

Gatwick Airport Consultative Committee - Night flight restrictions consultation

Gary Marshall (DfT) - 21/01/2021





Department
for Transport

Purpose of the night flight restrictions consultation



The night flight restrictions consultation was published on the **2 December 2020**.



It has two main purposes. Firstly, to consult on the proposal to maintain existing night flight restrictions at the designated airports from 2022 to 2024 and the proposal to ban QC4 rated aircraft movements between 11:30pm and 6am.



The second purpose is to acquire early views and evidence about future night flight policy both at the designated airports and nationally beyond 2024.



The consultation on the short-term proposals will run for a period of 3 months (ending the 3 March 2021). **We have now extended the deadline for responses on our longer term policy reform until 31 May 2021.**



Short term proposals

- ▶ It is proposed that we continue the current night flight restrictions for 2 more years, from October 2022 to October 2024.
- ▶ **The existing night noise objective would be maintained, as would the movement and noise quota allowances that are in place now at the designated airports.**
- ▶ A two year regime will allow time for the impact of COVID-19 to be better understood, and we believe this is the fairest option given current uncertainty.
- ▶ **The default position if we failed to put a new regime in place would be that the designated airports would no longer be under any operating restrictions from October 2022.**
- ▶ We are outlining these proposals now due to a legal requirement regarding notice; we intend to make a final policy decision in summer 2021, for the regime to commence in October 2022.

Airport	Seasonal period	Movement limit	Noise quota limit
Heathrow	Winter	2,550	2,415
	Summer	3,250	2,735
Gatwick	Winter	3,250	1,785
	Summer	11,200	5,150
Stansted	Winter	5,600	3,310
	Summer	8,100	4,650



Short term proposals

- ▶ To continue to impose an operational ban on the loudest aircraft (QC8 and QC16 rated) during the night period, 23:00 – 07:00
- ▶ To continue to encourage the use of quieter aircraft, through maintaining the QC0.125 category.
- ▶ To maintain transparency for communities, ensuring all aircraft movements are counted towards an airport's limits, apart from movements that meet the government's dispensation criteria, or ILS calibration flights.
- ▶ **To impose a new operational ban on QC4 rated aircraft movements at the designated airports, during the Night Quota Period, 23:30 – 06:00, from October 2022.**
- ▶ **For clarity – questions numbered 6 to 12 in the consultation relate to these short term proposals. We have a closing date for responses by 3 March 2021.**





Longer term proposals



We are also seeking early views and evidence on policy options for the government's future night flights policy at the designated airports beyond 2024, and nationally. **The closing date for responses to this part of the consultation (questions numbered 13 onwards) is now 31 May 2021.**



Early views and evidence gathered in this **current consultation (Stage 1)** will be used to inform policy options for long term proposals.



We would aim to publish a **further consultation (Stage 2)** in the summer of 2022.



This would set out firm proposals for the designated airports beyond 2024.



Revising our night flight dispensation guidance

- ▶ We seek early views, supported by evidence, on the government's night flights dispensation policy.
- ▶ A review analysing airport dispensation reports between 2016 to 2019 is presented at Annex E of this consultation.
- ▶ The government does not have significant concerns relating to how airports have used their powers to grant dispensations. However, it believes the interpretation of the guidance by some designated airports has meant the granting of some movement dispensations may not strictly meet the criteria.
- ▶ **It is proposed that the government refine the guidance to provide better clarity.**
- ▶ It is also proposed that transparency surrounding dispensations is increased through greater scrutiny at each airport's noise and track keeping group. And that airports be provided with guidance about the information we expect them to share with the public, including a proposal that they publish data on their website.
- ▶ There are several key areas identified during the dispensations review, where we believe the guidance could be refined including; weather related delays, delays caused by industrial action, network capacity delays.
- ▶ **We will use responses to revise the guidance for airport operators and publish before October 2022.**



The structure of the night flight restrictions at the designated airports beyond 2024

- ▶ We seek early views, supported by evidence, on the current situation at the designated airports.
- ▶ And on potential options for a future regime in the longer term.
- ▶ Amongst the issues we ask respondents to consider are the following:

- **Length of the future night flight regime**
- **The structure of the government's noise quota count system; including:**
 - **Should we introduce an additional QC category for quieter aircraft in the longer-term?**
 - **Should we re-baseline the QC system?**
 - **Should we re-introduce an exempt category?**
 - **Should we broaden the NQP to cover the night period (23:00-07:00)?**
- **Future movement and noise quota allowances**
 - **Including questions on unused allocation during seasons & carry-over limits between seasons**



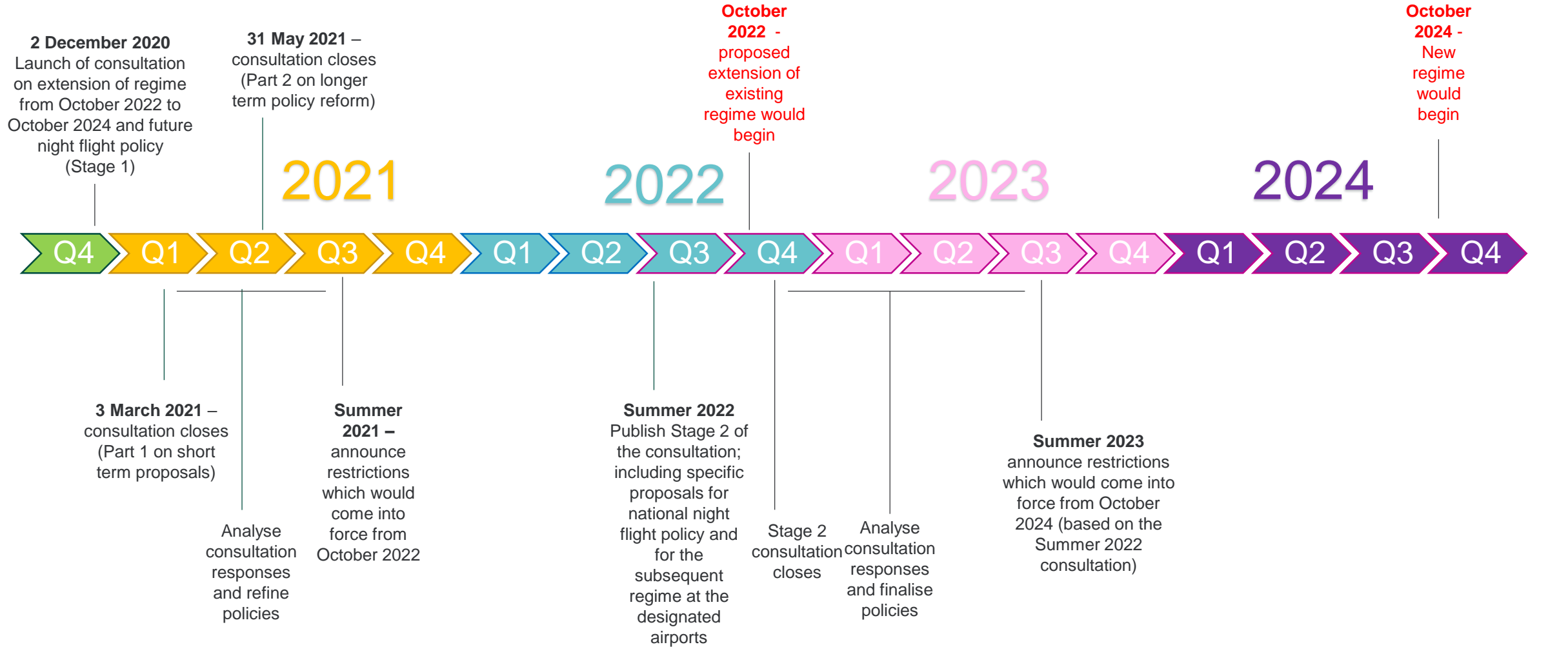
Our national night flight policy

▶ We seek views, supported by evidence, on the following:

- **the health impacts of aviation noise at night. For example:**
 - **Sleep disturbance**
 - **Effects on the cardiovascular system**
 - **Effects on quality of life**
- **the economic value of night flights.**
- **the advantages or disadvantages the emergence of new technology will have in the future in relation to night noise from aircraft.**
- **whether the government's aviation noise objective should include a night noise specific element.**
- **whether the government should set criteria for airport designation.**



Department for Transport



Quarters are based on a calendar year and not financial