The ‘A’ in SASIG stands for ‘aviation’

East of England Regional Transport Forum

22 June 2012

Anna Mahoney, SASIG Director
• SASIG – who we are and what we do
• How we work with our membership
• Issues and interests
• UK aviation policy
The history of NPBA, APC & SASIG

• NPBA National Policy for Britain’s Airports (1981 – 1991)


• SASIG Strategic Aviation Special Interest Group of the Local Government Association (1999 – …..)
Represents 12.5 million people in 36 Local Authorities nationwide

SASIG works for Local Authorities in a strategic manner on national aviation policy so as to reconcile economic, social and environmental issues
How do we work together?

- Joint responses to consultations
- Publishing information and strategy documents - please take some copies
- Meeting with Ministers, civil servants and other stakeholders
- Identifying and acting on opportunities to represent the Local Authority perspective
SASIG headline issues

- Reviewing national aviation policy
- Solid research and evidence base
- Pollution control based on peer-reviewed science
- Accurate assessment of the economic impacts of aviation – positive & negative
- Provision of improved surface access
- Setting thresholds for development
National aviation policy

- Needs to look ahead – 30 to 50 years
- Should acknowledge that some of our airports are in the wrong place

- Requires improved economic assessment
- Must provide for better rail integration to serve airports and to substitute for some short-haul air travel
Noise policy

- ANASE improved current knowledge
- Noise effects have not reduced as much as the industry hype suggests
- Can we move the people away from the noise or should we move the airports away from people?
- Better options need to be costed
Pollution control

• Need to improve the predictive science to support policy-making

• Economic impacts: what happens when runways have been built and fleet replacement is slower than predicted?

• What are our prospects for meeting Climate Change Act 2008 obligations?
Surface access

- Surface access must be improved
- Small increases in modal split easily eliminated by huge increases in passenger throughput
- Government should set clear targets for airport operators to achieve before further expansion is allowed
Phew- that’s a lot of information

Luckily, the SASIG Bulletin provides this…

• weekly
• news sections: Government, Parliament, regional, industry, media
• calendar of events – reduced delegate rates
• selected MPs, Lords and civil servants receive the Bulletin, & SASIG membership

Archived on SASIG website:
www.sasig.org.uk
Value for SASIG membership

- Reports and bespoke information
- Consultation responses
- Representation to central Government and other stakeholders
- SASIG Bulletin

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**UK aviation policy**

The stated aims of the Government’s national aviation policy are to:

- improve the passenger experience;
- encourage appropriate & timely investment in additional capacity to help deliver economic growth in line with wider Government policy; and
- address the wider environmental impacts of aviation.
we have to balance those [economic] benefits against the environmental impacts of air travel, in particular the growing contribution of aircraft emissions to climate change and the significant impact that airports can have on those living nearby.”
...but the policy results in...

- predict and (nearly) provide by expanding all or most airports (leaving airport operators to cleverly fill the gap)...to improve the passenger experience
- trickery leading to confrontation rather than co-operation between various stakeholders
- the wider environmental impacts of aviation being greater than predicted
National aviation policy review

- Department for Transport programme
  Nov. 2010 – Jan. 2011: Informal engagement with representative stakeholders (OGDs, DAs, CAA, NATS Ltd, EAG, SEAT, LAs, London Mayor)
  March 2011: ‘Scoping Document’ published
  July 2011: Publish CCC response (& SEAT report)
  (March) July 2012…….: Publish draft framework……
  JULY’12-JAN’13: Evidence gathering – hub status
  March 2013: Adopt framework
‘Scoping Document’ questions - local impacts

- Most significant positive & negative impacts
- Arrangements for local engagement
- Arrangements for sustainable surface access
- Noise: ‘noise envelope’; flight path management; industry incentives to reduce noise and air pollution; respite periods
- Night flights: economic benefits; assessment against social and environmental costs
Next stage – respond to draft aviation policy consultation and evidence gathering exercise – maintaining UK aviation hub status

Thank you – any questions?

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Glossary

- OGDs – other Government Departments
- DAs – Devolved Administrations
- CAA – Civil Aviation Authority
- NATS Ltd – air traffic management company
- EAG – External Advisory Group
- SEAT – South East Airports Taskforce
- LAs – Local Authorities
- CCC – Climate Change Committee
- ANASE Attitudes to Noise from Aviation Sources in England