

SHORT (& MEDIUM) TERM MEASURES - EXECUTIVE SUMMARY

MEASURE SET	Regulatory	
MEASURE TITLE	Regulatory Governance Reform	
MEASURE SUMMARY	The proposal is to undertake regulatory reform of the aviation sector to determine slot allocation, airspace and runway usage, and management of noise issues.	
MEASURE INVOLVES	<div> <input type="checkbox"/> Behavioural Change <input type="checkbox"/> Infrastructure Change </div> <div> <input type="checkbox"/> Operational Change <input checked="" type="checkbox"/> Regulatory Change </div> <div> <input type="checkbox"/> Technical Change <input checked="" type="checkbox"/> Policy Change </div>	
WHAT DOES THIS ADDRESS? The regulatory framework of the aviation sector is sometimes perceived to be politically driven, rather than responsive and transparent in consideration of aviation and local residents.		
WHAT WOULD BE DONE? Give an independent regulator power to make airspace balancing decisions; proposals include making the CAA responsible for all regulatory issues or establishing an independent regulator.		
WHAT IS THE IMPACT? The impact would be expected to be: <ul style="list-style-type: none"> • Reduction in politically driven decision making. • Tradeoffs could be made more transparently. • Would have powers to introduce measures to reduce noise if noise envelope is breached. 		

MEASURE SET:	Regulatory	Short Term	<input type="checkbox"/>
MEASURE TITLE:	Regulatory Governance Reform	Medium Term	<input checked="" type="checkbox"/>

PROPOSAL SUMMARY

Proposed by:	Gilman(037), London First(047)		
Proposal: REG-GOV-1	<p>This measure covers:</p> <ul style="list-style-type: none"> Regulatory reform of the aviation sector, covering slot allocation, airspace and runway usage, and management of noise issues. <p>This would require significant legislative and institutional change and therefore should be viewed as a medium-term option.</p>		
Approach	<p>The intention of the measure is that by reforming the regulatory framework, it may be more responsive and transparent in its decisions, and be more amenable to open trade-offs between aviation and local residents concerned about noise. The proposed approach is that an independent regulator would make operational decisions on the use of airspace balancing interests between airports, airport users and those affected by noise and emissions in a way that optimises interests across the board. This could be achieved by</p> <ul style="list-style-type: none"> Making the CAA responsible for all key regulatory issues Establishing an independent regulator to enforce the noise and ATMs with an increase in the cap. 	<p>Stated Capital Cost: Not stated (unlikely to be any)</p> <p>Capacity (mppa): Not stated.</p> <p>Capacity (atm): Not stated.</p>	
Benefits	<p>The main benefits available are:</p> <ul style="list-style-type: none"> Disputes about slots, airspace usage and noise would be confined to the administrative decisions of the regulator, reducing politically driven decision making Trade-offs could be made more transparently Powers would exist to introduce measures to reduce noise if noise envelope is breached. Public confidence in reporting of aviation noise effects may increase 		
Issues & Risks	<p>The main issues and risks are:</p> <ul style="list-style-type: none"> Disputes and debates would simply be reallocated into one body. If the institutional solution were crafted through the CAA, it would have to manage such issues in parallel with safety issues (it is a main objective of the Single European Sky initiative to separate safety regulation and operational functions and this could be seen as a retrograde step). 		
Mitigations	None		
Dependencies	The key dependency is the extent to which a regulator may make decisions that are seen to be favourable to the aviation industry and users, or those affected by aviation noise.		

MEASURE SET:	Regulatory	Short Term	<input type="checkbox"/>
MEASURE TITLE:	Regulatory Governance Reform	Medium Term	<input checked="" type="checkbox"/>

ASSESSMENT SUMMARY

Strategic Fit	Low impact on strategic options, but reform of regulatory framework for airport investment may be considered in the context of long term options.
Economy	May result in more efficient trade-offs in aviation regulation.
Surface Transport	Not stated.
Environment	Impact dependent on legal mandate and composition of regulator.
People	Not stated.
Cost	Not stated.
Operational Viability	Not stated.
Delivery	Requires extensive legal changes and removal of powers from various planning and producer entities.