

£50bn

Aviation's annual contribution to UK GDP

960,000

the number of jobs supported by aviation

9-14%

reduction in aviation CO₂ emissions from airspace modernisation

350m

expected number of passengers per year by 2030

£1.7bn

Annual Research & Development investment in the UK by the aviation industry

5dB

noise reduction possible from quieter procedures enabled by airspace modernisation

£29bn

benefit to UK GDP by 2035 from airspace modernisation across Europe

4,000,000

passenger delay minutes every year by 2030, up from 90,000 minutes in 2015

470

new aircraft introduced into service by UK airlines since 2005, an investment of over \$49 billion

About Us

The Sky's the Limit is a campaign group of leading aviation organisations calling on the Government to prioritise its work on airspace and noise, and support industry initiatives to modernise our airspace.

For more information on the campaign:



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THE SKY'S THE LIMIT

MODERNISING UK AIRSPACE



Our airspace safely handles over two million flights every year but it has remained little changed in over 50 years and is now in urgent need of modernisation. Imagine the road network of the 1960s trying to cope with today's road traffic levels. The amount of delays that motorists would experience would be unsustainable.

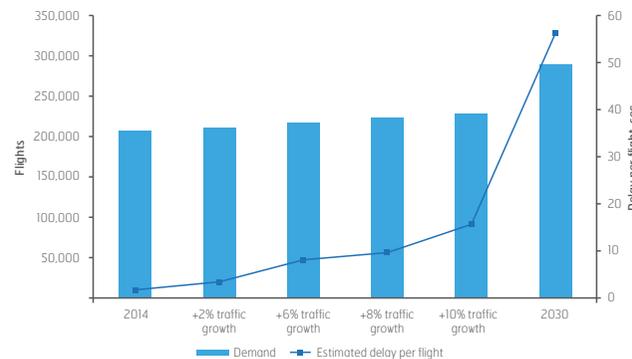
We need to modernise UK airspace

Designed for an industry vastly different in scale to the one we have today, it was never envisaged that our airspace would eventually handle more than two million aircraft and carry over 250 million passengers as it did in 2015.

And air traffic is set to continue to grow, reaching 3.1 million aircraft movements and 350 million passengers by 2030. Our airspace simply won't manage that demand without significant change today. Airspace change is complex and doesn't happen quickly, it takes years and we are already behind schedule. It is critical that the industry and Government now work together to deliver modernisation. That means moving from traditional ground-based beacons to modern satellite navigation, the capability for which already exists on many modern aircraft. The UK is at the forefront of aerospace technological development, and since 2005 UK airlines alone have introduced over 470 new aircraft into service, representing an investment of over \$49 billion. We now need to modernise our airspace to match. It will improve safety and increase efficiency and capacity whilst minimising the impact on the global environment and benefitting communities under flightpaths.

Through better operating procedures – that can be utilised with a modern airspace structure – there is a potential carbon saving to UK aviation by 2050 of between 9% and 14% and alongside the introduction of quieter aircraft 'the potential to reduce UK aviation noise output by 2050 compared to 2010' according to Sustainable Aviation. Aircraft can fly more directly and routes designed to avoid noise sensitive areas or provide a more equitable spread of noise as aircraft are not constrained by ground-based aids. It will also mean greater use of Continuous Descent and Climb operations which reduce noise and CO₂ emissions. And it will reduce the need for conventional orbital holding; instead aircraft can be readied for landing higher and thereby reduce noise and CO₂ emissions. In essence, aircraft would be able to fly quieter and more efficient routes.

It will benefit the UK economy. Airspace modernisation across Europe will deliver over £29bn to UK GDP and 116,000 jobs by 2035 (IATA, 2016). Without it delays faced by passengers are likely to soar to 4 million minutes by 2030, up from 90,000 minutes in 2015 (NATS, 2015).



Our commitment

The UK aviation industry is committed to delivering a sustainable future for our industry. During the last 10 years through Sustainable Aviation, UK airlines have delivered a reduction of over 20 million tonnes of CO₂. Over the same period, we have reduced noise contour areas – the measurement used by Government to assess community annoyance – by 14% around major UK airports.

We are focused on finding collaborative ways of improving our environmental performance, recognising that the views of local communities must be an integral and fundamental part of the process to ensure sustainable growth of our industry.

Our ask of Government

Airspace modernisation is a pillar of the CAA's Future Airspace Strategy and of the UK's infrastructure; it can support the economy and meet our environmental objectives. We are asking the Government to:

- Prioritise and support industry efforts to deliver airspace modernisation as set out in the existing Future Airspace Strategy
- Deliver a stable, long term noise and airspace policy which recognises the need to modernise airspace, provides clear guidance on the balance of priorities in airspace design and enables modernisation in the forthcoming Aviation Policy Framework
- Include airspace, as a critical part of the UK's national infrastructure which requires long term strategic decision making, in the remit of the National Infrastructure Commission