

SHORT (& MEDIUM) TERM MEASURES - EXECUTIVE SUMMARY

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| MEASURE SET | Traffic Redistribution | |
| MEASURE TITLE | Reliever Airport Model | |
| MEASURE SUMMARY | This measure is based on the US FAA model, and proposes to designate reliever airports for London for general and business aviation, with the potential for commercial flights as required. | |
| MEASURE INVOLVES | <div> <input type="checkbox"/> Behavioural Change <input type="checkbox"/> Infrastructure Change </div> <div> <input checked="" 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? <p>This proposal suggests that the UK introduces a reliever airport model, based on the FAA concept as operated around New York and Los Angeles, where designated airports become the General Aviation / Business aviation 'hubs' but also have capacity for the smaller commercial airliners, this relieving pressure on congested airports. This would add capacity within the South east and potentially free-up capacity at the main airports, providing mechanisms to support / encourage GA/BA movements to the reliever airports were put in place.</p> | | |
| WHAT WOULD BE DONE? <p>A new model of designation of general aviation / commercial aviation airports would be needed. This would require policy and regulatory changes, and a new safety case for the reliever airports to be developed. Consultation with both commercial and GA communities would be required to identify the best fit for a reliever airport concept within the UK.</p> | | |
| WHAT IS THE IMPACT? <p>The impacts would be expected to be:</p> <ul style="list-style-type: none"> • High volume GA airports provide general and business aviation certainty and quality in terms of destination. • Growth in business aviation would be encouraged • Will make Farnborough / Biggin Hill more attractive to business leaders • Allows access to markets where scheduled airline routes are poorly developed • Generates £230m GVA in the short term • Employment benefits of smaller airports reinforced | | |

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| MEASURE SET: | Traffic Redistribution | Short Term | <input checked="" type="checkbox"/> |
| MEASURE TITLE: | Reliever Airport Model | Medium Term | <input checked="" type="checkbox"/> |

PROPOSAL SUMMARY

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| Proposed by: | The Air League (006); CILT (013); Farnborough (018); Individuals (033, 035); London Biggin Hill (044); Netjets Europe (056); Rothwell Aviation Ltd (060); South East LEP (064) | | |
| Proposal: TRed-RAM-1 TRed-RAM-2 | <p>This measure covers a UK (South East) specific interpretation of the US FAA model to provide additional capacity by designating reliever airports for London for general and business aviation, with the potential for commercial flights as required, specifically the proposals covered:</p> <ul style="list-style-type: none"> Designation of peripheral airports such as Farnborough or Biggin Hill Northolt is also identified (but see discrete Northolt Measure) | | |
| Approach | <p>The approach is:</p> <ul style="list-style-type: none"> Adopting the New York model which designates peripheral airports to relieve the main commercial airports to meet demand and utilise spare capacity effectively. Designation does not need to be prescriptive about services provided by the peripheral airport. Farnborough as the designated airport west of London is suggested, with both Biggin Hill identified for east of London Positive policy support would be required if relievers are to be attractive alternatives for operators rather than congested hub airports. | <p>Stated Capital Cost: Not stated</p> <p>Capacity (mppa): Not stated</p> <p>Capacity (atm): Not stated</p> | |
| Benefits | <p>The main benefits of designated reliever airports is that such high volume GA airports provide general and business aviation certainty and quality in terms of destination, and allows growth of general and business aviation without impacting main airport capacity. Sharing out of traffic might ease local ATC burdens. FAA practice does not look to restrict traffic at designated reliever airports, allowing commercial innovation. Currently TDRs already restrict GA at peak times at LHR and LGW, so additional capacity gained would be limited, but growth in business aviation would be encouraged, and some additional capacity for commercial traffic would be provided at the reliever airports</p> | | |
| Issues & Risks | <p>The main issues and risks are that designation of reliever airport status on the FAA model could take out of local planning authority regulation the ability to constraint the type of traffic and aircraft served – the interface between the National Planning Policy Framework, the Aviation Policy Framework and existing local plans would be crucial. The reliever airport as a designation has not existed previously under CAA regulation, so this is innovative proposal for UK. It is unclear to what degree additional capacity would be created by designation, nor whether business aviation would choose to transfer from the main airports without additional incentives (for which see regulatory and incentivisation measure sets).</p> <p>Farnborough suggest taking flights from Heathrow's runways and Northolt (7000 ATMs) and other London commercial airports frees capacity, which otherwise needs careful cooperation between airport operators. Biggin Hill recommends the closure of Northolt to commercial / business aviation operations due to marginal impacts on LHR operation, but also through 'unfair competition' through use of a publically owned and funded asset. Currently, commercial traffic at Biggin Hill is not allowed, as aircraft flying to/from BQH cannot carry fare-paying passengers. An application by the airport to allow such flights around the time of the 2012 London Olympics was rejected by Bromley Council in March 2011.</p> | | |
| Mitigations | <p>TBD. Both London Biggin Hill and TAG Farnborough support their proposals with evidence of operation within agreed planning permission caps, with activity remaining within current noise controls. Operating hours restrictions are noted.</p> | | |
| Dependencies | <p>There key dependencies are:</p> <ul style="list-style-type: none"> Relationship to Northolt Strategic role of General and Business Aviation Inter-relationship with other peripheral areas designated for e.g. night flights | | |

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ASSESSMENT SUMMARY

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| Strategic Fit | Is not in conflict with the Aviation Policy Framework, although the reliever concept is not proposed. As it enhances the overall aviation offer, by improving both General Aviation and offering some capacity / resilience gain for commercial air traffic, it would seem to be a good fit strategically. |
| Economy | TBD. It is claimed that increased connectivity will make Farnborough / Biggin Hill more attractive to business leaders, resulting in increased inward investment. Biggin Hill analysis suggests Business Aviation passengers have a value of time 10x that of Business Class passengers on scheduled airlines, allows access to markets where scheduled airline routes are poorly developed, and generates £230m GVA in the short term. Benefits to main airports of limited number of slots becoming available for commercial use are not identified or quantified. |
| Surface Transport | TBD. Limited impact due to current connections and small passenger volumes, but if reliever model successful at attracting a slightly wider fleet mix, surface access demands are likely to increase and should be considered carefully. |
| Environment | TBD. Both airports considered as reliever in this measure have capacity to grow within existing environmental limits, and in Farnborough's case have clearly stated mitigation and environmental improvement ambitions. |
| People | Local employment benefits of smaller airports reinforced. Accessibility provided has limited social inclusion benefits due to passenger profile. |
| Cost | Costs are not stated clearly, but there would need to be some changes to the local facilities if a full reliever (GA + commercial) model was in operation. There would also be costs associated with regulatory changes. |
| Operational Viability | TBD. Viable as both airports considered here have capacity within current physical and planning constraints. |
| Delivery | Farnborough has recently concluded planning permission to 50,000 ATMs. At Biggin Hill, investment subject to local planning approval and legal agreement with LB Bromley |