



AirportWatch bulletin 56
December 2012

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From John Stewart, Chair of AirportWatch

Things should be a lot clearer by this time next year. The Government will have published its overall aviation policy framework in March and Howard Davies will have published his interim report. The former is likely to set out the climate and noise considerations which will frame future policy; the latter will produce a short-list of locations where Davies believes expansion could take place.

This all makes 2013 a critical year. But quite different in many ways from the years when AirportWatch was battling the expansionist proposals of the previous government almost a decade ago. There are two key differences: one, Davies will not be recommending five or six runways across the country – that level of expansion is no longer seen as credible; two, the old BAA monopoly has been broken up, resulting in airports competing for their share of the expansionist cake.

One factor, though, is unchanged. In a very real sense, it is still all about Heathrow. If this or a future government believed a third runway at Heathrow was desirable and possible, then all the other options fall by the wayside. The situation is in flux. Heathrow Limited, as BAA is now known, still has important business allies but it has effectively lost one of its most articulate supporters in BA chief, Willie Walsh, who has made it clear that a third runway no longer a priority for British Airways. The Mayor of London is a high-profile opponent. Both Labour and the Liberal Democrats are opposed.

Ruling out expansion at Heathrow would be much more fundamental than increasing the pressure for expansion elsewhere. It would signal a whole new approach to aviation in the UK. The industry and government would be looking at a two-hub solution and the possibility of more direct inter-continental flights from the larger airports outside the South East. (I'm assuming that an Estuary Airport in a non-starter).

One of the challenges for AirportWatch during this time of change will be to keep on the table the underlying issues: the tax-breaks the aviation industry receives; the potential of fast, affordable rail and of greater use of video-conferencing; and the environmental limits to expansion.

Announcement of Airports Commission under Sir Howard Davies

On 2nd November the government announced the full membership and terms of reference of the Airports Commission, to be chaired by Sir Howard Davies. **Its terms of reference** are to "examine the scale and timing of any requirement for additional capacity to maintain the UK's position as Europe's most important aviation hub; and it will identify and evaluate how any need for additional capacity should be met in the short, medium and long term." And it "should engage openly with interested parties and members of the public." **Its members are:** Sir John Armitt, former Chairman of the Olympic Delivery Authority; Professor Ricky Burdett (LSE); Vivienne Cox (was at BP Alternative Energy); Professor Dame Julia King (a member of the CCC); and Geoff Muirhead CBE (former CEO of Manchester Airports Group).

The Commission also intends to appoint a panel of expert advisors. Details of the terms of reference and more about the members are at <http://www.airportwatch.org.uk/?p=3497>

In January 2013 the Commission will publish a paper assessing future demand for aviation. That will be followed during 2013 by further papers including ones on climate change and the economic benefits of aviation. These will be put onto the Commission's website (not yet available - still being developed), and be open for public comment. The Commission is not just to select airports where expansion should take place. The Commission has to make an interim report by the end of 2013, and its final report in summer 2015, after the next election - including environmental assessments. It is possible to contact the Commission at airports.enquiries@airports.gsi.gov.uk

Draft Aviation Policy Framework consultation - closed 31st October

The DfT recently consulted on the future aviation policy for the UK. The Government's primary objective is to achieve long-term economic growth, and the DfT is unambiguous in its view that the aviation sector is a major contributor to the economy. The DfT supports the growth of UK aviation, though it conceded this should be within a "framework which maintains a balance between the benefits of aviation and its costs, particularly climate change and noise." The new Government aviation policy that will eventually emerge from this consultation will replace the Air Transport White Paper of 2003. Its final form will be decided in Cabinet, and it is due to be published in March 2013. There are links to a number of **consultation responses, from a range of organisations**, on the AirportWatch website at <http://www.airportwatch.org.uk/?p=3586> There is more information on the Aviation Policy Framework consultation at <http://www.airportwatch.org.uk/?p=12163>

Saturday 24th November: European Day of Action against Night Flights - pyjama photocall under Heathrow flight path, and protests across Europe



"BAN NIGHT FLIGHTS"

On 24th November Heathrow campaigners staged an event in Hounslow (Lampton Park) as part of the European Day of Action against Night Flights. People whose lives are badly affected by disturbed sleep from night flights got together to say "Ban Night Flights" – with a colourful display of banners, pillows, duvets, dressing gowns, slippers, nightwear, and hot water bottles. The UK Government is expected to consult in December on a new night flight regime for the three designated airports – Heathrow, Stansted and Gatwick. The current agreement with the airlines runs out

in October 2014. Night flights are hated across Europe and demonstrators in many European countries are also calling for the widely hated night flights to be banned. Events were staged in Belgium, Italy and across Germany and this day of action will mark the start of a Europe-wide campaign to get night flights stopped. Thousands of protesters



Around 1,000 people took part in the demonstration in Berlin. (Photo: AP)

gathered in Berlin, Munich and Frankfurt to demand a nationwide German ban on flights between 10pm and 6am.

Organisers said 4,000 people took part in a demonstration march in Berlin culminating in a rally outside the national headquarters of the opposition Social Democratic Party (SPD). Activists demanded the party rethink their policy on aviation noise pollution, an issue which has disappeared from their manifesto. Using the opportunity presented by the upcoming 2013 elections, protesters held banners dismissing the Social Democrats as the “party of the air noise pollution supporters, no longer electable.” Protesters said they hoped to raise awareness of the health dangers associated with aircraft noise. <http://www.airportwatch.org.uk/?p=1859> ...and more photos

Gatwick campaign says “in a civilised world there would be no night flights”

At their recent AGM members of GACC (Gatwick Area Conservation Campaign) expressed support for people across Europe who are opposing night flights. At Gatwick there is a quota for the number of planes allowed to land at night, and a separate quota for the number of noise points. Under pressure from GACC the noise point quota has been steadily reduced over the past 20 years. There are about 50 flights each night in summer at Gatwick, more than at any other UK airport except East Midlands. But the night noise is lower than at Heathrow – because the aircraft are on average smaller. GACC will now be asking for both its quotas to be reduced. The new aviation White Paper - which will be produced in spring 2013 - should recognise the desirability of reducing the number of night flights. GACC is opposed to a ‘respite period’ in the middle of the night if that meant more flights at the beginning and end of the night. 19.11.2012 <http://www.airportwatch.org.uk/?p=3664>

Stop Stansted Expansion calls for an end to night flights over an 8 hour period, not 6½ hours

SSE has renewed its call for a total ban on night flights. Stansted is currently permitted by the Government to handle up to 12,000 night flights a year, between 11.30pm and 6.00am. This is more than double the number of night flights permitted at Heathrow (5,800) even though Heathrow is four times bigger than Stansted. Stansted’s rural location means the impact of aircraft noise on local residents trying to sleep is worse than at Heathrow because rural ambient noise levels at night are so much lower than in a city. Stansted has 24 hour BA cargo flights, using noisy ‘Super Jumbo’ Boeing 747-8 cargo aircraft are only based at Stansted because they are not allowed to be based at Heathrow. SSE says “The impact of night flight noise has been consistently underestimated and it’s time for the Government to set down a firm timetable for ending the misery of night flights.” 19.11.2012 <http://www.airportwatch.org.uk/?p=2332>

Decision to be taken before Christmas on inclusion of international aviation in the UK Climate Change Act and its carbon budgets

Before Parliament rises for Christmas on 20th December, the government has to decide whether international aviation will be included in the Climate Act. In the words of the DfT: "Before the end of 2012 (as laid out at Section 30 of the Climate Change Act), the government is required to either make provision by regulations as to the circumstances in which, and the extent to which, emissions from international aviation and shipping (IAS) are to be regarded as emissions from sources in the UK (and therefore included in UK carbon budgets), or lay before Parliament a report explaining why regulations making such provisions have not been made."

There is serious concern that the Treasury and the Department for Transport do not want them included, in the hope that this would be cheaper for the UK economy.



The Energy and Climate Change select committee is recommending inclusion in the Act, and its Chairman, Tim Yeo, has sent letters to the Treasury and the DfT. He sets out unambiguously that the advice of the Committee on Climate Change is very clear on this issue. If the UK is to make our fair share of effort towards a global 2°C climate objective, annual UK greenhouse gas emissions from all sectors – including international aviation and shipping emissions – need to fall to around 160 MtCO_{2e} by 2050 (an 80% cut on their 1990 level).

IAS emissions are likely to account for around 40 MtCO_{2e} or 25% of the UK's total emissions by 2050 - a higher proportion than today. If IAS are excluded from the accounts, their emissions would be in addition to the UK's 160 MtCO_{2e}. This would lead to total emissions of around 200 MtCO_{2e}, which is not consistent with meeting a global 2°C climate objective.' Details of the letters at <http://www.airportwatch.org.uk/?p=3577> Representatives of the aviation and shipping industries confirmed at a recent meeting of the Energy and Climate Change Committee that they were comfortable with aviation and shipping being included in carbon budgets. Neither industry would either attract further costs or need to limit expansion as a result of their inclusion. There was therefore now no good reason for excluding them

Due to the uncertainty at present of the status of aviation's inclusion in the European ETS, and progress by ICAO during 2013 on international measures for aviation, it is likely that this decision will be deferred, perhaps even after the next carbon budget in 2015. It is vital that international aviation and shipping are included fully in the Act, even if their full inclusion is delayed.

EC freezes ETS for airlines flying to and from Europe till November 2013 progress by ICAO

In very disappointing news, the EU announced that it will delay the date by which airlines have to pay for their emissions on flights to and from Europe. This will now be April 2014 rather than April 2013. However, they will only delay for one year, unless there is significant progress by ICAO on producing a global deal on market based measures (MBM) for aviation emissions. If there is not adequate progress by ICAO when it meets in November 2013, the EU ETS will continue to include international aviation, as it does now. The EU capitulation has been caused by intense pressure from countries such as the USA, India and China - and lobbying from Airbus on fears the ETS is causing it to lose plane sales.

The green NGOs involved in aviation, including the Aviation Environment Federation, WWF UK, and Transport & Environment say it is vital that the one-year deferral does not end up as a definitive one. This is deferral rather than a suspension – the aviation industry will lobby very hard on this, trying to get the deferral made permanent.

Flights within Europe remain in the ETS as before - whether by EU airlines or non-EU airlines - the change is only for flights to and from the EU. Connie Hedegaard, announcing the change on 12th November said EU member states will still have to formally endorse the Commission's exemption for non-EU carriers. The change has occurred because of intense pressure from countries such as the USA, India and China - and lobbying from Airbus on fears the ETS is causing it to lose plane sales. <http://www.airportwatch.org.uk/?p=2283>

The environmental groups say no excuse is left for ICAO not to come up with a concrete and global measure at its triennial assembly in September-October 2013. However, after ICAO stated on 9th November that they had made progress, that they would now set up a High Level Group to make proposals on an MBM and a so-called 'framework' for MBMs on how countries would implement them - by November ICAO was saying there were some further delays. ICAO's Secretary General said he could not guarantee this would happen before ICAO next general assembly in Montreal in November 2013. <http://tinyurl.com/ICAO-CO2> Transport & Environment (T&E) say ICAO progress on tackling aviation's emissions is now only down to political will. <http://preview.tinyurl.com/ICAO-TandE>

Update on Heathrow

The sheer numbers under Heathrow's flight paths – 725,000, 28% of all people impacted by aircraft noise across Europe – mean that the airport is always going to be a live issue. HACAN has been working with BAA, now Heathrow Limited, BA and NATS to find ways to provide respite for people who do not live close enough to the airport to benefit from runway alternation (where planes switch runways at 3pm to give people a half day's break from the noise). 'No Fly' zones have been introduced at night. They will mean that, every second week, hundreds of thousands of residents in parts of East and South London will get no planes until almost 6am.

The 'Operation Freedom' trial, which started in July, has coincided with a big rise in complaints. Under the trial aircraft are allowed to land out of (runway) alternation if delays are building up at the airport. On a typical day about 38 planes have been landing out of alternation (out of a total of 650), compared with 22-24 a day before the trials. About 51 a day are allowed to leave their designated flights paths early in order to speed up operations. Heathrow Airport is analyzing the complaints to see how closely they are related to the trial. (*John Stewart, Chair of HACAN and of AirportWatch*)

BA chief Willie Walsh comes out against a 3rd Heathrow runway

John Stewart writes, in a blog for HACAN, that at a conference on 30th November Willie Walsh said he did not believe a 3rd runway at Heathrow would ever be built and that British Airways was basing its future plans on that belief by buying slots from other airlines at Heathrow and expanding its operations in Madrid. This has important implications for the future of UK aviation policy, and leaves Heathrow Airport without a critical ally. Walsh said BA is planning for life without a new Heathrow runway, and it appears that BA no longer sees the runway as in its commercial interest. He also said he was opposed to mixed-mode at Heathrow. BA's newly-acquired Heathrow slots could in due course be used to serve the emerging markets of Asia and Africa and Madrid had good connections to South America. <http://tinyurl.com/Walsh-3rd-runway>

Greater London Authority launches its own call for evidence on London airport capacity and invites comments

In addition to the inquiry into airport capacity by the Transport Select Committee of the House of Commons on 3rd December (see below) the Greater London Authority has now announced its own call for evidence on London airport capacity. They are asking Londoners to send views and evidence for and against expansion of capacity. The GLA says its work will identify issues that the Government's independent Airports Commission, chaired by Sir Howard Davies, should take into account when considering the options for airport expansion. While Boris believes London's airports will be full by 2030, aviation and environmental campaigning groups do not believe there is a crisis, existing capacity can be used more smartly and question the estimated increase in demand for air travel in future, especially for business purposes.

The deadline for written submissions to the GLA is **28th February 2013**. The Committee will produce its findings by May 2013. The final report will be submitted to the Airports Commission in May 2013.

Details <http://tinyurl.com/GLA-call-for-evidence>

Email transportcommittee@london.gov.uk or tweet [@LondonAssembly](https://twitter.com/LondonAssembly) by 28 February 2013.

New route from Heathrow not to China or emerging economies ... to Palma

Vueling is launching a new route from Heathrow next March, to Palma (Majorca). Vueling will fly daily from Terminal 3, where it currently operates daily flights to La Coruna and Bilbao, using an A320. So nothing here about the allegedly urgent need for routes to the emerging economies, from an airport that is too full to add any more routes. 23.11.12 <http://tinyurl.com/heathrow-palma> In August BA announced a new route to Alicante - a business destination? <http://tinyurl.com/heathrow-alicante>

Gatwick and Heathrow attack each other in row over hub airport status, new runways and flights to Far East

Heathrow and Gatwick airports gave evidence to the Commons Transport Committee on 3rd December. Colin Matthews said Heathrow should be the single hub, and needs a 3rd runway. Stewart Wingate, Gatwick chief executive, said he would oppose a 3rd runway at Heathrow and wanted to see Gatwick develop as a competing hub airport. Gatwick announced plans to connect low-cost domestic and European flights to long-haul services, to the Far East or USA, with improved baggage transfer, to take on Heathrow's hub airport model. Mr Wingate also proposed London should be served by three 2-runway airports, with both Gatwick and Stansted getting an extra runway, instead of Heathrow getting a 3rd. He rejected suggestions that the South East was facing an airport crisis and said: "There's a lot of capacity in the system. The challenge is how to make better use of it in the short term." As well as representatives from the 4 main London airports giving evidence, there were also anti-expansion campaigners. EasyJet said "The importance of the hub airport has been massively overstated." <http://www.airportwatch.org.uk/?p=1853> The hearing is on video at <http://www.parliamentlive.tv/Main/Player.aspx?meetingId=11998> in full. The first part is the airport representatives, and then from 17.03.31 the airport and environmental groups.

Battle of the airports: architects fly with rival visions

The Architecture & Design Blog, by Oliver Wainwright, in the Guardian sums it up nicely. He says, and it is hard to disagree: "With a new rendered image appearing every week, the competition for the future of the London-area airport hubs has descended into surreal farce." He adds, that with the tempting opportunity of an airport design free-for-all that Boris described as "a moment for bravery" architects "Trained as boundless visionaries, they are a species whose ears prick up at calls for greatness and bravery. Such moments provide outlets for pent-up desires to conjure futuristic megaprojects, a chance to relive student days of speculative dreaming, with the power of Photoshop readily at hand." Enjoy the blog at <http://tinyurl.com/airports-blog>



Gensler's image of a Thames Estuary airport

Here are the pictures:



Norman Foster's at the Isle of Grain



"Make's" proposal for a 4 runway Stansted



Weston Williamson's proposal for Luton airport



A spoof proposal by 'Make It Architects', the London-Southend Pier International Airport

Birmingham's 400 metre runway extension work starts – to be ready spring 2014

Work has started to extend the runway at Birmingham Airport in its bid to compete for long-haul flights. The extension could be in use by spring 2014. Chief executive Paul Kehoe said the extension would allow Birmingham to compete with Manchester for flights to the US and the Far East and double capacity from the current 9.6 million passengers per year. However, British Airways and Virgin Atlantic have said Birmingham can never be a national hub airport, and that regional airports could not provide an alternative to expanding capacity in the South East. They say Heathrow and Gatwick are full because people want to fly from them. Birmingham isn't full because people don't. BA and Virgin claim foreign governments are only interested in Heathrow in talks about opening new air routes and capacity. Birmingham says quite the opposite. The industry is fighting fiercely among itself on the capacity issue - and is likely to continue to do so for the foreseeable future.

David Learmount, from Flight International Magazine, said that although Birmingham could "theoretically" now become a "hub" airport and fly to destinations like China, it was "very unlikely to." He said it would benefit largely local "pleasure passengers" who would be able to choose from more holiday destinations. [So not increasing business, and just increasing the tourism deficit].
29.11.2012 <http://www.airportwatch.org.uk/?p=1480>

Luton update - crazy 4-runway plan by architects (airport says it's unworkable), and planning application for 18 mppa awaited

The grandiose plan from Weston Williamson – which seems to have mainly worked on railway stations in the past, in terms of transport projects - joined the pile of other that Sir Howard Davies will have to look through. The scheme's backers claim that, of the capital's six airports, only Luton has good enough UK-wide links to make it a nationally accessible hub, next to the M1 and on the high-speed Midlands rail line to St Pancras as well the Thameslink route to central London and the south coast. A spokesperson for London Luton Airport Ltd, said: "We don't think these plans are workable. The idea of a new airport immediately to the south of Luton was first raised in a 2002 masterplan which was subsequently found to be unrealistic, largely because of the cost and the site's valley location." They were "setting themselves apart" from the proposal. The topography is not suitable. <http://www.airportwatch.org.uk/?p=3135>

Back in early October, Policy Exchange had recommended that if a new 4-runway airport at Heathrow proves politically unfeasible, "a four runway airport at Luton would be the next best option."

Meanwhile, there is still no sign at Luton of its much-heralded planning application, whether to the local authority or - as it ought to be, as an NSIP (Nationally significant infrastructure project) - to the Planning Inspectorate. The recent consultation on the Master Plan closed on 12th October. The core of the plan as stated is to increase the throughput of the airport to 18 million passengers per year by 2028. The noise nuisance implications are unclear, and the issue of night noise not addressed at all.

Infratil may consider investing in changing use of Manston and Prestwick – to no longer be airports

Radio New Zealand has said Infratil would consider investing in its two British airports to change their functions to help make them more attractive to sell. It cannot sell either Prestwick or Manston, after they have made losses for years. Infratil executive said they need to look at a range of complex proposals. Changing the use of an airport has ramifications for local communities. There have been some (informal) suggestions that it might become a theme park... solar farm... race track... nature reserve...housesor agricultural greenhouses? 28.11.2012 <http://www.airportwatch.org.uk/?p=1475>

Update on plans for 'Boris Island' from Jon Fuller of 'No Estuary Airport'

Those campaigning against any airport anywhere within the Thames Estuary are beginning to feel a little more optimistic that the bonkers Boris Island scheme will soon be dropped. Despite a relentless pro-publicity campaign by the London Evening Standard the case is beginning to slip away from Boris and his supporters.

In recent weeks we have heard from Lord Adonis that the scheme could cost over £100 billion but it is the evidence that is beginning to emerge before the Parliamentary Transport Committee looking at aviation capacity that has delivered the strongest of blows. Readers can look at the Parliament TV hearing, available via the Parliament website, to see that aviation company CEOs and the airport owners are firmly rejecting the estuary airport option and they have done so in particularly strong terms. eg.

<http://www.parliamentlive.tv/Main/Player.aspx?meetingId=11998> at 16.41.30



Indeed Michael O'Leary, of Ryanair, even went on the attack, savaging those firms that have proposed the various schemes. Back in January just 23% of people questioned in a YouGov poll supported a Thames Estuary airport, but even that small support must surely now be evaporating as the impossible reality of the scheme dawns upon business, politicians and the public at large.

Boris Island - “London Jubilee Airport” - off Whitstable. 5 runways, maybe 6. With potentially 6 movements every 90 seconds. And an Aerotropolis.

The latest horrifying prospect facing the Thames Estuary is an up-dated version of Boris Island, which would be built in the sea, just off the coast of Whitstable and Herne bay, and have five



runways - with the potential for a sixth. The proposers dream it could handle 150m-160m passengers a year - more than double the current size of Heathrow. They claim this airport could be built in 7 - 8 years, and it "would be able to handle 3 flights landing and 3 taking off simultaneously, growing to 4 each way if it is expanded to 6 runways. This would enable it to accommodate about 240 flights an hour." The airport terminal would be at Ebbsfleet near Gravesend with tunnels for high speed rail links under the Thames (or perhaps overground) to the airport. The plans by Bridget Rosewell's would cost an

estimated £49bn, falling to £39.5bn if the railway goes partially overland. It appears to be just south of the 175+ wind turbine London Array. 26.12.2012 <http://www.airportwatch.org.uk/?p=2370>

Boris visited India, and was “inspired” by his visit to Hyderabad’s airport, which is an airport city “aerotropolis” so he wants his estuary airport to also be an aerotropolis. He wants it to have a town of about 20,000 people based around a 4-runway hub airport. It would have 4 or 5 “anchor” developments such as a hospital, university campus, a major business or exhibition centre to create thousands of jobs, schools, shops, parks and a transport network Any such scheme would have truly dreadful environmental and biodiversity impacts. <http://www.airportwatch.org.uk/?p=1383>

Government’s new aviation policy neglects regions in favour of SE on noise

AirportWatch has warned that residents living close to regional airports are likely to remain exposed to increases in noise, pollution and traffic despite a Government shake-up of its aviation policy. The White Paper on aviation, due out in March 2013, needs to contain a truly national aviation policy, not one that just focuses on the needs of London and the South East. There are serious concerns that proposals in the Aviation Policy Framework consultation (closed 31st October) neglect the regions and are likely to lead to “a two tier system” unless government is prepared to give some direction to all airports, and not only Heathrow, Gatwick and Stansted <http://www.airportwatch.org.uk/?p=3473>

Potential Stansted owners named

There are now 5 bidders for Stansted. 1. The "favourite" is Manchester Airports Group, which operates Manchester, East Midlands and Bournemouth airports and is bidding with Australia's Industry Funds Management. 2. New Zealand investment management company HRL Morrison & Co. 3. US buyout company TPG. 4). Australia's Macquarie Group. 5). Malaysia Airports Holdings. The Malaysian group owns 39 airports in Malaysia including Kuala Lumpur Airport and is 40.4% owned by Malaysia's state investment company. It owns a 20% stake in Istanbul airport and a 10% holding in Indira Gandhi airport in Delhi. A sale of Stansted is expected in the first half of 2013. Ryanair has warned potential buyers of Stansted not to be "ripped off" by the airport's owners, Heathrow Airport Holdings, formerly BAA. Ryanair claims that the non-inflated regulated asset base (RAB) of Stansted amounts to £640 million, about half the valuation put on Stansted at £1.3 billion. Ryanair withdrew from the Stansted sale process after the owner, Ferrovial, said it would not consider a bid involving the airline.



Annual passenger numbers at Stansted have dropped to 17.3 million, down nearly 5% against the previous 12 months and down nearly 28% from the peak 12 months in 2007. Flights were also down. The rolling 12 months figures for passengers and flights have fallen in each of the last 58 months. However, for the 4th successive month there was a significant increase in cargo tonnage, up nearly 11% against October 2011. In its press release revealing the latest numbers, the airport's owner comments on Heathrow's performance but makes no observations about Stansted.

There are many updates of Stansted news on Stop Stansted Expansion's (SSE) website at <http://www.stopstanstedexpansion.com/update.html>

British Airways pledges to buy Solena "GreenSky London" jet fuel, made from London waste, for 10 years – site location still not known

British Airways and Solena "GreenSky London" say their project to build a jet biofuel facility in East London is gaining momentum. However, they won't reveal the location of the plant but say an exclusive option on a site for the facility and consent work has begun, with the aim of having it operational and in production by 2015. BA has confirmed its commitment to purchasing, at "market competitive" prices, the anticipated 50,000 tonnes of jet fuel produced per year for the next 10 years. BA expects enough of this fuel will be produced to power 2% of its fleet departing from London Airports. GreenSky say it will process 500,000 tonnes of London's waste into 50,000 tonnes of jet fuel, equating to 1,100 barrels of jet fuel per day (bpd) which is 16 million gallons. It will also process 50,000 tonnes, or 1,100 bpd, of ultra-low sulphur diesel. 30.11.2012

<http://www.airportwatch.org.uk/?p=337>

Approval granted for £100m Manchester Airport logistics hub covering 91 acres

Manchester Airport's parent group MAG's outline planning application has been approved for a 91.2 acres, £100 million world logistics hub in the southern part of Greater Manchester's Airport City Enterprise Zone. The development will create 1.2 to 1.4 million sq ft of new logistics space. The airport hopes it will attract new international businesses and help existing airport businesses to expand, generating economic growth and - they claim" "over 1,800 new jobs" (in reality, many of those jobs are transferred from elsewhere). Some of the site will have new landscaping and natural habitats. Construction could begin by the end of the year. In October, the local Wythenshawe Area Committee recommended the application for approval.

Local opponents worry that it will result in serious loss of amenity, environmental damage for local people, and have very adverse consequences on local biodiversity and ecology. 25.11.2012

<http://www.airportwatch.org.uk/?p=3117>

Update on Southend Airport now easyJet has settled in

Following the expansion of operations at Southend Airport the local population has now been able to see and hear precisely how 'quiet' the new aircraft promised are in reality. The local papers are regularly packed with complaints about noise and other disturbance caused by the new flights. Although threatened with up to 4 night flights per day these have yet to materialise; but local people regularly complain about the flights immediately after 7am every morning. There is widespread fear for the future because the airport is on track for 1 million passengers in its first year of operation but it has permission to handle 2 million passengers, and there has been talk from Easyjet that it would like to see that increase still further. A figure of 6 million passengers has been mentioned - a notion that fills us all with dread.

Noise is not only a problem for those living immediately around the airport. We (SAEN) have heard from residents in Hadleigh, Canvey Island, Rochester (south of the River Thames) and Burnham on Crouch (north of the River Crouch) that noise is at an unacceptable level.

Excessive noise has an impact on the value of property so we have arranged for two public meetings to inform locals about their rights under the Land Compensation Act to be compensated by the airport owner for any loss of value of homes. So far around 800 people have signed up with two firms of surveyors to seek compensation. But we believe that many thousands of residents will have lost £thousands from the value of their homes and we are working to ensure that as many people as possible sign up to seek compensation.

One of the biggest grievances local people have is that they never had their chance to argue against expansion of the airport at a public inquiry or in court. The local public consultation process (JAAP) was suspended by the two local authorities (Rochford and Southend) when a planning application to extend the runway was submitted by the airport owner. The locals were denied a voice at a full public inquiry and had to find other (unsuccessful) legal ways to try to ensure the matter was considered by a court. But on 4th December Southend Council is set to decide whether to approve the completion of the JAAP consultation process, which may finally give local people a chance to challenge this exceptionally heartless scheme at a public inquiry.

Another issue of great concern is that the current sewage system does not have the capacity to handle the waste from a new terminal building, which the owner has planning permission to construct. A pond that currently holds de-icing effluent is also inadequate. Rochford Council failed to listen to our concerns and awarded planning permission, necessitating the intervention of Anglian Water (AW) and the Environment Agency (EA) to set conditions. We are amazed to now witness the start of construction of the new terminal building but with absolutely no sight yet of the steps demanded by AW and the EA. We continue to press all government bodies to intervene.

One thing is sure, the local population is really beginning to feel the pain from expanded airport operations, and the fight to reduce the number of flights from the local airport will go on.

(Jon Fuller, Vice-Chairman of SAEN)

Southend increase in ATMs & passengers this year. <http://tinyurl.com/caa-airport-data>

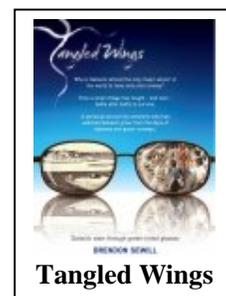
	August 2011	August 2012	% change	September 2011	September 2012	% change
Air Transport Movements	143	903	+ 531%	133	851	+ 540%
Terminal Passengers	6,300	90,730	+ 1430%	4,738	75,132	+ 1486%

Decision due on Redhill Aerodrome hard runway application

Redhill Aerodrome submitted an application in July for a hard runway to replace the current 3 grass runways – which cannot be used in bad weather. A hard runway will attract bigger planes, give a more reliable service and allow more flights. This application follows similar proposals rejected by both Tandridge District Council and Reigate and Banstead Borough Council last year in the face of fierce public opposition. Redhill Aerodrome has slightly altered their previous proposals, in the hope that will overcome previous objections. The plans are for movements to be at 85,000 per year, with a noise management and a limited number of flights outside the stated operating hours of 7am to 10pm. There are, as ever, the over-optimistic promises of hundreds of jobs. Local protest group Keep Redhill Aerodrome Green (Krag) said the latest application is very little different in substance from the one that was rejected last year. The decision is expected some time after November 2012. <http://www.airportwatch.org.uk/?p=1419> Krag's detailed reasons for rejecting the application are at <http://tinyurl.com/c3onkzp>

New book on the story of Gatwick and its nearby village, Charlwood

"Tangled Wings" is a delightful book, just published, which tells the story of Gatwick from its opening in 1936 to the present day, as seen from the nearby village of Charlwood. The author, **Brendon Sewill**, has lived in Charlwood all his life and has held key posts at the centre of government, at the centre of the banking industry (when it was respectable) and at the centre of several national environmental bodies - and he now chairs GACC, the Gatwick Area Conservation Campaign. He brings this experience to bear on the relationship between a small but historic village and an ever-expanding, brash, noisy airport. Part autobiography, part village history, part an account of the tangled development of British airports, with fascinating illustrations, it is an easy read.



With the press full of speculation about where a new airport should be built, "Tangled Wings" is a valuable contribution to the national debate. £10 + £3 p+p. Details <http://tinyurl.com/tangled-wings>

Battle lines drawn over new airport for Nantes

With the story of the battle by local opponents of the planned new airport at Notre Dame des Landes finally getting front-page treatment in the press, Prime Minister Jean-Marc Ayrault is under pressure to explain how – at a time of growing environmental concerns and dwindling financial resources – building a €550m (£445m) airport in a city that already has one is the right course of action. As a former mayor of Nantes, Mr Ayrault is one of the airport's most vociferous supporters. Protesters have dubbed it the "Ayraultport" in his honour. There have been huge protests and battles over land where the airport is planned. Recently Mr Ayrault announced a moratorium on work at the site. A "dialogue commission" is to be created so that opponents can once again express their concerns. There is a BBC report at <http://tinyurl.com/nantes-battle> and lots more recent news about the determined opposition to the project at <http://tinyurl.com/nantes-airport-news>

Useful Info

- For large mounts of up-to-date news on airports and aviation, see **AirportWatch**'s news pages http://www.airportwatch.org.uk/?page_id=148
- News and expert analysis on the **AEF** website at <http://www.aef.org.uk>
- **Flights emissions calculator** <http://calculator.carbonfootprint.com/calculator.aspx?tab=3>
- News relating to **Gatwick Airport**, from GACC <http://www.gacc.org.uk/latest-news.php>
- News relating to **Stansted Airport**, from SSE <http://www.stopstanstedexpansion.com/news.html>

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