

<p>MEMBERSHIP OF UKACCS LIAISON GROUP</p>
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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

The outstanding points are for discussion by the Working Group at its next meeting. The Group will report back to the 2012 Annual Meeting or, depending on the Group's findings, by e-mail.

Points for Possible Action

There are none - pending discussion of the issues by the Working Group.

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 aircraft and passenger movements at UK airports noting that this year no new consultative committees fall within the Liaison Group's admission criterion.

Decline

2. The Civil Aviation Authority (CAA) published the 2010 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 just over 214 million passengers in 2010, a decrease of 3.6% on 2009.
3. Passenger traffic at the five main London airports - Heathrow, Gatwick, Stansted, Luton and London City - fell by 2% to a total of 127 million passengers.
4. Passenger traffic at other UKACCS airports fell by 5% to a total of 76 million passengers. Only at Leeds Bradford (7%), Belfast City (5%), Doncaster Sheffield (5%) Liverpool (3%) and Bristol (2%) was there growth in the number of passengers.
5. Aircraft movements at UK airports (including the Channel Islands) fell to 3.094 million, a decrease of just over 8% compared with 2009. The London airports handled 1.041 million movements, down 4.76% on 2009. Other UK airports reached a total of 2.045 million movements, a decrease of just over 10% on 2009. Among UKACCS member airports only at Belfast City was there a small increase (of 1%) in the total number of movements
6. The decrease in passenger numbers and aircraft movements was smaller than in 2009 indicating perhaps that the worst of the recession in the industry is now behind us. But it is likely to be some time before numbers are restored to their previous levels. Regional airports have been proportionately more affected than the London airports but there are encouraging signs of growth at some airports.

Membership of the Liaison Group

7. Annexed to this paper are two lists, Annex A and Annex B, showing the 2010 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 again two airports which fall below this criterion for membership. However the 2010 figures flow from a recession which, as reported last year, has had a serious impact on the aviation industry. But this can be 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 several years ago but there was no response.
 - Exeter declined membership but said they would keep a watching brief on the work of the Liaison Group.
 - Although it was understood that the consultative committee at Belfast International was to be reconstituted it is not clear whether in fact this has happened and inquiries are being made.
9. Delegates will recall 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 – last year the passenger throughput at Newquay was 315,000. 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”.
10. At the last Annual Meeting members decided to ask the Working Group to look at the question of new members and whether to expand the criteria for membership to include "airports of regional significance". As reported elsewhere the other items for consideration by the Working Group have been delayed and the Group has yet to meet. It will, though, look at membership issues at its next meeting and will report back.
11. If all eligible airports were to join the Group it would have 28 members.

ANNEX A

UK Airports - Total Passengers 2009 and 2010

<i>Airport</i>	<i>2010 Rank</i>	<i>Total Passengers - 2010 (000's)</i>	<i>Total Passengers - 2009 (000's)</i>	<i>Change (000s)</i>	<i>% Change</i>
Heathrow	1	65,882	66,037	-155	0%
Gatwick	2	31,375	32,393	-1,018	-3%
Stansted	3	18,574	19,957	-1,383	-7%
Manchester	4	17,759	18,725	-966	-5%
Luton	5	8,739	9,121	-382	-4%
Edinburgh	6	8,597	9,049	-452	-5%
Birmingham	7	8,572	9,103	-531	-6%
Glasgow	8	6,549	7,225	-676	-9%
Bristol	9	5,748	5,643	105	2%
Liverpool	10	5,014	4,884	130	3%
Newcastle	11	4,356	4,588	-232	-5%
East Midlands	12	4,114	4,658	-544	-12%
London City	13	2,781	2,797	-16	-1%
Leeds Bradford	14	2,755	2,574	181	7%
Belfast City	15	2,740	2,622	118	5%
Aberdeen	16	2,674	2,984	-310	-10%
Southampton	17	1,734	1,790	-56	-3%
Prestwick	18	1,663	1,818	-155	-9%
Cardiff	19	1,405	1,631	-226	-14%
Doncaster					
Sheffield	20	876	836	40	5%
Bournemouth	21	751	871	-120	-14%
Inverness	22	530	591	-61	-10%
Durham Tees Valley	23	226	289	-63	-22%
UKACCs Total:		203,414	210,186	-6,772	-3%
Possible UKACCS members					
Belfast Intl		4,016	4,546	-530	-12%
Jersey		1463	1,491	-28	-2%
Guernsey		924	937	-13	-1%
Exeter		745	796	-51	-6%
Isle of Man		676	708	-32	-5%

(Source: CAA Airport Statistics)

ANNEX B

UK Airports - Total Aircraft Movements 2009 and 2010

<i>Airport</i>	<i>2009 Rank</i>	<i>Total Movements - 2010 (000's)</i>	<i>Total Movements - 2009 (000's)</i>	<i>Change (000s)</i>	<i>% Change</i>
Heathrow	1	455	466	-11	-2%
Gatwick	2	241	252	-11	-5%
Stansted	3	166	168	-2	-8%
Manchester	4	159	173	-14	-8%
Edinburgh	5	109	116	-7	-6%
Aberdeen	6	102	110	-8	-7%
Birmingham	7	95	101	-6	-6%
Luton	8	95	99	-4	-4%
Glasgow	9	78	85	-7	-9%
East Midlands	10	69	83	-14	-17%
London City	11	69	77	-8	-11%
Bristol	12	69	70	-1	-2%
Liverpool	13	68	79	-11	-14%
Newcastle	14	67	69	-2	-4%
Leeds Bradford	15	52	54	-2	-3%
Bournemouth	16	42	83	-41	-50%
Southampton	17	45	46	-1	-
Belfast City	18	40	39	1	+3%
Prestwick	19	33	34	-1	-3%
Inverness	20	28	30	-2	-7%
Cardiff	21	26	27	-1	-5%
Durham Tees Valley	22	21	25	-4	-18%
Doncaster Sheffield	23	11	11	0	+4%
UKACCs Total:		2,140	2,297	-157	
Possible UKACCS members					
Belfast International		61	69	-8	-12%
Jersey		62	64	-2	-4%
Guernsey		56	58	-2	-4%
Isle of Man		37	41	-4	-10%
Exeter		34	38	-4	-10%

(Source: CAA Airport Statistics)