

MEMBERSHIP OF UKACCS LIAISON GROUP

What this paper is about

The paper looks at the membership of the Liaison Group in the light of the CAA's latest passenger statistics. The present criterion for membership of the Liaison Group is that an airport should have a passenger throughput of 0.6 mppa or more.

Points for Discussion

Whether to follow up membership of the group by qualified committees, notably that at Belfast International Airport.

The Group may also like to consider whether in view of the interest shown by Newquay Airport the membership rules should be amended to once again include "airports of regional significance"

Points for Possible Action

This year there are no airports where the consultative committee becomes eligible for membership of the Liaison Group. Indeed, Coventry has closed and Norwich (0.480 mppa) no longer meet the Liaison Group's criterion.

But the Group may wish to consider whether a fresh invitation should be sent to Belfast International Airport Consultative Committee.

Introduction

1. The present criterion for membership of the Liaison Group is that an airport should have a passenger throughput of 0.6.mppa or more. There are currently 23 UK airports represented on the Liaison Group. This report provides an update on the air traffic growth at UK airports noting that this year no new consultative committees fall within the Liaison Group's admission criterion.

Air Traffic Growth

2. The Civil Aviation Authority (CAA) published the 2009 air traffic statistics for UK airports in mid March. The figures show that including the Channel Islands and the Isle of Man UK airports handled nearly 222 million passengers in 2009, a decrease of 7.4% on 2008.
3. Passenger traffic at the five main London airports - Heathrow, Gatwick, Stansted, Luton and London City - fell by 5% to a total of 130 million passengers.
4. Passenger traffic at other UKACCS airports fell by 10% to a total of 80 million passengers. There was growth only at Belfast City (2%) and Edinburgh which logged an increase of just 42,000.
5. Aircraft movements at UK airports fell to 2.297 million, a decrease of just over 10% compared with 2008. The London airports handled 1.062 million movements, down 7.57% on 2008. Other UK airports reached a total of 1.325 million, a decrease of just over 12% on 2008. Among UKACC member airports only at Bournemouth was there an increase (of 5%) in the total number of movements
6. The decrease in passenger numbers has been the greatest since the Second World War, highlighting the enormous impact of the recession has had on the aviation industry. There are indications that passenger numbers have returned to the level they were 6 years ago although the pace of recovery is uncertain. It could be a number of years before numbers reach their peak level again. Regional airports were proportionately more affected than the London airports and the notable reduction in domestic passengers over recent years appears to be a continuing trend.

Membership of the Liaison Group

7. Annexed to this paper are two lists, Annex A and Annex B, showing the 2009 passenger throughput and total movements for the UKACCS airports and those airports which qualify for UKACCS membership.
8. It will be noted that 21 of the present members of the Liaison Group are from airports with a passenger throughput in excess of 0.600 mppa. This year there are two airports which fall below this criterion for membership but the 2009 figures flow from a recession which has had a serious impact on the aviation industry but this is expected to be temporary and no doubt the passenger throughput at these airports will recover over time.

Possible new members

8. As previously reported the Liaison Group does not include representatives from Belfast International, Jersey, Exeter, Guernsey or the Isle of Man. The position on these committees is as follows:
 - Inquiries show that Jersey Airport has no consultative committee or equivalent.

- Guernsey's equivalent is the *Transport Users Committee* whose remit covers the port and airport. They were invited to join the group some time ago but there was no response.
 - Likewise Ronaldsway Airport (Isle of Man) was sent an invitation many months ago but there was no response.
 - Exeter declined membership but said they would keep a watching brief on the work of the Liaison Group.
 - It is believed that the consultative committee at Belfast International has recently been reconstituted and it is time perhaps to send them an invitation to join the group. Delegates will recall that a representative from Belfast International Airport attended last year's Annual Meeting as an observer.
9. It should be noted that Coventry Airport has now closed and on the basis of the 2009 figures the Committee at Norwich Airport is no longer eligible for membership of the Liaison Group.
 10. Conference should note that the consultative committee at Newquay has shown interest in membership of the group. However, this was declined by the Secretariat in 2007 on the grounds that the passenger throughput at Newquay does not meet the UKACCS criterion for membership – the maximum number of passengers was 431,000 in 2008, last year the passenger throughput at Newquay was 347,000. However this is a regional airport of some significance and it raises the question whether the membership rules might be amended so as to once again include "airports of regional significance". Members might like to think about this.
 11. If all eligible airports were to join the Group it would have 28 members.

ANNEXE A

UK Airports - Total Passengers 2008 and 2009

<i>Airport</i>	<i>2009 Rank</i>	<i>Total Passengers - 2009 (000's)</i>	<i>Total Passengers - 2008 (000's)</i>	<i>Change (000s)</i>	<i>% Change</i>
Heathrow	1	66,037	67,055	-1,018	-2%
Gatwick	2	32,393	34,026	-1,633	-5%
Stansted	3	19,957	22,360	-2,403	-11%
Manchester	4	18,725	21,219	-2,494	-12%
Luton	5	9,121	10,181	-1,060	-10%
Birmingham	6	9,103	9,628	-525	-5%
Edinburgh	7	9,049	9,007	42	0%
Glasgow	8	7,225	8,179	-954	-12%
Bristol	9	5,643	6,267	-624	-10%
Liverpool	10	4,884	5,334	-450	-8%
East Midlands	11	4,658	5,621	-963	-17%
Newcastle	12	4,588	5,040	-452	-9%
Aberdeen	13	2,984	3,291	-307	-9%
London City	14	2,797	3,260	-463	-14%
Belfast City	15	2,622	2,571	51	2%
Leeds Bradford	16	2,574	2,873	-299	-10%
Prestwick	17	1,818	2,416	-598	-25%
Southampton	18	1,790	1,946	-156	-8%
Cardiff	19	1,631	1,995	-364	-18%
Bournemouth	20	871	1,083	-212	-20%
Doncaster					
Sheffield	21	836	968	-132	-14%
Inverness	22	591	679	-88	-13%
Durham Tees Valley	23	289	657	-368	-56%
UKACCs Total:		210,186	225,656	-15,470	-7%
Possible UKACCS members					
Belfast Intl		4,546	5,262	-716	-14%
Jersey		1,491	1,626	-135	-8%
Guernsey		937	946	-9	-1%
Exeter		796	956	-160	-17%
Isle of Man		708	754	-46	-6%

(Source: CAA Airport Statistics)

ANNEX B

UK Airports - Total Aircraft Movements 2008 and 2009

<i>Airport</i>	<i>2009 Rank</i>	<i>Total Movements - 2009 (000's)</i>	<i>Total Movements - 2008 (000's)</i>	<i>Change (000s)</i>	<i>% Change</i>
Heathrow	1	466	479	-13	-3%
Gatwick	2	252	264	-12	-5%
Manchester	3	173	205	-32	-16%
Stansted	4	168	193	-25	-13%
Edinburgh	5	116	126	-10	-8%
Aberdeen	6	110	120	-10	-8%
Birmingham	7	101	112	-11	-10%
Glasgow	8	85	100	-15	-15%
East Midlands	9	83	93	-10	-11%
Liverpool	10	79	85	-6	-7%
Luton	11	99	118	-19	-16%
London City	12	77	95	-18	-19%
Bristol	13	70	77	-7	-9%
Newcastle	14	69	73	-4	-5%
Leeds Bradford	15	54	62	-8	-13%
Bournemouth	16	83	79	4	5%
Doncaster Sheffield	17	11	13	-2	-15%
Southampton	18	46	51	-5	-10%
Belfast City	19	39	43	-4	-9%
Prestwick	20	34	43	-9	-21%
Inverness	21	30	41	-11	-27%
Cardiff	22	27	37	-10	-27%
Durham Tees Valley	23	25	45	-20	-44%
UKACCs Total:		2,297	2,554	-257	-10%
Possible UKACCS members					
Belfast International		69	78	-9	-12%
Jersey		64	76	-12	-16%
Guernsey		58	59	-1	-2%
Isle of Man		41	41	0	0%
Exeter		38	44	-6	-14%

(Source: CAA Airport Statistics)