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SASIG MEETING DATES

2009 Meeting Dates

These are the meeting dates for 2009:

SASIG meeting: 6 November.

CAG (Chairman's Advisory Group) meeting: 16 October.

SASIG NEWS

SASIG website – www.sasig.org.uk - redesigned and relaunched

The Strategic Aviation Special Interest Group (SASIG) website has been redesigned and relaunched - <http://www.sasig.org.uk/>.

The site has been designed to provide a public presence for SASIG, alongside recognising the value of joining the group by providing a secure area for the membership.

The public area details the role and objectives of the group, provides our policy principles alongside the publications produced by SASIG, and information about how to join the group.

The secure area provided solely for the SASIG membership contains the current and past editions of the Bulletin, SASIG meeting papers, relevant publications, and a calendar of upcoming events. The SASIG library will shortly be available via this secure area too.

REGIONAL NEWS

West Midlands Regional Spatial Strategy update

The 'West Midlands Regional Spatial Strategy (WMRSS) Phase Three Revision - Options' consultation is open until 14 August 2009. The document is available at http://www.wmra.gov.uk/documents/Draft_Optionss.pdf and further details about 'Phase Three' are available at http://www.wmra.gov.uk/Planning_and_Regional_Spatial_Strategy/RSS_Revision/RSS_Revision_Phase_3.aspx.

North West Plan Partial Review (NWPPR)

The 'Draft 'North West Plan Partial Review (NWPPR)' is a partial revision of the Regional Spatial Strategy (RSS) for the North West published in September 2008. This draft submission document contains two new policies (L6 and L7) proposed for inclusion in the RSS, and a revision to an existing RSS policy (Policy RT2) covering specific matters on regional car parking standards. The consultation closes on 19 October 2009. http://www.northwestplanpartialreview.org.uk/downloads/Sustainability_Appraisal/4NW%20Partial%20Review.pdf

Leeds Bradford Airport - Expansion plans approved

Plans to extend Leeds Bradford Airport, which would double its capacity in five years, have been approved by Councillors. The proposals include a £28m extension to the terminal building, a new departure lounge, an improved check-in area and an expanded security zone. The improvements are part of a five-year £70m investment programme promised by private equity firm Bridgepoint Capital, which bought the airport for £145m last year. In April 2009, the city council rejected an original plan because of concerns over the impact on roads around the airport. However, revised plans will see thousands of pounds invested in public transport to and from the airport.

Bristol Airport - Owner to become independent company

Airport operator Macquarie Airports (MAp), which owns Bristol Airport, has reached an agreement with parent company Macquarie Capital to internalise its management and become a separate company. The deal is subject to approval by MAp security holders at a special general meeting. The agreement means no further management fees will be paid to Macquarie Capital by MAp. The elimination of these fees is expected to help the new company to maintain initial earnings per share despite the increase in internal management costs.

MAp Chief Executive Officer, Kerrie Mather, will retain her position and has been invited to join the board. The MAp management team, who are now employed by Macquarie, will be offered employment with the new entity and the company expects most to transfer to MAp. MAp operates and part-owns Sydney International, Copenhagen Kastrup, Brussels International and Bristol International airports.

Heathrow Airport - BAA launch third runway planning process; Airtrack application

BAA has launched an open competition to develop a master plan for the extension of Heathrow Airport, which will include a third runway and new terminal building. The contract notice for design and master planning services has been published on www.airportsmart.com and is divided into lots. Lot 1 is for a lead master planner and designer to oversee the project, while further lots cover civil engineering and facilities planning. BAA has said it will not bind itself to accept any of the proposals submitted. Pre-qualification closes for the tender on 27 July 2009.

BAA has submitted an application to the Government for a rail link between Heathrow Airport and stations in Berkshire and Surrey - a scheme known as 'Airtrack'. BAA is seeking permission to build, operate and maintain the new line, which if approved will connect Heathrow's Terminal 5 to London Waterloo, Reading and Guildford. Some Heathrow Express services will be extended to Staines. Comments must be submitted to the Secretary of State for Transport by 18 September 2009. A decision will then be made on whether a public inquiry should be held, which is likely to be at the beginning of 2010.

Birmingham Airport - New routes

Monarch has announced that it will add a service from Birmingham Airport to Larnaca in Cyprus to its scheduled winter flying programme for 2009/2010. The flights will operate twice a week, each Wednesday and Saturday.

Hellenic Imperial Airways has confirmed the launch of a weekly service between Birmingham Airport and Athens, with onward connections to Jeddah in Saudi Arabia. The airline hopes to increase the route to a twice-weekly service in August 2009, subject to demand. The Greek registered scheduled airline will operate a Boeing 747-200 aircraft with 450 seats on the route. The flight will arrive into Birmingham on Saturdays at 19:00 and depart back to Athens and Jeddah at 22:00. The second flight planned to launch next month will operate on a Monday. It will arrive into Birmingham at 17:00, departing back to Athens and Jeddah at 22:00 the following day.

Prestwick Airport - Ryanair routes

Ryanair has announced changes to routes from Prestwick Airport. The budget airline's winter timetable will include new services to Alicante, Arrecife in Lanzarote, Las Palmas in Gran Canaria, and Palma. Also a new route to Ibiza will begin on 10 March 2010. The airline plans to increase the frequency of flights to Faro, Malaga and Tenerife South. Routes to Budapest, Milan, Rome, Stockholm, Marseille and Frankfurt Hahn will be cancelled or scaled back in October 2009.

TRAFFIC STATISTICS

IATA traffic statistics (June 2009) - weak demand & falling load factors

The International Air Transport Association (IATA) has announced international scheduled traffic results for June 2009 showing passenger demand declining 7.2% compared to the same month in the previous year while freight demand was down 16.5%. International passenger load factors stood at 75.3%, down from 77.6% recorded in June 2008. The 7.2% drop in international passenger demand was a slight improvement on the 9.3% fall in May 2009. The capacity adjustment of -4.3% did not keep pace with the fall in demand leaving average fares and yields under significant pressure. As a result, June 2009 revenue on international markets fell by a shocking 25-30%.

Cargo demand remained weak at 16.5% below June 2008 levels. This is a moderate improvement, albeit from extremely weak levels, over May 2009, which was 17.4% below 2008 levels. There has been some improvement in world trade and, after adjusting for seasonal fluctuations, freight volumes rose 6% from the low point recorded in December 2008. However, the utilisation of air freight capacity on international routes remained very weak (47.3%) in June 2009 due to unbalanced trade flows with Asia and some market share loss to ocean transport.

Airports Council International reports airport traffic figures (June 2009)- traffic slump eases

Airports Council International (ACI) reports that global traffic in June 2009 was down by 5% compared to June 2008. Although markedly lower than June 2008, this is a clear improvement over the 8% slump recorded in May 2009. Similarly for freight results, traffic was down worldwide by 13.5%. Although still starkly lower than June 2008, the gap with the previous year's growth has narrowed when compared to performance over the first six months, which was down on average by 18.8%. Asia Pacific airports report positive domestic freight traffic growth (+3.6%) and Middle Eastern airports led in the international results category (+1.9%).

All large airports in the Middle East grew with exception of Tel Aviv and Bahrain. In North America only one US airport, Charlotte, reported positive growth in June 2009 (+0.2%), and domestic traffic was down by 6.1%. In Europe (-9% domestic; -7% international), all airports remain negative except for Stockholm (rise in domestic), Zurich and Rome (also domestic). In addition to China in the Asia Pacific region, Jakarta and Manila had very strong results, again driven by domestic demand; in contrast both Hong Kong and Japan report severe drops linked to the H1N1 virus. In Africa, key tourism markets (South Africa and Egypt) showed significant improvement relative to the year-to-date results.

The negative freight trend seen since early this year continues to ease, both in domestic and international results, but overall relative to June 2008 is still down by 15%. The busiest freight hub Memphis grew by 2.2% in June 2009, but ten key international freight locations remain depressed (Hong Kong, Shanghai, Incheon, Tokyo, Dubai, Frankfurt, Singapore, Taipei, London and Amsterdam).

Civil Aviation Authority (CAA) traffic statistics (May 2009)

The Civil Aviation Authority (CAA) provides monthly UK aviation statistics. The total terminal and transit passengers figures for May 2009 compared with May 2008 are summarised below:

- for all reporting UK airports in May 2009 - 19,068,199 compared with 21,189,823 in May 2008, a decrease of 10%;
- for all reporting regional airports May 2009 - 8,067,004 compared with 9,239,008 in May 2008, a decrease of 13%; and
- for all reporting London airports in May 2009 - 11,001,195 compared with 11,950,815 in May 2008, a decrease of 8%.

A selection of the CAA figures for terminal and transit passengers for May 2009 are given in the table below for the larger English, Scottish & Welsh airports, showing the percentage change from a year earlier.

	May 2009	May 2008	% Change
Gatwick	2,849,487	3,048,771	-7
Heathrow	5,431,455	5,655,014	-4
London City	231,710	287,557	-19
Luton	841,243	932,959	-10
Southend ¹	462	4,155	-89
Stansted	1,646,838	2,022,359	-19
Total London	11,001,195	11,950,815	-8
Birmingham	831,588	877,012	-5
Blackpool	33,063	44,122	-25
Bournemouth	80,397	99,828	-19
Bristol	495,037	594,898	-17
Cardiff	168,624	212,461	-21
Coventry ²	2	38,720	-100
Doncaster Sheffield	83,374	87,080	-4
Durham Tees Valley	29,098	70,232	-59
East Midlands	435,620	534,790	-19
Edinburgh	821,903	809,948	1
Exeter	82,004	99,072	-17
Glasgow	649,881	736,981	-12
Humberside	30,890	45,127	-32
Leeds Bradford	242,929	277,677	-13
Liverpool	426,434	485,025	-12
Manchester	1,721,985	1,998,876	-14
Newcastle	437,357	470,367	-7
Newquay	38,137	52,741	-28
Norwich	43,367	59,683	-27
Southampton	163,826	187,168	-12
Total Regional	6,815,516	7,781,808	-12
TOTAL	17,816,711	19,732,623	-10

SASIG Bulletin Editor: -

¹ Southend Airport operated only private flights.

² Coventry Airport is operating charter flights only.

INDUSTRY NEWS

Policy Exchange publish latest research note on bio-jet fuels

Policy Exchange, an educational charity interested in free market and localist solutions to public policy issues, has published their latest research note entitled, 'Green Skies Thinking: promoting the development and commercialisation of sustainable bio-jet fuels'. The report recommends the wide-scale deployment of sustainable bio-jet fuels that would result in emission reductions worth £37.41 billion in the UK between 2020 and 2050, as well as making a significant contribution to meeting the UK's 2050 emission reduction target. It also sets out how the UK can become a world leader in this important suite of technologies. The report recommends the setting of achievable and enforceable targets for replacing standard kerosene jet fuel with bio-jet fuel from 2020, through the implementation of an EU-wide Sustainable Bio-jet Fuel Blending Mandate. This is anticipated to result in reductions of greenhouse gas emissions from the UK and EU aviation sectors of 15% in 2020 and 60% in 2050 relative to current predictions. The report is available at: <http://www.policyexchange.org.uk/publications/publication.cgi?id=129>.

United Nations Framework Convention on Climate Change - Events in run-up to Copenhagen

The United Nations Framework Convention on Climate Change (UNFCCC) has announced that, in the run-up to the Climate Change Conference in Copenhagen in December 2009, three sessions will be held: 10-14 August in Bonn, Germany; 28 September - 9 October in Bangkok, Thailand and 2-6 November in Barcelona, Spain. In addition, the UN Secretary-General has convened a meeting of Heads of State and Government, to take place on the margins of the UN General Assembly in September 2009.

BA ends business class only route

British Airways is to stop the Amsterdam to New York business class only route flown by its subsidiary, Open Skies, after just nine months, with flights ceasing on 16 August 2009. BA is known to be considering the whole future of the venture that also operates twice daily from Paris Orly to New York JFK.

Qatar Airways - European expansion

Qatar Airways has announced a major expansion of services to Europe. The Doha-based carrier said it planned a 40% rise in frequency to Spain, Greece, Sweden and France. Qatar Airways will increase the number of weekly flights between Doha and Paris from 11 to 14, making it a twice-daily service, from 25 October 2009. Services to Madrid will be increased from four a week to daily from 2 December 2009. The service, launched four years ago, is the only one between the Gulf and Spain. The Athens service will also be increased, rising from a current daily flight to two a day by March 2010. Stockholm will see its frequency increased from three to four a week from 25 October 2009 - the first increase since the service began in 2007.

Ryanair announces 39 new routes to/from Canary Islands

Ryanair has announced that it will open 39 new routes to/from the Canary Islands this winter starting in October 2009. This will comprise of 16 new routes to Gran Canaria, 15 to Lanzarote and 8 to Tenerife (now 16 in total).

EUROPEAN NEWS

European Commission Lufthansa Austrian Airlines takeover update

Lufthansa submitted a new package of concessions on 16 July 2009 to the European Commission (EC) in a bid to win approval of its takeover of Austrian Airlines. Lufthansa has refused to comment on the details of the latest concessions but confirmed that they involved a number of routes. EC regulators, citing competition concerns on routes out of Vienna and said a decision could not be reached by July 2009 unless further concessions were made. If Lufthansa's latest offer is rejected, a decision on the EC's probe into the deal may not be made until 6 November 2009. The Austrian Takeover Commission has approved Lufthansa's request to extend the deadline from 31 July 2009 to 31 August 2009. Under the new terms of the deal, August is now the latest that Lufthansa can walk away from the deal.

Details of the concessions were made public following a report by the Dow Jones newswire that claims to have seen an EC document. In the proposal Lufthansa has offered to give up slots on routes between Vienna, Stuttgart, Cologne, Frankfurt, Munich and Brussels. The document said that the slots would be offered free to other airlines that may then participate in Lufthansa's frequent flyer programme. Lufthansa is understood to have offered priority to airlines that are not fellow Star Alliance members.

PARLIAMENTARY NEWS

Communities and Local Government Committee - 'Appointment of the Deputy Chairs of the Infrastructure Planning Commission' report published

The Communities and Local Government Committee has published its 'Appointment of the Deputy Chairs of the Infrastructure Planning Commission (IPC), Eleventh Report of Session 2008-09, Appointment'. The report follows the pre-appointment hearing held with the Government's preferred candidates for the posts, Robert Upton CBE and Dr Pauleen Lane CBE, on 20 July 2009. The report is available at:

<http://www.publications.parliament.uk/pa/cm200809/cmselect/cmcomloc/749/749.pdf>.

The July 2007 Green Paper 'The Governance of Britain' proposed the introduction of pre-appointment hearings for key public officials in which Parliament has a particularly strong interest. It stated that in each case, it should fall to the relevant Select Committee to conduct the hearing, which should cover "issues such as the candidate's suitability for the role, his or her key priorities, and the process used in selection". Following consultation with the Government on the conduct of such hearings, the Liaison Committee published guidance for committees to ensure that they are conducted appropriately. The outcome of the hearing is non-binding, though the Report from the Committee should inform Ministers' decision-making on whether to proceed.

GOVERNMENT NEWS

Government response to the Competition Commission's 'BAA Airports Market Investigation'

The Department for Business Innovation and Skills (BIS) has published the Government's response to the Competition Commission's (CC) report 'BAA Airports Market Investigation'. The Government responded to the recommendations addressed to Government on airports policy and the economic regulation of airport. It is available at: <http://www.berr.gov.uk/files/file52119.pdf>.

HOUSE OF COMMONS QUESTIONS

Baker, N - Airport noise

Norman Baker (Lib Dem Transport Secretary): To ask the Minister of State, Department for Transport what the area was inside the (a) 57dB LAeq daytime summer contour and (b) 48dB LAeq night-time contour for each major airport in England in (i) 2005, (ii) 2006, (iii) 2007, (iv) 2008 and (v) 2009; and what estimate he has made of the size of each such area if the planned expansion of (A) Heathrow and (B) Stansted takes place.

Paul Clark (Transport Minister): The Department for Transport produces annual 'daytime' aircraft noise contours (16 hour 57dBA Leq) for Heathrow, Gatwick and Stansted - these airports have been designated for noise control purposes under section 80 and section 78 of the Civil Aviation Act 1982. Elsewhere it is the responsibility of the airport operator to decide upon the timing and form of any contours.

Information on noise contours around Heathrow, Gatwick and Stansted for 2005 to 2007 is available on the Department's website: -

<http://www.dft.gov.uk/pgr/aviation/environmentalissues/nec/>

The 2008 contours are expected to be published shortly.

Information about future projections is available in ERCD 0705 'Revised Future Aircraft Noise Exposure Estimates for Heathrow Airport' - also available on the Department's website. Additionally ERCD 0308 'Revised Future Aircraft Noise Exposure Estimates for UK Airports' - published at the time of 'The Future of Air Transport' White Paper in 2003 - contained future projections for Stansted.

In terms of night-time contours, the current night flying restrictions regime at Heathrow, Gatwick and Stansted set the following specific noise abatement objectives for each airport:

- At Heathrow, to limit the 6.5 hour 48 dBA Leq contour (the winter and summer seasons combined) to 55 sq km by 2011-12;
- At Stansted, to limit the 6.5 hour 48 dBA Leq contour (the winter and summer seasons combined) to 38 sq km by 2011-12.

As regards other airports, the European Environmental Noise Directive 2002/49/EC (END) requires member states to produce strategic noise maps every five years for major airports (with 50,000 and above movements). The maps are required to represent annual average noise values and use of four different parameters daytime (7 am to 7 pm); evening (7 pm to 11 pm); night (11 pm to 7 am) as well as an estimated annual 24-hour period. The range of contours extend - in five dB steps - for 50 to 70 dBA. Airports produced noise maps for 2007 and these are available on the Department for Environment, Food and Rural Affairs' noise mapping website: -

<http://services.defra.gov.uk/wps/portal/noise>

Baker, N - GDP impact on forecasts of passengers using Southeast airports in 2030

Norman Baker (Lib Dem Transport Secretary): To ask the Minister of State, Department for Transport what forecast he has made of the number of passengers using each airport in the South East in 2030 on the basis of the most recent gross domestic product forecasts from HM Treasury.

Paul Clark (Transport Minister): The Department for Transport's latest forecasts of the number of passengers using each airport in the South East in 2030 are given in table G3, page 135 of 'UK Air Passenger Demand and CO₂ Forecasts', published in January 2009. This is available at: - <http://www.dft.gov.uk/pgr/aviation/atf/co2forecasts09>

No update of these forecasts is currently available. The Department aims to publish updated forecasts when there is a policy need, as it did alongside the announcement of policy decisions on the future development of Heathrow airport.

Stringer, G - Airlines granted fifth freedoms in respect of a regional airport since Oct. 2005

Graham Stringer (Manchester Blackley) (Lab): To ask the Minister of State, Department for Transport to how many airlines his Department has granted fifth freedoms in respect of a regional airport since October 2005.

Paul Clark (Transport Minister): Since October 2005, the Department for Transport has issued operating permits to 267 different airlines allowing them to exercise fifth freedom rights from UK regional airports.

Kramer, S - Planning application for Heathrow expansion

Susan Kramer (Richmond Park) (Lib Dem): To ask the Minister of State, Department for Transport what mechanisms his Department has planned for the determination of planning applications in respect of the expansion of Heathrow Airport in circumstances in which his Department's proposed Special Administration Regime for major airports is in use.

Paul Clark (Transport Minister): The preparation and timing of any planning application for a third runway and associated terminal facilities at Heathrow airport are a matter for the airport operator. Such a development would be likely to meet the 2008 Planning Act's threshold for a nationally significant airport infrastructure project. The planning application would therefore be subject to consideration by the new Infrastructure Planning Commission if received after March 2010 when the relevant threshold in the Planning Act is due to be commenced.

As part of a recent consultation on proposals to reform the economic regulation of airports, the Department for Transport sought views on a package of proposed measures to strengthen the financial resilience of airports in order to protect consumers. We are currently considering responses to the consultation and will announce our decision in due course.

MEDIA NEWS

Lufthansa - BMI for sale?

Lufthansa is looking at options to dispose of its loss-making subsidiary BMI, Aviation Week reports. Chief Financial Officer Stephan Gemkow told the publication that several options, including a sale or partial sale, are being studied. Lufthansa only took control of an 80% stake in BMI in June 2009, based on a 1999 agreement with the airline's founder Sir Michael Bishop. Lufthansa is in talks with SAS Group about the remaining 20%, which SAS wants to sell. Mr Gemkow said merging BMI with Virgin Atlantic is one option. But Aviation Week quotes 'industry sources' saying Virgin wants Lufthansa to become a shareholder in the combined company, while the German airline prefers to opt out altogether.

FORTHCOMING EVENTS

Gatwick Noise Action Plan - Public Consultation Sessions, 6 August

BAA will be holding two public consultation sessions on their draft noise action plan on 6 August. These open sessions are being held at the Gatwick Conference and Business Centre, 7th Floor, Norfolk House, South Terminal, Gatwick Airport, RH6 0NP, from 15:30 - 16:30 and 19:00 - 20:00. If you would like to attend one of these sessions please email: gatwicknoiseconsultation@baa.com.

Heathrow Noise Action Plan - Public Consultation Sessions, 2 September

BAA will be holding a public session about their draft Heathrow Noise Action Plan on 2 September, 17:00 - 20:00. The session is open to anyone wishing to discuss the plan with members of Heathrow's noise team, and will be held at the Heathrow Academy (formerly the Heathrow Visitor Centre), Newall Road, Heathrow Airport TW6. .

'Aviation - The Catalyst for Economic Development (ACED)', Beijing, China, 14-15 September

'Aviation - The Catalyst for Economic Development (ACED)' will be held on 14-15 September in Beijing, China. The event will explore the positive contribution that international gateway airport cities make to regional development and economic growth using a series of industry case studies. The airport city is a major new business and employment generator but even more importantly, acts as a catalyst for regional economic growth and prosperity. More information is available at: <http://www.insightgrp.co.uk/aviation-the-catalyst-for-economic-development-aced.html>. To view the programme for the conference: <http://www.insightgrp.co.uk/aced-beijing-programme.html>.

'What is the future for regional planning and infrastructure?', 18 September

The Town and County Planning Association (TCPA) is holding a members seminar titled 'What is the future for regional planning and infrastructure?' on 18 September, at Town and Country Planning Association, 17 Carlton House Terrace, London, SW1Y 5AS. Regional and national planning faces change. Some Regional Assemblies have now been abolished as Parliament establishes a new role for Regional Development Agencies supported by Local Authorities Leaders' Boards. These will work together to devise any new Regional Strategies, combining both economic and spatial predecessor strategies. At the same time the Official Opposition in Parliament promises a new era of localism and the abolition of regional planning in general. National infrastructure too faces the same challenges. In Whitehall National Policy Statements on energy, ports and airports are urgently being prepared as the new Infrastructure Planning Commission (IPC) is rapidly set up to handle projects over a given size, while opposition parties talk of abolition of the IPC. Further details are available at: <http://www.tcpa.org.uk/events.php?action=event&id=4>.

'Airports and their Challenges', 7-8 October, Paris, France

This international conference on 'Airports and their Challenges' is organised by the Air and Space Academy and will take place on 7-8 October at the Direction Général de l'Aviation Civile in Paris, France. It will provide an opportunity to take stock of the latest technical, economic and social data, to pool ideas and launch recommendations. For more information visit: <http://www.academie-air-espace.com/event/detail.php?varCat=14&varId=56>.

'The implementation and impact of the Planning Act 2008', 16 October

The Westminster Energy, Environment & Transport Forum are hosting a seminar entitled 'The implementation and impact of the Planning Act 2008' on 16 October in central London (venue to be confirmed). The seminar is structured to reflect central themes in the consultations including issues around the pre-application procedures, and the examination and decision making process to be adopted by the Infrastructure Planning Commission (IPC). Sessions will also examine how consultation for National Policy Statements will work, and their potential impact on the planning process. Further details are at: <http://www.westminsterforumprojects.co.uk/weetforum/events.html>.

'Euronoise 2009', 26-28 October

The '2009 Euronoise' event will be held at the Edinburgh International Conference Centre, Edinburgh from 26 to 28 October. Euronoise is the European conference on noise control, co-ordinated by the EAA Technical Committee Noise and organised by a national acoustical society on behalf of the European Acoustics Association (EAA). The programme will consist of keynote lectures, invited and contributed papers in structured parallel sessions, workshops and poster presentations. Further information is available at: <http://www.euronoise2009.org.uk/>

'The Development of Competition in the UK Airports Market', 5 November

Marketforce Communication is holding an event titled 'The Development of Competition in the UK Airports Market' on 5 November 2009 at the Institute of Directors, 116 Pall Mall, London. This event is part of the annual Beesley Lectures that are a series of eight annual lectures covering the regulated industries in the UK. An industry-leading speaker will give a one-hour lecture and a specialist will give a short response before handing over to the audience for further discussion. Further details are at: <http://www.marketforce.eu.com/beesley7/>

'The Future of Air Transport 2009', 2-3 December

Marketforce Conferences are holding a conference titled 'The Future of Air Transport' on 2 & 3 December, at Radisson SAS Portman, London. The event will provide a forum for senior stakeholders to discuss the challenges and opportunities facing the industry and to explore strategies to ensure a strong, profitable aviation sector will emerge from the current downturn. Further details are at: <http://www.marketforce.eu.com/airtransport/> and http://www.marketforce.eu.com/downloads/conferenceBrochures/The_Future_of_Air_Transport_EN.pdf.

'Quality of Life in Airport Regions (QLAIR) Conference', 3-4 December

The 'Airport Regions Conference' (ARC) is holding the 'Quality of Life in Airport Regions (QLAIR) Conference' on 3 & 4 December 2009, at the Krasnapolsky Hotel, Amsterdam. The QLAIR project highlights the future of airport and aviation developments in conjunction with a sustainable future for the surrounding areas. The project will identify how instruments for mitigation, compensation and investment can address this situation and improve living conditions. For more details please see: <http://www.airportregions.org/download/18.719d75b21201ab23bca8000386/QLAIR+Conference+2009+fin+3.pdf>

'Climate Change Conference & Exhibition 2010 - From Copenhagen to Croydon', 27-28 January 2010

The Local Government Association (LGA), the Improvement and Development Agency for Local Government (IdeA) and the Energy Saving Trust are holding the 'Climate Change Conference and Exhibition 2010 - From Copenhagen to Croydon' on 27-28 January 2010 at the Holiday Inn, Liverpool City Centre, L1 1NQ. This year, national Governments are negotiating a new global deal to follow the Kyoto Protocol - the outcome will be agreed in Copenhagen in December 2009. While Governments discuss targets, local Government is reducing emissions and planning to cope with change. Becoming a low carbon society both impacts on Local Government and relies on Local Government to be successful. The UK has committed to legally binding targets to reduce our carbon emissions by 80% by 2050. Radical change is required, the scale of which is hard for some to imagine. This change needs to happen with society and be locally led. To achieve this, councils must take a strategic approach to identifying the energy demands of our communities to plan and deliver appropriate and cost effective solutions. Reducing emissions and planning to adapt to the impacts of climate change must become an integral part of Local Government strategy and planning. Further information is available at: <http://www.lga.gov.uk/lga/events/display-event.do?id=2093583>.

Most of the Parliamentary information in this Bulletin and some news items were sourced from De Havilland Information Services plc.

The following sources are also used:

The Guardian On-line, The Telegraph On-line, The Independent On-line, Financial Times On-line, United Kingdom Parliament's World Wide Web Service, The BBC On-line, BAA's Website, ENDS On-line, Aviation International, Environmental Data Interactive Exchange News Service, ENDS Daily, Airwise.com, Croner Environment Centre Newsletters.

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