



June 2010

## Policy Principles

- (i) To give the people of the UK the social and business opportunities to travel from their nearest airport where feasible.
- (ii) To capture, not stifle, the social and economic benefits of aviation using robust and objective evidence.
- (iii) To direct aviation growth to locations where it will assist sustainable economic regeneration.
- (iv) To minimise adverse impacts – social, economic and environmental – by protecting people and non-transferable habitats.
- (v) To ensure that the air transport sector rather than local communities pays the full costs of the impact of all air journeys.
- (vi) To offer the aviation industry tough but realistic parameters based upon associated impacts around which to secure growth.
- (vii) To ensure that good quality surface access links are provided to airports, particularly public transport links that create integrated transport hubs.
- (viii) To promote better point to point air services from regional airports, with sensitive control over all impacts.
- (ix) To cap the existing London Airports at the capacity of the existing number of runways, with careful controls imposed so as to reduce the adverse impacts over time.
- (x) To consider the concept of a new 24-hour airport in the South East, where it would have minimal impact on local communities.
- (xi) To support the coordination and integration of the full spectrum of national policies on issues relating to aviation. This must accord with international and regional policy-making and implementation.
- (xii) To promote investigation of the impacts of the air freight industry, supporting the development of air freight infrastructure where it is the most appropriate mode.
- (xiii) To encourage Governments and the aviation industry to make greater efforts to reduce aviation's impacts on climate change.



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## Policy Statement

### **SASIG strongly urge that Government address the need for a new national aviation policy that:**

- is based on the need to control the impacts rather than the aviation activity.
- has considered in detail all options for providing capacity to meet forecast demand, and for providing for other, lower levels of demand.
- embraces the concept of integrated transport provision.
- audits the parameters that should be used in any forecasts of future demand.
- adopts an assessment process for aviation developments that explicitly includes all associated costs.
- sets effective environmental limits for the aviation industry to meet, taking the appropriate form – regulation, charges, taxes, etc.
- considers and mitigates against the impact of greenhouse gas emissions.
- develops the economic analysis of aviation, and in particular improves valuation of the net impact – benefits and disbenefits.
- coordinates with other transport policies and with other associated national policies, such as climate change, and energy policies.