

<b>REPORT TO:</b>	<b>ENVIRONMENTAL AND DEVELOPMENT SERVICES COMMITTEE</b>	<b>AGENDA ITEM: 8</b>
<b>DATE OF MEETING:</b>	<b>28<sup>th</sup> FEBRUARY 2019</b>	<b>CATEGORY: DELEGATED</b>
<b>REPORT FROM:</b>	<b>STRATEGIC DIRECTOR (SERVICE DELIVERY)</b>	<b>OPEN</b>
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<b>SUBJECT:</b>	<b>AVIATION 2050 – THE FUTURE OF UK AVIATION – A CONSULTATION</b>	
<b>WARD(S) AFFECTED:</b>	<b>ALL</b>	<b>TERMS OF REFERENCE: EDS17</b>

## **1.0 Recommendations**

1.1 That the comments prepared by the cross-party Member Working Panel, included at Annexe A of this report, be submitted as this Council's response to the Department for Transport (DfT) consultation "Aviation 2050 – The Future of UK Aviation".

## **2.0 Purpose of the Report**

2.1 To explain the purpose of the consultation exercise and to seek approval for the proposed response prepared by the Member Working Panel included at Annexe A.

## **3.0 Detail**

3.1 The DfT has published the green paper "Aviation 2050 – The Future of UK Aviation", representing the latest stage of consultation in the preparation of an "Aviation Strategy for Britain", which may be viewed here:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/769695/aviation-2050-web.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/769695/aviation-2050-web.pdf).

3.2 Members may recall that the initial stage of consultation on this emerging strategy, "Beyond the Horizon – the Future of UK Aviation", was the subject of a report to this Committee on 28<sup>th</sup> September, 2017, where it was resolved that a Member Working Panel be established to formulate a response to both it and planned further consultation exercises (Minute EDS/41 refers).

3.3 In accordance with the earlier resolution the Working Panel has been reconvened to prepare a proposed response to the current consultation, set out at Annexe A.

3.4 The consultation document is broad in scope, addressing economic and employment; environmental sustainability; passenger experience; safety and security; general aviation (meaning activity other than standard passenger and freight operations); and new technology considerations. It deals with these at the national scale, rather than at the level of individual airports and their surroundings.

3.5 The document is highly supportive of continued growth in aviation, emphasising the importance of the sector to the national economy. The strategy seeks to make best use of existing runway capacity, the only proposed additional provision in the UK being at Heathrow Airport, where the Government is supporting the development of a

third runway. Any further additional runway provision beyond 2030 would need to be justified in terms of need and compatibility with sustainability objectives.

- 3.6 The proposed responses at Annexe A reflect the Council's established position of welcoming the social and economic benefits which East Midlands Airport (EMA) brings to the local community and beyond, whilst taking the view that anticipated growth in both passenger and cargo flights must be inextricably linked to no growth in aircraft noise, particularly at night. Measures such as the withdrawal of older, noisier aircraft; the introduction of newer, quieter aircraft; the use and enforcement of quieter operational practices and the remodelling of airspace, which involves the alteration of flight paths, mean that growth in activity and noise suppression are not necessarily incompatible.
- 3.7 Other than noise, the proposed Council responses address the issues of surface access; employment and training; air quality; pilot training and drones.
- 3.8 Following the current consultation, which ends on 11 April, 2019, the Government will prepare the final strategy, in the form of a white paper, to be published by the middle of 2019.

#### **4.0 Financial Implications**

4.1 None

#### **5.0 Corporate Implications**

5.1 **Employment Implications:** None

5.2 **Legal Implications:** None

5.3 **Corporate Plan Implications:** Aviation has implications for the following key aims of the Corporate Plan:

- "Enhance environmental standards": aircraft movements and airport activity can potentially have environmental and amenity implications in terms of noise, air quality, and surface transport.
- "Maintain a skilled workforce": East Midlands Airport, related businesses clustered close to that site, aircraft parts manufacturers within and close to the district and the local tourism industry provide employment for South Derbyshire residents.
- "Help to influence and develop the infrastructure for economic growth", "work to attract further inward investment" and "work to maximise the employment, training and leisure uses of the National Forest by residents and increase the visitor spend by tourists":

5.4 **Risk Impact:** None.

#### **6.0 Community Impact**

6.1 **Consultation:** None

6.2 **Equality and Diversity Impact:** Aviation at East Midlands Airport, air freight services, and other areas of economic activity have a positive impact in South Derbyshire, providing employment for many local residents, however, aircraft noise can potentially be detrimental to human health, if insufficiently mitigated, with those living closer to the airport more likely to be affected.

6.3 **Social Value Impact:** Aviation and related economic activity generate both direct and indirect employment opportunities for South Derbyshire residents.

6.4 **Environmental Sustainability:** Aviation can be potentially harmful to the environment in terms of pollutant emissions, including greenhouse gases.

## 7.0 **Conclusions**

7.1 The consultation exercise offers the Council the opportunity to influence emerging national policy, which will have implications for aviation activity and related impacts at the local level.

## 8.0 **Appendices**

Annexe A: "Proposed Council Responses to the consultation document "Aviation 2050: The future of UK Aviation"

## 9.0 **Background Papers**

"Aviation 2050 – the Future of UK Aviation"

HM Government, December,  
2018

"Beyond the Horizon – the Future of UK Aviation"

HM Government, July, 2017