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Boris Johnson says he disagrees with Tory plan to build Heathrow runway – as “very difficult to deliver”

Boris Johnson, who once pledged to lie down in front of the Heathrow bulldozers to block the 3rd runway, has been completely silent on the matter, since being made Foreign Secretary. But he has now made a short comment expressing his opposition to it - the constituency he wants to win back, Uxbridge & South Ruislip, is badly affected by Heathrow flights.

He said that the runway would be 'very difficult to deliver' because of noise and pollution concerns. "I don't think it's the right solution. I'll be honest with I think it's very difficult to deliver. I just think noise pollution, the vehicular pollution, the air pollution, these are things that really have to be addressed." He told LBC Radio that "The position is the one I was arguing as Mayor and as Foreign Secretary. That remains unchanged." LBC's Political Editor then asked him: "Has Theresa May got it wrong?" But Mr Johnson was whisked away before he could answer.

The Tory manifesto says they "... will continue with the expansion of Heathrow Airport." In October 2016 Theresa May told all Cabinet Ministers "... no Minister will be permitted to campaign actively against the Government's position, nor publicly criticise, or call into question the decision-making process itself. Ministers will not be permitted to speak against the Government in the House." 19.5.2017
<http://www.airportwatch.org.uk/?p=34784>

Heathrow fares badly in party manifestos – small, limited reference in Tory manifesto



By inserting only a small and limited reference to Heathrow expansion in the Conservative Manifesto (published on 18th May) can be interpreted as meaning the Tories are leaving themselves room to drop the proposed runway, if necessary. The manifesto only says: "...We will continue our programme of strategic national investments, including High Speed 2, Northern Powerhouse Rail and the expansion of Heathrow Airport – and we will ensure that these great projects do as much as possible to develop the skills and careers of British workers."

The No 3rd Runway Coalition, set up earlier this year, includes over a dozen campaign groups, parliamentary candidates, local authorities and NGOs, working together to oppose Heathrow expansion.

The Coalition believes the weak reference could indicate recognition of the insurmountable challenges that expansion at Heathrow faces including poor air quality, climate change, noise reduction, surface access difficulties, costs to the public, and the demolition of thousands of homes.

The Labour manifesto only said the party "recognised the need for additional capacity in the south east" and it would "guarantee that any airport expansion "adheres" to Labour's four tests. These require noise issues to be addressed, air quality to be protected, the UK's climate change obligations met and growth across the country supported The LibDems made an explicit commitment not to support a 3rd Heathrow runway, or one at Gatwick or Stansted.

Heathrow is telling its staff that the manifestos give the runway definite support. 18.5.2017
<http://www.airportwatch.org.uk/?p=34775>

Inadequate draft DEFRA air quality plan remains silent on Heathrow 3rd runway impact on NO2

Defra's new, very weak (due probably to trying not to upset owners of diesel cars in the run-up to the election) air quality plan is not likely to achieve air within legal NO2 limits in parts of London before 2030. A 3rd Heathrow runway would increase levels of NO2 in an area that has remained persistently in breach of legal limits. However, the Aviation Environment Federation (AEF) point out that the draft plan does not mention the airport, with emissions associated with a 3rd runway apparently not even modelled.

AEF Deputy Director Cait Hewitt said, while we are waiting to see what legal action is taken on UK air quality: "In the meantime ministers are hoping to lock in parliamentary support for Heathrow expansion by the end of the year, despite new forecasts indicating that London may still be non-compliant with air pollution limits by 2030, and despite knowing that a third runway, due to open mid-2020s, would make the problem worse. The process for approving Heathrow expansion should be halted immediately, and reconsulted on only once an effective and legally compliant air quality plan is in place, so that the impact of a third runway can be properly assessed."

Forecasts from both the Airports Commission and the DfT show that expansion would act to further increase NO2 due to extra emissions from aircraft as well as associated passenger and freight traffic on the roads.

8.5.2017 <http://www.airportwatch.org.uk/?p=34712>

Heathrow expansion plans, and ability to reduce road vehicle trips, threatened by Crossrail costs row

Plans to build a 3rd Heathrow runway could be jeopardised by a row between the airport's owners and



Transport for London (TfL). Heathrow Terminals 2, 3 and 4 are expected to be served by the new Crossrail east-west line, which is due to open in May 2018. But Heathrow is demanding very high fees from rail users to pay back the estimated £1 billion cost of the privately funded Heathrow Express spur from the Great Western line - into the airport. That opened in 1998.

The Office of Rail and Road said that Heathrow could not recoup the historical costs of building this link. Heathrow challenged this decision, and a legal judgment is expected shortly. If the ruling is in favour of Heathrow, TfL may choose not to serve the airport at all — which would throw into doubt predictions of the proportion of passengers using public transport if a 3rd runway was built.

The NPS for the runway requires a higher proportion of passengers and staff to use public transport in future, than now. One of Crossrail's selling points has been easy access to Heathrow from east London and the City, down to 34 minutes from Liverpool Street to Heathrow. "Without straightforward, low-cost rail links, more airline passengers may opt to go by road to Heathrow — adding to pollution, congestion and noise." 22.5.2017 <http://www.airportwatch.org.uk/?p=34832>

Government responses to EAC on Heathrow air pollution are vague and entirely unsatisfactory

The Environmental Audit Committee (EAC) criticised the UK Government for its failure to deal adequately with air pollution from a 3rd Heathrow runway. Before its dissolution, for the general election on 8th June 2017, the EAC published the response by the government (dated 21st April) to questions put to it by the committee in February. The responses on air pollution are not satisfactory.

Asked by the EAC to carry out work to reduce the significant health impacts identified, the government just says it is updating "its evidence base on airport capacity as appropriate to ensure that any final NPS is based on the most up to date information" ... and that "The Government is determined to meet its air quality

obligations and to do so in the shortest time possible." ..."The draft NPS stipulates that final development consent will only be granted if the Secretary of State is satisfied that, with mitigation, the scheme would be compliant with legal air quality requirements." ie. totally vague, saying almost nothing specific.

The EAC said Government must publish a comprehensive assessment of the infrastructure requirements of a 3rd runway and consult on it before publishing a final NPS. The Government just said "necessary changes to the transport system will rightly be considered as part of the statutory planning process." And so on.

8.5.2017 <http://www.airportwatch.org.uk/?p=34703>

DfT data show Hounslow, Hillingdon & Slough (all near Heathrow) have the most heavily used roads in UK

There are more than twice as many vehicles on the roads of two west London boroughs than anywhere else in the UK. The DfT figures show Hounslow to have considerably more road traffic even than the second busiest borough, Hillingdon. Both are close to Heathrow, and much of the traffic is associated with the airport.

In 2016, 8,339 vehicles passed an average point in the **Hounslow** road network every day, a marginal increase from 8,240 the previous year. This is more than twice as many than the national average, where a typical stretch of road would see 3,587 vehicles a day.

Hillingdon had 7,889 vehicles using the average stretch of its road network daily. The figures were also very high in other boroughs in west London, such as Ealing, Brent and Harrow. Another area near Heathrow, **Slough**, had 7,576 vehicles per hour. Road use is at the highest level it has ever been across the country due to steady growth in car traffic.

Local Authority	Vehicles on average stretch of road per 24 hours
Hounslow	8,339
Hillingdon	7,889
Westminster	6,855
Kensington and Chelsea	6,622
Hammersmith and Fulham	6,347
Ealing	5,690
Brent	5,022
Harrow	3,312
Great Britain	3,587
England	4,014

Heathrow hopes to increase its number of passengers, with a 3rd runway, by about 50% and to double the volume of air freight. It claims that it will try to keep the number of road vehicles to no higher than current levels, though it has no effective means to ensure this.

The DfT data shows just how bad the current problem is, even with a 2 runway Heathrow. 12.5.2017 <http://www.airportwatch.org.uk/?p=34746>

Govt under pressure on 3rd runway air pollution – Heathrow just “confident” on future “exciting breakthroughs”

The UK Government is under increasing pressure to clarify how a 3rd Heathrow runway could be delivered without breaching air quality and CO2 dioxide emissions targets. In February the parliamentary EAC issued a report that called on the Government to produce a new air quality strategy “to determine whether Heathrow Airport expansion can be delivered within legal air quality limits.”



It also said the Government “must not allow our air quality standards to be watered down as a result of leaving the EU”, and urged clarification on what a post-Brexit air quality national plan would look like. The UK needs to ensure EU air quality targets won’t be quietly dropped. The government's draft NPS has made vague assurances that “final development consent [for a third Heathrow runway] will only be granted if the Secretary of State [for Transport] is satisfied that, with mitigation, the scheme would be compliant with legal air quality requirements.”

However, there is no clarity on what that means. They surely would not prevent Heathrow using its runway, after spending so much money building it. Heathrow just says “Although we don’t have all these solutions yet we have a strong history of innovation and we’re confident that the next 10 years will hold even more exciting breakthroughs than the last.” More electric cars? A congestion zone? Who knows ... ie. fingers crossed it all just might ...possibly... be OK. 5.5.2017 <http://www.airportwatch.org.uk/?p=34681>

Walsh says Heathrow does not have the ability to ring fence slots to increase domestic flight routes

A row has emerged between British Airways and Heathrow over the airport leading domestic airports to believe they will get air links to Heathrow, if it builds a 3rd runway. Heathrow has written to the government asking it to “ring-fence” a proportion of its take-off and landing slots for domestic flights.



But BA has replied that Heathrow does not have any standing to control destinations served by the slots.

Willie Walsh, IAG's CEO said: “It’s not in Heathrow’s gift to increase domestic flying from the airport ... Airlines, not airports, decide where to fly based on routes’ profitability.”

He wants Heathrow to keep its charges down, so IAG's airlines can

keep growing and making more money. Walsh says only with low airport charges would there be many domestic flights, as they are otherwise not profitable.

Currently, only 6% of passengers travel on domestic flights from Heathrow. It has links to 8 UK destinations. Heathrow has told several airports that it will pay for a Route Development Fund, for 3 years, to subsidise some routes and get them going. It has not said it would subsidise them indefinitely. European regulations restrict how much flights to small airports can be subsidised, due to competition concerns. Heathrow has depended on backing for its runway plans, from some regional airports, which have been led to believe they will benefit from it. 23.5.2017 <http://www.airportwatch.org.uk/?p=34839>

Guide to impact of Election on work of parliamentary committees, especially relating to Heathrow NPS

For those of us who are unfamiliar with the way parliament works etc, and especially in relation to select committees and the effect of a general election, here is a short briefing on what will happen in the coming months, especially in relation to Heathrow. From the 3rd May Parliament is dissolved. The parliamentary select committees have also ceased to function.

The chairs of these committees need to be elected first, and the decision made on which party will chair each committee, according to the strength of the party in the House. It could be mid July before committee chairs are appointed. Then members of the committees have to be appointed, and that needs a motion setting out the membership of each committee, agreed on the floor of the House. In both 2010 and 2015, this took approximately six weeks to be agreed. Therefore, the earliest the final composition of select committees will be known is likely to be September 2017. The election means that any current inquiries not completed (such as the Transport Committee one on the draft NPS) have been paused.

It will be up to the members of the new Transport Select Committee if they wish to pick up this inquiry and continue with it. There is also an inquiry by 4 select committees into air quality. That will also have to be picked up by the new committees. 5.5.2017 <http://www.airportwatch.org.uk/?p=34688>

400 mile walk Harmondsworth to Holyrood: Neil takes his anti-Heathrow runway message to the SNP



Neil Keveren, a builder who lives in one of the villages that would be partially destroyed by the construction of Heathrow's proposed 3rd runway, completed a 400-mile walk from Heathrow to Edinburgh, in protest at the SNP's backing for the plans.

Neil arrived at the Scottish Parliament on 27th April, 23 days after leaving his home in Harmondsworth on 4th, having covered about 20 miles every day. Neil was born in the village of Sipson, which is also facing partial demolition if the expansion goes ahead. For him, the expansion of Heathrow is deeply personal. His house in nearby Harmondsworth is located only 54 paces from the enlarged airport's boundary fence, while his 82-year-old uncle Ray (his support driver on the walk) also stands to lose his home.

The SNP block of 54 MPs formally backed the Heathrow bid, in the probably mistaken belief it would bring significant strategic and economic benefits for Scotland, including the very dubious indeed figure of "up to 16,000 new jobs" - over many years. Neil had appointments with a number of SNP MPs during the 27th, and had the opportunity to give them more information about the runway. Until now, most of them had only received very biased information from Heathrow, and they were interested to learn some of the inaccuracies and exaggerations in what they have been led to believe. Neil's amazing walk proved the opportunity to talk to the SNP and correct misapprehensions. 27.4.2017 <http://www.airportwatch.org.uk/?p=34643>

Inadequate and unsatisfactory replies from Sir Jeremy Sullivan to complaints about the NPS consultation process

Many people have taken part in the DfT's consultation on the draft Airports National Policy Statement (NPS). The NPS is to provide the policy to support a 3rd Heathrow runway. The DfT appointed Sir Jeremy Sullivan, a retired judge, to oversee the consultation and ensure it was carried out adequately. However, it appears Sir Jeremy is only looking at process, and not at content.

Responses by Sir Jeremy to letters to him, complaining about the consultation, have received some unsatisfactory responses - and some of these are copied at the link below. Sir Jeremy is unconcerned that the material in the exhibitions by the DfT was biased, and gave only partial information. His view is that as the government is in favour of the runway, it would be expected that the material would reflect this. He is unconcerned that staff at DfT consultation events were often unable to respond to questions.

To all those who complained to him, he merely advises that all comments and points should be sent to the DfT in consultation responses. In response to many people who complained about the absence of flight path detail, he comments that "In my view it is still possible to have a fair consultation upon the basis of indicative flight paths, provided it is made clear that they are only indicative." And on selective quotes from backers of Heathrow (no balance with other comments) he says: "In my view using quotes from business leaders and others which are in support of this position is in keeping with the purpose of the [DfT consultation] events." 19.5.2017 <http://www.airportwatch.org.uk/?p=34741>

Sir Jeremy Sullivan rejected ban on Heathrow night flights in 2008

Sir Jeremy is reputed to have been a good and popular judge. However it is interesting that he presided over an appeal for a reduction in the number of night flights at Heathrow, in 2008. Richmond, Wandsworth and Windsor and Maidenhead councils had taken the DfT to a judicial review at the Royal Courts of Justice, to seek a reduction in the number of aircraft allowed to arrive at Heathrow before 6am. But Sir Jeremy Sullivan ruled in favour of the Government, rejecting the review on all grounds. The councils argued half the planes in this early morning period had been placed in the wrong noise category and if they had been correctly classified they would not have been able to fly. The judge agreed with the DfT that the government did not

have to take specific action on the Heathrow problem, as the night flights scheme pooled noise data over the 3 London airports, Heathrow, Gatwick and Stansted. 12.5.2017 <http://www.airportwatch.org.uk/?p=34748>

MPs criticise Government over carbon ‘fantasy’ for Heathrow expansion (based on vague hopes)

The Environmental Audit Committee (EAC) has criticised the UK Government for its failure to deal adequately with carbon emissions from a 3rd runway, saying their carbon calculations were a "fantasy". The government is trying to make out that adding a new runway would not place extra pressure on other sectors to reduce their emissions.

The Committee on Climate Change has repeatedly warned this would be the case, if gross UK aviation CO2 emissions rose above 37.5MtCO2 per year. The government says (whatever this means) that it “remains open to considering all feasible measures to ensure the aviation sector contributes fairly to UK emissions reductions”. Clear as mud.



As part of its response, the Government says it will publish an Aviation Strategy white paper in 2018 (which means pushing the Heathrow runway through first, and only then, sorting out the rest of the UK's aviation policy. A true case of "cart before horse").

The EAC has now ceased work, due to the general election. But its chair, Mary Creagh has warned the election will enable the Government to “duck their responsibilities to the environment”. She said: “Heathrow expansion should only go ahead if the Government has a clear plan for the extra air pollution, carbon emissions and noise. All the government has to offer on aviation CO2 is membership of the (woefully weak and inadequate) ICAO deal, which the UK would join in 2021.

1.5.2017 <http://www.airportwatch.org.uk/?p=34692>

Enough is enough when it comes to aircraft noise say community groups from across the UK

A large number of community groups, representing hundreds of thousands of UK residents, delivered a statement to Number 10 demanding that the next government takes action to reduce aviation noise and emissions. The groups are seeking a new policy on aircraft noise and tough regulation of the aviation industry that balances the interests of people living near airports and under flight paths with the demands of the industry for more flights.



Statement delivered to Number 10 Downing Street

Charles Lloyd of the Aviation Communities Forum said: “Anyone who lives near an airport expects some noise. But the changes caused by new concentrated routes - motorways in the sky - and the growth in flight numbers are having unacceptable affects on people’s lives, up and down the country. ...

"For far too long the aviation industry has been unaccountable and able to do virtually what it wants in the skies. The industry has little interest in its impact on people on the ground and there’s no proper regulation to hold it to account. The Government’s hands-off attitude needs to change: communities near airports and under flight paths are no longer willing to be ignored. ...

"Frustration is reaching a boiling point: people can’t sue the industry because its exempt from noise laws, there’s no noise regulator to turn to, the industry plays pass-the-parcel if you try to get things changed and they don’t even have to pay compensation if they destroy your health or the value of your house.” Read the full statement. 22.5.2017 <http://www.airportwatch.org.uk/?p=34808>

IAG complains paying unblighted price + 25% + costs is too generous for those forced to leave their homes

IAG claims Heathrow's proposed compensation package for residents being compulsorily purchased for the runway is too generous. For homes to be bulldozed, and for up to 3,500 that Heathrow admits would be too unpleasant to comfortably live in, Heathrow says it will pay "un-blighted" market price + 25% + legal costs and stamp duty. That amount would scarcely buy those forced to move an equivalent home, in a suitable area - let alone compensate for loss of community, home, local attachment etc. IAG made its complaints in its response to the Transport Committee call for evidence on the draft Airports NPS. IAG says "While IAG wants to see people properly compensated, [Heathrow] has gone far beyond the usual amounts offered for public compensation. ... In doing so, it has no regard for its airline customers who are paying for this as for all elements of the development and has not consulted IAG or others on the topic." This has angered local councils which have collaborated to launch a legal fight against the proposed 3rd runway once a plan is confirmed. IAG is using the threat of raising air ticket prices against the government. Lord True, leader of Richmond Council, said the Government was now "left trying to sell a scheme which the local community detests and the airlines refuse to mitigate". 18.4.2017 <http://www.airportwatch.org.uk/?p=34522>

Tainted pro-runway "Back Heathrow" director gets top job in Heathrow community relations team

Heathrow airport has effectively stuck two fingers up at the local opposition to the 3rd runway, by appointing to the post of Director of Community and Stakeholder Relations at the airport. Mr Gray started in May, working under executive director for expansion, Emma Gilthorpe. The job will be to "work with local communities to ensure our plans reflect their views."



Until recently, Rob Gray had been the Director of Back Heathrow Ltd, a company set up by Heathrow Airport Ltd., to promote a third runway - set up to look like a normal grassroots group. Under his leadership, Back Heathrow was found by the Advertising Standards Agency (ASA) to have produced misleading adverts aimed at politicians, where they overstated support for their campaign. On a different occasion, Gray oversaw a mismanagement whereby people replying to their campaign materials were automatically registered as supporters.

Rob Gray has been deeply disliked by opponents of Heathrow expansion, during his 4 years as director of the astro-turf "Back Heathrow" not only because of dubious campaigns, but also due to his personal style and hostile attitude to those whose lives would be damaged by the runway. This is not seen as making him a suitable person to have the role of liaison with local communities - if the airport was serious in undertaking genuine dialogue. His appointment is being seen as a signal that they are not.

"Back Heathrow" has a new director, Parmjit Dhanda, and its recent letter to its supporters, asking them to send in NPS submissions in favour of the runway says: "It is now up to you to save Heathrow's future." and "PS. Don't risk Heathrow's future." Misleading spin. Heathrow is in no danger. 8.5.2017 <http://www.airportwatch.org.uk/?p=34705>

Heathrow plans 4 regional construction hubs for proposed runway, to give the impression of spreading jobs around UK

Four UK construction hubs are being sought by Heathrow to allow components of its £16bn expansion project to be built away from the airport. The logistics hubs will pre-assemble components for the proposed 3rd runway before transporting them to the airport.

Heathrow claims this will make the project cheaper, and provide some jobs to other parts of the country. This form of construction may have been used in the housebuilding sector but had only had a "limited" role in major British infrastructure projects. The areas to have these construction hubs need to have good

connectivity (road, rail?), have "a relevant supply chain and strong local skills". Areas need to apply by July 31st, with a list of potential sites expected to be announced later this year.

The airport can only start submitting its development consent order if the NPS is voted for in Parliament, and if the government wins the legal challenges. That could not be before spring 2018. Heathrow hopes, perhaps unrealistically, to have its runway built and working by 2025. Heathrow says it has used off-site locations before, with large parts of the structural steelwork for Terminal 2 building constructed in Yorkshire and Lancashire.

In October 2016 the Scottish government said: "Heathrow will work with the Scottish Government to investigate Glasgow Prestwick Airport as a potential site for a logistics hub to support the building of the 3rd runway." No mention of that now? 27.4.2017 <http://www.airportwatch.org.uk/?p=34630>

promises
jobs
spin
money

The Institute of Directors want government to allow two new runways – not just Heathrow

The Institute of Directors (IOD) are firmly convinced that people should fly more, and so the south east needs more runway capacity. They appear to be entirely convinced by the publicity Heathrow has put out about the alleged benefits a 3rd runway would bring. But they want more than just one runway. The IODs wants the government, after the 8th June election, to build two more runways, and a follow-up Airports Commission be established.

They want a fast-track commission be set up immediately to recommend locations for two additional runways within a year. Plans for a 3rd Heathrow runway need the draft National Policy Statement to be voted through parliament, perhaps early in 2018 and then several years of planning process. At the earliest the runway might be in use some time after 2025. Numbers of air passengers are rising quickly, as flying is so cheap and the moderately affluent in the UK get richer.

The London Chamber of Commerce and Industry has also called for the next government to enable a 2nd runway at Gatwick to help create a "megacity". While Gatwick was shortlisted as a candidate for a new runway by the Airports Commission, other airports such as Stansted and Birmingham would be likely to push hard should a future opportunity emerge. 17.5.2017 <http://www.airportwatch.org.uk/?p=34759>

and jumping on the bandwagon ...

Builders Balfour Beatty want expansion of regional airports – as well as Heathrow – and Gatwick

Balfour Beatty claims that a 3rd runway at Heathrow will not be enough to address a "need" for runway capacity at UK airports and that other airports around the country should also be allowed to expand. In a report, "Getting off the ground - an aviation policy for a post-Brexit Britain", they say there is no clear airports strategy from the government and outline a series of conclusions to address key issues, including relaxing planning legislation to help expand regional airports. None of that is surprising, as they are a building company, wanting lucrative building work.

Build!
Baby
Build

Balfour Beatty report is sceptical about whether the 3rd runway at Heathrow will ever be built, as legal and political obstacles will mean the planning process is likely to be delayed "well into the 2020s". Their report wants airports elsewhere, especially in Scotland, Birmingham and Manchester, to be allowed to expand. They also want Crossrail to be extended to Stansted - as well as a 2nd Gatwick runway. ie. build baby, build pour concrete and make us rich

They are quite right that the government does not have a proper aviation policy for the whole UK, preferring instead to force through the Heathrow runway, and only then think about the wider picture.
18.4.2017 <http://www.airportwatch.org.uk/?p=34543>

Large number of delays on Piccadilly line in the last 10 months – even with just a 2 runway Heathrow

Official statistics show passengers on the Piccadilly line suffered 47,800 hours of delays during the last 10 months. Problems with the 40 year old trains accounted for a third of all rush hour delays while 7% were because of faulty signals on the ageing line. The line, 4th busiest on the network and used by more than 70,000 passengers a day, has been beset with problems. Lost passenger hours are calculated by measuring the delay caused to each train and then multiplying by the number of people affected. The figures highlight the need for urgent upgrade work on the line. In autumn 2016 leaves-on-the line resulted in half the Piccadilly line fleet being taken out of service for repairs. This is the main tube line to Heathrow, and Heathrow pledges (if anyone could believe them ...) that 55% of its passengers will use public transport by 2031 - up from about 42% now. That is a massively higher number of people, expected to use a line that already struggles. The 3rd runway can only make this worse, and Heathrow refuses to pay for transport infrastructure improvement. 4.5.2017 <http://www.airportwatch.org.uk/?p=34671>

Voters in Maidenhead need proper representation in opposing the negative effects of 3rd runway



Residents in the Prime Minister’s constituency – Maidenhead – should have the chance to elect an MP who opposes the Heathrow 3rd runway. Back in 2009 Theresa May on numerous occasions voiced her avid concerns about its impact on her constituency. In May 2010, when the runway was stopped by the coalition government, she said: “Like many local residents, I strongly welcome the cancellation of the third runway at Heathrow.....and today’s announcement is a victory for all those who have campaigned against it.” But that was all reversed, and Mrs May U-turned on the issue.

Two letters in the local paper express the frustration and disappointment of constituents. One writes: “... since her elevation to Prime Minister, Maidenhead residents no longer have a voice for their views.” ...

Table A 17 The impact of only including UK residents in the Net Present Value (present value, £bn, 2014 prices)

	UK-only NPV		Assessment of need, CT	
	NPV	NPV excluding WEIs	NPV	NPV excluding WEIs
LHR Northwest Runway	5.8 – 9.9	3.8 – 6.0	0.2 – 6.1	-1.8 – 2.3

Maidenhead needs an MP who opposes the necessity for the local council to spend tens of thousands of £s on legal action against the proposed runway. ... “Also the Department for Transport in their “Sensitivities” report (October 2016, P 72) outline that the Net Benefit to the country, after construction costs etc is only from

£0.2bn to £6.1bn over 60 years, i.e. divide this by 60, so a miniscule percentage of the UK Economy.”

“We need an MP who “properly represents the interests of Maidenhead constituents.”

21.4.2017 <http://www.airportwatch.org.uk/?p=34555>

Heathrow cargo consolidation app, to cut NO2 – but outweighed by anticipated freight growth

Heathrow has said it hopes to double the amount of air freight it carries, if it gets a 3rd runway. Most of this freight arrives at, or leaves, the airport, in diesel powered lorries or vans. Heathrow knows worsening local air quality, with particulates and NO2 in particular, are a real stumbling block for its new runway. The Airports Commission report was particularly weak on NO2 air pollution, and ignored the emissions from Heathrow’s air cargo. In March 2016 Heathrow put out the news that it is trying to get freight companies to consolidate some loads, share journeys etc.

Now Heathrow has put out a similar story, about a new App it has produced. This new load consolidation App is called "Heathrow CargoCloud." It might save companies a bit of money, and it might slightly cut the number of trucks, and hence the levels of NO2 air pollution. The illegal levels of air pollution are a real problem for Heathrow, and neither the airport nor the government has any realistic means of getting these down in the short term. In reality, getting a few trucks off the road - though very welcome - is not going to

be enough to negate a planned doubling of freight tonnage. Heathrow hopes its App will make Heathrow "an airport of choice for cargo." ie. attract more freight (and more congestion and air pollution) cancelling out any improvements ... 10.5.2017 <http://www.airportwatch.org.uk/?p=34731>

Councils that have spent £350k fighting Heathrow expansion plans 'doing taxpayers a favour'

Local authorities that are badly affected already by Heathrow are having to spend large amounts of money, in trying to oppose a 3rd runway. The cost to the boroughs if the runway was in operation could be huge (road costs, housing, health, noise, congestion, social impacts etc etc). The councils may have to spend £350,000 on a joint legal challenge against the government's plans for the runway.

Though this may sound a lot, it is probably doing taxpayers a favour, in trying to save massive future costs. A FoI request revealed Wandsworth, Richmond and Hillingdon councils spent £300,000 from their general funds, and Windsor and Maidenhead Council spent £50,000 from its development fund. Hillingdon Council has also earmarked a contingency budget of £200,000 in case of future legal action regarding the expansion, and Wandsworth Council has set aside £25,000.

The government spent £3.8 million over 18 months on consultants, working on 3rd runway plans. The anticipated cost of necessary surface access infrastructure for the runway could be £15 billion, and that is likely to have to be paid by taxpayers (across the UK, not merely in London or the south east).

Robert Barnstone, coordinator of the No 3rd Runway Coalition said: "These 4 local authorities are in fact doing British taxpayers a favour trying to stop this overwhelmingly burdensome amount of money being spent." 22.4.2017 <http://www.airportwatch.org.uk/?p=34600>

Stop Stansted Expansion calls on CAA and NATS to reverse 2016 flight path change, that are causing noise misery

SSE says National Air Traffic Services (NATS), who develop flightpaths for Britain's airports, should reverse changes made last year. The changes to flightpaths are causing "noise misery." The changes, introduced in February 2016, have led to a doubling of flights using the easterly Clacton departure routes and led to more than four times the number of complaints about aircraft noise (4,000 in 2016 compared to 760 in 2015).

NATS and the CAA are conducting a review of the changes, to assess the impacts and benefits against what was expected when the plans were introduced. SSE noise adviser, Martin Peachey, said: "Whenever there are changes to flight paths there are always winners and losers but in this instance it seems that the only winners are the airlines. There must be more equitable outcome so that local residents do not pay a high price in terms of increased noise misery."

The changes were opposed by residents at public consultation, with 82% of those who responded, but were nevertheless approved by the CAA and implemented in February 2016 because there were judged to be benefits for airlines, in terms of fuel savings and time saving. Any minor benefits for airlines are far outweighed by the additional noise misery being inflicted upon local communities. SSE is urging local residents to make their views known to NATS. 9.5.2017 <http://www.airportwatch.org.uk/?p=34716>

Environmental group launches legal action over plans for new Dublin runway under climate law

The original permission for the proposed 3.1km runway at Dublin airport was granted in 2007, and was due to expire this August. The runway plans were put on hold during the recession. A five year extension was granted by Fingal County Council in March 2017. Now Friends of the Irish Environment (FIE) have sought a judicial review of Fingal County Council's decision.



They allege that the council's Chief Executive was fully aware that the extra runway would result in increased greenhouse gas emissions before granting the 5-year extension. This would contravene the objectives of the 2015 Climate Action and Low Carbon Development Act.

FIE say that as the original permission was granted based on an Environmental Impact Statement from 2002, the council has failed to consider new research on climate change over the past 15 years. The FIE's challenge also refers to the recent refusal of planning permission for a 3rd runway at Vienna Airport (see below) by the Austrian Court due to the higher carbon emissions the runway would cause. Two separate groups of residents to be affected by the construction of a 3rd runway have also brought legal challenges. St Margaret's Concerned Residents Group say the impact of the runway on their homes was not properly considered by the council. 9.5.2017 <http://www.airportwatch.org.uk/?p=34728>

NGOs ask Austrian authorities not to reverse block on expansion of Vienna airport

30 NGOs, from Austria and beyond, have called on the Austrian authorities to respect a court ruling which blocked the planned expansion of Vienna Airport on the basis that it would violate Austria's domestic and international climate commitments. Aviation is the most carbon intensive mode of transport, and its continued growth undermines efforts to meet the goals of the Paris Agreement. The letter says: "The Court's ruling is a recognition of the inability of the aviation sector to expand in a manner which takes into account the public interest of climate mitigation, and which is consistent with Austria's domestic, constitutional and international legal responsibilities. No effective measures currently exist to mitigate the sector's substantial and growing climate impact. Aviation remains uniquely exempt from fuel taxation and VAT, artificially inflating its growth and undermining the incentive to improve efficiencies or strengthen alternatives to aviation, such as rail."

The NGOs say reliance on the weak ICAO deal (CORSIA) should not be used to permit aviation to expand, as it is "wholly incompatible with the Paris Agreement: not only is its target insufficient for the Agreement's 1.5°C limit, but its reliance on offsets is unsustainable given the Agreement's requirement for all states and sectors to reduce emissions. Its limited environmental effectiveness is called into question if it is used by industry as a 'licence to grow'." 21.4.2017 <http://www.airportwatch.org.uk/?p=34582>

T&E and CAN write to AirlinesforEurope (A4E) to ask where they stand on Ryanair's climate denial

Following remarks by Ryanair CEO Michael O'Leary rejecting the overwhelming scientific consensus on climate change, T&E (Transport & Environment, based in Brussels) and Climate Action Network Europe have written to the European airlines' lobbying group, AirlinesforEurope (A4E), and A4E's other member airlines - asking them to state publicly whether they side with O'Leary's climate denial or whether they accept the proven link between human activity and a warming planet.

With aviation emissions continuing to soar – up 8% in Europe alone in 2016 – and governments struggling to introduce effective measures to rein them in, there is a strong public and consumer interest in knowing whether European airlines accept the need to take action on climate change or are intent on identifying with the diminishing band of climate deniers.



Image slightly modified version of a Ryanair advert

National and European decision makers should also know where airlines stand on the issue of climate change when they are being intensively lobbied by airlines on the issue. The letter ends: "We therefore call on your airlines, and A4E, to state publicly whether you accept the over-whelming evidence of climate change, and the resulting need to take ambitious action, or whether you are partners in Mr O'Leary's reckless climate denialism." 26.4.2017 <http://www.airportwatch.org.uk/?p=34624>

UK government must not use international climate deal as a “smokescreen” with which to force through Heathrow runway

WWF is urging the next UK Government to come up with a credible climate plan for aviation – not just offsetting. They say the UK should not merely depend on the ICAO deal (very weak) as a “smokescreen” to pave the way for adding a 3rd Heathrow runway. The proposed new runway would make Heathrow the UK’s largest single source of greenhouse gases and increase emissions 15% over the limit for aviation advised by the Government’s independent expert advisers, the Committee on Climate Change (CCC).

The UK government hopes the ICAO deal for a global offsetting scheme agreed in Montreal last October – called CORSIA – would allow it to ignore aviation CO2. But the new WWF report "Grounded" explains ten problems with this approach. These include a weak target well short of the ambition of the Paris climate agreement and ignoring the non-CO2 pollution from planes, which probably almost doubles their overall global warming impact. The ICAO CORSIA scheme is no panacea for limiting the climate change impacts of airports' expansion. The CO2 emissions from use of a new runway cannot just be offset. (See below).

Instead government Ministers need to come up with a credible plan for limiting UK aviation emissions before making any decisions on allowing an extra (intensively used) runway (largely for long haul flights). Otherwise, with no plan to deal with the huge increase in greenhouse gas emissions poses a very real threat to the UK’s legally binding climate change commitments.

17.5.2017 <http://www.airportwatch.org.uk/?p=34767>

EU study shows most carbon offsets do not work – aviation sector plans depend on them

Carbon offsets are not working, according to a study by the European Commission. The concept of carbon offsets is to allow polluters to pay others to reduce their CO2 emissions, so they can continue to pollute. This is usually considered the cheapest (“most cost effective”) way to make token gesture carbon cuts. The



EC research found that 85% of the offset projects used by the EU under the UN’s Clean Development Mechanism (CDM) failed to reduce CO2 emissions. EU member states decided not to allow the use of offsets to meet European climate goals after 2021.

The global market-based measure adopted last October by ICAO relies exclusively on offsetting in its attempt at “carbon neutral growth” for aviation from 2020. Yet Europe is now endorsing the approach at ICAO to address international aviation emissions using the same approach that this report so thoroughly discredits. The problem with offsets is that they are often not making the CO2 cuts suggested, or that the cuts would have happened anyway. To make matters worse, the ICAO agreement so far fails to include important safeguards which would exclude the worst types of offsets eg. forestry credits, or ensuring adequate transparency about the offsets used. With CDM offsets trading for as little as €0.50 a tonne, offsetting will not cut CO2 – nor will it incentivise greater aircraft efficiency.

18.5.2017 <http://www.airportwatch.org.uk/?p=34853>

CAGNE dismayed there will be no Gatwick departures review, and CAA Route 4 approval

Local Gatwick group, CAGNE, are very disappointed that Gatwick airport will not be holding a full review of departures - in the way there was a review of arrivals. One key reason for this is that one airspace change has impacts on others. At the Gatwick Noise Management Board meeting (5th April) community groups learned of Gatwick’s decision not to hold a full Departure Review, contrary to earlier indications.

Sally Pavey, Chair CAGNE, commented: “CAGNE always seeks a fair and equitable distribution of arrivals and departures to the east and west of the airport for West Sussex and Surrey residents. We know that many communities that suffer the concentrated flight paths of departures (PRNAV) will now be very dissatisfied.” The CAA approved the introduction of concentrated flight paths on all departure routes from Gatwick in May 2014 with seemingly little consultation. The CAA then reviewed these, (CAA PIR Review), and only

found some routes needed re-addressing to comply with the current Government airspace policy and CAA guidelines, one of which was Route 4. The CAA has now approved the changes to the Surrey Route 4, which departs west from Gatwick and then turns east, to the intense disappointment of many now intensely overflowed. The noise metrics the CAA uses do not properly the impacts, with averaging conveniently concealing intense periods of noise. 23.4.2017 <http://www.airportwatch.org.uk/?p=34611>

Gatwick community group calls for the new Government to restrict aircraft noise through policy

Local Gatwick community group, CAGNE, wants the next Government - after the 8th June election - to control aviation, and is encouraging candidates to make an election promise to limit aviation through appropriate policy. The current Government's consultation on national airspace policy suggests undertones of an industry that could be allowed to self regulate, under a more relaxed policy. The DfT consultation (ends 25th May) on airspace change proposes allowing the industry to have more self-regulation, by allowing airport owners more control of airspace. It also sets the bar for call-in by the Secretary of State too high for communities to mount, requiring 10,000 complaints - a practical impossibility for a small group.

The DfT also offer no independent ombudsman outside of CAA approval. Sally Pavey, Chair of CAGNE commented: "This permits the CAA to continue to play judge and jury as it is funded by the industry it serves. There is very little new policy in the consultation to make airlines reduce aircraft noise. It displays the attitude that aviation demands are a priority over that of those communities that suffer unacceptable level of aircraft noise, up and down the country, now." CAGNE believes that 'one size does not fit all' when it comes to airspace design. The meaning being that each route has to be addressed separately so that the impact on communities can be addressed in a proper and fair way.

21.4.2017 <http://www.airportwatch.org.uk/?p=34610>

Sweden should face down industry myths about the impact of an air travel tax, and impose it

There is a great interest in Sweden on which decisions will be taken regarding aviation tax. For European airlines, resistance to air taxes is a top priority. Andrew Murphy, Manager at Aviation at Transport & Environment (T&E) believes Sweden must resist industry pressure and intimidation, and not cut the taxes. In every country in Europe the airline industry lobbies in the same way: say the tax threaten job losses, say it'll destroy the economy, and threaten to shut down routes if governments don't drop attempts to tax. The UK's air passenger duty (APD), first introduced in 1994, has withstood all onslaughts while its airline sector has thrived. Now it's Sweden's turn to be subject to this economic scaremongering.

For airlines, low taxes mean slightly cheaper tickets, so more passengers and more money for the industry. And more CO2 of course. Industry arguments have very little basis in reality, and are rarely backed up with any credible evidence. In the UK a tax of £13 per return flight for an adult really is not enough to stop anyone travelling to Europe. Nor will a tax of £7 - 37 in Sweden. The industry likes to make out that the tax is wicked and damaging, and everyone deserves a tax break at the expense of all the others who don't fly. The industry already pays no VAT, no fuel duty and only the most minimal charges for carbon under the EU ETS. 22.4.2017 <http://www.airportwatch.org.uk/?p=34590>

More intelligent approaches, understanding bird psychology, help cut risk of bird strikes

Safety fears have led to mass culls of birds near airports. But are such drastic measures necessary? It appears that about 70,000 gulls, starlings, geese and other birds have been killed around New York airports since since 2009. They have been killed by shooting, trapping, and sometimes gassing. The CAA say that the number of confirmed bird strikes rose from 1,496 to 1,665 between 2011 and 2015. Only in 6% of cases did it have some kind of operational effect on an aircraft. In many of these incidents, planes aborted take-off, returned to the airport, or diverted to another. According to Natural England, 12,956 birds were culled in 2015-16. Rooks, crows and pigeons made up the largest number.



Bird conservation organisations want airports to use less barbaric ways of reduce the risk of bird strikes. There are various technological solutions that may be effective.

One bird ecology professor at Exeter university said that it is necessary to understanding of the birds' point of view. A "sonic net" can be used, which is a noise played across areas to be protected. It needs to be at the same pitch as the alarm calls of birds, or predator noises that they are listening out for. "When birds experience this they either leave the area or their vigilance goes up because they can't hear each other's alert calls or a predator coming." So the birds move away, as it is too risky to stay. 23.4.2017

<http://www.airportwatch.org.uk/?p=34571>

Short video, by CCC "Heathrow through the Looking Glass"



The government is consulting (closes 11.45pm on 25th May) on the expansion of Heathrow airport - which would be a climate disaster. But it's impossible from the information they provide to find that out. As the new video from the Campaign Against Climate Change shows, "Heathrow through the Looking Glass" makes clear, the government's claim that adding a 3rd runway is compatible with our climate targets really is a fairytale. The video (2 mins 15 secs) is at

<http://www.campaigncc.org/nonewrunways>

Responding to the two DfT consultations

Respond to the DfT's consultation on the Draft Airports NPS (a 3rd Heathrow runway) - by 25th May.

Either by the online form at <https://runwayconsultation.dialoguebydesign.com/>

or you can fill in the form at <https://tinyurl.com/NPS-response-form> and email it to

RunwayConsultation@dft.gsi.gov.uk

Respond to the DfT's consultation on Airspace Change - by 25th May.

Either by the online form at <https://ukairspacepolicy.dialoguebydesign.com/>

or you can fill in the form at <https://tinyurl.com/Airspace-Change-form> and email it to

airspace.policy@dft.gsi.gov.uk

You do NOT need to fill in every question, or write long responses. A few sentences or paragraphs will do.

Some Useful Links

- For **large amounts of up-to-date news** on airports and aviation, see **AirportWatch's** news pages <http://www.airportwatch.org.uk/latest-news/> with many topic sub-sections
- For daily transport news in the UK - **Transportinfo** at transportinfo.org.uk
- **Transport & Environment (T&E)** <http://www.transportenvironment.org> Twitter @transenv
- News & expert analysis by **AEF (Aviation Environment Federation)** www.aef.org.uk @The_AEF
- **HACAN** www.hacan.org.uk Twitter @HACAN1
- **GACC (Gatwick Area Conservation Campaign)** www.gacc.org.uk/latest-news
- **Stop Heathrow Expansion (SHE)** <http://www.stopheathrowexpansion.co.uk>
- **Richmond Heathrow Campaign** <http://www.richmondheathrowcampaign.org>
- **Stop Stansted Expansion (SSE)** <http://stopstanstedexpansion.com/>
- **Links to many of the groups at Heathrow** <http://www.airportwatch.org.uk/?p=1307>
- **Brentford & Hounslow (BASHR3)** http://bashr3.betternotbigger.org.uk/3rdrunway_facts
- **HACAN East** at London City Airport. <http://hacaneast.org.uk/news> Twitter @HACANEast
- **Edinburgh Airport Watch** <http://www.edinburghairportwatch.com/>
- **AirportWatch Europe** <http://www.airportwatcheurope.com> Twitter @AirportWatchEU
- **Follow AirportWatch on** Twitter @AirportWatch **and** Facebook [on.fb.me/UoSkeX](https://www.facebook.com/UoSkeX)

Bulletin compiled by Sarah Clayton - thanks to many people for their help, input & guidance. 24.5.2017

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