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SASIG MEETING DATES

2009 Meeting Dates

These are the meeting dates for 2009:

SASIG meetings: 27 March, 3 July, 6 November.

CAG (Chairman's Advisory Group) meetings: 6 March, 12 June, 16 October.

PARLIAMENTARY NEWS

Conservatives Policy Paper 'Control Shift Returning Power to Local Communities'

The Conservatives have published a Policy Paper entitled 'Control Shift Returning Power to Local Communities' (Policy Green Paper No. 9). This paper proposes major changes to the planning system, scrapping much of the Government's planning reforms and abolishing the Infrastructure Planning Commission (IPC). The Conservatives have also said they would eliminate the present regional planning regime, revoke all regional spatial strategies (although the London plan would be retained) and close the Government Office for London.

The paper proposes that the IPC should be replaced by a streamlined inquiry process or a hybrid Parliamentary Bill system along the lines of the legislation used for the Crossrail project. The role of the Planning Inspectorate in terms of determining Local Development Frameworks, which would be made easier to revise by Local Planning Authorities. Although the Conservatives want to give greater powers to Local Authorities, they would retain the new system of National Policy Statements for key infrastructure. These would be subject to a vote rather than just Parliamentary scrutiny.

Airport Expansion (Parliamentary Approval) Bill

Susan Kramer (Richmond Park) (Liberal Democrat) has presented the 'Airport Expansion (Parliamentary Approval) Bill' to Parliament. The Bill would "amend the Planning Act 2008 to require parliamentary approval for proposals for the building of new major airports and additional runways at existing major airports; and for connected purposes." The Bill was supported by 247 votes to 203 and will be read again on 20 March 2009, the Bill is also being introduced in the House of Lords.

Early Day Motion (EDM) 868 - Targets for 2020 in the Climate Change Act 2008

Early Day Motion (EDM) 868 was put down on 24 February 2009 by Nigel Griffiths (Edinburgh South) (Lab): That this House welcomes the Climate Change Act 2008 as the world's first example of a Government adopting a legally binding target based on the scientific evidence of the scale of greenhouse gas emissions reductions required to avoid dangerous climate change; welcomes the Committee on Climate Change's advice for an intended 42% 2020 target; believes adopting this target now would show continued international leadership on climate change legislation; and calls

on the Secretary of State for Energy and Climate Change to adopt an immediate target to cut greenhouse gas emissions within the UK by 42% by 2020. This EDM has been signed by 78 MPs.

Early Day Motion (EDM) 921 - Heathrow Airport Expansion Funding

Early Day Motion (921) was first put down on 27 February 2009 by John McDonnell (Hayes and Harlington) (Lab): That this House notes that BAA has reported a loss of 1.3 billion for 2008, with its parent company's debt totalling 12 billion, and that it faces the forced sale of airports currently in its ownership; and, in view of the significant potential shortfall facing Ferrovial, BAA's owners, in raising the funds to pay for a third runway and sixth terminal at Heathrow Airport, calls upon the Government to make a public commitment now that it will not provide funding or, in any way, stand as guarantor for the funding, including by the issuing of any letters of comfort, for the expansion of Heathrow Airport given that this would crowd out many other much-needed and environmentally-sustainable transport projects requiring public investment. This EDM has been signed by 3 MPs.

Transport Committee - Inquiry into the use of airspace

As part of the Transport Committee's inquiry into the use of airspace they have heard evidence from Kevin Brown, Head Air Traffic Management Unit, Boeing, Bruno Esposito, Director of Civil Air Transport, Society of British Aerospace Companies (SBAC), and Christian Dumas, Vice-President of Air Traffic Management, Airbus.

Louise Ellman (Lab/Co-op) asked why SBAC had expressed concern about the introduction of continuous climb departure. In order to have continuous climb or descent approach the system had to be very efficient, Mr Esposito replied. This required a great deal of information in a well-linked system, he said.

David Wilshire (Con) asked what was wrong with air traffic management in the UK. Unlike in the US, the European approach to air traffic management was completely fragmented, Mr Esposito responded. Optimising routes would reduce emissions and allow for more flights, he told the Committee. On the impact of noise, Mr Esposito stated that if a continuous ascent approach was used this would put less strain on the engine and hence create less noise. Similarly, continuous descent would be quieter and more fuel efficient, but would need a less fragmented EU traffic control system, he explained. When questioned about the best model that would deliver this Mr Esposito said that the SESAR (Single European Sky ATM Research) model was the best option, but would take too long to deliver. Mr Dumas called for a global agreement to determine how ground and airborne systems could be automated. This is what SESAR had looked at, he explained.

Graham Stringer (Labour) asked about steps to make aircraft quieter. The industry had been investing billions of pounds a year to achieve this, Mr Esposito explained, stating that progress had been 'staggering'. Rolls Royce was working to develop open rotor technology which would produce further benefits, he added. When Mr Stringer asked how much more could be achieved Mr Esposito said there was a trade off between environmental standards and safety. He insisted that the industry did care about climate change, but stressed that safety was paramount.

Sir Peter Soulsby (Labour) asked to what extent the benefits the witnesses had spoken of required integration rather than co-operation. The SESAR programme was bringing forward the technology required, Mr Esposito said, but added that the Single European Skies policy would maintain segregation to some degree. A higher degree of regulation would save time and match the ambitions of the industry, he told the Committee.

The Transport Committee also heard evidence from Serge Lourie and Colin Stanbury from 2M (grouping of Local Authorities around Heathrow), Tim Johnson and Laura Simpson from Aviation Environment Federation and Michael Nidd and Lawrence Wragg from Campaign to Protect Rural England.

Louise Ellman (Labour) began by noting that 2M had suggested giving ultimate responsibility for decisions to change airspace to the Secretary of State rather than the Civil Aviation Authority (CAA). Serge Lourie replied that decisions of this magnitude needed to be subject to Parliamentary scrutiny, arguing that the suggestion would increase transparency. Asked how NATS (air traffic services provider) could improve its consultation processes, Mr Lourie claimed that the recent consultation was overly complicated, accused NATS of refusing to attend public meetings and suggested that it had not followed CAA guidelines. Colin Stanbury added that many local authority officials had trouble understanding the complex issues involved.

David Wilshire (Con) noted that pressure groups had in the past complained about getting too little information. Accepting that the issues involved were complex, Mr Lourie criticised NATS for failing to better explain their proposals and for not attending public meetings. Simplification could compromise safety and security, Mr Wilshire suggested, adding that if the process was so technical then decisions should remain with the CAA. The issues affected millions of people and should not be taken "behind closed doors", Mr Lourie replied, arguing that the consultation could have been made clearer.

The Aviation Environment Federation had proposed that changes should not go ahead if environmental limits were exceeded, Ms Ellman observed. She asked who should set these limits. This was a job for the Department for Transport, and it would increase democratic accountability, Tim Johnson replied.

Asked about the UK's noise regulations, Michael Nidd replied that they were being brought in line with European rules. This meant that after the European Noise Directive was transposed all noise would be mapped and characterised, and evening and night noise given a higher weighting due to the disturbance involved. Currently, there was no requirement for UK airports to measure night noise at all, although Heathrow did, he told the Committee. Mr Nidd went on to say none of the airports apart from Heathrow, Gatwick and Stansted were required to measure night noise.

David Wilshire suggested that it would make more sense to hand the planning process over to the Environment Agency. There needed to be an integration between the planning process and use of airspace decisions, Mr Wragg replied, suggesting that no-one should attempt to expand an airport without the knowledge that airspace was available. This latter point was reinforced by Serge Lourie.

Mr Wilshire noted that the Government's decision to expand Heathrow was a policy matter, whereas a planning decision was needed before construction could go ahead. This would look at airspace matters, he said. Airspace issues were not part of the local Government planning process, Mr Lourie told the Committee adding that airspace in South East England was already saturated.

GOVERNMENT NEWS

New Chair for South West Regional Development Agency

Business Secretary Lord Mandelson has announced the appointment of Sir Harry Studholme as the new Chair of the South West Regional Development Agency (SWRDA). The appointment will initially be until December 2012. Sir Harry Studholme will be appointed Chair designate for a period

of three months prior to taking up the appointment, working closely with the current Chair to ensure continuity within the RDA at this critical time. Sir Harry will take up the post of Chair on 1 July 2009.

Government publish planning route map

Following the Royal Assent of the Planning Act 2008, the Government have published a Route Map, setting out a timetable for the implementation of the new planning regime. The Route Map sets out the timings for producing secondary legislation and guidance, the creation and use of the Infrastructure Planning Commission (IPC) and the process for preparing and designating National Policy Statements (NPSs). Further information:

<http://www.communities.gov.uk/documents/planningandbuilding/pdf/routemap.pdf> and
<http://www.communities.gov.uk/documents/planningandbuilding/pdf/routemaptables.pdf>.

HOUSE OF COMMONS QUESTIONS

Baker, N - Respiratory conditions around Heathrow Airport

Norman Baker (Liberal Democrat Shadow Transport Secretary): To ask the Secretary of State for Health how many children under the age of 18 years have been admitted to hospital with (a) acute asthma, (b) acute emphysema, (c) acute bronchitis and (d) other acute respiratory disorders within (i) one mile, (ii) three miles, (iii) five miles and (iv) 10 miles of Heathrow Airport in each year since 1997.

Ann Keen (Health Services Minister): The Department does not hold centrally information on hospital admissions in the format requested, and such information could be obtained only at disproportionate cost.

The Department is currently part-funding the Small Area Health Statistics Unit at Imperial College to study health effects in the vicinity of Heathrow airport associated with air pollution and noise using data on mortality, cancer incidence and hospital admissions. A report is due for publication in 2010.

Wilson, R - Planning delays on major transport infrastructure projects

Rob Wilson (Reading East) (Con): To ask the Secretary of State for Transport what assessment his Department has made of the effects of planning delays on major transport infrastructure projects since 1997.

Paul Clark (Transport Minister): The White Paper 'Planning for a Sustainable Future' published in May 2007, which took account of Sir Rod Eddington's advice to Government on the links between transport and the economy, set out the Government's assessment that the then planning system for nationally significant transport (and other) infrastructure was too slow and complicated. The impact assessment for the Planning Bill, now the Planning Act 2008, estimated net benefits worth some £23 million per annum for the aviation sector alone from the reformed system provided for by the Act.

Kramer, S - Population (current and in 2020) affected by noise (50 decibels) at Heathrow

Susan Kramer (Richmond Park) (Lib Dem): To ask the Secretary of State for Transport what estimate he has made of the number of individuals (a) residing within the area of a 50 decibel contour of Heathrow Airport on the latest date for which figures are available and (b) likely to be residing within the area of a 50 decibel contour of the airport in 2020.

Jim Fitzpatrick (Aviation Minister): Although 54 dBA aircraft noise contours are sometimes produced as a sensitivity analysis, aircraft modelling below such levels is generally considered to be unlikely to generate accurate and reliable results.

In the case of night time contours where air traffic levels are lower, the corresponding noise contours are smaller, such that a 50 dBA L night contour is much closer to the airport and can therefore be estimated with reasonable precision.

Under the European Environmental Noise Directive 2002/49/EC, Member States are required to produce strategic noise maps every five years for major airports.

The Directive requires that maps should represent annual average noise values and requires the use of four different parameters including contours - in five dB steps - for 50 to 70 dBA L night (23.00-07.00).

Population figures for L night in respect of Heathrow were produced in 2007, based on 2006 movements. The population within the 50-55 dBA band was 145,300.

Further information is contained in ERCD Report 0706 'London Heathrow Airport Strategic Noise Maps 2006' available on Civil Aviation Authority's website at: - <http://www.caa.co.uk/docs/33/ERCD0706.pdf>

Ancram, M - Carbon dioxide emissions at Heathrow due to stacking of aircraft

Michale Ancram (Devizes) (Con): To ask the Secretary of State for Transport what estimate he has made of the effect of a third runway at Heathrow on levels of carbon dioxide emissions resulting from stacking by commercial aircraft awaiting clearance to land at Heathrow.

Jim Fitzpatrick (Aviation Minister): The Department for Transport's report, 'Improving the Air Passenger Experience', provides appropriate estimates of aircraft stacking above Heathrow. This report is available at: - <http://www.dft.gov.uk/pgr/aviation/airports/improveairpassenger.pdf>

Figure 27 on page 25 shows that in 2006-07, 56% of arriving aircraft were held in a stack and for those held, there was an average 8.5 minute hold. This equates to roughly 50,000 tonnes of carbon dioxide emitted by aircraft stacking at Heathrow in 2006-07.

As the capacity constraint is reached at Heathrow, these delays and emissions are forecast to increase in future without additional capacity.

Although the effect on stacking of a third runway has not yet been quantified, it is anticipated that a third runway will reduce the need for aircraft to be held in stacks. It will also enable the airport to operate with greater flexibility for slot re-timing with potentially fewer delays for passengers.

Spelman, C - Legislation required for Heathrow Airport expansion

Caroline Spelman (Conservative Shadow Communities and Local Government Secretary): To ask the Secretary of State for Transport what (a) primary and (b) secondary legislation would be required before a third runway at Heathrow could come into operation.

Jim Fitzpatrick (Aviation Minister): My right hon. Friend the Secretary of State for Transport made clear on 15 January 2009 the Government's strong environment commitments in relation to expanding Heathrow. These are firm obligations. The precise mechanisms needed to deliver them - including any necessary legislation - are under consideration and will be announced in due course.

High-speed trains

SASIG Bulletin editor - below is a summary of the questions asked, not a verbatim transcript.

Stephen Hammond (Wimbledon) (Con) and Ashok Kumar (Middlesbrough South and East Cleveland) (Lab) asked the Secretary of State for Transport about high speed trains:

- (1) What recent discussions he has had with High Speed Two Ltd. on proposals to develop a high-speed railway line between (a) London and Lancashire and (b) London and the centre of Birmingham;
- (2) Whether an assessment of proposals for a high-speed railway line between London and Lancaster will be contained in the document to be produced by High Speed Two Ltd. by the end of 2009;
- (3) Whether he has commissioned research on the provision of a new high-speed rail link to Scotland.
- (4) What steps his Department has taken to fund the development of high-speed rail links to and from the North East in the next five years.

Paul Clark (Transport Minister) responded: A new company, High Speed Two (HS2) Ltd., has been formed to develop the case for high-speed services between London and Scotland.

As a first stage, the company is expected to bring forward proposals for Britain's second new high-speed line, between London and the West Midlands, by the end of the year, and to consider the potential for new lines to serve the north of England and Scotland. This will need to include an appraisal of the environmental, planning, technological, capacity, value for money and funding issues.

Carmichael, A - Impact of emissions limitation lifeline flights

Alistair Carmichael (Orkney and Shetland) (Lib Dem): To ask the Secretary of State for Transport (1) what estimate he has made of the effect of the Government's limit on carbon dioxide emissions from aviation on lifeline flights in (a) Scotland and (b) the UK;

(2) what assessment he has made of the effect of any future breach of the Government's target for airline emissions on the future of (a) lifeline flights and (b) airports serving lifeline flights.

Jim Fitzpatrick (Aviation Minister): In January this year, the Government announced a new target to get UK aviation carbon dioxide emissions in 2050 below 2005 levels and asked the Committee on Climate Change to advise on the best basis for its development. The Committee is due to report by December 2009. The Committee's advice will inform the Government's approach in ensuring achievement of the target. In developing this approach, the Government will take into account a range of different factors.

The Government recognise the important economic and social benefits that lifeline air services can bring to remote areas of the UK and continues to support the measures consistent with EU law that help sustain such services in Scotland and Wales.

SCOTTISH EXECUTIVE QUESTIONS

Hepburn, J - Domestic air services

Jamie Hepburn (Central Scotland) (SNP): To ask the Scottish Executive what information it has on how many direct flights connect London and Scotland each day.

Stewart Stevenson (Transport Minister): Information on the number of direct flights connecting London and Scotland each day is set out in the following table:

Information for week 9-15 February 2009 in Current Timetables

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
London to Scotland	75	88	117	103	109	111	115
Scotland to London	78	87	118	103	107	111	111
Total flights London/Scotland /London	153	175	235	206	216	222	226

EUROPEAN NEWS

EC - Final written warning for Spain about mitigation measures at Barajas Airport

The European Commission is sending Spain a final written warning about nature protection measures at Barajas Airport.

The Natura 2000 site is a protected site that is situated next to the airport. It is home to 36 species protected under the Birds Directive, 17 other types of fauna and 13 habitat types, including two priority habitat types protected by the Habitats Directive. It also forms a unique ecological corridor linking the north of Madrid to the south. Spain had agreed to alleviate the effects of the expansion by implementing mitigation measures as required by the legislation, notably the creation of new habitats to offset the impact on the Natura 2000 site. The Commission has learnt that implementation of these measures has barely begun, despite a warning letter from the Commission last summer.

EC - Preliminary list of aircraft operators and their responsible Member States

The Commission has published a preliminary list of aircraft operators to be included in the EU Emissions Trading Scheme (ETS) from 1 January 2012. The list is part of the implementation of the legislation to include aircraft operators in the EU's Emissions Trading Scheme. Each aircraft operator is covered by a single Member State, which will be responsible for ensuring compliance with the requirements of the legislation. Member States are responsible for the aircraft operators to which they issued an operating licence and for the aircraft operators whose emissions in 2006 were

mostly attributable to that Member State. The UK has been allocated 780 operators, this includes most of the large US carriers (i.e. American Airlines and Continental Airlines), Middle East airline (e.g. Emirates and Etihad) and Asian airlines (Cathay Pacific), as well as Air New Zealand, Qantas and South African Airways. Further details:

http://ec.europa.eu/environment/climat/pdf/aviation/alloc_operators_110209.pdf

REGIONAL NEWS

Liverpool Airport - Ryanair services reduced

Ryanair will drop 10 Liverpool Airport services from their summer 2009 schedule. As part of the cut back 50 pilots, cabin crew and engineers based in Liverpool will be made redundant. In addition, the fleet at Liverpool Airport will go from seven to six operating 14% fewer weekly rotations, from 189 to 163. Ryanair has blamed air passenger duty and a weakening pound for reducing traffic and tourism at the airport.

Southend Airport - Expansion plans

Both Rochford and Southend Councils have approved expansion plans for Southend Airport, in principle. The Stobart Group, which took over Southend Airport in December 2008, wants to extend the runway across Eastwoodbury Lane. This expansion would help the airport to handle 2 million passengers per year and could create more than 7, 000 new jobs in the next 10 years.

A committee made up of members from both Councils considered four options for the future of the airport. The other options included allowing no growth at the airport and two levels of medium growth. A combined report by Rochford and Southend councils says: "The preferred option is to support the airport's growth through an extension of the runway, together with the development of a new railway station, terminal and aircraft handling facilities. It is not considered desirable for the airport to handle significant volumes of freight due to its location and the pressure this would put on the local road network. It is recognised some growth in the handling of special high and low volume cargos could be taken forward without compromising the airport's main functions." The report says there will be close environmental scrutiny of any developments, together with control on aircraft noise.

INDUSTRY NEWS

Ryanair to cut all airport check-in desks

Low-fare airline Ryanair said it planned to save costs by closing all its airport check-in desks by the end of 2009 and have all passengers check in online instead.

Airlines call for a global approach to aviation emissions

The new industry coalition, The Aviation Global Deal (AGD) Group, brings together Air France/KLM, British Airways, Cathay Pacific, Virgin Atlantic and BAA. At its first meeting in Hong Kong the group published a communiqué calling for a pragmatic, fair and effective global policy solution for the sector, as a contribution to the UN International Civil Aviation Organisation's (ICAO) preparations for climate change negotiations in Copenhagen, December 2009.

NATS to revise London flight-path proposals

New flight path proposals for London airports are to be consulted on later this year. This is a continuation of the NATS consultation on airspace changes in the Terminal Control North (TCN) airspace block.

Last year campaigners from across the South East protested outside air traffic control company NATS headquarters claiming revised stacking circuits for planes heading to Stansted, Luton, Heathrow and London City would have ruined the tranquillity over parts of the countryside. However, it has now emerged that NATS, which drew up the plans, is working on revised proposals and a fresh consultation process will begin later this year.

MEDIA NEWS

Watchdog to vet liquidity of Gatwick bidders

The Competition Commission is to begin screening bidders for Gatwick Airport to ensure they have sufficient funds and is not relying on debt. The watchdog is endeavouring to avoid a repeat of Ferrovial's all-debt acquisition of BAA three years ago. The £10.5bn deal burdened the Spanish group with massive debts, leaving it unable to invest sufficiently in new infrastructure.

Ferrovial has called for final binding, fully funded bids by 30 March 2009. The three remaining groups are: Global Infrastructure Partners (GIP), Lysander Gatwick Investment and Manchester Airport Group along with Borealis.

Stansted Airport - Expansion options and potential sale

The Appeal by Stop Stansted Expansion (SSE) challenging the Government's recent decision to authorise Stansted Airport increasing the passenger numbers by 10 million to 35 million a year was heard over three days, 24-26 February 2009, in the High Court. The Judge's decision is expected by mid March 2009. If SSE succeeds in its challenge to the legality of the process by which the increase in Stansted's capacity was approved, it would result in the decision to allow Stansted to handle an additional 10 million passengers a year being quashed.

The Times has reported that BAA will place Stansted Airport up for sale and not oppose the expected decision by the Competition Commission. Previously adverse to suggestions of dismantling its south-east monopoly, the consortium is now believed to welcome the cash that will be generated by the sale and is in a strong position following the Government's decision to allow the construction of a third runway at Heathrow.

TRAFFIC STATISTICS

IATA Traffic Statistics

The International Air Transport Association (IATA) announced international scheduled traffic results for January 2009 showing a deepening year-on-year demand slump. International passenger demand fell by 5.6% in January 2009 compared to the same month in 2008. It is also a full percentage point worse than the 4.6% year-on-year drop recorded in December 2008. The January 2009 fall in demand is the fifth consecutive month of contraction. The 5.6% drop in passenger

demand outpaced capacity cuts of 2.0% driving the load factor to 72.8% - 2.8% below what was recorded for January 2008. The alarming collapse in cargo markets in December 2008 (-22.6%) worsened in January 2009 with a 23.2% year-on-year demand drop. This is the eighth consecutive month of contraction for freight traffic.

Civil Aviation Authority (CAA) Traffic Statistics

The Civil Aviation Authority (CAA) provides monthly aviation statistics. The total terminal and transit passengers figures for December 2008 compared with December 2007 are summarised below:

- for all reporting UK airports in December 2008 - 15,585,949 compared with 16,905,391 in December 2007, a decrease of 8%;
- for all reporting regional airports December 2008 - 5,936,597 compared with 6,549,056 in December 2007, a decrease of 9%; and
- for all reporting London airports in December 2008 - 9,649,352 compared with 10,356,335 in December 2007, a decrease of 7%.

A selection of the CAA figures for terminal and transit passengers for December 2008 are given in the table below for the larger English, Scottish & Welsh airports, showing the percentage change from a year earlier.

CAA Monthly Statistics for Selected UK Airports

	December 2008	December 2007	% Change
Gatwick	2,092,036	2,429,383	-14
Heathrow	5,272,717	5,391,565	-2
London City	238,780	217,140	10
Luton	640,036	702,103	-9
Southend	127	3,231	-96
Stansted	1,405,656	1,612,913	-13
Total London	9,649,352	10,356,335	-7
Birmingham	597,653	587,264	2
Blackpool	13,598	20,062	-32
Bournemouth	71,316	65,656	9
Bristol	359,818	407,958	-12
Cardiff	91,695	103,201	-11
Coventry	0	19,197	-100
Doncaster Sheffield	48,456	63,244	-23
Durham Tees Valley	27,023	36,717	-26
East Midlands International	314,063	376,447	-17
Edinburgh	606,967	625,781	-3
Exeter	46,362	62,664	-26
Glasgow	466,025	527,412	-12
Humberside	21,752	22,877	-5
Leeds Bradford	129,554	160,081	-19
Liverpool	336,103	386,438	-13
Manchester	1,253,257	1,397,728	-10
Newcastle	272,732	308,399	-12
Newquay	4,965	21,546	-77
Norwich	30,887	40,564	-24

Southampton	125,931	133,000	-5
Total Regional	4,818,157	5,366,236	-10
TOTAL	14,467,689	15,722,571	-8

FORTHCOMING EVENTS

'Omega Dissemination Conference: Strengthening the Knowledge Base', 4 & 5 March

Latest academic understanding will be shared on the 40 Omega studies and activities addressing science, technology and economic issues ranging across the aviation sustainability debate. Further information is available at: <http://www.omega.mmu.ac.uk/omega-dissemination-conference-royal-society-london-4-5-march.htm>

'Marketing and Market Research for Air Transport', 4-6 March

The Department of Transport Studies from University of Westminster are hosting a seminar entitled 'Marketing and Market Research for Air Transport: Practical Techniques and Strategies' on 4-6 March at Westminster University, London. This seminar aims to create a forum to discuss the key elements of marketing strategy for airlines and airports, to explain how to effectively conduct market research and to address some of the current and future challenges. It will be of interest to marketing and commercial managers of airlines and airports, staff involved with passenger surveys and market research, aviation specialists in Government departments, suppliers of air transport products and consultants who are working in the field of air transport. For more details: <http://home.wmin.ac.uk/transport/tsgshort.htm>.

'Managing Noise in Low Carbon Neighbourhoods', 10 & 11 March

This noise workshop will look at balancing priorities to ensure that measures to manage noise are not neglected in the race to reduce carbon emissions. With increasing intensity of development and the drive to address climate change, joined up thinking at local, national and European level is required to ensure that measures to tackle climate change have due regard to the impact of noise on local communities and our remaining quiet rural areas. This event plans to examine best practice and policy that will help local and national Government achieve this, with practical case studies and latest policy developments. Further information at: <http://www.environmental-protection.org.uk/events/details/?id=1742>.

'Delivering Regional Spatial Strategies: A Map around the Maze', 12 March

Waterfront Conferences are hosting this event at Bircham Dyson Bell, London on 12 March. It seeks to help attendees to navigate and learn how to make the most of the system to deliver effective Regional Spatial Strategies (RSS). Key issues will include if the RSS is succeeding, if they provide sufficient detail to function as part of the Development Plan alongside LDFs, and if RSS policies are worded to allow that. For more information please see : <https://www.eventsforce.net/waterfront/frontend/req/homepage.csp?eventID=40>.

'Connecting the Northern City Regions: The Crucial Role of Transport', 17 March

Waterfront Conferences are hosting this conference at Bridgewater Hall, Manchester on 17 March. This conference examines the implications for transport and regeneration of the move to statutory city regions and looks at how the North's transport links can be improved helping to reduce the North-South gap by improving links between the North's city regions and providing better links into the core cities. Further details at :

<https://www.eventsforce.net/waterfront/frontend/reg/homepage.csp?eventID=43>.

'The Future of European Rail', 17 & 18 March

Marketforce Conferences are hosting 'The Future of European Rail' on 17 & 18 March, at The Imperial Riding School, Vienna. Rail is one of Europe's most important growth areas, integral to the delivery of larger political and economic objectives including greater integration, environmental protection and internationally competitive markets. Despite a bright future for the sector, not all companies will prosper. The European Commission's emphasis on competition will inevitably produce both winners and losers and this conference provides an opportunity to consider how the continent's rail market is developing and what strategies will give operators the best chance of success. Further details at: <http://www.marketforce.eu.com/eurail/>.

'Airport Economics and Finance Symposium', 30 March-3 April

Department of Transport Studies from University of Westminster are hosting a seminar entitled 'Airport Economics and Finance Symposium' on 30 March - 3 April at Westminster University, London. This seminar intends to provide an insight into the key economic and financial issues that are crucial to airport managers and planners around the world. For more information see:

<http://home.wmin.ac.uk/transport/tsgshort.htm>.

'Aerospace 2009: Facing up to the Future', 21-23 April

The Royal Aeronautical Society is hosting their annual conference with the title of 'Facing Up to the Future' on 21-23 April at the Royal Aeronautical Society, London. This conference will consider the strategic relevance of air power, the availability of novel, future-proofing technologies and the need to take a holistic but sustainable approach to the transport needs of tomorrow. For more details see: <http://www.aerosociety.com/annual>.

'The ENDS Report's 5th Annual Corporate Carbon Reduction Conference', 22 April

Haymarket Events are hosting the ENDS Report's 5th Annual Corporate Carbon Reduction Conference at the Ibis Hotel, London on 22 April. The event will focus on the environmental and economic benefits of committing to reducing your business's carbon emissions. The conference will focus on the following issues; standards and legislation (e.g. Climate Change Act, ISO 14064/14001); cutting costs (economic case for carbon reduction); accurate measurement and reporting (accurate data collection and footprint calculation); and communicating the footprint reduction agenda to stakeholders. Further details at:

<http://www.haymarketevents.com/conferenceDetail/316/the-ends-reports-5th-annual-corporate-carbon-reduction-conference>

'High Speed Networks', 23 April

Waterfront Conference in partnership with First Class Partnerships Rail Consultants are hosting 'High Speed Networks' on 23 April at Stephenson Harwood, London. This seminar will explore the case for the construction of high-speed links in the UK and will discuss these in the context of UK and wider European networks. The seminar will provide a forum for the consideration of the key policy and funding issues that will need to be addressed if Britain's high-speed links are to be delivered. Further details are available at:

<https://www.eventsforce.net/waterfront/frontend/reg/homepage.csp?eventID=29>.

'Airport Cities World Conference & Exhibition', 27-29 April

The Airport Cities World Conference & Exhibition is to be held in Athens, Greece on 27-29 April. Airports have become powerful engines of local economic development, attracting aviation-linked businesses of all types to their environs. Along with incorporating a wide variety of retail and consumer services into passenger terminals, many airports are developing their landside areas with hotels, conference and exhibition centres, office and shopping complexes, recreation facilities and logistics and free-trade zones. Such commercial development is substantially and positively impacting the financial bottom line of airports. It is also transforming them into airport cities as they become significant employment, shopping, business and leisure destinations in their own right. For further information at: http://www.insightgrp.co.uk/Conference_ACE-ATHENS.html

'Public Transport '09', 30 April

Public Service Events are hosting 'Public Transport 09' at Clarendon Suites, Birmingham on 30 April. This conference will look at the new role of Passenger Focus, the independent rail consumer watchdog. Following a consultation with the Government and the Department for Transport, it was decided to increase the remit of Passenger Focus from just rail to include bus and coach passengers. It will also look at modern transport system, such as Crossrail, Local Transport Act and also High Speed 2. Further details at:

<http://www.publicserviceevents.co.uk/main/overview.asp?ID=83>

'Noise Action Week' 18-22 May

Noise Action Week (18 - 22 May) is being co-ordinated by Environmental Protection UK (EPUK). The event gives everyone involved in managing noise problems the opportunity to focus public and media attention on the difficulties excessive noise can cause. Whether you decide to carry out activities throughout the week, or just for one day, Noise Action Week provides the perfect opportunity to promote new or existing services, raise awareness of the impacts of noise, carry out educational work with schools, or focus on a particular theme such as noise from licensed premises or barking dogs. For further details see: <http://www.noiseactionweek.org.uk/>

'Railway Improvement 09', 21 May

'Railway Improvement 09' is a conference hosted by Public Service Events on 21 May at The Barbican, London. Rail travel has never been under the public spotlight as it is today. With increased passenger fares, crowded carriages and line work, the modern commuters are facing tough decisions, and do they keep travelling by rail or move to other modes of transport, which again lead to questions surrounding sustainability and the environment. 'Railway Improvement 09' will look at the key area 'passenger travel', how passenger travel can be improved without causing

further hindrance to the customer and the future for rail travel in the UK. For more information see: <http://www.publicserviceevents.co.uk/main/overview.asp?ID=75>

'European Conference for Aviation Campaigners', 30 & 31 May

A 'European Conference for Aviation Campaigners' is to be held in Siena, Italy on 30 - 31 May (to be confirmed). This conference is being held by the Union Européenne contre les Nuisances des Avions - European Union against Aircraft Nuisances (UECNA). This conference will allow campaigners to converse with each other, giving them the chance to learn from and exchange ideas with each other, and to think about how they can work more closely together. This conference will examine the following areas: noise, climate change, economics and jobs, and alternatives to flying. <http://www.uecna.eu/spip.php?article85>

'The Future of Rail', 24 & 25 June

Marketforce Conferences are hosting 'The Future of Rail' on 24 & 25 June, at One Whitehall Place, London. The UK rail system's struggle with capacity constraints and under-investment has been widely discussed. However, the ongoing economic downturn adds another problematic dimension to the list of difficulties the industry faces. The threat of falling passenger numbers and reduced funding could undermine the emerging optimism around the industry and it is essential that regulators, operators and infrastructure managers devise some intelligent and innovative strategies to push the industry forward. This conference will discuss how the rail industry will both handle the next twelve months and also shape its long-term future. Further details at: <http://www.marketforce.eu.com/ukrail/>.

'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 key-note lectures, invited and contributed papers in structured parallel sessions, workshops and poster presentations. Further information is available at: <http://www.euronoise2009.org.uk/>

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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