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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**

### ***Environmental Audit Committee inquiry 'The 2008 Pre-Budget Report (PBR)'***

The Environmental Audit Committee has heard evidence from members of Campaign for Better Transport, Richard George and Alistair Hanton and Keith Buchan from Metropolitan Transport Research Unit on the Pre Budget Report (PBR). The inquiry will focus on the implications of the economic downturn for environmental taxes and spending.

Joan Walley, Labour, asked about Heathrow's expansion and its economic impact. Mr Buchan said that forecasts for aviation demand were not accurate as exchange rates were critical in determining calculations and that the Heathrow document did not take exchange rates into full account - the document had only taken a yearly average of exchange rates up to September 2008 and this did not include the current decline of sterling. Mr George declared that the calculations in the decision were curious and a large amount of lost revenue was not included. He also added that the creation of jobs at Heathrow would not occur for at least 5 years and that Heathrow's existence would not be threatened if no expansion happened. In addition Mr Hanton stated that there would be an overall decrease of 35,000 jobs a year in the UK economy and that the tourism deficit would double.

When questioned about decisions made on aviation tax, Mr Hanton declared his disappointment on the exclusion of aviation tax in the budget. He also thought that this resulted in a loss of about £10 billion per annum without the inclusion of air freight. When asked if there was any scope for the Chicago Convention to be renegotiated, Mr Hanton said it was difficult to know, as it was very early into the President Obama Administration. However it was certainly very urgent if the Government was committed to tackling climate change.

### ***Environmental Audit Committee - New inquiry on carbon markets and climate change***

The Environmental Audit Committee's (EAC) new inquiry, 'The role of carbon markets in preventing dangerous climate change' will look into the role of emissions trading in delivering UK and international climate change objectives. This inquiry will build on two previous EAC reports on the European Union Emissions Trading Scheme (EU ETS). It will also draw on a new study by the National Audit Office. The inquiry will consider the progress made in Phase II of the EU ETS and prospects for Phase III; the development of trading schemes in other countries (principally the United States), prospects for linking them together; and the relationship of emissions trading to the UK carbon budgets and targets established under the Climate Change Act 2008. Further details are at: [http://www.parliament.uk/parliamentary\\_committees/environmental\\_audit\\_committee/eac280109.cfm](http://www.parliament.uk/parliamentary_committees/environmental_audit_committee/eac280109.cfm).

### ***Transport Select Committee hears from Civil Aviation Authority***

The Transport Select Committee has heard from the Civil Aviation Authority (CAA) - Sir Roy McNulty, Chairman, and Mr John Arscott, Director of Airspace Policy, as part of their inquiry into use of airspace.

Louise Ellman (Labour) asked about the key issues facing the aviation industry and which of these was the most pressing. Mr Arscott outlined European flight integration, new technology, the Heathrow extension, safety and the forthcoming strategic review of the CAA as the key issues, with safety being the priority.

Regarding the expansion of Heathrow, in particular how this and the recession would impact on airspace, Mr Arscott stated that vast new arrangements were needed to facilitate the Heathrow extension, and Sir Roy indicated his view that the aviation industry would inevitably see growth post-recession. Also when the question of where aeroplanes would proceed to if they were not

allowed to 'stack' on approach to landing at the planned new Heathrow runway, Mr Arscott outlined that stacking would not be needed as new technology could respond to timings and landings. When queried about the confidence and effectiveness of the proposed anti-stacking technology, Sir Roy noted that the project was not without risks but that it would deliver cost and environmental benefits. He also claimed that it was very similar to the American programme 'Next Generation' which he asserted was working well.

When asked if the new Single European Sky plan was an improvement on the previous one and if safety standards would be "levelled down" to meet those of countries with lower safety standards, Sir Roy asserted that the plan had been examined and that the CAA was satisfied with the standards. He further explained that integrating the technology and air traffic control procedures of 27 countries would inevitably prove challenging.

### ***Lords EU Sub-committee B - Single European Skies II***

An agreement on the Single European Skies II package was likely by March 2009, peers have been told. Transport Minister Jim Fitzpatrick stated that the UK and Spain were negotiating over the position of Gibraltar, but besides this the Council had fixed its position.

### ***Independent adjudicator appointed to oversee Crossrail construction***

Transport Minister, Lord Andrew Adonis, and London Mayor, Boris Johnson, have announced the appointment of Tony Gregory as the new independent Crossrail Complaints Commissioner. Mr Gregory will assist members of the public who feel they have not been able to satisfactorily resolve issues around building work directly connected with Crossrail. The Crossrail Complaints Commissioner replaces the Crossrail Referee as Cross London Rail Links Limited has now become a delivery rather than a planning organisation following Royal Assent of the Crossrail Bill and subsequent signing of the governance agreements last year.

### ***Early Day Motion (EDM) 582 - Air Travel and the Environment***

Early Day Motion (EDM) 582 was put down on 26 January 2009 by Frank Field (Birkenhead) (Lab): That this House calls on the Government to commit itself to developing atmospheric carbon capture and sequestration methods so as to provide the technology for all airports to remove every gram of carbon dioxide that aeroplanes emit to the atmosphere; further calls on the Government to commit to an initial investment grant of £60 million to develop a working prototype by 2012; and requests that no further expansion of aviation traffic takes place, including at Heathrow, until such carbon dioxide removal technology is in operation. This EDM has been signed by 7 MPs.

## **GOVERNMENT NEWS**

### ***Resignations in protest at Government's support for Heathrow expansion***

The following two Labour Parliamentary Private Secretaries (PPS) have resigned in protest at the Government's decision to support the expansion of Heathrow airport:

- Andrew Slaughter, Labour MP for Ealing Acton and Shepherd's Bush - resigned as the PPS to Lord Malloch-Brown, Foreign Office Minister; and
- Virendra Sharma, Labour MP for Ealing Southall, resigned as PPS to Borders and Immigration Minister, Phil Woolas.

## ***Planning Policy Statement 11: Regional Planning Strategies, technical amendments***

The process for preparing Regional Spatial Strategies (RSS) is set out in Planning Policy Statement 11: Regional Spatial Strategies (PPS11). Alterations have been drafted to this PPS in order to increase the administrative effectiveness of the guidance offered to stakeholders, prior to the introduction of arrangements for the single Regional Strategy as part of the Sub-National Review.

(<http://www.communities.gov.uk/documents/planningandbuilding/pdf/pps11amendments.pdf>)

### **HOUSE OF COMMONS QUESTIONS**

#### ***Streeter, G - Air routes between Gatwick and Plymouth***

Gary Streeter (South West Devon) (Con): To ask the Secretary of State for Transport what his policy is on the designation of the air service between London Gatwick and Plymouth as a public service obligation route in accordance with EC Regulation 2408/92 and 95/93; and if he will make a statement.

Jim Fitzpatrick (Aviation Minister): The criteria for imposing a PSO were set out in 'Guidance on the Protection of Regional Air Access to London', published by the Department for Transport in December 2005. It can be found on the DFT website at:  
- [www.dft.gov.uk/pgr/aviation/domestic/praa/](http://www.dft.gov.uk/pgr/aviation/domestic/praa/).

Under the guidance, it is for regional stakeholders or devolved Administrations to apply to the Secretary of State for a PSO to be imposed. No application has been received in relation to the Plymouth to Gatwick route.

The EU rules governing the imposition of PSOs on air routes have been refined by Regulation EC 1008/2008. The Department will be revisiting the 2005 guidance in the light of this, but we do not anticipate making large scale changes.

#### ***Lait, J - Infrastructure Planning Commission recruitment***

Jacqui Lait (Beckenham) (Con): To ask the Secretary of State for Communities and Local Government what information the recruitment consultants for the post of Chairman of the Infrastructure Planning Commission (IPC) provided to candidates for the post on the conditions governing early termination of the employment contract, including compensation payable, in the event of abolition of the IPC.

John Healey (Local Government Minister): The information pack provided to all candidates draws attention to the Government's intention to conduct a review of the Commission two years after it first becomes operational but does not set out the conditions that would govern any early termination of the employment contract or any compensation payable. These will be set out in the contract of employment in accordance with the provisions of the Planning Act 2008 (Schedule 1 paragraph 5). The terms will be agreed with the successful candidate before appointment.

#### ***Spelman, C - Infrastructure Planning Commission planning applications***

Caroline Spelman (Meriden) (Con): To ask the Secretary of State for Communities and Local Government in which month she expects the Infrastructure Planning Commission to start considering planning applications.

John Healey (Local Government Minister): Our expectation is that the Infrastructure Planning Commission (IPC) will be ready to begin receiving applications in spring 2010. When applications are made is a matter for the project promoters.

### ***Leech, J - Composition of Infrastructure Planning Commission***

John Leech (Manchester, Withington) (Lib Dem): To ask the Secretary of State for Communities and Local Government when the composition of the Infrastructure Planning Commission will be announced; how it will be determined; and what consultation will take place with representatives of relevant industries.

John Healey (Local Government Minister): Recruitment of the chair of the new Infrastructure Planning Commission has already commenced. The process of recruiting the other members of the Commission will follow shortly. These are all public appointments and the recruitment is being carried out in accordance with the rules of the Office of the Commissioner for Public Appointments (OCPA) with an independent OCPA assessor supervising the process. In addition, the appointments of the chair and deputy chairs will be subject to the pre-appointment hearing by the relevant Parliamentary Select Committee. It is open to anyone who considers they meet the essential criteria to apply for the posts.

### ***Clark, G - Miliband opinion on Heathrow decision***

Greg Clark (Tunbridge Wells) (Con): Given its effect on emissions, does the Secretary of State personally approve of the decision to build a third runway at Heathrow?

Edward Miliband (Climate Change Secretary): It was the right decision, and let me explain to the hon. Gentleman why. Some may argue that people should stop flying, but that is not my opinion. I believe that we should have constrained expansion of aviation, and that is why we have been very clear in the Heathrow decision about the fact that only 50% of the slots have been granted and any future expansion beyond that will be conditional on the target we have set - we are the first Government in the world to have set it - according to which aviation emissions in 2050, at which time we have set our target to achieve an 80% cut in carbon emissions, must be back to 2005 emission levels [sic]. We have taken the right decision: constrained expansion of aviation.

Greg Clark: The Secretary of State is an intelligent man. He knows that these mock concessions fool no one. Indeed, it is telling that the Prime Minister's old tactic of briefing against his predecessor and claiming victory for spurious concessions is now being employed by his protégé against him. On emissions, will the Secretary of State confirm that one quarter of the progress claimed by the Government on emissions is bought in from other European countries?

Edward Miliband: Of course credits play a role, but I am surprised at what the hon. Gentleman says about aviation because he wrote a pamphlet in 2003 called 'Free to Travel' and in it - I here refer Members to the position that there should be no more flying - he said: "More people should be able to travel by air in future." He also said: "We will not necessarily set our face against any or all expansion of the UK's airports capacity". So once again we see that the hon. Gentleman has not thought his policy through.

### ***Efford, C - Heathrow environmental targets***

Clive Efford (Eltham) (Lab): The Government have set environmental targets that must be met before expansion at Heathrow can go ahead. Does my right hon. Friend agree that those targets

must be independently assessed, enforceable and legally binding if we are to restore public confidence?

Edward Miliband (Climate Change Secretary): I do agree with my hon. Friend, and that is why we have referred the question of the new target, and how we can best implement it, to the Committee on Climate Change, the independent experts. It is a significant target and I hope that Opposition Front Benchers - especially given their past writings - will look at that target. We are the first Government in the world to set such a target, and I agree that it must be enforceable, and enforced.

#### ***Villiers, T - Data collection period for carbon dioxide forecasts***

Theresa Villiers (Cons. Transport Secretary): To ask the Secretary of State for Transport over what period the data was collected which underlies Figure (a) 1.1, (b) 1.2 and (c) 1.3 in his Department's publication, 'UK Air Passenger Demand and Carbon Dioxide Forecasts'.

Jim Fitzpatrick (Aviation Minister): The period over which the data underlying Figures 1.1, 1.2 and 1.3 of 'UK Air Passenger Demand and CO<sub>2</sub> Forecasts 2009' were collected is set out in Chapter 2 of the same report, with further detail in Annexes A-D.

Box 2.2 (p. 16) explains that the forecast shown in Figure 1.1 is based on data from the period 1984-2004. Page 26 explains that the airport choice model used in producing the forecast shown in Figures 1.2 and 1.3 is based on cross-sectional data for 2005.

Figure 1.3 illustrates the forecasting model's success in predicting movements in passenger demand since 2005.

#### ***Brake, T - Heathrow expansion estimate on nitrogen oxide levels***

Tom Brake (Carshalton and Wallington) (Lib Dem): To ask the Secretary of State for Transport what estimate he has made of the effect of a third runway at Heathrow on local levels of nitrogen oxides.

Jim Fitzpatrick (Aviation Minister): Our modelling shows that nitrogen oxides in the area are set to fall by 49% by 2030, compared to 2002, even with a fully utilised third runway; and that EU limits for nitrogen dioxide (the critical pollutant) will be met in 2020 even with a third runway operating at the level we have approved, namely 605,000 annual movements.

The detailed figures can be found in the Heathrow consultation document and associated technical reports on the Department for Transport's website.

#### ***Baker, N - Projected income for Heathrow Airport***

Norman Baker (Lib Dem Transport Secretary): To ask the Secretary of State for Transport whether his Department's assessment of the economic case for expansion at Heathrow takes account of projected income from air passenger duty.

Jim Fitzpatrick (Aviation Minister): The economic case for expansion is set out in the recently published document 'Adding Capacity at Heathrow Airport - Impact Assessment' (January 2009). This assessment includes among other things the air passenger duty revenues from additional non-transfer passengers that are forecast to use the additional capacity. A copy of the impact assessment is available at:

<http://www.dft.gov.uk/pgr/aviation/heathrowconsultations/heathrowdecision/impactassessment/>

### ***Baker, N - Heathrow expansion effect on mineral reserves and construction supplies***

Norman Baker (Lib Dem Transport Secretary): To ask the Secretary of State for Transport what account his Department has taken of (a) mineral reserves contained within the proposed Heathrow Expansion Area and (b) the possible impact upon the supply of sand and gravel for London's construction industry in its consideration of plans for a possible third runway.

Jim Fitzpatrick (Aviation Minister): A thorough assessment of historic mapping, aerial photographs and visual appraisal, found that around 43% of the proposed site area had been quarried for gravel extraction. This assessment is set out on page 31 of the 'Adding Capacity at Heathrow - 2008 Historic Environment Appraisal', available at:

<http://www.dft.gov.uk/pgr/aviation/heathrowconsultations/heathrowdecision/historicenvironment/>

No formal assessment has been made of the impact of additional capacity on the supply of sand and gravel for London's construction industry. The impact assessment includes estimates of the costs of construction of a third runway. This is a comprehensive assessment, which includes the cost of sand and gravel, and is available at:

<http://www.dft.gov.uk/pgr/aviation/heathrowconsultations/heathrowdecision/impactassessment/>

### ***Villiers, T - Additional movements due to Heathrow expansion***

Theresa Villiers (Cons. Transport Secretary): To ask the Secretary of State for Transport how many additional aircraft movements arising from the construction of a third runway at Heathrow Airport he expects there to be in each of the years from 2020 to 2030.

Jim Fitzpatrick (Aviation Minister): We have made clear that our support for a third runway is subject to an aggregate limit of 605,000 annual movements, to be reviewed in 2020. Any further increase in capacity would depend on the outcome of that review and planning requirements. The review would take into account developments such as the operation of the compliance mechanism for noise and air quality, progress with public transport access, the levels of resilience being achieved at the airport and advice from the Committee on Climate Change on progress towards meeting the UK's carbon reduction targets.

### ***Villiers, T - Heathrow Airport adding capacity consultation***

Theresa Villiers (Cons. Transport Secretary): To ask the Secretary of State for Transport what proportion of the responses to the Adding Capacity at Heathrow Airport consultation (a) expressed support for, (b) expressed opposition to and (c) were neutral on the construction of a third runway at Heathrow.

Jim Fitzpatrick (Aviation Minister): The consultation did not request views in this format. But an independent assessment of the nearly 70,000 responses received records 8,128 people giving "generic support for expansion" while 16,662 said they "did not want a third runway built at Heathrow." That suggests around 45,000 respondents did not express a clear view either way on a third runway. The full details can be found in the report 'Adding Capacity at Heathrow Airport: Report on consultation responses (Ipsos MORI/Detica)' on the Department's website.

### ***Villiers, T - Publishing 'Adding Capacity at Heathrow' document***

Theresa Villiers (Cons. Transport Secretary): To ask the Secretary of State for Transport whether he plans to publish the responses to the Adding Capacity at Heathrow consultation in full.



Jim Fitzpatrick (Aviation Minister): A report on the analysis of responses to the Adding Capacity at Heathrow Airport consultation was published on 15 January together with other material referred to in my right hon. Friend the Secretary of State's statement on Britain's transport infrastructure. In addition, all of the nearly 70,000 consultation responses may be viewed by appointment at the Department for Transport's offices.

Details are on the Department's website: [www.dft.gov.uk](http://www.dft.gov.uk).

### ***Villiers, T - Heathrow rail hub (EU funding)***

Theresa Villiers (Cons. Transport Secretary): To ask the Secretary of State for Transport whether he plans to support an application for European funding for the proposed Heathrow rail hub.

Paul Clark (Transport Minister): I refer the hon. Member to my right hon. Friend the Secretary of State's oral statement of 15 January 2009. Subject to Government's decisions following High Speed Two (HS2) Ltd.'s report at the end of the year, work will be taken forward on funding plans for the proposed Heathrow International interchange.

### ***Willott, J - Meetings with BAA representatives***

Jenny Willott (Cardiff Central) (Lib Dem): To ask the Secretary of State for Transport when meetings were held between (a) Ministers, (b) officials and (b) both Ministers and officials in his Department with representatives of BAA to discuss proposals for Heathrow Airport in each of the last three years; and if he will make a statement.

Jim Fitzpatrick (Aviation Minister): Ministers have met BAA representatives on 17 occasions since January 2006 to discuss a range of matters related to BAA's UK airports, including Heathrow. BAA met regularly with officials to provide technical and operational expertise.

For propriety reasons, there has been no substantive discussion of Heathrow airport development issues with BAA since the launch of the 'Adding Capacity at Heathrow Airport' consultation in November 2007 and neither Ministers nor officials have met BAA representatives to discuss such issues since the Secretary of State announced his decisions on 15 January.

### ***Greening, J - Prime Minister meetings with BAA representatives***

Justine Greening (Putney) (Con): To ask the Prime Minister what (a) meetings and (b) correspondence he and officials in No. 10 Downing Street have had with representatives from BAA since 3 October 2008; when each meeting took place; who attended each meeting; and what the subject of each meeting was.

Gordon Brown (Prime Minister): My officials and I have meetings and correspond with a wide range of organisations and individuals on a range of subjects.

### ***Streeter, G - Finance for Newquay Airport developments***

Gary Streeter (South West Devon) (Con): To ask the Secretary of State for Transport how much (a) UK public funding and (b) EU funding has been spent on Newquay International Airport to support the development of new routes from that airport; and if he will make a statement.

Jim Fitzpatrick (Aviation Minister): No UK or EU funding on the development of new routes from Newquay International airport has been spent. Support for new route development has come from within the airport's own resources and not from national or EU funding sources.

### ***Gilroy, L - Regional aviation monopolies***

Linda Gilroy (Plymouth Sutton) (Lab/Co-op): To ask the Secretary of State for Transport what percentage of overall airline activity in a region would have to be provided by one operator for the position to be considered a regional monopoly; and if he will make a statement.

Jim Fitzpatrick (Aviation Minister): The provision of air services is subject to general UK competition law. The EC treaty and the Competition Act 1998 both prohibit, in certain circumstances, conduct by one or more undertakings which amounts to an abuse of a dominant position in a relevant market.

Any assessment of whether an undertaking is dominant in a relevant market, including an airline in the provision of air services, would be a matter for the Office of Fair Trading. Whether an undertaking is dominant will be dependent on both the relevant market definition and the ability of the undertaking to act independently of its competitors, customers and consumers rather than any overall percentage share of a market.

### ***Davies, P - Aviation passengers***

Philip Davies (Shipley) (Con): To ask the Secretary of State for Transport how many air passenger movements there were through the UK in each of the last three years; and what estimate his Department has made of the number in each year to 2014.

Jim Fitzpatrick (Aviation Minister): Civil Aviation Authority statistics on the number of terminal passengers at UK airports are reported in Transport Statistics Great Britain 2008', available at: - <http://www.dft.gov.uk/pqr/statistics/datatablespublications/tsqb/> .

The Department for Transport's forecasts of terminal passengers are reported in 'UK Air Passenger Demand and CO<sub>2</sub> Forecasts 2009', available at: - <http://www.dft.gov.uk/pqr/aviation/atf/>

The following table shows: Civil Aviation Authority statistics on the number of terminal passengers at UK airports in 2005, 2006, and 2007; and, the Department for Transport's forecasts of the same for 2008 to 2014.

		<b>Passengers (million)</b>
<b>Outturn</b>	2005	228
	2006	235
	2007	241
<b>Forecast</b>	2008	240
	2009	245
	2010	258
	2011	268
	2012	277
	2013	288
	2014	299

The forecasts of terminal passengers exclude some of the smallest UK airports covered by the outturn statistics. These account for around three million passengers per annum.

**Gilroy, L - Regional aviation services by airline**

Linda Gilroy (Plymouth Sutton) (Lab/Co-op): To ask the Secretary of State for Transport what proportion of UK regional air services are operated by each airline in each region.

Jim Fitzpatrick (Aviation Minister): The information requested is set out in the following table, which has been compiled by the CAA.

**Major airlines' percentage share of UK terminal airport passengers (scheduled and charter) by DFT planning region in 2007 (Percentage)**

	Scotland	Wales	Northern Ireland	North of England	Midlands	South West	South East	Total UK excluding Channel Islands
Aer Arann	0	5	1	0	0	0	0	0
Aer Lingus	1	0	0	1	2	0	2	1
Air Southwest	0	1	0	0	0	3	0	0
Bmi	5	0	9	2	0	0	3	3
Bmi Regional	2	0	0	1	0	0	0	0
Bmibaby	4	34	8	2	18	0	0	2
British Airways	12	0	0	4	0	0	24	16
EasyJet	18	1	41	11	5	39	11	13
Emirates	1	0	0	1	2	0	1	1
Flybe	7	3	16	4	8	9	2	4
Flyglobespan	6	0	0	1	0	0	0	1
Jet2.Com	1	0	6	9	0	0	0	2
KLM	3	0	0	1	1	0	1	1
KLM Cityhopper	1	8	0	2	1	2	0	1
Loganair	4	0	0	0	0	0	0	0
Monarch Airlines	1	0	0	5	6	0	2	2
Onur Air	0	2	0	1	1	1	0	0
Ryanair	11	0	6	10	14	13	12	12
Thomas Cook Airlines (MyTravel)(1)	2	8	4	3	3	2	0	1
Thomas Cook Airlines (Thomas Cook)(1)	2	0	0	5	5	1	1	2
Thomson Airways(2)	2	25	0	9	12	8	2	4
First Choice Airways(2)	1	7	1	4	5	7	1	2
Virgin Atlantic Airways	0	0	0	1	0	0	4	2
XL Airways UK(3)	1	1	0	3	0	2	1	1
Others(4)	17	6	7	19	16	12	31	25
<b>Total</b>	100	100	100	100	100	100	100	100

(1) MyTravel and Thomas Cook Airlines have now merged.

(2) Thomson and First Choice Airways have now merged.

(3) XL Airways filed for bankruptcy in September 2008.

(4) Airlines which don't have at least a 2% share of passengers in any regions (may include subsidiaries of named airlines).

Notes:

1. Terminal passengers are sourced from CAA Airport Statistics, and include all reporting UK airports.
2. A one-way domestic trip is counted twice, on departure from one airport, and on arrival at the other.
3. Using other measures of airline activity, such as flights, or passenger or seat kilometres, will give a different picture.
4. Individual airlines are listed where they hold a unique air operator certificate. However, some may have common ownership, such as the three bmi airlines.

### ***Betts, C - Connections to high speed rail network***

Clive Betts (Sheffield Attercliffe) (Lab): To ask the Secretary of State for Transport if he will bring forward proposals to connect Sheffield and other cities in Yorkshire and the East Midlands to a new high speed rail network.

Geoff Hoon (Transport Secretary): As I announced to the House on 15 January 2009 a new company, 'High Speed Two', 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 detailed proposals for Britain's second new high speed line, between London and the West Midlands, and to consider the potential for new lines to serve the North of England and Scotland.

### ***Taylor, D - Regional airports policing costs***

David Taylor (North West Leicestershire) (Lab/Co-op): To ask the Secretary of State for Transport what proportion of the policing costs for (a) East Midlands airport, (b) Humberside airport and (c) Bournemouth airport was met by the airport owners in each year since 1997.

Jim Fitzpatrick (Aviation Minister): Under section 25 of the Aviation Security Act 1982, there are only nine airports where the owners are required to pay for dedicated policing costs: London Heathrow, London Gatwick, Stansted, Aberdeen, Edinburgh, Glasgow International, Glasgow Prestwick, Birmingham and Manchester. The extent to which airport operators at non-designated airports contribute towards policing costs is a private commercial matter for the parties involved.

Part 6 of the Policing and Crime Bill proposes that all airport operators should be required to meet the costs of any dedicated policing where they have agreed these with the Chief Officer of Police and police authority for the area.

### ***Davey, E - Research on air pollution***

Edward Davey (Kingston and Surbiton) (Lib Dem): To ask the Secretary of State for Health what research his Department has commissioned or assessed on the levels of (a) PM10, (b) PM2.5, (c) ozone, (d) nitrogen dioxide and (e) nitrogen oxide in the atmosphere; and if he will make a statement.

Dawn Primarolo (Public Health Minister): The Department has commissioned a number of research projects to assess the links between public health and the air pollutants.

#### **Projects recently commissioned in 2008 are:**

<b>Title</b>	<b>Institution</b>
Health implications of polycyclic aromatic hydrocarbons in indoor environments	University of Birmingham
Short- and long-term effects of air pollution on cardiovascular disease events	London School of Hygiene and Tropical Medicine
Lifecourse Effects of Air Pollution on cardiorespiratory morbidity in the MRC National Survey of Health and Development	Imperial College, London
Oxidative potential of particulate matter and risk of cardiovascular disease: a hybrid toxico-epidemiological study	King's College, London
An investigation of the effects of long term exposure to air pollution on cardiorespiratory morbidity in a large population cohort	St. George's, University of London
A study of the concentration-response relationship for the effects of ozone on health	St. George's, University of London
Quantification of health impacts of airborne particulates: comparing estimates based on personal exposure and outdoor concentrations	University of York

The published reports of previous projects are available on the Department's website at:

[www.dh.gov.uk/en/Publichealth/Healthprotection/AirPollution/index.htm](http://www.dh.gov.uk/en/Publichealth/Healthprotection/AirPollution/index.htm)

The effects of particles, SO<sub>2</sub> and ozone have all been quantified and valued as part of the 'UK Air Quality Strategy' review in 2007, using recommendations by the Department's Committee on the Medical Effects of Air Pollutants (COMEAP).

The health effects considered include both short-term effects (daily deaths, respiratory and cardiovascular hospital admissions) and long-term effects. There is, however, still considerable uncertainty surrounding the precise scale and mechanisms linking air quality and health, especially for the long-term effects on life expectancy.

### ***Davey, E - Air pollution levels***

Edward Davey (Kingston and Surbiton) (Lib Dem): To ask the Secretary of State for Environment, Food and Rural Affairs (1) what estimate he has made of levels of (a) PM10, (b) PM2.5, (c) O<sub>3</sub>, (d) NO<sub>2</sub> and (e) NO in each of the 20 largest cities and towns in England by population size for each year between 2005 and 2012; and if he will make a statement;

(2) which cities and towns in England are currently in breach of air quality laws on (a) nitrogen dioxide, (b) ozone and (c) other nitrogen oxides; and if he will make a statement;

(3) if he will place in the Library a copy of maps of the following air pollutants for each of the 20 largest cities and towns in England by population site showing the latest estimate he has for levels of (a) PM10, (b) PM2.5, (c) nitrogen dioxide, (d) ozone and (e) nitrogen oxide.

Huw Irranca-Davies (Rural Affairs Minister): For the purposes of assessing and reporting exceedences and breaches of air quality limit values, the UK is divided up into 43 agglomeration zones (areas with a contiguous population of over 250,000 as specified by the air quality directives) and non-agglomeration zones. There are 23 agglomeration zones in England and eight non-agglomeration zones; the latter are based on Government office regions in England.

The air quality framework directive (1996/62/EC) and four daughter directives (1999/30/EC, 2000/69/EC, 2002/3/EC, and 2004/107/EC) set out our current obligations in relation to various pollutants in ambient air. Of the pollutants mentioned, the limit values currently in force are for particles measured as particulate matter (PM10). There are also limit values for the protection of vegetation and ecosystems for nitrogen oxides (NO<sub>x</sub>), but these specifically do not apply to urban areas, or to areas near busy roads.

The limit values for nitrogen dioxide (NO<sub>2</sub>) do not come into force until 2010. The levels set for ozone (O<sub>3</sub>) are in the form of either target values, which do not have the same strict compliance criteria as limit values, or long term objectives, which have no compliance date. Other than those for the protection of vegetation and ecosystems, there are no additional limit values for other oxides of nitrogen. A new Council directive on ambient air and cleaner air for Europe (2008/50/EC) consolidates existing legislation and introduces new controls for PM2.5. The limit values for this pollutant are not yet in force.

Under the EU legislation set out above, the UK is required to monitor the air continuously for levels of PM10, PM2.5, NO<sub>2</sub>, NO<sub>x</sub> (from which levels of NO can be derived), O<sub>3</sub> and a number of other pollutants. These data are freely available from the National Air Quality Archive - <http://www.airquality.co.uk/archive/index.php>

This archive contains all the monitoring data collected for and by the Government in relation to air quality since 1962. It also contains details of the monitoring sites currently in use. In addition, the UK was one of a small number of member states to report modelled data alongside monitoring data. The national model used complies with the relevant data quality criteria set out in the various air quality directives, and is validated against monitored data. The annual report compiled to accompany the UK submission to the European Commission on air quality is also held on the air quality archive: - [http://www.airquality.co.uk/archive/reports/cat09/0807231621\\_dd12006mapsrep\\_v2.pdf](http://www.airquality.co.uk/archive/reports/cat09/0807231621_dd12006mapsrep_v2.pdf)

This contains maps of roadside and background levels of PM10, and NO<sub>2</sub>/NO<sub>x</sub>, although these are not given on a city by city basis; such information is not readily available. Maps for O<sub>3</sub> are held in a separate report on the same site: - [http://www.airquality.co.uk/archive/reports/cat09/0807301054\\_DD3\\_mapsrep2006\\_v2.pdf](http://www.airquality.co.uk/archive/reports/cat09/0807301054_DD3_mapsrep2006_v2.pdf) .

These reports also contain a map showing the location and extent of the UK agglomeration and non-agglomeration zones.

The model used to produce these reports is also used to provide projections of future air quality. This is a complex process and is generally only carried out in response to specific policy needs. In predicting future air quality, a "baseline" is constructed to show what effect currently planned measures and policies will have on air quality. Such a baseline has been prepared for 2010, 2011 and 2012 for PM10 and NO<sub>2</sub>, to support potential applications for time extensions for these pollutants, allowed under the 2008 directive, for compliance with the limit values. A consultation on the application for PM10 will be published shortly; it is planned to initiate a consultation on the application for NO<sub>2</sub> towards the end of 2009. One of the outputs from this baseline is an

assessment of the agglomeration and non-agglomeration zones predicted to contain locations where the air quality is above the relevant limit value level.

For NO<sub>2</sub>, the limit value is predicted to be exceeded in all but three zones in England in 2010, all but four in 2011 and all but five in 2012. The zones in compliance are predicted to be Brighton/Worthing/Littlehampton, Blackpool Urban Area, and Preston Urban Area in 2010, additionally Bournemouth Urban Area in 2011, and additionally Coventry/Bedworth in 2012.

The outcome of the baseline assessment for PM10 was that two zones-Greater London and the West Midlands were predicted to be in exceedence in 2010, reducing to one (Greater London) in 2011 and 2012. The extent of the predicted exceedence in 2011 was a total 40km of roads, mainly in central London. However, the baseline assessment had not taken into account all of the traffic and transport measures planned for implementation by the Greater London Authority and Transport for London. Nor did the assessment use the more accurate traffic growth projections prepared by Transport for London for the London area, relying instead on national data. Sensitivity analysis including these measures reduced the total road length exceeding to around 6km, which is well within the uncertainties of the model. Using this additional analysis, there is no exceedence predicted for 2012.

## **HOUSE OF LORDS QUESTIONS**

### ***Dykes - Heathrow expansion assessment of local residents' human rights***

Lord Dykes (Lib Dem) asked Her Majesty's Government what assessment they have made of suggestions that the planned Heathrow third runway and sixth terminal will infringe local residents' human rights in respect of noise pollution and stress.

Lord Adonis (Transport Minister): The Government's recent decision to support a third runway at Heathrow has sought to balance environmental, economic and social considerations. It is now for the airport operator to decide how to progress a planning application. Under the new arrangements provided for in the Planning Act 2008, planning applications for nationally significant infrastructure will be considered by the independent Infrastructure Planning Commission (IPC). In deciding an application, the IPC must be satisfied that its decision would not be in breach of any domestic legislation or the UK's international obligations, which would include relevant human rights legislation.

### ***Greaves - Infrastructure Planning Commission (Heathrow Airport)***

Lord Greaves (Lib Dem) asked Her Majesty's Government whether the Infrastructure Planning Commission will be operational in time to consider any planning application the operator of Heathrow Airport may bring forward for a new runway.

Baroness Andrews (Local Government Minister): The Government envisage that the Infrastructure Planning Commission (IPC) will be established and able to start giving advice to potential applicants this autumn and ready to begin receiving applications from spring 2010. The timing of any application for a new runway is a matter for the operator of Heathrow Airport, not the Government. Whether or not the IPC would act as the decision-maker on such an application is also dependent on the availability of a designated national policy statement on airports, which is planned for publication in draft by 2011.

## **SCOTTISH EXECUTIVE QUESTIONS**

### ***Allan, A - Monitoring service levels of island air routes***

Alasdair Allan (Western Isles) (SNP): To ask the Scottish Executive what steps it has taken to monitor the changeover from British Airways to Flybe on island air routes to ensure that service levels have been maintained.

Stewart Stevenson (Transport Minister): We have monitored service levels on a regular basis, including charges and other arrangements such as the air discount scheme, since Loganair's franchise with Flybe started on 26 October 2008.

Alasdair Allan: I am aware that both Loganair and the Government have gone to considerable lengths to maintain the level of service that was provided by the previous operator. Is the minister willing to take up concerns that constituents have expressed to me anecdotally, for example that a return flight from Stornoway to Edinburgh, which cost 85 last year using the discount scheme, might now cost 160?

Stewart Stevenson: I am certainly willing to engage on subjects of that character. I will make a few points that might illuminate the subject. First, for aviation, the cost of fuel has been fluctuating dramatically, which I know has been part of the difficulty. Of course, Flybe has a different economic model from that of British Airways and, in essence, operates on the basis of trying to maximise revenue depending on the loading on its aircraft. The example that the member gives is one of which I take tent [*sic*]. I am happy to engage with him further to ensure that we have the right services at the right price for people throughout Loganair's franchise area.

### ***McArthur, L - Scottish islands availability of flights***

Liam McArthur (Orkney) (Lib Dem): I welcome the minister's response and echo Alasdair Allan's concerns. I encourage the minister to engage with Flybe on the availability, ahead of time, of connecting flights into Scotland, which he will appreciate are incredibly important, not least in allowing tourism businesses to plan ahead and secure business. The evidence in my constituency is that the lack of availability of such flights is seriously hampering businesses in the current difficult economic circumstances.

Stewart Stevenson (Transport Minister): I am certainly willing to assist on that subject. Flybe is now the biggest regional airline in these islands and it has significant services throughout Europe. The member might also be referring to interlining to other operators. If there are difficulties with that, I would be happy for Mr McArthur to draw the details to my attention.

The legal position on the route development fund has changed entirely. We are now following a different strategy, but we are continuing to ensure that we develop our air services, particularly for international connections.

## **WELSH ASSEMBLY**

### ***Franks, C - London/Swansea train link***

Chris Franks (South Wales Central Region) (Plaid Cymru): What discussions has the First Minister had regarding a high-speed train link between London and Swansea?



Rhodri Morgan (The First Minister): I spoke to Lord Adonis, the relevant Minister, on 15 January on the day of the announcement of the consideration to build a third runway at Heathrow airport, but with a hub connection to the south Wales mainline. The Deputy First Minister has discussed this matter with Network Rail and Arup consultants with particular regard to a high-speed rail link following the Heathrow hub proposals.

## **NORTHERN IRELAND ASSEMBLY**

### ***No Named Day Motion - George Best Belfast City Airport***

The following motion on George Best Belfast City Airport was lodged in the Northern Ireland Assembly by Brian Wilson (North Down) (Green) on 23 January 2009. That this Assembly expresses concern (i) at the strength of opposition, to the extension of the runway at George Best Belfast City Airport from residents, local authorities, some airlines, Belfast International Airport and (ii) at the wider economic and strategic implications the proposed extension may have on the economy; and calls on the Minister of the Environment to set up a public inquiry under Article 31 of the Planning (NI) Order 1991 on this application. This motion has been signed by 2 MPs.

SASIG Bulletin editor - A 'no named day motion' is the term given to a motion for which no date has been fixed for debate.

## **EUROPEAN NEWS**

### ***Emissions Trading System auction***

The UK Government intends to hold its second auction in Phase II of the European Union's Emissions Trading System (EU ETS) on 24 March. The bidding window will open at 8am and close at 10am on that day. The number of allowances to be auctioned will be announced at least one month in advance. During 2009, the UK plans to auction a total of 25 million allowances. The auction is part of the process of creating financial incentives for firms to reduce carbon emissions and thus tackle climate change. Participants in the auction can place bids through intermediaries, called Primary Participants. Applications are being accepted from organisations wishing to become Primary Participants.

### ***Open Skies Agreement between Czech Republic and Singapore***

The Czech Republic and Singapore have signed an Open Skies Agreement (OSA) that will provide full flexibility on air services operated by carriers of both countries. Under the OSA, Singapore carriers may operate any number of flights between Singapore and points in the Czech Republic, as well as beyond the Czech Republic to any other city in the world. Similarly, carriers from the Czech Republic will be able to operate any number of flights to and beyond Singapore.

### ***European Commission - Differentiation in airport charges***

The European Commission accepted the measures taken by France to put an end to the differentiation in passenger charges between domestic flights and flights from/to countries in the Schengen area. Following a complaint from a low-cost airline, the Commission examined the rules applicable in France for setting the level of airport charges. It concluded that the differentiation in the levels of charges between those two categories of flights constitutes existing State aid, which is

incompatible with the internal market. Meanwhile, France has adopted the measures necessary to abolish that aid. The Commission took the view that the differentiation in passenger charges is financed by State resources and chargeable to the State. It gives an advantage to airlines operating domestic flights in France. It may distort competition and affect trade and the differentiation in passenger charges therefore constitutes State aid

### ***Frankfurt Airport 's fourth runway***

On January 16, the Hessen regional court in Germany approved the construction of a fourth runway and new Terminal 3 at Frankfurt's Rhein-Main Airport; the penultimate step towards possible final approval by the German State in 2010.

### ***European Commission begins legal action against UK's poor air quality***

The European Commission announced that it has start infringement proceedings against 10 Member States, including the UK, for failing to comply with the EU's air quality standard for dangerous airborne particles known as PM10. These particles, emitted mainly by industry, traffic and domestic heating, can cause asthma, cardiovascular problems, lung cancer and premature death. London, Gibraltar and many other cities in the UK both exceeded the daily and annual limits for PM10s. For more details about PM10s see: <http://www.environment-agency.gov.uk/business/topics/pollution/645.aspx>

## **REGIONAL NEWS**

### ***Bristol Airport - expansion plan***

Bristol Airport has unveiled a £150 million expansion plan, which will increase the passenger handling capacity from 6 million in 2009 to 10 million by 2016. Airport officials are keen to attract airlines that will operate long-haul flights to Dubai and Orlando in Florida, USA. A six-week public consultation is underway, after which a planning application will be made to the North Somerset District Council.

### ***Birmingham International transport improvements***

An £11m scheme to improve public transport between Solihull, Birmingham International Airport (BIA) and the National Exhibition Centre (NEC) was announced by Transport Minister Paul Clark. New measures announced include a new interchange at Birmingham International station improving links between trains and buses so that passengers have easier access to the town centre, airport and NEC. This will help to connect areas in and around Solihull, making changing smoother and quicker, so that more people use public transport reducing the number of cars on the road in the area.

## **INDUSTRY NEWS**

### ***Aer Lingus and United Airlines Announce Transatlantic Partnership***

Aer Lingus and United Airlines have announced an extension of their relationship on select long-haul services between Europe and North America. This partnership will open new transatlantic

non-stop services and will take advantage of the new commercial opportunities made possible by the Open Skies Air Services Agreement between the European Union and the United States. The partners will launch a service between Washington Dulles and Madrid, which will be available for sale from April 2009. It is intended that both carriers will equally share the commercial and operating benefits and risk, with Aer Lingus managing the operational aspects of the new partnership services and United Airlines taking responsibility for managing revenue generation. The partnership route structure will be operated and sold under both Aer Lingus and United Airlines codes.

### ***British Airways 2050 carbon emissions target***

British Airways has pledged to halve its CO<sub>2</sub> emissions by 2050, claiming this is the most ambitious target set by any airline. It has promised to reduce its net carbon output from 16 million tonnes in 2005 to 8 million by the middle of the century.

## **MEDIA NEWS**

### ***South East England Regional Assembly calls for Heathrow climate change test***

The South East England Regional Assembly (SEERA) has stated that expansion at Heathrow Airport must be independently tested for any impact on climate change now and not after the runway is built. Assembly members have called on Government to put its case for Heathrow's third runway to the Committee on Climate Change this year. The Government doesn't plan to seek views until 2020 but the Assembly believes it should show leadership on climate change now.

### ***Campaign for Better Transport - Heathrow would prevent expansion at regional airports***

The Campaign for Better Transport today criticised Government figures which showed that expansion at Heathrow could only take place if no other airports in the UK expand. The latest CO<sub>2</sub> forecasts from the Department for Transport, released this month, show that the only way to meet the strict new targets, agreed as part of the package of environmental safeguards for the third runway, to limit emissions from aviation to their 2005 levels by 2050, would be to stop expansion at all other airports - including the planned second runway at Stansted.

## **TRAFFIC STATISTICS**

### ***IATA Traffic Statistics***

The International Air Transport Association (IATA) released international scheduled traffic results for both December 2008 and the full-year. In the month of December global international cargo traffic plummeted by 22.6% compared to December 2007. The same comparison for international passenger traffic showed a 4.6% drop. The international load factor stood at 73.8%. For the full-year 2008, international cargo traffic was down 4.0%, passenger traffic showed a modest increase of 1.6%, and the international load factor stood at 75.9%. Giovanni Bisignani, IATA's Director General and CEO, said, "The 22.6% free fall in global cargo is unprecedented and shocking. There is no clearer description of the slowdown in world trade. Even in September 2001, when much of the global fleet was grounded, the decline was only 13.9%."

### **Civil Aviation Authority (CAA) Traffic Statistics**

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

- for all reporting UK airports in November 2008 - 15,383,412 compared with 16,905,782 in November 2007, a decrease of 9%;
- for all reporting regional airports in November 2008 - 6,170,105 compared with 6,860,564 in November 2007, a decrease of 10%; and
- for all reporting London airports in November 2008 - 9,213,307 compared with 10,045,218 in November 2007, a decrease of 8%.

A selection of the CAA figures for terminal and transit passengers for November 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**

	<b>November 2008</b>	<b>November 2007</b>	<b>% Change</b>
Gatwick	1,977,917	2,290,677	-14
Heathrow	4,989,124	5,233,982	-5
London City	266,144	278,172	-4
Luton	629,598	685,562	-8
Southend	2,552	3,885	-34
Stansted	1,347,972	1,552,940	-13
<b>Total London</b>	<b>9,213,307</b>	<b>10,045,218</b>	<b>-8</b>
Birmingham	619,944	609,878	2
Blackpool	16,866	23,950	-30
Bournemouth	65,602	54,352	21
Bristol	358,440	407,233	-12
Cardiff	100,976	117,188	-14
Coventry	1,525	20,329	-92
Doncaster Sheffield	50,345	60,863	-17
Durham Tees Valley	32,194	40,417	-20
East Midlands International	324,571	373,396	-13
Edinburgh	638,718	694,281	-8
Exeter	46,038	62,550	-26
Glasgow	512,876	611,655	-16
Humberside	25,125	24,687	2
Leeds Bradford	148,696	169,357	-12
Liverpool	333,204	385,015	-13
Manchester	1,278,486	1,399,343	-9
Newcastle	297,532	334,933	-11
Newquay	25,610	22,482	14
Norwich	31,911	45,346	-30
Southampton	134,594	149,121	-10
<b>Total Regional</b>	<b>5,043,253</b>	<b>5,606,376</b>	<b>-10</b>
<b>TOTAL</b>	<b>14,256,560</b>	<b>15,651,594</b>	<b>-9</b>

### ***Airports Council International reports airport traffic figures for November 2008***

Preliminary traffic results for 2008 show that for the full year, worldwide passenger traffic remained flat, thanks to strong growth in the first quarter which balanced the year-end decline, whereas year-end results in the freight sector, which did not benefit from any significant surge in traffic during the year, retracted in 2008 (international freight -3%, domestic -7% and the worldwide average -4.5%).

For the month of December 2008, global passenger traffic growth fell by 6 % as compared to December 2007, as did international and domestic traffic. The top 10 international airports all reported declines led by Bangkok (-42%), London Gatwick (-14%), Incheon (-13%) and Tokyo Narita (-10%). Dubai was the only exception registering a 5% increase, and the only region on the rise was the Middle East with a 7% increase in international traffic.

### **FORTHCOMING EVENTS**

#### ***Omega - Integrated Studies of Advanced Open Rotor Powered Aircraft, 9 February***

Omega is hosting a conference on 9 February at BERR, London. This conference is regarding the possible introduction of Open Rotor powered aircraft.

There are a number of environmental and operational barriers to the introduction of such aircraft and there is a clear requirement for stakeholders (policy makers, airport authorities, etc.) to be able to predict the likely trade-offs between community noise costs and reduced carbon emissions that might ensue from their introduction. The conference will offer an opportunity for stakeholders to examine trade-off issues. Further details at: <http://www.omega.mmu.ac.uk/conference-open-rotor-powered-aircraft.htm>

#### ***Local Environmental Quality in a Low Carbon Age, 18 February***

Environmental Protection UK is hosting this event at the Institute of Physics, London on 18 February. This event will look at the threats and opportunities for local environmental quality posed by action on climate change, and how integrated local and global environmental policy can be developed. Further details at: <http://www.environmental-protection.org.uk/events/details/?id=1714>.

#### ***The Aviation Debate: Can the Growth Continue?, 25 February***

Waterfront Conferences are hosting 'The Aviation Debate: Can the Growth Continue?' on 25 February 2009 in central London. This conference will focus on the challenges ahead for the industry. The conference plans to tackle the following questions; can aviation growth be delivered whilst meeting climate change and air quality targets, where can the growth be accommodated and what will be the impact of the current economic downturn on the industry. The conference will also look at how the Planning Bill will affect future aviation expansion, and whether or not the National Policy Statement (NPS) on aviation will mirror the growth agenda of the 2003 Aviation White Paper. Further information is available at: <https://www.eventsforce.net/waterfront/frontend/reg/homepage.csp?eventID=36>.

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

Latest academic understanding will be shared on some 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>

### ***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>

### ***The Future of European Rail, 17 & 18 March***

Marketforce Conferences are hosting 'The Future of European Rail' on 17 & 18 March 2009, 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/>.

### ***Omega - Disruptive technologies seminar, 23 March***

Omega is hosting a seminar on 23 March 2009 at the University of Sheffield. This workshop aims to identify potential future scenarios for aviation technology. It will give participants an opportunity to look beyond existing systems to new and challenging alternatives that might produce a revolutionary improvement. Further details at: <http://www.omega.mmu.ac.uk/disruptive-technologies-seminar.htm>.

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

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: <http://www.aerosociety.com/annual>

### **High Speed Networks, 23 April**

Waterfront Conference in partnership with First Class Partnerships Rail Consultants are hosting 'High Speed Networks' on 23 April 2009 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>.

### **Noise Action Week 18-22 May 2009**

Noise Action Week (18 – 22 May) is being co-ordinated by Environment protection UK. 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: <http://www.noiseactionweek.org.uk/>

### **Airport Cities World Conference & Exhibition, 27-29 April, Athens Greece**

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: [http://www.insightgrp.co.uk/Conference\\_ACE-ATHENS.html](http://www.insightgrp.co.uk/Conference_ACE-ATHENS.html)

### **Euronoise, 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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