

MISSION STATEMENT AND TERMS OF REFERENCE FOR THE STRATEGIC AVIATION SPECIAL INTEREST GROUP OF THE LOCAL GOVERNMENT ASSOCIATION

Mission Statement

SASIG proactively contributes to ensure that UK aviation policy is implemented in a manner that reconciles economic, social and environmental issues.

Terms of Reference

- 1 The Strategic Aviation Special Interest Group (SASIG) shall provide the forum within the Local Government Association (LGA) for all local authorities to discuss strategic aviation policies and major aviation issues.
- 2 SASIG will contribute to the work of the LGA in responding to Government and the European Commission on all aviation issues that have a strategic planning, transportation, land use, economic or environmental health dimension. SASIG, where appropriate, will work through and in conjunction with the LGA. SASIG will make representations direct to Government and elsewhere arising directly from the SIG's special interest. SASIG shall not act in a way that conflicts with or undermines LGA policy as a whole or damages the interests of member authorities.
- 3 SASIG will develop its role and pursue its objectives in accordance with an annual work programme, which will be kept under review so as to ensure consistency with LGA policy and meet with the aspirations of a wider membership.
- 4 SASIG will operate under the following constitution:
 - (i) Each authority in membership is entitled to designate one Member and/or one officer to attend each meeting of the Strategic Aviation Special Interest Group.
 - (ii) Whilst the Strategic Aviation Special Interest Group will seek to work by amicable agreement amongst the authorities, the formal position is that only one person from each member authority is entitled to vote.
 - (iii) There is no objection to additional Members and officers attending meetings to observe and speak with the permission of the Chair.
 - (iv) A Chair's Advisory Group and Technical Working Groups, with representatives drawn from around airport locations on the Strategic Aviation Special Interest Group, will be maintained to assist in taking initiatives forward but with no specific executive powers unless so authorised or at times when urgency dictates that responses must be made between meetings.
 - (v) A Chair and up to three Vice Chairs will be elected annually to ensure a broad geographical spread of interest.

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- (vi) The role of Honorary President may be filled by an appropriate person.
 - (vii) The Strategic Aviation Special Interest Group shall submit an annual report to the LGA and shall table other reports for LGA meetings as and when necessary.
 - (viii) The Strategic Aviation Special Interest Group shall set an annual subscription rate for membership based on an assessment of its likely annual expenditure on staff, consultants, printing/publicity and other costs. These costs will be apportioned between member authorities on a formula to be agreed.
 - (ix) Authorities joining SASIG in any quarter of the financial year shall pay the relevant proportion of the annual subscription.
 - (x) Authorities shall be advised of the forthcoming subscriptions each autumn for their approval. The absence of a response to the contrary indicates approval.
 - (xi) Authorities resigning from SASIG shall give notice in writing prior to the end of the financial year.
- 5 The Strategic Aviation Special Interest Group will keep its working methods and subscriptions under review with the aim of setting the subscription for all members at the lowest practical level. The current subscriptions are listed below.
- 6 Dudley Metropolitan Borough Council or another approved body will provide financial management services to SASIG and ensure that all income and expenditure is controlled and audited in their normal practices and with the approval of the Chair's Advisory Group (CAG) in accordance with the approved budget.

Annual Membership Subscriptions for 2015/2016

Districts around regional airports	£930
Districts distant from London airports	£930
Districts close to London airports	£1,860
Unitaries around regional airports	£1,860
Unitaries distant from London airports	£1,860
Unitaries close to London airports	£3,710
Counties around regional airports	£1,860
Counties distant from London airports	£1,860
Counties close to London airports	£5,700

POLICY PRINCIPLES FOR THE STRATEGIC AVIATION SPECIAL INTEREST GROUP OF THE LOCAL GOVERNMENT ASSOCIATION

SASIG Policy Principles

- i. To give the people of the UK the social and business opportunities to travel from their nearest airport where feasible.
- ii. To capture, not stifle, the social and economic benefits of aviation using robust and objective evidence.
- iii. To direct aviation growth to locations where it will assist sustainable economic regeneration.
- iv. To minimise adverse impacts – social, economic and environmental – by protecting people and non-transferable habitats.
- v. To ensure that the air transport sector rather than local communities pays the full costs of the impact of all air journeys.
- vi. To offer the aviation industry tough but realistic parameters based upon associated impacts around which to secure growth.
- vii. To ensure that good quality surface access links are provided to airports, particularly public transport links that create integrated transport hubs.
- viii. To promote better point to point air services from regional airports, with sensitive control over all impacts.
- ix. To work with Government and other bodies to ensure that noise impacts as a result of airport growth, airspace changes and flight path changes on local communities are minimised and mitigated.
- x. To support the coordination and integration of the full spectrum of national policies on issues relating to aviation. This must accord with international and regional policy-making and implementation.
- xi. To promote investigation of the impacts of the air freight industry, supporting the development of air freight infrastructure where it is the most appropriate mode.
- xii. To encourage Governments and the aviation industry to make greater efforts to reduce aviation's impacts on climate change.
- xiii. To instigate, develop and collaborate on innovative methods of measuring, defining and creating policy on noise, health, social and planning issues.

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

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