



Department for Transport

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Dear Paula,

Compensation for the effects of airspace change

Thank you for your letter of 27 September following the discussion on the issue of compensation for the effects of airspace change at the recent Airspace and Noise Engagement Group (ANEG). ANEG was established to act as a sounding board to identify, discuss and, where possible, resolve airspace and airport noise issues, so I welcome your concerns being raised in this way.

Firstly I would like to clarify policy in this area. This is set out in paragraphs 3.36-3.41 of the [2013 Aviation Policy Framework](#) as amended by the implementation of paragraphs 4.45 of the [2017 airspace consultation](#) which was confirmed as policy through paragraph 2.48 of the [2017 airspace consultation response](#).

I recognise that it is not helpful having policy split across multiple documents, and I, with my team, am considering options should Ministers wish to pursue amendments to policy.

The 2017 airspace consultation response also signposted future work, such as the guidance on compensation for significantly increased overflight, which you quoted from paragraph 2.50. As you may be aware this proposal was further developed in 2018, through the Aviation 2050 green paper. It was put on hold as a result of the pandemic, but ultimately not pursued, so does not form part of current policy.

I note the strong representations from various stakeholders around compensation and will work closely with colleagues leading on airspace modernisation to ensure that Ministers are briefed on this issue when they consider any changes that may be required to aviation noise policy.

In the meantime, I would like to advise you that the CAA is close to publishing further work on noise metrics which may help inform any future work in this area.

Thank you again for your constructive input to the debate on aviation noise.

Yours sincerely,

Erin Cowburn