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SASIG NEWS

2010 Meeting Dates

SASIG meetings in 2010 will be on: Friday 20 August and Friday 26 November.

Meetings are held between 11am and 1pm, at Local Government House, Smith Square, SW1P 3HZ, with lunch provided afterwards; a location map is at <http://www.lga.gov.uk/lga/core/page.do?pageld=27909>.

SASIG Team Change

There has been a recent addition to the SASIG office team with David Joseph, a graduate in Environmental Policy with Economics, joined the team on 8 March 2010 as our full-time Policy Officer (formerly 'Technical Assistant'). The SASIG Information Officer role (formerly 'Administrative Assistant') is to be filled on the basis of a fixed-term contract for 2010/11 (two days per week).

REGIONAL NEWS

'Transport in the South West' – South West Regional Committee Session

The House of Commons' South West Regional Committee drew up a final draft report in February 2010 after numerous sessions discussing proposals on regional transport in the South West. The main conclusion was that a move to a single regional transport strategy is necessary for prosperity in the area. The Committee welcomed the creation of a Joint Transport and Infrastructure Board and believes this will help transport planning and delivery in the region.

There was also recognition of the contribution that airports in the South West can make to the economic well-being of the region, but that airports could do more to enhance their sustainability without harming business operations. It was also stated that regional airports need to be much more ambitious than they have been to date in improving public transport links.

Concerns were raised about the high-speed rail proposals from the Government's company High Speed 2 (HS2), and that if the proposal were to go ahead it could mean that the South West falls further behind in relative journey times and access to markets in comparison with other parts of the country.

Nottingham East Midlands Airport runway extension approval

Plans for a 190-metre extension to the runway at Nottingham East Midlands airport are still under consideration by North West Leicestershire District Council, with permission yet to be issued on the Section 106 legal agreement to accompany the proposal. Plans for a runway extension were originally submitted back in 2001 and a number of consultations have taken place over the subsequent years leading to updates of the initial plans. The application currently includes conditions to limit night-time flying between 23:00 and 07:00 GMT. The airport operator, Manchester Airports Group (MAG), said it had spent £1.5m insulating 502 nearby homes to keep out jet noise. Approval of this runway extension is expected at some point over the coming months.

Manchester Airport World Freight Terminal - proposal for hangar

A 200,000 sq ft cargo hangar at Manchester Airport's World Freight Terminal is to be built along with a new road junction. The new facility will provide extra capacity for storage of cargo and freight travelling from Manchester Airport. This expansion is deemed necessary by Manchester Airports Group (MAG), the airport operator, as freight is predicted to increase to 250,000 tonnes per year up by almost 50% on today's levels. Planning permission was granted in November 2009 and will entail the demolition of two historic cottages as well as the loss of a 300-year-old pond. The legal challenge mounted against demolition of the homes has been dropped following advice that the case had a less than 50% chance of success, however it is understood that other avenues to halt the development are being pursued.

Bournemouth Airport - noise monitoring in homes

The local community living near Bournemouth Airport will be able to have noise monitoring equipment installed within their homes in an attempt to highlight and minimise disturbance. The airport operator, Manchester Airports Group (MAG), plans to collect data from a number of locations on a regular basis to see what impact the airport is having on its surrounding community. A mobile noise monitoring station will also be moved around the area. This pledge was made following public consultation on the airport's draft Noise Action Plan (NAP). Other pledges include ensuring that aircraft reach greater altitudes before turning off onto individual flight paths and encouraging noisy night-time mail flights to take off in a different direction.

Kent International Airport - night flying application

Kent International Airport operator Infratil has stated their intention to commence with night flying operations from the airport. An application has been submitted to Thanet District Council (TDC) and a consultation is currently being carried out by TDC to assess this proposal's impact. Further information has recently been requested from Kent International Airport by TDC to add to their consultation process. A decision is expected in early 2010.

Thames Estuary Airport - Oakervee dismisses suggestions that plans are under threat

Douglas Oakervee has publicly reaffirmed his commitment to the Thames Estuary Airport scheme after his non-attendance at a London Assembly meeting on 11 March 2010 sparked concerns over the future of the scheme. It is now known that far from abandoning the airport scheme, the scope to study the wider redevelopment of the Thames Estuary region has actually been broadened. A consolidation process is currently underway to map all the work undertaken to date by Government Departments on the Thames Estuary.

Gatwick Airport – housing application; new owners dismiss second runway

The latest planning inquiry into an application for housing on land near Gatwick Airport was the result of the applicant's High Court challenge against the Inspector's decision to refuse on the basis of insufficient regard having been paid to the sub-regional housing supply. The land in question - 'the NE sector' – does not involve land safeguarded for a second runway at the airport. The outcome was that the Inspector was minded to permit the application, and a final decision is expected in April 2010, once planning conditions have been finalised.

The new owner of Gatwick Airport, Global Infrastructure Partners, has stated that they are not pursuing a second runway. This is understood to be the case for the meantime, however proposals for a second runway are anticipated once the 2019 legal deadline, before which construction must not start, has passed.

Heathrow Airport - High Court orders review of expansion

The High Court has decided that the Government cannot continue with its policy of support for a proposed third runway at Heathrow on the basis of the 2003 Air Transport White Paper.

The legal challenge was brought by a coalition of six Local Authorities in West London - Hammersmith and Fulham, Hounslow, Hillingdon, Richmond upon Thames, Wandsworth and Windsor & Maidenhead, the Heathrow residents' group - No Third Runway Action Group (NoTRAG), the national campaigning group against airport expansion HACAN ClearSkies, the World Wildlife Fund (WWF-UK), the Campaign to Protect Rural England (CPRE) and Greenpeace. Transport for London (TfL) was an independent party supporting the claim; and the Royal Society for the Protection of Birds (RSPB) was an expert witness. The challenge was also supported by Kensington and Chelsea and the Mayor of London. The Local Authorities are all members of the '2M Group' that comprises 24 local councils opposed to Heathrow expansion with a combined population of 5 million people.

The decision means the Government must assess its support for a proposed third runway at Heathrow in light of the 2008 Climate Change Act, the increased demand for surface access to serve an expanded airport, and an updated economic appraisal.

The coalition that brought the successful legal challenge is now calling on the Government to end the uncertainty and scrap the runway plans once and for all.

The judge ruled that "The preparation of the Airports NPS¹ will necessarily involve a review of all the relevant policy issues, including the impact of climate change policy..." This decision has national ramifications, and clearly confirms what SASIG has been calling for – a revised national aviation policy. The full judgment is at: <http://www.bailii.org/ew/cases/EWHC/Admin/2010/626.html>

¹ SASIG Editor: Airports National Policy Statement (NPS)

London Airports' surface access journeys

26 November 2009

The Civil Aviation Authority (CAA) has released figures on the distribution of surface access journeys to four of London's airports. The following table shows the percentage of journeys to Gatwick, Heathrow, Stansted and Luton airports made by train, bus/coach, tube, and other road vehicles in 2008. It was found that for all 4 of the airports, road vehicles excluding buses and coaches still remain the predominant mode of transport.

Air passengers who travelled to or from Gatwick, Heathrow, Stansted and Luton airports by train, bus/coach and other road vehicles in 2008 ⁽¹⁾				
Final mode	Gatwick	Heathrow	Stansted	Luton
Rail (percentage)	30	10	26	19
Buses/coaches (percentage)	7	14	21	14
Tube (percentage)	0	16	0	0
Other road vehicles (percentage)	63	60	52	67
Terminating passengers ⁽²⁾ (million)	30.1	43.0	20.4	9.7

⁽¹⁾ These results are based on a departure survey only. The assumption, for weighting purposes, is that arriving and departing passengers share the same modal characteristics.
⁽²⁾ This includes passengers using other modes to/from airport.

Personnel appointments to Regional Development Agencies

The Department for Business, Innovation and Skills has announced a series of appointments and reappointments to Regional Development Agencies:

- Bryan Jackson has had an extension to his role as Chair of **East Midlands Development Agency** to 13 December 2011;
- Colin Riordan has been appointed to the Board of the **East of England Development Agency (EEDA)**;
- Professor Madeleine Atkins, Kumar Muthalagappan OBE, Jonnie Turpie, and Councillor Roger Phillips have been appointed to the Board of **Advantage West Midlands**;
- Heidi Mottram and Sharon Allen have been appointed to the **Board of Yorkshire Forward**; and
- Councillors Keith House and Andrew Finney, Richard Ascough, and Professor Julian M Crampton all took up their three year appointments on 14 December 2009 until 13 December 2012 on the Board of the **South East of England Development Agency (SEEDA)**.

HOUSE OF COMMONS QUESTIONS

Coordination with Devolved Administrations on Low Carbon Transition Plan

5 January 2010

Gordon Banks (Labour, Ochil and South Perthshire): Asked the Secretary of State for Energy and Climate Change what discussions he has had with the Devolved Administrations to ensure co-ordination in implementation of the UK Low Carbon Transition Plan.

Joan Ruddock (Energy and Climate Change Minister): Ministers and officials engage with the Devolved Administrations on energy and climate change matters, particularly where there are implications for devolved policy or to ensure coordination and alignment of reserved matters with devolved policy. We also have a statutory obligation to consult the Devolved Administrations on aspects relating to the Climate Change Act, including on setting the levels of the carbon budgets and targets under the Act, and preparing policies for meeting them.

Since publication of the Low Carbon Transition Plan, this has included discussions between officials on renewable energy, heat and energy savings, the extension to the Carbon Emissions Reduction Target (CERT), Smart Meters and the Carbon Reduction Commitment (CRC) Energy Efficiency Scheme.

IPC members' contracts and notice periods

6 January 2010

Caroline Spelman (Shadow Secretary of State for Communities and Local Government): Asked the Secretary of State for Communities and Local Government what the (a) length and (b) notice period is of the contract of each member of the Infrastructure Planning Commission.

John Healey (Housing Minister): IPC, Chair, Deputy Chairs and Commissioners are appointed for five years, however this can be renewed, subject to satisfactory performance, up to a maximum of eight years.

Subject to paragraph 4(2) in Schedule 1 of the Planning Act 2008, these appointments can be terminated early by the Secretary of State giving three months notice, in writing. A Commissioner may also resign, again giving three months notice, in writing.

HOUSE OF LORDS QUESTIONS

Transport Secretary supports UK aviation carbon cuts from improved technology

14 January 2010

Baroness Wilcox (Conservative Energy Minister) asked the Secretary of State for Transport for his response to the recommendation of the Committee on Climate Change (CCC) in its report 'Meeting the UK aviation target - options for reducing emissions to 2050' about a total increase of aviation demand of 60% by 2050.

Transport Secretary Lord Adonis welcomed the useful advice from the Committee on Climate Change (CCC), and said that policy options to meet the 2050 target were being assessed. He also called on the aviation industry to assess technical options to improve carbon performance.

In a supplementary question, **Baroness Wilcox** asked what measures were planned to constrain the growth of aviation. In reply, **Lord Adonis** said that the CCC had seen a 54% increase in flights as compatible with the 2050 target, and therefore said that the 10% increase at Heathrow was permissible. He said that the argument for expanding Heathrow, running at maximum capacity at present, was stronger than for any other airport.

Labour peer **Lord Soley** stated that the UK transport policy for rail, road and air needs to be integrated as it is in Europe, if we are to benefit from the single European market. He did not think aviation emissions should be addressed in isolation. The **Transport Secretary** agreed.

Conservative peer **Lord Lawson** said that as the Copenhagen summit had failed there would be no global agreement. He felt that there was no case for curbing air travel by British citizens. **Lord Adonis** said that a balance between carbon reduction targets and wider socio-economic priorities would be struck, and welcomed the CCC's assurance that some expansion of aviation was compatible with climate change obligations.

In response to a question from Labour peer **Lord Clinton-Davies**, **Lord Adonis** emphasised new technology developed by the industry, and said that this would improve aircraft fuel performance. The Transport Secretary then said that there were targets to improve aircraft efficiency when planes moved on the ground.

Responding to **Baroness McIntosh of Hudnall's** question on Stansted expansion, **Lord Adonis** said that this was a matter for the airport operator. However, he said that recent declines in passenger numbers should be set against major historical increases over the long-term. There was economic and social demand for air travel, he said, and a need for future expansion.

Conservative peer **Lord Elton** did not believe that reduced emissions could be combined with increased journeys. The **Transport Secretary** stressed the significantly improved fuel efficiency of aircraft.

House of Lords' aviation discussion

8 February 2010

SASIG Editor: Please note that this discussion preceded the Heathrow Judicial Review judgment of 26 March 2010.

In response to **Lord Trefgarne's** questions about expansion of Heathrow and consultations conducted by BAA, **Lord Adonis** restated that the Government's policy with regard to a third runway at Heathrow remains as announced to the House in January 2009 - a third runway subject to conditions, including an initial limit on the overall number of flights; and that he is satisfied with the consultations conducted by BAA.

Lord Harris of Haringey asked whether or not the building of a new airport in the Thames Estuary is a consistent policy position and in the national interest. **Lord Adonis** replied that the estuary airport proposal is undeliverable, unaffordable and unnecessary.

Baroness Hanham asked about the status of the UK's application to the European Commission for derogation of the nitrogen dioxide (NO₂) and particulate matter 10 (PM₁₀) limits around Heathrow, and how expansion at Heathrow can be achieved whilst also improving air quality sufficiently to avoid being penalised. **Lord Adonis** indicated his confidence that discussions with the European Commission will reach a satisfactory position, and that combined aircraft and road vehicle nitrogen

dioxide emissions around Heathrow are expected to halve by 2030 compared with 2002, even with a fully utilised third runway.

Lord Grocott asked about any effect a fully developed high-speed rail network would have on demand at Heathrow. **Lord Adonis** felt that both high-speed rail and a third runway at Heathrow are needed, due to the small proportion of domestic traffic operating from Heathrow and the need to provide for more long-haul flights.

Lord Clinton-Davis, as President of the British Airline Pilots Association (BALPA), and **Lord Adonis** agreed on the need for a third runway at Heathrow, that Birmingham Airport is not a suitable alternative, and that the next generation of aircraft will have to take climate change very seriously into account, whatever decision is reached with regard to airports. Lord Adonis quoted the Committee on Climate Change's mention of the possibility of more than 60% of forecast demand up to 2050 being dependent upon technological progress and the development of sustainable biofuels being more rapid than currently envisaged.

GOVERNMENT NEWS

DfT and BAA accused of hiding Heathrow expansion data

The Department for Transport (DfT) has been accused of colluding with BAA to present the public case for a third runway at Heathrow Airport in the most favourable light. Tory MP for Putney, Justine Greening, has obtained email correspondence between the DfT and BAA about the expansion plans. The emails were reported in The Sunday Times on 29 November 2009.

In one memo, a senior strategy manager at BAA requests all references to technical notes (TNs) be removed from documents to "minimise the opportunity for a request for access to any or all of the TNs".

A memo written in November 2007 shows the author requesting that information be reworded so as not to play into objector's hands: "Final sentence – true, but a strong statement for objectors to use. Can we play down?"

Ms Greening said it had taken 18 months to obtain the documents, and that this had only be made possible by the involvement of the Information Commissioner's enforcement team.

John Stewart, Chairman of campaign group HACAN ClearSkies that opposes further expansion at Heathrow, said: "Nothing should surprise us now but once again we have clear evidence of the dishonesty and dirty dealing of both the DfT and BAA."

<http://www.timesonline.co.uk/tol/news/politics/article7017943.ece>

Paul Clark makes statement on airport public safety zones

8 March 2010

Paul Clark, the Parliamentary Under-Secretary of State for Transport, has announced that the day-to-day administration of the Government's public safety zone (PSZ) policy has been transferred from the Department for Transport (DfT) to the Civil Aviation Authority (CAA). Following an internal DfT review, responsibility for the implementation of new PSZs and the review and update of existing PSZs has returned to the CAA, as was the case in the 1980's; however, the DfT will retain overall responsibility for PSZ policy.

PSZs are areas of land at the ends of the runways at the busiest UK airports within which development is restricted in order to control the number of people on the ground at risk of death or injury in the event of an aircraft accident. There are currently 31 UK airports with PSZs.

An updated circular on the 'Control of Development in Airport Public Safety Zones' has been published - Circular 01/2010, which replaces DfT Circular 01/2002. The PSZ policy itself and the guidance in the Circular to Local Planning Authorities remains the same.

<http://www.dft.gov.uk/pgr/aviation/safety/circular012010/pdf/circular>

TRAFFIC STATISTICS

IATA traffic statistics (January 2010) – continued improvement for international air travel

It was announced by the International Air Transport Association (IATA) that demand for international scheduled air traffic in January 2010 has shown a continued improvement. In comparison with the previous year, January passenger demand was up 6.4%. Against this improving demand, a 1.2% increase in passenger capacity in January pushed load factors to 75.9% (up from the 72.2% recorded for January 2009). International cargo demand showed a 28.3% improvement with only a 3.7% increase in capacity. This pushed the cargo load factor to 49.6% from 40.1% recorded in January 2009. Although airlines have lost 2-3 years of growth over the past two years, demand is now stabilising with year on year improvements being observed in the industry. Conversely, there are large geographical differences in the recovery of demand with markets in Asia, Latin America and the Middle East improving the most rapidly.

Civil Aviation Authority (CAA) traffic statistics (December 2009)

The Civil Aviation Authority (CAA) provides monthly UK aviation statistics. The total terminal and transit passenger figures for December 2009 compared with December 2008 are summarised below:

- for all reporting UK airports in December 2009 - 12,901,744 compared with 13,294,567 in December 2008, a decrease of 3%;
- for all reporting regional airports December 2009 - 3,295,349 compared with 3,645,215 in December 2008, a decrease of 10.6%; and
- for all reporting London airports in December 2009 - 9,606,395 compared with 9,649,352 in December 2008, a decrease of 0.4%.

The total air transport movement (ATM) figures for December 2009 compared with 2008 are also summarised below:

- for all reporting UK airports in December 2009 - 117,099 compared with 124,383 in December 2008, a decrease of 6.2%;
- for all reporting regional airports December 2009 - 41,162 compared with 45,974 in December 2008, a decrease of 11.7%; and
- for all reporting London airports in December 2009 - 75,937 compared with 78,409 in December 2008, a decrease of 3.3%.

A selection of the CAA figures for terminal and transit passengers (PAX) and air transport movements (ATMs) for December 2009 are given in the table below for the larger English airports, showing the percentage change from a year earlier.

CAA Monthly Statistics for Selected UK Airports

KEY

ATM – an air transport movement is either a landing or take-off of aircraft engaged in the transport of passengers, freight or mail on commercial terms. All scheduled movements, including those operated empty, loaded charter and air taxi movements are included.

PAX – all revenue and non-revenue passengers on air transport movement flights.

	ATMs Dec 2008	ATMs Dec 2009	ATMs % change	PAX Dec 2008	PAX Dec 2009	PAX % change
Gatwick	17,329	17,383	0.3	2,092,036	2,122,958	1.5
Heathrow	37,181	37,015	-0.5	5,272,717	5,329,243	1.1
London City	6,412	5,194	-19.0	238,780	222,252	-6.9
Luton	5,945	5,111	-14.0	640,036	564,741	-11.8
Southend	179	94	-47.5	127	133	4.7
Stansted	11,363	11,140	-2.0	1,405,656	1,367,068	-2.8
London Total	78,409	75,937	-3.2	9,649,352	9,606,395	-0.5
Birmingham	7,166	6,219	-13.2	597,653	546,977	-8.5
Blackpool	758	930	22.7	13,598	8,538	-37.2
Bournemouth	902	541	-40.0	71,316	42,167	-40.9
Bristol	3,913	3,640	-7.0	359,818	350,994	-2.5
Doncaster Sheffield	436	323	-25.9	48,456	37,882	-21.8
Durham Tees Valley	554	373	-32.7	27,023	12,599	-53.4
East Midlands	4,535	4,116	-9.2	314,063	263,797	-16.0
Exeter	906	850	-6.2	46,362	42,732	-7.8
Kent (Manston) International	58	74	27.6	70	32	-54.3
Leeds Bradford	2,075	1,910	-8.0	129,554	123,532	-4.7
Liverpool	3,007	3,332	10.8	336,103	357,936	6.5
Manchester	12,204	10,196	-16.5	1,253,257	1,093,889	-12.7
Newcastle	3,544	3,066	-13.5	272,732	241,258	-11.5
Newquay	246	739	200.4	4,965	17,344	249.3
Norwich	1,905	1,428	-25.0	30,887	25,462	-17.6
Plymouth	640	642	0.3	13,159	11,617	-11.7
Shoreham	102	23	-77.5	268	42	-84.3
Southampton	3,023	2,760	-8.7	125,931	118,551	-5.9
Regional Total	45,974	41,162	-10.5	3,645,215	3,295,349	-9.6
Total	124,383	117,099	-5.9	13,294,567	12,901,744	-3.0

INDUSTRY NEWS

Institution of Civil Engineers (ICE) publishes Aviation 2040

The Institution of Civil Engineers (ICE) has published a report, 'Aviation 2040', which sets out four scenarios showing how UK air transport and airport infrastructure could look in 2040. The four scenarios are based on key social, technical, economic, environmental and political (STEEP) factors that could cause dramatic change to airports and air transport sectors over the next 30 years.

Peter Hansford, ICE Vice President said: "These scenarios are not predictions for the future; rather they highlight the need for Government, politicians and industry to develop new thinking to take account of the pressures that could dramatically transform air transport and airport infrastructure in the future."

<http://www.ice.org.uk/downloads/aviation2040.pdf>

British Airways (BA) fuels green revolution

British Airways (BA), in partnership with the Solena Group, is to establish Europe's first sustainable jet-fuel plant and plans to use the low-carbon fuel to power part of its fleet from 2014.

The new fuel will be derived from waste biomass and manufactured in a state-of-the-art facility that can convert a variety of waste materials, otherwise destined for landfill, into aviation fuel. The self-contained plant, likely to be sited in east London, will convert 500,000 tonnes of waste per year into 16 million gallons of green jet fuel through a process that offers lifecycle greenhouse gas savings of up to 95% compared to fossil-fuel derived jet kerosene.

ACI airports urge Government endorsement on climate change

The Airports Council International (ACI) has reported that airports have voted unanimously to support an ACI Resolution urging Governments to adopt a global sectoral approach to managing aviation's impact on climate change. Over the past year, ACI airport operators have worked with their partners to compile data from all sectors of the aviation industry concerning CO₂ emissions and the measurable progress that has been made to reduce those levels.

Speaking to airport delegates at the ACI conference, Angela Gittens ACI Director General said: "Aviation has made tremendous progress in reducing its carbon footprint. And we have worked diligently to show that our industry, more than many others, is taking a systematic approach to reducing fuel consumption. We are working with our airline and air traffic management partners to be more efficient in our processes and management of airside operations. And through our joint industry association, the Air Transport Action Group (ATAG), we have presented a strong case for promoting a global sectoral approach, which will be carried forward by ICAO."

Aviation industry commits to a global approach to emissions

The International Air Transport Association (IATA) has stated that it believes the only way to tackle emissions reductions within the aviation industry is with a global solution, not via targets set by individual Governments.

Quentin Browell, a spokesperson for the IATA, explained that the industry is already taking steps to lower its emissions, adding that IATA is making presentations to Governments around the world not only to explain the problem but to outline the steps being taken towards CO₂ reduction and to promote a global approach.

The IATA also stated that it supports recommendations made by the Climate Change Committee relating to the increased use of high-speed rail links in place of short-haul flights. These sentiments were echoed by reports in the 'Future of Aviation' and 'Priorities for investment in the railways' published by the House of Commons' Transport Committee that put forward plans to create a high-speed rail network across the UK.

Tribunal casts doubt on BAA's airport sell-off

25 February 2010

The future ownership of some of Britain's biggest airports has been thrown into confusion after the airport operator BAA won an appeal against the forced sale of Stansted and one of its two airports in central Scotland.

The Competition Appeals Tribunal has supported BAA's view that the Competition Commission's investigation into the company's airport ownership suffered from "apparent bias" because of a potential conflict of interest for one of the Commission's investigation team. The Tribunal has ordered that the matter be referred back to the Commission to reconsider, but that this referral will not take effect until the conclusion of any appeal. The Competition Commission still has an opportunity to seek permission to appeal directly from the Court of Appeal.

The decision further muddies the water about plans for a second runway at Stansted Airport. The Government had put the public inquiry into the expansion on hold until uncertainty about the airport's ownership was resolved. The Department for Transport (DfT) has since asked BAA to clarify its intentions, indicating that the information supporting the planning application would need to be updated were BAA to continue to pursue the application. BAA has replied that they do intend to pursue the application, and that 18-24 months would be needed to update the supporting information, starting from the point at which that work was initiated.

The Competition Commission ruled in March 2009 that BAA's ownership of the three major London airports (Heathrow, Gatwick and Stansted) and the two major central Scotland airports (Edinburgh and Glasgow) had an adverse effect on competition. It ruled BAA should sell Gatwick and Stansted to different purchasers and Edinburgh or Glasgow within two years. BAA has since sold Gatwick Airport to 'Global Infrastructure Partners'.

EUROPEAN NEWS

Breakthrough in EU-US second stage Open Skies agreement

25 March 2010

European Commission Vice-President, Siim Kallas, responsible for transport, welcomed the preliminary agreement reached by EU and US negotiators on a second-stage Open Skies aviation agreement. A draft agreement has been completed towards the further expansion and consolidation of the transatlantic aviation market. Both parties have agreed to increase regulatory co-operation, and remove the barriers to market access that have been holding back the development of this important aviation market. Building on the success of the 2007 EU-US Open Skies Agreement, this draft deal represents a significant breakthrough in the process of normalising the global airline industry.

In economic terms, the creation of a full EU-US Open Aviation Area has been estimated to be worth up to 12 billion Euros in economic benefits and up to 80,000 new jobs. Negotiators also made significant progress in agreeing a new framework for jointly addressing the environmental effects of aviation, as well as advances in the areas of security, competition, and social matters. Vice-President Kallas will submit the draft agreement for approval to the Transport Council in June under the Spanish Presidency.

EU Commission rejects requests for air quality compliance extensions (PM₁₀)

The European Commission has rejected submissions made by the UK and Bulgaria relating to an extension of the deadline to comply with the legislative limits for airborne particles known as PM₁₀.

Three EU countries - Bulgaria, the UK and Poland - applied for more time to comply with EU standards for these air pollutants, with the only zones granted an extension being 5 of the zones in Poland.

The reasons for so many requests being unsuccessful are a combination of: insufficient data having been provided; the measures outlined in the air quality plans submitted to the Commission not demonstrating that the standards will be met when the exemption period expires; and/or compliance with the limit values having already been achieved.

In the UK, all air quality zones except the Greater London zone were in compliance in 2008. The Commission found the air quality plan for this particular zone did not meet the minimum requirements of the Directive for a time extension.

Where the Commission has raised objections to requests for time extensions, Member States may put forward further requests if they provide new information to demonstrate fulfilment of the conditions.

For further information on time extensions:-

http://ec.europa.eu/environment/air/quality/legislation/time_extensions.htm

For the European Commission decisions, December 2009:-

<http://europa.eu/rapid/pressReleasesAction.do?reference=IP/09/1908&format=HTML&aged=0&language=EN&guiLanguage=en>

For further information on limit values for pollutants:-

<http://ec.europa.eu/environment/air/quality/standards.htm>

GOVERNMENT NEWS

Budget Report - 24 March 2010

The Chancellor of the Exchequer, Alistair Darling, outlined his Budget on 24 March 2010, the last before the general election on 6 May 2010. With regard to energy, infrastructure, environment and climate change, the 2010 Budget detailed the Government's approach over the next year, although there was limited consideration of aviation in the Budget. It was stated that new energy supplies are needed, and this would be achieved through prioritising the replacement of nuclear power stations, supporting renewable energy and investing in sustainable transport. The Chancellor also announced that an investment bank would be set up with £2 billion of equity (half coming from state assets, half from the private sector). The banks' main focus would be investing in sustainable energy, particularly offshore wind.

Investment in infrastructure both new and traditional was also focused on in the Budget. The Chancellor stressed the point that the Government was willing to take the tough decisions on transport; pointing to Crossrail and the High Speed Two (HS2) project as evidence. It is expected that infrastructure projects such as these will support 100,000 jobs across the country. Mr Darling announced that £100 million would be allocated for repairs to local roads and £285 million for the motorway network as well as allowing hard-shoulder running.

Regarding aviation, on 1 April 2010, the duty rate for aviation gasoline will rise by 3.78 pence per litre in order to meet EU regulation. Also, a reform of allowances that are no longer relevant is being introduced for overseas officials such as ending the use of business class air travel for journeys lasting less than 5 hours, saving a total of £13 million. Lastly, with effect from 1 September 2010, the zero rate for aircraft supplies will be amended from one based on aircraft weight and usage to one based on the status of the customer. This covers suppliers of aircraft and parts and services for aircraft; and aircraft operators. The zero rate will apply only where such aircraft supplies are used by airlines operating for reward chiefly on international routes. The Government intends to legislate this measure in a Finance Bill to be introduced as soon as possible in the next Parliament.

Link to information on change to zero rating of qualifying aircraft supplies:-

<http://www.hmrc.gov.uk/budget2010/bn46.pdf>

Committee on Climate Change (CCC) aviation report, 8 December 2009

The Committee on Climate Change (CCC) was requested by the Government "to assess scope for [emissions] reductions, including from improvements in technology and the effect of appropriate policy levers; and the implications of further aviation expansion beyond 2020".

The CCC's main conclusion was that any future airport expansion needs to stay within a limited increase in passenger demand of 60% by 2050, if the Government's target for the reduction of UK aviation emissions is to be achieved.

"Higher increases might be possible if technological progress and the development of sustainable biofuels were more rapid than currently envisaged, but it is not prudent to base current policy on the assumption that speculative future technological breakthroughs are achieved." (Dec. 2009 CCC Aviation Report - Executive Summary, pg.2 - Chairman's Foreword)

The Government has signalled that in 2020 it will ask the CCC to advise on whether or not a further expansion of Heathrow from 605,000 air transport movements (ATMs) to 702,000 ATMs is compatible with achieving the 2050 target.

This obviously has implications for aviation developments across the country. The Government's intentions for development at Heathrow look set to take up the lion's share of the available expansion in the CCC scenario, leaving little capacity for expansion at regional airports.

The report sets out its assessment of options for reducing UK aviation emissions up to 2050. The CCC started their assessment by projecting possible growth of demand and emissions if there were no carbon price constraining demand and if no limits were placed on airport capacity expansion. Scope for reducing emissions was then considered relative to reference projections through carbon prices, modal shift from aviation to rail/high-speed rail, substitution of communications technologies such as videoconferencing for business travel, improvements in fleet fuel efficiency and use of biofuels in aviation.

A conclusion was drawn by setting out scenarios for aviation emissions, comparing emissions in 2050 with the target and considering how any gap might be closed. The report also covers the potential implications of non-CO₂ aviation effects on global warming. The CCC noted the likely need to account for these effects in future global and UK policy frameworks but did not propose a specific approach.

Transport Minister sets out high-speed rail proposals

11 March 2010

Transport Secretary, Lord Andrew Adonis, has announced proposals that would revolutionise Britain's rail network by delivering a core high-speed rail network linking London to Birmingham, Manchester, the East Midlands, Sheffield and Leeds, with trains running at up to 250 miles per hour.

The development of a 335-mile 'Y'-shaped network would bring the West Midlands within about half an hour of London, and deliver journey times of 75 minutes or less from Leeds, Sheffield and Manchester to the capital. Connections onto existing tracks would be included, allowing direct high-speed train services to be operated to cities including Glasgow, Edinburgh, Newcastle and Liverpool as soon as the line opens. Further consideration will also be given to extending the network subsequently to these and other major destinations.

The first step in building such a network would be a high-speed line from London to Birmingham, for which the Government has published details of High Speed Two Ltd's (HS2 Ltd) recommended route. Full public consultation on that route, and the longer term strategy for high-speed rail, will begin in Autumn 2010 and detailed planning work will now also begin on the route options from Birmingham to Manchester and to Leeds to allow consultation on these routes in 2012.

SASIG comment: The Government support for high-speed rail is encouraging, however it is essential that it does not consume funding that should be directed to near-term improvements for the existing network. High-speed rail should also not be used to solve local issues where traditional rail is the appropriate solution. There are serious concerns about the route selected by the Government, and a lack of ambition is apparent from this initial scheme only operating to Birmingham and not beyond.

DfT review of research on business attitudes to transport

As part of wider work to better understand and take account of the views of businesses, the Department for Transport (DfT) commissioned a review of existing UK research evidence on private sector business attitudes to transport. The review aimed to provide a better understanding of business user experiences and expectations, and help determine their future needs of the transport system, through consideration of evidence produced between 1994 and 2008.

The review was undertaken by the Centre for Transport and Society at the University of West of England. It was intended to complement a similar review of evidence on public attitudes to transport published by the DfT in June 2008, and regular engagement with representative industry bodies.

The review found that the identified evidence revealed only a partial picture of business opinions on transport issues. The DfT found it difficult to draw comparisons between business and public attitudes to transport because of the lack of robust evidence available on business views, but the review did suggest some similarities regarding attitudes to congestion and the importance of transport reliability.

<http://www.dft.gov.uk/pgr/scienceresearch/social/businessattitudes/>

DfT - New Assistant Chief of the Air Staff appointed to Board of Civil Aviation Authority

The Secretary of State for Transport has appointed Air Vice-Marshal Barry North OBE MA RAF to the Board of the Civil Aviation Authority (CAA), on the nomination of the Secretary of State for Defence. He replaces AVM Tim Anderson, whom he succeeded as Assistant Chief of the Air Staff on 1 March 2010. AVM North will act as a non-executive member of the Authority, with particular responsibility for national security matters. His role at the CAA is unsalaried.

London Assembly Committee condemns Olympic plans for Heathrow night flights

The London Assembly has reported that the Chairman of its Environment Committee, Murad Qureshi, has condemned the Civil Aviation Authority's (CAA) plans to look at allowing night flights to and from Heathrow during the 2012 London Olympic Games. He said the CAA needed to examine other ways of handling the extra visitors.

He stated: "Londoners already put up with the noise of the busiest airport in Europe, but at least they have some respite overnight. Enduring weeks of sleepless nights is simply too much to ask of people. The Civil Aviation Authority needs to look at other ways of handling the extra visitors expected for the Games." The London Assembly Committee is currently conducting ongoing work on proposed expansion at Heathrow which and its impact on noise, air quality and climate change.

PARLIAMENTARY NEWS

Queen's Speech, 24 November 2009- developing infrastructure and mitigating CO₂

Last years Queen's speech covered legislation being introduced to support carbon capture and storage following on from the Low Carbon Transition Plan. The original plan outlined actions to cut emissions by 34% on 1990 levels by 2020 on the way to achieving a reduction of at least 80% by 2050. A new Energy Bill would implement key elements of the plan that require legislation. Another key point was the reference to the development of a high-speed rail service. It was stated that High Speed Two (HS2) would consider the case for new high-speed rail services between London and Scotland and develop a proposal for an entirely new line between London and the West Midlands; this culminated in the report from High Speed 2, covered elsewhere in this Bulletin edition.

Lords' carbon budgets debate focuses on energy sector

During a House of Lords' debate on carbon budgets, the Committee on Climate Change's progress report 'Meeting Carbon Budgets – The Need for a Step Change' was discussed. Opening the debate, Energy and Climate Change Minister, Lord Hunt of King's Heath, said that the scientific consensus that climate change was man-made was unequivocal. That was the reason why the UK had been the first country to establish a legally binding commitment to reduce carbon emissions, he explained. The Government broadly agreed with the proposals for a step change in emissions reduction, as proposed by the Committee on Climate Change.

There was a broad agreement with how this step change would come about, Lord Hunt stated. He emphasised the Government's commitment to renewable power and to clean coal. He agreed that reductions in emissions as a result of the recession were no substitute for permanent change.

Furthermore, he noted that it was likely that the recession would result in a lower than expected carbon price, and agreed therefore that incentives beyond the EU Emissions Trading Scheme were needed to incentivise low carbon investments. By June next year, the Government would introduce new enduring grid access arrangements, he noted.

As part of the transition plan, the Government was establishing internal mechanisms to manage carbon budgets across Whitehall, he confirmed. He accepted that decisions made now on energy and infrastructure would determine the ability to reduce emissions in the future, as had been stressed by energy companies.

Transport Committee report 'Future of Aviation'

The House of Commons' Transport Select Committee has published a report on the future of aviation, in which it has called on the Government to ensure that the UK's major airports, particularly Heathrow, are connected to a future high-speed rail system.

The Committee concludes that the 2003 White Paper, 'The Future of Air Transport', continues to provide a sound basis for aviation policy but warns the Government that it must update its assessment of the economic value of aviation for the UK economy regularly and ensure that its figures are subject to independent external scrutiny.

In view of the economic benefits to the UK, the Committee endorses the Government's support for a third runway at Heathrow, subject to the effective application of tough environmental conditions.

However, it questions the need for a second runway at Stansted and asks Ministers to reconsider whether Gatwick might prove to be a better location for expansion after 2019.

Stressing the need to curb pollution from aviation, the Committee called for higher environmental standards to reduce CO₂, air pollution and noise. With regard to carbon emissions from aviation in the UK, the Committee set out a number of principles that it believes should be applied to future UK policy. The Committee felt that the Committee on Climate Change's aviation report (published 8 December 2009, & reported on elsewhere in this Bulletin) would detail how the aviation industry can sensibly reduce its greenhouse gas emissions over the coming decades.

Calling for decisive effort by Government to ensure older and noisier planes are taken out of use promptly, the Committee also asked the Government to review the adequacy of current research into the effects of noise and to revisit its impact assessment procedures and compensation arrangements.

The Committee recognised the importance of Air Passenger Duty (APD), but was concerned that, when setting the level of APD, the Government needs to be mindful of the vulnerability of the aviation industry in the current economic climate. It also needs to take account of competition from other European airports.

Looking to air travellers, MPs repeated a previous call for the Air Travel Organisers' Licensing (ATOL) levy to be increased and extended to cover all international flights and not merely package holidays. The Committee also asked the Government to clarify how much revenue is raised from aviation taxes and to set out the basis for its claim that an additional £10bn could be raised if VAT and fuel duty were applied to aviation.

Government response: -

The Government has welcomed the Committee's response that the 2003 White Paper continues to provide a sound basis for aviation policy, and believes that a National Policy Statement (NPS) on Airports will only build on that strategy. The Government pointed out that it will be important to consider development in other transport sectors when preparing the Airports National Policy Statement (NPS).

With regard to the aviation industry meeting its 2050 target for gross emissions reductions, the Government stated this is being researched over the coming months. With respect to the Committee's comments on noise reductions, the Government has no plans to issue new guidance to local airports on the management of local noise impacts. However, the Government will continue to monitor emerging research on the health effects of long term exposure to noise and take action as necessary.

Air Passenger Duty (APD) was described in the Government response as a revenue-raising instrument and not intended or designed to be an exact match for the environmental and social costs from aviation. In 2008/09, APD raised £1.9 billion and for 2009/10 is also projected to be £1.9 billion. The claim that an additional £10 billion could be raised if fuel duty could be levied on international journeys, and VAT could be levied on the full value of the tickets, was described by the Government as a rounded figure calculated using data on expenditure on air travel from household final consumption and Department for Energy & Climate Change (DECC) energy statistics on volume of aviation turbine fuel. It is a first order estimate and behavioural effects need to be taken into consideration. The Chancellor believes that the current taxes set on aviation have taken into account the full range of relevant factors

<http://www.publications.parliament.uk/pa/cm200910/cmselect/cmtran/388/388.pdf>

Local Democracy, Economic Development and Construction Act 2009

The Local Democracy, Economic Development and Construction Act 2009 received Royal Assent on 12 November 2009, after a passage through Parliament marked at each stage by intensive lobbying from various industry groups on the proposed changes to the 1996 Housing Grants Construction and Regeneration Act.

The Act seeks to create greater opportunities for community and individual involvement in the workings and decision-making processes of local public authorities. There are also stipulations to ensure that councils respond to petitions and consider other matters raised by citizens in their area. Finally, duties have been set up for the assessment of economic conditions on a regional and local authority level, as well as a mechanism for co-operation between these two parties in promoting economic development.

<http://services.parliament.uk/bills/2008-09/localdemocracyeconomicdevelopmentandconstruction.html>

MEDIA NEWS

BAA's retail sales at best level for a decade

23 February 2010, The Times

The appeal of duty-free shopping more than offset lower passenger numbers as BAA's 6 airports reported their best retail income figures since duty-free for European travellers was abolished in 1999.

Heathrow generated its highest level of income from retailing for more than a decade, with retail income per passenger rising by 6.7% to £4.93. A total of £351.5 million was received from retailers in 2009 - an increase of 7% from 2008. The surge in retail sales came as the value of sterling fell against other currencies, making British goods comparatively cheaper for foreigners passing through the airport.

A higher number of transfer passengers, who usually spend longer in terminal areas, also contributed to the increase.

SASIG comment:- debate has continued over the years about the contribution of transfer passengers to the UK economy. Since transfer passengers do not leave the airport they are contributing to the airport operator's business, which at Heathrow is obviously a Spanish infrastructure company, thus diminishing the argument that the UK economy gains.

Colin Matthews, Chief Executive of BAA, linked the increased retail income to the continued improvements in Heathrow's service standards, explaining that confident, relaxed passengers are more likely spend money than those stressed, hassled or delayed passengers.

SASIG comment:- the extra retail spend is also likely to be due to the need to check-in so far in advance of the flight departure time in order to pass through the considerable security checks required now. Safety of passengers is obviously not an area to compromise on, however the positive spin-off for airport operators is a captive audience with more time to shop at the airport.

BAA plans to continue improvement works at Heathrow and will spend about £1 billion on new infrastructure this year. The company is rebuilding Terminal 2 as part of plans to reduce passenger congestion and improve services.

The operator has been criticised for long delays and poor service at Heathrow, but a reduction in passenger numbers and increased investment resulted in an improvement in standards last year. BAA said that 97.9% of passengers had cleared security in less than five minutes and 77% of flights left within 15 minutes of their scheduled departure time, up from 69% the previous year.

Retail sales at Stansted were also robust last year, rising by 2% to £4 per passenger. The increase was helped by British holidaymakers buying cheaper cigarettes and alcohol.

http://business.timesonline.co.uk/tol/business/industry_sectors/transport/article7037044.ece

BAA's annual accounts for 2009

23 February 2010, The Times

BAA's sale of Gatwick last year for £1.5 billion fell short of expectations and forced BAA to add a £277.3 million loss to its 2009 results. Further write-offs came from accounting provisions for a higher pension deficit and losses on financial instruments. This resulted in BAA recording a loss of £822 million for the year compared with a £324 million loss in 2008.

However, the sale of Gatwick allowed BAA to cut the debt levels of its London airports by 9% to £8.6 billion. It also removed any significant debt repayment requirements until 2012, although £1.6 billion of debt held elsewhere within the group must be addressed by next year.

http://business.timesonline.co.uk/tol/business/industry_sectors/transport/article7037044.ece

Prime Minister's Spokesperson (PMS) comments on BA strike

Asked if the Prime Minister had a view on the planned BA strike potentially being an international one, the Prime Minister's Spokesperson (PMS) said the Prime Minister's view remained that this was something that would be deeply unsatisfactory for British Airways customers. The Prime Minister was being constantly updated and encouraged both sides to come together and reach an agreement as soon as possible.

Asked if the Prime Minister or Lord Mandelson had invited the parties to Downing Street for talks, the PMS said that we wanted to encourage the parties to come together, but this was a private company and ultimately it was a matter for the company to resolve with as much help as necessary. Asked if the Prime Minister might intervene himself, the PMS said that Unite and BA were being urged to continue negotiations and move away from a strike.

BAA backs off Heathrow third runway options and considers estuary airport option

The Sunday Times has reported that BAA has told the Conservatives they will cease to fight for a third runway if the Conservative Party forms the next Government. BAA also committed to not submit a planning application before the general election and to not sign large contracts to "bounce" a future Conservative Government.

The announcement at the Conservative conference that their Government would block expansion of London's big airports has forced BAA to reappraise the scheme. BAA said it was now prepared to consider the Thames Estuary option.

<http://www.timesonline.co.uk/tol/news/uk/article6869676.ece>

FORTHCOMING EVENTS

Funding Essential Infrastructure Projects 2010-2015, 14 April 2010

This event will provide an excellent opportunity to take stock of how projects and programmes will fare in the new and challenging context of the UK's post election public sector infrastructure and service programmes.

The general election is likely to trigger significant reductions in public expenditure, which will inevitably impact on vital national and local community infrastructure programmes and projects. The 'Total Place' agenda put in place by the current Government highlights the need for public sector organisations to collaborate much more closely to deliver improved services and efficiencies, by pooling budgets and integrating management structures.

The future of public finance initiatives (PFI) is a hot topic of debate, and with the recent publication of the Institute of Civil Engineers' 'Manifesto for UK Infrastructure', proposals for an Infrastructure Bank, discussions on harnessing the huge resources of public sector pension funds, and publication of 'Delivering a 21st Century Infrastructure for Britain', there is plenty of innovative thinking. But does the Government's announcement of the proposed formation of Infrastructure UK demonstrate a willingness to take a long-term approach, as well as put in place the mechanisms for short-term continued expenditure?

Venue: Barbican Conference Centre, Silk Street, London, EC2Y 8DS.

Delegate rates: £295 for public sector and £895 for private sector.

'Delivering Cleaner Air' – Air Quality and Climate Change Workshop, 21 & 22 April 2010

Environmental Protection UK's two-day Air Quality and Climate Change Workshop provides an essential update on developments in air quality management and policy, and a unique opportunity to share experience with colleagues.

Topical issues covered will include: preparing for Local Transport Plan 3, biomass and air quality, air quality and the National Policy Statements (NPSs), and best practice in air quality management from home and abroad. As ever, this Spring Workshop will provide an opportunity to meet and network with fellow air quality professionals, both in and out of the formal sessions. The event will also be highly interactive with parallel workshop sessions, the opportunity to participate in the popular 'Speaker's Corner' delegate presentations and the return of the 'Question Time' themed expert panel session.

Venue: Dunchurch Park Hotel and Conference Centre, Rugby Road, Dunchurch, Warwickshire, CV22 6QW

Delegate rates are:

'Environmental Protection UK' Members:

Residential £445

Non-residential £345

One-day £172.50

'Environmental Protection UK' non-members:

Residential £595

Non-residential £495

One-day £247.50

Royal Aeronautical Society (RAeS) Annual Conference, 21 & 22 April 2010

Since the 2009 RAeS Annual Conference, the global financial crisis has resulted in most nations having to take dramatic action to maintain stability in their economies, and major companies reconsidering investment in new equipment - none more so than airlines.

Over the same period, ever-increasing international concern over global warming has led to strong pressure on the aeronautics community to dramatically reduce pollution resulting from civil air travel, even to the extent of limitations of travel volume through regulation or taxation being seriously considered.

In addition to these two major challenges, we continue to see an increasing threat of terrorist attack on civil airliners, driving much enhanced security procedures and necessitating ever more advanced detection techniques.

In meeting these challenges, the aeronautics community must consider all aspects of the possible future of the sector. Some solutions may be found through the adoption of novel technologies, changes in the way air travel is organised and aircraft are operated.

The 2010 RAeS Annual Conference will be held at the RAeS headquarters at 4 Hamilton Place, London, W1J 7BQ.

Delegate rates are:	Non-members	£750.00
	RAeS Corporate Partners	£550.00
	RAeS Members	£350.00
	RAeS Retired Members	£150.00
	Evening Reception - Delegates	included
	Evening Reception - Guests	£20.00

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

Airport Policy, Planning and Strategy: Meeting Future Needs, 19-21 May 2010

This University of Westminster short course has been designed to appeal to a wide range of participants including airport planners, managers and operational staff, airport specialists in Government Departments, airline executives involved with airport planning, analysts from aircraft manufacturers and consultants.

Airports increasingly present a major infrastructure constraint to meeting the demand for air travel. Airport development often conflicts with other policy objectives and is becoming a highly contentious topic. This event addresses a number of key issues that will be of interest to airport planners and managers and those formulating airport policy.

The first two days' seminars will include:

- measures to expand airport capacity in relation to both terminals and runways and the interaction with surface transport;
- economic and environmental issues;
- the implications of airline strategies for airports, with particular reference to changing patterns of passenger demand and airline operations;
- methods for operating airports more effectively, including research needs in forecasting and marketing; and
- Government policy in the UK and other countries.

The third day consists of a visit to Manchester Airport, where presentations will be given by the planning department of Manchester Airport covering the development of the airport, its role in the regional economy, surface access issues and the second runway scheme. This will be followed by a tour of the airport including the terminals, ground transport and the second runway environmental mitigation measures. The delegate fee includes rail travel from London to Manchester Airport on Friday morning, 21 May, and delegates should make their own arrangements to return from Manchester to London or their home destination on Friday evening. The study tour of Manchester airport will be from 11.30am to 5pm. Delegates can use any air or rail service that suits this schedule and arrangements can be made for people who need to catch earlier flights home.

Venue: The University of Westminster, 35 Maylebone Road, London, NW1 5LS, and Manchester Airport.

Delegate rates: Early bird registration (23 April 2010): £845
Standard seminar fee: £895

http://home.wmin.ac.uk/docs/SABE/Course_Brochures/polibr10.pdf

Regional and Low-Cost Air Transport: Opportunities and Challenges, 23-25 June 2010

The University of Westminster is running this short course looking at the fastest growing sectors of the aviation industry in recent years - low-cost airlines, and regional carriers using small aircraft. These airlines are characterised by their use of less congested airports away from the major hubs. Such services are often underdeveloped in comparison with the trunk routes and many new markets are opening up. Good air transport links are of vital importance to the economy of a region. This seminar considers some of the roles that regional and low-cost air services can fulfil and addresses the challenges in realising this potential traffic. In particular, it aims to bring together airline and airport issues for mutual benefit.

A visit has been arranged to East Midlands Airport on Friday 25 June 2010. This is a regional airport located in the centre of England, handling a mixture of scheduled and charter operations. Scheduled passenger services are dominated by the low-cost airlines, Ryanair and bmibaby. It is also a major hub for DHL and other cargo carriers. A presentation will be accompanied by a minibus tour of the airfield and a viewing of the passenger terminal.

The course fees include return rail travel between Central London and East Midlands Airport. However, overseas delegates may find it more convenient to fly back from East Midlands (EMA). Good connections are available via Brussels on Brussels Airlines (SN) to additional European points without direct service.

Venue: The University of Westminster, 35 Maylebone Road, London, NW1 5LS, and Nottingham East Midlands Airport.

Delegate rates: Early bird registration (24 May 2010): £845
Standard seminar fee: £895

http://home.wmin.ac.uk/docs/SABE/Course_Brochures/regbr10.pdf

Most of the Parliamentary information in this Bulletin and some news items were sourced from DeHavilland Information Services plc. Other sources are also used.

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