



Department  
for Transport

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Jon Round  
Head of Airspace, ATM & Aerodromes  
Civil Aviation Authority

Via email: [REDACTED]

cc [REDACTED], [REDACTED] and [REDACTED]

16 September 2021

Dear Jon,

### **Additional guidance under s70(2)(ca) Transport Act 2000: Carrying out air navigation functions for the purpose of spaceflight activities**

Following the issuing of the “Guidance on spaceflight activities”<sup>1</sup>, I wish to make you aware of some additional air navigation guidance which is deemed necessary in consequence to the recent developments in the Government’s space programme.

As you are aware, the Secretary of State has issued guidance by way of the Air Navigation Guidance 2017 (“the 2017 Guidance”) to the Civil Aviation Authority (“CAA”) in relation to the CAA’s environmental objectives, when carrying out its air navigation functions as set out in the Civil Aviation Authority (Air Navigation) Directions 2017 (as amended) (“the 2017 Directions”).

With reference to Section 70(2)(ca) of the Transport Act 2000 and the 2017 Directions, the following additional guidance is that when the CAA is exercising its air navigation functions related to an airspace change proposal seeking to facilitate “*spaceflight activities*” within the meaning set out in the Space Industry Act 2018 section 1(6), it should:

1. disregard paragraph 2.6 (use of the department’s TAG analysis tool) of the 2017 Guidance as regards the monetisation of noise impacts, but continue to require sponsors to monetise other direct and indirect (as a result of the

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<sup>1</sup> [Guidance to the regulator on environmental objectives relating to the exercise of its functions under the Space Industry Act 2018](#), given by the Secretary of State under section 2(2)(e) of the Space Industry Act 2018.

consequential changes on civil aviation patterns) environmental impacts (e.g. CO<sub>2</sub>);

2. not require sponsors to undertake a Cost Benefit Analysis of their options because potential noise impact will not be monetised using TAG; and
3. disregard the LOAEL of 51dB LAeq16hr for daytime noise and 45dB LAeq8hr for night-time noise.

Sponsors should assess the noise and other environmental impact of a proposed airspace design that facilitates “*spaceflight activities*” and to do so in accordance with the Guidance on spaceflight activities which complements the 2017 Guidance. In addition, as set out in the 2017 Guidance we expect all sponsors to ensure that their proposals avoid significant adverse impacts on noise.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Ian Elston', with a long horizontal stroke extending to the right.

**Ian Elston**  
Deputy Director  
Airspace, Noise and Resilience