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SASIG 2011/12 Meeting Dates

Forthcoming SASIG meetings in 2011/12 will be on:

Friday 28 October 2011 and Friday 24 February 2012.

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?pageId=27909>.

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House of Lords Questions

Soley – Heathrow: additional landing rights for China

11 August 2011

Lord Soley, Backbencher (Labour Party): - To ask Her Majesty's Government, further to the Written Answer by Earl Attlee on 19 July (HL11133), what discussions have taken place between Government officials and representatives of the Government of China or Chinese companies on additional landing rights at Heathrow Airport.

Earl Attlee, Whip (Conservative Party): Government officials have had a number of discussions with representatives of the Government of China and Chinese airlines about issues around securing access to Heathrow within current infrastructure constraints, including at the last round of formal UK/China air services negotiations held on 12 to 14 April 2011 and at a meeting with the Deputy Administrator of the Civil Aviation Administration of China on 7 July 2011.

[Click here to view the source of this item online](#)

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Laird – Air Passenger Duty increases: harm to Northern Ireland economy

11 August 2011

Lord Laird (Backbencher, Ulster Unionist Party): - To ask Her Majesty's Government whether increases in air tax duty would be harmful to the economy of Northern Ireland.

Lord Sassoon (The Commercial Secretary to the Treasury, Conservative Party): In their consultation on Air Passenger Duty (APD), the Government recognised the unique position of Northern Ireland, given its land border with the Republic of Ireland.

The APD consultation received a number of representations from organisations in Northern Ireland regarding reform of APD. The consultation closed on 17 June 2011 and the Government will publish their response in the autumn.

[Click here to view the source of this item online](#)

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Government News

Government response to the Committee on Climate Change (CCC) report on reducing CO₂ emissions from UK aviation to 2050; and Government updates passenger demand and carbon dioxide forecasts

25 Aug 2011

In January 2009 the previous administration announced its intention to introduce a target to reduce CO₂ emissions from UK aviation to below 2005 levels (37.5 MtCO₂) by 2050. That administration also asked the Committee on Climate Change (CCC) to advise Government on how this target could be delivered.

The CCC published its [report](#) on options for reducing UK aviation emissions to 2050 in December 2009 and last year this Government made a Business Plan commitment to respond.

The Government's response to the CCC's report provides additional evidence that will inform the debate on how the UK reduces carbon emissions from aviation in the most cost-effective way. To support the response, the Department for Transport has updated its [aviation passenger and carbon dioxide forecasts](#) and has undertaken an assessment of the relative cost-effectiveness and abatement potential of different measures for reducing UK aviation CO₂ emissions out to 2050.

In March 2011, the Government published '[Developing a sustainable framework for UK Aviation: Scoping document](#)', starting a dialogue with stakeholders about delivering a long-term aviation policy that will enable the UK to enjoy the benefits of aviation without paying an unacceptable environmental price.

Due to the delayed publication of this material, **the period for responses to the Scoping Document has been extended to Thursday 20 October 2011**, although earlier responses would be welcomed.

<http://www.dft.gov.uk/publications/reducing-co2-emissions>

<http://www.dft.gov.uk/publications/uk-aviation-forecasts-2011/>

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Regional News

Fosters + Partners and Halcrow to publish Thames Hub vision

1 Aug 2011

International architects firm, Fosters +Partners, and global infrastructure consultants, Halcrow, have been collaborating on a £100,000 study to produce a detailed vision for The Thames Hub. The vision spans the next 50 years into 2060, representing significant development of the Mayor of London's call for a new airport in the Thames Estuary, while developing the capacity across the UK's transport modes and trade routes. It would bring rail freight connections and the main seaports together, a tidal energy barrage, a new flood protection barrier with the capacity to replace Heathrow handling up to 150 million passengers.

Lord Foster, founder and chairman of Foster + Partners, said: "These visionary proposals are far from future fantasy. They are both essential and down to earth. When you look at the eastwards thrust of London's infrastructure, with the Channel Tunnel and the Olympics, you can see how it would be possible to create a 24-hour airport. This move would greatly improve

the quality of life for Londoners by reducing pollution and improving security. It would also allow London to compete with rapidly expanding airports in Europe and the Middle East. The arguments are extraordinarily persuasive and the precedents are also compelling. More than 10 years ago Hong Kong built what was then the world's largest airport at Chek Lap Kok, an island reclaimed from the sea - in just four years."

Halcrow Group Board Director, David Kerr ,said: "The Thames Hub would provide a major economic boost for Kent and Essex, with the creation of hundreds of thousands of jobs over a number of years and provide noise and air pollution relief for London's population. The proposals would make a significant contribution to the UK's commitment to reduce carbon emissions. If the UK is to remain globally competitive, these proposals need to be seriously considered."

The team's vision and an initial assessment of the proposals is to be released in September 2011.

http://www.airrailnews.com/index.php?option=com_content&view=article&id=709:fosters--partners-and-halcrow-to-publish-thames-hub-vision&catid=905

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Boris Johnson thrilled by Foster's new plan for Thames island airport

1 Aug 2011

Boris Johnson is to consult Chancellor George Osborne on a new proposal to build the world's largest airport in the Thames Estuary.

The Mayor has previously called for an airport built on two floating islands near Whitstable that would be connected to London by high-speed rail links, saying a new airport in the Thames would be "the most powerful single statement we could make about the ambition of this country".

Mr Johnson said: "I am grateful to Lord Foster for spelling out the potential for a new airport, properly rooted in a broader vision for the Thames estuary, where it would make a vital contribution to economic growth.

"I believe this is vital not only so London remains in the premier league of aviation, but also to generate jobs and opportunities for decades."

<http://www.thisislondon.co.uk/standard-mayor/article-23974562-boris-johnson-thrilled-by-fosters-new-plan-for-thames-island-airport.do>

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Local Council opposes Thames airport plan

2 August 2011

The Leader of Medway Council, Councillor Rodney Chambers, has roundly rejected a visionary plan to build an airport on the Isle of Grain in Kent. Cllr Chambers promoted instead the intensified use of Manston Airport in Kent, as the airport has one of the longest runways in Europe and is close to the high-speed rail link to London, along with Birmingham Airport, which is near the proposed site for a second high-speed rail link and where the operator has stated they wish to double capacity at the airport.

The Isle of Grain is home to the largest liquefied natural gas (LNG) terminal in Europe and around a fifth of the UK's gas supply is offloaded by container ships and stored there.

Cllr Chambers cited both the Government and many from the airline industry as having already said they do not support such a plan. The London Mayor does not have powers to build an airport outside London, and the Government is promoting maximum use of capacity at existing airports.

<http://www.abtn.co.uk/news/0216126-thames-airport-plan-slammed-local-council>
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Biggin Hill airport's 2012 Olympics expansion rejected

9 August 2011

A request to extend the opening hours of Biggin Hill Airport Ltd. (BHAL) for the London Olympics has been rejected by airport owner, Bromley Council, saying there is sufficient capacity for the demand for flights during the 2012 Games.

The operators at BHAL wanted to temporarily extend the airport's weekday operating hours to 06:30 BST to 22:00 BST, increase opening hours by two hours on Saturdays, and by three hours on Sundays. Concerns raised by opponents of these increases included noise pollution, traffic congestion and safety.

<http://www.bbc.co.uk/news/uk-england-kent-14458384>
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Construction for new light rail link to Manchester Airport set to begin

8 August 2011

Work on bringing Metrolink to Manchester Airport takes flight this month, as construction gets underway on the first part of the new nine-mile line. Transport leaders are hailing the start of work as an 'exciting development' for the region, which will not only see people linked to one of the country's busiest international airports, but also to communities along the route too.

<http://www.rail.co/2011/08/08/construction-for-new-light-rail-link-to-manchester-airport-set-to-begin/>
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London Southend Airport to expand and be modernised

11 August 2011

London Southend Airport is to be expanded and updated in a bid to boost annual passenger numbers to 2 million by 2020. Work is also being carried out at the airport to extend the runway by 300 metres, and build a new terminal building – to be completed this autumn.

Passengers will find accessing the airport easier as train services to the new airport railway station have begun operating. Located on the Southend Victoria to London line, the £12 million railway station - which lies between Prittlewell and Rochford - will be managed by London Southend's owners, The Stobart Group.

<http://news.cheapflights.co.uk/2011/07/london-southend-airport-expands-and-modernises/>
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BAA Ltd considering a temporary terminal at Heathrow for 2012 Olympics

12 August 2011

BAA Ltd., the operator of Heathrow Airport, is considering a temporary terminal at the airport to cope with the additional volumes of passengers and bags during next year's London Olympics. Estimates suggest roughly 80% of all Olympics passengers will travel through the airport.

BAA Ltd expects 13 August 2012, the day after the Olympics closing ceremony, to be its busiest day next year.

<http://www.abtn.co.uk/news/1216178-heathrow-named-olympics-host-airport>
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Kent Airports selected for extra flights during 2012 Olympics

13 August 2011

Manston, Lydd and Rochester Airports will be designated as 'temporarily co-ordinated' for additional flights during the London 2012 Olympics, alongside Heathrow, Gatwick, Stansted and London City Airports.

For instance, Lydd Airport has been rated as capable of handling up to 238 general and business aviation flights during the peak period, from 21 July to 15 August 2012.

http://www.kentnews.co.uk/news/kent_airports_selected_for_extra_flights_during_olympics_1_989835

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Passenger numbers drop at East Midlands Airport

21 August 2011

The latest Annual Report for East Midlands Airport details a drop in profits of £2.6 million. There were 400,000 fewer passengers from April 2010 to April 2011 at the airport, with 4.1 million people flying from the regional hub. Manchester Airports Group (MAG), which runs the airport, said the Icelandic volcanic ash crisis also hit profits.

Flights from the airport serve a variety of European destinations including Palma, Alicante, Malaga, Faro and Tenerife. About 70,000 passengers used the Castle Donington-based airport in Easter 2010, an increase of 1.1% compared to Easter this year.

<http://www.bbc.co.uk/news/uk-england-14606886>

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Thanet District Council considering application for more night flights at Manston Airport

19 August 2011

Thanet District Council is considering whether or not to grant permission for more night flights at Manston Airport in Kent. Chief Executive at the airport, Charles Buchanan, cited the increase in night flights as essential for the attraction of airline operators to the airport, adding that the business is losing around £5m per year.

A study commissioned by the airport operator, Infratil Ltd., claimed that night flying could see 3,000 jobs created at the airport. However, campaigners opposed to the move have set up an online petition claiming the flights would reduce the quality of life for everyone within earshot of the flight path.

<http://www.uk-airport-news.info/kent-airport-news-190811.html>

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Air links to London vital for future of the North East

23 August 2011

Regional transport partnership, Nestrans, has completed a draft response to the Government's consultation on the future of the UK's aviation industry, and has suggested Aberdeen will suffer economically if better links with London are not established and maintained. The transport group from North East England is urging the Department for Transport to reconsider its "one size fits all" approach when evaluating how accessible London is from other parts of the country.

The group considers that although developing high-speed rail links to the UK capital is commendable, cities such as Aberdeen and Inverness will still be too far away for business people to be reasonably expected to travel by train. Central areas of Scotland, such as Glasgow and Edinburgh, will benefit from shorter journey times while those in more peripheral areas will see no reduction.

<http://www.pressandjournal.co.uk/Article.aspx/2405627>

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Operator of Manchester Airport recognised for green achievements

25 August 2011

Manchester Airports Group, as operator of Manchester Airport, has been officially recognised by Airport Carbon Accreditation, the European carbon standard for airports, for achievements on the road to making ground operations at the airport carbon neutral - a goal on course to be reached in the next four years.

The operator has been awarded 'Optimisation' level - the third of four carbon-reducing steps that start with 'Mapping', then 'Reduction' and end with 'Neutrality'. Manchester became the first airport in the UK to achieve the 'Reduction' level in 2009, three years after announcing its commitment to attaining carbon neutrality by 2015.

Neil Robinson, Director of Sustainability for the Manchester Airports Group (MAG), explained they have a variety of projects in place to reduce emissions, and that they hope to be announcing some innovative projects in the near future.

Olivier Jankovec, Director General of Airports Council International Europe (ACI Europe), which launched Airport Carbon Accreditation in 2009, commended the operator's proactive approach and commitment to "sustainable airport operations", adding that the host of on-site initiatives make a real difference not just to the carbon footprint from airport operations, but to the carbon footprint of others on the airport site too.

<http://www.click-manchester.com/news/local-news/1214035-manchester-airport-recognised-for-green-achievements.html>

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Stansted Express rail fleet boosted

12 Aug 2011

National Express has taken delivery of 30 new trains to be used on Stansted Express and Cambridge services. The new Class 379 trains from Bombardier Transportation will be used to operate NXEA's West Anglia routes.

The fleet expansion means 120 additional carriages, and 11,000 more seats a day for passengers from December 2011 on the route from London Liverpool Street, which includes Cambridge, Bishops Stortford and Harlow.

<http://www.abtn.co.uk/news/1216185-stansted-express-boosts-fleet>

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Industry News

Operator of American Airlines hopes to merge with British Airways

1 August 2011

Thomas W. Horton, President of the AMR Corporation, hopes to see a merger with the International Airlines Group, which owns British Airways and Iberia, once foreign ownership rules in the U.S. become more flexible in the future.

American Airlines and British Airways already have an alliance in which the two share revenue and coordinate flight schedules. Mr. Horton said that a formal merger of the two was an inevitable next step:

<http://dealbook.nytimes.com/2011/08/01/american-airlines-hopes-for-a-b-a-merger/>
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July 2011 traffic figures –BAA Ltd. airports

11 August 2011

BAA Ltd.'s six UK airports handled 11 million passengers in July, an increase of 0.8% on July 2010.

Heathrow Airport welcomed more passengers in July 2011 than in any previous month, recording 6.9 million passengers (up 2.5% on last year). Now for the first time the total number of passengers at Heathrow over the last 12 months has exceeded 68.5 million.

The airport had the busiest day on record on Sunday 31 July, and seven of Heathrow's top ten days for passenger numbers were recorded during the month. Furthermore 84.7%, the proportion of available aircraft seats filled was most efficient ever.

Stansted had 1.9 million passengers, a drop of 7.2%, with the most efficient ever load factor of 88.5%.

Southampton returned to growth with a 2.4% increase versus July 2010.

All three Scottish airports recorded increases in July, with **Edinburgh** rising 3.3% to just short of one million passengers. **Glasgow** was up 0.5% overall, due largely to 45.7% increase in traffic on scheduled European services. **Aberdeen** saw growth in domestic traffic and even faster growth in international traffic, which helped it to reach an overall increase of 8.7%.

Across the group the number of air transport movements was down by 1.8%, with only Heathrow (up 0.4%) and Aberdeen (up 0.3%) recording increases. Cargo tonnage was also lower across the Group (down 2.3%), reflecting global trends.

http://www.baa.com/portal/page/BAA%20Airports^Media%20centre^News%20releases^Results/841414d40e9a1310VgnVCM10000036821c0a____/a22889d8759a0010VgnVCM200000357e120a____/

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European airlines nervous as international pressure on EU ETS continues to grow

19 August 2011

Trade associations representing Europe's leading network and regional carriers have called on the European Commission to urgently address the growing international pressure, especially from the United States, for the EU Emissions Trading Scheme (EU ETS) to drop inclusion of airlines from outside Europe. The Association of European Airlines (AEA) said that with only 5 months before the start of the scheme, there is now considerable uncertainty concerning the scheme's future. Even with the threat of international withdrawal, the European Regions Airlines Association (ERA) said the scheme must apply to all airlines, regardless of origin.

In the US, following an introduction of the proposed legislative Bill (H.R.2594) forbidding US airlines to participate in the scheme, a hearing of the aviation subcommittee took place on 27 July ([see story](#)).

The ERA has written to Commission Vice-President, Siim Kallas, urging either the complete withdrawal or the suspension of the implementation of the EU ETS for all carriers "until existing disputes can be reconciled or until ICAO¹ has had time to develop a climate protection scheme that could be applied worldwide."

Nancy Young, Air Transport Association (ATA) Vice President Environmental Affairs, refuted suggestions that the introduction of the Bill signalled a lack of confidence in the outcome of legal proceedings the ATA and several leading US airlines have brought against the EU ETS inclusion that is currently before the European Court of Justice (ECJ).

<http://www.greenaironline.com/news.php?viewStory=1314>
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¹ ICAO – International Civil Aviation Organisation

Events

Greener by Design Conference: Aviation & the environment, 18 October 2011

18 October 2011, Royal Aeronautical Society, No. 4 Hamilton Place, London, W17 7BQ

The topic of aviation and climate change is very broad, highly political and fast moving. This conference intends to provide updates from political, scientific, economic, operational and technological perspectives and will encourage discussion on both the pace of change and the strategic debate.

<http://www.aerosocietychannel.com/events/2011/05/greenerbydesign11/>
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The Future of Air Transport - Marketforce and the IEA's 19th Annual Conference, 6 & 7 December 2011

6 & 7 December 2011, The Bloomsbury Hotel, London

Marketforce and the IEA's 19th annual 'The Future of Air Transport' conference is unrivalled for the scope and depth of its presentations, with high-level speakers offering insight into the aviation industry today. Last year over 150 senior level delegates met to discuss the strategic direction of the sector with colleagues from around the world.

This year geopolitics and global disasters have demonstrated the sensitivity of the air transport industry to events beyond its control. Fortunately, a strong strategic focus has minimised the collateral damage and, as traffic figures signal an upturn of the economic situation, the industry is set to sustain growth. The high price of oil will be impacting heavily on all airlines: meaning that in 2011 building revenue and increasing efficiency will be key to bolstering profit figures.

The following will be on the agenda at 'The Future of Air Transport': the strategy for success and the industry's future; question the implementation of the European Emissions Trading Scheme; debate the impact of alliances; converse with airport executives as they define their relationship with airline operators; gain insight into the decisions influencing airline operators' choice of distribution pathways; and determine the most effective ancillary revenue and pricing strategies

<http://marketforce.eu.com/Conferences/air11/>
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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: ABTN Air & Business Travel News, ACI Airports Council International, AERBT An Executive Review of Business Travel, Airwise.com, Anna Aero, Aviation International, BAA Ltd, ENDS Environmental Data Services, Financial Times, IATA International Air Transport Association, BBC, The Guardian, The Independent, Planning Portal, The Telegraph, Transportinfo, United Kingdom Parliament.

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