

# Addendum to the 2002 Guidance to the Civil Aviation Authority (CAA) on Environmental Objectives Relating to the Exercise of its Air Navigation Functions

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## Commitment to review the Guidance

When the CAA is exercising its air navigation functions it is required under the Transport Act 2000 to take account of any environmental Guidance given to it by the Secretary of State. This Guidance was issued in 2002 by the then Department for Transport, Local Government and Regions and was designed to provide a clear framework within which the CAA should operate in discharging its air navigation functions including when it is considering proposals to make airspace changes.

Given the length of time since the Guidance was published, as well as the recommendations of Sir Joseph Pilling in his July 2008 strategic review of the CAA and the Transport Select Committee in its 2009 report on the Use of Airspace, the Government recognises the need to update the Guidance to reflect current Government policy. This will be done following development of the Sustainable Framework for UK Aviation, taking account of all relevant Government policy documents published since 2002 such as Department for Communities and Local Government's National Planning Policy Framework for England, a draft of which has recently been consulted on. The intention is for the National Planning Policy Framework to replace the entire suite of Planning Policy Statements and Guidance Notes with a single, streamlined document for England.

The Air Navigation Guidance recommends that the CAA keeps abreast of relevant developments in Government policy including planning and sustainable development as well as guidance issued by the devolved administrations. The purpose of this addendum is to refer to up to date source documents published since 2002 which the CAA takes into account when considering airspace change proposals.

## Changes to Departmental contact details

This Addendum is being given to the CAA by the Secretary of State for Transport under section 70(2)(d) of the Transport Act 2000. Inquiries about the Guidance may be made to:

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## Policy Publications since 2002

The following is a list of policy publications since 2002 that are relevant to the exercise of the CAA's air navigation functions:

- 2003 White Paper on the Future of Air Transport and the Future of Air Transport Progress Report 2006
- 2004 White Paper on the Future of Transport
- 2004 Review of the 2000 Rural White Paper – Our countryside: the future
- 2005 White Paper, Securing the Future: delivering UK Sustainable Development Strategy, and the 2011 Government's vision on Sustainable Development
- 2005 Guidance Note on Duties on relevant authorities to have regard to the purposes of National Parks, Areas of Outstanding Natural Beauty and the Norfolk and Suffolk Broads
- 2005 Communication from the European Commission: Reducing the Climate Change Impact of Aviation
- 2007 UK National Air Quality Strategy
- 2008 HM Government Code of Practice on Consultation
- 2010 Noise Policy Statement for England
- 2011 White Paper on Natural Choice
- 2011 European Commission Transport White Paper: Road map to a Single European transport Area

## Legislation since 2002

The following is a list of legislation since 2002 that is relevant to the exercise of the CAA's air navigation functions:

- EU Directive 2002/30 EC on the establishment of rules and procedures with regard to the introduction of noise-related operating restrictions at EU airports. This was given effect in the UK by the Aerodrome (Noise Restrictions) (Rules and Procedures) Regulations 2003 (SI 2003/1742)
- EU Directive 2002/49 EC relating to the assessment and management of environmental noise which was given effect in England by the Environmental Noise (England) Regulations 2006 (SI 2006/2238), as amended. The Directive is being implemented separately in Scotland by the Environmental Noise (Scotland) Regulations 2006 (SI 2006/465), in Wales by the Environmental Noise (Wales) Regulations 2006 (SI 2006 No. 2629 (W.225)) and in Northern Ireland by the Environmental Noise Regulations (Northern Ireland) 2006 (SI 2006/387)
- 2004 Civil Aviation Authority (Air Navigation) (Variation) Direction
- EU Single European Sky (SES) Framework Regulation 549/2004 as amended by Regulation 1070/2009, the Service Provision Regulation 550/2004, the Airspace Regulation 551/2004 and the interoperability Regulation 552/2004 'SES II'. These Regulations were implemented in the UK by the SES NSA Regulations (SI 2004/1958), the SES Functions of NSA Regulations (SI 2006/3104) and the Air Navigation (SES) (Penalties) Order 2009 SI 2009/1735
- 2006 Civil Aviation Act
- 2006 Planning etc. (Scotland) Act
- 2008 Climate Change Act and the 2009 Climate Change (Scotland) Act
- EU Directive 2008/50 EC on ambient air quality and cleaner air for Europe was given effect in England by the Air Quality Standards Regulations 2010 (SI 2010/1001). In Northern Ireland, the Directive was implemented by the Air Quality Standards Regulations (Northern Ireland) 2010 (SI 2010/188), in Wales by the Air Quality Standards Regulations (Wales) 2010 (SI 2010/1433 (W.126)), and in Scotland by the Air Quality Standards (Scotland) Regulations 2010 (SI 2010/204)
- The amendment of the EU Emissions Trading Scheme Directive 2003/87/EC by Directive 2008/101/EC so as to include aviation

activities. The Aviation Greenhouse Gas Emissions Trading Scheme Regulations 2009 (SI 2009/2301) implemented a number of provisions of the 2008 Directive. The remaining provisions of the 2008 Directive were implemented in the UK by the Aviation Greenhouse Gas Emissions Trading Scheme Regulations 2010 (SI 2010/1996), which revokes the 2009 Regulations with certain savings and transitional provisions

## Arrivals Code of Practice

In 2001 a group representing airlines, air traffic control, airports, Department for Transport and CAA developed a voluntary code of practice aimed at reducing noise from arriving aircraft. This code of practice was updated in 2006, and establishes the benefits that can be obtained through achievement of continuous descent approaches and the implementation of low-power/low-drag approach techniques.

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