

## SHORT ( & MEDIUM) TERM MEASURES - EXECUTIVE SUMMARY

<b>MEASURE SET</b>	Night Flights.
<b>MEASURE TITLE</b>	Maintain restrictions.
<b>MEASURE SUMMARY</b>	This measure would result in no change to the current night flight regime, meaning that there would be neither an increase in night flights, nor a further restriction on night flights.
<b>MEASURE INVOLVES</b>	<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 type="checkbox"/> Policy Change </div>
<b>WHAT DOES THIS ADDRESS?</b>	
<p>There has been a strong case made for the economic benefits of Night Flights – the London Chamber of Commerce and Industry produced a report on the Economic Benefits of Night flights in July 2004, which quoted a British Airways estimate that night flights contributed some £2.2bn to the UK economy. Bringing this analysis closer to the present day, the Optimal Economics submission to the DfT Night Flights Consultation includes more detail on the economic impact of restrictions on night flights at Gatwick, and there is a series of Oxford Economics studies submitted to the consultation addressing the impact of restricting freight and courier flights.</p> <p>However, night flight noise has been a significant environmental and community issue for some years. The principle of balancing the economic and environmental / community balance of night flights has informed the regulatory night flight regime to date.</p> <p>There is a case to be made that reducing night flight quota count in the next regime in line with actual usage in this regime, as has been the pattern of previous regime transitions, would be overly restrictive. This is because the reduction in night flight quota use that has been seen in this regime has coincided with severely testing economic conditions, reducing demand for flights, or where demand is retained, at a lower level. This has led to airlines suspending flights, or where they take place provision through smaller (and generally quieter) aircraft – BA note this has occurred using B777 rather than 747-400 for some routes.</p>	
<b>WHAT WOULD BE DONE?</b>	
<p>There would be no change to the current Night Flight Regime at Heathrow, Gatwick and Stansted for the next regime. This is a 'change' in as far as historic precedent might have expected a continued reduction in night flight quota count. This is a minor regulatory change, as it deviates from historic practice of reducing Quota Count (QC) from period to period.</p>	
<b>WHAT IS THE IMPACT?</b>	
<p>The impacts are expected to be:</p> <ul style="list-style-type: none"> <li>• Maintained capacity – would allow flights to resume as economic conditions improve</li> <li>• Maintained resilience – would allow current flexibility to address the morning peak and evening delays issues</li> <li>• Avoids growth in night flight impacts, although more flights might be possible (within overall ATM cap) if the lowest QC aircraft can be used.</li> </ul>	

MEASURE SET:	Night Flights	Short Term	<input checked="" type="checkbox"/>
MEASURE TITLE:	Maintain Restrictions	Medium Term	<input type="checkbox"/>

## PROPOSAL SUMMARY

Proposed by:	2M group (001), ABTA (005), BA (007), BAR UK (008), Gatwick Airport (019), HACAN (021), Heathrow Airport (024), Individuals (028), London Councils (046)		
Proposal: NFI-MRE-1 NFI-MRE-2	<p>This proposal is aimed at maintaining the status quo of the current regime of night flight restrictions, although from two different conceptual positions:</p> <ul style="list-style-type: none"> <li>No increase in night flights</li> <li>No reduction in night flight allocation</li> </ul>		
Approach	<p>The approach for each of the proposals is as follows:</p> <ul style="list-style-type: none"> <li>Whilst some submissions indicate a position opposed to night flights in principle, the current regime is supported with a clear indication that no increase in night flight movements should be allowed</li> <li>Other submissions were concerned that there should be no decrease in night flight allocation, either immediately or in the next regime (from 2014)</li> <li>In common with other night flight proposals, reference was made to submissions to the Department for Transport Night Flying Restrictions at Heathrow Gatwick and Stansted.</li> </ul>	<p>Stated Capital Cost: Not stated</p> <p>Capacity (mppa): Not stated</p> <p>Capacity (atm): Not stated</p>	
Benefits	<p>The likely benefits of maintaining the current night flying regime are two fold. For those who propose the status quo to protect against increased night flights, there would be no increase in night noise for residents. As aircraft fleets become quieter, noise impacts will reduce. For others who do not wish to see a <i>reduction</i> in night flights this maintains flexibility for use of current capacity and QC allocation. Night flights are seen as crucial for some sectors and routes and this preserves the current position. Where QC is not currently fully utilised (for example at LGW) maintenance of the current QC allocation will allow an increase in night flights should this be required as the economy picks up.</p>		
Issues & Risks	<p>Maintenance of current night flying restrictions preserves the current noise exposure of residents, but offers no increase to capacity. Maintaining restrictions maintains the level of capacity and resilience that airports currently experience. Where night flight capacity is currently under-used, maintenance of the regime has the potential to allow increased use as the market requires. However, historic practice has reduced night flying in the next regime if full use has not been made in the preceding regime. There is a risk that where night flight regimes are currently under-used, maintaining current restrictions will result in some increase in noise exposure when ATMs grow to use this permitted level of operation. There is a risk that maintaining current restrictions will be perceived as not responding to one of the main local environmental concerns of night noise, where there is a potential to tighten restrictions.</p>		
Mitigations	<p>If the regime is maintained, no additional impacts should be expected. Indeed as the fleet is increasingly made up of quieter aircraft, within current ATM caps in place, noise exposure may reduce. Where aircraft movements increase to currently underused QC allocation these are within current permissions so further mitigation is unlikely to be required. Additional changes (detailed in airspace and airport operations templates) may enhance the acceptability of early arrivals through e.g. displaced thresholds and/or steeper approaches, which may be deliverable within the same short term timeframe (3 – 7 years).</p>		
Dependencies	<p>There are a number of dependencies:</p> <ul style="list-style-type: none"> <li>Alignment with DfT Night Flying Restrictions consultation</li> <li>Operational procedures regarding late departures and early arrivals</li> <li>Commercial decisions regarding route origins and destinations drive demand for night flying</li> </ul>		

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## ASSESSMENT SUMMARY

<b>Strategic Fit</b>	Not stated. Doesn't add significant (if any) capacity but maintains current capacity, particularly where underused, for growth as economy improves. Combined with increased fleet mix of lower QC value aircraft, current QC regime could allow for enhanced capacity within noise restrictions if ATM caps were lifted.
<b>Economy</b>	Not stated. Value of night flights to economy has been estimated (BA, Oxford Economics) and disputed (Delft consulting), so this would be maintained. Restricts ability to grow capacity and connectivity to new markets such as the Far East and Australasia (early morning UK arrivals) and South America (late evening arrivals). Lost opportunity impacts are not quantified at this stage.
<b>Surface Transport</b>	No change. Even if more flights allowed within current cap, should no significantly add pressures to public transport as operating periods would remain broadly as now.
<b>Environment</b>	No significant change beyond what is currently permitted. Some increase to local noise exposure possible where full use of Quota Count not used at present.
<b>People</b>	No Change. However, impact on some vulnerable groups – the young, elderly and the chronically ill – is a focus for the WHO Night Noise Guidelines, which although not of regulatory weight in the UK is frequently referenced by environmental and community groups – and by the Mayor of London. The CAA review of noise and health flags that limited research exists to demonstrate clear pathways for (night) noise health effects. Maintenance of current regime might require some review of how guidance from National Planning Policy Framework and Noise Policy Statement for England provide an adequate structure for managing the ICAO balanced approach to noise locally.
<b>Cost</b>	Very low, but costs of regulatory change (inc. planning policy) should be considered.
<b>Operational Viability</b>	Viable, currently in operation. Additional changes (detailed in airspace and airport operations templates) may enhance the acceptability of early arrivals through e.g. displaced thresholds and/or steeper approaches, which may be deliverable within the same short term timeframe (3 – 7 years).
<b>Delivery</b>	Deliverable, currently in operation.