



STRATEGIC AVIATION SPECIAL INTEREST GROUP
of the Local Government Association

Strategic Aviation Special Interest Group

**Friday, 24 October 2014
11.00 am**

Westminster Suite, 8th Floor, 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

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Strategic Aviation Special Interest Group
24 October 2014

There will be a meeting of the Strategic Aviation Special Interest Group at **11.00 am on Friday, 24 October 2014** Westminster Suite, 8th Floor, Local Government House, Smith Square, London, SW1P 3HZ.

Attendance Sheet:

Please ensure that you sign the attendance register, which will be available in the meeting room. It is the only record of your presence at the meeting.

Location:

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

Contacts:

SASIG: Mark Mason (Tel: 020 8541 9459); e-mail: sasig@surreycc.gov.uk
LGA: David Symonds (Tel: 020 7664 3107); e-mail: david.symonds@local.gov.uk

Attendance:

Please could you contact Mark Mason (mark.mason@surreycc.gov.uk) to confirm attendance and any additional comments by midday Thursday 23 October 2014.

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The twitter hashtag for this meeting is #lgacwb

Agenda

Strategic Aviation Special Interest Group

Friday 24 October 2014

11.00 am

Westminster Suite, 8th Floor, Local Government House, Smith Square, London, SW1P 3HZ

Item	Page	Time
Sign in and refreshments		10:30
1. Chairman's welcome, new attendees & apologies from the floor		11:00
<i><u>For discussion & decision:</u></i>		
2. Minutes of previous meetings and matters arising. (CAG Meeting 25 September 2014; SASIG Meeting 27 June 2014)	1 - 10	11:05
3. SASIG Account - 2014/15 Account to Date & Proposed 2015/16 Budget	11 - 18	11:15
4. Draft SASIG work programme 2015/2016	19 - 24	11:50
<i><u>For information:</u></i>		
5. National Aviation Policy Update	25 - 36	12:25
6. SASIG response to Airports Commission Discussion Paper 7: 'Delivery of new runway capacity' (submitted 21 August 2014)	37 - 46	12:50
7. Any other business - please notify in advance (sasig@surreycc.gov.uk; (020) 8541 9459)		12:55
CLOSE		13:00

Date of Next Meeting: Friday, 6 March 2015, Westminster Suite, 8th Floor, Local Government House, Smith Square, London, SW1P 3HZ

(NB was previously 13 March- please remove record for 13 March 2015)



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**ITEM 2: MINUTES OF PREVIOUS MEETINGS AND MATTERS ARISING.
(CAG Meeting 25 September 2014; SASIG Meeting 27 June 2014)**

Note of last Strategic Aviation Special Interest Group meeting

Title: Strategic Aviation Special Interest Group
Date: Friday 27 June 2014
Venue: Westminster Suite, 8th Floor
 Local Government House, Smith Square, London, SW1P 3HZ

Attendance & apologies

An attendance and apologies list is attached as **Appendix A** to this note.

Item Discussion, decisions and actions

1 Airports Commission Secretariat

The Chairman welcomed representatives from the Airports Commission Secretariat and invited Stephen Howe to present on the Commission’s Discussion Paper 06: ‘Utilisation of the UK’s Existing Airport Capacity’.

An overview of the Airports Commission process was given, explaining the nature of the Interim Report provided at the end of 2013 setting out:

- assessment of the need for additional capacity;
- recommendations for immediate actions to improve the use of existing capacity; and
- short-list of potential expansion options.

A final report is due to be completed by the Summer of 2015 with:

- recommendations for the optimum approach to meeting the UK’s international connectivity needs; and
- recommendations for ensuring that the needs are met as expeditiously as possible.

The Airports Commission is also considering domestic connectivity as a whole.

The current Discussion Paper is a call for evidence, focusing on utilising the UK’s existing airport capacity, split into four main areas:

- connectivity at regional airports;
- market trends at regional airports;
- options to support regional airports; and
- other airports in London and the South East.



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Phil Graham, Head of the Airports Commission Secretariat, gave an outline of where the Commission is currently at, and where it is moving to next. The process of developing the Interim Report and the Commission's initial view, along with the options for additional airport capacity in the short-, medium- and long-term, were discussed.

The following points were raised by the SASIG membership, with Phil Graham responding as below:

SASIG: Discussion Paper uses out of date data for certain regional airports.

SASIG: Impact of the proposed new rail line 'High Speed 2' on airport capacity.

SASIG: Where are safety and security dealt with in the Discussion Paper?

Secretariat: Included within the 16 modules of the Appraisal Framework there is comprehensive analysis that takes into account safety and security issues.

SASIG: Figures used in compiling data are often from airport operators so how are they unbiased?

Secretariat: The Airports Commission will not be purely relying on figures given by airport operators. Instead, they are conducting independent analysis in all areas, especially on passenger demand forecasts and scenarios.

AC recognises surface access is crucial to getting airport development proposal right. Want to manage impacts on other local transport users; AC needs to be very sceptical of scheme promoters' submission on this, and is looking very closely at this in the 'cost & commercial viability' module of the Appraisal Framework.

SASIG: How benefits/impacts will be assessed, e.g. monetisation?

Secretariat: Comparison of findings will be made via the Green Book and WEBTAG, except noise, which is being looked at using the DfT standard approach, but do recognise concerns about applying road and rail noise assessment method to aviation noise. So, will also use a different approach to monetising noise impacts, and 'quality adjusted life years' (QALY) to assess the health impacts.

Concerns regarding just using monetisation as the sole form of analysis are also shared by the Airports Commission, who are looking at alternative ways of providing information, albeit that is one approach to bring everything together for evaluation.

So, also looking at quality of life impacts in the round – employment benefits, access to connectivity; overall ecosystem effects. And are making a rich palette of information available to the AC for their consideration – e.g. frequency metrics in addition to average noise metrics.

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SASIG: Will the Commission be taking the view that airport operators should contribute a



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significant amount towards infrastructure costs? And will the Commission mandate that surface access be delivered in advance of on-airport development?

Secretariat: Whilst not second-guessing the recommendations, surface access is a crucial consideration as is the impact on other local transport users and under the headings of 'Cost' and 'Viability' in the Appraisal Framework the Commission are looking very closely at who should pay for what.

SASIG: Concerns relating to the raising of planning caps without sufficient assessment of infrastructure.

Secretariat: AC will not raise or lower any planning caps, but may make recommendations in that regard. And these recommendations will be made in light of infrastructure, especially surface access – importance of that is recognised.

The AC is exploring how planning caps can be linked to capacity through mechanisms such as noise envelopes, etc..

SASIG: Surface access to Heathrow Airport?

Secretariat: There is insufficient information to date on which to make a firm view about surface access to Heathrow Airport.

It has been recommended that a further study be undertaken into surface access to Heathrow (link through Waterloo and/or to the West through Woking). Network Rail is working on this at the moment.

SASIG: Whether or not an extra runway at Heathrow would exceed EU air quality limits?

Secretariat: The major issue with pollution surrounding Heathrow centres on road users. Heathrow Airport Ltd.'s proposals argue that they can increase airport capacity without a significant increase in road users. The Airports Commission will be reviewing Heathrow Airport Ltd.'s proposals to assess whether or not they are deliverable.

Not in a position to say whether or not air quality limits can/cannot be met. The Appraisal Framework is the route through which this is being assessed.

SASIG: Assessment in terms of the local, as well as national, economy.

AND

SASIG: Lack of focus in the data on the value of carrying freight.

Secretariat: Interested in SASIG views on this. It may be a false dichotomy to see this as the national economy *versus* the local economy. Local airports do not just provide connectivity; however, AC has struggled to get robust data about other activities such as freight – AC eager to receive data regarding freight. AC recognises that passengers are not the full picture – freight; maintenance, repair & overhaul (MRO); flight schools/training; etc..

.....continues.....



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SASIG: How any new independent noise authority would differ from what is in place currently?

Secretariat: The new independent noise authority is likely to have a statutory role in publishing advice and research into aviation noise and could potentially possess powers of arbitration.

SASIG: Approach to aviation's carbon dioxide emissions in light of significant burden this places on other UK sectors.

Secretariat: Committee on Climate Change (CCC) considers that the AC's recommended additional runway can be accommodated in UK carbon budgets.

SASIG: Criteria for/distinction of a 'London airport' in the Interim Report and the Discussion Paper?

Secretariat: In the Interim Report, London airports are considered to be: Heathrow, Gatwick, Stansted, Luton and London City.

Must also consider general aviation activity at London airports.

SASIG: Process through which an application for airport development would pass for approval? (as a nationally significant infrastructure project (NSIP), Hybrid Bill(s), or another route)

Secretariat: A Discussion Paper is being produced on this topic, also covering blight, compensation, etc., which it is hoped will be published before the Summer. (EDITOR'S NOTE: Discussion Paper 07: 'Deliverability' was published on 1 July 2014).

The AC is aware that airport operators prefer the NSIP process.

SASIG: Alignment with National Networks National Policy Statement (NN NPS)?

(NN NPS may be designated in early 2015, and may include specific proposals for surface connectivity improvements)

Secretariat: There are Memorandums of Understanding (MoUs) in place with the Highways Agency & Network Rail. The AC is using available information as and when it is available. The AC recognises the value of citing publications/issues that may yet affect their recommendations.

SASIG: Timing and format of public consultation due in Autumn 2014.

Secretariat: An October launch is being worked to by the AC, for a 10 to 12-week consultation.

Scale of considerations so great that AC determined to look at Inner Thames Estuary option in more detail, and not shortlist an estuary option.

In September 2014, the AC will decide whether or not to shortlist the Inner Thames Estuary option. This will result in a review of the timetable, however, will consult as soon as possible.

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SASIG: Future-proofing?Terminal 6 at Heathrow?



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Secretariat: AC feels you cannot read into 'Heathrow + 1' that does not necessarily lead to Heathrow being the appropriate place for further expansion.

2 Constitutional Matters

Election of Chairman and Vice- Chairman

The SASIG Director reported that all copies of the nomination form for the election of the Chairman and Vice-Chairmen had been received, and those duly elected were:

Chairman - Councillor Jamie Macrae (Cheshire East Council)

Vice-Chairman - Councillor Mike Goodman (Surrey County Council)

Vice-Chairman - Councillor Jackie Cheetham (Uttlesford DC)

Vice-Chairman - Councillor Andrew Bosmans (Doncaster MBC)

Review of SASIG Constitution

Decision

The SASIG membership **approved** the amendments to the SASIG Constitution:

- i. text at paragraph 4 part (ix) of the draft Constitution explains the opportunity to secure a discounted membership rate for Authorities joining as functional, recognised groups; and
- ii. subscription rates are detailed as agreed at the 6 March 2014 SASIG meeting.

3 Note of the Last Meeting

The SASIG Director reiterated the request for Councillors attending the LGA Annual Conference to contact the SASIG office in order to arrange support for the effective marketing of SASIG.

The date of the first SASIG meeting of 2015 was confirmed as being Friday 6 March 2015. (originally listed as Friday 13 March – please delete Friday 13 March 2015)

The note of the last meeting was **agreed**.

4 Annual Report

The SASIG membership **noted** the SASIG 2014 Annual Report to LGA Leadership Board, with the amendment that Slough Borough Council is in membership of the LGA and



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SASIG.

Action

Amend SASIG 2014 Annual Report to show corrected membership list including Slough Borough Council.

5 Dates for the next meetings

Friday 24 October 2014

Friday 6 March 2015

(originally listed as Friday 13 March – please delete record for Friday 13 March 2015)



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Appendix A

Attendees

Position/Role	Name	Authority
Chairman Vice-Chairmen	Cllr Jamie Macrae	Cheshire East Council
	Cllr Andrew Bosmans	Doncaster MBC
	Cllr Mike Goodman	Surrey CC
	Cllr Jackie Cheetham	Uttlesford DC
Membership	Cllr Nigel Shaw	Broadland DC
	John Walchester	Broadland DC
	Sarah Gibson	Buckinghamshire CC
	Neil Clark	Cornwall Council
	Cllr Colin Moffatt	Crawley BC
	Rachel Cordery	Crawley BC
	Stephen King	Doncaster MBC
	Cllr Mike Carver	East Herts DC
	Zhanine Oates	Essex CC
	Cllr Ian Reay	Hertfordshire CC
	Ajit Bansal	LB Hounslow
	Cllr Charles Yarwood	Mole Valley DC
	John Coates	LB Richmond
	Cllr Andrew Mellor	Slough BC
	Paul Mathieson	Southend BC
	Sue Janota	Surrey CC
Andrew Taylor	Uttlesford DC	
Steve Bailes	Uttlesford DC	
Cllr David Sleight	Wokingham BC	
LGA Officers	Joseph Cormack	Members' Services Officer
SASIG Officers	Anna Mahoney	SASIG Director
	Mark Mason	SASIG Information Officer
Observer attendee	Cllr John Fareham	Hull City Council
External attendees	Phil Graham	Head of Airports Commission Secretariat
	Stephen Howe	Airports Commission Secretariat
	David Elvy	Communications Manager, Airports Commission Secretariat

Apologies

Name	Authority
Richard Worrall	SASIG Honorary President
Val Beale	LB Hillingdon



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**NOTES OF THE CHAIRMAN'S ADVISORY GROUP (CAG) MEETING HELD
FRIDAY 26 SEPTEMBER 2014**

Attendees: Cllr Jamie Macrae - SASIG Chairman (Cheshire East Council)
Cllr Andrew Bosmans - SASIG Vice-Chairman (Doncaster MBC)
Cllr Jackie Cheetham - SASIG Vice-Chairman (Uttlesford DC)
Cllr Mike Goodman (Surrey CC)
Steve Bailes (Uttlesford DC)
Rob Gibson (LB Hounslow)
Wendy Rousell (Luton BC)
Anna Mahoney SASIG Director
Mark Mason SASIG Information Officer

ITEM 1: Apologies for absence

- 1 Apologies for absence were received from: Cllr Nigel Shaw (Broadland DC)

**ITEM 2: Minutes of previous meetings and matters arising
(CAG Meeting 7 February 2014; SASIG Meeting 6 March 2014)**

Decision

- 2 Minutes from the previous meetings were **agreed**.

ITEM 3: SASIG account - 2014/15 account to date & proposed 2015/16 budget.

- 3 The 2014/15 year-end out-turn & proposed 2015/16 budget were discussed.
- 4 Potential future working models for SASIG were discussed. These included different scenarios for the SASIG office team, along with how these would be funded. There was a discussion about how these different scenarios might be implemented and how they might function in practice.

Decision

- 5 CAG **noted** the report.

Action

- 6 SASIG office team to draft an amended 2014/15 budget incorporating key assumptions, for SASIG, 24 October 2014.
- 7 SASIG office team to look into Surrey County Council procurement policy for hiring consultants.
- 8 SASIG office team to consider using SASIG balance to hire consultant to respond to Aiports Commission Discussion paper 8 (due to be released in October).



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- 9 CAG membership to network with representatives of local authorities, and other influential figures, to secure new member Authorities.
- 10 SASIG office team to continue conversations with local authorities to secure their membership for 2015/16.

ITEM 4: National aviation policy - for oral discussion.

- 11 Current national aviation policy issues were discussed, including the decision by the Airports Commission not to short-list a new airport in the Inner Thames estuary and the recent airspace trials occurring at different airports around the country.

Decision

- 12 CAG **noted** the report.

Actions

- 13 SASIG office team to write an Aviation Policy Paper for the next SASIG meeting.
- 14 SASIG office team to confirm with NATS and the CAA whether they will be attending the SASIG meeting on 24 October 2014, to speak about airspace issues.

ITEM 5: SASIG response to Airports Commission Discussion Paper 7: 'Delivery of new runway capacity' (submitted 21 August 2014).

- 15 The SASIG response to Airports Commission Discussion Paper 7: 'Delivery of new runway capacity' was discussed.

Decision

- 16 CAG **noted** the report.

ITEM 6: Any other business

- 17 No other business was raised.

.....continues.....



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ITEM 7: Dates for future meetings

CAG meetings	SASIG meetings
~~~	Friday 27 June 2014
Friday 26 September 2014	Friday 24 October 2014
Friday 13 February 2015 – to be moved to Friday 6 February	Friday 13 March 2015 – to be moved to Friday 6 March

## ITEM 3: SASIG ACCOUNT –

### 2014/15: BUDGET, YEAR-TO-DATE & YEAR-END PROJECTION; 2015/16: PROPOSED BUDGET

#### Recommendations

- A That the SASIG membership note the 2014/15 year-to-date position and the projected year-end out-turn in order to safeguard service delivery, membership base and staffing.
- B That the SASIG membership make allocation in their 2015/16 budget for the SASIG subscription (2015/16).
- C That the SASIG membership agree in principal that a proportion of the remaining balance in the proposed 2015/16 budget be allocated for future consultancy work.

#### Executive Summary

- 1 In accordance with the approved 2014/15 SASIG budget at Annex A (pg. 13) the in-year balance is (-) £8,845; a positive year-end balance will be achieved due to savings made on the staff budget and by using the monies in the SASIG holding account, yielding a budgeted year-end balance of £12,906. A proposed 2015/16 SASIG budget is presented at Annex B (pg. 14).

#### 2014/15 - year-to-date position and projected year-end out-turn

- 2 Figures for the 2014/15 year-to-date position are set out in Annex A (pg. 13). Figures for the 2014/15 projected year-end out-turn are also set out in Annex A (pg. 13).

#### Membership subscriptions

- 3 The membership base has altered to the extent that Canterbury City Council resigned from SASIG in July 2014, citing the need to reduce expenditure. A reduced subscription will be paid by Canterbury (pro-rata, quarterly) in support of maintaining good relations in the hope the Council will re-join SASIG in the future.

#### SASIG office team staffing

- 4 In the last quarter SASIG Director, Anna Mahoney, accepted voluntary severance from Surrey County Council and left SASIG on 30 September 2014. Thanks go to Anna for her continued support and determination in ensuring that SASIG, and the local authorities that it represents, has continued to have a voice in the national aviation debate.
- 5 Mark Mason is the remaining member of the SASIG office team and will 'act up' into an Office Manager role in Anna's absence for the period to the end of March 2015. Mark will receive an enhanced salary over this time in recognition of the extra responsibility this role necessitates (principally financial administration). It is anticipated that SASIG will use a combination of recruiting a further officer in 2015/16 and/or use its budget to draw in consultancy support where required throughout the year - e.g. responding to the Airports Commission final report for example. It is further anticipated that Mark will revert to the Information Officer role in 2015/16.

## **Supplies & publicity expenditure**

- 6 The budget for 'Meeting Rooms' is projected to be overspent due to a late invoice from a supplier - facility used in 2013/14 year, but billed for in 2014/15 year. While zero expenditure is projected against the 'Printing/publicity/publications' budget.

## **2015/16 Proposed Budget**

- 7 The figures set out at Annex B (pg. 14) as a proposed budget for 2015/16 illustrate the likely income from the existing membership base - at 2014/15 subscription rates, the required expenditure for a full staff team (based on a 1% increase on 2014/15 pay grades - in line with inflation), and recommended expenditure on supplies, conferences and travel. The proposed subscription rates for 2015/16 are set out in Annex C (pg. 15).
- 8 This proposed budget indicates the scale of funding required to operate the Group on a sustainable, annual basis.

## **Additional funding for additional staff**

- 9 The proposed budget makes allowance for an office team for a full-time Policy Officer and a full-time Information Officer - this will aim to cover SASIG's dual responsibilities for representation and information provision. Draft job descriptions for a SASIG Policy Officer and Information Officer are presented for information in Annex D (pg. 16). A draft job description of a SASIG Director is also presented for reference.
- 10 A two-person office team of this nature would leave a remaining balance of £27,560. It is proposed that £20,000 is allocated for consultancy in the 2015/16 budget.

## **Robust commitment for income from subscriptions**

- 11 Operations in 2015/16 will only be possible if watertight commitment to pay subscriptions has been secured from membership.
- 12 In line with the agreed SASIG Constitution, and in support of delivering the necessary stability for the Group's operations, should any Council tender their resignation during the membership year (2015/16), the full year's subscription will remain due.

## **Conclusions**

- 13 Presentation of a work programme is required for 2015/16, while action must be taken to put funding, staff and work planning in place for this period.
- 14 Action must be taken now to provide the funding required for the ongoing viability of the Group into 2015/16.



## 2014-15 SASIG Account

Table 1: Agreed budget; year-to-date position; projected year-end out-turn

Balance held (as at 31.03.2014) £ 11,071.16

	Budget	Year-to-date	Projected
<b>INCOME</b>	<b>£</b>	<b>£</b>	<b>£</b>
Membership subscriptions	75,185	48,795.00	74,720.00
Interest on balance	0	0.00	0.00
Extra income *	0	0.00	0.00
<b>TOTAL INCOME</b>	<b>75,185</b>	<b>48,795.00</b>	<b>74,720.00</b>
<b>EXPENDITURE</b>	<b>£</b>	<b>£</b>	<b>£</b>
<b>Staff salaries</b>			
Director	54,200	39,329.22	39,330.00**
Policy Officer	0	0.00	0.00
Information Officer	22,300	11,197.32	25,137.50***
<b>Sub-total</b>	<b>76,500</b>	<b>50,526.54</b>	<b>64,467.50</b>
<b>Supplies &amp; publicity</b>			
DeHavilland Information Services Ltd.	6,300	6,300	6,300.00
Meeting rooms	600	317.80	917.80
Printing/publicity/publications	1,000	0.00	0.00
Telephones	200	54.00	200.00
Hospitality	50	0.00	0.00
Stationery & equipment	100	0.00	0.00
<b>Sub-total</b>	<b>8,250</b>	<b>6,671.80</b>	<b>7,417.80</b>
<b>Conferences, training &amp; travel</b>	<b>1,000</b>	<b>441.40</b>	<b>1,000.00</b>
<b>TOTAL EXPENDITURE</b>	<b>85,750</b>	<b>57,639.74</b>	<b>72,885.30</b>
<b>In-year balance (£)</b>	<b>- 10,565</b>	<b>- 8,844.74</b>	<b>1,834.70</b>
<b>Balance to be held (31.03.2015; £)</b>	<b>506</b>	<b>2,226.42</b>	<b>12,905.86</b>

* Extra income could constitute additional local authorities joining SASIG; Members' Seminars; presentations/events; etc.

** Director: April - September 2014

*** Information Officer: acting-up October 2014 - March 2015

## Proposed 2015/16 budget

Balance held (as at 31.03.2015) = £12,905

<b>INCOME</b>	<b>£</b>
Membership subscriptions	74,255
Interest on balance	0
Extra income	0
<b>TOTAL INCOME</b>	<b>74,255</b>

<b>EXPENDITURE</b>	<b>£</b>
<b>Staff salaries</b>	
Policy Officer	28,250
Information Officer	22,100
Consultancy*	20,000
<b>Sub-total</b>	<b>70,350</b>
<b>Supplies &amp; publicity</b>	
DeHavilland Information Services Ltd.	7,000
Meeting rooms	1,000
Telephones	200
Hospitality	50
Printing/publicity/publications	0
<b>Sub-total</b>	<b>8,250</b>
<b>Conferences, training &amp; travel</b>	<b>1,000</b>
<b>TOTAL EXPENDITURE</b>	<b>79,600</b>

**In-year balance (£)** **-5,345**

**Balance to be held (31.03.2016; £)** **7,560**

* Approximately 40 days consultancy costed at £500 per day

**Proposed 2015/16 SASIG membership subscriptions**

<b>Local Authority</b>	<b>Subscription (£)</b>
Broadland DC	930
Buckinghamshire CC	5,700
Cheshire East Council	1,860
Cornwall Council	1,175
Crawley BC	1,860
Doncaster MBC	1,860
East Herts DC	1,860
Essex CC	5,700
Hampshire CC	1,860
Hertfordshire CC	5,700
LB Hillingdon	3,710
LB Hounslow	3,710
Luton BC	3,710
Mole Valley DC	1,860
Reigate & Banstead BC	1,860
LB Richmond upon Thames	3,710
Slough BC	3,710
Southend on Sea BC	1,860
Spelthorne BC	1,860
Surrey CC	5,700
Thanet DC	930
Uttlesford DC	1,860
West Mids Joint Comm.e	5,700
RB Windsor & Maidenhead	3,710
Wokingham BC	1,860
<b>Projected subscription income</b>	<b>74,255</b>

## Annex D

### **Draft job descriptions for SASIG office team staff - Director, Policy Officer, Information Officer**

JOB TITLE: SASIG Director

JOB PURPOSE: To direct and manage the work of SASIG, providing professional services to the membership, and acting as the main point of contact for the Chairman of SASIG, the membership and all SASIG's contacts and stakeholders.

#### PRINCIPAL ACCOUNTABILITIES

To develop SASIG's policies on all strategic aviation matters and to manage SASIG's activities so that it operates effectively, efficiently, economically and smoothly, including the management of the SASIG office team.

To implement SASIG's political, marketing, technical and media strategies so that the group maintains a high and effective national profile.

To identify and research from Government publications, technical literature, the media and personal contacts, all current aviation issues and to prepare reports so as to ensure that SASIG presents an appropriate and co-ordinated policy stance.

To brief the Chairman (a Councillor from a member Authority) on all relevant issues particularly on technical and political matters to be considered in Government working groups and the Local Government Association (LGA).

To represent SASIG at any relevant external meetings, working groups and conferences, particularly those organised by MPs, the Department for Transport (DfT), Department for Environment, Food & Rural Affairs (Defra), the LGA and the aviation industry.

To audit SASIG's publications, such as the routine news bulletin, the occasional newsletters, technical information notes and topic-based reports.

To monitor and manage SASIG's budget, ensuring compliance with Surrey County Council's financial procedures, advising on the apportionment between member Authorities and seeking to increase SASIG's membership.

To supervise and direct the work of the SASIG office team.

To identify, appoint and manage consultants and liaise with external organisations, all of which will help further the work of SASIG.

JOB TITLE: SASIG Policy Officer

JOB PURPOSE: To undertake technical activities for SASIG, support the SASIG membership to deliver the agreed priorities, and ensure the efficient processing of administrative and transactional tasks.

## PRINCIPAL ACCOUNTABILITIES

Provide technical support to the Director and the SASIG membership, including:

- researching websites (including DeHavilland Information Services Ltd.), hard copy, and media sources for items of aviation interest.
- maintaining an awareness of current aviation issues/initiatives.
- advising on Parliamentary timetables, both for England and the EU.
- drafting technical information notes and topic-based reports.
- drafting responses to consultations on strategic aviation topics.

Provide marketing and publicity support to the Director and the SASIG membership, including:

- assisting in the production of press releases;
- uploading reports/news items on the SASIG website;
- producing and updating publicity materials, such as Powerpoint presentations, printed material, etc.; and
- collating membership profiles as and when necessary to aid recruitment and retention of member Authorities.

Provide administrative support to the Director and the SASIG membership, including:

- collating and despatching agendas and reports, liaising with the Local Government Association (LGA) as appropriate;
- assisting with the preparation of reports and project documentation;
- dealing with routine correspondence;
- organising meetings and events;
- maintaining electronic records and filing systems; and
- distributing mail, and arranging deliveries and couriers.

Co-ordinate with the Finance Super Users in relation to financial processes, implement changes as necessary, and update the SASIG Director. Routine activities include:

- submitting requests that orders be raised;
- submitting requests that received goods and services be receipted; and
- producing monthly budget monitoring reports for the SASIG Director.

Monitor and manage SASIG's budget, ensuring compliance with Surrey County Council's financial procedures, advising on the apportionment between member Authorities and seeking to increase SASIG's membership.

Maintain content on the SASIG website on behalf of the membership.

Submit requests for Purchase Orders to be raised for SASIG and ensure appropriate availability of goods and services.

Contribute to the continuous improvement of the SASIG office team, working with the Director.

JOB TITLE: SASIG Information Officer

JOB PURPOSE: To provide communication and administration services to SASIG – the Strategic Aviation Special Interest Group of the Local Government Association, in order to support and develop the group's work on strategic aviation issues.

## PRINCIPAL ACCOUNTABILITIES

Support SASIG's activities so that the group operates effectively, efficiently, economically and smoothly.

Assist with implementing the group's political, marketing, technical and media strategies so that the group maintains a high and effective national profile.

Identify from Government publications, technical literature, the media and personal contacts, all current aviation issues, to contribute to the group presenting an appropriate policy.

Assist with the production of the SASIG Bulletin, the occasional newsletter, technical information notes, and briefing papers to ensure the membership are fully informed. Assist with the publication of such items, in hard copy and electronic formats, for which adherence to printing schedules and publication deadlines will be essential.

Assist with the arrangement of the group's meetings:

- three Chairman's Advisory Group (CAG) meetings, spread across the year, approximately three weeks in advance of each SASIG meeting;
- three full SASIG meetings (arranged in conjunction with the Local Government Association - LGA), spread across the year;
- Technical Officer Group (TOG) meetings, as and when topics demand; and
- any other meetings, conferences or events as are required throughout the year.

Attend relevant meetings as minute-taker.

Maintain databases, membership lists, contact networks and financial records, ensuring they are up to date.

Undertake research, using various sources (websites, hard copy, verbal investigations, etc.) to identify and verify information pertinent to SASIG's political, marketing, technical and media strategies.

Present material gathered on items of aviation interest in the format and layout appropriate for the SASIG image and brand.

Undertake the processing of invoices, as necessary (but likely to be minimal).

## ITEM 4: DRAFT SASIG WORK PROGRAMME 2015/16

### Recommendations

- A That the SASIG membership note the draft work programme in Annex A (pg. 21).
- B That SASIG membership provide feedback by email on the draft work programme to the SASIG Office Team by 30 November.
- C That the SASIG Chair and Vice Chairs each agree in principal to sponsor a work stream from the work programme in Annex A (pg. 21).
- D That SASIG membership agree a standing 'work programme delivery' item at each SASIG meeting throughout the course of the year.

### Executive Summary

- 1 This report outlines a draft SASIG work programme for the financial year 2015/16. Over the coming months we would like your views on whether you believe these to be the appropriate elements for SASIG's focus in the coming financial year. The aim is to develop a formalised work programme to drive SASIG business over this important time.

### 2015/16 Work programme

- 2 As SASIG restructures its office resource to meet ongoing and future requirements, and the Airports Commission process nears its conclusion in mid-2015 - this is a natural stage at which to focus our effort on the future.
- 3 In order to do this a proposed work programme has been drafted for SASIG for the next financial year (April 2015 - March 2016) outlining potential activities which have been identified from themes that we are currently aware of. This work programmes is presented in Annex A (pg. 21).
- 4 Also included in the work programme are ongoing networking/project-based activities which form part of SASIG's core business. The main aim of these work streams are to raise the SASIG profile which keeps the group involved in the ongoing aviation debate - thus ensuring the voice of local authorities is represented nationally. This work also has the aim of opening up potential future funding opportunities.
- 5 This work programme should be considered a draft. The aim at this stage is to canvass the membership for what they believe to be the key tasks which they would like SASIG to respond to/progress over the next financial year.
- 6 Feedback is requested from the SASIG membership by email over the remainder of October and through November. This feedback will then be incorporated into a final draft work programme which will be put to the SASIG membership for agreement at the SASIG meeting on 13 March 2015.
- 7 Once SASIG's 2015/16 work programme has been agreed it is anticipated that the SASIG Chair and Vice Chairs will each then sponsor a work programme item. This will involve ongoing monitoring of each stream through reporting by the SASIG office team.

- 8 It is anticipated that progress on the delivery of the work programme will be a standing item at the following SASIG meeting. SASIG might also want to consider whether they would wish each item to be given a 'Red, Amber, Green' alert at that meeting to assess status against delivery.

## Conclusions

- 9 SASIG's strongest quality is its membership - a network of 30 local authorities each with a strong emphasis on strategic aviation issues. Maintaining this network will be essential in the coming year to provide a crucial voice for local authorities.
- 10 With the delivery of the final report of the Airports Commission, 2015 is likely to be one of the most important years in SASIG's history. In order to meet the demands that 2015 will place upon us it will be important to have the appropriate focus. This paper sets out a draft of the SASIG work programme over this time and asks for the input of the SASIG membership in order to shape our response to this important year.





STRATEGIC AVIATION SPECIAL INTEREST GROUP  
of the Local Government Association

**Annex A**

**Proposed outline work programme 2015/16**

Time resources yet to be allocated.

Date	Activity	Action required	Resources
Summer 2015	Airports Commission due to publish final report ¹ .	Respond to final report.	(For example) SASIG Policy Officer, SASIG Information Officer, SASIG consultant, Chairman's Advisory Group (CAG), SASIG membership.
		Resource conference for local authority representatives considering impact of Airports Commission final report.	
April 2015	UK Civil Aviation Authority (CAA) target date for all resource reduction commitments.		
	CAA best practice guide on gate-to-gate procedures published.		
June 2015	Completion date for second CAA climate change adaptation report.		
June / July 2015	CAA supporting UK Government engagement in development of a global market based measure for carbon emissions, through the International Civil Aviation Organisation (ICAO).		

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Agenda Item 4

¹ The General Election to the UK Parliament will be held on Thursday 7 May 2015 with a preceding period of Purdah set to begin on 30 March 2015. It is anticipated that this will have an impact upon the final stages of the Airports Commission's programme. If the Commission publishes the anticipated consultation material on its short-list of long-term options within the first half of October 2014, consultation is likely to run its usual 12 week period until mid-January 2015. However if consultation materials are published within the second half of October 2014, consultation is likely to run until the end of January 2015. The Commission will then have February and March 2015 to analyse responses and produce a near-finished final report which it is anticipated will not be progressed during Purdah. The UK Parliament dissolves on 30 March 2015, after which time a period of Purdah will begin.



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Date	Activity	Action required	Resources
July 2015	CAA final noise monitoring report published.		
Summer 2015	CAA review of emerging research on the link between aviation noise and health published.		
	CAA first annual review of portal.		
	CAA review of aviation sector's progress in meeting carbon targets, second annual assessment.		
'Late 2015'	ICAO's Committee on Aviation Environmental Protection (CAEP) due to publish proposals on CO ² and particulate standards.		
December 2015	CAA decision on first portion of UK 'free route' airspace.		
	CAA enabling regulations for enhanced airspace allocation and flight planning published.		



STRATEGIC AVIATION SPECIAL INTEREST GROUP  
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**Ongoing SASIG representation, information provision and project-based work**

Date	Activity	Actions	Resources
June 2015; October 2015; March 2016	Administrating SASIG meetings.	Arrange and resource three full SASIG meetings (arranged in conjunction with the Local Government Association - LGA), spread across the year.	
Approximately three weeks in advance of each SASIG meeting	Administrating CAG meetings.	Arrange and resource three Chairman's Advisory Group (CAG) meetings, spread across the year.	
Ongoing	Increasing SASIG income.	Continue networking with representatives of local authorities, and other influential figures, to secure new SASIG membership.	
		Continue to develop networking opportunities with LEP's in order to progress aviation related project work.	
Ongoing	Exploring funding opportunities.	Network with other organisations such as Airports Regional Council to explore further funding opportunities.	
Ongoing	Representation/Raising the profile of SASIG work.	Network with Members of the Local Government (LGA) Association Boards.	
		Ensure representation at external groups such as Environmental Protection UK, Department for Transport Advisory Board and others - as and when resource is available.	



STRATEGIC AVIATION SPECIAL INTEREST GROUP  
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Date	Activity	Actions	Resources
		Progress discussions with Passenger Transport Corporation regarding a joint event under the banner of the Airports Commission work, likely focussing on surface access associated with airports.	
Weekly throughout 2015/16	Information provision.	Ensure publication of a weekly SASIG Bulletin featuring aviation-related news updates.	
As and when available		Identify from Government publications, technical literature, media etc. current aviation issues, to contribute to the group presenting an appropriate policy.	
Ongoing	Maintaining SASIG legacy.	Continue to archive SASIG materials.	
		Continue to update, administrate and maintain SASIG website.	
March 2016	Accountability monitoring.	Produce 2015/16 annual report for the LGA.	
Ongoing		Produce financial updates to CAG and SASIG.	

## ITEM 5: NATIONAL AVIATION POLICY UPDATE

### Recommendation

- A. To note the current focus of debate around national aviation policy.

### Executive Summary

- 1 This report outlines changes and developments in aviation policy over the last quarter. It concentrates on the Airports Commission programme which has seen some key publications and decisions over this time, particularly the **Inner Thames estuary airport studies and consultation** and **Inner Thames estuary airport: summary and decision** which was announced on 2 September.
- 2 The Government also published their **Progress update on the Airports Commission's interim report** - this was read to Parliament in the form of a Written Statement Annex A (pg. 34). Contained within the progress update were also implications for the **Government's Future Airspace Strategy**.
- 3 The **Department for Transport (DfT) consultation outcome - Nightflights** was also published over this last quarter. The DfT confirmed in the report that no significant changes to the night flights regime (around Heathrow, Gatwick and Stansted airports) would be made before the Airports Commission publishes its final report in 2015.
- 4 The House of Commons Committee on Climate Change published the report '**Meeting Carbon Budgets - 2014 Progress Report to Parliament**'. The report provides an important context to the aviation debate, particularly as its main conclusion was that strengthening of policies would be needed to meet the UK's future carbon budgets.
- 5 Finally, trials were started in the **Government Future Airspace Strategy**. At the end of the quarter trials at Heathrow Airport were brought to a premature end 'in light of resident's feedback'.

### Airports Commission programme (July - October)

#### Inner Thames estuary airport studies and consultation (10 July)

- 6 The Airports Commission ran a consultation process requesting evidence and views on the Commission's feasibility studies into the proposal to develop a new airport in the Inner Thames estuary. The Commission invited feedback in relation to two specific questions: Is there information in the studies which is factually inaccurate? Is there any new information or evidence respondents might wish the Commission to consider before it makes its decision?¹ The consultation ran through July to 8 August 2014.
- 7 The Airports Commission has published the 27 technical responses it received for this consultation. The outcome is contained within the Inner Thames estuary airport: summary and decision paper, published September 2014.

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¹ <https://www.gov.uk/government/consultations/inner-thames-estuary-airport-studies>.

## **Discussion paper 07: Delivering new runway capacity (1 July)**

- 8 The Airports Commission published a report, 'Discussion Paper 7: delivery of a new runway'².
- 9 This discussion paper called for evidence on issues which the Airports Commission had identified as being of interest to the delivery of new runway capacity. Under its Terms of Reference, the Commission was asked to make recommendations for how the need for any new capacity might be met as expeditiously as practicable within the required timescale. This paper sets out some of the areas that the Commission would review in considering how any of the options for new capacity could be so delivered. This paper considered a range of possible delivery issues that might apply.

## **First report of the Airports Commission Senior Delivery Group. SDG Delivery Report 1 (15 July)**

- 10 The Airports Commission Senior Delivery Group (SDG) published their 'Delivery Report #1'³. This report set out a series of short and medium term measures that have potential to improve the operational efficiency of the UK's airspace system. The SDG grouped a prioritised set of measures into three packages:

### *Operating to schedule*

- a. Airport Collaborative Decision Making (ACDM) – systems to link up information about aircraft turnaround phase and optimise runway capacity.
- b. Real-time Departure Planning Information (DPI) – to optimise airspace capacity.
- c. Queue Management (QMAN) – systems to sequence inbound and outbound traffic flows.
- d. Time-Based Separation (TBS) – to maintain aircraft arrival rates in strong headwinds.

### *Tactical responses to traffic overloads*

- 11 The SDG said that they would consider the Airports Commission's recommendations to increase the flexibility of triggers for use of Tactically Enhanced Arrival Measures (TEAM) at Heathrow Airport, i.e. operating arrivals on the runway allocated to departures in order to manage surges in demand and the build-up of delays. Any decision on TEAM will be taken alongside the Commission's Final Report in 2015.

### *Investments in the route infrastructure*

- 12 Managing the interaction between aircraft traffic flows increases the workload of pilots and controllers, interrupts continuous climbs and reduces airspace capacity. This package of work will monitor the implementation of new arrival and departure routes at Heathrow and Gatwick Airports, designed to the standards of Performance-Based Navigation (PBN). PBN involves the use of equipment that enables aircraft to be flown

² <http://www.sasig.org.uk/wp-content/uploads/2014/07/discussion-paper-7-runway-capacity1.pdf>.

³ [http://www.sasig.org.uk/wp-content/uploads/2014/07/SDG_Delivery_Report_1_July_2014CAP1206.pdf](http://www.sasig.org.uk/wp-content/uploads/2014/07/SDG_Delivery_Report_1_July_2014CAP1206.pdf).

along more precisely defined tracks, thus increasing the concentration of flights along those narrower flight paths, whilst potentially enabling certainty about the areas that will be overflowed where a range of dispersed flight paths are employed.

### **Inner Thames estuary airport: summary and decision (2 September)**

- 13 The Airports Commission announced its decision not to add the inner Thames estuary airport proposal to its shortlist of options for providing new airport capacity by 2030 on 2 September 2014. Following detailed further study into the feasibility of an inner Thames estuary airport the commission has concluded that the proposal has substantial disadvantages that would collectively outweigh its potential benefits.
- 14 Sir Howard Davies said that the Commission were not persuaded that a very large airport in the Thames estuary was the right answer to London's and the UK's connectivity needs. He added that while the Commission believed there was a need for a 'hub airport', it did not believe the proposal for an airport in the Inner Thames estuary should be a part of an effective system of competing airports to meet the UK's needs.
- 15 Sir Howard went on to assert that the Commission had 'serious doubts' about the delivery and operation of an airport in the estuary, adding that the economic disruption would be 'huge'. The Commission's believed that the major hurdles against an airport in the area were environmental and economic - stating that even the least ambitious version of the scheme would cost £70 to £90 billion with much greater public expenditure involved than in other options - approx. £30-£60 billion in total.
- 16 The Commission received and developed a substantial body of evidence that it considered over a number of months before reaching this decision. Alongside the announcement the Commission published a paper⁴ in which it sets out in more detail the reasoning behind its decision - it also outlines the reasons for the decision and the work done to reach this point.

### **Responses to Discussion Paper 6: 'Utilisation of the UK's Existing Airport Capacity' (26 September)**

- 17 The Airports Commission published the 92 responses they received to their Discussion Paper 6: 'Utilisation of the UK's Existing Airport Capacity'. The Commission has made these responses available on their website⁵. The Commission reports that a further 41 non-technical responses were received but have not been published. The Airports Commission have stated that they will respond to the issues raised in the consultation in its final report, due by summer 2015.

### **Government progress update on the Airports Commission's interim report (15 July)**

- 18 The Secretary of State for Transport, The Rt Hon Patrick McLoughlin, made a written ministerial statement which constituted the Government's response to the Airports

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⁴ [https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/349518/decision-and-summary.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/349518/decision-and-summary.pdf).

⁵ <https://www.gov.uk/government/consultations/use-of-the-uks-existing-airport-capacity-call-for-evidence>.

Commission's interim report⁶. The full statement is in Annex A (pg. 34). The statement included reference to:

- Full redevelopment of railway station at Gatwick Airport - Government committed £50 million towards this project, and expects the operator of Gatwick Airport to make a significant contribution also.
- 'Optimisation Strategy' recommended in the Airports Commission's interim report - To improve the operational efficiency of UK airports and airspace, including: airport collaborative decision making; airspace changes supporting performance based navigation; enhanced en-route traffic management to drive tighter adherence to schedules; and time based separation.
- The Chancellor of the Exchequer announced in the 2014 Budget that the scope of the Regional Air Connectivity Fund was to be extended to include start-up aid for new routes from airports handling fewer than five million passengers per year.
- The Commission's recommended 'optimisation strategy' was to be progressed by an industry focused Senior Delivery Group (SDG) established by the UK Civil Aviation Authority (CAA).

## **Department for Transport consultation outcome - Nightflights (15 July)**

- 19 The DfT published a report on the outcome of their consultation on night flights⁷. The report featured the decision on night flying restrictions at Heathrow, Gatwick and Stansted airports - following an initial consultation that ran between January and April 2013, and this second consultation that ran between November 2013 and February 2014. In line with the proposals in the DfT's consultation, the department confirmed in the report that no significant changes to the night flights regime would be made before the Airports Commission publishes its final report in 2015.
- 20 The DfT therefore announced a three year regime to 2017 which would retain the main features of the current regime, in particular the numbers of movements permitted. The department asserts that this will help to give certainty around the night noise environment for those living near the airports. The DfT's aims include to maintain stability until decisions have been made about any new airport capacity and to ensure operational capacity at these airports is not affected pending such decisions.
- 21 In addition the DfT announced an extension to the ban on rare movements made by older noisier types of aircraft. This proposal met with support in the consultation.
- 22 New evidence obtained from the Stage 2 Consultation suggested unforeseen increased demand for night flights in the summer at Gatwick and Stansted airports which, if it was to materialise and continue, would mean that the existing movement limits would impose additional costs to industry by 2017. This evidence, comprising projections based on requests for slots in summer 2014, was considered. But it is presently uncertain whether or to what extent the projections would likely to be proven correct.

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⁶ <https://www.gov.uk/government/speeches/government-progress-update-on-the-airports-commissions-interim-report>.

⁷ <https://www.gov.uk/government/consultations/night-flights>.



- 23 A consultation on the next regime, which would take account of any actual increase in demand and any corresponding impacts, is expected to begin in early 2016. The Government has stated that they will monitor the regime from the outset, as it does for the current regime. This will provide further evidence of whether operational capacity at these airports is being affected before 2017. This evidence will be taken into account in deciding on night time movement limits in future.

### **House of Commons Committee on Climate Change report 'Meeting Carbon Budgets – 2014 Progress Report to Parliament' (17 July)**

- 24 The House of Commons Committee on Climate Change published the report 'Meeting Carbon Budgets - 2014 Progress Report to Parliament'. The report was the Committee's Sixth statutory report to Parliament on progress towards meeting carbon budgets. In it they considered the latest data on emissions and their drivers. This year the report also included a full assessment of how the first carbon budget (2008-2012) was met, drawing out policy lessons and setting out what was required for the future to stay on track for the legislated carbon budgets and the 2050 target. The report included assessment at the level of the economy, the non-traded and traded sectors, the key emitting sectors and the devolved administrations. Whilst the first carbon budget was met, and progress made on development and implementation of some policies, the main conclusion of the report was that strengthening of policies would be needed to meet future budgets.

### **Government Future Airspace Strategy (28 July)**

- 25 Heathrow Airport began the 'Easterly departure trial 2' on the 28 July 2014. These trials, run in conjunction with NATS, were driven by Government's Future Airspace Strategy, which requires that all airports implement changes to modernise airspace by 2020.
- 26 The airspace trials aimed to test a number of concepts which would be used to inform the final design of Heathrow airspace which will be subject to public consultation in 2016. This trial specifically tested:
- The use of performance-based navigation (PBN) - a system of airspace movement which is intended to move aviation away from the 'traditional use of aircraft navigating by ground based beacons to a system more reliant on airborne technologies utilising Area Navigation and global navigation satellite systems'. It is suggested that aircraft using PBN can follow routes far more precisely and therefore it requires less intervention by air traffic controllers.
  - Resilience - changing airspace routes which it was anticipated would enable NATS to test different route designs with the ultimate aim of reducing separation on departures. It is argued that this strategy has the potential to reduce 'holding times on the ground and reduce delays on departures'. Heathrow Airport originally stated that the 'new routes [would] closely mirror the original routes'.
- 27 The easterly departure trial was scheduled to run until 26 January 2015. However two months into the trials Heathrow Airport formally asked NATS to consider shortening the trials. It was the view of both organisations that 'sufficient data' would be collected by 12 November to confirm the findings of the trial and therefore the trials would cease on that date. Additional trials scheduled to start on 20 October are being postponed until Autumn 2015.

## SASIG meeting with Sustainable Aviation (11 August)

- 28 Officers from SASIG and the SASIG office team met with representatives of the aviation industry coalition 'Sustainable Aviation' (SA) on 11 August 2014 to discuss aircraft noise and land use planning.
- 29 Following on from publication of their 'Noise Road Map'⁸ in 2013, the SA coalition is now working on a Discussion Paper looking in more detail at aircraft noise and land use planning. Their ambition is that the land use planning system will assist them in working towards the policy objective to 'limit and, where possible, reduce the number of people in the UK significantly affected by aircraft noise'. One particular issue for them is that population encroachment from increased housing pressures has to some extent worked against the technological gain achieved by airframe and aircraft engine manufacturers in reducing noise. They have sought help from the Department for Transport for research on the community annoyance response to aircraft noise, to help inform a better baseline than the average noise contours, which SA recognise have inadequacies (annoyance response, perception, frequency of overflight).
- 30 SA referred to the postcode mapping tool that the Civil Aviation Authority (CAA) is developing for the UK as a whole as possibly becoming a 'best practice' tool.
- 31 A lack of clarity due to variation in local determinations was also referred to, stemming from the removal of the previous Planning Policy Guidance for Noise (PPG 24), and the fact that the Noise Policy Statement for England (NPSE)⁹ leaves it to the local determining authority to set levels for 'observed adverse effect levels' - a concept from toxicology that is now being applied to noise¹⁰.
- 32 SA suggested that seeking national accreditation for activities in the building control sector could assist with ensuring adequate insulation is provided in homes.
- 33 A representative of the Airport Operator's Association (AOA) explained the work they have been doing on aircraft noise and planning. Their main point, as set out in their subsequent 'Sustainable Airports' report¹¹ (10 Sep. 2014), is that airport operators cannot control the reasons why they are unable to meet the policy objective to reduce the number of people significantly affected by aircraft noise. This can be done through the planning and building control regimes, which are beyond airport operator's control. The AOA has called for Local Plans to include the Aviation Policy Framework noise metrics, and for developers to provide adequate insulation in homes being built in areas heavily impacted by aviation noise, and to advise purchasers of the noise impact in advance of them buying or renting the property. SASIG attendees set out the following points:
- 'Noise Exposure Categories' in the previous Planning Policy Guidance for Noise (PPG 24) were out of date, due to them not reflecting people's annoyance response to aircraft noise;

⁸ <http://www.sustainableaviation.co.uk/wp-content/uploads/SA-Noise-Roadmap-Publication-version1.pdf>.

⁹ <https://www.gov.uk/government/publications/noise-policy-statement-for-england>.

¹⁰ NOAEL: no observed adverse effect level, LOAEL: lowest observed adverse effect level, and SOAEL: significant observed adverse effect level.

¹¹ <http://www.aoa.org.uk/wp-content/uploads/2014/09/AOA-Sustainable-Airports-Report.pdf>.

- the work that local authorities have done recently to derive common planning guidance should be collated and represented by SA, and the AOA, in their work;
  - the wider policy arena must be considered, as looking in isolation at the Aviation Policy Framework does not show the planning environment in which decisions are being taken;
  - the Government's growth agenda is overriding many other considerations, leading to sub-optimal outcomes when considering impacts such as noise;
  - the Government's relaxation of 'permitted development' rights means property is being turned to residential use in high noise areas with no need for planning permission, and thus no point of control to refuse the change of use, nor to require the property be brought to a suitable standard for habitation;
  - there are instances of local authorities recommending refusal for residential development on the grounds of noise impact, with the Secretary of State rejecting those recommendations and allowing the development.
- 34 SASIG commended to SA that they progress discussions with planning organisations such as the Planning Inspectorate, Planning Advisory Service and the Town and Country Planning Association, regarding the paramount nature of the Government's growth agenda - only clear, definitive boundaries can supercede this agenda, and as lines on maps move, it is difficult to be definitive.

### **Civil Aviation Authority (CAA) – information powers**

- 35 Under the Civil Aviation Act 2012 (Sec. 84), the CAA has new duties and powers to provide information to users of air transport to assist them in comparing services and facilities, and to the general public about the environmental impact of aviation. In January 2014, the CAA published their policy for carrying out these information duties¹².
- 36 The CAA has thus been developing an **aviation environmental information portal** and **best practice guidance for communicating noise impacts**. The CAA will publish these items in draft format for comment in Autumn 2014, in line with their programme to launch final versions at the start of 2015.

### **Aviation environmental information portal**

- 37 The CAA intends this portal to be a public-access information source, through which environmental information published by various parties will be available. The portal will signpost users to information already in the public domain, such as that produced by airport operators, airline operators, manufacturers, air navigation service providers, academics, environmental organisations and Government.

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¹² The Civil Aviation Authority policy for carrying out its information duties under the Civil Aviation Act 2012' CAP 1143, <http://www.caa.co.uk/docs/33/CAP%201143%20Jan%202014.pdf>.

## Best practice guidance for communicating noise impacts

- 38 Feedback to the CAA consultation during 2013 on their new publication duties¹³¹⁴ indicated that drawing together best practice would be a useful exercise. It is intended that this would improve the way in which noise impacts are communicated to local communities and other interested stakeholders, as one measure to help mitigate noise impacts. The CAA also regards this as a route through which to reduce individual annoyance caused by aviation noise on the basis that a better understanding of aviation noise impacts would be achieved.

## Conclusions

### Airports Commission programme (July - October)

- 39 Over the last quarter the Airports Commission progressed with its programme of issuing discussion papers and summary documents, and their responses to these. These publications support the Commission's remit to examine the scale and timing of any requirement for additional capacity to maintain the UK's position as Europe's most important aviation hub, and to identify and evaluate how any need for additional capacity should be met in the short-, medium- and long-term.
- 40 This update on national aviation policy for the last quarter has illustrated the breadth and complexity of the issues being deliberated upon by the Commission now that their process is entering its most important phase(s). It has also highlighted the Government's responses to the issues they have been considering and the environmental context (with the publication of the report, 'Meeting Carbon Budgets - 2014 Progress Report to Parliament' for example).
- 41 Among the reports published in the last quarter has been the decision not to short list the proposal for a new airport in the Inner Thames Estuary. Given the extensive scope of the proposal and the financial and environmental costs involved it was not entirely unexpected that the Commission made this decision.
- 42 There is now clarity on the Commission's short-list of Long-Term options, which contains three options for potential new runway capacity in the South East of England - two at Heathrow Airport and one at Gatwick Airport. It is anticipated that the Commission will publish consultation material on this short-list later this year.
- 43 The SASIG membership must continue to be active in the policy development process, seeking strong messages to inform and drive the process. SASIG's reporting over this last quarter represent the unique perspective of a coordinated, collaborative group of local authorities from across the country. There is real value in bringing that message to the attention of the Commission wherever possible. This next stage at which SASIG may input to the Commission requires further consideration, and coordination amongst the SASIG membership and the SASIG office.
- 44 The Group's involvement into the final phase(s) of the Commission's process could be through:

¹³ CAA sustainability objectives: <http://www.caa.co.uk/default.aspx?catid=2647&pagetype=90>.

¹⁴ Information about UK aviation: Consultation on the CAA new aviation duties' CAP 1037, <http://www.caa.co.uk/application.aspx?catid=33&pagetype=65&appid=11&mode=detail&id=5572>.

- the commissioning of an external party to evaluate the detailed business cases and sustainability for the short-listed long-term development options;
- continuing to put pressure on the Commission and Government to supplying minimum standards to be met with regard to public engagement; and
- resourcing a workshop after the Commission's final report which will assess and discuss the implications of any decisions for local authorities.

### **Government Future Airspace Strategy conclusion**

- 45 The feedback from Heathrow Airport has stated that the 'Easterly departure trial 2' was brought to an early conclusion 'in light of residents' feedback and after meetings with local authorities and Members of Parliament' - admitting that it would need to 'review how any trials are carried out in future' particularly how 'future trials are fully publicised to residents in advance'.
- 46 Both NATS and the CAA were invited to this SASIG meeting to present and discuss the trials but both declined to attend.
- 47 Once again the requirement for SASIG to be fully engaged in the aviation debate has never been stronger. As SASIG restructures its office resource to meet ongoing and future requirements, and the Airports Commission process nears its conclusion in mid-2015 - this is a natural stage at which to focus effort on representation for the future.

### **Conclusion SASIG meeting with Sustainable Aviation**

- 48 This point was further underscored during SASIG's meeting with Sustainable Aviation. All parties attending the meeting felt there was merit in continuing to meet to discuss issues around the management of aircraft noise. This could be informative for conversations with policy makers, as there will be many areas covered that none of the parties around the table have control over, leading to the need to continue working through central Government Departments and the industry regulator.

## Annex A

### WRITTEN STATEMENT TO PARLIAMENT. GOVERNMENT PROGRESS UPDATE ON THE AIRPORTS COMMISSION'S INTERIM REPORT (15 JULY 2014)

- 1 The Government established the Airports Commission in September 2012 to advise on the need for and location of future runway capacity. In December 2013, the commission produced a comprehensive interim report¹⁵ that sets out the challenges we face in order to maintain the UK's status as an international hub for aviation. The Commission's report sets out a clear argument that continuing to rely solely on our existing airport infrastructure will have an increasingly detrimental effect on the national economy and our prospects for growth.
- 2 The Commission's report sets out the work it plans to undertake before the publication of its final report in 2015, but also identifies a range of measures which can be taken now in order to improve the efficiency and effectiveness of our aviation industry in the short to medium term. Today (15 July 2014), I am providing an update on the progress we have made in addressing these more immediate recommendations. However, let me first address the commission's approach and our position on its long term recommendations.
- 3 The Government welcomes the open and inclusive approach that Sir Howard Davies and his fellow commissioners have taken on the first phase of their work. We also recognise the scale and depth of the Commission's analytical programme, which has significantly improved our understanding of the aviation landscape and the UK's capacity needs. The commission's strong analytical approach has taken account of the extent of aviation demand and the UK's future requirements for international and domestic connectivity.
- 4 The Commission's report offers a high level assessment of the long term options for providing further runway capacity in the south east of England. It shortlists 3 options: 2 at Heathrow, 1 at Gatwick and identifies 1 option for further consideration in the inner Thames Estuary.
- 5 Promoters of shortlisted options have now provided more detailed proposals to the Commission. This autumn, the commission expects to decide whether or not to shortlist an estuary option, and will then undertake formal consultation on the shortlisted options. As we have said before, it will be for the Government of the day to respond to the Airports Commission's recommendations once it publishes its final report in summer 2015.

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¹⁵ <https://www.gov.uk/government/publications/airports-commission-interim-report>.

- 6 In the meantime, the Government, the Civil Aviation Authority (CAA) and the aviation industry are already making progress in responding to the Commission's short and medium-term recommendations for making better use of our existing airport capacity. Sir Howard Davies wrote to the Chancellor of the Exchequer on 26 November 2013 setting out the Commission's recommendations for improving airport surface access and the Government has set out its initial response to these recommendations in the National infrastructure plan¹⁶, published in December 2013. Since then, good progress has been made in moving work forward on these surface access recommendations, which is important in helping to secure vital connections to emerging markets.
- 7 For example, the Government has committed £50 million towards a full redevelopment of the railway station at Gatwick Airport. This is intended to deliver a significantly enhanced experience to both airport and regional transport users and we are working with stakeholders to deliver this as soon as possible. The Government expects Gatwick Airport to make a significant contribution to this project. Since December 2013, work has been underway with Gatwick Airport and Network Rail on outline plans for the new station. Over the course of 2014, the Government will work with both parties to deliver these plans and reach a commercial agreement on funding.
- 8 The Commission's report recommended development of a broad 'Optimisation strategy' to improve the efficiency of UK airports and airspace at congested airports, balanced against the needs of local communities. As recommended by the Commission, I have asked the Chief Executive of the CAA to establish an industry focused Senior Delivery Group (SDG) to develop and where appropriate lead delivery of this strategy. The new group has now been established and is contributing to a range of different measures that aim to balance operational benefits, the timelines for delivery, community impacts and environmental improvements. Where changes are wholly within the responsibility of industry, we expect them to deliver. Where Government has regulatory responsibility or oversight, it will continue to discharge this, for example by undertaking further consideration and consultation in the light of views and priorities expressed in the SDG. Some of the measures considered by the SDG form part of the national future airspace strategy (FAS) which is expected to deliver annual benefits of over £150 million to the aviation industry and environment by 2020 and more than £2 billion worth of cumulative benefits by 2030.
- 9 Progress is being made on delivering the benefits of FAS. Earlier this year a new arrival system was introduced allowing aircraft to absorb arrival delays more efficiently and reduce airborne holding by approximately 20%. Preparations are also well advanced to implement time based separations from next year to increase resilience by allowing aircraft to fly closer in strong wind conditions. In addition, funding from the Government's transport systems catapult has enabled the implementation of real time departure information sharing at airports like Stansted and London City, and over 20 UK airports are expected to adopt the solution by the end of next year. More information on progress can be found in the first report of the SDG's work¹⁷ which is being published today.

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¹⁶ <https://www.gov.uk/government/collections/national-infrastructure-plan>.

¹⁷ <http://www.caa.co.uk/cap1206>.

- 10 In relation to the Commission's recommendation for an Independent Aviation Noise Authority, the Government believes that it would be more appropriate to consider the role for such a body alongside the Commission's final recommendations on long term capacity. Similarly, we believe that any further Government decisions on using the runway designated for departures (e.g. enhanced TEAM) and for a trial of early morning schedule smoothing at Heathrow should also be considered at that point and in the context of the Commission's recommendations.



## ITEM 6: SASIG RESPONSE TO AIRPORTS COMMISSION DISCUSSION PAPER 7: 'DELIVERY OF NEW RUNWAY CAPACITY' (SUBMITTED 21 AUGUST 2014)

### Recommendation

That this response to the Airports Commission discussion paper 7 be used by the SASIG membership in local conversations.

### Introduction

- 1 This report supplies the Group's response to the Airports Commission Discussion Paper 7: 'Delivery of New Runway Capacity'.
- 2 This submission represents SASIG's response to the Airports Commission Discussion Paper 7, 'Delivery of new runway capacity'. The submission provides answers to the following questions posed by the Commission from SASIG's point of view:
  - What do you think of the options for securing planning consent on new airport capacity? What are their particular strengths or weaknesses?
  - Are there any other options the Commission should consider?
  - What are the factors the Commission should consider in relation to local communities and the delivery of new airport capacity?
  - What are your views on the potential roles of the State in enabling the delivery of new airport capacity?

### Discussion

- 3 In this response to their Discussion Paper, SASIG made a series of recommendations consistent with existing SASIG policy in this area.
- 4 SASIG believes that the Airports Commission should recommend, were the Government of the day to progress with aviation capacity expansion through the Planning Act 2008 and thus produce an Airports National Policy Statement (NPS), that the Government identify in the NPS the site it has selected.
- 5 The Commission should apply a process through which compatibility with other policies and legislation is fully evaluated.
- 6 The Commission should seek to build upon the work carried out during this Parliament by all contributing stakeholders, not just the Commission and scheme promoters as stated in the Discussion Paper.
- 7 The response also includes a checklist of areas the Commission should cover in relation to local communities and the delivery of new airport capacity.
- 8 The Commission should make recommendations for securing the necessary insulation, ventilation and compensation provision for residential and noise sensitive development.

- 9 The Commission should recommend mandatory provision of insulation, ventilation and compensation to address the existing conditions for communities impacted by aviation noise.
- 10 The Commission should also recommend mandatory measures through which the full costs of mitigation and compensation measures are met for new residential, and other noise-sensitive development, in areas impacted by aviation noise.
- 11 Finally SASIG urges the Commission to embed these factors in final measures, such that surface access improvements are incorporated as essential pre-requisites of aviation development. These factors should form part of the Commission's recommendations on the role of the State

## Conclusion

- 12 SASIG also commended that where clear gaps have been identified in the evidence needed to inform policy-making, not only should these gaps be filled, but there should be a presumption in favour of the precautionary approach, applied relevant to each situation, in order to account for this lack of information.

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SASIG RESPONSE

AIRPORTS COMMISSION DISCUSSION PAPER 7: 'DELIVERY OF NEW RUNWAY CAPACITY'

Introduction

- 1 The Strategic Aviation Special Interest Group of the Local Government Association (SASIG) represents its Local Authority membership across the country with an interest in strategic aviation issues (see www.sasig.org.uk/links-external for more details). These Authorities comprise a population of around 11 million people, more than a fifth of the population of England.
- 2 SASIG represents the coordinated voice for local authorities on national aviation issues. SASIG's mission is to ensure that UK aviation policy is implemented in a manner that reconciles economic, social and environmental issues.
- 3 The SASIG membership welcomes this opportunity to contribute to the Commission's programme, and has developed this response collaboratively. We trust that these comments will be taken on board in the Commission's Final Report.
- 4 The Discussion Paper questions that have been addressed are dealt with below.

Legal and planning issues

Question: What do you think of the options for securing planning consent on new airport capacity? What are their particular strengths or weaknesses?

- 5 The Nationally Significant Infrastructure Project (NSIP) and Hybrid Bill processes both have their merits and omissions. The lack of information about the timescales involved reduces the opportunity to comment further on the expected effectiveness and adequacy of the processes. However, the process applied needs to contain the following features:
 - local input at early enough stages;
 - sufficient time allowed for local input to be derived and supplied;
 - requirement for all input to be scrutinised in a manner that derives a full understanding of it; and
 - opportunity for challenge/redress.

Planning Act 2008 - National Policy Statement (NPS) and Nationally Significant Infrastructure Project (NSIP) process

- 6 The Airports Commission should recommend, were the Government of the day to progress with aviation capacity expansion through the Planning Act 2008 and thus produce an Airports National Policy Statement (NPS), that the Government identify in the NPS the site it has selected.

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- 7 Site-specificity should not be at the level of detail included in the Air Transport White Paper (2003) (i.e. expanded airport boundary and specific runway location) which was tantamount to approving outline planning permission. That approach compromised local negotiations between private and public interests, antagonised local communities, and undermined appropriate consideration of local impacts.
- 8 An appropriately detailed, site specific Airports NPS will enable focussing of limited resources that are available to represent local authority, resident & community stakeholders, in order to, ideally, support the effectiveness of these resources.
- 9 The degree of clarity and commitment that would accompany the selected site having been specified will not necessarily reduce the extent of blight affected areas, however, the nature of that blight is likely to be made clearer, i.e. due to expansion of local airport (including areas where the local airport is some distance away), knock-on effects at other airports of that expansion, or due to closure of an airport. This clarity could assist application of relevant and effective measures to address each type of blight.
- 10 The Commission has received considerable detail about the local implications of airport expansion, and these details should be included in the Final Report such that the Commission is recommending to Government that they address these details through mandatory conditions required for the selected expansion scheme to be deemed appropriate in planning terms.
- 11 It is understood that the decision-making party at each stage of a planning process takes that decision based on existing information deemed relevant at that time, and that this means it is possible for scheme promoters to develop proposals and for these to be considered by the Planning Inspectorate (PINS) in the absence of a draft or finalised National Policy Statement (NPS). However, the full implications of this are not yet clear.
- 12 This factor is being mentioned here in order to promote understanding that this is the situation, and to highlight that airport development is continuing to be considered in the absence of the national policy clarity that other sectors have been afforded.
- 13 This is another instance whereby the aviation sector is handled differently to other sectors - sectors in which there is policy clarity, delivered through the NPS in place for that sector. The absence of an Airports NPS is a damaging omission - for communities, the industry, and the progression of integrated transport nationally, with all the associated interactions.

Question: Are there any other options the Commission should consider?

- 14 The Commission should apply a process through which compatibility with other policies and legislation is fully evaluated.
- 15 As described below, there are conflicts between the Aviation Policy Framework, progression of the Government's priority agenda for economic growth and the recognised national need for housing.
- 16 Compatibility with domestic climate change legislation is compromised by the absence of demand management measures and the reliance on a potential, projected technological trajectory to reduce the aviation industry's carbon intensity.

- 17 The Commission should seek to build upon the work carried out during this Parliament by all contributing stakeholders, not just the Commission and scheme promoters as stated in the Discussion Paper (see par. 2.30).

Local communities

Question: What are the factors the Commission should consider in relation to local communities and the delivery of new airport capacity?

- 18 Below is a checklist of areas the Commission should cover in relation to local communities and the delivery of new airport capacity:

Consultation & engagement –

- Local input at early enough stages.
- Sufficient time allowed for local input to be derived and supplied.
- Requirement for that input to be scrutinised in a manner that derives a full understanding of it.
- Opportunity for challenge/redress.
- Remedying the deficiencies of public consultation carried out to date by promoters of major airport capacity expansion schemes.

Health & wellbeing –

- Social provision & facilities - housing, health, education & recreation.
- Mitigation & compensation payments in line with the social cost of noise-induced health and welfare impacts.
- Blight compensation – beyond the legal minimum requirements.
- Compulsory purchase of properties, along with the associated loss of community and impacts of blight.
- Supply of safe air quality conditions.
- No night flights (23:00 – 07:00).
- Reduction of local unemployment - net labour market effects, clearly differentiated into jobs that are essential for safe provision of aviation operations, and those that are ancillary to this core purpose, in the context of local provision.
- Protection mechanisms to be in place during construction.

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Land use –

- Opportunity costs of sterilised land, i.e. reduced or zero development potential, and compulsory safeguarding of land for future airport development.
- Loss or modification of existing connectivity – via all transport and communication modes.
- Provision of associated surface access, in a manner that reduces the need to travel, increases the use of less polluting travel modes, reduces congestion, and improves air quality.
- Availability of land for business development attracted to the airport, along with the associated increase in pressure on the local transport network.
- Comprehensive approach to infrastructure use, requirements and provision, addressing both direct and indirect impacts of growth.
- Loss of land – by use type – and associated implications/impacts due to development.
- Transport network accessibility and disruption likely during construction.
- Compatibility with other applicable policy drivers (see section below: ‘Aviation noise & compliance with other policies’).

Local economic mechanism -

- Mechanism for local spend of taxes, rates, charges, fines & penalties.

19 For further detail around these factors, please see the SASIG response to the Commission’s ‘Sift Criteria’<sup>1</sup> (document title refers to ‘Assessment Criteria’) and SASIG’s subsequent ‘Key Issues’<sup>2</sup> submission.

Aviation noise (i) – (vi)

(i) Compliance with other policies

- 20 The policy driver towards reducing the number of people affected by aviation noise is incompatible with the policy drivers of economic growth, housing provision and sustainable development (e.g. access to facilities and public transport). Application of the ‘polluter pays principle’ should yield appropriately-constructed development.
- 21 The practical end point of the Government’s priority agenda for growth, and pressure on the need for housing, is that even areas deemed to be substandard in terms of noise impact are suitable in terms of other criteria: use of brownfield sites, conversion of existing properties, access to facilities, and within reach of public transport services.

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<sup>1</sup> <http://www.sasig.org.uk/category/freepublications/>

- 22 One means by which the Government is pursuing the priority agenda for growth is through extending the granting of permitted development rights for conversion to residential property. This allows for existing buildings – some in areas affected by aviation noise – to be converted into residential use without the need for planning permission. This means there is no mechanism by which the Local Planning Authority can impose conditions on that conversion in order to render the property suitable for residential use, in areas impacted by high levels of aviation noise.
- 23 The issue is less one of ‘encroachment’ and more one of incompatible policies combined with inadequate mitigation and compensation.
- 24 It is impractical to exclude all residential development from areas impacted by aviation noise. It is obviously the case that high numbers of people already live in areas affected by aviation noise, and this will remain the case.
- 25 The Commission should make recommendations for securing the necessary insulation, ventilation and compensation provision for residential and noise sensitive development.
- 26 It is recognised that not all types of housing are suitable for heavily noise impacted areas. However, the necessary mechanisms for the provision and marketing of appropriately insulated and ventilated properties to residents (tenants and/or owners) should be developed and applied. This needs to include the property construction and buildings regulations professions in order to ensure provision and thorough certification of noise insulation and ventilation.
- 27 Mitigation measures in the form of insulation and ventilation obviously do not provide for enjoyment of outdoor space nor satisfactory conditions indoors with windows open. However, the current situation where funding is either not forthcoming or is only provided after a decade of battling must not be allowed to persist.<sup>2</sup>

.....continues.....

<sup>2</sup> The current process for parties to claim compensation for the physical development of airports is the Land Compensation Act, through which payments are made when the development is brought into use. This has worked well for road and rail developments, however, in relation to airports, there can be a long delay between land being taken for development and that development coming into use. The compensation process must be improved to address this unreasonable delay.

It must be embedded as common practice that compensation is tied to activity levels at airports not physical infrastructure. The experience at Stansted Airport where payment has not been forthcoming despite activity levels having increased illustrates the inappropriateness of setting infrastructure as the trigger for compensation, as opposed to activity levels.

Compensation claims must be settled and payment supplied in advance of the noise-producing activity becoming operational. The experience of claimants around Manchester Airport waiting 9-10 years before receiving payment for noise compensation claims must not be repeated (the second runway at Manchester Airport opened in February 2001; compensation payment settlement was eventually reached in July 2010, with payments then following).

(ii) Annoyance

- 28 Measures that reflect the accepted feature of annoyance in relation to aviation noise need to be developed and applied. A stronger focus on addressing the triggers of annoyance is necessary, not only reducing the number of people within a noise contour.
- 29 On the basis that averaged noise contours do not reflect annoyance, it is encouraging that the Commission's Appraisal Framework improves upon this through application of N70 daytime and N60 night 'number above' contours.
- 30 However, use of such frequency contours should not focus on any one upper noise limit alone, as this would mask the cumulative effects of all flights. Hence a range of frequency data need be supplied, starting, for instance, at 50dB LA<sub>max</sub> (N50), clearly illustrating the number of events in each banding, and thus better illustrating the overall cumulative impact.

(iii) Social response survey

- 31 The ongoing absence of the application of social response survey findings undermines evaluation of aviation noise impacts and must be rectified in order to supply a sound basis for policy-making.

(iv) Economic evaluation

- 32 The argument that late night or early morning flights provide flexibility necessary for international connectivity is undone by the fact that when additional capacity has become available it has been used to add frequency to existing services and not to serve emerging economies.

(v) Powers to mandate mitigation

- 33 The Commission should recommend mandatory provision of insulation, ventilation and compensation to address the existing conditions for communities impacted by aviation noise.
- 34 The Commission should also recommend mandatory measures through which the full costs of mitigation and compensation measures are met for new residential, and other noise-sensitive development, in areas impacted by aviation noise.
- 35 Such a scheme would need to have application criteria developed, improving upon the boundary areas currently used for noise mitigation and compensation schemes, and improved triggers for requiring payments.
- 36 Existing powers that the Secretary of State holds to introduce noise insulation grant schemes funded by airport operators should be activated for this purpose.<sup>3</sup>

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<sup>3</sup> Par. 3.23 of Discussion Paper 7: "...The Secretary of State has powers to introduce noise insulation grant schemes, funded by airports [sic], although, these powers have not been used for many years. ..."

- 37 Despite the body of aviation noise expertise that sits within the Civil Aviation Authority, as aviation industry regulator their appropriate priority focus is on the consumer, which leads to the CAA's preference for incentives rather than enforcement powers when it comes to penalising aircraft operators for their noise impacts. Thus, such measures must be forthcoming via a body that has the necessary priority focus and powers.
- 38 With regard to the potential planning process, SASIG recognises that in bringing forward applications the developer will need to show in their Impact Assessment how they have sought to mitigate the impacts of the proposal on existing and already consented development. This sequential approach to assessing and mitigating impacts would not currently require the developer to propose mitigation for developments that have not yet been permitted. SASIG considers that as part of either the Hybrid Bill or NSIP process the developer should also be required to set out mitigation for development that may be permitted within the areas impacted by the new or expanded airport. Alternatively, the process to secure such mitigation, outwith the planning process, for new developments permitted after the approval of new capacity should be specified by the Airports Commission in their Final Report.

(vi) Helicopter noise

- 39 For the reasons set out in the SASIG response to the Commission's Discussion Paper 5: 'Noise'<sup>4</sup>, the issues associated with helicopter noise also need tailored regulation and policy in support of delivering major airport expansion.

Role of the State

Question: What are your views on the potential roles of the State in enabling the delivery of new airport capacity?

Infrastructure pressures

- 40 Government funding must be forthcoming for infrastructure provision – in its broadest sense – resulting from the wider pressures of growth.

Surface access

- 41 SASIG is encouraged that the Commission has taken on board that (i) improving or providing road and rail links enables aviation expansion; and (ii) the associated attraction of businesses to airports involves increased pressure on the local transport network. (par. 4.8 in Discussion Paper)
- 42 Consideration of surface access must reflect the wider impacts of growth in the form of surface access serving additional housing and social development (health, education & leisure facilities).
- 43 SASIG urges the Commission to embed these factors in final measures, such that surface access improvements are incorporated as essential pre-requisites of aviation development. These factors should form part of the Commission's recommendations on the role of the State.

<sup>4</sup> [http://www.sasig.org.uk/wp-content/uploads/2013/10/2013.09.13\\_SASIGresp\\_ArprtsCmmssn\\_Noise.pdf](http://www.sasig.org.uk/wp-content/uploads/2013/10/2013.09.13_SASIGresp_ArprtsCmmssn_Noise.pdf)

Relocation/transition costs

- 44 The Commission discusses impacts on existing airport businesses in the context of new aviation capacity being delivered in the Thames Estuary. The Commission suggests that blight would occur at these businesses only once operations began at a new airport.
- 45 SASIG considers that impacts on businesses blighted by any selected expansion option take effect considerably in advance of this stage - businesses will have made investment decisions years earlier than the point at which airport activities commence.
- 46 The impacts on all businesses affected by their proximity and access to an airport need to be assessed.

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