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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: 12 June, 16 October.

PARLIAMENTARY NEWS

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 Captain Dean Plumb, Manager of Technical Developments from British Airways (BA), Geoff Clark, Head of Flight Operations Regulatory Affairs from Virgin Atlantic Airways and Gerry O'Connell, Assistant Director, Safety Operations and Infrastructure from European International Air Transport Association (EIATA).

Louise Ellman (Lab) asked about BA's assertion that Heathrow was discriminated against. Captain Plumb responded that the airport worked at around 98.5% capacity, making the airport susceptible to minor delays. Changes around Heathrow airspace could tackle this, he added, detailing that the US Presidential visit last year impacted on the airport for three days. He stated that other airports should be considered for such visits. Mark Pritchard (Con) asked about the G20 visit in April, questioning if NATs and BAA were assessing the impact of this in relation to airport traffic. Captain Plumb stated that the Department for Transport (DfT) had been told of the impact of last year's presidential visit but a working group was not in operation.

David Wilshire (Con) asked what the Civil Aviation Authority (CAA) and NATS did well; Mr O'Connell stated that these groups were crucial for safety and other issues. Mr Clark asserted that NATS and the CAA were professional bodies. Captain Plumb asserted that historical inefficiencies in airspace were apparent. Highlighting Manchester Airport as being hampered by flight paths that were developed when the design and flight of aircraft was different, he stated, calling for changes in areas such as these to address airspace. Captain Plumb called for trials to take place using altered flight routes in relation to Manchester and other airports.

On whether the public private partnership makeup of NATS undermined long term solutions, Mr O'Connell stated that there was no evidence of this and that NATS had strong and clear leadership. Mr O'Connell also believed a master plan was needed to create an airspace plan. Mr O'Connell argued for an holistic approach to airspace plans. Good practices in the UK could be emulated across the EU, he added, stating that single sky regulations would ensure that airspace was addressed in a better way than it had been in the past. The way airspace was shared and measures to tackle congestion should form part of a master plan. Both Mr Clark and Captain Plumb added their support for a master plan, even in light of European airspace plans.

When asked if the CAA's functions in relation to airspace should be transferred to the Secretary of State or the Environment Agency Mr O'Connell stated that the CAA's functions should be retained because it had expertise in this area; these sentiments were echoed by the other witnesses. Captain Plumb dismissed claims that airspace was just determined on commercial grounds, which was the rationale for changing the functions to the Environment Agency, adding that a national airspace strategy would be a good way to assess the needs of civil and military aviation needs.

The Transport Committee also heard evidence from Air Vice-Marshal Tim Anderson, Assistant Chief of the Air Staff, and Commodore Mark Wordley, Director Defence Airspace and Air Traffic Management from the Ministry of Defence (MoD). Louise Ellman began by stating that the MoD were well represented in airspace discussions. Air Vice-Marshal Anderson replied that relationships with other stakeholders, such as the Civil Aviation Authority (CAA) and NATS, were positive. He also stated that the direction of travel in relation to the use of airspace would put pressure on capacity in the future. Louise Ellman went on to ask what percentage of airspace was available to the MoD in class G (uncontrolled airspace). Air Commodore Wordley said that around 60% of airspace was controlled airspace, adding that this did not include local airspace and not all class G airspace was the same. Air Vice-Marshal Anderson stated that the growth of regional airports had slowly crept up on the aviation sector, stressing that the defence air traffic control system could handle such flights whilst continuing to address military concerns.

When questioned about the Single European Sky ATM Research (SESAR), Air Vice-Marshal Anderson queried whether enough resources were being put into this scheme.

Energy and Climate Change Committee - Evidence from Committee on Climate Change

In an evidence session on the work of the Committee on Climate Change, the Select Committee heard evidence from Lord Turner, Chairman, and David Kennedy, Chief Executive, from the Committee on Climate Change.

Paddy Tipping (Lab) asked how the Committee distinguished between providing scientific guidance to the Government and prescribing policy solutions. An intermediate stance had to be taken, Lord Turner responded. The Committee sought to identify solutions that were technologically credible and cost-effective, before asking whether there was a policy framework in place that made it possible to implement these, he explained. In this regard, he continued, the Committee would therefore comment on the general policy framework and present options to the Government but would seek to avoid commenting on specific issues, such as whether or not Heathrow should have a third runway.

Lord Turner agreed with Elliot Morley (Lab) that it was more important to cap the emissions from aviation than it was to reduce the number of flights, and argued that it was possible to achieve the former without the latter. He welcomed the Government's commitment to a subsidiary target on aviation emissions. Lord Turner said that the plan was to analyse projections for growth in demand, compare this to the potential to improve aircraft efficiency both with and without alternative fuels such as bio fuels and hydrogen, and from these results ask whether the 2050 emissions target could be met solely through technological innovation or would require the constraining of demand. It was important to recognise that reducing overall emissions by 80% by 2050 did not mean hitting this target in all sectors, and that reductions should be made where it was easiest to find alternatives, such as improving electric cars, he added. However, he warned, that without improving the efficiency of aircraft or reducing demand, aviation emissions could make up 30 to 40% of the global allowance by 2050, and so it was clear that something had to be done and that the December report from the Committee on Climate Change would be an important step. Lord Turner added that the infrastructure surrounding airports, and particularly how people travelled to them, would also be looked at in the December report. This would focus on what flights could be replaced by other means of travel, and particularly when and how people could be convinced to use trains instead, he said.

Responding to a question from Desmond Turner (Lab), Lord Turner said that the Committee would be modelling the expected increase in aviation emissions up to 2030, in terms of total expected emissions, and assessing whether the current overall approach would be credible in light of this information. He agreed that this assessment might lead to recommendations for Government

intervention, particularly regarding the accelerated replacement of old aircraft with newer, more efficient ones.

GOVERNMENT NEWS

Environment Agency to regulate European Union emissions trading scheme

Geoff Hoon, Transport Secretary, and Ed Milliband, Climate Change Secretary, have announced that the European Union Emission Trading Scheme (EU ETS) will be supervised by the Environment Agency. As regulator of the scheme, the Environment Agency will ensure that operators appropriately monitor their emissions in the lead-up to the start of the scheme and will be tasked with ensuring that operators comply with the requirements of the scheme. The Civil Aviation Authority will support the Environment Agency, which will have the power to issue fines to operators who do not comply with the scheme.

Chair of the Infrastructure Planning Commission (IPC)

The Government has named Sir Michael Pitt as the preferred candidate for Chairman of the new Infrastructure Planning Commission (IPC). Sir Michael's appointment is subject to vetting by the Communities and Local Government Committee. Ministers have also confirmed that the new organisation will be located in Bristol.

Civil Aviation Authority (CAA) duties – passengers, freight, competition & environment

Geoff Hoon, Transport Secretary, has unveiled plans that will give the Civil Aviation Authority (CAA) new responsibilities. The proposals will replace the CAA's current duties with a single primary duty and a limited number of further duties. The primary duty will be to promote the interests of existing and future consumers of passenger and freight services at UK airports, wherever appropriate by promoting effective competition. A secondary duty to ensure that airports meet their environmental obligations will also be introduced. The CAA will not be asked to develop its own environmental policies but will be tasked with ensuring that the economic regulation of airports is consistent with existing environmental obligations placed on airports.

Other proposed measures include a switch to a new licensing regime for larger airports, new and streamlined appeal processes that will improve access to justice for those effected by regulatory decisions and measures to improve outcomes for consumers by promoting the financial and operational resilience of airports, including a specific financing duty on CAA, and new licence conditions for larger airports. The measures are subject to a 12-week consultation that concludes on 1 June 2009.

HOUSE OF COMMONS QUESTIONS

Taylor, D – Aviation-induced cirrus cloud

David Taylor (North-West Leicestershire) (Lab/Co-op): Among the Secretary of State's many visits to far-off stations, last week he attended the Omega project event, where there was an update from leading climatologists on the extent of aviation's contribution to climate-changing emissions. How do officials in his Department and elsewhere in Government plan, in calculating the true

environmental impact of that form of transport, to use the latest scientific evidence of aviation-induced cirrus cloud, which has four times the adverse impact of CO₂ alone, as he knows?

Geoff Hoon (Transport Minister): I am tempted to respond by suggesting that I send a copy of the speech that I gave on that occasion to my hon. Friend, but I anticipate, in the light of his observations, that it might not persuade him. In it, I set out the importance of recognising that his constituents and mine continue to want to fly, and of ensuring that that ambition is matched by a genuine commitment to reducing carbon emissions. The practical measures that I outlined are designed to ensure that not only can people take the opportunity of visiting family and friends and travelling for business, as they increasingly wish to do, but that they are fully conscious of the consequences of their actions for our environment. I will send him a copy of the speech after all.

Greening, J - Release date of air quality modelling for development of Heathrow

Justine Greening (Conservative Communities and Local Government Minister): To ask the Secretary of State for Transport on what date his Department's air quality technical group delivered its air quality modelling on the project for sustainable development of Heathrow for review and internal clearance within his Department; and on what date internal clearance was granted.

Jim Fitzpatrick (Aviation Minister): Emerging results of air quality modelling were delivered over a period of time and reported to the Department's Heathrow Project Board. It was already clear by July 2007 that the air quality limits were likely to be met in the third runway scenarios. Final results, including for the mixed mode scenarios, were reflected in successive drafts of the consultation document reviewed by the board up to its conclusion in October 2007.

Ainsworth, P - Annual CO₂ emissions per passenger since 1990 for flights from UK airports

Peter Ainsworth (East Surrey) (Con): To ask the Secretary of State for Transport what the average annual change in carbon dioxide emissions has been per passenger in relation to aircraft departing from UK airports in each year since 1990.

Jim Fitzpatrick (Aviation Minister): The following table provides estimates of aviation carbon dioxide emissions per passenger for all domestic and international air passengers flying from UK airports in each year from 1990 to 2007.

Based on this data, average CO₂ per domestic passenger has decreased from 0.10 tonnes in 1990 to 0.09 tonnes in 2007 and per international passenger from 0.41 tonnes in 1990 to 0.36 tonnes in 2007; this equates to an average annual fall of 1% in CO₂ per passenger.

Table: Estimates of average CO₂ emissions per passenger flying from UK airports, 1990-2007

	Domestic aviation	International aviation				
	Carbon dioxide (million tonnes)	Departing passengers (million)	Average CO ₂ per passenger (tonnes)	Carbon dioxide (million tonnes)	Departing passengers (million)	Average CO ₂ per passenger (tonnes)
1990	1.24	12.2	0.10	15.71	38.6	0.41
1991	1.21	11.5	0.11	15.48	36.3	0.43
1992	1.22	11.6	0.11	17.12	41.5	0.41
1993	1.30	12.1	0.11	18.23	44.0	0.41
1994	1.21	12.9	0.09	18.97	48.2	0.39
1995	1.29	14.0	0.09	20.17	50.7	0.40
1996	1.40	15.2	0.09	21.38	52.7	0.41
1997	1.46	16.0	0.09	22.74	57.3	0.40
1998	1.59	16.7	0.10	25.30	62.7	0.40
1999	1.76	17.5	0.10	27.49	66.7	0.41
2000	1.90	18.6	0.10	30.31	71.3	0.42
2001	1.99	19.2	0.10	29.56	71.4	0.41
2002	2.00	21.0	0.09	29.01	73.3	0.40
2003	2.04	22.9	0.09	29.72	77.1	0.39
2004	2.18	24.3	0.09	32.53	83.6	0.39
2005	2.38	25.1	0.09	35.09	89.0	0.39
2006	2.29	24.9	0.09	35.65	92.7	0.38
2007	2.14	24.4	0.09	34.97	96.0	0.36

Notes:

1. Domestic aviation includes all departures from UK airports flying to another UK airport. International aviation includes all departures from a UK airport flying to a destination outside of the UK. These will carry both UK and foreign passengers.
 2. The aviation CO₂ emissions are derived from bunker fuel sales, which broadly equates to all departing aircraft (excluding military aircraft). Therefore the figures in the table do not reflect emissions from surface access nor emissions from airport buildings.
 3. Emissions from freighter aircraft have been allocated to passengers in these illustrative figures.
 4. The CO₂ emissions do not account for non-CO₂ climate change effects of aviation emissions.
- Sources: Carbon dioxide emissions - AEA Energy and Environment / DECC. Passengers - Civil Aviation Authority statistics.

The average CO₂ per passenger figures in the table above have been calculated by dividing total CO₂ emissions from departing flights by the number of departing passengers. They do not therefore reflect a weighted average of emissions to account for the relative numbers of flights flying different trip lengths. The level of emissions per passenger will be affected by such factors as load factors, type of aircraft used, fuel efficiency changes, etc.

Ainsworth, P - Estimates for average annual reduction in CO₂ to meet 2050 target

Peter Ainsworth (East Surrey) (Con): To ask the Secretary of State for Transport what recent estimate he has made of the required average annual reduction in carbon dioxide emissions per passenger relating to aircraft departing from UK airports between 2005 and 2050 in order to achieve the Government's target of keeping aviation-derived carbon dioxide emissions in 2050 below the 2005 level.

Jim Fitzpatrick (Aviation Minister): In announcing their new target to bring UK aviation carbon dioxide emissions in 2050 below 2005 levels, the Government 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.

Baker, N - Legislation for reducing carbon emissions

Norman Baker (Liberal Democrat Transport Secretary): To ask the Secretary of State for Transport (1) if he will bring forward proposals to give legal force to the target to reduce carbon dioxide emissions from UK aviation to below 2005 levels by 2050; (2) Whether aircraft emissions will apply (a) in total and (b) net of trading and offsetting for the target to reduce carbon dioxide emissions from UK aviation to below 2005 levels by 2050.

Jim Fitzpatrick (Aviation Minister): In announcing its target to bring UK aviation carbon dioxide emissions in 2050 below 2005 levels, the Government asked the Committee on Climate Change to advise on the best basis for its development. The committee is due to report by December 2009. Once the Government have received the committee's advice, they will determine the best basis for taking the target forward.

Greening, J - Assessment of green slots on carbon dioxide levels

Justine Greening (Conservative Communities and Local Government Minister): To ask the Secretary of State for Transport pursuant to the statement of 15 January 2009, on transport infrastructure, what assessment his Department has made of the effect of using the green slot principle on levels of carbon dioxide emissions.

Jim Fitzpatrick (Aviation Minister): As set out in the statement of 15 January the Department for Transport will be consulting on the green slots principle for use in allocating slots created by additional capacity at Heathrow. Subject to the outcome of the consultation, the intention is that the use of green slots will mean that airlines will need to allocate their cleanest and least noisy aircraft to secure priority for slots from the additional capacity at Heathrow.

Box 3.2 of our latest 'UK Air Passenger Demand and CO₂ Forecasts' (published in January 2009) shows the extent to which the fuel efficiency of the newest aircraft - and thereby CO₂ emissions - has improved in recent years and is forecast by various independent sources to continue improving in years to come.

'UK Air Passenger Demand and CO₂ Forecasts' is available at: - <http://www.dft.gov.uk/pgr/aviation/atf/co2forecasts09/>

Aircraft using 'green slots' are likely to be younger than the average and, like for like, there would therefore also be consequential CO₂ benefits.

Greening, J - Project for Sustainable Development of Heathrow assessment date

SASIG Bulletin Editor: question 259633 referred to below is the Parliamentary Question detailed in this Bulletin entitled 'Greening, J - Release date of air quality modelling for development of Heathrow'.

Justine Greening (Conservative Communities and Local Government Minister): To ask the Secretary of State for Transport pursuant to the answer to question 259633, on what date the work carried out by the Project for Sustainable Development of Heathrow was first assessed as sufficiently robust to conclude the (a) air quality limits and (b) noise contour limit of 127 sq km had been met in relation to (i) third runway scenarios and (ii) mixed mode scenarios consulted on in the 'Adding Capacity at Heathrow Airport' public consultation; and if he will make a statement.

Jim Fitzpatrick (Aviation Minister): Further to the reply I gave on 2 March 2009 on air quality, the critical point on noise was to establish the number of movements that could initially be accommodated within the noise contour limit with a third runway around 2020; that was not clear until mid-September 2007. Similarly, the results reported in the consultation document for mixed mode were not complete until mid-September 2007.

Greening, J - 'Adding Capacity at Heathrow Airport' costs

Justine Greening (Conservative Communities and Local Government Minister): To ask the Secretary of State for Transport how much his Department spent on the 'Adding Capacity at Heathrow Airport: Report on consultation responses' publication in relation to (a) fees for analysis and preparation of the report paid to Detica, (b) fees for analysis and preparation of the report paid to Ipsos Mori and (c) production and distribution costs; and if he will make a statement.

Jim Fitzpatrick (Aviation Minister): The Department procured Detica to analyse consultation responses and produce the report 'Adding Capacity at Heathrow Airport: Report on consultation responses'. The total costs paid to Detica were £939,989.18 including VAT. Ipsos Mori was subcontracted by Detica for their input into this work.

The Department printed 1,500 copies of the 'Adding Capacity at Heathrow Airport: Report on consultation responses'. The cost for this was £13,947 including VAT. Copies of the report were placed in the House Libraries, and can also be obtained from the Department's distribution centre. Distribution costs have been marginal.

Greening, J - Views against expansion in 'Adding Capacity at Heathrow Airport' consultation

Justine Greening (Conservative Communities and Local Government Minister): To ask the Secretary of State for Transport how many of the responses to the 'Adding Capacity at Heathrow Airport' consultation said (a) that they were partially or totally opposed to Heathrow expansion, (b) that they did not believe Heathrow expansion could take place whilst meeting the Government's air quality limits without further measures and (c) that they did not believe Heathrow expansion could take place whilst meeting the noise contour limit of 127 square kilometres at the indicated levels of air traffic, broken down by (i) campaign postcards and petitions and (ii) postal response, (iii) free-text responses and (iv) online response form; and if he will make a statement.

Jim Fitzpatrick (Aviation Minister): A detailed analysis of the responses to the 'Adding Capacity at Heathrow Airport' consultation can be found in the 'Adding Capacity at Heathrow Airport: Report on consultation responses', which was published on 15 January. Sections 2.2 to 2.13 of the above report provides an executive summary, detailing responses to the consultation.

25,331 respondents stated that they did not want any further expansion at Heathrow. Of these, 4,945 used the postal response form, 2,500 the online response form, 4,614 were free text responses, and there were 13,272 postcards/petition responses. The responses were not coded as being either 'partially' or 'totally' opposed to expansion.

61 respondents specifically stated that air quality limits could not be met without further measures. Of these, nine used the postal response form, 51 were free text responses, and there was one postcard/petition response. In addition, of 16,049 respondents who replied to the question about air quality using the online response form, 73% disagreed with the statement that expansion was possible while meeting the air quality limits.

37 respondents stated that they did not believe that expansion could take place while meeting the noise contour limit. Of these, three used the postal response forms, 33 were free text responses and there was one postcard/petition response. In addition, of 15,999 respondents who replied to the question about the noise contour limit using the online response form, 74% disagreed with the statement that expansion was possible whilst meeting the noise contour limit.

Greening, J - Responses to 'Adding Capacity at Heathrow Airport' consultation

Justine Greening (Conservative Communities and Local Government Minister): To ask the Secretary of State for Transport (1) how many discrete views were expressed in responses to the 'Adding Capacity at Heathrow Airport' consultation, broken down by (a) the code allocated to the view under the code frame used by Detica and (b) the response type in which the view was expressed;

(2) How many responses to the 'Adding Capacity at Heathrow Airport' consultation were received in the form of (a) Justine Greening Petition and (b) Justine Greening your views of Heathrow Postcards, as categorised by Detica under its code frame; and how many of these responses included free-text.

Jim Fitzpatrick (Aviation Minister): A detailed analysis of the responses to the adding capacity at Heathrow airport consultation can be found in the 'Adding Capacity at Heathrow Airport: Report on consultation responses', which was published on 15 January. Chapter 4 discusses response volumes, and Appendix B explains in detail the code frames used. 1549 'Justine Greening your views of Heathrow' postcards, and 584 'Justine Greening Petition' responses were received. However as the postcards were received before the start of the consultation, they were not analysed as individual responses. The request for a detailed breakdown of discrete views contained both in petition and postcard responses, and in all other responses, can be obtained only at disproportionate cost.

Greening, J - Key stakeholders in the 'Adding Capacity at Heathrow Airport' consultation

Justine Greening (Conservative Communities and Local Government Minister): To ask the Secretary of State for Transport in relation to the Ministerial reporting contained in the 'Adding Capacity at Heathrow Airport' responses to public consultation, on what basis the 161 key stakeholders were determined; which organisations and individuals the key stakeholders were; and if he will make a statement.

Jim Fitzpatrick (Aviation Minister): As explained on page 150 of the 'Adding Capacity at Heathrow Airport: Report on consultation responses', the 161 individuals and organisations listed include stakeholders who responded to the consultation having had the consultation document sent to them and a small number of other respondents who sent back detailed and in depth responses.

Baker, N - Reform of the 'Chicago Convention'

Norman Baker (Liberal Democrat Transport Secretary): To ask the Secretary of State for Transport if he will bring forward proposals to amend reform to the 'Chicago Convention' to allow the market pricing of airport departure slots.

Jim Fitzpatrick (Aviation Minister): The main legal framework for the management of airport slots is set out in the EC slot allocation regulations (the EC regulations). In April 2008 a European Commission Communication clarified the Commission's view that secondary slot trading, whereby the exchange of slots takes place with monetary and any other consideration, is compatible with the EC regulations.

Any further moves towards market pricing of slots would require the EC regulations to be amended. We understand that the Commission has no current plans to review the EC regulations. In the case of any proposed change, the Government would consult fully with stakeholders.

Ainsworth, P - Details about forecast air passenger demand in 2030

Peter Ainsworth (East Surrey) (Con): To ask the Secretary of State for Transport what his forecast is for the constrained air passenger demand in 2030, taking into account (a) the implementation of the increases in Air Passenger Duty announced in the 2008 Pre-Budget Report, (b) expectations of future levels of gross domestic product as set out in the 2008 Pre-Budget Report and (c) the effect of aviation being included in the EU Emissions Trading Scheme on the basis of current proposals; and what adjustment would be made to this forecast if it is also assumed that a barrel of oil will cost \$150 in 2030.

Jim Fitzpatrick (Aviation Minister): The Department for Transport's 'UK Air Passenger Demand and CO₂ Forecasts', page 48, reports the forecast of 2030 constrained air passenger demand for: each of the individual scenarios (a), (b), (c); and, a 2030 oil price of \$150 per barrel (in 2007 prices). This report is available at: - <http://www.dft.gov.uk/pgr/aviation/atf/co2forecasts09/>

No assessment has been made of the forecast of 2030 constrained air passenger demand taking into account (a), (b) and (c) together. Therefore, no assessment has been made of the adjustment that would be made to such a forecast if a barrel of oil were to cost \$150 (in 2007 prices) in 2030.

Baker, N - Road traffic composition for Heathrow Airport in 2008

Norman Baker (Liberal Democrat Transport Secretary): To ask the Secretary of State for Transport pursuant to the answer of 12 February 2009 on Heathrow airport: road traffic, what the daily traffic composition was for the main road corridors to Heathrow in 2008.

Jim Fitzpatrick (Aviation Minister): Road traffic data for 2008 are not yet available. They will be released as part of the 'Road Traffic Statistics 2008: Traffic, Speeds and Congestion' publication in summer 2009.

Road traffic data for specific roads will be published at: - www.dft.gov.uk/matrix

Greening, J – Transport Secretary's meetings with aviation representatives

Justine Greening (Conservative Communities and Local Government Minister): To ask the Secretary of State for Transport (1) if he will place in the Library a copy of the minutes of his meetings with (a) BAA on 15 October 2008, (b) British Airways on 20 October 2008 and (c) Virgin on 23 October 2008; and if he will make a statement;

(2) If he will place in the Library a copy of the minutes of his officials' meetings with (a) BAA on 26 August 2008, (b) BAA on 3 September 2008, (c) BAA on 18 September 2008, (d) BAA on 3 October 2008, (e) the Confederation of British Industry on 23 October 2008, (f) BAA on 6 November 2008, (g) the Airport Operators Association on 7 November 2008, (h) BAA on 14 November 2008 and (i) BAA on 24 November 2008; and if he will make a statement;

(3) If he will place in the Library a copy of the minutes of his predecessor's meetings with (a) BAA on 23 July 2008 and (b) BAA on 4 September 2008; and if he will make a statement.

Jim Fitzpatrick (Aviation Minister): It is not the normal practice of the Government to release details of meetings with private individuals or companies.

Greening, J – Chancellor & Treasury meeting with BAA

Justine Greening (Conservative Communities and Local Government Minister): To ask the Chancellor of the Exchequer what (a) meetings and (b) correspondence (i) he, (ii) other Ministers in his Department and (iii) officials in his Department have had with representatives of BAA since 3 October 2008; when each meeting took place; who attended each meeting; and what the subject of each meeting was.

Yvette Cooper (Chief Secretary to the Treasury): Treasury Ministers and officials have meetings with a wide variety of organisations in the public and private sectors as part of the process of policy development and delivery. As was the case with previous Administrations, it is not the Government's practice to provide details of all such meetings.

Willott, J - Meetings with BAA

Jenny Willott (Cardiff Central) (Lib Dem): To ask the Secretary of State for Transport pursuant to the answer of 28 January 2009 on Heathrow Airport, on what dates (a) Ministers and (b) departmental officials met BAA representatives to discuss proposals for Heathrow Airport expansion in each of the last three years; and if he will make a statement.

Jim Fitzpatrick (Aviation Minister): Since January 2006, Ministers have met regularly with BAA to discuss general aviation issues. These meetings covered a wide range of topics, which may have included the expansion of Heathrow.

Date (week commencing)	Minister
6 March 2006	Alistair Darling
22 May 2006	Douglas Alexander
29 January 2007	Douglas Alexander
5 March 2007	Douglas Alexander
14 May 2007	Douglas Alexander
18 June 2007	Douglas Alexander
10 September 2007	Jim Fitzpatrick
7 April 2008	Ruth Kelly
28 April 2008	Ruth Kelly
21 July 2008	Ruth Kelly
1 September 2008	Ruth Kelly

In addition to these meetings, there were other occasions on which Ministers met with BAA to discuss issues such as airport security or surface access; or to discuss airports other than Heathrow.

Due to IT changes, officials' diaries are not available before April 2008, or July 2008 in some cases. Meetings with BAA have taken place as follows:

Date	Officials
9 April 2008	John Parkinson (Head of Airports Policy, DfT) and Martin Jones (Head of Strategic Roads)
3 July 2008	Jonathan Moor (Director of Airports Strategy, DfT) and John Parkinson
17 July 2008	Jonathan Moor and John Parkinson
22 July 2008	Quarterly meeting with BAA, attended by Simon Webb (Director General of Internal Networks and Environment, DfT) and Jonathan Moor
26 August 2008	Jonathan Moor and John Parkinson
3 September 2008	Simon Webb and Jonathan Moor
18 September 2008	Jonathan Moor and John Parkinson
3 October 2008	Quarterly meeting with BAA, attended by Simon Webb and Jonathan Moor
6 November 2008	Jonathan Moor and John Parkinson
14 November 2008	Jonathan Moor and David Hart (Head of International Networks Analysis and Support)
24 November 2008	Jonathan Moor and John Parkinson

Again, these meetings covered a wide variety of topics, which may have included the expansion of Heathrow.

Note that officials and ministers have met with BAA following the closure of the Heathrow consultation; but none of these meetings have discussed Heathrow.

NORTHERN IRELAND ASSEMBLY

Newton, R - Correspondence regarding George Best Belfast City Airport runway extension

Robin Newton (Belfast East) (DDUP) asked the Minister of Health, Social Services and Public Safety in relation to planning application Z/2008/0306/F to extend the runway at George Best Belfast City Airport, whether there has been correspondence between Planning Service and the Eastern Health and Social Services Board asking the Board to comment on the application, and if so, when.

Michael McGimpsey (Health, Social Services and Public Safety Minister): The Eastern Health and Social Services Board were invited to comment on the planning application for the proposed runway extension at George Best Belfast City Airport in a letter from Planning Service dated 2 February 2009.

This invitation arose following correspondence from the Board to the Planning Service in January 2009 which highlighted that the Board had not received any information or correspondence in relation to this application. The Board, as the responsible Health Authority for the area, expects to

be consulted, particularly as this is a major application which prompts serious questions in regard to public health and public safety.

EUROPEAN NEWS

European Commission - Proposes to temporarily suspend airline slot rules

The European Commission (EC) has adopted a proposal for an amendment to the 'slots' Regulation, which it is submitting to the European Parliament and the Council for urgent adoption. The current regulation dictates that an airline must use all of its slots 80% of the time, or face losing them to other airlines in the following year, this temporary measure would allow airlines to keep their rights over slots. This proposal follows a request from the Association of European Airlines (AEA) that the current rules be suspended as they could create difficulties for airlines cutting capacity during the current economic crisis.

EasyJet oppose this move and have accused the AEA of being "protectionist". The AEA say that the move would benefit all airlines and not just AEA members since all airlines are being affected by the economic crisis. ACI Europe has also raised concerns regarding this move saying, "that no proper consultation with all industry stakeholders has taken place".

REGIONAL NEWS

Cardiff International Airport renamed

Cardiff International Airport has been renamed 'Cardiff Airport and Maes Awyr Caerdydd' and a new logo has been unveiled.

MEDIA NEWS

BAA to choose which Scottish airport to sell?

Passenger Terminal Today has reported that the UK Competition Commission is expected to give BAA a choice of which Scottish airport it will sell when it delivers its final report on the company's future. It is expected that Stansted and either Edinburgh or Glasgow will be sold to improve competitive pressures in the aviation industry.

It is understood that BAA, a subsidiary of Ferrovial, the Spanish construction group, is confident that it has persuaded the watchdog commission to let it make a decision over which airport to sell in Scotland. Any sale is likely to be hindered by the global economic downturn and sharp decline in air traffic. In Scotland, BAA's three airports saw a 14.6% drop in passenger numbers last month to 1.19 million.

TRAFFIC STATISTICS

Airports Council International reports airport traffic figures for January 2009

January 2009 worldwide air traffic fell by 6% relative to January 2008, continuing the steady traffic decline of the past months. Freight results served as a grim reminder that industrial output is shrinking, with international freight hardest hit with a 27% drop against an overall drop of 22%. For the past 12-month period, passenger traffic was down by 1% and freight by 6%. The Middle East continues to be the only region registering total traffic growth. Elsewhere the picture is universally bleak and shows no signs of immediate improvement. Europe recorded stark decreases for both domestic (-18%) and international traffic (-9%).

FORTHCOMING EVENTS

'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>.

'Air Quality Spring Workshop - Beyond the Limits: From Assessment to Action', 2-3 April

Environmental Protection UK is hosting the 'Air Quality Spring Workshop - Beyond the Limits: From Assessment to Action' on 2-3 April at Highgate House, Northamptonshire. The workshop will be based around four key themes; transport, local air quality management, development planning and air quality policy. Examples of practical action that can and is being taken in each area will be explored, with application to both local and national policy makers and professionals. For more details: <http://www.environmental-protection.org.uk/events/details/?id=1743>

'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

'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/>

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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