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SASIG MEETING DATES

2009 Meeting Dates

These are the meeting dates for 2009:

SASIG meeting: 6 November.

CAG (Chairman's Advisory Group) meeting: 16 October.

REGIONAL NEWS

North West - 'Principles and Issues Paper' consultation report published

The North West 'Principles and Issues Paper Consultation Summary' report has been published and summarises the approach to, engagement with, and responses made to the 12-week consultation on the RS2010 Principles and Issues Paper, which ran from February to April 2009. The report is available at:

<http://www.nwregionalstrategy.com/files/PI%20paper%20consultation%20summary.pdf>.

Regional Development Agencies - Annual Performance Reports 2008 - 2009

The Department for Business, Innovation and Skills has published annual performance reports for each of the Regional Development Agencies (RDAs). The reports show that all of the RDAs are meeting the objectives, milestones and targets set out in their corporate plans. Performance reports for each of the Regional Development Agencies are available here:

<http://www.berr.gov.uk/whatwedo/regional/regional-dev-agencies/rda-performance/page52452.html>.

Carlisle Airport planning permission approved

Carlisle City Council has given planning permission to Stobart Group Ltd to develop Carlisle Airport. Stobart Air, part of the Stobart Group and also the owner of Southend Airport, plans to resurface the 1800m single runway and build a new passenger terminal. These developments are expected to be completed during 2010 and also include a 350,00sq ft warehouse and the relocation of a Stobart lorry park. Stobart Air is known to be evaluating the possibility of starting its own airline whilst in discussions with possible resident carriers.

Heathrow Airport - Public hearing in to expansion

The High Court has ruled that a public hearing will take place into the planned expansion of Heathrow Airport, providing the opportunity for scrutiny of the Government's support for a third runway and sixth terminal at Heathrow. Protest groups welcomed the decision but the Department for Transport (DfT) said it stands by the decision made in January 2009 to support expansion at the airport.

Under the plan Heathrow Primary School and 700 homes in the village of Sipson, Middlesex, would be demolished to make way for the new 7,200ft runway. The Government said use of the third runway would be capped at 120,000 flights per year and that only the cleanest planes would be permitted to use the runway. However, environmental groups, councils, residents and the RSPB have said the expansion would damage wildlife and increase pollution and congestion.

Campaigners welcomed the High Court's decision to permit the three-day hearing, which could pave the way for a full judicial review. The High Court hearing is expected to take place this autumn.

Leeds Bradford Airport - Ryanair opens another UK base

Ryanair is to open its 34th base at Leeds Bradford Airport in March 2010. The airline will base two aircraft at the airport and add 14 new routes (Carcassonne, Faro, Ibiza, Knock, Krakow, Limoges, Malaga, Malta, Montpellier, Murcia, Nantes, Palma, Pisa and Venice). Ryanair already serves Alicante, Girona and Dublin from the airport. Ryanair says that with the new destinations its traffic at the airport should top one million passengers per year.

Stansted Airport - Aegean Airlines moves to Heathrow Airport

Greek carrier Aegean Airlines will move its London services from Stansted Airport to Heathrow Airport from 25 October 2009. The airline says that the move is part of the integration process with Star Alliance that it hopes to complete by June 2010. Aegean will now fly twice daily from Heathrow, compared with the current three daily flights from Stansted and will include a full meal service and in-flight entertainment system.

TRAFFIC STATISTICS

AEA traffic and capacity data (June 2009) - June traffic shows slight improvement

The Association of European Airlines (AEA) has released traffic and capacity data for its members in June 2009. The June 2009 figures, while evidently not as extreme as the minus 8.3% recorded in May 2009, remained heavily negative. Overall, passenger volume was down 6.5% on June 2008. A very small increase was posted by traffic to/from Sub Saharan Africa, slightly higher figures on Middle Eastern and North African traffic; otherwise, all route areas were substantially in deficit. Intra-European traffic was 6.3% down, while the North Atlantic was at -7.0%. The hardest-hit market was between Europe and the Far East, at -10.7%, the first double-digit traffic loss in this region since the SARS epidemic of 2003. Seat capacity in June 2009, at -4.9%, was close to the May 2009 figure, confirming that carriers were systematically reducing frequency, although at a rate that still did not match the weakening market. Consequently, load factors continued to decline, although the decrease, of 1.3% (down to 77.0%) was less severe than in previous months. The airfreight market showed no signs of revival, with a 20.7% decrease, and with both the major traffic flows, North Atlantic and Far East, posting losses more severe than this, at -21.8% and -24.9% respectively.

INDUSTRY NEWS

Airport Express Alliance to break up

Airport Express Alliance, the grouping of Gatwick Express and Heathrow Express is to be disbanded when its current contract expires on 21 September 2009. Paul Brindley, Commercial Director for Airport Express, said: "Both Heathrow Express and Gatwick Express are very strong brands and want to refocus priorities on their core business".

Southern, the majority train operator at Gatwick, is understood to have decided to look after its own sales and marketing for Gatwick Express after being told it must run the franchise for a further five years. Southern was effectively forced to take over the rail service linking Gatwick to London Victoria last year after a Department for Transport (DfT) intervention.

Stansted Express was the first to leave the partnership in 2004 when One Railway took over as operator. The partnership was founded in 1999 by Heathrow Express and Gatwick Express, with Stansted Express joining the alliance soon after.

AirAsia delays Airbus delivery

AirAsia, based in Kuala Lumpur, Malaysia, has delayed the delivery of eight Airbus A320 series aircraft for up to four years (in effect 2014), citing the current 'infrastructural constraints' at Kuala Lumpur International Airport, a reference to the delay in the construction of a low cost terminal at the airport. The airline has a target of 175 of the short- to medium-range aircraft by 2015.

EUROPEAN NEWS

European Commission - Emissions Trading Scheme aircraft operators list published

The European Commission (EC) has published its list of aircraft operators to be included in the European Union Emissions Trading Scheme (EU ETS) from 2012. The list now covers nearly 4,000 worldwide operators compared to the 2,755 that appeared on the original list published in February 2009. (http://ec.europa.eu/environment/climat/pdf/aviation/liste_exploitants_aeronefs.pdf)

The United Kingdom's Environment Agency, which was previously administering the largest number of operators, has seen the number of operators it was due to administer increase from 780 to 891. France is now the EU state with the largest number of operators under administration, having seen its list rise from 513 to 1,105. France has so far declined to follow the lead of the United Kingdom and Germany in postponing the 31 August 2009 deadline for the submission of emissions monitoring plans but said it is willing to be flexible with struggling operators.

Further information is available at: http://ec.europa.eu/environment/climat/aviation_en.htm.

PARLIAMENTARY NEWS

Conservatives - National infrastructure planning reforms

The Conservative Party has partly clarified its position on the new planning regime for nationally significant infrastructure schemes if it wins the next election. The Conservative Party has confirmed that the relevant Secretary of State rather than the new Infrastructure Planning Commission (IPC) would determine projects. According to a statement from Charles Hendry, Conservative Energy Minister, the planning team from the IPC would be relocated as a 'large projects team' inside the Planning Inspectorate and this would make recommendations to Ministers. Ministerial decisions would have to be taken within a specific period. Also planned by the Conservatives is a key change to the way National Policy Statements (NPS) are considered. They would be subject to a Parliamentary vote rather than just debate as at present.

GOVERNMENT NEWS

Publication of draft regulations to include aviation in the EU Emissions Trading System

The Department of Energy and Climate Change (DECC) and the Department for Transport (DfT) have published, for information purposes only, the final draft first stage of the regulations transposing the European Union (EU) Directive to include aviation in the EU Emissions Trading Scheme (ETS) into UK law, ahead of formally laying them before Parliament. This will provide aircraft operators expected to be regulated by the UK with early sight of the obligations the Regulations would place upon them. The Government has also made available a summary of responses to the consultation on the first stage transposition, and its response to the consultation. The document is available at:

http://www.decc.gov.uk/en/content/cms/what_we_do/change_energy/tackling_clima/emissions/eu_ets/aviation/aviation.aspx.

New DCLG & DBIS consultation on Regional Strategies

The Department for Communities and Local Government (DCLG) and the Department for Business, Innovation & Skills (DBIS) have published for consultation proposals on how regions should prepare new style Regional Strategies and operate new Local Authority Leaders' Boards. The consultation seeks views on:

- a new policy statement on the process of preparing, revising, implementing and monitoring Regional Strategies;
- draft regulations to support implementation of the regional strategy section (Part 5) of the Local Democracy, Economic Development and Construction Bill;
- draft guidance on the preparation of schemes for the establishment of Leaders' Boards; and
- draft supplementary guidance on undertaking sustainability appraisal of Regional Strategies.

This consultation, which closes on 30 October 2009, follows on from the January 2009 DCLG/DBERR * policy document on regional strategies.

The consultation report is available at:

<http://www.communities.gov.uk/documents/planningandbuilding/pdf/1303429.pdf>.

The January 2009 policy document on regional strategies is available at:

<http://www.communities.gov.uk/publications/citiesandregions/ldedcregionalstrategies>

* DBERR Department for Business Enterprise & Regulatory Reform – the predecessor to DBIS - the Department for Business, Innovation & Skills.

HOUSE OF COMMONS

Impact of the economic downturn on the South West and the Government's Response

The House of Commons' South West Regional Committee (First Report of Session 2008–09) - <http://www.publications.parliament.uk/pa/cm200809/cmselect/cmswest/392/392.pdf>

This report looked at the impact of the economic downturn on the South West, and the measures Government has introduced to try and mitigate the impact. The report indicated that although the South West's economy is perceived as being dominated by tourism and agriculture, it is heavily dependent on manufacturing, construction, distribution, retail and financial and business services, including suppliers to the aerospace industry.

Evidence from the Confederation of British Industries (SW division) was included in the report, detailing the impact of the downturn on the South West's aviation and aerospace industry, and set out these key conclusions:

- Passenger demand has been hit across the region for business and leisure flights, with discretionary travel notably impacted.
- Aerospace manufacture is a key industry for the South West, which has an estimated 27% of the UK industry and is home to the headquarters or major facilities of 9 of the UK's top 11 aerospace companies.
- The manufacturing sector has not yet felt the consequences of the drop in demand for new aircraft, but may experience a time lag in activity from the economic downturn. The sector fears that the mothballing of existing aircraft will hit companies' demand once the current order book is built out.

The Committee welcomed the measures introduced by the Government, nationally and through the South West Regional Development Agency (SWRDA) to try and support businesses, but indicated these would need to be tailored to fit the specific needs of the region, particularly small businesses. Unemployment has risen higher than the national average. The Committee suggested a wage subsidy scheme to keep people in jobs and retain skills, particularly in specialist sectors. Such a scheme would be too expensive for the resources of the SWRDA, which indicated in its evidence that significant investments had already been made, particularly in the aerospace sector.

As part of the National Aerospace Technology Strategy, SWRDA has spent over £11 million and committed another £8 million on major research and development projects to strengthen the UK's expertise in composite materials, fuel efficient engines, and advanced design technologies. These have leveraged around £140 million of external research and development funding. The Agency has been funding networking activity through the West of England Aerospace Forum, lean manufacturing programmes, a supply chain initiative and established a skills forum which together amounts to over £8 million of funding over the last five years.

The funding allocation for SWRDA is being cut over the next few years. The Committee indicated that increased demands for essential frontline services on the Agency meant the reduced budget would have a doubly negative impact.

The Committee suggested that the Regional Minister Ben Bradshaw must continue to work with partners, and those in central Government, taking the concerns of the region to the heart of Government. However the Committee was not convinced that the ministerial role added value. The report urged the new Regional Minister to demonstrate how his work has led to identifiable progress in mitigating the impact of the downturn on the region and helping prepare it for the future.

FORTHCOMING EVENTS

Heathrow Noise Action Plan - Public Consultation Sessions, 2 September

BAA will be holding a public session about their draft Heathrow Noise Action Plan on 2 September, 17:00 - 20:00. The session is open to anyone wishing to discuss the plan with members of Heathrow's noise team, and will be held at the Heathrow Academy (formerly the Heathrow Visitor Centre), Newall Road, Heathrow Airport TW6. .

'Aviation - The Catalyst for Economic Development (ACED)', Beijing, China, 14-15 September

'Aviation - The Catalyst for Economic Development (ACED)' will be held on 14-15 September in Beijing, China. The event will explore the positive contribution that international gateway airport cities make to regional development and economic growth using a series of industry case studies. The airport city is a major new business and employment generator but even more importantly, acts as a catalyst for regional economic growth and prosperity. More information is available at: <http://www.insightgrp.co.uk/aviation-the-catalyst-for-economic-development-aced.html>. To view the programme for the conference: <http://www.insightgrp.co.uk/aced-beijing-programme.html>.

'What is the future for regional planning and infrastructure?', 18 September

The Town and County Planning Association (TCPA) is holding a members seminar titled 'What is the future for regional planning and infrastructure?' on 18 September, at Town and Country Planning Association, 17 Carlton House Terrace, London, SW1Y 5AS.

Regional and national planning faces change. Some Regional Assemblies have now been abolished as Parliament establishes a new role for Regional Development Agencies supported by Local Authorities Leaders' Boards. These will work together to devise any new Regional Strategies, combining both economic and spatial predecessor strategies. At the same time the official opposition in Parliament promises a new era of localism and the abolition of regional planning in general.

National infrastructure too faces the same challenges. In Whitehall National Policy Statements on energy, ports and airports are urgently being prepared as the new Infrastructure Planning Commission (IPC) is rapidly set up to handle projects over a given size, while opposition parties talk of abolition of the IPC.

Further details are available at: <http://www.tcpa.org.uk/events.php?action=event&id=4>.

'Airports and their Challenges', 7-8 October, Paris, France

This international conference on 'Airports and their Challenges' is organised by the Air and Space Academy and will take place on 7-8 October at the Direction Général de l'Aviation Civile in Paris, France. It will provide an opportunity to take stock of the latest technical, economic and social data, to pool ideas and launch recommendations. For more information visit: <http://www.academie-air-espace.com/event/detail.php?varCat=14&varId=56>.

'The implementation and impact of the Planning Act 2008', 16 October

The Westminster Energy, Environment & Transport Forum are hosting a seminar entitled 'The implementation and impact of the Planning Act 2008' on 16 October in central London (venue to be confirmed). The seminar is structured to reflect central themes in the consultations including issues around the pre-application procedures, and the examination and decision making process to be adopted by the Infrastructure Planning Commission (IPC). Sessions will also examine how consultation for National Policy Statements will work, and their potential impact on the planning process. Further details are at: <http://www.westminsterforumprojects.co.uk/weetforum/events.html>.

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

'The Development of Competition in the UK Airports Market', 5 November

Marketforce Communication is holding an event titled 'The Development of Competition in the UK Airports Market' on 5 November 2009 at the Institute of Directors, 116 Pall Mall, London. This event is part of the annual Beesley Lectures that are a series of eight annual lectures covering the regulated industries in the UK. An industry-leading speaker will give a one-hour lecture and a specialist will give a short response before handing over to the audience for further discussion. Further details are at: <http://www.marketforce.eu.com/beesley7/>

'The Impact of the 2008 Planning Act for Businesses, Developers and Project Promoters', 1-2 December

Waterfront Conferences is holding 'The Impact of the 2008 Planning Act for Businesses, Developers and Project Promoters' on 1-2 December in London. This two day conference provides a guide for project promoters on the role and development of the National Policy Statements (NPSs), how to prepare an application to the Infrastructure Planning Commission (IPC) and the examination procedure. Issues to be discussed include: the role of Infrastructure UK in improving the country's infrastructure; the aims of the NPSs and the process for developing them; issues and challenges for project promoters in dealing with NPSs; how the NPSs will be consulted on and the role of Parliamentary scrutiny; the interface between NPSs and development plans; the impact of a Conservative Government on the new planning regime; the role and potential impact of the IPC; preparing an application; the examination procedure and the implications of the changes for project promoters; and ensuring that new infrastructure is not achieved at the cost of local democracy. Further information is available at: <https://www.eventsforce.net/waterfront/70/home>.

'The Future of Air Transport 2009', 2-3 December

Marketforce Conferences is holding a conference titled 'The Future of Air Transport' on 2 & 3 December, at Radisson SAS Portman, London. The event will provide a forum for senior stakeholders to discuss the challenges and opportunities facing the industry and to explore strategies to ensure a strong, profitable aviation sector will emerge from the current downturn. Further details are at: <http://www.marketforce.eu.com/airtransport/> and http://www.marketforce.eu.com/downloads/conferenceBrochures/The_Future_of_Air_Transport_EN.pdf.

'Quality of Life in Airport Regions (QLAIR) Conference', 3-4 December

The 'Airport Regions Conference' (ARC) is holding the 'Quality of Life in Airport Regions (QLAIR) Conference' on 3 & 4 December 2009, at the Krasnapolsky Hotel, Amsterdam. The QLAIR project highlights the future of airport and aviation developments in conjunction with a sustainable future for the surrounding areas. The project will identify how instruments for mitigation, compensation and investment can address this situation and improve living conditions. For more details please see: <http://www.airportregions.org/download/18.719d75b21201ab23bca8000386/QLAIR+Conference+2009+fin+3.pdf>

'Climate Change Conference & Exhibition 2010 - From Copenhagen to Croydon', 27-28 January 2010

The Local Government Association (LGA), the Improvement and Development Agency for Local Government (IdeA) and the Energy Saving Trust are holding the 'Climate Change Conference and Exhibition 2010 - From Copenhagen to Croydon' on 27-28 January 2010 at the Holiday Inn, Liverpool City Centre, L1 1NQ. This year, national Governments are negotiating a new global deal to follow the Kyoto Protocol - the outcome will be agreed in Copenhagen in December 2009. While Governments discuss targets, local Government is reducing emissions and planning to cope with change. Becoming a low carbon society both impacts on Local Government and relies on Local Government to be successful. The UK has committed to legally binding targets to reduce our carbon emissions by 80% by 2050. Radical change is required, the scale of which is hard for some to imagine. This change needs to happen with society and be locally led. To achieve this, councils must take a strategic approach to identifying the energy demands of our communities to plan and deliver appropriate and cost effective solutions. Reducing emissions and planning to adapt to the impacts of climate change must become an integral part of Local Government strategy and planning. Further information is available at: <http://www.lga.gov.uk/lga/events/display-event.do?id=2093583>.

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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