

Page 1

- Patrick McLoughlin evidence to Transport Cttee “very much hoped” to give runway location decision by July
- Andrew Tyrie says economic case for a new runway unclear and based on “opaque” information
- Survey for National Infrastructure Commission shows airports a very low priority for spending

Page 2

- “Heathrow 13” climate protesters found guilty of aggravated trespass – sentencing 24th February, possibly for prison

Page 3

- Witness statement by Prof Alice Bows-Larkin for Heathrow 13 trial clearly shows CO2 problem of a new runway
- Heathrow 13: Jailing peaceful protestors could “lead to more disruption” in future, experts say

Page 4

- Letter: “Prison sentences for Heathrow 13 activists would threaten our right to protest”
- Residents ‘adopt’ the 13 Plane Stupid activists facing jail over Heathrow runway occupation
- Figures reveal that passenger journeys to and from Heathrow are increasingly been made by road

Page 5

- Holland-Kaye still not prepared to accept ban on night flights before 6am, even to get 3rd runway
- Construction firms – wanting the lucrative work – urge George Osborne to support third Heathrow runway

Page 6

- Disappointing first results of Slough’s Strategic Partnership with Heathrow
- Heathrow to research impact of runway on SMEs and their exports (imports?)
- Airport noise community groups write to David Cameron calling for review of airspace policy

Page 7

- Arrivals Review for Gatwick suggests a range of measures to slightly reduce the noise problem
- Professor Stansfeld on how noise pollution, including aircraft noise, can damage health

Page 8

- Brexit up in the air: implications for aviation if the UK votes to leave the EU
- EasyJet, Ryanair, TUI, Heathrow and Gatwick want UK to stay in the EU
- Changes brought in by NATS on February 4th mean new noise ghettos in east London

Page 9

- London City Airport’s price tag under scrutiny after BA threatens to pull out most flights

Page 10

- Aviation emissions must be accounted for in UK carbon budgets, AEF says in evidence to CCC
- First EU-wide report on aviation’s environmental impacts shows growing challenges
- Campaigners vow to fight new Edinburgh Airport flight path plans “all the way”

Page 11

- Belfast residents claim planned City Airport expansion would make it one of 5 loudest in UK
- François Hollande announces there will be a local referendum on the contentious new airport at Notre-Dame-des-Landes

Page 12

- Court in Nantes permitted the evictions of 11 families, in 2 months, for proposed new airport (now delayed)
- ICAO proposal to slightly reduce CO2 emissions from new planes, only after 2023, not seen as sufficiently ambitious
- New European airline association, Airlines for Europe (A4E), formed to lobby for the industry

Page 13

- Faster jet stream, due to climate change, could make transatlantic flights slower and higher CO2
- Virgin flight to New York had to return to Heathrow due to laser attack
- “All that noise & just so people can stop off in Heathrow’s duty free”: Darren Johnson makes the case against airport expansion

Page 14

- NASA JPL scientist explains why he gave up flying: “I don’t like harming others, so I don’t fly.”

Patrick McLoughlin evidence to Transport Cttee “very much hoped” to give runway location decision by July

The Commons Transport Committee held an oral evidence session on 8th February, inviting Transport Secretary of State, Patrick McLoughlin, to comment on the decision by the government to delay a statement on the location of a possible new runway. The tone of the session was that the Committee was eager for a decision to be made rapidly, with concern that undue time was being taken. Mr McLoughlin explained that even an EU referendum in June would not rule out a decision before Parliament's summer recess. He said there has been a delay, partly due to air pollution problems not helped by the VW "defeat" scandal with NO2 emissions. But he hoped the government was ensuring all necessary research had been done, to minimise the chance of legal challenges causing yet further delays.

The timetable the government is working to is a runway by 2030, though Heathrow and Gatwick would prefer it to be by 2025. Mr McLoughlin said he "very much hoped" there would be a statement to Parliament at least several days before the summer recess (mid-July, date not yet published) to allow time for MPs to comment etc. He stressed how the 2008 Planning Act would make pushing a runway through fast, and gave the various timings, with only 6 months for a planning inquiry and examination in public.
11.2.2016 <http://www.airportwatch.org.uk/?p=29565>

Andrew Tyrie says economic case for a new runway unclear and based on “opaque” information

Andrew Tyrie is the chairman of the influential Commons Treasury select committee. He has now said Parliament and the public had been left partly in the dark on the case for a new runway, because the Airports Commission's analysis is not good enough. He said the decision on airport expansion is being taken on the basis of information that was “opaque in a number of important respects.”

Mr Tyrie said the robustness of the Airports Commission's conclusions could not be determined from the information in its report. “Parliament has demanded more transparency over the environmental case. At least as important is the economic case.” Mr Tyrie said it was impossible to tell if the potential economic benefits for the UK of the proposals by Heathrow or Gatwick differed significantly from one another, or even if the benefits of building either are significantly different from not building any new runways.

"A decision as controversial as this — one that has bedevilled past governments for decades — requires as much transparency as reasonably possible.” Andrew Tyrie has written to George Osborne calling for more details of the calculations that led to the Commission recommending a Heathrow runway. He also called for the process to be moved from the DfT to the Treasury. 2.2.2016
<http://www.airportwatch.org.uk/?p=29459>

Survey for National Infrastructure Commission shows airports a very low priority for spending

A recent survey, done for the new National Infrastructure Commission, shows that aviation was not regarded as a high investment priority for the UK. The survey, by Copper Consultancy in June 2015, asked 2,000 adults in the UK their views on infrastructure. The highest priorities for investment were given as 43% for renewable energy; 39% for house-building and 32% for energy from waste. Then railways (31%), flood defences (30%) and major roads (30%). However, figures were low for nuclear power projects (19%), **airports (8%)** and coal and gas power stations (8%). When asked what would increase confidence in the infrastructure sector, respondents said community engagement (41%), consultation (30%), and leadership from politicians (25%) and technical experts (24%).

The survey says its "focus groups **demonstrated that the public is very positive about the state of the country's..... airports.** In contrast, they are much less positive towards other types of infrastructure, including flood defences and the railways".

36% regarded airports as highly rated. 49% believed there were not enough safeguards to protect the country's countryside and natural habitats, with only 6% saying there were too many safeguards for their protection. 58% believed the balance of power is too much in favour of developers' plans over the wishes of communities, and 6% said the opposite. 23.1.2016 <http://www.airportwatch.org.uk/?p=29364>

“Heathrow 13” climate protesters found guilty of aggravated trespass – sentencing 24th February, possibly for prison

Thirteen members of the Plane Stupid campaign group, who occupied the eastern end of Heathrow's northern runway on 13th July 2015 were found guilty of aggravated trespass and entering a security-restricted area of an aerodrome. They have been told it is almost inevitable they will face a prison term.

The prosecution was brought by the CPS. The trial, at Willesden Magistrates Court, of the “Heathrow13” started on 18th January. They were charged with Aggravated Trespass and entering a security restricted area. Their protest caused the cancellation of some 22 flights, which saved an estimated 250 tonnes of CO2.



“No ifs, no buts. No new runways!”

They argued that this helped, if only in a small way, to save lives in the Global South, by making cut in the CO2 emissions that fuel climate change. All 13 pleaded not guilty, saying their action was reasonable and justified in the climate context. They believe "climate defence is not an offence." There was a large gathering outside the court, for the start of the trial, with many groups expressing their solidarity. Before entering the court the Heathrow 13 read out a short statement about their defence, that their actions were intended to prevent death or serious illness to people.

Judge Wright declared that the fact that the burning of aviation fuel is linked to climate change is indisputable. She was considering two issues:

1. Did the 13 genuinely believe their actions were necessary to prevent death or serious illness? And
2. Whether objectively their actions were reasonable and proportionate to prevent death or serious illness.

District judge Deborah Wright (who sat alone) said the cost of the disruption at Heathrow was “absolutely astronomical”. [Cases for aggravated trespass are meant to be those causing damage of under £5,000, which implies the case was judged in the wrong court.]

On 25th January, after not hearing any of the defendants’ expert witnesses in court, she found them all guilty. Though the judge recognised “They are all principled people” she considered what the protesters did was “symbolic and designed to make a point, not to save lives”.



The Heathrow 13 were bailed to appear for sentencing on Wednesday 24th February. A statement released by the Heathrow 13 following their convictions read:

“Today’s judgement demonstrates that the legal system does not yet recognise that climate defence is not an offence. We took action because we saw that it was sorely

needed. When the democratic, legislative and processes have failed, it takes the actions of ordinary people to change them.” The Heathrow 13 say that, instead of taking action to cut carbon emissions, the government is intending to spend millions making the problem bigger, if another runway is allowed.
25.1.2016 <http://www.airportwatch.org.uk/?p=29386>

Witness statement by Prof Alice Bows-Larkin for Heathrow 13 trial clearly shows CO2 problem of a new runway

Alice Bows-Larkin, a Professor in Climate Science and Energy Policy at MACE at Manchester University, gave written evidence at the trial of the Heathrow 13. Her witness statement (11 pages + references) is a closely argued and highly expert assessment of the need for the emissions from aviation to be restricted. It is well worth reading.

Just a few of the points she raises: The UK has signed up to the ambition of the Paris Agreement to keep global temperature rise to below 2 degrees C. This is not consistent with an increase in the CO2 emissions from UK aviation above their capped level. There is no justification for international aviation to be excluded for global ambitions to limit CO2. Even if there is some carbon trading scheme, aviation needs to be fully included. If ‘negative emission sources’ that can remove CO2 from the air (unlikely) "do not materialise in time, a global temperature rise “well below 2°C” will only be achieved by a wholesale shift away from fossil fuel combustion. This would mean that CO2 produced by the aviation sector would also need to be reduced to near zero. This ... would be largely uncontested."

Professor Alice Bows-Larkin:

“Given that the evidence suggests that an expansion of airport capacity in general will support an increase in CO2 emissions, or at least not facilitate their reduction out to 2050, and yet the UK is supportive of the Paris Agreement, a decision to expand Heathrow suggests that CO2 is a low priority consideration in planning decisions. It is not being considered as a make or break factor. In my view, this also implies a misunderstanding by UK Government of the scale of CO2 mitigation that a 2°C goal relies upon – let alone a ‘well below’ 2°C target.” <http://tinyurl.com/Prof-Bows-Larkin> Jan 2016

Prof Bows-Larkin says in her view the intention to build a new runway, raising UK aviation CO2 emissions, "implies a misunderstanding by UK Government of the scale of CO2 mitigation that a 2°C goal relies upon – let alone a ‘well below’ 2°C target." 18.2.2016 <http://www.airportwatch.org.uk/?p=29665>

Heathrow 13: Jailing peaceful protestors could “lead to more disruption” in future, experts say

The protestors who disrupted Heathrow flights on 13th July may be given prison sentences of up to 3 months (sentencing on 24th February). The maximum jail term for their offence – aggravated trespass - would be 3 months. However, it is possible that jailing the “Heathrow 13” could encourage environmental activists to cause more damage in future protests. The reason is that academics believe a custodial sentence would inspire demonstrators to cause more damage in future – because it would remove the incentive there is now to seek a trial by magistrate rather than trial by jury.

It is very unusual for people to be imprisoned for aggravated trespass, and first time offenders are often given a conditional discharge – meaning that no further action is taken if they don’t repeat the offence. Environmental protestors involved in peaceful direct action generally make sure they cause less than £5,000 damage. Beneath this threshold, they are likely to be tried by a magistrate – and receive a lighter sentence (not prison) than if they had been tried by a jury. But if Judge Deborah Wright does jail the Heathrow 13, activists in the future may be inclined to do what it takes to secure a jury trial.

Juries are considered less likely to convict than magistrates. Dr Graeme Hayes of Aston University believes the precedent is that non-violent protestors are dealt with leniently by magistrates. If that is no longer the case, there is the risk that "some activists may decide to cause more property damage.” Professor Brian Doherty, professor of political sociology at Keele University, agreed.
15.2.2016 <http://www.airportwatch.org.uk/?p=29633>

Letter: “Prison sentences for Heathrow 13 activists would threaten our right to protest”

A range of high-profile signatories have sent an open letter to the Guardian, in support of the Heathrow 13, who occupied part of Heathrow's northern runway on 13th July 2015. They say that giving the activists prison sentences would be unjust and disproportionate, for what they did - and would represent a “massive threat” to the right to peaceful protest in the UK. Those signing the letter include MPs John McDonnell and Caroline Lucas, as well as key people in Greenpeace, Friends of the Earth, NEF, NUS, and a range of environmental and social campaigning organisations.

The letter says "prison is an utterly disproportionate punishment, and would mark yet another example of heavy-handed treatment leading to the suppression of political dissent in the UK today." One of the lawyers for the Heathrow 13 said civil disobedience had a “constitutional role” to play in a democracy, and that conditional discharge was usually the starting point for this offence.

12.2.2016 <http://www.airportwatch.org.uk/?p=29410>

Residents ‘adopt’ the 13 Plane Stupid activists facing jail over Heathrow runway occupation

There was a great atmosphere on Valentines Day in the Five Bells pub in Harmondsworth, as 13 residents, most of whom face losing their homes if a 3rd runway is built, each ‘adopted’ one of the 13 Plane Stupid activists who face jail after occupying a runway at Heathrow. There was a specially-made Valentines Day cake, with the words; "Heathrow - you're breaking our hearts." The 'adopters' each drew the name of the activist they would 'adopt'. They have promised to write to the activists and support them in any way they can, if they go to jail.



There was a specially-made Valentines Day cake, with the words; "Heathrow - you're breaking our hearts." The 'adopters' each drew the name of the activist they would 'adopt'. They have promised to write to the activists and support them in any way they can, if they go to jail.

A second remarkable cake, with the face and name of each of the Heathrow 13, was made by the mum of one of the activists, Cameron Kaye.

In the past, Plane Stupid members have offered to “adopt” local residents who face being evicted from their homes, to support them through anxious and worrying times. Now the role is being reversed.

John Stewart, chair of HACAN, the residents’ group which opposes a new runway, said, “The event was good fun. There was a warm mood of mutual support in the room. It was made 100% clear that the activists won’t be alone when they are sentenced in 10 days time.

Residents and direct action protesters are united as one in their determination to stop a third runway.”

The serious purpose of the event was to show "the bond of unity there is between the people who put their bodies on the line at Heathrow and the residents who face losing their homes."

14.2.2016 <http://www.airportwatch.org.uk/?p=29617>



Figures reveal that passenger journeys to and from Heathrow are increasingly being made by road

New statistics from the DfT reveal that passenger journeys to and from Heathrow airport are increasingly being made by road. The figures, issued in response to a FoI request made by the Teddington Action Group (TAG), show that passenger journeys by car and taxis rose by 2,000,000 in 2014 (the last year for which figures are available). In 2013, the aggregate number of private car and taxi/minicab journeys was 25 million. In 2014 they had risen to 27 million (an increase of nearly 10%). TAG says this trend would appear to call into question the assertion made by John Holland Kaye (CEO of Heathrow) on 4th

November 2015 to Parliament's EAC, that there has been no increase in polluting vehicular journeys in the vicinity of the airport. He had been asked how Heathrow could meet Air Quality targets with a 3rd runway (when an increase of up to 54% in passenger journeys to and from the airport might be anticipated).

Heathrow has a show-stopper problem for its runway plans, from air pollution. It needs to get its passengers and its staff to get to (and from) the airport by rail. In 2014, 59% of passengers arrived by car, taxi or minicab. Another 13% arrived by bus or coach. By contrast, 28% arrived by rail or by Tube. Getting passengers out of their cars will be hard. The air pollution from Heathrow's air freight is already a problem, let alone if volume was doubled. 11.2.2016 <http://www.airportwatch.org.uk/?p=29570>

Holland-Kaye still not prepared to accept ban on night flights before 6am, even to get 3rd runway

Heathrow's CEO, John Holland-Kaye, says the airport has yet to "engage" with the government and airlines about the possibility of ending night flights, before making any commitment. A ban on flights before 6am was one of the conditions the Airports Commission stipulated - in July - must be met for a Heathrow 3rd runway. But 7 months after the publication of the Commission's report, Heathrow is still avoiding giving any confirmation it is prepared to accept that requirement.



In December the government announced there would be a further delay in making a runway location decision. This came as an unpleasant surprise to

Heathrow - which had presumed it would be given the nod, but with a range of conditions. Holland-Kaye has tried to avoid any condition on his hoped-for runway, that might be irksome or costly.

He continues to make bullish statements about how likely he feels the runway will be approved. He tries to make out that there would be fewer night flights with a 3rd runway.... Heathrow, in its PR, mistakes local support for a 3rd runway by people employed by the airport, or hoping to work there - for (quite different) support more widely among those not depending on Heathrow for their income. 11.2.2016 <http://www.airportwatch.org.uk/?p=29557>



Suggestion from CHATR, in Chiswick...?

Construction firms – wanting the lucrative work – urge George Osborne to support third Heathrow runway

Thirteen of Britain's largest construction and development firms (including the bosses of Balfour Beatty, Morgan Sindall, Laing O'Rourke, Mace, Atkins UK, and BAM Nuttall), have written to George Osborne, urging him to live up to his declaration that "we are the builders" by supporting the building of a third runway at Heathrow. "Construction companies advocating a big construction project? Whatever next?"

The letter to the Chancellor says Heathrow has provided a "steady base of work" during the economic downturn and expansion would bring "a £15.6 billion order book to the UK supply chain". They also try to encourage the Chancellor by saying the OECD considers the UK has historically underspent on infrastructure, partially due to "long decision-making processes". The construction companies would, of course, stand to gain massively from the building project.

It has been pointed out that you only have permanent jobs in construction if there is a new project to move on to, once one is complete. Hence the construction firms are lobbying hard; they have expected work out of Heathrow, and may not have contingency should Heathrow not get the go-ahead. The firms appear - conveniently - unaware of the very considerable economic and environmental problems that building a runway would create. 8.2.2016 <http://www.airportwatch.org.uk/?p=29526>

Disappointing first results of Slough's Strategic Partnership with Heathrow

In February 2015 Slough Borough Council formed a new "Strategic Partnership" with Heathrow, which the council hope would give it a privileged position and economic benefits, if a 3rd runway was approved. A new status report about the Partnership appears to have disappointed some councillors on the Overview & Scrutiny Committee. The deal was said to be overall, at "amber" status. The 'Heads of Terms working group' has so far secured (unspecified) funding for business start-up, air quality monitoring, and employment training, but little else.

Last quarter the Partnership saw joint traffic surveys paid for by Heathrow, saving the Council a claimed £50,000, and funding for an extension of the 7 series bus service, the main link for many of the 7,000 Slough residents working at Heathrow. Developing a more "mutually beneficial relationship" with Heathrow is now one of the key outcomes from Slough's 5 Year Plan.

But the Partnership has so far done nothing to deliver a programme of mitigation to offset the effects of the airport for the communities most impacted as set out in the agreement last February. It appears to just be a new funding stream for the Council. Strategic Partnership meetings are not advertised, not open to the public, and minutes are not published. However, there is supposed to be better dialogue with residents.
7.2.2016 <http://www.airportwatch.org.uk/?p=29594>

Heathrow to research impact of runway on SMEs and their exports (imports?)

Heathrow Airport is to commission a report to look into the impact of a potential 3rd runway on the UK's SME (Small and Medium Enterprise) community across the country. It will be a consultation by Heathrow itself and a small business support group called Enterprise Nation. The study starts in February, will seek the views of Enterprise Nation's community of over 65,000 small businesses to gauge how they feel the airport's development plans will impact them. The aim is for Heathrow to try to prove that its runway will help the UK to export more. (It does not mention **imports** - which are actually larger by tonnage and by value than **exports**.)

Heathrow says the findings – due in April - will be used to develop an SME growth strategy within its 3rd runway plans, aiming to drive SME export growth in line with the Government target of over £1 trillion of UK exports by 2020. John Holland-Kaye made the usual comments including the runway providing "up 40 new trading links and improve domestic connectivity; making it cheaper and more efficient for SMEs to sell their products in fast growing markets around the world." Earlier Heathrow said the value of its air freight in 2014 was £101 billion. The value of its exports was £48 billion, which was 47.5% of the total – a bit under half. The rest is imports. 29.1.2016 <http://www.airportwatch.org.uk/?p=29478>

Airport noise community groups write to David Cameron calling for review of airspace policy

In an open letter to David Cameron, which was co-ordinated through the Aviation Environment Federation (AEF), community groups concerned about the impacts of flight path changes have called on the Government to bring forward a review, both of airspace policy and the process for consultation and engagement.

The letter describes the current approach for making airspace changes as "not fit for purpose" and demands that a moratorium on flight path trials and airspace decisions is introduced until a new policy is put in place. Flight path trials over the last few years have led to significant community disturbance around major airports across the UK, especially where communities have been overflown for the first time. In many cases, flight path trials were cancelled early following vociferous reactions from the public.



The Government and the CAA were expected to consult on proposals to change the policy and process for making changes to flight paths early this year. However, this has been delayed until at least the summer, when the Government will make a statement on a possible new runway. The letter's 24 signatories stress that the airspace policy review is required urgently to address existing problems and should be independent of any future decisions on airport capacity. 22.2.2016 <http://www.airportwatch.org.uk/?p=29703>

Arrivals Review for Gatwick suggests a range of measures to slightly reduce the noise problem

The Arrivals Review, by Bo Redeborn and Graham Lake was published on 28th January. The purpose of the review was: "To make sure everything that can reasonably be done to alleviate issues raised by the local community is being done" and "To understand if the way Gatwick communicates with and provides information to the local community, including the handling of complaints, is fully adequate." The review is at <http://tinyurl.com/Gatwick-Redeborn-Review>

The Review made a series of recommendations for ways in which the aircraft noise problem might be slightly reduced - without limiting the capacity of the airport at all. It set out some practical steps including increasing CDA (continuous descent approach), reducing "stacking", setting up an independently chaired noise management board, and improving the noise complaints system - among other things.

The report is wide-ranging, with a lot of issues covered. One of the recommendations was to move the joining point onto the ILS to be a minimum of 8 nautical miles from touchdown, rather than the 10nm used at present. This is welcomed by people in Kent, who have experienced serious arrivals noise problems when the joining point was effectively moved in 2013. Another recommendation was to change the way Gatwick uses its runway in nil or low wind, so more planes approach from the west.

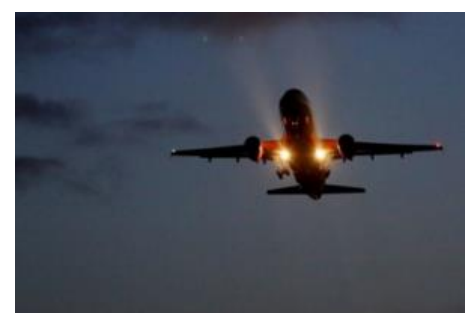
It also suggested there should be fewer flights taking off at night, due to delay from their earlier departure time, and this should be a Key Performance Indicator. On Gatwick's noise complaints policy, the Review said it needs to be improved. They said: "the current limit of one noise complaint per day per household is considered wholly unacceptable by those residents addressing this issue with the review. It is easy to understand their point of view." They propose: "that Gatwick should establish an enhanced complaints policy with no daily limit and a fully transparent procedure, as soon as possible, using an on-line form as the sole electronic complaint registration medium."

The Review also recommends the establishment of a Noise Management Board (NMB) by summer 2016. However, Gatwick's welcome for the review is carefully worded. The normal weasel words are in there. Such as: "Gatwick Airport has welcomed the report and its recommendations and will examine the report's conclusions with a view to proceeding with as many of them as possible in the shortest practicable time." And "There is no silver bullet that will ever eliminate the problem of aircraft noise but taken together I believe that these measures can make a real difference." And "We want to act as soon as possible on these recommendations so people can start to feel the difference but we cannot do so alone." Time will tell. 29.1.2016 <http://www.airportwatch.org.uk/?p=29434>

Professor Stansfeld on how noise pollution, including aircraft noise, can damage health

Stephen Stansfeld is a Professor of Psychiatry at Queen Mary University of London, who has done a lot of work on the health impacts of noise, including aircraft noise. He comments that as well as physical (cardiovascular) illness, there can be significant emotional response to noise pollution, including negative feelings noise can create such as disturbance, irritation, dissatisfaction and nuisance, as well as a feeling of having one's privacy invaded.

But annoyance can vary widely between people. Noise can have different impacts depending on how much it interferes with your activities, the fear you feel associated with the source of the noise, your coping mechanisms and even your belief about whether the noise is preventable. "For example, you're likely to feel more annoyance to aircraft flying overhead



if you feel the airport is taking no measures to regulate the noise." He also says that the evidence suggests mental ill-health may increase the risk of annoyance by noise - rather than the other way round. Sleep disturbance from noise may have more effect on the elderly, children, those who work shifts or have poor health.

He suggests - if screening or masking is not possible - we could design our society "to be less noisy in the first place." 5.2.2016 <http://www.airportwatch.org.uk/?p=29514>

Brexit up in the air: implications for aviation if the UK votes to leave the EU



CAPA, the Centre for Aviation, has set out some of the issues that UK aviation might face, if the UK chose to leave the EU - Brexit. CAPA says the biggest source of benefits to UK aviation from EU membership is in the area of traffic rights and the nationality of airlines. Any airline owned and controlled by nationals of EU member states is free to operate anywhere within the EU without restrictions on capacity, frequency or pricing. The European Common Aviation Area (ECAA) covers 36 countries and 500 million people.

CAPA believes if the UK were to leave the EU, its airlines would no longer enjoy automatic access to this market, although the UK might negotiate continued access. The most obvious way for the UK to do this would be to participate in the ECAA Agreement in the same way as countries such as Norway currently do.

CAPA says it would be questionable whether continued pan-European access would be popular in the EU for easyJet which has caused significant competitive damage to European legacy airlines. Being Irish, Ryanair would continue to have access to the European market, but if the UK had left the EU, this could cause Ryanair difficulties operating in what is its largest country market. Hence Michael O'Leary is backing the UK's continued EU membership. 28.2.2016 <http://www.airportwatch.org.uk/?p=29419>

EasyJet, Ryanair, TUI, Heathrow and Gatwick want UK to stay in the EU

easyJet will campaign for Britain to stay in the European Union. The airline operates over 600 routes, most of which are in the EU. Its CEO Carolyn McCall said UK membership encourages low cost travel between European cities – and that was good for its business and its customers. "We will do everything we can to make sure that consumers understand that they are far better off within the EU when it comes to connectivity and low fares." Ms McCall is part of the pro-European lobby group, "Britain Stronger in Europe." EasyJet has contingency plans in place for if Brexit happens, but are not making these public.

Heathrow and Gatwick bosses John Holland-Kaye and Stewart Wingate have signed a letter (23rd February) by about 200 of UK businesses, saying Britain should remain in the EU. John Holland-Kaye said that for business to thrive we need to be part of the single European market. Membership of the EU has made air travel affordable and convenient, with regular flights to the continent from all parts of Britain "fuelling jobs, exports and economic growth."

People in the aviation industry believe there would be potential "uncertainty" if Brexit meant the UK has to renegotiate crucial trade deals with international partners. Ms McCall said: "We think it would be very difficult for our government to negotiate with 27 other member states to get the flying rights that we have today within the EU." <http://www.airportwatch.org.uk/?p=29717>

Changes brought in by NATS on February 4th mean new noise ghettos in east London

On 4th February, NATS implemented the first phase of its LAMP (London Airspace Management Programme). It says this was approved by the CAA in November 2015. It means that routes into and out of London City airport will be altered, and routes will be concentrated – using PR-NAV (precision navigation). The changes involve use of a "point merge" system for arrivals, with the joining points to the ILS out at sea. (Image below).



They will mean all the planes from Westerly departures will be routed over for Bow, Leyton, Leytonstone, Wanstead, Redbridge, Barkingside, Collier Row and Harold Hill. For Easterly departures, all the planes will be routed over Barking Riverside, Dagenham, Elm park and Hornchurch. And for Easterly arrivals, all the planes will be routed over Bexley, Sidcup, New Eltham, Mottingham, Catford, Dulwich Village, Herne Hill, Brixton, Stockwell and Vauxhall.

The changes are described by NATS

in glowing terms – about “more efficient flights, saving fuel and reducing CO2 emissions, reducing noise, keeping aircraft higher for longer and minimising areas regularly overflown.” And, of course, enabling more flights to be crammed into crowded airspace – to enable the aviation industry to increase the number of flights. HACAN East is talking to its lawyers about a JR against the CAA for failure to consult. <http://www.airportwatch.org.uk/?p=29496>



London City Airport's price tag under scrutiny after BA threatens to pull out most flights

The airport was put up for sale by GIP in August 2015, with a price as high as £2 billion. The five bidders thought to be interested in buying the airport are:

1. Kuwait Investment Authority, a sovereign wealth fund
2. British investor Hermes
3. Canadian funds Borealis Infrastructure
4. The Alberta Investment Management Corp, a Canadian pension fund
5. Hong Kong billionaire Li Ka-Shing, Cheung Kong Infrastructure Holdings (CKI)



Credit Suisse has been hired to facilitate the sale. London City Airport had over 4.3 million passengers in 2015, an 18.3% increase on 2014, to a new passenger number record. There were 2 million in 2005. Its most popular destinations were Edinburgh, Amsterdam, Dublin, Zurich, and Rotterdam.

But the sale could be in jeopardy after British Airways, the largest airline based there (40% of the flights – with the next largest having about 20%), threatened to pull out most of its aircraft. BA fears the high price of £2 billion could force its new owners to raise landing fees, and BA says it is not prepared to pay.

Willie Walsh said the £2 billion price would mean a multiple of 44 times London City's earnings (EBITDA), though the airport said it was a multiple of 28. Walsh said the airport had "very high" airport charges of £19 per passenger, one of the most expensive after Heathrow, and with higher charges he would not make enough profit. “BA’s customers will not swallow increased fares to fund unrealistic returns for a monopoly airport supplier.”

The airport’s value could also be limited by its battle to get planning permission for a £200m development that would increase the number of passengers to 6m by 2023. The plans were blocked last year by Boris, over aircraft noise concerns. London City is appealing against this, with the appeal starting on 15th March. Sadiq Khan, the Labour Mayoral candidate, probably backs the airport’s expansion. The introduction of Crossrail in 2018, which will cut down the journey time from Canary Wharf to Heathrow, could be a real threat to the airport. 4.2.2016 <http://www.airportwatch.org.uk/?p=29508>

Aviation emissions must be accounted for in UK carbon budgets, AEF says in evidence to CCC

The Committee on Climate Change (CCC) put out a call for evidence last year, on its 5th Carbon Budget, which will cover the period 2028-32. The Government must legislate the level of the 5th Carbon Budget by June 2016. The CCC has recommended that CO₂ emissions from international aviation must be accounted for in the setting of the 5th carbon budget to provide the appropriate framework for future climate change policy. But the CO₂ emissions from international shipping are fully included.



AEF, the Aviation Environment Federation, say it is particularly important to have aviation CO₂ properly included now as the Government has indicated its theoretical support for a new runway in the South East, which could significantly increase the scale of the UK aviation emissions challenge. It is disappointing that the CCC did not recommend formal inclusion of aviation in the carbon budget, which would provide greater certainty in relation to the sector's future development.

AEF believes that the CCC's recommended approach of setting the budget with a view to aviation's formal inclusion in future budgets provides a 'next best' alternative. The CCC has long recommended that in order to allow for aviation's future inclusion in carbon budgets, Government should plan on the assumption that emissions from the sector in 2050 should not exceed their level in 2005 – 37.5 MtCO₂ – allowing for a 60% growth in aviation passengers between 2005 and 2050.

12.2.2016 <http://www.airportwatch.org.uk/?p=29639>

First EU-wide report on aviation's environmental impacts shows growing challenges

A new report – the European Aviation Environmental Report – has been published, by the European Environment Agency, and EASA. The aim of the initiative is to "monitor, promote and strengthen the EU's efforts for a more sustainable European aviation sector." The report looks at a range of issues for European aviation, including its noise impact, its carbon emissions, and local air quality.

It is aware that "the historic rate of improvement in various areas (e.g. technology and design) has not kept pace with past growth in the demand for air travel leading to increased overall pressures (e.g. emissions, noise) on the environment, and this trend is forecast to continue." The report is aware that future growth of the sector, out to 2035, will require environmental improvements.



On noise, the report says around 5 million people in Europe were exposed to aircraft noise levels above 55 dBA Lden in 2012. While average jet aircraft noise decreased by around 4 dB per decade since 1960, the improvement has recently slowed to 2 dB per decade.

On carbon emissions, the report says CO₂ emissions from aviation have increased by around 77% between 1990 and 2005 and a further 5% from 2005 to 2014. They are likely to rise by a further 45% up to 2035. They note that biofuel development has been slow, and that a market based mechanism for global aviation carbon emissions is needed. 4.2.2016 <http://www.airportwatch.org.uk/?p=29578>

Campaigners vow to fight new Edinburgh Airport flight path plans "all the way"

The campaign group, Stop Edinburgh Airspace Trial (SEAT) against plans for a new Edinburgh flight path has vowed to "fight it all the way". A report was published by Edinburgh Airport recently, with findings from last year's TUTUR trial. The aim of the trial was to get planes departing every minute at peak times instead of every two minutes. That would make more money for the airport. SEAT say noise during the trial caused "misery" but the airport declared it was a "technical success." For overflown communities, such as Broxburn, Uphall, Linlithgow, and Blackness, it was not a success. The trial was stopped after 4 months, 2 months early, on 28th October, after nearly 8,000 complaints from 567 individuals.

The airport said 57% of the complaints were not about trial flights but were about aircraft operating on flight paths that have existed for a long time - as there were some changes to these. Edinburgh says no decision will be made on the new flight path's future until the end of 2016, but of course, the airport wants to keep the maximum number of flights it can handle per hour, especially at peak times - regardless of annoyance to those overflown.

Helena Paul, from SEAT, said the report seriously underestimated the volume of complaints and the sense of outrage people felt. It was grossly unfair to impose noise levels of over 80 decibels on people who bought their homes far from any flight paths. Edinburgh airport knows it will have a battle on its hands should it decide to attempt to make the TUTUR route permanent. There is now also a petition about noise in Cramond and Barnton, which are also facing more take-offs over them, in some wind conditions. Opposition is getting organised. 13.2.2016 <http://www.airportwatch.org.uk/?p=29607>

Belfast residents claim planned City Airport expansion would make it one of 5 loudest in UK

George Best Belfast City Airport could become one of the UK's five noisiest if controversial expansion plans to allow the airport to have more than 2 million passengers per year are allowed. Dr Liz Fawcett, of Belfast City Airport Watch (BCAW), gave evidence to the Regional Development Committee at Stormont, saying that some 18,000 people could be affected by noise if the expansion goes ahead.

Recently the Planning Appeals Committee recommended that the 2 million annual air passenger limit should be lifted – provided that other noise control measures are put in place. More than 50,000 people across Belfast and north Down are affected by undesirably high levels of aircraft noise - due to the location of the airport. That number is higher than at Gatwick or at Stansted.

Dr Fawcett said if the airport is allowed its expansion, it could become one of the five noisiest in the UK in terms of population impact. It would also just mean the transfer of passengers and jobs from Belfast International airport, a few miles away – not close to the city.

BCAW called for an independent regulator to be set up, to strike a better balance between commercial interests and nearby residents' well-being. They want an independent noise regulator to deal effectively with public complaints and produce "meaningful" 5-year action plans aimed at minimising aircraft noise. They also want a wider airports strategy for Northern Ireland, considering how routes are shared between the two Belfast airports, to complement Dublin airport, without duplication of routes. They also want robust fines for airlines, and airport planning agreements to be properly implemented and enforced. 12.2.2016 <http://www.airportwatch.org.uk/?p=29584>

François Hollande announces there will be a local referendum on the contentious new airport at Notre-Dame-des-Landes

In late January, the court in Nantes ruled that the remaining people living in the "ZAD" (zone à défendre), where the planned new Nantes airport would be at Notre-Dame-des-Landes, should start to be removed after 25th March. However, President Hollande - realising that this has become an issue of huge national significance and hours after three Green lawmakers joined his cabinet as part of a government reshuffle - has said there will be a local referendum to decide if the new airport should happen.

Hollande hopes to put an end to the matter, which has dragged on for years, with elections in France in 2017. The referendum may not be popular with proponents of the airport, though some consider there is a majority in support locally. It is also a concern for opponents, who ask: who will be polled - from how far around Nantes? Will people from Rennes and Brittany be polled? What will the questions be? Will the alternatives be given? However, François Hollande has said the schedule is settled: "Work must begin in October. If the answer is yes in the referendum, everyone will have to accept the airport. If its "No" we all know that it is a project that has been spearheaded by the government, the government will have to assume the consequences." The evictions cannot proceed, now there is to be a referendum. The 11 families, including 4 farms, are given a breathing space. 13.2.2016 <http://www.airportwatch.org.uk/?p=29598>

Court in Nantes permitted the evictions of 11 families, in 2 months, for proposed new airport (now delayed)

The High Court of Nantes decided on Monday 25th January, to permit the evictions of the long-term inhabitants and opponents of the airport project at Notre-Dame-des-Landes, Loire-Atlantique. A period of two months was given to the eleven families occupying houses, including four farms. The time limit does not apply to farm buildings or livestock, as they farmers have made it clear it is not possible to move a farm in two months. The legal judgement said the "the legal conditions for the eviction applications were deemed met in all cases." The lawyers for the project's opponents had considered the expulsions were "not consistent with the Constitution and the European Convention on Human Rights".



Sylvie and Marcel Thébault, farmers likely to be evicted

The company trying to build the new airport, AGO, had hoped to negotiate with the land owners to find an amicable settlement, but eleven families refused. It had been feared that there would be punitive fines, each day, for the families if they did not move out, but the magistrate said this was not justified as it would be "disproportionate for families who have only modest means." Opponents say this eviction decision would force the government to act. It did. About two weeks later, the referendum (see above) was announced. No evictions can happen until after the referendum, and only if the new airport is supported.

26.1.2016 <http://www.airportwatch.org.uk/?p=29397>

ICAO proposal to slightly reduce CO2 emissions from new planes, only after 2023, not seen as sufficiently ambitious

The International Civil Aviation Organization (ICAO), the United Nations' aviation agency, has approved the first-ever binding agreement to achieve CO2 emissions reductions from new aircraft. New efficiency standards will apply to all new commercial jets delivered after 2028, as well as existing jets produced from 2023. This might achieve a cut in CO2 of about 4% in cruise fuel consumption, compared to the level in 2015. This is a very low level of ambition.

Environmental groups, specifically the International Council on Clean Transportation (ICCT) said the proposed standards were a missed opportunity and would have little real effect in curbing emissions. The standard excludes aircraft that are already in use, and as most airlines have lifetimes of 20-30 years, it will take decades to cover the current fleet. ICCT says some of the top performing commercial aircraft were already achieving the standard – with room to spare. By 2020, 8 years before the proposed standards were even due to come into effect, the average aircraft would already be 10% more efficient than the ICAO standard. ICAO recognised that "the projected doubling of global passengers and flights by 2030 must be managed responsibly and sustainably." However, the weak new standard does very little to achieve that.

The exclusion high CO2 emitting international aviation and shipping was a major weakness of the Paris Agreement in December. Global aviation hopes to grow by 4% or more each year, which dwarf the small improvements to fuel efficiency. 16.2.2016 <http://www.airportwatch.org.uk/?p=29643>

New European airline association, Airlines for Europe (A4E), formed to lobby for the industry across Europe

Modelled on "Airlines for America" (A4A) which lobbies/advocates Congress and the Administration on behalf of its member airlines, a similar lobbying alliance has been set up and launched in Europe. It calls itself "Airlines for Europe" (A4E), and so far has Europe's 5 largest airline groups – Air France KLM, easyJet, IAG, Lufthansa Group, and Ryanair as members. It expects to expand. A4E wants to "represent the interests of its members when dealing with the EU institutions, international organisations and national governments on European aviation issues." What that means is that it wants to lobby against anything that

does not increase competitiveness, lower air fares, or increase airline profits. They particularly want to fight "large scale airport monopolies, high charges, taxation and inefficiencies characterise the aviation supply chain."

They will try to get lower costs at airports; lower costs of air traffic control provision, through completion of the Single European Sky; regulation to prevent air traffic control strikes; use of new technology to make efficiency savings; and using SESAR funding to drive compliance with the Single Sky framework (likely to cause more noise problems for those overflowed); and they want the removal of what they call "unreasonable taxes" on air travel. Conveniently forgetting how air travel pays no VAT or fuel duty. All this is justified by predictions of economic benefits and ever more jobs

21.1.2016 <http://www.airportwatch.org.uk/?p=29345>

Faster jet stream, due to climate change, could make transatlantic flights slower (and costlier) and higher CO2

Carbon emissions from global aviation are known to worsen climate change - but now climate change is set to worsen flight times, according to new research. Climate change is likely to cause a faster jet stream, and that will add to journey times and increase airline fuel bills. Dr Paul Williams, an atmospheric scientist at the University of Reading, combined climate models with the software used by aviation companies to calculate the best routes each day. This showed the impact of a 15% faster jet stream, with flights from Europe toward the USA taking somewhat longer, against the wind. The wind could help speed the flights going eastwards, but the overall impact is a longer round trip.

There are currently about 300 round trips per day, across the Atlantic, meaning the delay adds up to about 2,000 extra flying hours per year, \$22m in extra fuel and 70m extra kilogrammes of CO2 emitted. Earlier work showed other impacts of rising temperatures on aviation, including bumpier, more turbulent flights and reducing the weight planes can carry. The impact of the faster jet stream will mean worse environmental impacts from aviation, as well as higher ticket prices. The jet stream also occurs in other part of the northern hemisphere, and in the southern hemisphere, and would have the same effect on planes there. 11.2.2016 <http://www.airportwatch.org.uk/?p=29548>

Virgin flight to New York had to return to Heathrow due to laser attack (6-7 miles west of airport)

On Sunday 14th February, a Virgin flight (VS025) heading to New York turned back to Heathrow after a laser beam was shone into the cockpit. The crew told air traffic control there was a "medical issue" with one of the pilots after the laser hit flight VS025 after take-off at 20:13 GMT. The flight turned back some way west of Ireland, after burning off and dumping excess fuel, in order to land safely. The radio clip of the conversation between air traffic control and the pilot indicated the laser attack may have happened some 6 - 7 miles west of Heathrow. The plane landed safely, as the other pilot was not affected. [What happens if both pilots are affected] The pilot was taken to hospital.

Another incident was reported on 22nd February evening, on a plane close to landing at Heathrow. Shining lasers at planes is illegal. A law introduced in 2010 means someone can be charged with "shining a light at an aircraft in flight so as to dazzle the pilot". BALPA, the pilots' union, says lasers were "incredibly dangerous", and called for the government to classify them as "offensive weapons". Aircraft are attacked with lasers at an alarming rate and with lasers with ever-increasing strength. Some laser pens cost as little as £10. Between January 2009 and June 2015 more than 8,998 laser incidents across the country were reported to the UK CAA. In 2014, there were 1,440 incidents, with 168 at Heathrow, which has the highest number. Police helicopters have also been targeted. <http://www.airportwatch.org.uk/?p=29629>

“All that noise & just so people can stop off in Heathrow’s duty free”: Darren Johnson makes the case against airport expansion

"The London Assembly has a longstanding opposition to Heathrow expansion for a very clear reason. We don't need it and we don't want it." So says Darren Johnson, speaking for the Green Party on the London

Assembly. In a blog, he says a 3rd runway at Heathrow would undermine efforts to tackle air pollution and climate change, and increase noise for millions of Londoners. Transport for London (TfL) and the GLA could help fund a legal challenge by London borough councils' to a Heathrow runway.

With a new runway, around 30% of the extra Heathrow passengers would simply be "people who would otherwise fly out of another London airport.".... Darren asks: "Why are we considering taking 10 million passengers a year from other London airports and concentrating them all at one of most polluted hot spots in the country?"

The government's latest modelling shows, to keep aviation within its carbon cap, "it would need to impose a carbon tax on fuel adding £100 to the cost of a return flight to Ibiza by 2050, even if there is no airport expansion.... In other words, we'd build a new runway in a London airport – then tax people so no more flights were taken across the UK as a whole.... Why create so many problems when we could easily get the extra passenger journeys out of existing capacity at other British airports?"

17.2.2016 <http://www.airportwatch.org.uk/?p=29653>

NASA JPL scientist explains why he gave up flying: "I don't like harming others, so I don't fly."

Academics fly a lot, and there is the presumption that this is essential for their work and for international university connections etc. A climate scientist, Dr Peter Kalmus (working for NASA's Jet Propulsion Laboratory) has decided that his lifestyle is not consistent with his understanding of rising anthropogenic emissions. "I try to avoid burning fossil fuels, because it's clear that doing so causes real harm to humans and to non-humans, today and far into the future. I don't like harming others, so I don't fly."

He says: "I experienced a lot of social pressure to fly, so it took me three years to quit. Not flying for vacations was relatively easy." Long trips by road to visit family were a bit harder. He comments that he knows scientists who fly a lot, but "just don't think about it" and "most people simply don't know the huge impact of their flying—but I also suspect that many of us are addicted to it. We've come to see flying as an inalienable right, a benefit of 21st-century living that we take for granted." "In today's world, we're still socially rewarded for burning fossil fuels. We equate frequent flying with success; we rack up our "miles." This is backward: Burning fossil fuels does real harm to the biosphere, to our children, and to countless generations—and it should, therefore, be regarded as socially unacceptable."

14.2.2016 <http://www.airportwatch.org.uk/?p=29613>

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
- European **Transport & Environment (T&E)** <http://www.transportenvironment.org>
Twitter [@transenv](https://twitter.com/transenv)
- News and expert analysis on the **AEF (Aviation Environment Federation)** website at www.aef.org.uk
and on Twitter [@The_AEF](https://twitter.com/The_AEF)
- **HACAN** www.hacan.org.uk Twitter [@HACAN1](https://twitter.com/HACAN1)
- **GACC (Gatwick Area Conservation Campaign)** www.gacc.org.uk/latest-news
- **Stop Heathrow Expansion (SHE)** <http://www.stopheathrowexpansion.co.uk>
- **Gatwick Obviously NOT** <http://www.gatwickobviouslynot.org/>
- **CHATR Chiswick Against the Third Runway.** <http://www.chatr.org.uk/>
- **HACAN East** at London City Airport. <http://hacaneast.org.uk/news> Twitter [@HACANEast](https://twitter.com/HACANEast)
- **AirportWatch Europe** <http://www.airportwatcheurope.com> Twitter [@AirporthatchEU](https://twitter.com/AirportWatchEU)
- **ACIPA** – the group opposing the planned Nantes airport at NDDL <https://www.acipa-ndl.fr>
- Follow **AirportWatch** on **Twitter** [@Airporthatch](https://twitter.com/AirportWatch) and **Facebook** on.fb.me/UoSKEEx

Bulletin compiled by Sarah Clayton - thanks to many people for their help, input & guidance. 23.2.2016
www.airportwatch.org.uk