



Department for Transport

Fergus Ewing MSP/Humza Yousaf MSP
Cabinet Secretary for the Rural Economy and
Connectivity/Minister for Transport & the Islands
The Scottish Government
St. Andrew's House
Regent Road
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From the Secretary of State
The Rt. Hon. Chris Grayling

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000

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Dear Fergus/Humza,

21 July 2017

The Government's plan for a new Aviation Strategy

I am writing to inform you that the Government has today published its plan to develop a new strategic approach for UK aviation.

Aviation is central to the UK's future prosperity as we leave the European Union. As a global, trading nation we want to build on the great industry we have today and create opportunities for people up and down the country.

The new Aviation Strategy will build on our support for the new runway at Heathrow and will set out a long-term plan for every part of the UK's aviation sector. It will aim to support jobs and economic growth across the whole country.

This includes looking at the level of connectivity that all of the nations of the UK require to support economic growth. Domestic air connections are essential for creating a closer, more united country and the top three UK airports by number of domestic connections are all in Scotland.

Our vision will also put the passenger at the heart of aviation, as well as recognising the need to address the impacts of aviation on communities and the environment.

The strategy has six broad objectives:

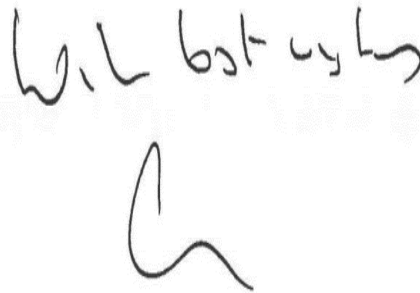
- help the aviation industry work for its customers
- ensure a safe and secure way to travel
- build a global and connected Britain
- encourage competitive markets
- support growth while tackling environmental impacts

- develop innovation, technology and skills

The government plans to publish a series of consultations over the course of the next 18 months to examine the issues relevant to these objectives. This will be followed by the publication of the new Aviation Strategy by the end of 2018.

We have today published a call for evidence document which seeks views on the Government's proposed approach. This consultation will run until 13 October this year, during which time my Department will be engaging extensively with stakeholders across the industry, businesses, and community and environmental groups.

We look forward to working with you over the months ahead to help shape the future of UK aviation.

A handwritten signature in black ink, appearing to read 'Wil Botolph', with a stylized flourish underneath.

Rt Hon Chris Grayling MP

SECRETARY OF STATE FOR TRANSPORT



Department
for Transport

Humza Yousef
Minister for Transport and the Islands
Scottish Government
St Andrew's House
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Dear Humza,

From Baroness Sugg

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6 April 2018

**PUBLICATION OF THE AVIATION STRATEGY NEXT STEPS
DOCUMENT**

I am writing to inform you that tomorrow the Department for Transport plans to publish the Aviation Strategy Next Steps Document.

Aviation is an important part of the government's vision for the future of our country. The sector has a key role to play in helping to build a global Britain that is outward looking and embraces the world. With this in mind, the Government committed before the election to developing and publishing an Aviation Strategy. Responses to the call for evidence carried out by the Department for Transport last year confirmed that there is an appetite for a new strategy.

The Aviation Strategy will set out the long-term direction for aviation policy-making for 2050 and beyond. In doing so it would build on our aviation success story in pursuit of the following aim – **to achieve a safe, secure, sustainable and high quality aviation sector that meets the needs of consumers and of a global, outward facing Britain.**

The Aviation Strategy will directly address six objectives in support of this aim:

- **Help the industry work for its consumers.**
- **Ensure a safe and secure way to travel.**
- **Build a global and connected Britain.**
- **Support growth while tackling environmental impacts.**
- **Encouraging competitive markets.**
- **Develop innovation, technology and skills.**

The Aviation Strategy will be carefully sequenced alongside the National Policy Statement on airport expansion in the south east and we are aware of the need to consider and mitigate against any relating legal risks. This document will be followed by a period of engagement and consultation culminating in an Aviation Strategy document by mid-2019. The Next Steps document will:

- Provide a high level analysis of the responses to the call for evidence from respondents.
- Set out the issues the government will seek to address in the Aviation Strategy under the six objectives.
- Set out where the government is in the policy development process.
- Explore some of the unanswered questions and set out how the government proposes to research further to find solutions.
- Outline the work government is currently undertaking to address some of the issues raised in responses.
- Set out a revised timetable for the development of the strategy that will see a single green paper published in the autumn and the final strategy by mid-2019.
- Provide our very early thoughts on the range of options to be consulted on in the green paper.
- Continue to make the case for an Aviation Strategy that will inform both the government's and industry's approach to the sector – with a clear link to the Industrial Strategy and broader objectives on regional growth.

All of our policy development is presented in the text as early thinking, with no decisions having yet been taken on whether we will progress them. The document therefore contains no new policy announcements. As policy proposals are developed in the course of the strategy work, regulatory impacts will be considered and public consultation undertaken.

The call for evidence document also sought views on our proposal that, in line with the recommendation in the Airports Commission's Final Report, the government is minded to be supportive of all airports who wish to make best use of their existing runways including those in the South East. We have considered the responses to the consultation and will respond shortly.

I have attached a copy of the final document to this letter for your reference.

I am copying this letter to the Secretary of State for Scotland.

A handwritten signature in black ink, appearing to be 'L. Sugg', written in a cursive style.

BARONESS SUGG



Department
for Transport

Michael Matheson MSP
St Andrew's House
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JUSTICE

10 JAN 2018

PRIVATE OFFICE

From the Secretary of State
The Rt. Hon. Chris Grayling

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Web site: www.gov.uk/dft

Our Ref: MC/214415

Your ref:

ST

D Matheson

Thank you for your letter of 11 December 2017, about aviation and disruptive passengers, in particular regarding an amendment to the Air Navigation Order which would prevent passengers consuming their own alcohol on board aircraft. I have noted your support for such a measure.

All air travellers should be entitled to an enjoyable and stress-free journey when flying. Disruptive passenger behaviour is an issue that can have severe negative impacts to the traveling experience of many passengers beyond those who are causing the disruption. While the over-consumption of alcohol is one of the factors leading to disruptive behaviour, and may be the more widely publicised one, we must be mindful that there are also other causes. It is however clear that this type of behaviour, whatever the cause, should not be tolerated within aviation, or indeed other modes of transport.

Airlines UK has approached me about amending the Air Navigation Order (ANO) to include prohibiting the consumption of alcohol, other than that served by the airline, on-board an aircraft and we are continuing dialogue with them on this issue.

While the amendment itself may seem a simple one, the Government must have due consideration regarding the reasons behind the legislation and the possible consequences of it before committing to legislate. The amendment, as with any piece of secondary legislation, would need to pass the legislative scrutiny processes and regulatory clearances before being adopted.

Additionally, all legislation, whether an amendment to existing legislation or a brand new one, will take time and requires both legal and policy resources.

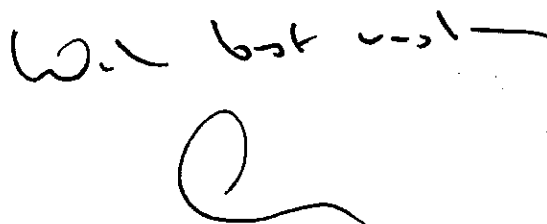
For these reasons, we would firstly need to establish a sound evidence base. I have therefore asked the industry's assistance in gathering this evidence, including how big a problem the consumption of passengers' own alcohol on-board is, why the existing legislation is not effective in discouraging this behaviour, what measures other than legislation have been tried and why they have failed.

The Government will be taking a wider look at how the issue of disruptive passenger behaviour could be managed during the development of the new UK Aviation Strategy. The strategy was launched with the publication of a call for evidence on 21 July 2017, available here:

<https://www.gov.uk/government/consultations/a-new-aviation-strategy-for-the-uk-call-for-evidence>. The call for evidence will be followed by a series of consultations, one of which focusing on the consumer journey, and there will be plenty of opportunities for industry, consumers and others with an interest to feed in their views.

Finally, I am glad to say that the aviation industry in the UK is taking the issue seriously and coming together to find solutions. Great examples of this are the industry Code of Practice on disruptive passenger behaviour, launched autumn 2016, as well as individual initiatives launched by airlines. The Code of Practice, with its commitments covering the whole passenger journey, is a valuable tool to educating passengers and bringing about a change in the attitudes. I understand that the Code is making a real change already, with innovative solutions being trialled across the country and some airports and airlines reporting reducing numbers of disruptive passenger events as a result.

I can assure you that the Government will continue to consider this issue, including the proposal to amend the ANO in dialogue with the industry.

A handwritten signature in black ink, appearing to read 'W. C. Grayling', with a large, stylized flourish below it.

Rt Hon Chris Grayling MP

SECRETARY OF STATE FOR TRANSPORT



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Rt. Hon. Chris Grayling MP
Secretary of State for Transport
Department for Transport
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— 10th December 2017

Dear Chris,

You will be aware of the ongoing issue within the aviation industry of passengers causing disruption to flights. While the total number of incidents remains small, when they do occur, they can have a significant impact including the diversion of flights. Airline data indicates that alcohol is the single biggest causal factor in disruptive passenger incidents. Cabin crew are able to control the amount of alcohol they serve to passengers. They can, and do, refuse service to passengers if they believe that they are intoxicated. There is, however, an issue with passengers illicitly consuming their own alcohol on flights.

Airlines UK have been campaigning for an amendment to the Air Navigation Order (ANO) to make it clear that the illicit consumption of alcohol onboard an aircraft is an offence. This would support cabin crew in their efforts to combat disruptive passengers. I fully support Airlines UK's proposal and would be grateful if you would give it due consideration.

I believe that more needs to be done to address the issue of disruptive passengers. There is no single solution to the problem and it will take collective action by all stakeholders to make progress. However, an amendment to the ANO will significantly contribute to our shared aim of reducing the number of incidents caused by disruptive passengers.

Best wishes

MICHAEL MATHESON