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## **SASIG NEWS**

### ***2010 Meeting Dates***

SASIG meetings in 2010 will be on: Friday 20 August and Friday 26 November.

Meetings are held between 11am and 1pm, at Local Government House, Smith Square, SW1P 3HZ, with lunch provided afterwards; a location map is at <http://www.lga.gov.uk/lga/core/page.do?pageld=27909>.

## **REGIONAL NEWS**

### ***Birmingham Airport - New runway extension plan***

15 May 2010

Plans have been drawn up to build a runway extension at Birmingham International Airport for half the initially published £120 million cost. Airport Chief Executive Paul Kehoe has stated that a new phased scheme would deliver 95% of the original anticipated capacity at a much lower cost. If the phased extension is agreed, the runway will increase from its current 2,600-metre length to about 2,950 metres, 50 metres shorter than previously planned. Phase one of is projected to cost £65 million.

The Board at Birmingham Airport will now have decide whether or not to finance the scheme, which -as in the previous scheme- will involve the A45 being moved. Plans for a £32 million diversion of the A45 to allow the runway extension to go ahead already has the backing of Birmingham City Council. The airport operator has received planning permission for seven years in which to exercise that planning permission. Birmingham Airport is now the only airport in the UK with significant planning permission and is currently operating at only 40% capacity. Once this runway extension has been built, the operator intends to pursue a second runway.

### ***Heathrow Airport - Delta Airlines to launch an additional New York service***

13 May 2010

Delta Airlines is set to add a third daily flight on the New York-Heathrow route, from this autumn. As of 19 September 2010, the US airline will launch an additional lunchtime service from Heathrow Airport to New York JFK. Corporate travel demand is improving across the Delta Airlines network, particularly in New York, and the airline is looking to expand further in the future.

### ***Stansted users call on Government to break up the BAA monopoly***

27 May 2010

The Stansted Airport Consultative Committee (SACC) has welcomed BAA's decision to abandon their development at the airport. Stansted users have welcomed the Government's policy to promote airport competition and have now called for the early sale of BAA Stansted as the obvious first step in the hopes of a more competitive airport operator taking over.

### ***Oxford Airport confirms winter 2010/2011 flights to Geneva***

16 May 2010

Swiss regional carrier Baboo has confirmed the airline will resume its weekly flights to Geneva from Oxford Airport in December 2010 for the winter 2010/11 ski season following the success of its flights to the Swiss city, which ended in April 2010. Oxford Airport will also see the welcome return of weekly services to Jersey from May 2010, operated by CityJet. The Jersey flights are operating an extended season, from May 2010 to September 2010, in response to last year's high load factors and early strong forward bookings for 2010. Oxford Airport flights were the best selling of CityJet's 22 UK airports now serving Jersey.

### ***Bristol Airport expansion approved by North Somerset Council in addition to £8 million improvements unveiled***

24 May 2010

The £150 million plans to expand Bristol Airport have been passed by North Somerset Councillors. An airport spokesman said 4,000 jobs could be created and £340 million injected into the local economy through these plans. Campaigners, however, have argued that a 60% increase in passenger numbers, which is what is projected, is too high. More than 5,500 comments were submitted during a consultation with some 5,180 of them objecting to the plans. Objectors included North Somerset MP and Cabinet Minister Dr Liam Fox stating he cannot support the expansion before the "increasingly unsatisfactory traffic problems are dealt with".

The 260-page planning report has more than 60 conditions including a restriction on night flights and a contribution of more than £5.5 million for local transport improvements. The approval will now be referred to the Secretary of State for Communities and Local Government, as there is an element of development on greenbelt land. The project includes an extended airport terminal, more car parking and new aircraft stands.

The operator has recently opened a walkway connecting the terminal building to eight new pre-boarding zones. The work was part of a 12 month, £8 million project to enable passengers to walk to and from aircraft, instead of being driven by bus. This improvement will help airlines to better implement priority boarding, and will reduce emissions from airport vehicles.

### ***Manchester Airport – New transatlantic service to New York***

17 May 2010

A new non-stop service to New York JFK from Manchester Airport has been introduced by American Airlines operating with a Boeing 757. American Airlines is the longest continuously serving carrier to the US from Manchester, and this will be the airlines' second daily flight from the airport to the US.

## **GOVERNMENT NEWS**

### ***London Mayor to consult on Heathrow Airport congestion charge***

22 May 2010

London Mayor Boris Johnson has stated he will look into imposing a congestion charge on roads around Heathrow Airport to reduce air pollution. Mr Johnson told London Assembly members he will consult the new Coalition Government about the prospect of a 'clean air zone' in West London.

Mike Tuffrey, leader of the Liberal Democrat London Assembly Group, called for Mr Johnson to work with BAA to cut traffic around the airport at Mayor's Question Time. Mr Tuffrey stated that dealing with the air quality aspects at Heathrow, surface transport is of primary importance, and the studies of the ash cloud affect on surface access and air quality - particularly the reduction of Nitrous Oxide - has helped to illustrate this point.

The chamber at City Hall heard that passenger numbers at Heathrow Airport are still predicted to increase from 63 million to 80 million a year, despite the Coalition Government abolishing plans for a potential third runway.

### ***Phillip Hammond outlines reward scheme for airports.***

The new Transport Secretary Phillip Hammond has stated that the profitability of Britain's airports in the future will depend on the passenger experience. There will be cash rewards for airports where the standards are raised in areas such as queue length, security and car parking. It is suggested that the change in airport policy announced during the Queen's speech will raise the international competitiveness of UK airports, through the airport Economic Regulation Bill.

### ***Planning system to be reformed by Coalition Government***

IPC to be abolished and replaced with a more 'efficient' system

The Coalition Government has signalled plans to abolish the Infrastructure Planning Commission (IPC). This intention is highlighted in the detailed paper spelling out the agreement between the Conservatives and Liberal Democrats.

Decentralisation Minister Greg Clark confirmed: "The new Government is committed to abolishing this unaccountable central planning quango". Mr Clark also stated that there is a need to speed up the planning system and deliver new infrastructure such as power generation. However, it is vital that there are proper democratic checks and balances - which the IPC lacks.

The move did not come as a surprise to the Institution of Civil Engineers (ICE), whose Director General Tom Foulkes felt that if the IPC was indeed replaced swiftly, then this should not derail the delivery of vital infrastructure. Mr Foulkes said it is imperative any new regime continues to focus on fast-tracking nationally significant projects, such as a new generation of power plants, Crossrail and offshore windfarms. Long and expensive planning inquiries have been a major disincentive to private investment in the past, and at a time where the UK needs more infrastructure investment than ever before, this could have an adverse impact on our economic performance and global competitiveness, Mr Foulkes stated.

Regional Spatial Strategies (RSS) to be scrapped

Ministers have confirmed that "radical" reform of the planning system will be central to the new Coalition Government's programme with the scrapping of Regional Spatial Strategies (RSS) and the adoption of the Conservative's 'localism' agenda.

The document setting out the coalition's agreement stresses that the Government would "promote" the radical devolution of power and greater financial autonomy to Local Government and community groups. This will include a review of Local Government finance. The 30-page paper also says that the administration will rapidly abolish Regional Spatial Strategies (RSS) and return decision-making powers on housing and planning to Local Councils including giving Councils new powers to stop "garden grabbing". In the longer term, we will radically reform the planning system to give neighbourhoods far more ability to determine the shape of the places in which their inhabitants live, based on the principles set out in the Conservative Party publication 'Open Source Planning'.

The new Government also promises to publish and present to Parliament a simple and consolidated national planning framework covering all forms of development and setting out national economic, environmental and social priorities.

### ***Office of Fair Trading (OFT) plans review of all infrastructure including airports***

14 May 2010

The Office of Fair Trading (OFT) Britain's Antitrust Regulator has said it will examine whether 'significant' changes in ownership of the country's airports along with ports, energy and water networks during the past decade has affected competition or adversely impacted consumers. The study will look at regulated and non-regulated industries, as well as changing forms of ownership such as purchases by private equity and infrastructure investment funds.

The study plan comes after the OFT was forced to drop its case against four current and former British Airways Plc Executives when new evidence emerged at their trial. The OFT, in its first criminal antitrust prosecution had accused the men of scheming with rival carrier Virgin Atlantic Airways Ltd to match fuel surcharges on transatlantic flights.

## **PARLIAMENTARY NEWS**

### ***Queens Speech 2010 – Introduction of the Airports Economic Regulation Bill***

The Queen's speech took place on 25 May 2010 and outlined the legislative programme for the coming Parliamentary session. One of the primary Bills regarding aviation was the [Airport Economic Regulation Bill](#). Following announcements that the Coalition Government is opposed to plans for a proposed third runway at Heathrow Airport as well as runways at Gatwick and Stansted Airports, this Bill is intended to support a competitive aviation industry and reform the framework for economic regulation to benefit passengers.

The current system of price caps at airports will be replaced with a flexible system based on airport standards and passenger experience. Air Passenger Duty (APD), set out in Part IV of the Airports Act 1986, will be replaced with a Per-Plane Duty (PPD), making empty planes more expensive to fly. The Bill will also sharpen incentives on airports to deliver better outcomes for passengers and remove unnecessary bureaucracy and political involvement currently hindering competition.

The Queen's Speech confirms that Ministers are continuing to consider the full details of these reforms with some commentators predicting that the Bill could result in the full-scale break up of BAA's monopoly on airport ownership. Furthermore, while the Coalition Government has stated their opposition to expanding airports in the South East, they have not ruled out expanding regional

airports, and the Bill may allow for such developments. The Bill would apply across Great Britain with ongoing discussion taking place as to whether Northern Ireland would also adopt these proposed reforms.

The main benefits of the Bill are proposed to be:

- to sharpen incentives on airports to deliver better outcomes for passengers;
- to drive investment in improved airport facilities for passengers;
- to allow the removal of unnecessary regulation in order to help competition to thrive and deliver benefits for passengers; and
- to reduce unnecessary bureaucracy and political involvement in the regulatory process.

In addition, a Non-Legislative Note on High-Speed Rail was also made during the Queen's Speech. A Hybrid Bill is expected to be the vehicle by which the coalition develops its high-speed rail plans. Construction of the network to Birmingham, Manchester and Leeds is expected to begin by 2015 and to be completed by 2027. Stages two and three will see the network extended to the North East, Scotland and Wales. The Government would also consider options for linking the new network with the Channel Tunnel. In their General Election manifesto, the Liberal Democrats advocated a Future Transport Fund to encourage investment in rail and light rail. The fund would be drawn from charges placed on road freight on motorways and climate change levies on flights. The new Transport Secretary Phillip Hammond confirmed that he is considering charging lorries on a pay-as-you-drive basis and is committed to Crossrail.

### ***Labour leadership contest gains pace***

20 May 2010

The Labour leadership contest has gained pace, with Andy Burnham, Diane Abbott, Ed Balls and John McDonnell all confirming their candidacies. David Miliband is thought to be the favourite at this stage, followed by his brother, Ed Miliband. Labour's Deputy Leader Harriet Harman has made clear that she does not want to run for leader but intended to remain as deputy. The Labour Party has extended the nomination period until 9 June 2010. Each candidate will need the support of 33 Labour MPs if they are to be part of the final ballot, which takes place between 16 August – 22 September 2010.

#### **Timetable for Labour Leadership election**

9 June 2010: Deadline of acceptance of nomination by nominated candidates. Supporting nominations are still open.

June/July 2010: Hustings will take place. The Labour Party will work with a range of organisations to ensure regional balance and encourage affiliates and third party organisations to organise workplace hustings involving members and supporters.

26 July 2010: Close of supporting nominations.

16 August 2010 to 22 September 2010: Balloting takes place.

25 September 2010: Announcement of ballot result.

## **TRAFFIC STATISTICS**

### ***Civil Aviation Authority (CAA) traffic statistics (March 2010)***

The Civil Aviation Authority (CAA) provides monthly UK aviation statistics. The total terminal and transit passenger figures for March 2010 compared with March 2009 are summarised below:

- for all reporting UK airports in March 2010 - 13,899,021 compared with 13,999,523 in March 2009, a decrease of 0.72%;
- for all reporting regional airports in March 2010 - 3,875,547 compared with 4,009,199 in March 2009, a decrease of 3.33%; and
- for all reporting London airports in March 2010 - 10,023,474 compared with 9,990,324 in March 2009, an increase of 0.33%.

The total air transport movement figures for March 2010 compared with March 2009 are also summarised below:

- for all reporting UK airports in March 2010 - 127,931 compared with 136,327 in March 2009, a decrease of 6.16%;
- for all reporting regional airports in March 2010 - 47,539 compared with 51,206 in March 2009, a decrease of 7.16%; and
- for all reporting London airports in March 2010 - 80,392 compared with 85,121 in March 2009, a decrease of 5.56%.

A selection of the CAA figures for passengers (terminal and transit; PAX) and air transport movements (ATMs) for March 2010 are given in the following table for the larger English airports, showing the percentage change from a year earlier.

**Monthly statistics for selected UK airports (March 2010)**

**KEY**

ATM – air transport movement, i.e. either a landing or take-off of aircraft engaged in the transport of passengers, freight or mail on commercial terms. All scheduled movements, including those operated empty, loaded charter and air taxi movements are included.

PAX – all revenue and non-revenue passengers on air transport movement flights.

	<b>ATMs March 2009</b>	<b>ATMs March 2010</b>	<b>ATMs % Change</b>	<b>PAX March 2009</b>	<b>PAX March 2010</b>	<b>PAX % Change</b>
Gatwick	18,935	18,757	-0.94	2,319,501	2,390,164	3.05
Heathrow	40,037	37,429	-6.51	5,208,119	5,226,103	0.35
London City	7,089	6,578	-7.21	255,589	273,473	7.00
Luton	6,131	5,616	-8.40	672,518	663,432	-1.35
Southend <sup>1</sup>	111	124	11.71	244	0	-100.00
Stansted	12,818	11,888	-7.26	1,534,353	1,470,302	-4.17
<b>London total</b>	<b>85,121</b>	<b>80,392</b>	<b>-5.56</b>	<b>9,990,324</b>	<b>10,023,474</b>	<b>0.33</b>
Birmingham	7,911	7,185	-9.18	674,293	663,114	-1.66
Blackpool	782	913	16.75	8,892	9,647	8.49
Bournemouth	947	627	-33.79	77,512	58,310	-24.77
Bristol	4,144	4,272	3.09	394,545	433,933	9.98
Doncaster Sheffield	464	348	-25.00	59,901	41,777	-30.26
Durham Tees Valley	583	580	-0.51	23,078	14,541	-36.99
East Midlands	4,861	4,220	-13.19	333,285	268,342	-19.49
Exeter	1,031	967	-6.21	52,740	47,616	-9.72
Kent International	46	96	108.70	68	178	161.76
Leeds Bradford	2,590	2,546	-1.70	162,033	165,156	1.93
Liverpool	3,190	3,675	15.20	357,934	421,610	17.79
Manchester	13,384	11,649	-12.96	1,348,949	1,255,842	-6.90
Newcastle	3,964	3,748	-5.45	315,395	291,016	-7.73
Newquay	992	953	-3.93	23,252	21,165	-8.98
Norwich	2,238	1,584	-29.22	31,991	28,614	-10.56
Oxford (Kidlington) <sup>2</sup>	116	128	10.34	10	201	1,910.00
Plymouth	615	679	10.41	10,058	12,058	19.88
Shoreham	29	31	6.90	61	35	-42.62
Southampton	3,319	3,338	0.57	135,202	142,392	5.32
<b>Regional total</b>	<b>51,206</b>	<b>47,539</b>	<b>-7.16</b>	<b>4,009,199</b>	<b>3,875,547</b>	<b>-3.33</b>
<b>Total</b>	<b>136,327</b>	<b>127,931</b>	<b>-6.16</b>	<b>13,999,523</b>	<b>13,899,021</b>	<b>-0.72</b>

Source: Civil Aviation Authority (CAA)

<http://www.caa.co.uk/default.aspx?catid=80&pagetype=88&pageid=3&sqlid=3>

<sup>1</sup> Southend - PAX March 2010 is zero due to the majority of the flights at the airport consisting of Air Taxi Movements (movement by an aircraft of less than 15 tonnes maximum take off mass) where passengers on these flights are not recorded. The remaining flights are cargo only operations.

<sup>2</sup> Oxford (Kidlington) - Recorded passenger figures include passengers on scheduled flights and those operated by regional turboprop aircraft, but exclude passengers on private aircraft, corporate jets and other such aircraft. Air transport movements include all aircraft types.



## **INDUSTRY NEWS**

### ***Airport operators call for global coordination and a need for enhanced collaboration***

27 May 2010

Angela Gittens, Director General of Airports Council International (ACI), has called for a better understanding of the key parameters of airport business management and greater stakeholder collaboration to ensure a sustainable future for the airport sector.

Speaking to delegates at the international transport forum organised by the Office for Economic Co-operation and Development (OECD), Ms Gittens said, "The aviation industry is characterised by its volatility and its extreme sensitivity to the economy and external shocks. But unlike airlines, airports have limited ability to respond to these developments rapidly to streamline operations and reduce costs." By definition, airport infrastructure incurs high proportions of fixed cost to maintain facilities and keep operations safe, secure and of high quality. Airports worldwide annually invest around £27.3 billion<sup>3</sup> to increase or enhance their assets. That capital investment has accumulated debt the sum of £170.5 billion<sup>4</sup> versus annual airport industry gross revenues of £64.8 billion<sup>5</sup>.

The recent volcanic ash crisis helps illustrate the impact on airports. While airlines incurred passenger revenue losses, they could save much of their variable operating costs. Airports on the other hand, did not save any costs with the need to keep facilities open and staffed, and to accommodate stranded passengers.

ACI, representing airports worldwide, will participate in the establishment of a special Volcanic Ash Task Force formed by the International Civil Aviation Organisation (ICAO) to examine scientific issues and seek an international approach to managing closure of airspace. National aviation representatives from 190 Member States will confer on the issue of regulating extreme occurrences requiring closure of airspace at the ICAO Assembly in September 2010.

### ***BAA scraps runway plans at Heathrow and Stansted Airports***

24 May 2010

BAA has withdrawn its planning application for a third runway at London's Heathrow Airport following the election of the new Coalition Government. The airport operator's plans for a second runway at Stansted Airport have also been scrapped. The move by BAA was a formality, since both the Conservatives and Liberal Democrats had opposed these new runways. However, BAA will follow through with a pledge to buy up some homes on sites where the runways were planned.

In a statement from BAA the point was made that the airport operator continues to believe that new capacity would strengthen the UK's trading links with the global markets on which the UK economy and international competitiveness depend. BAA, supported by airlines and commerce in the capital, had argued that Heathrow needed extra capacity and without it London, and consequently the UK, would lose out to rival European cities as a place to visit and do business. However, the Coalition Government has opposed the plans, preferring improved rail links to and from Heathrow, including a direct link to a new London-to-Scotland high-speed rail line.

### ***Air France introduce A380 on first short-haul route***

17 May 2010

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<sup>3</sup> Reported as \$40 billion

<sup>4</sup> Reported as \$250 billion

<sup>5</sup> Reported as \$95 billion

Air France is to introduce the Airbus A380 aircraft on its London Heathrow to Paris Charles de Gaulle route on summer weekends from 12 June 2010. Whilst it will significantly raise capacity during a peak period for the airline it is also being viewed as a very cost effective way of introducing the aircraft to a much larger number of both flight deck and cabin crew. Air France currently operates three of the double-deckers on the Paris–New York and Paris–Johannesburg routes and has a further nine on order.

### ***Flybe states Government's aircraft tax will lead to increased fares***

15 May 2010

Flybe has stated that it believes the new Government's plan to change the way air taxes are charged is a 'smokescreen' for higher rates. The Conservative and Liberal Democrat coalition announced that Air Passenger Duty (APD) will be replaced with a charge for each aircraft, however, details of the plan have not been announced. A Flybe spokesman said that any rise in duty for airlines, which it warned was likely given the Government's deficit, would lead to an increase in ticket prices.

### ***British Airways' (BA) record £531 million loss***

20 May 2010

British Airways (BA) has reported its biggest annual loss due to lower passenger numbers, higher costs and the impact of strike action. The flag carrier lost £531 million in the 12 months to March 2010, which is BAs' biggest loss since it was privatised in 1987. That adds to the £401 million it lost in the 2008–2009 financial year, but the loss was less than expected by city analysts. The results come as BA faces 15 more days of strike action by cabin crew, which began on 24 May 2010. Revenues at the airline were down £1 billion on last year, though the airline managed to cut costs by nearly £990 million, a £600 million saving coming from lower fuel costs over the year.

It is estimated that strikes by cabin crew in March cost BA £43 million. Further strikes are likely to hit the airline's finances even further. The disruption caused by volcanic ash from Iceland is also likely to have added to BAs' losses, though this is not counted in these latest results. It is thought that the ash-related disruption could cost BA an extra £100 million. But despite the problems caused by ash and strikes, the underlying problems of high costs and a fall in passenger numbers are still a major concern to the airline.

As well as fewer passengers, those business passengers who were flying were downgrading to cheaper seats. However, there is cause for optimism with a reported uptake in demand from business travel in recent months. BA is managing to carry on despite losses due to its significant cash reserves of £1.7 billion, which means it can continue operating for some time.

### ***Airlines give mixed reports on ash engine results***

22 May 2010

Willie Walsh British Airways Chief Executive has stated that the airline has operated more than 20,000 flight segments and conducted more than 8,000 engine inspections and found no evidence of volcanic ash in its engines since skies were reopened on 20 April 2010. Lufthansa and Air France-KLM have also reported no signs of ash in any of their jet engines. Vueling Airlines and Ryanair, however, have reported a few incidents of ash residue, although the instances were well within the manufacturers guidelines and there was no damage to engines.

The disclosures came as European authorities announced new measures to relax restrictions on flying at times when volcanic ash is airborne. A joint statement from Eurocontrol, which coordinates airspace across 38 countries, the European Commission (EC) and the European Aviation Safety Agency (EASA), said the steps will give countries greater flexibility in deciding how to manage their airspace, allowing for less flight disruption while still ensuring safety.

### ***Hammond gives update on volcanic ash disruption***

17 May 2010

Philip Hammond, Transport Secretary, has stated that the threshold at which air is considered unsafe to fly through has already increased tenfold from a 200 microgram limit to a 2,000 microgram limit and that was agreed with the airlines after the last period of closure in April 2010. Work is continuing with the airlines aircraft manufacturers and engine manufacturers to see if a safe operating regime could be introduced at a yet higher threshold of ash with enhanced, more regular engine inspections.

### ***Wizz Air celebrates Luton Airport milestone***

21 May 2010

Wizz Air celebrated its sixth anniversary of flights at Luton Airport having launched its first service from Katowice in Poland to Luton six years ago. Wizz Air is now one of the largest low cost airlines in Central and Eastern Europe, carrying 6 million passengers in 6 years from the airport. The airline offers flights to Poland, Hungary, Romania, Latvia, Croatia, Czech Republic, Bulgaria, Serbia, and Ukraine, with plans of route expansion in the future.

### ***Ryanair submits claim for ash compensation from Government***

22 May 2010

Ryanair has submitted what it terms as 'reimbursement claims' to both the Irish and UK Governments for compensation for the disruption to its flight schedule from the closure of airspace due to the volcanic ash cloud. Outlining the case for compensation, a Ryanair spokesman has stated that the airline will be seeking reimbursement of losses and expenses from the Irish and British Government in line with the guidelines set out by EU Transport Commissioner Siim Kallas.

The current regulations impose an unlimited liability on airlines to compensate passengers for their expenses. However, when travel insurance companies, trains, ferries and bus providers pay nothing because it is an 'Act of God' event. Ryanair has described this situation as 'patently unfair and discriminatory'. The amount that Ryanair has claimed for compensation is yet to be disclosed.

## **MEDIA NEWS**

### ***Sir Stelios Haji-loannou puts £3 million price on peace with EasyJet***

24 May 2010

The founder of EasyJet, Sir Stelios Haji-loannou, offered to settle the long-running dispute with the budget airline over use of the 'Easy' brand in return for £3 million a year of royalty payments. The entrepreneur, who with his family still controls 38% of the airline, is thought to have made the proposal to the Board last month ahead of a High Court battle due to start on 8 June 2010.

The two sides have so far failed to agree terms, and EasyJet could face a £5 million bill for the legal costs alone to fight the case. The £3 million royalty payment is equivalent to 0.1% of EasyJet's total annual revenues. An agreement dating from the company's stock-market float a decade ago stipulates that EasyJet can earn only a quarter of its revenues from selling non-airline products such as car hire and food. The case is expected to clarify which activities count towards the revenue limit.

### ***Scrapping of new runway at Heathrow to 'erode flights from Scotland to London'***

Scottish airline passengers will suffer from the UK Government's decision to restrict growth at Heathrow Airport and reform aviation taxes, analysts have claimed. Senior aviation industry figures say the policies implemented by the Coalition Government, aimed at curbing aviation's greenhouse gas emissions, will have a disproportionate effect on Scotland, whose businesses are especially reliant on domestic routes.

Flying Matters, a pro-aviation lobby group, said the decision to prevent a third runway being built at Heathrow, the UK's biggest airport, would lead to services between London and Scotland being gradually eroded over the next decades as airlines prioritise more lucrative long-haul flights. Concerns have also been raised over the replacement of Air Passenger Duty (APD), which is charged per passenger, with a Per-Plane Duty (PPD) designed to incentivise airlines to cut their carbon footprint by flying fuller planes. It is thought that business travellers in Northern England and Scotland would suffer the worst effects of the policy shift.

Scotland's aviation sector was in a fragile state, even before the closure of airspace due to volcanic ash from Iceland and industrial action by British Airways' cabin crew, over the last two months. Between January and March 2010, there was a 10% drop in the number of passengers travelling through Glasgow, Edinburgh, Aberdeen and Prestwick airports compared to the previous year.

A spokesman for the Department for Transport (DfT) stated that the Department intended to provide air passengers with an alternative to short-haul flights. This will be through the provision of links to Heathrow, and potentially other major airports, as well as to the wider European high-speed rail network via the Channel Tunnel, national and international connectivity would be further enhanced.

## **FORTHCOMING EVENTS**

### ***Get to Grips with Infrastructure Planning - 8 June 2010***

Infrastructure is the unifying and enabling element of all policy planning, development management and implementation. Without adequate infrastructure, the economy of the region will decline, investment will go elsewhere and every aspect of daily life will become more difficult.

This conference from the Royal Town Planning Institute (RTPI) will examine the regional needs and priorities for:

- energy generation and transmission;
- water resources;
- transport requirements (road, rail, seaports and airports);
- coastal and river flood prevention and control.

It will investigate methods of infrastructure policy formulation and examine the role of the Infrastructure Planning Commission.

Speakers & topics:

Regional Infrastructure Overview - Speaker from GO-East

What Infrastructure Planning Is - Speaker from Planning Advisory Service

Energy Generation and Transmission - Speaker from the National Grid

Transport Demand, Capacity and Development - Speaker to be confirmed

The Role of the IPC - Speaker from the Infrastructure Planning Commission

Delegate Rate: £110 including lunch.

Venue: Meeting Room 26, Radisson Blu Hotel, Waltham Close, Stansted Airport, Essex, CM24 1PP.

<http://www.rtpi.org.uk/ct/EVENT/975/11/events/975>

### ***Decarbonising Transport: Changing Attitudes and New Technologies – 9 June 2010***

This Westminster Forums Projects seminar will assess the next steps in decarbonising transport, looking across transport modes at new technologies and cleaner fuels, along with emerging strategies to promote lower carbon choices.

It comes as policy makers, industry and environmental campaigners consider the way forward in bringing the sector into line with UK and the European Union sustainability targets.

Including keynote presentations from the Department for Transport, Honda, Network Rail, the Renewable Fuels Agency and Transport for London planned sessions examine:

- Changing attitudes: shifting from private to public transport;
- Integrating the transport system, and the role of rail in reducing the sector's carbon footprint;
- Multimodal challenges: aviation, cycling, freight, rail, shipping and public transport;
- Technological innovation: biofuels, hydrogen, electricity and solar power; and
- A case study: appraising the eco car.

Venue: Central London (TBC)

Delegate rates: General rates - including refreshments and PDF copy of the transcripts: £190.  
Concessionary rate places for small charities, unfunded individuals and those in similar circumstances: £80.

For those who cannot attend, copies of the briefing document, full transcripts of all speeches and the questions and comments sessions, and further articles from interested parties, will be available approximately 7 days after the event for £95; concessionary rate: £50.

### ***How to Survive the Aviation Crisis 2010 – 21 June 2010***

A one day intensive seminar from Everest Events to look at practical survival issues from the current crisis faced by the aviation industry. Experienced aviation experts and professionals will offer views on strategies and techniques for surviving the crisis. Hear about strategies for survival from the perspective of a legacy carrier, charter/ aircraft, complete crew, maintenance, and insurance (ACMI) airline and low cost carrier. Plus, there will be practical exercises and a mock lease negotiation to finalise the event.

Venue: Copthorne Tara Hotel, London Kensington, Scarsdale Place, Kensington, London, W8 5SR.

Delegate rates: £695 (no concessions)

### ***Regional and Low-Cost Air Transport: Opportunities and Challenges, 23-25 June 2010***

The University of Westminster is running this short course looking at the fastest growing sectors of the aviation industry in recent years - low-cost airlines, and regional carriers using small aircraft. These airlines are characterised by their use of less congested airports away from the major hubs. Such services are often underdeveloped in comparison with the trunk routes and many new markets are opening up. Good air transport links are of vital importance to the economy of a region. This seminar considers some of the roles that regional and low-cost air services can fulfil and addresses the challenges in realising this potential traffic. In particular, it aims to bring together airline and airport issues for mutual benefit.

A visit has been arranged to East Midlands Airport on Friday 25 June 2010. This is a regional airport located in the centre of England, handling a mixture of scheduled and charter operations. Scheduled passenger services are dominated by the low-cost airlines, Ryanair and bmibaby. It is also a major hub for DHL and other cargo carriers. A presentation will be accompanied by a minibus tour of the airfield and a viewing of the passenger terminal.

The course fees include return rail travel between Central London and East Midlands Airport.

Venue: The University of Westminster, 35 Marylebone Road, London, NW1 5LS, and East Midlands Airport. [http://home.wmin.ac.uk/docs/SABE/Course\\_Brochures/regbr10.pdf](http://home.wmin.ac.uk/docs/SABE/Course_Brochures/regbr10.pdf)

Delegate rates: Early bird registration (24 May 2010): £845

Standard seminar fee: £895

### ***The Future of the Rail Network – 1 July 2010***

This seminar from the Westminster Energy, Environment & Transport Forum will provide a timely opportunity to assess the challenges for Britain's rail network - including opportunities for innovation - and the implications of network growth for passenger rail, freight transport and for wider society.

It will draw on insights from the recent launch of high-speed rail services in the South East of England, and include discussion on the development of a wider high speed rail network across the UK – identified by the new Government coalition as key to the future of the UK's rail network.

Including keynote addresses from the Director of Planning and Development, Network Rail and the Managing Director of Southeastern, planned sessions will examine:

- the story so far: high speed rail in the South East;
- the view from Network Rail on the future of the rail network;

- challenges associated with passenger rail including pricing, accessibility, capacity and network planning;
- the strategies for improving and growing rail freight services and the competition faced in doing so; and
- economic, environmental and safety issues associated with network expansion.

Venue: Central London (TBC)

Delegate rates- General rates -including refreshments and PDF copy of the transcripts: £190  
 Concessionary rate places for small charities, unfunded individuals and those in similar circumstances £80

### ***LGA Group Annual Conference and Exhibition 2010, 6 – 8 July 2010***

The Local Government Association (LGA) Group Annual Conference and Exhibition brings together approximately 2,000 of the leading players in councils, central Government, partners and business. This year's conference is split into three themed days and has been built around themes that the LGA group feel are key to member authorities and the sector:

- Reputation;
- The Economy; and
- Total Place.

Key speakers will be involved in plenary, workshop and fringe sessions relating to each day's theme, and the exhibition will include more than 100 stands.

Venue: Bournemouth International Centre, Exeter Road, Bournemouth, BH2 5BH.

Delegate rates:            Non-member organisation rate £640.00  
                                      LGA member organisation rate £519.00

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

### ***Westminster Energy, Environment & Transport Forum Seminar: Biofuels, 21 July 2010***

This seminar will explore the latest thinking on the future of biofuels. It is timed as concerns emerge about the viability of biofuels and the challenges for innovation in the industry, with certain UK subsidies set to be cut, EU research raising concerns about the environmental damage caused by biofuels and the continuing food versus fuel debate.

Including a keynote presentation from the Renewable Fuels Agency, sessions will examine:

- biofuels progress and next steps;
- the prospects for innovation in the industry and the next generation of biofuels;
- cleaner fuels and the alternative options for sustainability and energy security; and
- the future of the food versus fuel debate.

Venue: Central London (TBC)

Delegate rates- General rates -including refreshments and PDF copy of the transcripts: £190  
 Concessionary rate places for small charities, unfunded individuals and those in similar circumstances £80.

For those who cannot attend, copies of the briefing document, full transcripts of all speeches and the questions and comments sessions, and further articles from interested parties, will be available approximately 7 days after the event for £95; concessionary rate: £50.

***Aerodynamics Conference 2010 – Applied Aerodynamics: Capabilities and Future Requirements, 27 & 28 July 2010***

The Royal Aeronautical Society (RAeS) has announced its Applied Aerodynamics Research Conference during the week following the Farnborough International Air Show. The event will provide a forum for the presentation and discussion of all aspects of aerodynamics, covering both the research and the applications. The Conference will also provide an opportunity to raise the profile of the challenges ahead and highlight some of the technologies that will be required to ensure cost effective solutions for the development of competitive air platforms in a global market, while meeting the increasingly demanding exigencies implied by environmental considerations. This event is targeted at aerodynamics researchers and programme managers from academia, industry and research establishments worldwide.

Venue: University of Bristol, Queens Building, University Walk, Bristol, BS8 1TR.

Delegate rates: Non-Member Rate 350.00  
RAeS Corporate Partner Rate £295.00  
RAeS Retired Member Rate £150.00  
Speaker / Student / Co-Author / Committee Member £150.00

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.

SASIG, PO Box 1308, Kingston upon Thames KT1 2WF. Tel: (020) 8541 9459 Fax: (020) 8541 9447 Email: sasig@surreycc.gov.uk Website: www.sasig.org.uk
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