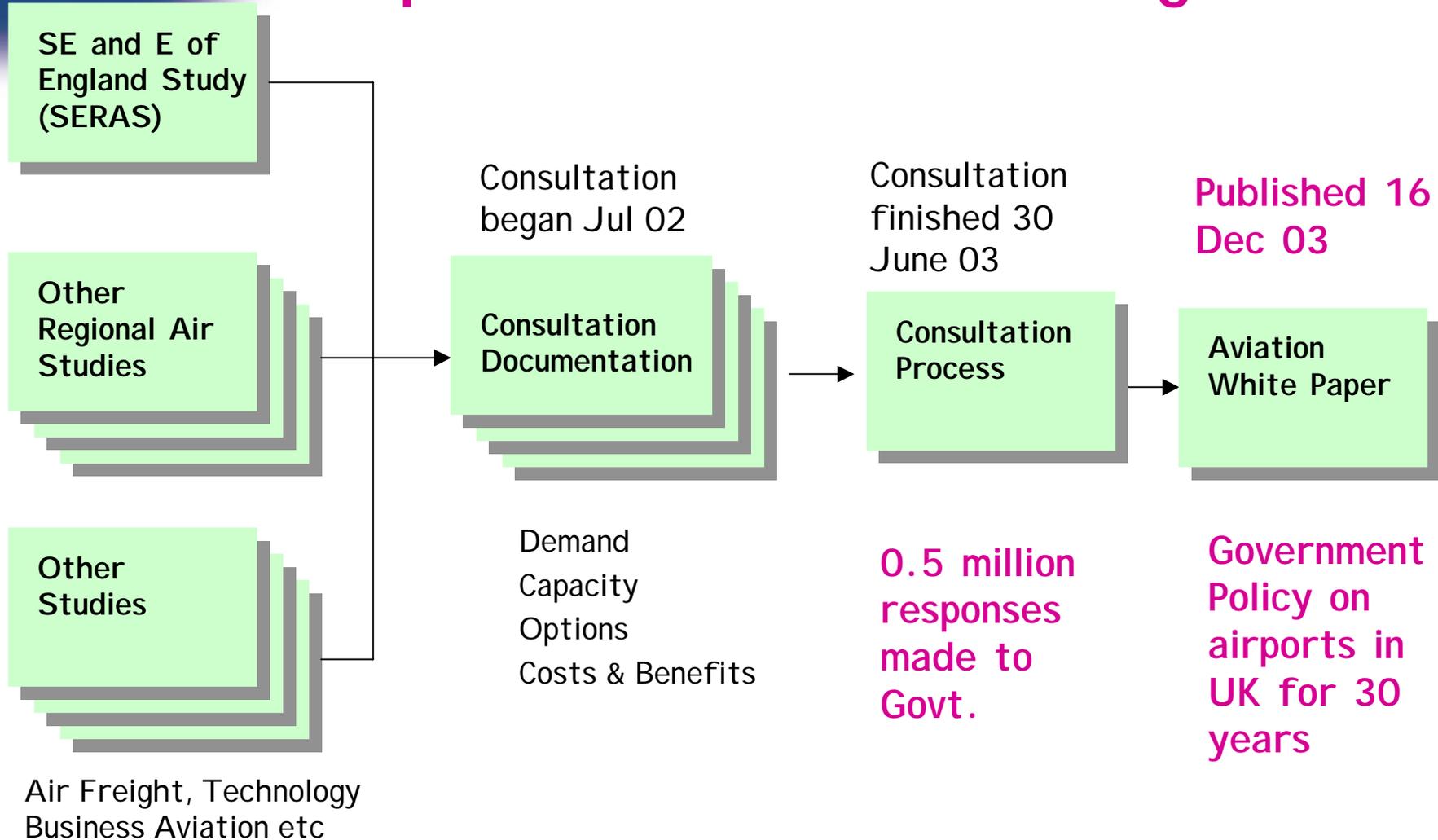


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- Large airports in the South East
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Setting UK Airport Policy - 'White Paper' Process and Timings





What is the Aviation White Paper?

- A document setting out the Government's conclusions on the case for future expansion at airports across the country to 2030
- It is a **policy framework** against which relevant public bodies, airport operators and airlines can plan ahead, and which will guide decisions on future planning applications
- But it does not formally authorise (or preclude) any development



Why was it needed?

- Last aviation policy – 1985. Didn't really address capacity issues
- This resulted in over-lengthy planning enquiries, unnecessary delay and uncertainty
- Because aviation has grown at 5-6% a year since 1970
-and is predicted to grow to between two and three times what it is today by 2030



Long Term Government Forecasts - (mppa)

	<i>2002 actual</i>	2010	2015	2020	2030
United Kingdom	<i>189</i>	277	335	402	501
South East England	<i>118</i>	173	202	242	301



Overall White Paper is...

...a clear and positive statement

...generally pro aviation development:

"....Airport development is a matter of great significance at national & local levels"

"...provision of capacity is important for national competitiveness, for regional development and for people's ability to travel quickly, easily and affordably to where they want to go"



Recap of Consultation Questions (for SE)

The Government wanted views on:

1. Should new airport capacity be provided in the South East over the next years, and if so, how much?
2. Where should any new airport capacity (runways) be located? Should Heathrow be developed further?
3. What controls, mitigation measures and compensation should be put in place to limit and manage the adverse impacts of any additional airport development on people and on the natural and built environment?



Stansted

Proposal: Up to 3 new runways

White Paper

The development a.s.a.p. (2011/2012) of a wide spaced 2nd runway as the first runway to be built in the South East

The option to develop two or three additional runways at STN is not supported

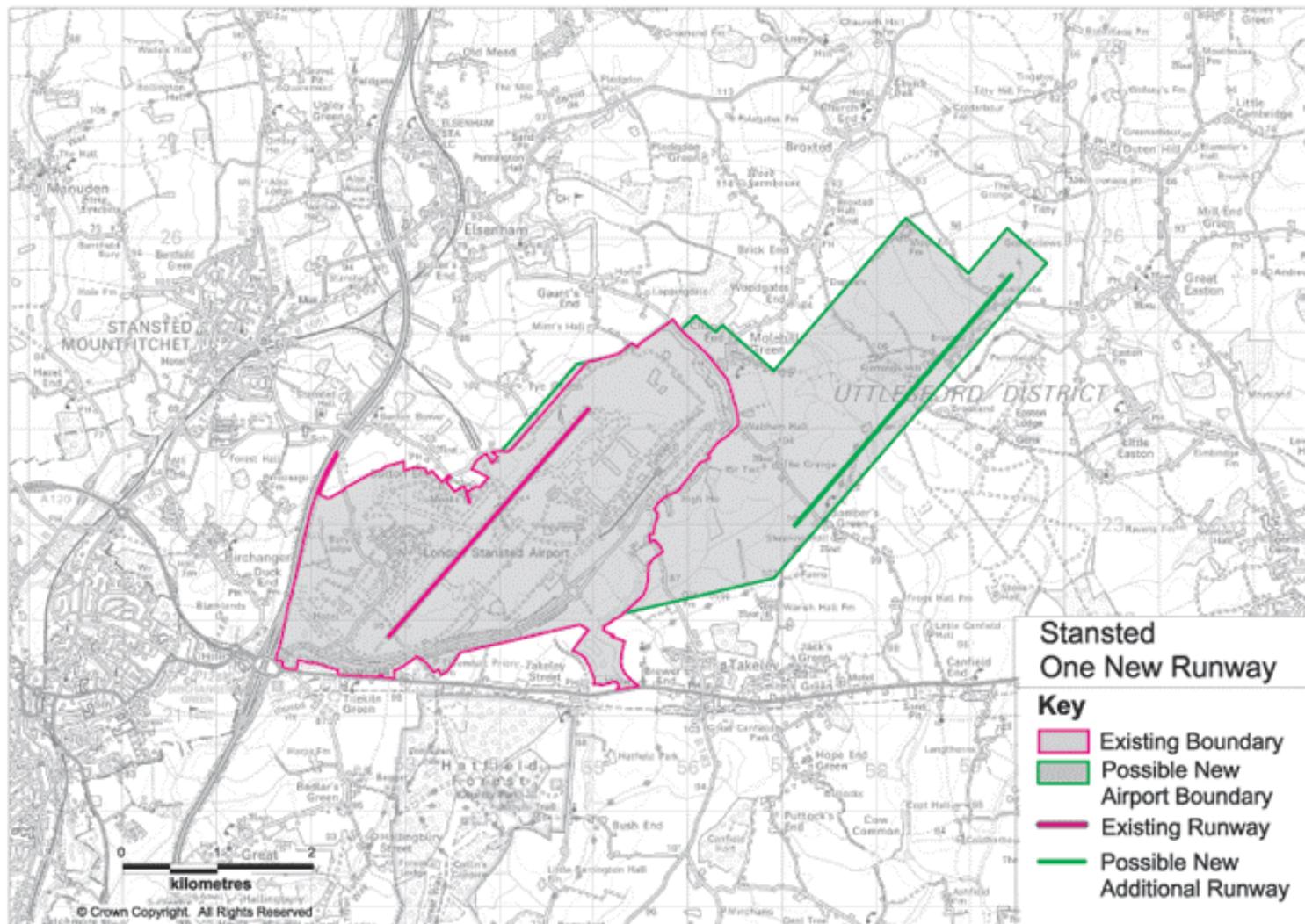


Stansted

- Current planning approval – 25mppa
- Max use of existing runway (plus more terminal) – 35mppa
- 2nd runway – capacity of STN increases to 46mppa
- Development of STN fits with Govt's regional growth plans for London-Stansted-Cambridge corridor
- Means loss of 100 properties inc 29 grade II listed



Stansted - 2nd runway





Heathrow

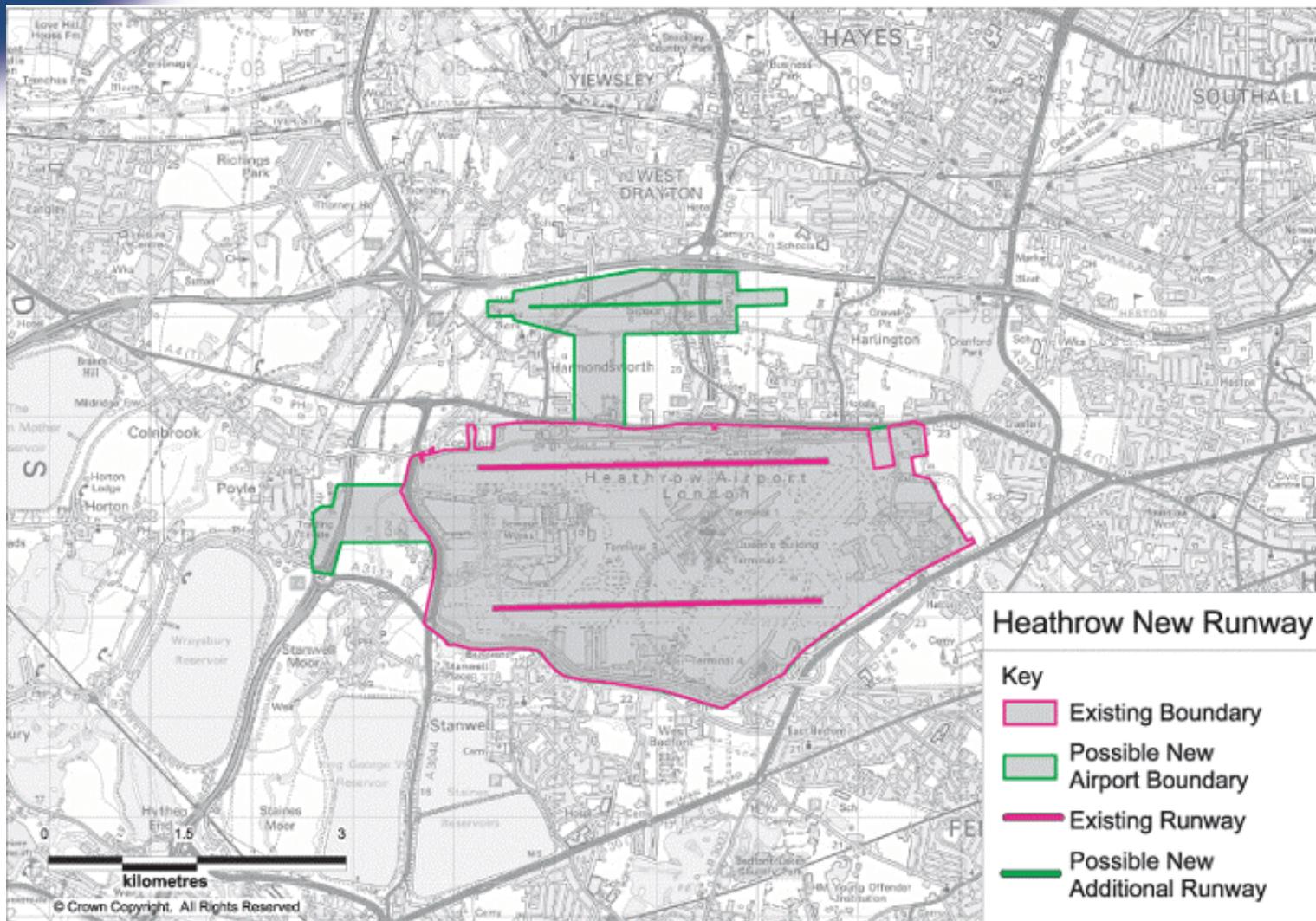
Proposal: 2,000m runway built to the north of existing airport

White Paper

- A third runway at LHR is supported a.s.a.p after new runway at STN (c2015-2020) The need for a 6th terminal is acknowledged.
-but only if stringent environmental limits can be met
 - No net increase in the total area of the 57dBA noise contour compared with summer 2002
 - Compliance with mandatory EU air quality limit values for NO₂ that will apply from 2010
 - Commitment to institute **immediately** a programme of action to consider how tackle NO₂ problem



Heathrow - 3rd Runway





Heathrow

- Until a 3rd runway is built, need to consider the scope for greater utilisation of the two existing runways:
 - Mixed mode operations in peak hours but retain runway alternation for rest of time
 - Need for further public consultation
 - Govt. expects BAA to work with CAA and NATS to develop proposals



Gatwick

Proposal: Up to 2 new runways

White Paper:

- Will not seek to overturn 1979 planning agreement preventing construction of a 2nd runway before 2019
- Land should be safeguarded for a new wide spaced runway after 2019 because:
 - Strong case for more capacity here
 - Needed even more if conditions attached to 3rd runway at LHR cannot be met



Cliffe

Proposal: New purpose-built airport on site in North Kent for a 2 runway airport or a 4 runway airport

White Paper: NOT supported – Why?

- Wildlife habitats protected under EU law – Govt. would need to demonstrate that there was no alternative to Cliffe – it couldn't!
- Lobbying by RSBP
- Potential safety risk from bird strikes
- Very high capital costs to build it therefore net benefits were lower than for any of the other options at existing airports
- Financial viability questionable – high up-front construction costs



Luton

Proposal: To replace existing runway either:

- a) By re-aligning and extending it *or*
- b) Re-providing it to the south of the existing, and using the existing as a taxiway

White Paper:

- Option a) – no real economic benefits
- Option b) - no real overall gain in capacity

- LTN proposed to lengthen existing runway and taxiway. Govt has supported this but rejected LTN's proposal for a 2nd close parallel runway.



The rest of the country..

Scotland

- Land should be safeguarded for an additional runway at EDI and GLA (but only one would ever be built)
- Substantial terminal development at GLA supported

Wales

- Cardiff should remain main airport for Wales
- A new airport in South East Wales not supported



The rest of the country...

North of England

- Additional terminal capacity at Manchester
- Extend terminals and runways at Newcastle, Liverpool, Leeds Bradford & Teesside airports - all supported

The Midlands

- 2nd runway at Birmingham proposed
- Expansion of air freight operations supported at East Midlands Airport
- A new airport between Coventry & Rugby not supported



The rest of the country..

The South West

- Runway and terminal extensions at Bristol supported
- A new airport north of Bristol not supported
- Additional terminal capacity at Bournemouth supported

Northern Ireland

- Govt. asked NI authorities to review Belfast City's planning agreement
- Increased capacity at Belfast International supported



Small Airports in the South East

Norwich

- 'Scope for airport to grow to satisfy local demand'

Northolt

- Is a core site within the MOD's future estates plan
- Option for development as a satellite runway of LHR was rejected



Small Airports in the South East

Redhill

- Further development is rejected. NATS and CAA consider that Redhill would not yield claimed capacity (15mppa) and could prejudice current and future capacity at Gatwick.

Southend, Lydd, Manston, Shoreham, Biggin Hill

- Govt. considers that these airports could play a valuable role in meeting local demand & could contribute to regional economic development. In principle their development is supported, subject to relevant environmental considerations.



Small Airports in the South East

Southampton

- Scope for airport to grow to 2-2.5 mppa to satisfy local demand

London City Airport

- White Paper notes the potential of LCY to grow



London City Airport

Paragraph 11.96

London City provides services within the UK as well as to a wide range of key European destinations such as Paris, Amsterdam and Zurich. Our forecasts show that the airport is likely to grow steadily and that this growth would not be significantly affected by the addition of runway capacity at the major London airports. It is particularly well placed to serve a niche business market. Several of the surrounding local authorities supported growth to 5mppa. The airport operator believes that with some further development a higher throughput could be achieved.



Other paragraphs relevant to LCY

Para 11.93

Small airports have an important part to play in the future provision of airport capacity in the South East. Their ability to provide services to meet local demand, and thereby help relieve pressures on the main airports, will be particularly important in the period before a new runway in the South East is built.



Other paragraphs relevant to LCY cont..

Para 11.94

There is support from a wide range of stakeholders that the small airports in the South East should be allowed to cater for as much demand as they can attract. And from the studies undertaken for the White Paper and the responses to the consultation, it appears that some further development could be possible at any of the smaller airports that have been assessed without insurmountable environmental constraints



Other paragraphs relevant to LCY cont..

Para 11.95

To help the small airports in the South East achieve their development aims, regional and local planning frameworks should take account of the benefits that development at the smaller airports could provide, and consider policies which facilitate the delivery of growth at these airports. The specific details of development at any airport should remain a matter of local determination through the planning system.



Other paragraphs relevant to LCY cont..

Para 11.99

We consider that all these airports could play a valuable role in meeting local demand and could contribute to regional economic development. In principle, we would support their development, subject to relevant environmental considerations.



Other paragraphs relevant to LCY cont..

Para 11.101 - Business Aviation

The ability of business aviation to gain access to the main airports in South East will continue to be problematic as capacity constraints cause airport to focus on more valuable commercial traffic. The Government recognises the important contribution made by small airports in the South East in providing capacity for business aviation. We support the adoption of policies which encourage the continued provision of these services.



Other paragraphs relevant to LCY cont..

Paras 4.44 – 4.46 Public Service Obligations (PSO)

'...recognising the importance of regional services, the Govt. is prepared to intervene in well defined circumstances to protect slots at London* airports for such services by imposing PSOs. The imposition of a PSO enables the slots used for that service to be 'ring-fenced', so that an airline cannot use them for a service to an alternative destination.'

* For the purposes of this policy, London airports will include Gatwick, Heathrow, London City, Luton and Stansted.



What next?

- White Paper specifically asks for Airport Master Plans which:
 - Set out proposals for development of airport to 2015 in detail
 - Indicate land use plans for the period 2016 to 2030
- Airport Master Plans should contain proposals for:
 - Surface access
 - Environmental controls & mitigation
- Must be produced as soon as possible, preferably within the next 12 months



What next?

- LCY to discuss contents of White Paper with London Borough of Newham and London Development Agency
- LBN's Unitary Development Plan (soon to be 'Local Development Framework') needs to be updated to reflect central govt.'s support for airport development
- LBN will also require an Airport Master Plan



What next?

- With today's knowledge, we believe that there is market demand for further development of LCY
- LCY would only proceed with investment to expand capacity if there was a clear business case. Nature of on-site infrastructure investment would need to be determined
- Would also need further off-site surface access improvements
 - In active dialogue with Crossrail
- Would probably seek to raise 73,000 movement limit



What next?

Master Plan is unlikely to contain:

- Runway extension
- Ability to accept significantly larger/noisier aircraft



What next?

- LCY will start preparing a Master Plan during 2004 and present it to the LCACC for comment, before it is finalised