

Page 1

- MPs deliver letter to David Cameron to remind him to keep his “no ifs, no buts, there will be no 3rd runway” promise
- Detailed critique by Hillingdon Council of the Airports Commission’s failure to cover health issues adequately
- Heathrow has paid Chambers of Commerce around the country to hold events, to drum up business support ...

Page 2

- ... And spent £17 million on promoting 3rd runway
- Heathrow claims “Those living around us are behind us” but those living under its flight paths do not agree
- The stubborn 30% who remain opposed to a 3rd runway could be politically more important than those who support it

Page 3

- Defra data on NO2 emissions show Heathrow would breach limits by 2030, with just 2 runways – let alone 3
- ASA finds Heathrow advert about increased trade breaches their code and is ‘misleading’

Page 4

- On final day of Commission consultation, Heathrow raises size of its noise insulation offer, if it gets a 3rd runway
- Heathrow’s improved noise offer wouldn’t help residents in many areas
- All Party Parliamentary Group analysis shows a 3rd runway at Heathrow would be at the expense of regional airports

Page 5

- Almost every council around Gatwick, or affected by it, opposes 2nd runway
- GACC submits its response to Commission consultation

Page 6.

- West Sussex County Council votes to oppose a 2nd Gatwick runway (Kent CC has already done so)
- Crawley Borough Council votes by 25:11 to oppose 2nd runway at Gatwick
- Virgin, Thales and TUI promise not to leave Crawley even if Gatwick doesn’t get a 2nd runway

Page 7

- Gatwick’s biggest airline, easyJet, backs new runway at Heathrow – not at Gatwick
- In November, Willie Walsh said there was no business case for a 2nd Gatwick runway

- National Trust claims Gatwick expansion would harm Wakehurst Place – and other historic properties

Page 8

- Gaping holes in Airports Commission’s analysis of airport expansion conceal potential environmental disaster
- Some of the many responses to the Airports Commission consultation
- CAA: “Facing up to aviation’s environmental challenges is the key to building new runway”

Page 9

- Can the UK build a new runway, and stay within the aviation carbon cap?
- Three new briefings on whether a new runway can be added within the CO2 cap

Page 10

- Report by Oxera for Birmingham Airport criticises Commission’s analysis on impacts of Heathrow runway on regional airports
- London City Airport expansion plan gets go-ahead despite concern it will create ‘noise ghettos and misery’
- City Airport wants to press ahead with controversial flight changes despite only 3% support in recent consultation

Page 11

- Manchester hopes to persuade more in its catchment area not to fly via London airports
- Boris wants Network Rail to work on improved London-Stansed rail link
- Network Rail plans go on snow, for improved rail link to Heathrow T5 from the west - by tunnel

Page 12

- UN climate negotiations need to get agreed emissions targets for international aviation and shipping
- DEFRA National Noise Attitude Survey 2012 shows extent of interference from aircraft noise in people’s lives
- London leads as the world’s top airline hub by a wide margin – by number of passengers through its 5 airports

Page 13

- Labour Party plans “Infrastructure Commission” if it gets into power, to get things like runways agreed quickly
- NATS to introduce “Time Based Separation” (TBS) at Heathrow to cut delays in windy conditions

AirportWatch bulletin 75 January 2015

MPs deliver letter to David Cameron to remind him to keep his “no ifs, no buts, there will be no 3rd runway” promise



On Tuesday 3rd February MPs and campaigners against Heathrow expansion staged a protest at Downing Street reminding the Prime Minister of his statement before the 2010 election, when he said “no ifs; no buts; there will be no third runway.” Conservative MPs Zac Goldsmith (Richmond Park & North Kingston) and Angie Bray MP (Ealing Central and Acton) joined the protest, with Kate Hoey MP (Vauxhall); Mary Macleod MP (Brentford and Isleworth); John McDonnell MP (Hayes and Harlington); John Randall MP (Uxbridge

and South Ruislip); Andy Slaughter MP (Hammersmith) and Adam Afriye (Windsor).

John Stewart, chairman of HACAN, said: “We are deliberately targeting Downing Street because the decision about a new runway will be a political one. The politicians can override whatever recommendations the Airports Commission will come up with in the summer. This event once again demonstrates the cross-party nature of the opposition to a 3rd runway. It also shows the geographical spread of the current problems caused by Heathrow which can only get worse if a new runway is built.” Representatives of groups from as far apart as Brockley and Teddington, with many from the Heathrow Villages, which stand to be affected the worse, also took part in the Downing Street protest.” 2.2.2015 <http://www.airportwatch.org.uk/2015/02/24967>

Detailed critique by Hillingdon Council of the Airports Commission’s failure to cover health issues adequately

In its response to the Airports Commission consultation, Hillingdon Borough Council has been highly critical of the Commission's failure to deal properly with health impacts of a new runway. They say a specific Health Impact Assessment (HIA) would have been the best way of addressing weaknesses on health matters. There is no proper baseline for the health and wellbeing status of local communities.

They say it is inequitable that existing airport-related impacts are not considered as a key part of the overall assessment of the three schemes. "There seems to be an implicit weighting for economic development and against health evidence." Hillingdon say "it is unclear how local stakeholder feedback would be incorporated" on health issues. And "The Department of Health and Public Health England do not seem to have been consulted" during the Commission's work. "Aggregating positive and negative impacts is flawed and inequitable. The negative impact of noise cannot be ‘bundled’ together with the positive impact of employment, because most often the negative and positive impacts are experienced by different groups of people." "Impacts on children are not considered as part of this assessment either qualitatively or quantitatively. This is a significant omission." And so on. A long catalogue of failures and omissions. 29.1.2015 <http://www.airportwatch.org.uk/?p=24887>

Heathrow has paid Chambers of Commerce around the country to hold events, to drum up business support ...

Heathrow Airport has spent a lot of time and energy arranging seminars at as many Chambers of Commerce as possible, across the country. They have offered each Chamber around £3,000 to hold these seminars, where they can pitch their case for a 3rd runway. About 25 Chambers have agreed - costing Heathrow around £75,000 - and given Heathrow their support.

However, when approached by Heathrow, the Manchester Chamber of Commerce was not impressed, and declined the seminar offer. The Chamber, speaking for the local business community, said there was increasing evidence that there is no need for a larger hub airport, and the UK should instead make better use of the network airports - including Manchester. Leader of Manchester Council, Sir Richard Leese, described Heathrow's approach as 'desperate'. John Holland-Kaye has been speaking at events, spreading the word that only a new Heathrow runway will enable British companies to trade with the rest of the world etc. He mentions the "need" for a runway, because we "need" to be able to export live Scottish langoustines to Singapore. (That is truly a "First World Problem"! Or the "need" to be able to air freight chocolate to Mexico There is a link to the John H-K speech - with the source of those lunacies. 12.2.2015 <http://www.airportwatch.org.uk/?p=25144>

... And spent £17 million on promoting 3rd runway

The Financial Times (23.2.2015) reports: "Heathrow disclosed it had spent £17m promoting and running its campaign for expansion."

Heathrow claims "Those living around us are behind us" – those living under its flight paths do not agree

Heathrow airport has made much of its recent survey, from which it felt able to say - in yet more of its vast (expensive) adverts that "Those Living Around Us Are Behind Us." The survey, done in November and December 2014, managed to get the level of net support in a list of boroughs near Heathrow, just up to 50%. The net level of opposition was 33%, with 16% neither supporting nor opposing. The earlier poll, done in September 2014, showed 49% support and 32% opposition, with 18% unsure.



The scripts used for these telephone polls are not published, so it is difficult to know how much the questions lead people being questioned towards certain answers.

Back Heathrow, in its submission to the Airports Commission, did some very unorthodox (ie. wrong) manipulation of the data. By leaving out the % of people who did not express a view in favour or against (16% in the December poll) they got the level of support up to 60%. But that is an incorrect use of poll findings.

By contrast, 22 out of 24 local councils in the Heathrow area and across London are against a new runway. The only two that are still in favour are Slough and Spelthorne. 16.2.2015

<http://www.airportwatch.org.uk/?p=25156>

The stubborn 30% who remain opposed to a 3rd runway could be politically more important than those who support it

In a blog, John Stewart commented that Heathrow airport frequently gets opinion polls done by Populus. Nothing much has changed since 2007 and critically around a third of people questioned remain opposed to Heathrow expansion, and that amounts to a very large number of people – and a worry for any Government. It is a stubborn block of opposition that refuses to be swayed by Heathrow's advertising blitz or Back Heathrow's expensive leaflet drops.

For vs Against Heathrow Expansion

London boroughs and councils near Heathrow <http://www.teddingtonactiongroup.com>

- ✖ Against Heathrow expansion
- ✔ For Heathrow expansion

- | | |
|---|---|
| ✖ Bracknell | ✖ Kingston |
| ✖ Brent | ✖ Lambeth |
| ✖ Camden | ✖ Lewisham |
| ✖ Ealing | ✖ Merton |
| ✖ Greenwich | ✖ Reading |
| ✖ Hammersmith & Fulham | ✖ Richmond |
| ✖ Haringey | ✔ Slough |
| ✖ Harrow | ✔ Spelthorne |
| ✖ Hillingdon | ✖ Sutton |
| ✖ Hounslow | ✖ Southwark & Wandsworth |
| ✖ Islington | ✖ Windsor & Maidenhead |
| ✖ Kensington & Chelsea | ✖ Wycombe & South Bucks |

“It is likely that a third of residents will continue to oppose expansion, some of them vehemently. As will the array of environmental groups. They were an important part of the coalition which saw off the proposals for a third runway last time round. And Heathrow has not sought to engage with them, nor Back Heathrow to influence them. Most of the green groups have gone quiet since the third runway was dropped in 2010. Climate Change is their issue. They are not really interested in noise or flight paths. My soundings suggest they will be back if a new runway is given an amber light after the Election....

“Heathrow understands there is little they can offer the environmental groups, so have not spent resources trying to influence them. Heathrow has concentrated its energies in try to offer residents and local authorities a better deal in terms of noise mitigation measures, jobs and compensation. But, so far, it has not shifted the million plus people in London and the South East who remain firmly opposed to expansion.” <http://www.airportwatch.org.uk/?p=24794>

Defra data on NO2 emissions show Heathrow would breach limits by 2030, even with just 2 runways – let alone 3

Defra data showing 50 UK roads with highest nitrogen dioxide (NO2) levels suggests the A4 road, that runs along the north border of Heathrow Airport, will still exceed EU air pollution limits by 2030 - even without the addition of a 3rd runway. The Defra figures (obtained by Clean Air in London by an FoI request) show that, in 2030, after the A501 (Marylebone Road in London) the A4 will be the road with the 2nd highest NO2 concentrations in the UK - with just two runways.

A 3rd runway would inevitably lead to an increase in the number of passengers and associated road traffic coming, including freight. Air pollution is therefore likely to rise, and substantially. Environmental NGO the Aviation Environment Federation (AEF) says a 3rd runway at Heathrow “now looks impossible” before 2030, due to the projections of the air quality impacts of expansion. And “Questions must be asked about the Airports Commission’s decision not to carry out detailed modelling of the air quality impact of a new runway prior to publishing its final consultation.”

Heathrow produced a bland statement about "managing our environmental responsibilities" which did not address the problem - hoping to persuade passengers not to travel to/from the airport by car. More air freight transported by diesel lorries will remain a problem. The UK is currently facing legal action from the European Commission due to its failure to meet EU annual average NO2 limits. 21.2.2015

<http://www.airportwatch.org.uk/?p=25246>

Advertising Standards Authority finds Heathrow advert about increased trade breaches their code and is ‘misleading’

In October 2014 about 13 people send in official complaints to the Advertising Standards Authority, on claims being made by Heathrow in its adverts. The ASA looked at 7 different complaints, and considered that 6 passed their standards. However, on the claim by Heathrow in its ads headed: "Expand Heathrow and it's the economy that takes off" the statement "Direct flights to long-haul destinations build twenty times more trade with them than indirect flights" was found to breach the ASA code.

The ASA say the claim was not adequately substantiated and that the advert therefore breached the Code, both by being misleading and by not having proper substantiation. The ASA say the advert "must not appear again in its current form." They have told Heathrow "to ensure that they held robust substantiation for absolute claims made in their future advertising." The ASA ruling also says the claim was presented as objective facts rather than an educated assumption and that Heathrow's own report "One Hub or None" itself cautioned that direct flights would not automatically lead to more trade and that multiple factors could influence the amount of bilateral trade. 4.2.2015

<http://www.airportwatch.org.uk/?p=25001>



On final day of Commission consultation, Heathrow raises size of its noise insulation offer, if it gets a 3rd runway

As part of its attempt to get acceptance for a 3rd runway, Heathrow has had to raise its offer on noise insulation. On the last day of the Airports Commission consultation, it made a significantly better offer, saying it "could" (sic) pay around £700 million - which is £450 million more than its previous offer in May 2014. This "would cover a zone based on the 55 decibel noise contour" (and Heathrow say it would cover areas in the 57 Leq contour). The number of people within the 55 Lden contour was 725,500 in 2006 and over 314,000 dwellings.

Heathrow says their offer now covers about 160,000 homes, (nowhere near the 314,000) and they have included two new areas, not previously covered by their scheme (no map is published). Heathrow adds that: "The final number and location of these homes would be dependent on the design of routes around an expanded Heathrow and actual level of noise measured." ie. nothing is clear yet.

Heathrow's offer, if carried out, would mean their noise insulation scheme would be "comparable to other European hub airports including Schiphol, Madrid, Charles de Gaulle and Frankfurt." Comparable. The current noise insulation offers by Heathrow are far below these. In its new scheme, Heathrow says homes in designated zones "stand to have" (not "will") the "full costs of their noise insulation covered by the airport. In addition, up to £3,000 in noise insulation would be offered to homes further away from the airport."

This would be acoustic double glazing; ceiling over-boarding in bedrooms; loft insulation and ventilation. Many noise affected homes already have double glazing and loft insulation ... and still suffer noise. Gardens and parks cannot be insulated. Campaigners said the improved offer was welcome, and should be carried out even if no runway is built, as it illustrates how poor and miserly the insulation schemes have been in the past. 3.2.2015 <http://www.airportwatch.org.uk/2015/02/25000/>

Heathrow's improved noise offer wouldn't help residents in many areas

The new noise insulation offers would not include residents in many affected areas, including Bracknell, Ascot or Wokingham. The £700 million would only be for homes judged the worst affected by noise - with probably no homes south of Wraybury included, though the flight paths are not yet known. Residents in Bracknell and Ascot, who have been incensed by the aircraft noise to which they have been subjected this year, say that even if they were offered compensation it still would not be enough, or solve the problem. People are now much more aware of aircraft noise, and their tolerance for it has declined - and they know that no amount of money would be enough to keep the level of noise outside the house down, in gardens, parks, playgrounds and streets. 12.2.2015 <http://www.airportwatch.org.uk/?p=25112>

All Party Parliamentary Group analysis shows a 3rd runway at Heathrow would be at the expense of surrounding airports

The All-Party Parliamentary Group of MPs (APPG) has submitted a report to the Airports Commission (and to the Government) showing that, according to the Commission's own figures, there would be no overall increase in the number of UK passengers, flights or destinations as a result of a 3rd Heathrow runway. Instead, any increased activity at Heathrow airport itself would be fed almost entirely by re-distributing growth from other UK airports. This would mean more activity at Heathrow at the expense of regional airports, customers and the wider economy.

The All Party Parliamentary Group's "Wider Economy" Report raises serious doubts about there being any net benefit to the wider UK economy, or to the regions, from a new Heathrow runway. It suggests the runway could even have significant negative impacts on them. The Commission's figures show that with or without an extra runway at Heathrow, the growth rate of the UK passenger market from 2030 to 2050 is anticipated to be 1.4% per annum. It is predicted that a 3rd runway would cause a reduction of 207,000

flights per year, to and from regional airports by 2050. The total number of destination airports for flights from UK airports might also be lower, if there is a 3rd Heathrow runway. 7.2.2015
<http://www.airportwatch.org.uk/?p=25052>

Almost every council around Gatwick, or affected by it, opposes 2nd runway

Virtually all the county, borough, district, town and parish councils around Gatwick have decided to oppose a new runway. Their decisions were made, while preparing their responses to the Airports Commission consultation. Councils listed below:

- **Kent County Council** reversed its position, from support for a second Gatwick runway to opposition.
- **West Sussex County Council** councillors voted, after a long and passionate debate, 37:26 to cancel their support in principle and to oppose a 2nd runway.
- **Surrey County Council** is sticking to its policy, agreed a few years ago, to oppose 2nd second runway unless sufficient infrastructure improvements are made first.
- **Crawley Borough Council**, the planning authority for Gatwick, voted 25:11 to oppose 2nd runway.
- **Horsham District Council** voted 23:1 against.
- **Mole Valley District Council** voted unanimously against.
- **Tunbridge Wells Borough Council** voted 39:1 against.
- **Tandridge District Council** sent in a response drawing attention to its core strategy to oppose any expansion of the airport which would adversely affect their residents.
- **Mid Sussex District Council** strongly opposed a 2nd runway
- **Wealden District Council** opposed a 2nd runway
- **Reigate and Banstead Council** is still making up its mind.
- **Horley Town Council** and virtually all the **fifty or so parish councils around Gatwick** have voted against 2nd runway
- **Sevenoaks Council** opposed a 2nd runway
- **Tonbridge & Malling Borough Council** opposed a 2nd runway
- **East Grinstead Town Council** opposes a 2nd runway
- The only odd one out is **East Sussex County Council** which voted 27:19 to support a 2nd runway. Most of the votes in favour came from councillors in seaside areas such as Hastings or Eastbourne who were enticed by the prospect of more jobs.
- None of the Members of Parliament around Gatwick support a 2nd runway. **Eight out of nine MPs** have declared their opposition. One (Henry Smith) says that Gatwick have not yet made a case for a new runway.

Gatwick has managed to get support for its runway plans by a few councils in London (Wandsworth, Southwark, Croydon) which know how bad the effects of a 3rd Heathrow runway would be for them, and hope some of their residents might find jobs at Gatwick.

GACC submits its response to Commission consultation

GACC's response to the Airports Commission emphasises all the environmental damage that would be caused by a 2nd Gatwick runway, and estimates that when the airport was operating at full capacity there would be around 100,000 more vehicles per day on the roads. Also around 90,000 more passengers per day on the trains - which would mean standing room only. GACC suggests that the eventual cost of a 2nd Gatwick runway could be twice as high as previously estimated. The cost of building a new underground station at East Croydon with a rail tunnel into central London (as indicated by the Airports Commission) plus the need to widen the M23 and M25, and to extend the M23 into London, plus the need to allow for climate change risks, could add an extra £10 billion to the £9.3 billion previously stated by the Commission. Most of this extra cost would fall on the taxpayer. It was a woeful week for Gatwick – not only was there near universal rejection of its runway by local councils, but EasyJet, their biggest airline, announced it is opposing the runway.' 2.2.2015

GACC's submission to AC consultation: <http://tinyurl.com/GACC-Commission-response>

West Sussex County Council votes to oppose a 2nd Gatwick runway (Kent CC has already done so)

A 2nd County Council withdrew its support for a 2nd Gatwick runway, because of the high level of local opposition - and the unconvincing case made by the airport. West Sussex County Council (WSSCC) voted by 37 to 26 to reverse its (somewhat unorthodox) decision in July 2013 to support another Gatwick



runway. It held a special meeting on 20th January to debate the Gatwick issue, in order to establish its position, to complete its response to the Airports Commission. Gatwick is in the county of West Sussex.

A lively protest outside the meeting, including singing of the anti-Gatwick-runway song, gave a flavour of the extent of local opposition to a new runway.

Over almost 5 hours of debate, numerous WSSCC councillors put their points, displaying a sincere intention to act in the best interests of the county's residents, as they saw them. Many expressed dissatisfaction with the Airports Commission's documents and analysis, saying it was incomplete and often inaccurate. There was a high level of uncertainty about the inability of the county's infrastructure to cope with the stresses of a new runway, with transport being of particular concern. Ultimately councillors felt there were likely to be huge costs and problems from a runway, with uncertain benefits. They voted against the runway. Kent County Council withdrew its backing for a 2nd runway in November, because of new flight paths. 20.2.2015

<http://www.airportwatch.org.uk/?p=24646>

Crawley Borough Council votes by 25:11 to oppose 2nd runway at Gatwick

A special Full Council meeting of Crawley Borough Council voted against a new runway at Gatwick. Crawley is the borough with planning responsibility for the airport. After two hours of debate, in front of a packed public gallery, a recorded vote was taken - it was a free vote, with councillors allowed to vote how they saw fit, rather than according to party lines. The suggested Cabinet wording was that "The Full Council considers that the interests of Crawley residents and businesses are best served by the Council objecting to a second runway being developed at Gatwick." Five councillors – Stephen Joyce, Colin Moffatt, Chris Oxlade, Peter Smith and council leader Peter Lamb – felt the council should have agreed to take no specific view on the 2nd runway at this time. However, all five then voted not to object to the new runway. 26.1.2015 <http://www.airportwatch.org.uk/?p=24819>

Virgin, Thales and TUI promise not to leave Crawley even if Gatwick doesn't get a 2nd runway

There has been discussion in the Gatwick and Crawley areas about what impact a new Gatwick runway could have on businesses and jobs locally. There has also been debate about the impact if there is no new Gatwick runway, or Heathrow was permitted to build a 3rd runway. Now some of Crawley's biggest employers have confirmed that they will stay at Gatwick, regardless even without a new runway.

The Crawley News contacted 5 of the biggest employers in the town, including Thales and Virgin, (also TUI, Nestlé and Elekta) to find out if they are committed to staying in the town even if Heathrow got a new runway. Four of the five pledged to stay put. Thales, based in Manor Royal, says it will not be leaving and around 2,000 of their employees are currently based there. Virgin Holidays has 600 staff working in Crawley centre, and a total of 2,100 staff in the area, including the airport. They have "no plans to relocate our base to Heathrow." The TUI Group has around 500 staff in the Crawley area, with their HR, finance,

investor relations, PR and IT. As their airline operations are at Luton, they have no reason to leave Gatwick. Nestlé has its head office in Manor Royal, with some 840 jobs - it refused to comment on the issue. Elekta has just spent a lot of money on a new building in Manor Royal. 13.2.2015
<http://www.airportwatch.org.uk/?p=25139>

Gatwick's biggest airline, easyJet, backs new runway at Heathrow – not at Gatwick

In its submission to the Airports Commission consultation easyJet, which is the major airline using Gatwick, has backed a new runway at Heathrow - rather than at Gatwick. easyJet is Gatwick's main airline, with around 37% of passengers (British Airways 2nd largest at around 14%). BA do not support a 2nd Gatwick runway.



easyJet says a Heathrow runway would be in the best interests of passengers, as fares would be lower. Landing charges would have to rise substantially for a Gatwick runway, which does not suit easyJet or its low cost passengers. It makes on average £8 profit per passenger. Gatwick tetchily responded that easyJet's response was just based on its own "narrow commercial interests" and that easyJet feared the extra competition a 2nd Gatwick runway would bring. (One might have thought they could dream up a slightly better retort).

easyJet said: "Heathrow is in the best interests of passengers as it has the greatest demand. It is clear that long-haul airlines want to expand at Heathrow and if they can't, they will do so not at Gatwick but at other airports such as Paris, Amsterdam and Frankfurt." Easyjet also said: "We will respect the judgement of the Commission on [environmental] issues and our support for a runway at Heathrow is conditional on it meeting the relevant environmental conditions." EasyJet said it wanted to launch operations from Heathrow — although it would continue to use Gatwick - and a 3rd Heathrow runway would enable easyJet to base 30 aircraft there. 30.1.2015 <http://www.airportwatch.org.uk/?p=24920>

In November, Willie Walsh said there was no business case for a 2nd Gatwick runway

Willie Walsh, the head of IAG, will not support a 2nd Gatwick runway, even if it is chosen by the Airports Commission or backed by the next government. He does not believe there is a business case to support its expansion, and there is insufficient demand from airlines for extra capacity at Gatwick. British Airways would resist higher landing charges, which would be necessary to fund a runway – either at Heathrow or Gatwick. BA would want lower costs, not higher costs, from a new runway. 1.11.2014
<http://www.airportwatch.org.uk/?p=23716>

National Trust claims Gatwick expansion would harm Wakehurst Place – and other historic properties

Wakehurst Place is a beautiful stately home in Sussex, owned by the National Trust. It is the country part of Kew Gardens botanical garden, with the world's largest seed conservation project. The wonderful old house has been used in many films. It is now one of the 13 historic properties that the National Trust says could be affected by a new Gatwick runway. These also include Penshurst Place in Kent, which was used as a location for current BBC Tudor drama "Wolf Hall." In its submission to the Airports Commission, the National Trust said it was "highly sceptical" about proposed expansions to either Gatwick or Heathrow. The NT believes either new runway would increase noise impact to residents and affect how people spend their leisure time. The aircraft noise would have an impact on visitors to these historic and unique buildings – not to mention negatively affecting filming possibilities at these unique venues.



Hever Castle (former home of Anne Boleyn) is also very badly affected by noise from Gatwick landings, with real fears of reduced visitor numbers, if the amount of aircraft noise prevents the visit being a pleasant and peaceful experience. 10.2.2015 <http://www.airportwatch.org.uk/?p=25107>

National Trust's response to AC consultation: <http://tinyurl.com/NT-response-to-AC>

Gaping holes in Airports Commission's analysis of airport expansion conceal potential environmental disaster

The Aviation Environment Federation, in their response to the Airports Commission consultation, say there are gaping holes in the Airports Commission's analysis of airport expansion. These conceal a potential environmental disaster. AEF says the Commission ran out of time to complete key pieces of research on greenhouse gas emissions and on air quality.

AEF is calling on political parties not to accept the Commission's recommendations until all relevant evidence has been gathered and made available for public scrutiny. The gaps in the Commission's analysis include not completing local air quality modelling in time for the consultation, despite the Commission's assessment objective being "to improve air quality in line with EU air quality laws". Also not following the Committee on Climate Change's recommendation that the economic impact assessment of expansion must include the costs associated with meeting UK aviation emissions targets (which a new runway would probably breach); and not providing any analysis of how noise impacts would vary if different assumptions were made about the location of flight paths. 3.2.2015 <http://tinyurl.com/AEF-gaping-holes>

Disaster

The AEF response to the AC consultation: <http://tinyurl.com/AEF-response-to-AC>

Some of the many responses to the Airports Commission consultation



The Airports Commission consultation on its 3 short-listed runway options closed on 3rd February 2015. Responses have been sent in from a huge number of organisations, not to mention thousands of individuals. Heathrow and Gatwick have felt it necessary to blitz the south east (and further afield) with advertising, to get people to tell the Commission they want their runway. What the Commission actually wanted in responses - other than the airports' mass mailings - was considered comments on the 58 or so documents put out by the Commission, and how they have carried out their appraisals, including things they have left out. They also ask how the runway schemes could be improved, or their negative impacts mitigated. The Commission will publish "all substantive, technical responses it has received" at the same time as it makes its recommendation on the runway some time in summer 2015.

AirportWatch has put links to as many responses as possible - those which have been made public. See <http://www.airportwatch.org.uk/?p=24958>

CAA: "Facing up to aviation's environmental challenges is the key to building new runway"



In its response to the Airports Commission consultation, the CAA says the aviation industry and decision-makers need to be much more ambitious in confronting aviation's environmental challenges - including improving compensation for communities - or else face the prospect that additional runway capacity may never be built.

The CAA says local communities must not be expected to simply suffer the consequences of airport expansion. It says those delivering "the" new runway must do more to ensure communities can be confident that disturbance is minimised, and are "fully engaged in the expansion process." The CAA says without improved action to tackle aviation's environmental impacts and more support for the communities that are affected, it is unlikely that any of the shortlisted schemes will ever come to fruition "leading to passengers facing higher charges, lower service standards and fewer routes to choose from, greatly limiting consumer choice and opportunity." Andy Haines, the CAA Chief Executive, said unless these issues are "comprehensively tackled" there may not be a runway.

3.2.2015 <http://www.airportwatch.org.uk/?p=24987>

The CAA response to the AC consultation: <http://tinyurl.com/CAA-response-to-AC>

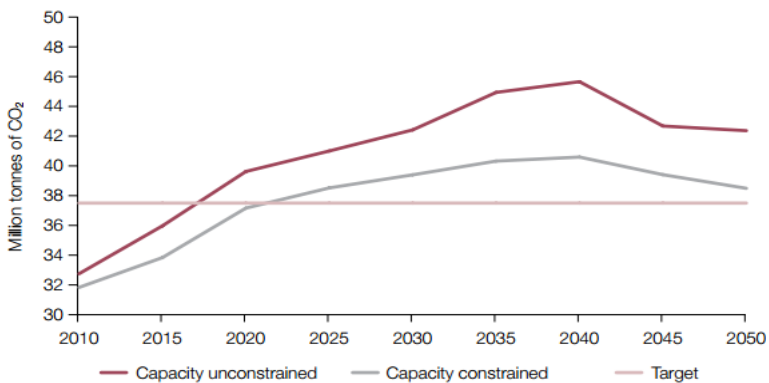
Can the UK build a new runway, and stay within the aviation carbon cap?

The Airports Commission gives the impression that the issue of carbon emissions has been fully considered, and that a new runway can be accommodated within UK carbon targets. However, that is far from the truth.

It is by no means clear that the UK aviation could stay within the 37.5 MtCO₂ cap that is needed, in order for the UK as a whole to meet its legal climate obligations. Indeed, the Airports Commission itself is aware of this problem, and its own figures show the carbon emissions from UK aviation far exceeding the cap, over many years.

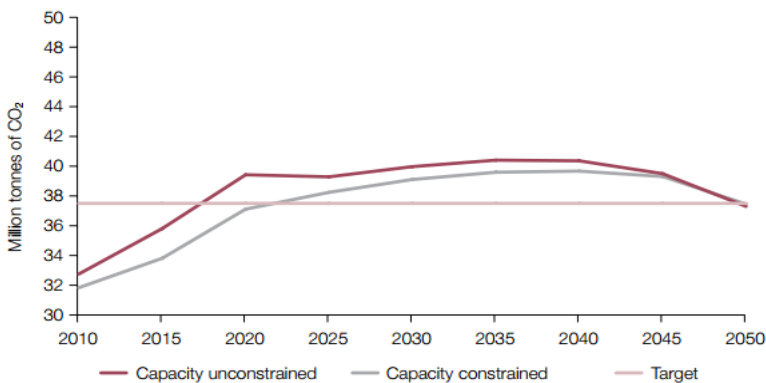
For a clear view of this, see the Commission's interim report, Technical Appendix, Dec 2013, Pp 71 & 72 for carbon traded (Fig 5.4) & carbon capped (Fig 5.5) scenarios <http://tinyurl.com/AC-InterimReport-App3>

Figure 5.4 Departing CO₂ forecasts without a carbon cap (carbon traded)



5.20 Figure 5.5 shows the effect of increasing carbon prices to achieve the carbon cap, without making any additional or operational adjustments. The 37.5MtCO₂ target would be exceeded before it is achieved in 2050.

Figure 5.5 Departing CO₂ forecasts with carbon capped



https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/266670/airports-commission-interim-report-appendix-3.pdf

Airports Commission: Interim Report. Appendix 3: Technical Appendix. December 2013 Pages 71 & 72

For Figure 5.4 the Commission said: *“Figure 5.4 shows the CO₂ emissions forecasts before the carbon capping through pricing is applied. This shows that even on the basis of the new forecasts and with runway capacity remaining constrained, some additional measures would still be required to keep 2050 emissions to 2005 levels.”*

Though there will be carbon efficiencies in coming decades, in CO₂ per passenger kilometre, the scale of those improvements is unknown and many are just hypothetical.

The widely accepted assumption has been that the matter is just which airport gets a runway, rather than whether a runway could be built at all.

The carbon situation makes it clear that the debate is still very much "IF" a runway should be built, and not merely "WHERE?"

Three new briefings on whether a new runway can be added within the CO₂ cap

1. AEF (Aviation Environment Federation): “The carbon gap in the Airports Commission’s new runway analysis” <http://www.aef.org.uk/2015/01/20/carbon-gap-airports-commissions-new-runway/>
2. AirportWatch short briefing: “Airports Commission’s Recommendations Inconsistent with Climate Target” <http://tinyurl.com/AW-short-briefing>
3. AirportWatch longer briefing: “Aviation carbon emissions, a new runway and the Airports Commission” <http://tinyurl.com/AW-longer-briefing>

Report by Oxera for Birmingham Airport criticises Commission's analysis on impacts of Heathrow runway on regional airports

Birmingham Airport has commissioned a study by economic analysts, Oxera, to look at the Airports Commission's analysis of impacts of Heathrow expansion on regional airports - Birmingham in particular. Oxera believes a 3rd Heathrow runway would exacerbate, rather than reduce, regional imbalances and by sucking more business into the south-east, Heathrow expansion would just widen the north/south divide.

Oxera say the methodology used by PwC, on behalf of the Airports Commission, could hide winners and losers in UK regions, and underplays the negative effect that Heathrow expansion could have on some UK regions. They believe there should be better analysis of where the national losses and gains would be, and how they would be distributed. The CEO of Birmingham, Paul Kehoe, seems to be more in favour of a Gatwick runway, which he presumes threatens Birmingham less. Kehoe said: "Whilst Heathrow is essential and must remain a world class airport for the UK and for the Midlands to grow, Heathrow must become complementary to Birmingham Airport. More capacity at Heathrow would limit our region's ambitions." The Midlands claims to be responsible for 16% of all UK exports. 27.1.2015
<http://www.airportwatch.org.uk/?p=24834>

London City Airport expansion plan gets go-ahead despite concern it will create 'noise ghettos and misery'

Newham Council has granted planning approval London City Airport's plans for a tripling the size of the terminal, a new taxi-way and additional parking stands for larger aircraft. A new six-storey four-star hotel with up to 260 bedrooms will also be built on site. The expansion will increase the number of take-offs and landings at the airport from 70,000 a year to 111,000 and will almost double the number of passengers to 6 million a year by 2023. The number of aircraft stands will increase from 18 to 25, and the newer, larger planes they will accommodate will expand the airport's reach from destinations in western Europe to Russia and North Africa. It has been described as a boost for London's aviation capacity, while the arguments for and against a new runway at Heathrow or Gatwick (or neither) continue. There are claims for a large number of jobs, and Newham believes many will be for their residents - and there are claims of huge economic benefit for the local and UK economy. The expansion could enable the number of flights to increase from 38 to 45 during peak morning and evening rush hour times. Building work, subject to final planning approval being given by Boris, is expected to start by the end of 2015, with the first new aircraft seen on the runway in 2016. 4.2.2015 <http://www.airportwatch.org.uk/?p=25005>

City Airport wants to press ahead with controversial flight changes despite only 3% support in recent consultation

London City Airport wants to press ahead with controversial plans to concentrate flight paths despite only 3% of people backing them in the recent consultation. Its consultation ended in November 2014. The airport produced a report on the consultation on 13th February, which now goes to the CAA for approval.

London City Airport's consultation was widely criticized in 2014. The airport had refused to leaflet or hold meetings in the areas that would be worst affected by the new concentrated flight paths. It justified its minimal consultation on the grounds that the changes it was proposing were not significant. Despite criticism from MPs, local authorities, residents' groups and members of the GLA, London City Airport has defended its consultation in its report to the CAA and is refusing to withdraw or modify its original plans.

Residents' organisation HACAN East, which coordinated much of the opposition to the changes, believes the airport has been typically arrogant and unresponsive - and not given any consideration to the possibility of respite for various areas, at different times of day. The airport expresses very little concern for its neighbouring communities. HACAN East say the fight by residents will continue, and will be pressing the CAA to order the airport to re-consult. 15.2.2015 <http://www.airportwatch.org.uk/?p=25172>

Manchester hopes to persuade more in its catchment area not to fly via London airports

Manchester airport, the only UK airport apart from Heathrow to have two runways, had around 22 million passengers per year in 2005 and 2006, but then slumped down to a low point of 17.7 million by 2010. Passenger numbers have now grown, to return to the high of 2006, and Manchester airport is feeling confident. Its chief commercial officer says that their customers - leisure travellers and businesses - say they often prefer flying from Manchester, rather than having to travel to a London airport.

However, around 4 million passengers from the airport's catchment area still make the unnecessary journey to London airports every year. Manchester hopes to encourage more routes and better frequency services, to win these passengers and deter them from using London. This would help ease congestion at Heathrow. Manchester has its "Airport City" project close to the airport and hopes to "bolster our city's growing presence as an international business and leisure destination."

The Greater Manchester built up area is the 2nd largest in the UK, after London, with a population of about 2.6 million, compared to about 9.8 million in London. There is logic in using Manchester's capacity rather than building another south east runway. 10.2.2015 <http://www.airportwatch.org.uk/?p=25123>

Boris wants Network Rail to work on improved London-Stansted rail link

Boris Johnson has told Network Rail that it should fast-track upgrades of the rail line between London and Stansted and Cambridge, which he says are of national importance. In autumn 2014 Network Rail put forward a 30-year plan for the rail links in the East Anglian region, but an upgrade of the line to Stansted was not included. It was just mentioned as part of a wish list out to beyond 2040.

Part of the investigation by the Airports Commission has been looking at how current airport capacity could be used better, including improvement of rail links - and the Stansted line was included. Sir Howard Davies has said Network Rail's plans for the track to Stansted were not ambitious enough. Boris wants a four-track solution, to get fast trains between London and Stansted taking just over 20 minutes, which is under half the present journey time. Boris says the 4-track line would be a precursor to Crossrail 2, which is planned to run underground from south west to north east of London, and be built by 2030. Good rail lines from north east London need to be in place before Crossrail 2 is finished.

Boris wants the preparatory works for the Stansted line to be in Network Rail's present 5-year plan up to 2019. 17.2.2015 <http://www.airportwatch.org.uk/2015/02/25202/>

NetworkRail plans go on snow, for improved rail link to Heathrow T5 from the west - by tunnel

NetworkRail has put plans for consultation, for a new rail tunnel, connecting the main line into London from the west with Heathrow Terminal 5. The proposed link, subject to planning permission, includes a 3.1 mile (5km) tunnel from the Great Western Main Line at Langley to T5. This could cut journey times between Reading and Heathrow and reduce road congestion, if passengers could be persuaded to travel by train instead of by car. There are claims that the rail link would mean a quarter of people in the UK "within one interchange" of Heathrow.

A series of public consultation events is to be held in Iver and Slough. The rail plan was given the go-ahead by the government in 2012. There would need to be a new junction created between Langley and Iver stations. The tunnel would go ahead regardless of whether there is a new runway, or not. It is expected the tunnelling would take a year. It has the potential to make journeys from the west into Heathrow faster and easier. The timetable is for informal consultation now; formal public consultation in summer 2015; submission of application in early 2016; work starts spring / summer 2017; work completed and trains running by the end of 2021. The tunnel only travels under two houses so is not expected to cause too much disruption locally. 9.2.2015 <http://www.airportwatch.org.uk/?p=25093>

UN climate negotiations need to get agreed emissions targets for international aviation and shipping

Bill Hemmings of Transport & Environment, writing in Euractiv after the recent UNFCCC talks, says the relevant UN bodies should identify an emission reduction pathway, and ensure that any measures adopted are done so in a fair and equitable way. The UNFCCC negotiating text now includes wording calling for the setting of emission reduction targets for international shipping and aviation, in the context of the objective of the agreement – which is to limit any temperature increase to 2 degrees C.

There will be more dialogue between parties on why this wording should be included in the Paris Agreement at COP 21. In a "business-as-usual" scenario, CO2 emissions from shipping could increase by up to 250% and from aviation by 270% by 2050. These would account for one-quarter of all allowable emissions under a 2-degree scenario in 2050 and one-third under a 1.5-degree scenario. Despite this reality, the IMO and ICAO have a long record of inaction. ICAO says it will agree by 2016 the details of a measure to deliver carbon neutral growth in 2020, but even that is uncertain and it will depend heavily on the quality of offsets used. However, in any case "carbon neutral growth" by the aviation industry globally will be insufficient to meet a 2-degree scenario. 18.2.2015 <http://www.airportwatch.org.uk/?p=25223>

DEFRA National Noise Attitude Survey 2012 shows extent of interference from aircraft noise in people's lives

DEFRA has produced the results of the National Noise Attitude Survey 2012, which looked at the extent to which noise from various sources is a problem to people. They compared the figures from 2000 with 2012. They found the 4 main sources of noise were 'road traffic noise', 'noise from neighbours and/or other people nearby', 'aircraft, airports and airfield noise' and 'noise from building, construction, demolition, renovation and road works.'

Though the numbers hearing these noises has remained roughly the same, there is a strongly statistically significant increase in the proportion of respondents who report being bothered, annoyed or disturbed to some extent by these 4 noise sources. The proportion who consider themselves to be significantly adversely affected by aviation noise has risen from 2% to 4%, which is strongly statistically significant. DEFRA says: "it must not be forgotten that a small percentage still equates to a large number of people."

The study showed that of the 510 people who put aviation noise in the top 3 sources that "bother, annoy or disturb" them, some 33% reported interference with sleeping; 24% reported interference with spending time in the garden or on the balcony / terrace; 23% said it interfered with having the windows or doors open; 23% said it interfered with listening to the TV, radio or music; and 23% said it interfered with concentration. (Section V2.8) 23.2.2015 <http://www.airportwatch.org.uk/?p=24764>

London leads as the world's top airline hub by a wide margin – by number of passengers through its 5 airports

Simon Calder, writing in the Independent, says that "far from Britain declining as an aviation superpower, the capital's global lead over every other city in the world is increasing." Despite Heathrow being close the largest number of flights, London remains the world's top airline hub by a wide margin (23%) - and is racing ahead of its closest rival, New York.

There were a record number of air passengers using the 5 London airports (Heathrow, Gatwick, Stansted, Luton and London City airport) in 2014, and that was about 61% of all UK air passengers (same % as in 2013). Some 144.7 million passengers flew through London's 5 commercial airports last year, which is the equivalent of 275 people - or one wide-bodied aircraft - arriving or departing every minute of every day of the year. Heathrow's number of passengers in 2014 rose 1.7% due to using larger aircraft, and the number of passengers using the 5 London airports rose 5% in 2014 compared to 2013.

While London is by far the best connected city in the world, New York comes 2nd, Tokyo is 3rd. Paris is the only other European city in the top 10. The pre-eminence of London indicates that the UK economy is not losing out due to any lack of airport capacity. London comfortably leads world cities, for airport capacity. 26.1.2015 <http://www.airportwatch.org.uk/2015/01/24781/>

Labour Party plans “Infrastructure Commission” if it gets into power, to get things like runways agreed quickly

Ed Balls, the Labour Shadow Chancellor, has announced - if it gets into government - that legislation to set up an independent National Infrastructure Commission will be in Labour's first Queen's Speech after the election. He wants to stop long-term decisions, like building a runway, being "kicked into the long grass" with no action taken.

A draft Bill has already been published by Labour, to ensure the plans could be fast-tracked through Parliament during the second half of 2015. There is also a consultation on a draft remit for the new Commission which sets out 10 National Infrastructure Goals for Britain. One of these goals is for the UK to be "The most connected and open trading nation in the world." Another goal is for "A transport network which spreads growth and prosperity to every part of the country." And it says the National Infrastructure Commission should consider (note, only consider) "environmental and climate change considerations." Ed Balls says of the Commission it will "ensure government comes up with credible plans" to meet the goals and "hold Ministers' feet to the fire to deliver those plans."

The review has been done by Sir John Armit, who is on the Airports Commission. It is thought that the Infrastructure Commission would be instrumental in getting a new runway built. 6.2.2015 <http://www.airportwatch.org.uk/?p=25085>

NATS to introduce “Time Based Separation” (TBS) at Heathrow to cut delays in windy conditions

Heathrow Airport is close to its maximum number of flights per year (480,000) and its runways take close to the most flights they can, most of the day. During periods when there is strong wind, there are currently often flight delays - causing inefficiency. Aircraft fly more slowly in relation to the ground (groundspeed) against a headwind, though the plane may be flying at the same speed as usual, in relation to the air (airspeed). Now NATS is introducing a system, called Time Based Separation (TBS), by which arriving aircraft are separated by time, rather than by distance. The separation distances are needed because of the wake vortices that planes generate - which can be dangerous for a following aircraft.. The system will start to be used at Heathrow at the end of March 2015 and NATS hope the system will be used at other capacity constrained airports around the world. 7.2.2015 <http://www.airportwatch.org.uk/?p=25044>

Useful Links

- For large amounts of up-to-date news on airports and aviation, see AirportWatch's news pages www.airportwatch.org.uk/?page_id=148
- For daily transport news in the UK - Transportinfo at transportinfo.org.uk
- European Transport & Environment(T&E) <http://www.transportenvironment.org> **Twitter @transenv**
- News and expert analysis on the AEF website at www.aef.org.uk and on **Twitter @The_AEF**
- HACAN www.hacan.org.uk **Twitter @HACAN1** and GACC www.gacc.org.uk/latest-news
- Gatwick Obviously NOT (GON) <http://www.gatwickobviouslynot.org>
- Stop Heathrow Expansion (SHE) <http://www.stopheathrowexpansion.co.uk>
- Taming Aviation petition to European Parliament. <http://www.tamingaviation.eu>
- AirportWatch Europe <http://www.airportwatcheurope.com> **Twitter @AirportWatchEU**
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