



STRATEGIC AVIATION SPECIAL INTEREST GROUP  
of the Local Government Association

# Strategic Aviation Special Interest Group

**24 February 2012**

**11.00am**

Local Government House  
Smith Square  
London SW1P 3HZ

**To:** Members of Strategic Aviation Special Interest Group (SASIG)

**Copy to:** Named officers for briefing purposes

<http://www.lga.gov.uk>

[www.sasig.org.uk](http://www.sasig.org.uk)

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**Please don't forget to sign out at reception and return your badge when you depart.**

## **Strategic Aviation Special Interest Group**

24 February 2012

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A meeting of the **Strategic Aviation Special Interest Group** will be held on **Friday 24 February 2012 at 11.00am** at the offices of the LGA, Local Government House, Smith Square, London SW1P 3HZ. The arrangements for the day are set out below:

### **SASIG**

**11.00am     The Westminster Suite (8<sup>th</sup> floor)**

Tea and coffee will be provided from 10.30am. A sandwich lunch will be provided after the meeting.

### **Attendance Sheet**

Please ensure that you sign the attendance register as it is the only record of your presence at the meeting.

### **Order of Business**

The order of business and papers are **attached**.

### **Location**

A map showing the location of Local Government House, Smith Square is printed on the back cover.

### **Contact**

SASIG: Anna Mahoney (Tel: 020 8541 9459; e-mail: [sasig@surreycc.gov.uk](mailto:sasig@surreycc.gov.uk))

LGA: Liam Paul (Tel: 020 7664 3214; e-mail: [liam.paul@local.gov.uk](mailto:liam.paul@local.gov.uk))

### **Attendance:**

Please could you contact ([liam.paul@local.gov.uk](mailto:liam.paul@local.gov.uk)) to confirm attendance and any additional requirements by **midday Thursday 23 February**.

### **Hotels**

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# Agenda

## Strategic Aviation Special Interest Group

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11.00am on Friday 24 February 2012

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1 Apologies for absence and welcome to new attendees.	
<i>For discussion &amp; decision:</i>	
2 Minutes of the last meeting (28 October 2011) and matters arising.	3
3 National Aviation Policy Update.	15
4 SASIG Finance Report – 2011/12 Projected Out-turn and Proposed 2012/13 Budget.	54

*For information:*

5 Report of the Chairman's Advisory Group (CAG) meeting held 3 February 2012.	76
6 Dates for future meetings – please see dates below:	

**Chairman's Advisory Group (CAG)**

Friday 18 May 2012  
Friday 19 October 2012  
Friday 8 February 2013

**SASIG**

**Thursday** 14 June 2012  
Friday 9 November 2012  
Friday 1 March 2013

**PLEASE NOTE:**

The Aviation Minister, Theresa Villiers, shall be attending the next SASIG meeting –  
on **Thursday** 14 June 2012.

7 Any other business – please notify in advance ( <a href="mailto:sasig@surreycc.gov.uk">sasig@surreycc.gov.uk</a> ; (020) 8541 9459).	
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8 **Presentation:-**

**Helicopters - regulations, operations, characteristics**

Jim Walker - Business Coordinator, Airspace Policy Coordination & Consultation,  
Directorate of Airspace Policy, Civil Aviation Authority (CAA).

Colin Stanbury – London Heliport Consultative Group.



## ITEM 2: NOTES OF PREVIOUS MEETING AND MATTERS ARISING

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### Strategic Aviation Special Interest Group

#### Minutes of Meeting

Friday 28 October 2011, Local Government House at 11:00

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#### 1. Apologies for absence and new attendees

The Chairman, Cllr Jamie Macrae, welcomed the group to the meeting and invited new attendees to introduce themselves. He welcomed Edward Cheng as the new Policy Officer for SASIG.

The list of those present and apologies received is at Appendix A, page 11.

#### 2. Minutes of the last meeting (24 June 2011) and matters arising

##### Decisions

The Minutes of the last meeting were **agreed** by the group as a correct record.

There were no matters arising.

#### 3. National Aviation Policy Update

The SASIG Chairman summarised the issues discussed at their **meeting in September 2011 with the Aviation Minister**, Theresa Villiers, adding that the Minister appreciated the opportunity to meet and discuss issues with SASIG.

Cllr Jackie Cheetham, SASIG Vice-Chairman said that it had been a positive and useful meeting with two-way dialogue - the Minister asking as well as answering questions, and that the Minister knew her subject well.

Cllr Ian Lake, SASIG Vice Chairman, said the Minister was clear that SASIG was a well-respected organisation, and that it was gratifying the Minister was supportive of SASIG's role providing a coordinated voice in the aviation policy debate. The Minister was grateful for SASIG coming from a productive position.



STRATEGIC AVIATION SPECIAL INTEREST GROUP  
of the Local Government Association

SASIG Meeting

24 February 2012

## Notes of Previous Meeting

In response to a question from the group on new runways, the SASIG Director, emphasised that Government policy advocated no new runways at Heathrow, Gatwick and Stansted, but Ministers had not ruled out expansion elsewhere. The Minister did not expand on specific cases such as Luton airport during her meeting with SASIG, but merely clarified policy. It was noted that the Minister had received over 600 responses on the national aviation policy review so far.

The SASIG Chairman and Vice-Chairmen emphasised that they had been limited in what questions could be asked about the national aviation policy review due to the developing state of the review. They proposed June/July 2012 as an appropriate time for the Minister to attend a SASIG meeting, which she has agreed in principle to. The next stage of the policy review will have been issued for consultation by that time and the group will have had some time to digest it.

It was noted that the issue of how the Government can “constitute appropriate mechanisms for the collection of adequate funds for mitigation and compensation measures” was brought to the group by the Minister. Input from the membership would be appreciated as part of a wider response from SASIG on this issue.

On the **South East Airports Taskforce (SEAT)**, the difference in capacity between regional airports and airports in the South East was discussed. While the importance of keeping regional airports on the Government agenda was emphasised, it was recognised that it is likely the work of the Government’s taskforce will focus on larger London airports.

On the **operational freedoms trial at Heathrow**, the group said that Ministers had directed BAA Ltd. to engage with Local Authorities around Heathrow, however, the response from BAA Ltd. to this Ministerial direction has been poor. Hounslow LB has written to request a postponement of the trial due to start on 1 November 2011, to allow more time for engagement as they are concerned that proceeding at this stage will result in flawed data and flawed decision-making. It was noted that there were signs of an attempt to shift responsibility from airport operators to Local Authorities.

On **noise reduction**, it was felt that the usefulness of bunds and noise reduction fencing was not universally recognised and this made it difficult to persuade airport operators to provide funding for them. It was also felt that the traditional noise measurement techniques do not accurately illustrate the impacts of ground noise. It was not clear whether the way noise is measured could provide a reliable indication of what bunds do, and simple measures such as this can be effective.

The SASIG Chairman highlighted the need for noise management measures to be locally tailored, and promoted use of Airport Consultative Committees (ACCs) as a route through which to secure such measures.



On **air passenger duty (APD)**, the group noted the Government's exception for Northern Ireland and asked if regional airport operators would be able to argue a similar case for provision to be extended. It was argued that the Duty gave airline operators such as Ryanair a price advantage of around £80 per seat over other UK airline operators. The group said it was important to recognise that APD is a tax, and is the only way in which aviation is taxed. It was cautioned that the aviation industry is attempting to avoid the tax when they join the European Union emissions trading scheme (EU ETS) in 2012.

On the **national rail network**, the membership discussed HS1 and HS2, saying that the lack of linkage in the planning of these two lines had been frustrating. Beyond the North West it is envisaged the link will have more effect. There is currently little overlap in terms of the decision-making for high-speed rail, and many choices still need to be made.

Some of the group voiced concern about where money for the proposals was going to come from. Others felt that capacity problems faced by commuters in areas such as Northampton and Milton Keynes provided a strong rationale for the new line to go ahead. The Chairman said that a decision on the high-speed rail route was anticipated in November or December 2011.

On the **new airport proposals**, the group discussed the 'pros and cons' of the Thames estuary as a location. Hong Kong's airport built on reclaimed land was cited as a successful example of how this idea has worked in practice. However, the environmental impact on the estuary as a wildlife protection area and safety concerns over potential bird strikes were also cited as factors for consideration. The cost assessment methodology for a new airport scheme might factor in benefits to the public and all other relevant features.

The specific characteristics of **helicopter noise** were highlighted: planning permission is not needed if activity takes place on less than 28 days per year; the Civil Aviation Authority (CAA) should monitor that, however, often no checks are made; the landowner is the responsible party; and the CAA is not being supportive of any input other than from the industry.

## **Decisions**

The issues discussed when SASIG met the Aviation Minister, Theresa Villiers, were **noted**.

The SASIG membership **agreed** to assist the Department for Environment, Food & Rural Affairs (Defra) in their work to include a noise indicator in the Department of Health (DoH) policy.

It was **agreed** that SASIG will invite the Aviation Minister to attend a future SASIG meeting, preferably in June / July 2012.

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STRATEGIC AVIATION SPECIAL INTEREST GROUP  
of the Local Government Association

**SASIG Meeting**

24 February 2012

**Notes of Previous Meeting**

It was **agreed** that SASIG will develop a response to the issue of how the Government can “constitute appropriate mechanisms for the collection of adequate funds for mitigation and compensation measures”.

It was **agreed** that SASIG will include the issue of helicopter noise in the group’s response to the policy framework.

### **Actions**

SASIG will assist the Department for Environment, Food & Rural Affairs (Defra) in their work to include a noise indicator in the Department of Health (DoH) policy.

The Aviation Minister will be invited to attend a future SASIG meeting (June / July 2012).

SASIG will develop a response to the issue of how the Government can “constitute appropriate mechanisms for the collection of adequate funds for mitigation and compensation measures”.

SASIG will include the issue of helicopter noise in the group’s response to the next stage of the national aviation policy review.

## **4. SASIG Finance Report - 2011/12 Outlook**

The SASIG Chairman summarised the key messages from this report, including the intention to fill the post of SASIG Information Officer. With half of subscriptions now paid for this financial year, the group needs to look towards funding for next year. A letter will go out to SASIG Authorities setting out justification for them including the SASIG subscription in their budget planning.

It was noted that time is limited as most Authorities will have already been working on their budget for 2012/13, so it is envisaged that the letter will be sent in the next few weeks.

The Chairman noted that aviation is entering a period of policy change where SASIG needs to reinforce its views. He urged the membership to promote the work of SASIG in their Authorities and assist in raising the group’s income for 2012/13.

The Chairman said the group would continue to explore other sources of revenue beyond subscriptions, including how the group can share resources with other organisations. He explained that a discounted rate had been adopted to attract new Authorities; assistance from the existing membership with promoting this feature was requested. If capacity within the team can be built up, the group will be in a position to commission work – we need the resources in order to deliver. Suggestions were welcomed from the group.

*...continues...*

**Decisions**

The 2011/12 outlook was **noted**.

Debts are to be cleared by those Authorities yet to pay their 2011/12 subscriptions.

**Action**

It was **agreed** that SASIG would send out a letter in the next few weeks regarding budget planning for 2012/13.

**5. Notes of the Chairman's Advisory Group meeting held 30 September 2011**

The Chairman thanked Cllr Cheetham for Chairing this meeting in his absence.

**Decision**

The report was **noted**.

**6. SASIG response to National Aviation Policy Review 'Scoping Document' consultation**

The group discussed the suggestion of a 'noise envelope', emphasising that the outcome should be a reduction of noise rather than just a monitoring exercise. The need for more social surveys to measure the impact on communities was stressed.

The membership noted the possible inclusion of a noise indicator in Department of Health policy, saying that this could prove useful in helping to achieve SASIG's own aims in this area. It was agreed that this was an area of work the group should seek to have an input into.

The group pointed out that noise was not included within the section of SASIG's response referring to compensation and agreed that this issue should form part of SASIG's future responses in the policy review.

The timing of the Department for Transport's review of Airport Consultative Committee (ACC) guidelines was enquired about.

The membership thanked the SASIG Director for her work in writing a response to the consultation on behalf of SASIG.

*...continues...*

**Decision**

The report was **noted**.

**Actions**

It was **agreed** that the SASIG Director would ascertain the Department for Transport's timetable for their review of Airport Consultative Committee (ACC) guidelines.

It was **agreed** that SASIG would include compensation for noise as an issue in future responses to the Department for Transport.

**7. SASIG response to Draft National Planning Policy Framework (NPPF) consultation**

The membership discussed the draft National Planning Policy Framework (NPPF), detailing two headline concerns about the lack of spatial vision in the policy framework and the lack of a clear definition of 'sustainable development'. The membership pointed out that Local Authorities are already getting planning applications for 2012/13 and the timescale for implementation of the framework was too slow. The group agreed to wait and see whether SASIG proposals to accelerate the process would be taken up by the Planning Minister, Greg Clark.

The membership thanked the SASIG Director for her work in writing a response to the consultation on behalf of SASIG.

**Decision**

The report was **noted**.

**8. Dates for future meetings**

The dates for future meetings were **noted**:

**Chairman's Advisory Group (CAG)**  
3 February 2012

**SASIG**  
24 February 2012

**9. Any other business**

No other items of business were raised.

*...continues...*

**Presentation from Doncaster Metropolitan Borough Council -**

**Integrating transport and planning at Doncaster Sheffield Airport**

**Stephen King, Principal Transport Planner, & Jeremy Johnson, Employment Manager,** from Doncaster Metropolitan Borough Council (MBC) gave a presentation on 'Integrating Planning and Transport at Doncaster Sheffield Airport'. A copy of the slides is enclosed with these Minutes, and is available on the SASIG website.

The following points were emphasised by Stephen and Jeremy:

Doncaster MBC is looking to realise the unique opportunity of providing a 'one-stop aviation shop' at Doncaster Sheffield Airport.

The airport mainly serves passengers within the holiday sector but has aspirations to provide more business services in the long-term. More research needs to be done on where travellers would like to fly.

Partnership working is in place amongst Local Authorities as well as with the private sector.

Passengers are currently well served by a shuttle bus to and from the airport and the centre of Doncaster in 20 minutes - twice as fast as making the journey by car. The shuttle bus receives a European subsidy and runs from 5am to midnight each day. Plans for development of a rail service from the airport are ongoing.

A conditional funding agreement has been awarded from the Regional Growth Fund (RGF), which is reliant on the private sector parties involved. They are currently going through due diligence for the funding package, with the hope that construction of a road link between the airport and the M18 motorway can begin in 2012. Doncaster MBC's role is pump-priming, coordination and driving the process.

A cross-country rail connection will come along when the HS2 high-speed rail network is extended, providing a high-speed connection between Doncaster and Birmingham.

Permission was granted in 2010 for a strategic rail freight interchange; waiting for construction to begin. The airport plus this freight interchange constitute a 'strategic transport corridor'.

In the discussion, the membership highlighted that airports such as Bournemouth have been losing passengers in recent years despite strong initial investment. The team at Doncaster MBC, however, expressed confidence that they can continue to attract investment. The airport is based in a strong local catchment area, and an award for customer experience was achieved in 2010 – travellers like to use the uncluttered, modern & spacious buildings.

The Chairman expressed the group's thanks to Stephen and Jeremy for their time preparing and giving this interesting and relevant presentation.





STRATEGIC AVIATION SPECIAL INTEREST GROUP  
of the Local Government Association

SASIG Meeting

24 February 2012

Notes of Previous Meeting

Strategic Aviation Special Interest Group, Friday 24 June 2011

Appendix A

Attendance & apologies list

<b>Present</b>	<b>Authority</b>
Cllr Nigel Shaw	Broadland DC
Roger Burroughs	Broadland DC
Cllr David Rowlands	Bucks CC
Cllr Jamie Macrae	SASIG Chairman
Len Smith	Cornwall Council
Cllr Keith Brockwell	Crawley BC
Stephen King	Doncaster MBC
Jeremy Johnson	Doncaster MBC
Cllr Mike Carver	East Herts DC
Cllr Mick Page	Essex CC
Zhanine Oates	Essex CC
Cllr Andrew Gibson	Hampshire CC
Rob Gibson	Hounslow LB
Stephen Service	LGA, Member Support Officer
Wendy Rousell	Luton BC
Cllr Charles Yarwood	Mole Valley DC
John Coates	Richmond upon Thames LB
Anna Mahoney	SASIG Director
Edward Cheng	SASIG Policy Officer
Cllr Ian Lake	Surrey CC
Cllr Jackie Cheetham	Uttlesford DC
Steve Bailes	Uttlesford DC
Cllr David Sleight	Wokingham BC

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STRATEGIC AVIATION SPECIAL INTEREST GROUP  
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SASIG Meeting

24 February 2012

Notes of Previous Meeting

<b>Apologies</b>	<b>Authority</b>
Cllr Chris Ridgers	Cornwall Council
Tom Flanagan	Cornwall Council
Cllr Andrew Bosmans	Doncaster MBC
Richard Ward	Ealing LB
Paul Baker	Hammersmith & Fulham LB
Val Beale	Hillingdon LB
Cllr Graham Knight	Reigate & Banstead BC
Peter Long	Reigate & Banstead BC
Richard Worrall	SASIG Honorary President
Rub Nawaz	Slough BC
Monica Wilsch	Slough BC
Cllr Marian Rough	Spelthorne BC
Sue Janota	Surrey County Council
Kath Harrison	Surrey County Council
Cllr Alan Jones	Tandridge DC
John Phillips	Tandridge DC



## ITEM 3: NATIONAL AVIATION POLICY UPDATE

This national aviation policy update reports on the following items:-

<b>Government to hold formal consultation on new airport proposals</b>	<b>16</b>
<b>Airport growth forecasts published by Government – and widely refuted</b>	<b>19</b>
<b>Civil Aviation Bill published</b>	<b>19</b>
<b>The planning system</b>	<b>20</b>
National Planning Policy Framework (NPPF)	20
<b>Defra confirms review of impact of EU Directives on development</b>	<b>21</b>
<b>Air Passenger Duty (APD)</b>	<b>21</b>
<b>Airport and airline developments</b>	<b>22</b>
Heathrow – 'operational freedoms' trials	22
Gatwick – increased use of single runway; second runway after 2020	23
Stansted – BAA Ltd. to sell housing stock and the airport	24
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Robin Hood Airport Doncaster Sheffield development	25
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Birmingham Airport - new terminal opened	25
Manchester Airport – plans for 'Airport City'	25
Aberdeen Airport - runway extension completed	26
London City Airport – airfield expansion	26
Plymouth Airport closed	26
Durham Tees Valley Airport to be sold	26
Reduced domestic connections	27
<b>Air quality</b>	<b>27</b>
Funding increased for Councils to tackle nitrogen dioxide pollution	27
Environmental Audit Committee's (EAC) 9th Report 'Air Quality: a follow-up Volume I & II'	28
National air pollution emissions statistics	28
London Assembly calls for an updated Air Quality Strategy	29
<b>Climate change</b>	<b>29</b>
UK carbon targets to include international shipping emissions	29

<b>Rail network proposals</b>	<b>30</b>
<b>European update</b>	<b>18</b>
European Commission releases 'airport package'	32
European Union Emissions Trading Scheme (EU ETS)	33
Frankfurt Airport operator unveils runway 4, and High Court orders night flight ban	34
<b>Civil Aviation Authority (CAA) publications</b>	<b>34</b>
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## **Government to hold formal consultation on new airport proposals**

- 1 The Prime Minister, David Cameron, has announced a formal consultation on plans for a new hub airport in the Thames estuary.
- 2 An additional consultation document - posing questions specifically on the issue of new airport provision - will be issued alongside consultation on the draft aviation policy due in Spring 2012, forming the next timetabled stage in the Government's national aviation policy review.
- 3 This formal consultation will be an important opportunity for all interested parties to raise issues that should be considered in any new airport proposal and in the wider development of aviation policy.
- 4 Two Parliamentary notes have been issued on the full range of new airport proposals that have been considered since 1945:
  - 'Aviation: proposals for an airport in the Thames estuary, 1945-2011'  
<http://www.parliament.uk/briefing-papers/SN04920>
  - 'Aviation: Mayor of London's proposals for a Thames estuary airport, 2008-'  
<http://www.parliament.uk/briefing-papers/SN06144>
- 5 The most recent proposals for a new airport in the Thames Estuary include a proposal by Lord Foster to develop a four runway airport in the Isle of Grain as part of a wider project to include a new Thames barrier and rail links. The airport alone has been estimated to cost £20 billion with the capacity to handle 150 million passengers per year.

- 6 Another proposal, championed by the Mayor of London is for a four-runway airport built on two artificial islands at Shivering Sands near Whitstable. The proposal, Labeled 'Boris Island' would provide large capacity and allow planes to take off and land over sea. The cost of the project is estimated at between £40-70 billion.
- 7 A third proposal, which was discussed in preparation for the 2003 Aviation White paper is for an 3 runway airport on the Hoo peninsula near Cliffe. This location has established transport links however there are several environmental concerns particularly over bird habitats. The cost has been estimated at £14 billion.

### **Coalition Party positions**

- 8 Reports suggest that the Prime Minister intended to make the announcement much earlier than January 2012, however, Nick Clegg, the Deputy Prime Minister and Leader of the Liberal Democrats, stepped in and blocked the announcement. This intervention, and subsequent delay of the announcement, is said to have created tensions within the coalition and highlighted differences between the Parties' positions on aviation expansion.
- 9 The Conservatives have refused to allow the expansion of Heathrow airport, ruling out a third runway. Following the arrival of the Coalition into Government, airport operator BAA Ltd. withdrew plans for a second runway at Stansted, and any expansion at Gatwick before 2019 has been ruled out. The Government's aviation scoping document, 'Developing a Sustainable Framework for Aviation' published in March 2011, reiterated the Government's commitment to no expansion at Heathrow, Gatwick and Stansted. The Liberal Democrats' policy has been to oppose all airport expansion in London and the South East, including the proposals for a new airport in the Thames Estuary.
- 10 According to the Telegraph, David Cameron and George Osborne are thought to be supportive and more interested in the issue of a new estuary airport after numerous business leaders raised it with them. In his Autumn statement, the Chancellor indicated that the Government would consider all options for airport expansion with the exception of a third runway at Heathrow. Nick Clegg is said to have an "open mind" over the proposal, despite his Party's position opposing aviation expansion, but is said to be keen to consider the views of environmental campaigners and residents.

### 11 **SASIG COMMENT:**

These divisions illustrate the breadth of the issues to be considered, and should in fact be managed to provide a thorough examination of the full depth and range of issues, as opposed to contributing to aviation being presented as a divisive matter.

## London Mayoral elections

- 12 A report in The Telegraph has suggested that some senior Conservatives view Mr Clegg's intervention with political cynicism, suggesting Mr Clegg was concerned that allowing Coalition backing for the scheme before the Mayor of London elections would boost the position of Conservative candidate, Boris Johnson. All of the other candidates for London Mayor have expressed their opposition to the Thames estuary proposal.
- 13 With the London Mayoral Elections set to take place on 3 May 2012 it has been suggested that Cameron's announcement is intended to boost the image of the Conservative candidate and show that he is able to deliver major infrastructure projects for London.

## Habitat destruction, climate change emissions and noise

- 14 Opposition to new airport schemes relates to the social and environmental impacts in terms of habitat destruction, noise impacts and increases in climate change emissions.
- 15 **SASIG COMMENT:**  
Consideration of these impacts is essential in order to assess their acceptability or not. The hierarchy of analysis must show the extent to which these impacts can be avoided, reduced, mitigated and compensated for. Only then can an informed decision be made about the degree of acceptability of the associated impacts.

## Economic impact on the economy of west London

- 16 The impact on the economy of west London needs to be assessed in relation to any new airport scheme.
- 17 **SASIG COMMENT:**  
Heathrow Airport currently has a dominant influence on the economy of west London. The benefits and economic security enjoyed due to a large employer being active in the area must be recognised.

## Airport growth forecasts published by Government – and widely refuted

- 18 In November 2011, the Department for Transport (DfT) published growth forecasts for UK airports up to 2050<sup>1</sup>, alongside their response<sup>22</sup> to the 'Aviation Report' published in 2009 by the Committee on Climate Change (CCC).
- 19 These forecasts have been widely discredited by aviation industry representatives due to discrepancies between their own forecasts and those of the DfT. These discrepancies range from being both lower and higher than industry commentators expect, and appear to be predicated on restricted growth at the larger London airports.
- 20 The DfT explained that the purpose of such forecasts is to inform long-term strategic aviation forecasts, not to predict levels at individual airports. That aside, these forecasts are only of value for long-term planning if users have confidence in them, and the compound discrepancies evident in these forecasts raises the spectre that they are not even of use for that purpose.

## Civil Aviation Bill published

- 21 A Civil Aviation Bill has been introduced to Parliament. The Bill comprises three main parts:
  - reforming the framework for airport economic regulation;
  - modernising the framework and functions of the aviation regulator, the Civil Aviation Authority (CAA); and
  - transferring certain operational aviation security functions to the CAA as part of wider work to improve aviation security regulation and deliver savings to general taxation.
- 19 This Bill will replace the current economic regulation duties of the CAA with a single primary duty to promote the interests of passengers. The CAA will be given more flexibility to set performance measures at major airports, encourage investment in improvements and provide passengers and other airport users - such as those sending cargo by air - with more information about airline and airport performance.
- 20 In November 2011, the Department for Transport had published a draft version of the Bill for consideration by stakeholders prior to introduction into Parliament (<http://www.dft.gov.uk/publications/civil-aviation-bill>; <http://assets.dft.gov.uk/publications/civil-aviation-bill/>)

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<sup>1</sup> Department for Transport (DfT) UK airport growth forecasts up to 2050:-  
[www.dft.gov.uk/publications/uk-aviation-forecasts-2011](http://www.dft.gov.uk/publications/uk-aviation-forecasts-2011)

<sup>2</sup> DfT response to the 'Aviation Report' published in 2009 by the Committee on Climate Change (CCC):-  
[www.dft.gov.uk/publications/reducing-co2-emissions](http://www.dft.gov.uk/publications/reducing-co2-emissions)

## The planning system

### National Planning Policy Framework (NPPF)

- 21 The Government has responded<sup>3</sup> to MPs on the Commons Environmental Audit Committee (EAC) who wrote to the Prime Minister calling for a clearer definition of sustainable development in the yet to be finalised National Planning Policy Framework (NPPF). The Government said that the planning system has always enshrined the principle that the economic, environmental and social dimensions of sustainable development should be considered in a balanced way, and that it will continue to do so.
- 22 The all-Party Select Committee argued that in its current form, the planning framework definition presents different messages to different audiences about what the presumption in favour of sustainable development actually means in practice. The Committee said clarification was critical as the definition would be used as a material consideration in planning decisions and might have to be tested in the courts. The Committee has urged a definition that makes it clear that a 'sustainable development' should not breach environmental limits (on water use or waste disposal, for instance).
- 23 The Government reiterated that the framework also aims to strengthen local decision-making and reinforce the importance of Local Plans, and that appropriate transitional arrangements will be in place before the new Framework comes into force.
- 24 The Government has set a timetable with the intention of producing the final NPPF document by April 2012. The timetable includes publication of transitional arrangements to adopt the planning reforms in a staged approach, prior to the publication of the final NPPF document, however these have yet to be published.
- 25 The House of Commons library has published an information note on developments regarding the NPPF<sup>4</sup>.

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<sup>3</sup> Environmental Audit Committee publishes correspondence on National Planning Policy Framework, November 2011, <http://www.parliament.uk/business/committees/committees-a-z/commons-select/environmental-audit-committee/news/environmental-audit-committee---announcement-of-publication/>

<sup>4</sup>House of Commons library Briefing paper 31 January 2012 <http://www.parliament.uk/briefing-papers/SN06066>



## Defra confirms review of impact of EU Directives on development

- 26 The Department for Environment Food and Rural Affairs (Defra) will publish in March 2012 the outcome of its review<sup>5</sup> of how well the EU Habitats and Birds Directives are being applied to 'protected sites' in England. This move, signalled in the Chancellor's Autumn Statement 2011, will involve stakeholders and other Government Departments. The review will be followed by new guidance that is scheduled to be available by the time of the 2012 Budget.
- 27 Protected sites are Special Areas of Conservation (SACs) under the Habitats Directive and Special Protection Areas (SPAs) under the Birds Directive. There are currently 251 SACs and 84 SPAs in England, covering about 6% of land and 24% of inshore waters
- 28 Defra explained the analysis would focus on obligations in the legislation that affect the authorisation process for proposed development, with a view to reducing the burdens on businesses while maintaining and where possible enhancing environmental benefits.
- 29 As part of the exercise the Department plans to make it easier for businesses to understand what they must do to comply with the Directives by improving Natural England's support and assistance to developers.

## Air Passenger Duty (APD)

- 30 The Chairman of the Energy and Climate Change Committee, Tim Yeo, urged the Chancellor<sup>6</sup>, George Osborne, ahead of the Autumn Statement 2011, to not amend the scheme for Air Passenger Duty (APD) in line with demands being made by airline operators.
- 31 Mr Yeo called on the Government to look for ways to make the tax more effective at reducing emissions and says the tax should be used to ensure compliance with the EU Emissions Trading Scheme (EU ETS), with, for instance, any country or operator that refuses to comply with the EU ETS aviation rules should face an increased APD charge in the UK. In addition, he suggests that countries and operators that are complying with EU ETS could be rewarded with a lower level of APD.
- 32 In the Chancellor's Autumn Statement 2011, he committed to extend APD to business jets effective from April 2013, and cut the rate of APD for passengers travelling on long-haul flights from Northern Ireland.

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<sup>5</sup> Department for Environment Food and Rural Affairs (Defra) review of EU Habitats and Birds Directives, <http://www.defra.gov.uk/news/2011/11/29/habitats-and-birds-directives/>

<sup>6</sup> Energy & Climate Change Committee urges Chancellor to strengthen Air Passenger Duty (APD) rules <http://www.parliament.uk/business/committees/committees-a-z/commons-select/energy-and-climate-change-committee/>

- 33 In December 2011, the Treasury published its response to the APD consultation, confirming that APD will see a significant rise in April 2012, as laid out in the 2011 Budget (between £1 and £14, depending on the class of travel). The Treasury also confirmed that APD will be extended to include business jets, and that rates for passengers flying from Northern Ireland will be cut.
- 34 The Chancellor has indicated that the rise will be twice the rate of inflation. As APD was frozen for the current financial year 2011-12, the increase in the Retail Price Index (RPI) for this year (5%) will be added to the tax alongside the RPI for next year (an additional 5%).
- 35 The Treasury dismissed calls for the banding system of charges, and the inclusion of premium economy seat types in the higher rate, to be changes as being too costly or complicated.
- 36 The lack of change in the Government's stance on APD comes amid a growing backlash against the tax by airline operators. British Airways, Easyjet, Ryanair and Virgin Atlantic launched an unprecedented alliance in early November 2011, calling on the Chancellor to axe the tax.
- 37 Many in the aviation industry have been calling for APD to be scrapped in January 2012, when aviation will start paying for its carbon emissions under the European Union's Emissions Trading Scheme (EU ETS). On this point, the Treasury stated that APD is not a green tax but primarily a revenue-raising duty which makes an important contribution to the public finances, whilst also giving rise to secondary environmental benefits.

[http://www.hm-treasury.gov.uk/d/condoc\\_responses\\_air\\_passenger\\_duty.pdf](http://www.hm-treasury.gov.uk/d/condoc_responses_air_passenger_duty.pdf)

## Airport and airline developments

### Heathrow – 'operational freedoms' trials

- 38 From 2 November 2011, trials have been underway at Heathrow Airport<sup>7</sup> to explore whether the use of certain procedures can help cut delays and reduce the number of late running flights. The trial will not mean an increase in the number of flights going into or out of Heathrow Airport, but routes will be affected due to both runways being used at the same time.
- 39 These trials – being referred to as 'operational freedoms' trials, came as a recommendation from the South East Airports Task Force (SEAT) – the group set up by the Aviation Minister to progress the Government's programme of improving the passenger experience, and making airports 'better not bigger'.

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<sup>7</sup> BAA Heathrow Airport – 'operational freedoms' trials  
[http://www.heathrowairport.com/portal/page/Heathrow+noise%5EGeneral%5ENoise+in+your+area%5EOperational+trial/1d532f25264b2310VgnVCM10000036821c0a\\_\\_\\_/448c6a4c7f1b0010VgnVCM200000357e120a\\_\\_\\_/](http://www.heathrowairport.com/portal/page/Heathrow+noise%5EGeneral%5ENoise+in+your+area%5EOperational+trial/1d532f25264b2310VgnVCM10000036821c0a___/448c6a4c7f1b0010VgnVCM200000357e120a___/)

40 150,000 homes received a leaflet from BAA Ltd. in October 2011 detailing the trials. Data is being collected and produced throughout the trial on a daily and monthly basis. Daily data reports are available by clicking the link here <http://heathrowtrial.com>. A report will also be produced at the end of the trial.

41 During the trials, runway alternation will be overridden when certain conditions are reached. The practice of runway alternation is predicated on the need for residents to experience some degree of respite from the noise impacts of aircraft departing the airport, on average, every 90 seconds.

### **Gatwick – increased use of single runway; second runway after 2020**

42 Proposals in the latest draft Airport Master Plan (AMP) for Gatwick support the safeguarding of land for a second runway, should that be pursued, after 2020. The airport operator, GIP, has indicated they have no intention of dishonouring the 2019 Legal Agreement relating to the airport. This agreement means that construction of a second runway cannot take place prior to 2019. It is, however, possible for a planning application to be submitted for this purpose prior to 2019 should GIP be so inclined.

43 Prior to that time, increases in passenger numbers will be accommodated up to the limit of available seats on aircraft operating in the peak hours, followed by further demand being met through off-peak services.

44 Since peak capacity is a primary driver of airport facility requirements, the case for a second runway will be formed if further demand is to be met once peak services on the existing runway are operating at capacity.

45 Some 217 hectares of land will be needed for a second runway, with additional land take for a second terminal, cargo, maintenance, parking and other facilities taking the total land use area to 1,341 hectares, from 674 hectares at present.

46 In the near-term, there are operational enhancements that could be made to the one-runway airport, such as providing for aircraft to leave the runway more quickly (Rapid Exit Taxiways - RETs), and infrastructure suitable for use by A380 aircraft (i.e. 'Code F' compliant) – additional remote and pier-served stands and a widened runway.

47 The new £73 million North Terminal extension has also been opened at Gatwick, extending the terminal building by 1.25 hectares, with 18 more check-in desks, including self-service kiosks and new baggage reclaim facilities. Additional features include a multi-storey car park providing 1,177 short-stay parking spaces, improvement to the inter-terminal monorail, a new interchange facility at the North Terminal and improvements to the security area.

48 It forms part of a wider £475 million investment in the whole of the North Terminal to help support an increase in passengers each year, from 16 million currently to a targeted 20 million by 2020.

## **Stansted – BAA Ltd. to sell housing stock and the airport**

- 49 BAA Ltd. has decided to sell back its housing portfolio around Stansted Airport, a total of 279 houses. This is a development from the company's position in March 2011, when Colin Matthews, BAA Ltd.'s Chief Executive, declared that just some of the BAA-owned houses around the airport would be sold, whilst those that might one day be needed for a second runway would be retained.
- 50 This move cannot, however, be taken as an indication that BAA Ltd. has given up ever building a second runway at Stansted.
- 51 Most of the BAA-owned houses around Stansted were acquired over the past eight years in connection with its now-aborted plans for a second runway but some have been owned by BAA Ltd. for over 30 years, having been acquired in connection with earlier attempts to expand the airport.
- 52 This landmark decision will help remove the blight and uncertainty that has overshadowed communities around the airport for many years. The sales process will need to be handled sensitively in order to not flood the market, and to protect the position of those tenants who may not be able to buy the homes they currently rent, and a few of those have been long-term tenants of BAA Ltd.
- 53 BAA Ltd. has, however, refused to sell back its housing portfolio around Heathrow Airport, in case a third runway is approved in the future.
- 54 BAA Ltd. has lost its appeal against a ruling that it must sell Stansted Airport. In 2009 the Competition Commission ruled that BAA Ltd. needed to sell Gatwick, Stansted and either Edinburgh or Glasgow airports. BAA argued in its appeal that it was not reasonable to consider that Stansted served the same market as Heathrow; however, the Competition Commission did not agree and dismissed the appeal meaning that BAA Ltd. must now sell Stansted Airport.

## **Norwich airport - new road link**

- 55 The Northern Distributor Road (NDR) is a new road to distribute traffic around the North of Norwich and link with the A47 trunk road at Postwick and the A1067 Fakenham Road. This new road will improve strategic access from the north of Norfolk / Norwich, including Norwich Airport, to the strategic road network.
- 56 The NDR proposal was submitted in a bid proposal to the Department for Transport (DfT) in late 2011, and in December 2011, the DfT announced that the NDR would receive Government funding. The total cost of the project is estimated at £111 million and completion is expected in Spring 2017.

## **Robin Hood Airport Doncaster Sheffield development**

- 57 An important link road between Robin Hood Airport in Doncaster and the M18 motorway will enter the construction phase in summer 2012. The road, better known as the Finningley and Rossington Regeneration Route Scheme, or FARRRS, is part of a larger campaign called the Gateway to Sheffield City Region (GSCR), which, in April 2011, was awarded £18m from the Government's Regional Growth Fund (RGF).
- 58 The road should be operational by early 2014. Consultation on the proposals was held in February 2012. Officers from Doncaster Council gave a presentation, outlining the proposals at the SASIG meeting held on 28 October 2011.

## **Luton Airport – expansion consultation**

- 59 Luton Airport is holding a public consultation in February 2012 on proposals to develop the airport to achieve a passenger capacity of 18 million per annum. The airport is currently operating at ~10.3 million passengers per annum (mppa) using the existing runway and within the current airport boundary.
- 60 London Luton Airport Limited is the owner of the airport and its shareholder is Luton Borough Council. The airport is run by London Luton Airport Operations Limited on a 30-year concession (granted in 1998). The agreement with the operator allows the owner to break the concession with effect from 1 April 2014.

## **Birmingham Airport - new terminal opened**

- 61 Birmingham Airport officially opened its new terminal in May 2011. The new facility is the latest phase of a £100m redevelopment of the airport, which includes construction of a new international pier, a 3,365m space multi-storey car park, taxiway improvements and an air traffic control tower, due to be open in 2013. In the next decade it will invest a further £100 million to help achieve its vision for the future.

## **Manchester Airport – plans for 'Airport City'**

- 62 Manchester Airports Group (MAG) will be forced to look for an alternative source of funding to kick-start its Airport City scheme after missing out on £10m of Government cash, in November 2011.
- 63 MAG Developments, the group's property arm, had bid for the money in round two of the Regional Growth Fund (RGF), as part of a wider application submitted by the Greater Manchester Local Enterprise Partnership.
- 64 It was hoped the cash would pay for vital infrastructure works that would accelerate by 18 months the £650m Airport City scheme, which was given Enterprise Zone status by the Government earlier this year.

## **Aberdeen Airport - runway extension completed**

- 65 The £10m, 124m (406ft) extension of Aberdeen Airport's main runway<sup>8</sup> was completed in October 2011, almost eight months ahead of schedule. It is hoped this improved facility could open up new routes.
- 66 Groups including 'Aberdeen Against Climate Change' had objected to the development. A study by York Aviation has predicted an additional 205,000 passengers by 2015, and a considerable boost to the local economy.

## **London City Airport – airfield expansion**

- 67 The operator of London City Airport has unveiled plans for the expansion of its floating airfield, which they said was needed for the next generation of planes. The planned works are to improve aircraft access to the runway and also to cater for the wider wingspan of modern planes. These include the Bombardier CS100 aircraft, which is due to come into operation in 2015.
- 68 The proposals include plans for replacing aircraft parking stands with a layout that can accommodate the next generation of cleaner and more technologically advanced aircraft. The Bombardier CS100 produces fewer emissions and is expected to be quieter than the older aircraft it will replace. Tests on noise levels will be taken before commercial flights are allowed, the airport operator has said.

## **Plymouth Airport closed**

- 69 Plymouth airport closed on 23 December 2011 after the operator, Sutton Harbour Group, declared that routes from the airfield were no longer profitable. The airport was officially opened in 1931, however, in August 2011 members of Plymouth City Council - the landowner - voted to accept the decision to close the airport.

## **Durham Tees Valley Airport to be sold**

- 70 The majority owner of Teeside Airport, Peel Airports, announced in December 2011 that it is to sell the airport. Passenger numbers at the airport have dropped significantly, with the rolling 12-month figure for Durham Tees Valley dropping another 7,000 to 192,000, its lowest figure in more than 35 years. The Institute of Civil Engineers North East has called for more Government support for Durham Tees Valley and other regional airports, which offer valuable surplus capacity.

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<sup>8</sup> Aberdeen Airport - runway extension completed, <http://www.bbc.co.uk/news/uk-scotland-north-east-orkney-shetland-15838537>

## Reduced domestic connections

- 71 The owner of the airline 'Bmi', Lufthansa, has addressed its loss-making activity by reducing the number of flights between Edinburgh Airport and Heathrow & Manchester Airports, however these connections will continue to be served. The changes took effect at the beginning of the Winter 2011 timetable (30 October 2011).
- 72 Since then, a deal has been agreed for IAG – International Airlines Group, formed from the merger of British Airways (BA) and Iberia – to buy Bmi.

## Air quality

### Funding increased for Councils to tackle nitrogen dioxide pollution

- 73 The fight against air pollution and the serious health problems it causes has been given a boost after an extra £2 million to help Councils reduce nitrogen dioxide (NO<sub>2</sub>) emissions was announced by Environment Minister, Lord Taylor of Holbeach, in October 2011.
- 74 51 Councils across England will receive funding for a range of projects designed to reduce serious levels of air pollution in our towns and cities. Bids have been submitted for a range of projects, such as looking at introducing low emission zones, which have been successful in London, and launching public information campaigns to raise awareness of air pollution. The largest grant of £190,000 will be given to Stockport and Greater Manchester Metropolitan Borough Council to undertake research on the impact that traffic control and low emission vehicles have on NO<sub>2</sub> emissions.
- 75 The Government hopes that these projects will lead to significant reductions in NO<sub>2</sub> emissions over the next twelve months in those areas where urgent change is required. Local Authorities that receive grant funding will be required to provide the Department for Environment, Food & Rural Affairs (Defra) with a progress report by September 2012 to monitor the success of each project and how the money is being spent.

## Environmental Audit Committee's (EAC) 9th Report 'Air Quality: a follow-up Volume I & II'

- 76 The Environmental Audit Committee (EAC) has published (November 2011) the latest report from their inquiries into air quality<sup>9</sup>. Volume I supplies the body of the report, along with formal minutes, oral and written evidence; Volume II contains additional written evidence.
- 77 The report outlines the following objectives:
- prioritise action across central Government by putting improving air quality in the Defra Business Plan, and set up a Cabinet Office lead Ministerial Group to oversee delivery of a new cross Government air quality strategy;
  - engage with Local Authority leaders clearly to set out the risks of failing to act to improve air quality, and join up thinking across Local Authority departments so they all contribute to solving this problem;
  - establish a national framework of low emissions zones to help Local Authorities reduce pollution from traffic;
  - ensure that thinking on air quality is central to public health reforms that will transfer public health functions to Local Authorities; and
  - launch a public awareness campaign to drive air quality up the political agenda and inform people about the positive action they could take to reduce emissions and their exposure to these.
- 63 In the report, the EAC accused the Government of putting thousands of lives at risk by trying to water down EU air quality rules instead of prioritising action to cut pollution on UK roads.
- 64 Dangerous levels of particulate matter (PM2.5 or PM10) and chemicals (such as NO<sub>2</sub>) in the air are contributing to tens of thousands of early deaths every year in UK cities.

### National air pollution emissions statistics

- 65 The Department for Environment, Food & Rural Affairs (Defra) has published national statistics on the emissions of air pollutants in the UK<sup>10</sup>. The statistics show that the UK has met current international targets to reduce total emissions by 2010 of four air pollutants - ammonia, sulphur dioxide, volatile organic compounds and nitrogen oxides.

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<sup>9</sup> Environmental Audit Committee's (EAC) 9th Report 'Air Quality: a follow-up Volume I & II' <http://www.parliament.uk/business/committees/committees-a-z/commons-select/environmental-audit-committee/news/air-quality-a-follow-up-report/>

<sup>10</sup> Department for Environment, Food & Rural Affairs (Defra) - national statistics on air pollutant emissions in the UK, <http://www.defra.gov.uk/news/category/news/statistical-releases/>



## London Assembly calls for an updated Air Quality Strategy

- 66 In November 2011, the London Assembly called on the Mayor to take faster and stronger action to deal with harmful air pollution. A motion agreed by the Assembly said the amount of nitrogen dioxide (NO<sub>2</sub>) in the capital's air is higher than any other European capital city and recently published Government plans show levels may not be reduced to legal limits until 2025.
- 67 Assembly Members said Londoners should not have to wait another decade for clean and healthy air to breathe. In the absence of sufficient urgent action at national level, Members called for the Mayor to update his Air Quality Strategy to ensure that the capital's air meets legal standards for nitrogen dioxide by 2015, at the latest.
- 68 Airport operator, BAA Ltd., had earlier (October 2011) told the Assembly's Environment Committee in that only two of the monitoring sites around Heathrow currently exceed EU limits for nitrogen dioxide. However, the company hopes to improve air quality around the airport in future through encouraging cleaner aircraft, reducing plane taxiing times, promoting sustainable travel and cutting emissions from airport-based vehicles.
- 69 Assembly Members heard that the number of passengers using the airport could rise from 66 million currently to up to 95 million once redevelopment and construction is completed, and within the annual movements cap of 480,000.

## Climate change

### UK carbon targets to include international shipping emissions

- 70 The Committee on Climate Change (CCC) reported in November 2011<sup>11</sup> that the UK's share of international shipping could account for up to 11% of total emissions permitted under the Climate Change Act by 2050 (i.e. 18 Mt CO<sub>2</sub> of total 160 Mt CO<sub>2</sub>; Mt = megatonne).
- 71 In recognition of this material proportion of emissions, and to address the implications for other sectors, the CCC has therefore recommended that the UK's share of international shipping should be included in the 2050 UK target.
- 72 The Committee also recommended that the Government should work with the European Commission to resolve uncertainties about current emissions by acquiring fuel use data from ship operators; and that the Government should support market-based approaches to reducing shipping emissions - ideally globally, but if not, at the EU level.

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<sup>11</sup> Committee on Climate Change (CCC) report on international shipping emissions, November 2011  
<http://www.theccc.org.uk/news/press-releases/1104-ccc-review-suggests-that-the-uks-share-of-international-shipping-emissions-should-be-included-in-climate-targets-3-nov-20>

- 73 In March 2012, the CCC will produce further advice on future aviation emissions in a report on international aviation and shipping. Under the 2008 Climate Change Act, Parliament must decide by the end of 2012 whether or not to include emissions from international aviation and shipping in domestic carbon budgets.

### **Rail network proposals**

- 74 The Transport Secretary, Justine Greening, has approved the plans to build a high-speed rail line from London to Birmingham. On 10 January 2012, Mse Greening gave a statement approving the 'High Speed 2' scheme that in phase 1, expected to open by 2026, will connect London with Birmingham and will by 2032/33 connect with Manchester and Leeds as well as connecting to a spur to Heathrow airport.
- 75 The total project has been estimated to cost £32.7 billion and the detailed route for phase 1 has been published and will include more tunneling to ameliorate the environmental impacts of the scheme to the north and west of London and where the route runs thorough the Chilterns. There has been a 55% increase in the amount of tunneling proposed in the consultation route in light of environmental considerations. In addition additional compensation has been agreed for property owners along the route. A consultation on the phase 2 routes will begin in early 2014 with a final route chosen by the end of 2014.
- 76 As part of the overall proposals there will be connections with the existing East Coast and West Coast mainlines to serve passengers beyond the HS2 network in Edinburgh, Glasgow, Newcastle, Durham, York, Darlington, Liverpool, Preston, Wigan and Lancaster.
- 77 The impacts of High Speed 2 on aviation need to be explored in detail in order that the impacts are fully recognised. The Campaign for the Protection of Rural England (CPRE)<sup>12</sup> has highlighted that the Government's thinking on the predicted impact has been unclear.

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<sup>12</sup> CPRE report: 'Getting Back on Track' February 2012

- 78 The High Speed 2 proposals were initially heralded as representing the end of domestic flights in the UK<sup>13</sup>. However, this assumption is based upon on the prediction that HS2 would reduce domestic passenger demand by up to 10% of the predicted growth in domestic aviation of 178% between 2008 and 2030<sup>14</sup>. This official forecasting assumed that the cost of flights would drop by 30% by 2030, despite Government commitments to increase the cost of flying to manage demand and reduce carbon emissions.
- 79 The Commons Transport Select Committee considered the impact of HS2 on domestic aviation and concluded that phase 1 is likely to be insignificant as there are no flights between Birmingham and Heathrow and there will be no direct Heathrow HS2 service. More impact is forecast for the Y network as rail would compete more effectively with aviation for journeys between Scotland, the north of England and London. Whilst this would have some carbon benefits and improve the choice of mode for passengers, the Airports Operators Association (AOA) says that the potential for HS2 to attract air passengers "should not be overestimated"<sup>15</sup>.

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<sup>13</sup> Lord Adonis- former Secretary of State for Transport, announcement on HS2, August 2009  
<http://www.telegraph.co.uk/news/uknews/road-and-rail-transport/5974411/High-speed-rail-plan-will-progressively-replace-short-haul-flights.html>

<sup>14</sup> Paragraphs 2.3.37 and 4.2.32 in HS2 Ltd, High Speed Rail London to the West Midlands and Beyond, A Report to Government by HS2 Ltd, 2009

<sup>15</sup> Transport Select Committee Tenth Report High Speed Rail 1 November 2011  
<http://www.publications.parliament.uk/pa/cm201012/cmselect/cmtran/1185/118502.htm>

## European update

### European Commission releases 'airport package'

80 The European Commission (EC) published its 'airport package'<sup>16</sup>, for comment, in December 2011, covering slots; ground-handling at airports, and noise. The EC is proposing to allow airport operators to make more efficient use of their existing capacity in order to provide for a greater number of planes to use each airport; to speed up ground-handling; and to give the EC a greater role in noise management.

81 The three key legislative proposals are:

**1 Airport slots** - help tackle a shortage of capacity at Europe's airports

The revised slot regulation will introduce key measures including the **secondary trading of slots**, i.e. the trading of slots between airline operators across the EU. The 1993 Regulation did not provide for secondary trading of slots between airline operators, however it did not specifically ban it. Over time, the situation has evolved into a patchwork of different practices across the EU. For example, secondary trading exists in the UK, but it is banned in Spain.

**2 Ground-handling** - improve the quality and efficiency of ground-handling services

The package will introduce measures to:

- **ensure that airline operators have an increased choice** of ground-handling solutions at EU airports;
- give airport operators **more control over the co-ordination** of ground-handling services; and
- **clarify the legal framework** for training and transfer of staff.

and

**3 Noise** - to improve the transparency of the decision-making process on noise restrictions

The key measures are to:

- allow airport authorities to **phase out more easily the very noisiest aircraft**, which can account for a disproportionate amount of noise nuisance;
- **give the Commission a scrutiny role**, *ex ante*, on new noise measures, with a view to ensuring a consistency of approach across Europe; and
- include **practical steps to support the implementation of measures**, including: the clarification of the links between noise measures and airport management; the improvement of noise mapping; and administrative support to ensure the efficient use of European airspace.

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<sup>16</sup> European Commission 'airport package', Dec. 2011, <http://europa.eu/rapid/pressReleasesAction.do?reference=MEMO/11/857&format=HTML&aged=0&language=en&guiLanguage=en>

- 76 The slot issue will be the most contentious for airline and other operators, as the new proposal will require carriers to use a slot 85% of the time or risk losing access, an increase from the current threshold of 80%. The shift should enable 24 million passengers a year to pass through Europe's air transport system by 2025, the EC projects.
- 77 The slot package will also clear the way for slot trading among carriers, which is prohibited in some EU countries.

### European Union Emissions Trading Scheme (EU ETS)

- 78 The EU Emissions Trading Scheme (ETS) took effect on 1 January 2012, when the allocation to airline operators covered by the scheme of 85% of permits provided them a windfall income. The region will give out about 1.6 billion metric tons of free carbon allowances to airline operators through 2020, based on data on the EU website.
- 79 Airline operators might pass on to customers the cost of carbon allowances that they receive for free, and may then use such proceeds to buy new aircraft.
- 80 The International Air Transport Association (IATA) supports emissions trading in principle, however, the trade association wants it to be run through a globally coordinated scheme operated by the International Civil Aviation Organisation (ICAO).
- 81 European Low Fares Airline Association (ELFAA) Secretary General, John Hanlon, had the guts to stand up on stage during the World Route Development Forum in Berlin (October 2011) and declare his support for the controversial scheme. Transport Secretary reports on EU Transport Council outcomes
- 82 Justine Greening, Secretary of State for Transport, has reported on the outcomes of the Second EU Transport Council of the Polish Presidency<sup>17</sup> (Brussels, 12 December 2011):-

- **'better airports package'**, which covers slot allocation, regulation, and revisions to the current Directives on ground handling and noise, which are intended to address issues of capacity, growth, environmental concerns and competitiveness; and
- the state of play with regards to the **aviation EU Emissions Trading Scheme (ETS)**. There had been three main developments since the June Transport Council:
  - i. the US House of Representatives had approved a Bill that would prohibit US airline operators from complying with the EU ETS;

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<sup>17</sup> Transport Secretary's report from EU Transport Council,  
<http://www.dft.gov.uk/news/statements/greening-20111215>

- ii. there had been political messages against EU ETS emerging from the International Civil Aviation Organisation (ICAO) Council in November; and
- iii. President Obama had specifically raised the issue at the EU/US summit on 28 November 2011, noting the need to avoid confrontation.

### **Frankfurt Airport operator unveils runway 4, and High Court orders night flight ban**

- 83 A new runway - the fourth - was opened at Frankfurt Airport in October 2011. The new runway is eventually expected to increase movements at the airport by 50%.
- 84 A night-flying compromise had initially been proposed by the Hesse High Court in Germany allowing the operation of 17 flights between 23:00 and 05:00. This reduction in night flights was the price imposed for allowing a new runway.
- 85 However, detractors next demanded a total night ban, and the Hesse Court passed the complaint to Germany's Federal Court in Leipzig. Prior to the High Court issuing a ruling, however, the Hesse Court decided to ban scheduled night-time flights at the airport, from 30 October 2011. The total ban will stay in effect until the German Federal Court reports its decision.
- 86 A total night flight ban would threaten Lufthansa's cargo business, the prime freight operator at the airport.

### **Civil Aviation Authority (CAA) publications**

#### **'2010 Passenger Survey'**

- 87 The Civil Aviation Authority (CAA) has published its passenger survey for 2010<sup>18</sup>. Passengers at the following 12 airports were surveyed: Birmingham, Doncaster, East Midlands, Gatwick, Heathrow, Humberside, Leeds Bradford, Liverpool, London City, Luton, Manchester & Stansted.
- 88 The survey details: country of residence, journey purpose – business or leisure, journey type – domestic or international, gender of passengers, and characteristics of both scheduled and charter passengers.

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<sup>18</sup> Civil Aviation Authority (CAA) '2010 Passenger Survey', November 2011, <http://www.caa.co.uk/docs/81/2010CAAPaxSurveyReport.pdf>

## CAA consultation on the environment

- 89 The CAA has published a consultation document on their approach to the environment and their work programme. The CAA consultation titled 'CAA and the Environment' runs until 12 April 2012. Following the consultation period the CAA intend to develop and publish a finalised programme by summer 2012.
- 90 The approach to the environment as defined by the CAA document is as follows: "The CAA will develop its existing expertise to improve aviation's environmental performance: In areas such as airspace and noise, where we have a driving role, we will promote stretching environmental outcomes and challenge industry to deliver against them; In other areas of our activity, where our function is more facilitative, we will provide evidence and objective views to inform the various debate, and serve as a forum for resolving issues"
- 91 The CAA work programme is divided into six areas of activity: Environmental Strategy, Policy; Safety and Standards; Airspace; Noise modelling and Local impacts; and Incentives and Metrics.
- 92 A summary of the consultation document and a discussion of the key issues raised are included at **Annex A** (pg.40).

## Series of 'Insight Notes'

- 93 The Civil Aviation Authority (CAA), industry representative and regulator, has submitted a series of three 'Insight Notes'<sup>19</sup> to the Government, ahead of the consultation on the Government's draft national aviation policy.

### 'Aviation Policy for Consumers'

- 94 In this note, the CAA has expressed its concern that although the UK is currently extremely well-connected, this wide choice of services will be diminished by rising capacity constraints at airports in the South East, with the more limited supply of services ultimately pushing up the price of air travel.
- 95 The CAA considers that the Government needs to put the people who use airports at the heart of its thinking when it consults on its aviation policy in spring 2012.
- 96 At present, most people in the UK have excellent access to airports, with around 90% of the population living within two hours' travel of at least two airports serving international destinations and 70% within one hour of one airport. This level of choice is currently unrivalled in Europe.

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<sup>19</sup> Civil Aviation Authority (CAA) 'Insight Notes',  
<http://www.caa.co.uk/application.aspx?catid=14&pagetype=65&appid=7&mode=detail&nid=2070>

## **'Aviation Policy for the Environment'**

- 97 The note focuses on the aviation sector's role in mitigating impacts in the areas of climate change, noise and air quality. It identifies the opportunity to develop the aviation policy framework with defined outcomes for each of the environmental areas identified.
- 98 On climate change, the note recognises that the sector faces strong commercial incentives to reduce CO<sub>2</sub> emissions through both the cost of fuel and the changes to the European Union Emissions Trading Scheme (EU ETS). The note also recognises that climate change is a global issue and the effectiveness of any policy measures will depend on the level of global cooperation on the issue. However, in the note the CAA accepts that EU-ETS offers the 'next best solution'. The note does also suggest that technical and operation measures, such as the modernisation of UK airspace might also offer the potential to improve emissions reductions.
- 99 The note identifies that the impacts on aviation noise are often concentrated on the local population and therefore measures should address local conditions and seek to engage local decision makers. The CAA has identified a twin track approach to noise focused on two outcomes which are reducing the number of people affected by noise, and encouraging better engagement with communities over the issue.
- 100 The note also cites the approach to airspace regulation as having a significant impact on the way noise is distributed. It identifies that the decision on whether the Government should favour dispersion or concentration of flight paths is particularly important.
- 101 On air quality the note does not suggest any change to the current policy approach and cites the current legislative framework governing air quality as 'credible and robust'.

## **'Aviation Policy for the Future'**

- 102 This is the latest of the three 'Insight Notes' published by the CAA and emphasises the need to develop a long-term aviation policy framework which ensures favourable conditions for the growth of the industry and harnesses opportunities for investment in the UK economy.
- 103 In particular the CAA advise that the future policy framework should include a policy for future additional capacity increases at major airports and that the UK has better direct access to key global markets.



- 104 There is a strong emphasis on developing the economic benefits offered by the aviation sector however the note risk underestimating the environmental impacts, in particular the impacts and number of people affected by noise from aviation activity. **Annex B** (pg.46-49) of this report provides a more detailed summary of the 'Aviation Policy for the Future' Insight Note and explores the key issues the CAA highlight as necessary for inclusion in the aviation policy framework.

### **SIGMA - aviation environmental interdependencies network**

- 105 SASIG has been contacted as an important stakeholder for a new aviation environmental interdependencies network – SIGMA Sustainable Interdependency initiatives for the **G**lobal **M**itigation of **A**viation. The invitation to be a member of the network, if it is funded, and to contribute expertise and knowledge, has been accepted.
- 106 The key points of SIGMA are:
- A network to understand the interdependency obstacles to greener aviation and stimulate new research.
  - Systematically break down the topic and characterise, define and quantify relationships.
  - Offer a route to new collaborations and a kite mark of testing and endorsement when submitting new proposals.
  - A 3-year activity programme.
  - Responding to stakeholder interdependency challenges and knowledge needs.
  - Network funding of T & S for engagement in activities but not for new research – network generated proposals a key goal.
  - Seeking funding from EPSRC (with contributions from ESRC and NERC).
- 107 An extract from the funding bid is attached at **Annex C** (pg.52).
- 108 The SASIG letter in support of the bidding proposal for SIGMA is also at **Annex C** (pg.50), in which the following points were raised:
- Thank you for your introduction to the proposal; allocation of resources to such a network is welcomed by SASIG.
  - SASIG looks forward to this network studying the interdependencies associated with aviation operations, as the remit is informed by and develops beyond that of aviation technologies.
  - Initial focus of the network on aircraft engineering and technology recognised, however, an interdependency that the network could usefully investigate is maximising the technological gain achieved by the industry when delivering the A380 aircraft.

- Encourage research into extent to which air traffic management & control and associated policy levers can supply future aircraft fleets that have less impact on overflow communities than at present.
- Develop a greater understanding of the interdependencies affecting aircraft design and the need to provide for noise reduction in concert with reduced emissions is particularly important given the new generation of aircraft will be in use for decades to come.
- Inform those policy levers necessary to bring noise and air quality management more in line with carbon emissions management.
- In recognising that neither airline operators nor airport operators can run their businesses without travelling to and from airports, use the interdependencies approach to address existing inadequate surface access conditions; provide for more reliable, efficient, cost-effective and 'cleaner' surface access travel; and support the development of integrated transport interchanges at airports.

## Conclusions

- 109 In the period since submissions were made commenting on the Government's 'Scoping Document' for developing a sustainable framework for aviation, there has been considerable activity, and many issues remain live.
- 110 In developing SASIG's response to the next stage of the policy review – publication of a draft national aviation policy, due in March 2012 - these issues will inform that submission. The group's input to the previous review of national aviation policy will also inform development of comment for the current review.

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## ANNEX A

### CAA AND THE ENVIRONMENT - CONSULTATION DOCUMENT

#### Summary

The Civil Aviation Authority have published consultation document on their approach to the environment and their work programme. This documents provides a summary of the approach and work programme and provides comments to inform the development of a consultation response.

#### Introduction

- 1 The CAA is the national regulator, which oversees and regulates all aspects of aviation in the UK. In 2011 the Secretary of State for Transport gave the CAA chair an objective to “develop our capability to consider and advise the Department on future challenges which require policy solutions, with particular reference to the environmental impact of the aviation industry.”<sup>20</sup> In addition the CAA have a strategic objective which is “to improve environmental performance through more efficient use of airspace and make an efficient contribution to reducing the aviation industry’s environmental impacts”<sup>21</sup>
- 2 The CAA has launched a consultation on their role in relation to the environment. The consultation document is titled “CAA and the Environment”<sup>22</sup> and the consultation period runs until 12 April 2012.
- 3 The consultation documents outlines the CAA’s approach to the environment and the CAA environmental work programme. Following the consultation period the CAA intend to develop and publish a finalised programme by summer 2012.
- 4 The approach to the environment defined by the CAA document is as follows: “The CAA will develop its existing expertise to improve aviation’s environmental performance: In areas such as airspace and noise, where we have a driving role, we will promote stretching environmental outcomes and challenge industry to deliver against them; In other areas of our activity, where our function is more facilitative, we will provide evidence and objective views to inform the various debate, and serve as a forum for resolving issues”

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<sup>20</sup> P.8 CAA Strategic Plan 2011

<http://www.caa.co.uk/docs/1743/CAA%20Strategic%20Plan%202011-16%20v2.pdf>

<sup>21</sup> P.47 of CAA and the Environment: consultation document

[http://www.caa.co.uk/docs/697/CAA\\_and\\_the\\_Environment\\_Consultation.pdf](http://www.caa.co.uk/docs/697/CAA_and_the_Environment_Consultation.pdf)

<sup>22</sup> CAA and the environment consultation document:

[http://www.caa.co.uk/docs/697/CAA\\_and\\_the\\_Environment\\_Consultation.pdf](http://www.caa.co.uk/docs/697/CAA_and_the_Environment_Consultation.pdf)

- 5 The CAA work programme is divided into six areas of activity: Environmental Strategy, Policy; Safety and Standards; Airspace; Noise modelling and Local impacts; and Incentives and Metrics.

### **The CAA approach**

- 6 The CAA divides its approach to the environment into two positions. For areas where it considers it has a proactive role, airspace and noise are cited as examples, it will promote stretching environmental outcomes and “challenge industry to deliver against them”.
- 7 For other areas, where the CAA considers its function is more facilitative, it will seek to inform debates and provide a forum for discussion.

### **Environmental Strategy**

- 8 In terms of Environmental Strategy the CAA intend to develop a coherent approach to environmental issues, which will form the basis of an environmental strategy to be delivered by summer 2012. The emphasis is on maximising synergies, managing trade-offs and agreeing priorities. Subject to the draft CAA bill, the CAA intend to report on the sector’s environmental impact.

### **Policy**

- 9 CAA intend to increase their facilitative role by improving consumer’s access to environmental information to inform their travel choices. The CAA will also look to implement environment best practice by engaging with other regulators, and other bodies with an environmental remit.

### **Safety and Standards**

- 10 Safety is one of the key responsibilities of the CAA. As part of the work programme the CAA will seek to explore initiatives that have an environmental dimension while continuing to assess the safety implications. This work stream focuses on improving technical knowledge around biofuels and aircraft noise and emissions.
- 11 The work stream will also focus on developing guidance and standards including contributing to the development international emissions certification standards and the environmental impacts of fire-fighting foam.

- 12 In addition policy and guidance will be developed on the safety effects of renewable technologies in aviation. The CAA indicate that renewable technologies will be a priority and that policy will be developed “as much as possible mitigating aviation constraints to enable expansion of these technologies”<sup>23</sup>.

## **Airspace**

- 13 The CAA aim to use the Future Airspace Strategy to implement Air Traffic Management improvements that reduce emissions from aircraft and contribute to minimising aviation’s environmental impact. Improvements to meet this objective include enhanced use of flexible airspace, introduction of user preferred trajectories, technological improvements and the development of the UK/Ireland functional airspace block (FAB) to establish more economical and environmentally efficient routing to and from the North Atlantic.

## **Noise Modelling and local impacts**

- 14 The Noise Modelling and local impacts work stream aims to ensure the CAA take a more proactive role in shaping the debate around noise. The work stream focuses on the facilitative role of the CAA in bringing together airport operators and communities and in ensuring greater transparency and understanding in the industry of the potential trade off between noise, local air quality and climate change effects.
- 15 The position of the CAA in terms of developing measures to reduce noise and local impacts is limited to seeking to provide higher quality data on noise exposure, and a more consistent application of noise modelling guidance by end users and the development of standards that optimise departure procedures for fuel efficiency.

## **Incentives and Metrics**

- 16 The CAA will use their expertise of incentive systems such as the EU Emissions Trading System (EU ETS), the NATS flight efficiency incentive and the programme of efficiency incentives at airports. The CAA aim to use this expertise to influence outcomes for the design of incentives schemes on the national and European level.

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<sup>23</sup> p.14 CAA and the Environment: Consultation document  
[http://www.caa.co.uk/docs/697/CAA\\_and\\_the\\_Environment\\_Consultation.pdf](http://www.caa.co.uk/docs/697/CAA_and_the_Environment_Consultation.pdf)

## Discussion

- 17 The CAA affirms that they will challenge industry to meet 'stretching' environmental outcomes as part of their overall approach. When setting outcomes it can be important to set incentives or penalties where outcomes are met or not met. An important question to ask of the approach is what mechanisms the CAA will have in place to encourage the industry to meet this outcomes.
- 18 On the CAA work programme, in particular the Policy strand, the CAA intends to implement environmental best practice by engaging other bodies. Of these bodies the CAA primarily list industry related groups (airlines, air navigation service providers, manufacturers). Best practice thinking should also be sought from groups who do not have a commercial interest such as non-governmental organisations, think tanks and local representative groups. In addition best practice could be sought from other industries in the transport sector such as the rail industry.
- 19 As part of its policy role the CAA want to ensure that it contributes to the global policy debate. Climate change issues need to be tackled globally and the CAA should push to expand EU-ETS and ensure compliance.
- 20 Renewable technologies are an important area of research given the environmental impacts of traditional aviation fuel. However as well as mitigating aviation constraints the CAA should also be considering sustainability constraints in its analysis on renewable technologies. Biofuels are an emerging area in aviation technology however the impacts of developing biofuels particularly on land use need to be recognised and fully accounted for in terms developing an environmentally sustainable alternative to traditional sources.
- 21 On Airspace the CAA intend to implement Air Traffic Management improvements to reduce emissions. It should also be noted that the effective use of airspace, in particular adjustments to flight patterns can also impact on noise emissions.
- 22 On noise, a proactive approach for the CAA to take would be to not only seek the "provision of higher quality (noise) data from the industry"<sup>24</sup> but also commission and/or utilise data from non-industry groups which would broaden the understanding of noise exposure and the areas exposed to noise nuisance from aviation.
- 23 In seeking to provide greater information and transparency the CAA should consider the impacts of night flights, the impacts of a night flight ban as well as the wider geographical impacts of noise from aviation which go beyond the local area and the areas where noise modelling is done.

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<sup>24</sup> p.15 CAA and the Environment: Consultation document  
[http://www.caa.co.uk/docs/697/CAA\\_and\\_the\\_Environment\\_Consultation.pdf](http://www.caa.co.uk/docs/697/CAA_and_the_Environment_Consultation.pdf)

- 24 The inclusion of aviation in the EU ETS was a positive step in terms of ensuring the environmental costs are accounted for by the industry and that there is a system in place aimed at reducing emissions with the aim of meeting the targets set out in the EC Directive 2003/87/EC1. The CAA should continue to contribute to the development of the EU ETS and other incentives schemes by assessing the progress of the schemes in reducing overall emissions and putting in place measures to ensure that the scheme is not circumvented or manipulated so that it no longer meets its objectives. Similarly as a regulator the CAA should be assisting in developing procedures to ensure that the EU ETS is adhered to by the industry.
- 25 Climate change is a global issue that requires addressing on a global scale. With its expertise in developing incentives and metrics the CAA should contribute to the debate for a global emissions trading system or a similar scheme to reduce aviation's contribution to carbon emissions globally.

## **Conclusions**

- 26 The Civil Aviation Authority (CAA) consultation explains the CAA approach to the environment and the work programme areas. The six work programme areas are: Environmental Strategy; Policy; Safety and Standards; Airspace; Noise modelling and local impacts; and Incentives and Metrics.
- 27 There are six questions asked in the consultation and responses are required by 12 April 2012. The CAA intend to develop and publish a finalised programme by summer 2012.
- 28 Important areas for consideration in responding to the consultation include the types of mechanisms the CAA will have to encourage the aviation sector to meet the environmental outcomes it sets and the importance of engagement with a wide range of stakeholders in developing environmental best practice.
- 29 In addition the CAA should continue to support the development of international mechanisms for reducing emissions, in particular the EU ETS.
- 30 Improving environmental performance of the sector through the development of renewable technologies is an interesting element of the work programme but the sustainability impacts of technology, such as biofuels, needs to be fully accounted for in recommending solutions.
- 31 Regarding the noise work area, the CAA should seek to utilise data from non-industry groups in order to broaden understanding of noise exposure and the areas exposed to noise nuisance from aviation.

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**Consultation questions:**

- 1) Do you think we have identified our strategic fit and our relationship to the environmental debate correctly? (see: pages 7-15)
- 2) Does the CAA's proposed approach to environmental issues reflect your impression of our capability and role? (see: pages 11-15)
- 3) In terms of the proposed future activities, desired outcomes and interim markers (see: pages 16-44):
  - (a) Do you agree with the scope and focus of our proposed workplan?
  - (b) Do you think the workplan will add significantly to your costs and, if so, please provide details?
  - (c) What do you perceive to be the key benefits from the CAA developing its environmental work?
  - (d) Are there any other areas that we have not identified where you think the CAA could be more active?

## ANNEX B

### POLICY UPDATE: CIVIL AVIATION AUTHORITY ON THE FUTURE OF AVIATION POLICY

#### Summary

This Policy Update provides a summary and analysis of the CAA 'Aviation Policy for the Future' Insight note. The CAA Insight note focuses on how a national aviation policy framework should develop and advise that it should include policy for additional capacity for the major airports and improvements to UK connectivity. The emphasis of the note is on ensuring that economic benefits from the aviation sector are fully realised by ensuring the UK maintains direct access to key global markets. The note does not adequately explore the environmental impacts associated with proposed airport expansion and although it recognises noise as a growing concern it does not consider the full extent of the impact of noise and in the same way it risks underestimating the environmental impacts of aviation while seeking to maximise the economic case for airport expansion.

#### Introduction

- 1 The CAA recently published an Insight note 'Aviation Policy for the Future'<sup>25</sup>. The note is the final edition of three insight notes<sup>26</sup> published by the CAA. 'Aviation Policy for the Future' follows the publication of the CAA's response to the Department for Transport's Aviation Policy Framework consultation.

#### Key Points

- 2 The CAA's 'Aviation Policy for the Future' note calls upon the government to develop a long term aviation policy framework with the following characteristics:
  - robust and flexible;
  - focuses on the needs of consumers;
  - ensures UK's high levels of connectivity are improved;
  - addresses existing and future capacity constraints;
  - and considers the environmental issues associated with possible airport expansion.

The overall emphasis of the Insight note is focused on ensuring that favourable conditions exist for growth in the aviation industry and harnessing of the opportunities to increase investment leading to growth in the UK economy. The

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<sup>25</sup> CAA: Aviation Policy for the Future (11 January 2012)

[http://www.caa.co.uk/docs/589/CAA\\_InsightNote3\\_Aviation\\_Policy\\_For\\_The\\_Future.pdf](http://www.caa.co.uk/docs/589/CAA_InsightNote3_Aviation_Policy_For_The_Future.pdf)

<sup>26</sup> CAA: Aviation Policy for Consumers (14 December 2011)

[http://www.caa.co.uk/docs/589/CAA\\_InsightNote1\\_Aviation\\_Policy\\_For\\_The\\_Consumer.pdf](http://www.caa.co.uk/docs/589/CAA_InsightNote1_Aviation_Policy_For_The_Consumer.pdf)

CAA: Aviation Policy for the Environment (20 December 2011)

[http://www.caa.co.uk/docs/589/CAA\\_InsightNote2\\_Aviation\\_Policy\\_For\\_The\\_Environment.pdf](http://www.caa.co.uk/docs/589/CAA_InsightNote2_Aviation_Policy_For_The_Environment.pdf)

consideration of environmental impacts is limited and additional capacity expansion is considered as the long-term solution to deliver significant benefits to consumers. This reaffirms the position in the Insight note 'Aviation Policy for the Consumer' where the case for airport expansion is presented as vital otherwise "choice, value and resilience are all likely to be affected"<sup>27</sup>

- 3 The Insight note identifies the need for a long-term aviation policy framework that is "robust" as well as "flexible". According to the CAA, a long-term policy framework would provide greater certainty to the aviation industry and send strong investment signals. The aviation industry is no different from other large-scale industries in that it performs better under stable regulatory conditions. Developing a "robust" framework is reliant on policy stability, which in turn will give confidence to the aviation industry. The CAA also notes that the development of a National Policy Statement for Aviation "may help build long term confidence". However the development of a policy framework must take a range of issues into account, in particular sustainability, if it is to be robust and long term. The climate change impacts of aviation for example have already been highlighted by the DfT forecasts which show that unless new methods are introduced no new runways should be built in the South East until 2050. The development of a National Policy Statement for Airports will require consideration of the entire spectrum of impacts of aviation, not just the benefits to industry confidence.
- 4 The CAA indicates that future aviation policy should focus on the consumer with the aim of securing "choice and value in aviation services". The CAA suggests that the framework should set as a policy outcome that the levels of aviation connectivity that UK consumers currently enjoy are at least maintained. The Insight note recognises that currently most people in the UK have excellent access to airports<sup>28</sup>. The CAA uses the case for consumer choice to put the case for hub operations from a UK airport. For medium and long haul routes the CAA argue that consumers should have access to direct services from the UK to key global markets. It recognises that some of the routes might only be commercially viable if operated from a hub airport and calls upon the government to facilitate this in order to maintain and improve choice and value for consumers. Safety is highlighted as the key priority and responsibility of the CAA. There is little focus on safety in the insight note other than a recognition that the policy framework should refer to the State Safety programme<sup>29</sup> as the primary source of UK aviation safety policy.

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<sup>27</sup> p.38 CAA: Aviation Policy for the Consumer  
(2011) [http://www.caa.co.uk/docs/589/CAA\\_InsightNote1\\_Aviation\\_Policy\\_For\\_The\\_Consumer.pdf](http://www.caa.co.uk/docs/589/CAA_InsightNote1_Aviation_Policy_For_The_Consumer.pdf)

<sup>28</sup> CAA statistics-Approximately 90% of the population live within 2 hours travel of at least 2 airports serving international destinations and 70% within 1 hour of an airport.

<sup>29</sup> State Safety programme- this document is produced by CAA on behalf of DfT and in conjunction with other UK organizations in response to an ICAO requirement.  
<http://www.caa.co.uk/docs/33/CAP784.pdf>

- 5 The insight note prioritises that maintaining existing levels of connectivity, in particular single stop over access to key global markets should form a key element of the aviation policy framework. The CAA does not consider that any specific intervention is required to maintain existing levels of short haul connectivity. Currently UK aviation consumers benefit from very high levels of connectivity on short haul routes. The CAA consider that in order to improve consumer choice and deliver wider benefits to the UK economy the government needs to either maintain single stop over access to key global markets by supporting access to a UK hub airport from across the UK, or, secure short haul access to the network of hubs across Europe. The emphasis from the CAA is that capacity constraints are likely to lead to short haul routes being replaced by higher yielding long haul services or higher fares on these routes. The CAA does not consider that regional airports will be able to develop into hub and spoke airports or have the commercial capacity to manage such operations.
- 6 In order to address existing and future capacity constraints the CAA suggests measures to enable better use of existing capacity including regulatory approaches, operational approaches and Intermodality. Ultimately however the CAA considers that implementing measures to maximise the use of existing airport capacity will not have sufficient impact to represent a long term solution to the consumer and economic costs of capacity constraints.
- 7 As previously highlighted the CAA Insight note seems to indicate that airport expansion is vital for the UK consumer and the wider economy. The note makes reference to national and local environmental impacts including climate change, air quality and noise. The note considers that climate change outcomes should be framed in such a way that emissions reductions are maximised while technical improvements in making aircraft and surface transport more efficient should reduce 'carbon leakage'. The CAA considers the EU Emissions Trading Scheme to offer an interim solution to promoting a global solution for the aviation sector.
- 8 With regard to noise, the insight note recognises that noise nuisance from aviation is a growing concern and an issue which has had a significant impact on previous proposals to increase runway capacity. A twin approach involving reducing the number of people affected and improving the consultation with affected communities is identified as a prerequisite for development of a long-term aviation policy.

- 9 Some of the measures suggested to implement this approach include:
- a. Council tax relief for local residents
  - b. A UK airport wide cap and trade system for noise (similar to EU ETS)

The insight note fails to address the issue of wide ranging impacts of noise adequately. In particular it does not consider the impacts of aviation on people who do not live near airports but are affected by aircraft noise. Noise compensation is a controversial measure because of the difficulty in measuring which areas are affected by aviation noise, part of the wider issue of quantifying and measuring levels of aircraft noise.

## **Conclusions**

- 10 The Insight note 'Aviation for the Future' is the 3<sup>rd</sup> edition of a three part series of Insight notes published by the CAA. The Insight note focuses on key elements to be considered as part of the development of an aviation policy framework.
- 11 Maximising the economic benefits of aviation is a key theme of the Insight note and in particular the note emphasises the importance of ensuring access to key global markets.
- 12 The CAA indicate that the aviation policy framework needs to be robust and flexible, focus on the needs of consumers, ensure that levels connectivity are maintained and improved, address capacity constraints while at the same time consider environmental impacts.
- 13 Overall the emphasis the document places on securing economic benefits from aviation within the aviation policy framework is given greater emphasis over other impacts, such as environmental noise and climate change, which are likely to have a long term impact on aviation and should be fully considered in the development of a sustainable, long term strategy for aviation.

The extent of carbon's influence on the global climate, along with the ease with which carbon has been monetised and therefore applied as a market mechanism, has resulted in carbon driving the direction of measures to stabilise global climate change. The goal of 'sustainable aviation' requires that social and economic measures be employed alongside environmental measures. Moves towards monetisation of noise and air quality are also needed in order for these environmentally and socially damaging impacts to be effective drivers too. An interdependencies approach has the potential to inform those policy levers necessary to bring noise and air quality management more in line with carbon management.

Neither airline operators nor airport operators can run their businesses without travelling to and from airports via one or other of the available surface access modes. The communities travelled through, journey times and associated reliability, emissions produced, and the quantity of trips made are all integral features of the aviation sector's activity. An interdependencies approach to this relationship would be of value to address existing inadequate surface access conditions; provide for more reliable, efficient, cost-effective and 'cleaner' surface access travel; and support the development of integrated transport interchanges at airports.

SASIG looks forward to this network studying the interdependencies associated with aviation operations, as the remit is informed by and develops beyond that of aviation technologies.

Yours sincerely,



Anna Mahoney, SASIG Director

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STRATEGIC AVIATION SPECIAL INTEREST GROUP  
of the Local Government Association

24 February 2012

**ANNEX C**

**SASIG letter of support - SIGMA Aviation Environmental Interdependencies Network**



STRATEGIC AVIATION SPECIAL INTEREST GROUP  
of the Local Government Association

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3 October 2011

Dear Roger,

**SIGMA Aviation Environmental Interdependencies Network**

Thank you for your introduction to the proposal being prepared for an academic network to investigate interdependencies in the aviation sector – SIGMA. The allocation of resources to such a network is welcomed by SASIG.

The initial focus of the network on aircraft engineering and technology is obviously a vital element for the continuing evolution of the aviation sector. In concert with technological and operational development, policy and regulatory measures are essential for the effective and equitable functioning of the sector.

An interdependency that the network could usefully investigate is the extent to which air traffic management & control and associated policy levers can maximise the technological gain achieved by the industry when delivering the A380 aircraft. The aircraft fleets of the future must have less impact on overflowed communities than at present, requiring technological, operational, policy and regulatory measures to be combined to achieve this.

A greater understanding of the interdependencies affecting aircraft design and the need to provide for noise reduction in concert with reduced emissions is particularly important given the new generation of aircraft will be in use for decades to come.

## Extract from SIGMA funding bid

### (SIGMA Aviation Environmental Interdependencies Network)

"This network assembles a group of academics from diverse specialisms to define, reconcile and research environmental interdependencies that are increasingly compromising the delivery of greener aviation. We will take an independent systems level view, quite different from the focused perspectives of the aviation sector or government analysis. Involving the best academics in the area, this network will define and chart the direction for future research that liberates industrial, commercial, and operational innovation. One new aircraft type already carries lifelong fuel burn penalties in order to meet noise rules. Without clarity on these environmental trade-offs and how to resolve them, scope for both new product commercialization and air transport growth is restricted. Both the environment and the UK economic position suffer as a result. Through detailed definition and mapping of interdependencies with the aviation sector, obstacles to progress will be characterised and, where possible, quantified. This will lead to the prioritisation of new research. The proposed SIGMA network (**S**ustainable Interdependency initiatives for the **G**lobal **M**itigation of **A**viation) will provide a forum, strategy and tools to getting to grips with interdependencies. No other UK activities bring this breadth of engagement or independent objectivity. Other countries are moving ahead with this and if we do not take action, UK plc will be the main loser. The aviation sector is very important for UK and we have to be sure that UK RD&D remains strong and within top 3 globally. The proposed network is strongly endorsed by leading stakeholders, as shown in their letters of support."





## ITEM 4: SASIG FINANCE REPORT – 2011/12 OUTLOOK & PROPOSED 2012/13 BUDGET

### Glossary

|       |                                                                                                                                 |
|-------|---------------------------------------------------------------------------------------------------------------------------------|
| DECC  | UK Government Department of Energy & Climate Change                                                                             |
| DEFRA | UK Government Department for Environment, Food & Rural Affairs                                                                  |
| DfT   | UK Government Department for Transport                                                                                          |
| EC    | European Commission                                                                                                             |
| EPUK  | Environmental Protection UK – charity work on environmental protection through air quality, land quality and noise workstreams. |
| FP7   | European Commission's 7 <sup>th</sup> Framework Programme for Research and Development                                          |
| LGA   | Local Government Association                                                                                                    |
| LSTF  | Local Sustainable Transport Fund                                                                                                |
| SIG   | Special Interest Group, of the Local Government Association                                                                     |

### Summary

- 1 Expenditure over the course of 2011/12 has been closely monitored in line with income received in order to ensure the budget is met, and no overspend occurs. This is particularly important due to there now being a much sum in the holding account, which has for a number of years been used to cover the traditional annual spend in excess of income.
- 2 The Income Management Team at Surrey County Council and the SASIG Director are pursuing the outstanding subscriptions for 2011/12, and it is hoped that these debts will be cleared before the end of the financial year.
- 3 The projected out-turn for 2011/12, presented at **Annex A**, (pg.66), shows a much reduced, but credit, carry forward to 2012/13 of around £33,000, which is essential for operations to continue in 2012/13.
- 4 The subscriptions received to date for 2011/12, totalling £66,570, are detailed at **Annex B** (pg.68). At the time of writing, three payments remain outstanding (totalling £5,530) and two have yet to be invoiced (totalling £2,370).

- 5 The proposed 2012/13 budget is presented at **Annex C**, (pg.70). A revised subscription rate for 2012/13 has not been devised, however, the need for SASIG to explore funding options in addition to income from Local Authority membership is addressed in this report containing a review of potential funding opportunities available to SASIG in order for the group to remain active well into 2012/13.
- 6 The sources considered for additional funding are European and UK Governments, UK Research Councils, charitable organisations and private sector avenues. Accessing funding from such bodies will require partnership with Local Authorities, Local Transport Authorities, and other partnership bodies.
- 7 There is also a review of the funding arrangements of a selection of other Special Interest Groups (SIGS) of the Local Government Association (LGA) and a registered charity with similar interests and structure to SASIG (**Annex D**, pg.72; **Annex E**, pg.74). This reveals that membership subscriptions form the main source of income for these groups; however, there are examples of funding secured from links with partnerships, commissioned work and charitable grant funding.
- 8 Charitable grant applications are an option that should be pursued for SASIG.
- 9 It is not considered that hosting events with the aim of generating income from sponsorship and delegate fees is a suitable route for SASIG to pursue, given the experience in this area of other groups, and the difficulties being experienced at present even by specialist event management companies.
- 10 The funding mechanisms available through various Government, research and charitable bodies are explored, as are opportunities for generating funding through working with the private sector. It is proposed that an Associate Membership option be provided for one-off commissioning from private sector parties wishing to purchase expertise and information from SASIG.
- 11 In order to supply membership services, the SASIG office team must be provided for. The team has recently been brought back up to 3 people (2.5 in terms of capacity), with a new team member, Caroline Magin, having started as SASIG Information Officer in mid-February 2012. As the next stage of the national aviation policy review approaches, and in order to keep the membership informed of developments, financing even this small team is essential.

## Recommendations

- A That the 2011/12 outlook be noted (**Annex A**, pg.66).
- B That the proposed 2012/13 budget be agreed (**Annex C**, pg.70).
- C That SASIG explore the funding guidelines document for application of grants from the Esmee Fairbairn Foundation<sup>1</sup> in order to ascertain the suitability of our organisation for funding.
- D That SASIG explore the possibility of partnerships with Local Authorities, Local Enterprise Partnerships, and other relevant partners, with the aim of accessing funding from the European Commission (EC), the Department for Transport (DfT) and the Department for Energy and Climate Change (DECC).
- E That SASIG should introduce an Associate Membership option for use by private sector companies to purchase information and expertise from SASIG.

## Personnel update

- 12 The post of SASIG Information Officer has been vacant since Geraldine Gallagher left in late 2010. Queries about the availability of funds initially delayed advertisement of the post, after which, investigations were undertaken into the possibility of a shared role within SASIG's host Authority – Surrey County Council. The outcome was the advertisement of a full-time post for a fixed-term period of 3 months.
- 13 The successful candidate was Caroline Magin, who started as Information Officer with SASIG in mid-February. Caroline has undertaken a 6-month intern research post in the House of Commons, spent a year in the General Office of the charity 'Samaritans', and has worked her way up through roles during a 5-year spell at the Audit Commission, before being made redundant last September.
- 14 The SASIG Information Officer post is this time a full-time post, as opposed to the 2- or 3-days per week post that it has previously been, initially for a fixed-term period of 3 months. The proposed 2012/13 budget includes provision for this post to continue over the course of the year, to capitalise on the benefits of having a trained team in place.
- 15 The SASIG office team once again consists of 3 people, totalling 2.5 posts.
- 16 The period of 2011/12 during which the SASIG team has been under-staffed has obviously impacted on activity, however, this will yield an under-spend in the budget allocation for salaries.

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<sup>1</sup> Esmee Fairbairn Foundation - <http://www.esmeefairbairn.org.uk/index.html>

## **2011/12 SASIG account summary and projected out-turn**

- 17 A status report detailing the SASIG account to date (April 2011 - January 2012) and a projected year-end out-turn, detailed against the agreed SASIG Budget, are at **Annex A** (pg.66).
- 18 This shows the sum in the SASIG holding account to be £27,666, and the income received up to the end of January 2012 from 2011/12 membership subscriptions to be £66,570, yielding a total income for the period of £94,236. Total expenditure for this period is £52,628.
- 19 The subscriptions received to date for 2011/12 are detailed at **Annex B** (pg.68). Thanks are expressed to those Authorities from whom payment has already been received. The Income Management Team at Surrey County Council and the SASIG Director are seeking to collect all invoiced income.
- 20 Outstanding invoices for 2011/12 subscriptions total £5,530, in addition to which is the sum of £2,370 from two Authorities that , at the time of writing, have not yet been invoiced for 2011/12:-
  - Thanet DC (£790) as further conversations are required with representatives to clarify their membership status; and
  - Crawley BC (£1,580) due to confusion over whether or not the invoice initially raised was sent; a new invoice will be raised, for which payment is expected to be received due to Member support for continuing involvement.

## **Proposed 2012/13 budget**

- 21 The proposed 2012/13 budget is at **Annex C** (pg.70). This shows an income from membership subscriptions of £67,360, and a sum of £33,247 carried forward from 2011/12, yielding a total income of £100,607. The total expenditure is shown as £97,600, and a year-end balance of £3,007.
- 22 The proposed 2012/13 budget includes provision for the 3-person SASIG office team for the full year, in order to maintain service provision, capitalise on the benefits of having a trained team in place, and continue active involvement in the Government's national aviation policy review.
- 23 As discussed in the next section, a review of further sources of income for the group has been undertaken, and suggestions made for likely sources to pursue.

## **Funding opportunities**

- 24 In addition to the support already received by SASIG, the following areas have been assessed for their potential as additional funding opportunities:
- European Commission;
  - UK Government Departments;
  - UK Research Councils;
  - a charity;
  - the private sector;
  - Special Interest Groups (SIGs) of the Local Government Association (LGA); and
  - events and sponsorship opportunities.

## **Present income and support arrangements**

- 25 SASIG is funded on an annual basis by its Local Authority membership across England.
- 26 Surrey County Council (SCC) hosts SASIG at County Hall in Kingston, and the SASIG office team personnel are on SCC contracts.
- 27 As a Special Interest Group (SIG) of the Local Government Association (LGA), SASIG receives support from the LGA in the form of:
- the use of Local Government House as a meeting venue for up to 3 events per year without charge for the facilities (catering is charged for); and
  - collation, printing and distribution of papers for SASIG meetings (3 per year).
- 28 The facilities management company for Local Government House - Liberata UK Ltd. - operates the policy of supplying smaller meeting rooms free of charge (catering is charged for); SASIG therefore holds its 3 Chairman's Advisory Group (CAG) meetings each year at LG House.

## **European Commission**

- 29 The European Commission's 7<sup>th</sup> Framework Programme for Research and Development (FP7)<sup>2</sup> bundles together all research-related EU initiatives that play a crucial role in reaching the goals of growth, competitiveness and employment. Applications for research programmes from the UK have been coordinated by the Regional Development Agencies<sup>3</sup>, however, these bodies are being wound down towards closure in March 2012.

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<sup>2</sup> European Commission's 7<sup>th</sup> Framework Programme for Research and Development (FP7)  
[http://ec.europa.eu/research/fp7/index\\_en.cfm](http://ec.europa.eu/research/fp7/index_en.cfm)

<sup>3</sup> England's Regional Development Agencies, <http://www.englishrdas.com/>

- 30 An example of a project funded by the European Commission is included at **Annex D** (pg.72). Norfolk County Council along with several partners secured funding of 5 million Euros for their sustainable transport research programme. The scale of the funding and the number of partners involved in this example suggests that successful bidding for FP7 funding may require partnership with one or more Local Authorities alongside a long-term research programme.

### **Department for Transport (DfT)**

- 31 The Department for Transport (DfT) invites bidding for transport projects through the **Local Sustainable Transport Fund (LSTF)**. The Department previously operated a Transport Innovation Fund (TIF), however, this fund has ceased and an **Urban Challenge Fund (UCF)** is being worked up. The UCF will build upon lessons from the TIF, the Sustainable Travel Towns and Cycling Demonstration Towns initiatives and the pilot City Regions to deliver positive outcomes for the economy, the environment, the health of residents and to secure the best returns from transport investment. The fund will be used for sustainable travel measures, encouraging modal shift, demand management and traffic management measures<sup>4</sup>.
- 32 The Local Sustainable Transport Fund (LSTF) is aimed at Local Transport Authorities based outside London. The purpose of the Fund is to enable the delivery by Local Transport Authorities of sustainable transport solutions that support economic growth while reducing carbon emissions. The Fund also provides the opportunity to take an integrated approach to meeting local challenges and to delivering additional wider social, environmental, health and safety benefits for local communities. For small project bids (up to £5 million) the first tranche of bidding was completed on 18 April 2011. For tranche 2 expressions of interest need to be made by 25 February 2012 with decisions on these bids being announced by May 2012. For large projects (over £5 million and up to £50 million) initial proposals were submitted by 6 June 2011 with shortlisting being completed by July 2011. Decisions on the full packages of proposals will be announced by June 2012<sup>5</sup>.

### **Department for Energy and Climate Change (DECC)**

- 33 The Department for Energy and Climate Change (DECC) offer a '**local innovation fund**' intended for research into the development and demonstration of innovative technologies and systems that reduce carbon emissions. Currently, the focus of the fund is reducing energy costs and carbon emissions in homes and business premises. The 'local innovation fund' has supported projects proposed by a number of bodies including universities, Local Authorities and private sector organisations.

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<sup>4</sup> DfT (2010) Support Cities: A discussion paper on plans for an Urban Challenge Fund  
<http://assets.dft.gov.uk/publications/pgr-regional-transportfund-pdf/guidance.pdf>

<sup>5</sup> DfT (2011) Local Sustainable Transport Fund-guidance on the application process  
<http://assets.dft.gov.uk/publications/pgr-regional-transportfund-pdf/guidance.pdf>

## **Economic and Social Research Council (ESRC)**

- 34 There are several strands of research being pursued by the Economic and Social Research Council (ESRC) that relate to SASIG's work, specifically 'Environment and Energy', 'Technology and Innovation', and 'Health and Wellbeing'. The mechanism for accessing funding is through the submission of proposals related to the ESRC research strands. A two-page outline is required prior to submission of any proposal in order to ascertain suitability. Previous recipients of grants are mainly individual researchers based at universities.

## **Engineering and Physical Sciences Research Council (EPSRC)**

- 35 The 'Transportation Operations and Management' research strand defined by the Engineering and Physical Sciences Research Council (EPSRC) contains research into reducing the undesirable impacts of transport on the environment. A research proposal needs to be submitted to the relevant EPSRC panel. Aviation, transport and environment related proposals are likely to feature under the 'Process, Environment and Sustainability' panel.

## **UK Energy Research Centre (UKERC)**

- 36 The UK Energy Research Centre (UKERC) conducts research into sustainable future energy systems. There may be interest in research into biofuels or other energy sources that can be developed for use in the aviation industry. This body issues targeted calls for proposals.

## **Esmee Fairbairn Foundation**

- 37 The Esmee Fairbairn Foundation is one of the largest grant-making foundations in the UK. The foundation provides grants towards work in the fields of the arts, education and learning, the environment, and enabling disadvantaged people to fully participate in society. The charity awarded a grant to the Aviation Environment Federation (AEF) in 2010 for £73,944 - "Towards core costs and to support the organisation's programme to protect those affected by aircraft operations, and promote effective measures to manage aviation's climate impact."<sup>6</sup>

## **Private sector**

- 38 Sponsorship, donations or undertaking commissioned work for private sector organisations are potential sources of funding. Relevant private sector organisations are airport operators, airline operators, and other companies that operate in the aviation industry such as logistics firms.

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<sup>6</sup> Esmee Fairbairn 2010 grants overview, <http://www.esmeefairbairn.org.uk/pdf/2010-grants.pdf>



## Event management

- 39 The charity, Environmental Protection UK (EPUK)<sup>7</sup>, of which SASIG is an observer member, has operated events that provided networking opportunities as well as informative workshops and presentations from leading speakers. Their experience recently has, however, illustrated the jeopardy of such ventures - their last event covered their costs but did not generate income. Due to the considerable resource in terms of staff time to run such events, and their recent experience, EPUK has reduced the number of events that they run, and has commissioned an external conference provider for just one main event this year.

## Special Interest Groups (SIGs)

- 40 In seeking funding sources it is useful to explore how other Special Interest Groups (SIGs) are funded. Information has been collated on the following SIGs: The Special Interest Group of the Organisation of Municipal Authorities (SIGOMA), the Coastal Special Interest Group, the Nuclear Legacy Advisory Forum (NuLeAF) - previously known as the Radioactive Waste Management and Nuclear Decommissioning Special Interest Group, the Integrated Transport Authorities (ITA) Special Interest Group, and the Affordable Homes Network Special Interest Group.
- 41 The information collected from the above SIGs as well as from other similar groups and organisations is set out in **Annex E** (pg.74).
- 42 The Organisation of Municipal Authorities Special Interest Group (SIGOMA) receives funding entirely through membership subscriptions. At present the organisation has not explored any other funding streams.
- 43 The Coastal Special Interest Group is a subscription-funded group and has had research projects funded by the Department for Environment, Food and Rural Affairs (DEFRA). The funding was provided for the SIG to conduct specific research projects on coastal impacts<sup>8</sup>. The current subscription rates charged are £300 per member and the SIG has approximately 50 members, providing a subscription income of £15,000; as advised by the group contact, this has been as much as the group has needed to fund its activity.

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<sup>7</sup> EPUK Events and Sponsorship activities <http://www.environmental-protection.org.uk/support/sponsorship/>

<sup>8</sup> Coastal SIG 2008/09 Action Plan <http://www.coastalsig.lga.gov.uk/pdfs/LGA%20Action%20Plan-Sept08.pdf>

- 44 The Nuclear Legacy Advisory Forum (NuLeAF) in the year 2010/2011 received funding from the Department for Energy and Climate Change (DECC), the Nuclear Decommissioning Authority (NDA) and from subscriptions paid by 19 Local Authorities<sup>9</sup>. In the year 2011/12, NuLeAF received £50,000 from the NDA, £20,690 from Local Authority members, £1,000 from registration fees from a seminar to be held in March 2012 and no grant income from DECC. A new income stream of £20,000 was secured in 2011/12 relating to work commissioned by the West Cumbria Managing Radioactive Waste Safely Partnership. To ensure its independence, NuLeAF has a letter of agreement with each external funding body that specifies that “nothing in this letter of agreement shall in any way constrain or be regarded as exerting influence on the viewpoints reached by NuLeAF...”
- 45 The Integrated Transport Authorities Special Interest Group receives funding from the Passenger Transport Executives Group (PTEG) which is made up of several of its members, and also receives funding from other Integrated Transport Authorities through associate membership subscriptions.
- 46 The Affordable Homes Network Special Interest Group does not operate a support office and in the past has been funded through partnerships aimed at delivering affordable housing. The group is primarily a network and due to the current downturn in the house building industry has decided to put all operations on hold until at least the beginning of 2012.

### **Other groups and organisations**

- 47 As mentioned previously, Environmental Protection UK (EPUK) receives funding from member subscriptions, donations and in the past has held a number of networking events for which sponsorship was secured and income generated through delegate fees.

### **Conclusions**

- 48 As detailed, there is a requirement for SASIG to identify additional funding sources to supplement annual membership subscriptions.
- 49 European Commission funding is available through the Seventh Framework Programme (FP7). Applications for these funds were previously coordinated by the Regional Development Agencies (RDAs) in England, however, RDAs will cease to operate beyond March 2012. It is unclear how funding applications will be coordinated in the absence of RDAs prior to contact with the European Commission. Another key consideration is the nature and type of programmes successfully granted funding in the past. Previous successful programmes have tended to be large-scale suggesting any bid for funding through this channel might require partnership with one or more Local Authorities and possibly other partners, as well as a substantial project proposal.

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<sup>9</sup> NuLeAF AGM Finance and Funding report, October 2011  
[http://www.nuleaf.org.uk/nuleaf/documents/AGM\\_Finance\\_and\\_Funding\\_item\\_5.pdf](http://www.nuleaf.org.uk/nuleaf/documents/AGM_Finance_and_Funding_item_5.pdf)

- 50 The Department for Transport (DfT) currently distributes funding for transport related projects through the Local Sustainable Transport Fund (LSTF). This funding is aimed at Local Transport Authorities. SASIG may be able to work in partnership with a Local Transport Authority that is in the process of bidding for, LSTF money in order to pursue research related to environmental and health impacts or sustainable modes of travel associated with airports.
- 51 The Department for Energy and Climate Change (DECC) operate a 'local innovation fund' that is currently focused on projects that reduce energy costs and carbon emissions in homes and business premises. There may be an opportunity to access this funding in the future if the research area is extended to reducing emissions from transport.
- 52 The UK Research Councils - the Economic and Social Research Council (ESRC), the Engineering and Physical Sciences Research Council (EPSRC) and the UK Energy Research Centre (UKERC) - invite submissions of research proposals in relevant fields. Funding is generally allocated to university-linked researchers. There may be opportunities for SASIG to cooperate with researchers on relevant projects and create exposure for the organisation in the academic field, which may present future funding opportunities.
- 53 The Esmee Fairbairn Foundation is a charity that provides grants to various organisations and has previously provided grants for core costs to the Aviation Environment Federation (AEF). Grant funding from this charity may be a strong lead to pursue as they provide funding for environment related research, have supported a similar organisation and are willing to fund core/support costs.
- 54 Sponsorship or commissioned studies are possible funding avenues to explore with private sector organisations with interests in aviation, the environment, health and the local economy. Discussions with procurement experts will be necessary in order to understand the legal implications of accepting funding from these sources. It will also be necessary to draw up a letter of agreement with each external funding body specifying that the supply of funding does not in any way exert influence on the conclusions of such work programmes.
- 55 Events and workshops can potentially provide income through sponsorship and delegate fees, although an assessment of the demand for these types of events would be useful in light of reduced public sector and private sector spending. The scale, content and style of such events would need to be considered. It may be that an external organiser would need to be commissioned. The experience of other, similar, organisations has resulted in them scaling back their event provision due to the difficulty of covering costs, even before making a profit from such events.
- 56 The funding arrangements of other Special Interest Groups (SIGs), and another group with similar interests and structure to SASIG, suggests that membership subscriptions make up the majority, if not all, of the income for these groups. Additional sources of funding have come from Government departments, local partnerships and quasi non-Governmental organisations (QUANGOS). These are routes that should be pursued for SASIG, building on the experience of the organisations considered in this report.



STRATEGIC AVIATION SPECIAL INTEREST GROUP  
of the Local Government Association

**SASIG Meeting – Item 4**

24 February 2012

**SASIG Finance Report – 2011/12  
Outlook & Proposed 2012/13 Budget**

57 This is a vital time for SASIG to maintain activity through the SASIG office team in order to service the membership as the national aviation policy review progresses.

Contact Officers: Anna Mahoney, SASIG Director  
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Email: [sasig@surreycc.gov.uk](mailto:sasig@surreycc.gov.uk)

Tel.: (020) 8541 9459  
Date: 14 February 2012  
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Annex A

SASIG 2011/12 Account

|                                         | (A)           | (B)           | (C)            |
|-----------------------------------------|---------------|---------------|----------------|
| <b>INCOME</b>                           |               |               |                |
| Membership subscriptions                | 76,050        | 66,570        | 74,470         |
| Carry forward from previous year        | 13,037        | 27,666        | 27,666         |
| Interest on balances                    | 0             | 0             | 0              |
| <b>TOTAL INCOME</b>                     | <b>89,087</b> | <b>94,236</b> | <b>102,136</b> |
| <b>EXPENDITURE</b>                      |               |               |                |
| <b>Staff Salaries</b>                   |               |               |                |
| Director - full-time                    | 51,500        | 42,860        | 51,500         |
| Policy Officer - part-time              | 14,000        | 5,394         | 7,700          |
| Information Officer - full-time         | 8,100         | 0             | 1,200          |
| <b>Sub-total</b>                        | <b>73,600</b> | <b>48,254</b> | <b>60,400</b>  |
| <b>Supplies &amp; Publicity</b>         |               |               |                |
| Printing/Publicity/Publications         | 2,500         | 545           | 1,300          |
| Stationery                              | 100           | 0             | 0              |
| Meeting Rooms                           | 2,500         | 891           | 1,400          |
| Hospitality                             | 250           | 26            | 50             |
| Telephones                              | 250           | 256           | 300            |
| Equipment                               | 100           | 0             | 0              |
| DeHavilland System                      | 2,500         | 2,000         | 2,000          |
| <b>Sub-total</b>                        | <b>8,200</b>  | <b>3,718</b>  | <b>5,050</b>   |
| <b>Travel</b>                           | <b>2,000</b>  | <b>601</b>    | <b>1,000</b>   |
| <b>Conferences &amp; Training</b>       | <b>2,000</b>  | <b>55</b>     | <b>440</b>     |
| <b>Airport Regions Conference (ARC)</b> | <b>1,855</b>  | <b>0</b>      | <b>2,000</b>   |
| <b>TOTAL EXPENDITURE</b>                | <b>87,655</b> | <b>52,628</b> | <b>68,890</b>  |
| <b>Carry forward</b>                    | <b>1,432</b>  | <b>41,608</b> | <b>33,247</b>  |

(A) Budget agreed 24/06/11.

(B) Account summary to end Jan. 2012.

(C) Projected out-turn (rounded) based on expected income and known expenditure due in 2011/12.



Annex B

SASIG Membership Subscriptions 2011/12 – Status as at 14/02/12

| Local Authority                                                                                     | Status           | Amount (£)    | Invoice No. |
|-----------------------------------------------------------------------------------------------------|------------------|---------------|-------------|
| Aylesbury Vale District Council                                                                     | Paid             | 790           | 9500027157  |
| Broadland District Council                                                                          | Paid             | 790           | 9500027159  |
| Bromley LB                                                                                          | Paid             | 1,580         | 9500027160  |
| Buckinghamshire County Council                                                                      | Paid             | 4,740         | 9500027161  |
| Canterbury City Council                                                                             | Paid             | 790           | 9500027162  |
| Cheshire East Council                                                                               | Paid             | 1,580         | 9500027163  |
| Cornwall Council                                                                                    | Paid             | 1,000         | 9500027164  |
| Crawley Borough Council                                                                             | Not yet invoiced | [1,580]       | ---         |
| Doncaster Metropolitan Borough Council                                                              | Paid             | 1,580         | 9500027165  |
| Ealing LB                                                                                           | Paid             | 3,160         | 9500027020  |
| East Herts District Council                                                                         | Paid             | 1,580         | 9500027166  |
| Essex County Council                                                                                | Paid             | 4,740         | 9500027167  |
| Hammersmith & Fulham LB                                                                             | Paid             | 1,580         | 9500027168  |
| Hampshire County Council                                                                            | Paid             | 1,580         | 9500027169  |
| Harlow District Council - confirmed lack of funds mean subscription will not be renewed in 2011/12. |                  |               |             |
| Hertfordshire County Council                                                                        | Paid             | 4,740         | 9500027170  |
| Hillingdon LB                                                                                       | Paid             | 3,160         | 9500027171  |
| Horsham District Council – indicated resignation for 2011/12.                                       |                  |               |             |
| Hounslow LB                                                                                         | Paid             | 3,160         | 9500027172  |
| Luton Borough Council                                                                               | Paid             | 3,160         | 9500027173  |
| Mole Valley District Council                                                                        | Paid             | 1,580         | 9500027029  |
| Newham LB                                                                                           | Unpaid           | 1,580         | 9500027193  |
| North West Leicestershire District Council                                                          | Unpaid           | 790           | 9500027174  |
| Reigate and Banstead Borough Council                                                                | Paid             | 1,580         | 9500027031  |
| Richmond upon Thames LB                                                                             | Paid             | 3,160         | 9500027032  |
| Slough Borough Council                                                                              | Paid             | 3,160         | 9500027175  |
| Southend on Sea Borough Council                                                                     | Paid             | 1,580         | 9500027176  |
| Spelthorne Borough Council                                                                          | Paid             | 1,580         | 9500027034  |
| Surrey County Council                                                                               | Paid             | 4,740         | ---         |
| Tandridge District Council                                                                          | Paid             | 1,580         | 9500027035  |
| Thanet District Council                                                                             | Not yet invoiced | [790]         | ---         |
| Uttlesford District Council                                                                         | Paid             | 1,580         | 9500027037  |
| West Mids Jt Comme (Birmingham City Council)                                                        | Paid             | 4,740         | 9500027011  |
| Windsor and Maidenhead RB                                                                           | Unpaid           | 3,160         | 9500027178  |
| Wokingham Borough Council                                                                           | Paid             | 1,580         | 9500027039  |
| <b>Amount invoiced *</b>                                                                            |                  | <b>72,100</b> |             |
| <b>Amount received *</b>                                                                            |                  | <b>66,570</b> |             |
| <b>Amount outstanding *</b>                                                                         |                  | <b>5,530</b>  |             |

\* Excluding those sums detailed as 'Not yet invoiced'.







STRATEGIC AVIATION SPECIAL INTEREST GROUP  
of the Local Government Association

**SASIG Finance Report – 2011/12  
Outlook & Proposed 2012/13 Budget**

**Annex C**

**Proposed 2012/13 budget**

| <b>INCOME</b>                     |                |
|-----------------------------------|----------------|
| Membership subscriptions          | 72,100         |
| Carry forward from previous year  | 33,247         |
| Interest on balance               | 0              |
| <b>TOTAL INCOME</b>               | <b>105,347</b> |
| <b>EXPENDITURE</b>                |                |
| <b>Staff Salaries</b>             |                |
| Director - full-time              | 51,500         |
| Policy Officer - 2.5 days/wk      | 17,000         |
| Information Officer - full-time   | 13,600         |
| <b>Sub-total</b>                  | <b>82,100</b>  |
| <b>Supplies &amp; Publicity</b>   |                |
| Printing/Publicity/Publications   | 2,000          |
| Stationery                        | 100            |
| Meeting Rooms                     | 2,500          |
| Hospitality                       | 250            |
| Telephones                        | 250            |
| Equipment                         | 100            |
| DeHavilland                       | 6,300          |
| <b>Sub-total</b>                  | <b>11,500</b>  |
| <b>Conferences &amp; Training</b> | <b>2,000</b>   |
| <b>Travel</b>                     | <b>2,000</b>   |
| <b>TOTAL EXPENDITURE</b>          | <b>97,600</b>  |
| <b>Carry forward</b>              | <b>7,747</b>   |



## Annex D

### European Commission funding example: sustainable transport project

| RESEARCH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| EU Funding Programme                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Type of Activity                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <p><b>7<sup>th</sup> Framework Programme for Research and Development (FP7)</b></p> <p><b>(€48billion for 2007-2013)</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p>This programme bundles all research-related EU initiatives together under a common roof playing a crucial role in reaching the goals of growth, competitiveness and employment.</p> <p>The East of England is one of the main centres for research in Europe. Many businesses and academic organisations in the region have been awarded framework grants with differing levels of satisfaction.</p> <p>FP7 also includes a range of programmes including CIVITAS for urban mobility.</p> |
| <p><b>Programme contact</b></p> <p>Given the size and breadth of the Framework programme, there are a variety of contacts, regional, national and in the European Commission, depending on the strand. However, best to contact MEPs (vicky.ford@europarl.europa.eu, geoffrey.vanorden@europarl.europa.eu, robert.sturdy@europarl.europa.eu) or the Brussels Office of the East of England for guidance: brusselsoffice@east-of-england.eu or +32.2.289.1200</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <p><b>Project Example</b></p> <p><b>Norfolk County Council</b>, working with local partners in Norwich including- University of East Anglia, Anglian Buses, First Group, City Car Club and Norwich City Council was successful in a CIVITAS II bid along with another leading city, Malmö (Sweden), and in three follower sites, Tallinn (Estonia), Suceava (Romania) and Potenza (Italy).</p> <p>The project was worth <b>€5million</b> over 4 years to improve urban air quality and to create a sustainable, safe and flexible traffic system that improves the quality of life.</p> <p>Local activities in the Norwich area included:<br/>Alternative fuel trials – buses, Police vehicles, taxis;</p> <ul style="list-style-type: none"> <li>• Cleaner vehicles – buses, Fire Service vehicles, Police vehicles and goods vehicles, using charges to encourage smaller cars;</li> <li>• Low Emission Zone – Castle Meadow (the First LEZ outside London);</li> <li>• Priority access for cleaner goods vehicles and urban transshipment centre;</li> <li>• Modal change – Rail station interchange, on-street ticketing and information, travel planning and goods delivery to Park and Ride More efficient use of cars through car pooling and car clubs.</li> <li>• More efficient use of cars through car pooling and car clubs</li> </ul> <p><b>Project contact:</b></p> <p>Chris Mitchell, Norfolk County Council,<br/>Tel: 0044 (1) 603 223194   Email: chris.mitchell@norfolk.gov.uk</p> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |



## Annex E

### Other organisations' funding sources

| Organisation                                                          | Funding sources                                                                                                                           |
|-----------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Special Interest Groups (SIGs)</b>                                 |                                                                                                                                           |
| Organisation of Municipal Authorities Special Interest Group (SIGOMA) | Subscriptions only                                                                                                                        |
| Coastal Special Interest Group                                        | Subscriptions only                                                                                                                        |
| Nuclear Legacy Advisory Forum (NuLeAF)-                               | Subscriptions, partnership funding, Nuclear Decommissioning Authority, Department for Energy and Climate Change (DECC), seminar fees      |
| Integrated Transport Authorities Special Interest Group (ITA SIG)     | Funding from Passenger Transport Executive Group members (PTEG) and associate members                                                     |
| Affordable Homes Network Special Interest Group                       | Operates as a network. No support office. Work funded through programmes although group is currently on hold as programmes have been cut. |
| <b>Other</b>                                                          |                                                                                                                                           |
| Environmental Protection UK (EPUK)                                    | Subscriptions, donations, sponsorship, event delegate fees                                                                                |



## ITEM 5: NOTES OF THE CHAIRMAN'S ADVISORY GROUP (CAG) MEETING HELD 3 FEBRUARY 2012

|            |                     |                              |
|------------|---------------------|------------------------------|
| Attendees: | Cllr Andrew Bosmans | (Doncaster MBC)              |
|            | Cllr Nigel Shaw     | (Broadland DC, & Norfolk CC) |
|            | Cllr Alan Jones     | (Tandridge DC)               |
|            | Steve Bailes        | (Uttlesford DC)              |
|            | Rob Gibson          | (LB Hounslow)                |
|            | Anna Mahoney        | SASIG Director               |
|            | Edward Cheng        | SASIG Policy Officer         |

### ITEM 1: Apologies for absence

- 1 Apologies for absences were received from Cllr Jamie Macrae - SASIG Chairman, Cllr Jackie Cheetham - SASIG Vice-Chairman and Cllr Ian Lake - SASIG Vice-Chairman.
- 2 Cllr Andrew Bosmans kindly Chaired the meeting.

### ITEM 2: Minutes of previous meetings (CAG 30 September 2011; SASIG 28 October 2011) and matters arising

- 3 CAG **reviewed** the notes and minutes of the previous meetings (CAG 30 September 2011; SASIG 28 October 2011).

#### Matters arising

- 4 The output from the SASIG Technical Officer Group (TOG) meeting held 24 June 2011 was incorporated in the response SASIG submitted to the consultation on the national aviation policy review 'Scoping Document' (submitted October 2011).

#### Aviation and noise

- 5 Aircraft Noise Monitoring Advisory Committee (ANMAC):-  
This Department for Transport-led group has recently starting meeting again after a break of around two years. ANMAC relates only to Heathrow, Gatwick & Stansted airports.  
A meeting was held in late January 2012; the next meeting is scheduled for March 2012. ANMAC can be of use as the means through which to pursue a work programme, however, its value is limited by routinely late supply of notes from the meetings.



- 6 Department of Health (DoH) – inclusion of noise indicator in DoH policy:-  
The Department of Health (DoH) has included noise indicators in the 'Public Health Outcomes Framework' that they published in January 2012.  
It was agreed that this was a positive step in the right direction and it was encouraging that the links between noise and health are being strengthened; however, aviation noise requires clearer representation, as a form of 'transport noise'.  
[http://www.dh.gov.uk/en/Publicationsandstatistics/Publications/PublicationsPolicyAndGuidance/DH\\_132358](http://www.dh.gov.uk/en/Publicationsandstatistics/Publications/PublicationsPolicyAndGuidance/DH_132358)

- 7 Helicopters:-  
The SASIG Office confirmed that helicopter noise would be included in the response to the next stage of the consultation.  
It was identified that there is very little regulation covering helicopter noise, and that the noise impacts and flight characteristics of helicopter usage require specific attention.

#### **Aviation Minister attending SASIG meeting – Thurs. 14 June 2012**

- 8 The Aviation Minister, Theresa Villiers, has confirmed her attendance at the SASIG AGM to be held on Thursday 14 June 2012.

#### **Decisions:-**

- 9 It was **agreed** that the impact of helicopters is to be raised by SASIG as a priority issue in the next round of consultation in the aviation policy review.
- 10 It was **agreed** that it would be useful to have a presentation to the SASIG membership about helicopter noise, and the issues around helicopters in general, at the next SASIG meeting.

#### **Action Items:-**

- 11 SASIG Office to arrange a presentation on the issue of helicopters for the forthcoming SASIG meeting – Friday 24 February 2012.
- 12 The impact of helicopters to be raised by SASIG as a priority issue in the next round of consultation in the national aviation policy review.

## ITEM 3: National Aviation Policy Update

### New airport concept

- 13 The subject of a new airport was discussed in light of the recent announcement that the Government will incorporate this issue in the next stage of the national aviation policy review.
- 14 Concern was voiced that the issue of a new airport might be discussed at length, taking up a large part of aviation discussion, only for nothing to be agreed and the debate to remain at a standstill, to the detriment of other important aviation issues.

### Decisions:-

- 15 It was **agreed** that before a position on the new airport concept is discussed, the SASIG position given in the previous consultation (for production of the 2003 Air Transport White Paper) should be confirmed.
- 16 It was **agreed** that if a new airport is built it must be a long-term solution, in accordance with full sustainable development principles, and with enough capacity to accommodate future demand.
- 17 It was **agreed** there is a need to consider the aviation capacity debate in the context of creating an integrated transport system.

### Action Item:-

- 18 Development of a SASIG response to the issue of a new airport concept in the next stage of the national aviation policy review to be:
  - informed by the group response to the previous consultation for production of the 2003 Air Transport White Paper; and
  - in accordance with the SASIG policy principles & statement.

### Consultation on the Civil Aviation Authority's (CAA) environmental role

- 19 The Civil Aviation Authority (CAA) is holding meetings with stakeholders as part of the consultation on their environmental role.

### Action Item:-

- 20 SASIG Office to investigate the possibility of attending the CAA stakeholder workshops as part of consultation on their environmental role.

## Proposal from Martin Shenfield of Berkeley Hanover Consulting (BHC)

- 21 Martin Shenfield of Berkeley Hanover Consulting (BHC) has contacted the SASIG office offering his services for analysis of airport capacity options as part of the national aviation policy review.

### Decision:-

- 22 It was **agreed** the SASIG Office should consider commissioning Berkeley Hanover Consulting (BHC) once the next stage of consultation in the national aviation policy review has been issued (due in March 2012).

### Action Item:-

- 23 SASIG to consider commissioning work from Berkeley Hanover Consulting (BHC) once the consultation document for the next stage of the national aviation policy review has been published.

## ITEM 4: SASIG Finance Report - 2011/12 Outlook & 2012/13 Proposed Budget

- 24 The position of individual Authorities highlighted as having 'unpaid' subscriptions for 2011/12 was discussed. The SASIG Office is taking specific action depending on the circumstances of each Authority in order to acquire outstanding subscriptions.
- 25 The SASIG Chairman has written to the full membership to secure assurance about membership for the coming year.
- 26 Concern was raised about the 'carry forward' sum diminishing to the extent that the issue of financial security would remain for the coming year.
- 27 It was suggested that CIVINET UK - the UK and Ireland arm of the CIVITAS programme - might be a useful funding avenue to pursue due to its UK focus.
- 28 The possibility of university researchers conducting work for SASIG was raised. It was noted, however, that universities may look for financial contribution for this type of arrangement and therefore it may not be suitable for income generation.
- 29 It was suggested that private sector companies working in aviation-related industries, such as construction, might be interested in accessing the views and opinions of Local Authorities on aviation and planning matters. It was suggested that SASIG could utilise the expertise within the membership and offer an advisory service to the private sector.
- 30 Preliminary discussions have been held regarding a 'community experience' taskforce, for which SASIG would be funded by the initiating Authority to provide the Secretariat.
- 31 The SASIG Office has continued to pursue a closer working relationship with the Passenger Transport Consortium (PTC), another Special Interest Group (SIG) of the Local Government Association.

- 32 Contact has also been made with the Town and Country Planning Association (TCPA) and SASIG has been invited to a roundtable event to discuss the national aviation policy review.

### **Decisions:-**

- 33 It was **agreed** that the European Commission CIVITAS funding programme is aimed at large-scale projects and is therefore unsuitable for a small organisation such as SASIG to submit a bid to.
- 34 It was **agreed** that CIVINET UK - the UK and Ireland arm of the CIVITAS programme - might be a useful funding avenue to pursue due to its UK focus.
- 35 It was **agreed** that the SASIG Office should make contact with university representatives regarding closer collaboration and progression of items of interest to the group.
- 36 It was **agreed** that the SASIG Office should make contact with the Esmee Fairbairn Foundation, which was identified as a lead for future funding.
- 37 It was **agreed** that generating income through hosting events is unworkable for a small group such as SASIG, in the current economic climate. The difficulties that specialist event management groups are currently having demonstrate that this type of venture is unlikely to be successful.
- 38 It was **agreed** that the SASIG Office should pursue the introduction of an Associate Membership level for non-Local Authority organisations. This would be on case-by-case basis for the provision of specific information, not an addition to the membership that SASIG represents.

### **Action Items:-**

- 39 SASIG Office to continue to collect outstanding subscriptions for 2011/12.
- 40 SASIG Office to explore and progress the following funding options:-
- CIVINET UK;
  - Esmee Fairbairn Foundation;
  - university networks;
  - Associate Membership arrangement for information provision service to aviation related companies; and
  - 'community experience' taskforce.

## ITEM 5: Any other business

### Decision:-

- 41 The Chairman has extended an invitation to Wendy Rousell, Airport Planning Officer at Luton Borough Council, to join CAG.

### Action Item:-

- 42 SASIG Chairman to formally confirm invitation to Wendy Rousell, Airport Planning Officer at Luton Borough Council, to join CAG.

## ITEM 6: Dates for future meetings

- 43 Broadland District Council has kindly arranged to host the next CAG meeting, Friday 18 May 2012, which will include a visit to Norwich Airport.
- 44 The prospect of hosting a future CAG meeting at Doncaster Metropolitan Borough Council was raised and this will be explored further.
- 45 The dates of future meetings were **agreed:**

### **CAG**

Friday 18 May 2012 –  
to be hosted by Broadland DC

Friday 19 October 2012

Friday 8 February 2013

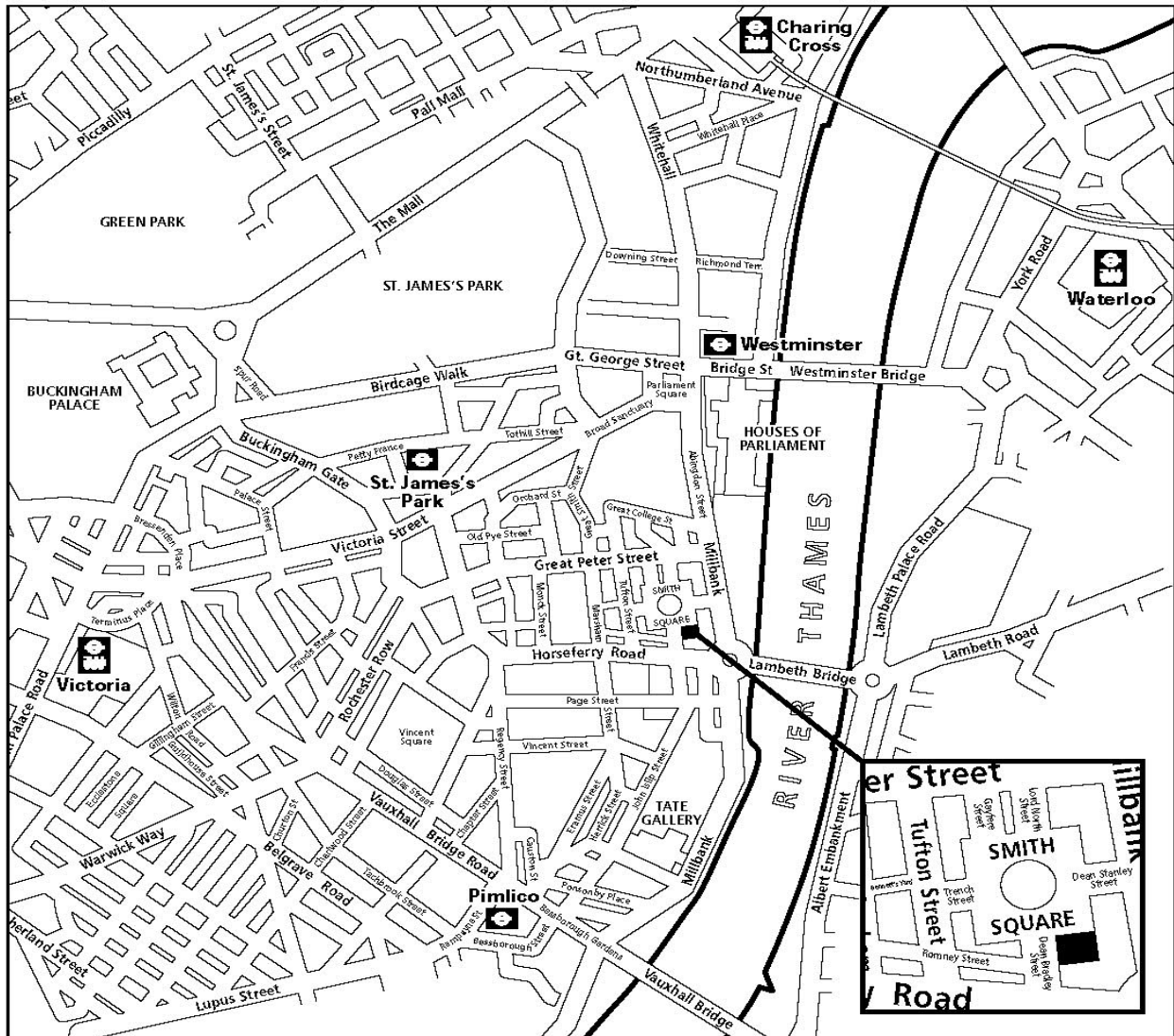
### **SASIG**

Thursday 14 June 2012 –  
Aviation Minister attending

Friday 9 November 2012

Friday 1 March 2013

## LGA Location Map



### Local Government Association

Local Government House  
 Smith Square, London SW1P 3HZ  
 Tel: 020 7664 3131  
 Fax: 020 7664 3030  
 Email: [info@lga.gov.uk](mailto:info@lga.gov.uk)  
 Website: [www.lga.gov.uk](http://www.lga.gov.uk)

### Public transport

**Local Government House** is well served by public transport. The nearest mainline stations are;

#### Victoria

and **Waterloo**; the local underground stations are **St James's Park** (District and Circle Lines); **Westminster** (District, Circle and Jubilee Lines); and **Pimlico** (Victoria Line), all about 10 minutes walk away. Buses **3** and **87** travel along **Millbank**, and the **507** between Victoria and Waterloo goes close by at the end of **Dean Bradley Street**.

#### Bus routes - Millbank

**87** Wandsworth - Aldwych **N87**  
**3** Crystal Palace - Brixton - Oxford Circus

### Bus routes - Horseferry Road

**507** Waterloo - Victoria  
**C10** Elephant and Castle - Pimlico - Victoria  
**88** Camden Town - Whitehall - Westminster - Pimlico - Clapham Common

### Cycling Facilities

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### Car Parks

**Abingdon Street Car Park**  
 Great College Street  
**Horseferry Road Car Park**  
 Horseferry Road/Arneway Street