## AEF's response to the DfT on guidance for the environmental objectives of the CAA's air navigation functions

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**AEF's response to the** [DfT consultation Guidance to the Civil Aviation Authority on Environmental Objectives Relating to the Exercise of its Air Navigation Functions](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/208222/consultation-document.pdf)**, focused on aviation emissions,** noise **approaches and the need to manage helicopter** noise**.**

Our response highlighted the importance of the Climate Change Act 2008 and the commitment, reaffirmed by the government in 2012, that aviation emissions should be treated the same as other sectors to meet the overall 2050 target.

In terms of noise, AEF welcomed the shift in government policy, allowing a more flexible approach to noise concentration which allows for the potential to test alternative approaches and the consideration of respite periods.

We emphasised our disappointment that the DfT's draft guidance fails to introduce new advice for managing helicopter noise despite commitments in the Aviation Policy Framework. The need for better guidance is particularly important given the lack of planning advice for local authorities on helicopter noise following the withdrawal of PPG24.

Finally, AEF's response welcomed the special consideration recommended for AONBs and National Parks in respect of managing environmental impacts between 4000 and 7000 feet.

AEF's response is available here: [DfT Air Navigation Guidance consultation response](http://www.aef.org.uk/uploads/DfT_Air_Navigation_Guidance___consultation_response_from_AEF.pdf)

The DfT consultation has been uploaded on to the AEF website here: [Guidance to the CAA on air navigation](http://www.aef.org.uk/uploads/Guidance_to_the_CAA_on_air_navigation_environmental_objectives_1_2.pdf).

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