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Stansted to be sold for £1.5bn to Manchester Airports Group

On January 18 th Manchester Airports Group won the bidding process to buy Stansted, at £1.5 billion – higher than commentators thought the price would be, when bidding closed a day earlier. MAG will now own Stansted, Manchester, East Midlands and Bournemouth airports. Heathrow Airport Holdings, will retain only 4 UK airports compared with its original 7 – Heathrow, Glasgow, Southampton and Aberdeen. The sale is expected to close by the end of February. By contrast, Gatwick sold in October 2009 for £1.51 billion and Edinburgh sold in April 2012 for £807 million.

MAG also includes the commercial property company, MAG Developments, which has a £350m portfolio across its existing 3 airports and is leading the £650m Enterprise Zone development, Airport City, at Manchester. MAG also runs businesses in car parking, airport security, fire-fighting, engineering, advertising and motor transport. As part of the transaction, Australian infrastructure investment group Industry Funds Management (IFM) will become an investor in MAG, invest new equity and take a 35.5%



stake in the enlarged group. Stop Stansted Expansion (SSE) welcomed the news that BAA is to sell Stansted Airport to Manchester Airport Group. Charlie Cornish, the Chief Executive of MAG, recently said he wanted to return Stansted to its 2007 peak within 10 years and SSE said that is something they can work with MAG on constructively - based on maximising the benefits of the airport and minimising its adverse impacts. Stansted had only 17,456,700 passengers in 2012, compared to 23,759,000 at its peak in 2007, declining each successive year.

Stansted was not seen as easy to sell because Ryanair accounts for about 70% of the airport's traffic. Their combative approach to pricing was expected to drag down the deal's value well below other recently sold airports such as Gatwick and Edinburgh, but it did not. One of the bidders said: "The Ryanair risk is not for the fainthearted."

Very approximately, the sale of Stansted means the airports now owned by Heathrow Airport Holdings had around 81 million passengers in 2011, those now owned by MAG had around 41 million and GIP's airports had around 46 million. <http://www.airportwatch.org.uk/?p=825>

From John Stewart, Chair of AirportWatch

The recent sale of Stansted is further proof of the changing face of the aviation industry in the UK. Each of the four main airports around London – Heathrow, Stansted, Luton and Gatwick – is now owned by a separate company. This will have a significant impact on the industry's attitude to the questions surrounding expansion currently being considered by the Government and the Davies Commission. While the industry is united in calling for expansion, it is now divided about where it should take place. Each airport is making the case for more capacity to be provided at its airport. Most strikingly, Gatwick is making an aggressive bid for a new runway at the expense of a third runway at Heathrow. This is very different to the situation ten years ago when: a). BAA owned most of the key airports and b). the Government of the day made very clear where it wanted to see new runways. Over the coming years, decisions about where, if anywhere, a new runway will be built are much more likely to be strongly influenced by the information coming from the individual airport owners.

HACAN works with Heathrow Airport to create ‘no-fly’ respite zones

HACAN has worked with Heathrow Airport, National Airport Traffic Control (NATS) and British Airways to create experimental night ‘no-fly’ zones for people living some distance from the airport. The idea is to create ‘no fly’ zones within which there will be no planes until almost 6am every second week. Check out the details on <http://www.heathrowairport.com/noise/noise-in-your-area/early-morning-trial>

HACAN stresses that this is just an experiment that runs until the end of March. It doesn’t aim to solve all our noise problems. And there might be losers. If it is not working, it will cease after March or be altered. It also doesn’t change HACAN’s opposition to night flights. It is a first attempt to try to provide respite periods for people living with the noise right now.

At present people living closer to the airport get a half day’s break from the noise when the planes switch runways at 3pm. They also get some relief on certain nights. But people living further from the airport get no period of respite. This video shot in Vauxhall, 17 miles from the airport, shows what life can be like: http://youtu.be/rXf8o_khz8s. HACAN’s ultimate aim is to get respite periods during the day (not by bringing noise to new areas but through sharing the noise around places currently affected). This trial is at night because it is easier to create respite zones at that time. Daytime is more difficult because of the sheer number of planes using the airport.

Intergenerational Foundation report shows the double injustice to future generations from not fully taxing air travel

The Intergenerational Foundation (IF) was established to promote fairness between generations. They believe that each generation should pay its own way, which is not happening at present either financially or in terms of climate. A new report on aviation shows that aviation is subsidised, through not paying either VAT or fuel duty, and that this amounts to an annual subsidy of some £11 billion per year. This is money lost to the public purse, which could contribute towards funding public services. This also means that there is a double injustice to future generations. Under-taxing aviation not only adds to the national debt which future taxpayers will have to fund, but also encourages more flying and greenhouse gas emissions which future generations will have to live with. Future generations will pay the price of the failure of this generation to control flying. It should be essential reading for all those involved in the debate about the future of aviation.



<http://www.airportwatch.org.uk/?p=888> The report (39 pages) is at <http://tinyurl.com/b3dac2w>

Residents dismayed London City Airport wants to use larger planes

Residents under the flight paths have expressed dismay that London City Airport is intending to submit a planning application to Newham Council for major infrastructure works that will enable larger planes to use the airport. It wants to be able to handle aircraft the size of the Bombardier C-Series, [110 to 130 seats] so it can have flights to medium haul destinations like the Middle East and the east coast of the US by 2016. London City says it will consult residents living near the airport over the next few weeks before submitting a formal application in the spring and it has stressed that the new plans will not include any proposals to increase the number of aircraft allowed to use the airport.

Currently there is a cap of 120,000 a year. About 73,000 flights and around 3.2 million passengers used the airport last year. HACAN East, which represents residents under the Heathrow and City Airport flight paths, branded the consultation "a glossy disgrace", describing it as “no more than a marketing exercise.” London City is consulting on plans to build new infrastructure to enable larger planes to use the airport.” The fear is that there is nothing in the consultation about how the use of larger aircraft might affect flight paths. A few years ago flight paths were changed to accommodate the fact that larger planes were using the airport. It brought real noise problems for the first time to large swathes of East London. For details of the consultation:

http://www.londoncityairport.com/content/pdf/City_Airport_Development_Plan.pdf

Birmingham consultation on new flight paths from 2014 due to runway extension



Birmingham airport's runway extension was started in November, and is likely to be ready by early 2014. There is now a Birmingham airport 3-month consultation on new flight paths, for arrivals and departures, that will be needed due to the extended runway. The routes will need Civil Aviation Authority approval. The new routes have been designed using technology that allows aircraft to fly more precisely (a sort of aircraft sat nav) meaning that narrow corridors can suffer from a concentration of flights. As the runway is being extended further south, there will be a

change to the routing of aircraft after taking-off to the south. This is due to the earliest point that aircraft can turn after departure also moving further to the south, which will mean a change for some communities. There are already some very annoyed residents, who will now suffer a lot more noise. They are not reassured that planes are theoretically a bit less noisy than they used to be, as they are now larger and heavier, and more frequent. No date is given for the end of the consultation, but it is probably around the end of March 2013. <http://www.airportwatch.org.uk/?p=800> There is a short video clip by Birmingham Airport showing the changes at <http://tinyurl.com/ad398og>

The Times – on the questionable lobbying of MPs on Parliamentary All Party Groups, such as the one on aviation

The Times, writing about the lobbying by industry of parliament, says of the Commons all-party group on aviation that it is one of a large number of such groups that are not official bodies. There is concern about the extent to which these all-party groups get a lot of funding from companies, and produce reports that do not properly declare the degree of influence that has been exercised by outside interests. The Times reports on how the all-party Parliamentary Aviation Group produced a report in August, on the subject of Air Passenger Duty (APD) and its effect on the aviation industry. It did not clearly declare that it was produced “with help from” airlines, travel companies and airports through the “A Fair Tax on Flying” campaign group, which wants APD cut for reasons of self interest, to increase the amount of air travel. The report, being biased towards the airlines, ignores the other side of APD – that it is in compensation for airlines paying no fuel tax and no VAT. <http://www.airportwatch.org.uk/?p=962>



Government fails to properly include international aviation in UK carbon budgets – decision put off till 2016

The government was legally required to make a statement to Parliament by the end of December on whether it will include CO2 emissions from international aviation and shipping (IAS) in the UK's climate target under the Climate Change Act. On 19th Decembe, Ed Davey went against the advice from the Committee on Climate Change, and postponed the decision, using some ambiguous wording. His exact words were that the government “is deferring a firm decision on whether to include international aviation and shipping emissions within the UK's net carbon account” and that it “will revisit this issue when setting the fifth Carbon Budget (2028 – 2032).” ie. in 2016, which is after the next general election. IAS will continue to be excluded from the first 4 carbon budgets, which run until 2027. The Chancellor and many Conservatives are reluctant to do anything that can be seen as strengthening environmental regulations. If the greenhouse gases from IAS were included in the UK targets, other sectors, including electricity generation and industry, would have to make steeper cuts in their emissions. Government justifies its postponement by arguing that there is uncertainty about the EU ETS at present, and also whether there just might be progress on a global aviation carbon scheme through ICAO in 2013. <http://www.airportwatch.org.uk/?p=972>

Outline planning application for Manchester Airport City Enterprise Zone approved

Following on from the approval given to the £100m World Logistics Hub at Manchester Airport in November, outline plans for a 2nd major development, Airport City North, went out to public consultation that started in November and closed on 20th December. The plans went the Wythenshawe Area Planning Committee and were then approved by the Manchester City Council Planning and Highways Committee meeting on 17th January. It is intended that the 65-acre site will become a 'Major International Business Park', or "Airport City". The scheme, sited on the edge of the Wythenshawe area of the city, and to the north of the airport's runways, railway station and terminals,



An artist's impression of the completed Airport City

is intended to provide 113,400 square metres of office space, 49,000 square metres of industrial space, and 5,800 square metres of retail, leisure and community facilities as well as 1,293 hotel beds, 4,182 car parking spaces and 547 cycle spaces.

The World Logistics Hub is just part of the huge project. Others are MedCity with the University Hospital South Manchester Foundation Trust. There are huge claims of some 11,400 jobs to be created at Airport City which will include offices, hotels and factories. However, in reality, many of these jobs transfer from elsewhere. The scheme is intended to

involve the creation of. Manchester Airport was confirmed as one of the coalition government's first four "vanguard" enterprise zones in March 2011. The zones provide streamlined planning rules and tax breaks for businesses. <http://www.airportwatch.org.uk/?p=2450>

Another one! Fourth 4-runway Thames estuary hub airport proposal unveiled – Goodwin Sands off Deal

Plans to build a 24-hour £39 billion hub airport on large sandbanks off the Kent coast were unveiled in December. Engineering firm Beckett Rankine wants to construct a four-runway airport on reclaimed land at Goodwin Sands near Deal. Director Tim Beckett said it was the "most sustainable solution" to aviation expansion in the South East and would have the "least adverse impact". The Goodwin Sands are a series of shifting sandbanks, owned by the Crown Estate, 11 miles long and 6 miles wide, that are also the site of historic shipwrecks. Beckett Rankine said the location does not have the environmental and logistical issues that came with proposals for an airport in the Thames Estuary. It said the site would be linked to London by the existing HS1 high-speed rail line, the A2 and M20 and to Europe via the Eurostar service.



Artist's impression image appears to show the runways pointing straight over Deal

It is not far from Manston, which cannot function properly due to being in the wrong place. It is just too far east. This 4th scheme for airports in this area joins the Foster scheme (Hoo Peninsula); the Gensler scheme (floating somewhere in the middle); and the Boris Island scheme (off Whitstable).

<http://www.airportwatch.org.uk/?p=985>

Thames Estuary airport could mean planes taking off over Central London, NATS tells Transport Select Committee (and the GLA)

Speaking at an evidence session of the Commons Transport Select Committee, on Aviation Strategy, Simon Hocquard, Operational Strategy & Deployment Director, NATS, said that as the prevailing wind in the south east of England is from the west, for some 75% of the time planes taking off from an estuary airport would fly, heavy and relatively low, over London. They could be persuaded to fly around London, to avoid subjecting London residents to the noise, but this would increase cost to the airlines, fuel burn and carbon emissions. He also said that a 4 runway estuary airport would have difficulty working in conjunction with other existing south east airports, but the actual problems, noise etc had not yet been modelled, and NATS had not yet been asked to model these issue. The Committee also heard from Richard Deakin about the possibilities of aircraft approaching airports at a 5.5 degree angle, till some 5 - 6 miles or so from the airport, and then reverting to the usual 3 degrees descent. This would limit noise for those further from the airport, but not for those living under the final miles of approach.

<http://www.airportwatch.org.uk/?p=2491>



Artist's impression of the Foster airport

NATS also told the London Assembly Transport Committee session on 15th January, taking evidence about airport capacity, that London would be affected by aircraft noise from a Thames estuary airport. This seemed to surprise members and aviation industry lobbyists, who had presumed an estuary airport would remove the noise problem for London. John Stewart and Cait Hewitt (Deputy Director of the Aviation Environment Federation) also gave evidence. A webcast of the GLA meeting is available from <http://tinyurl.com/bf5z3wn>

DfT announces start of 3 month consultation on night flight regime at Heathrow, Gatwick & Stansted - but no night flight ban in prospect

On 22nd January the government begun a 3-month consultation into night flights at Heathrow, Gatwick and Stansted Airports. It is calling for views and evidence on "the effectiveness of the current regime, the costs and benefits of future options and airlines' fleet replacement plans". Transport Minister Simon Burns says: "This consultation includes a review of current evidence on the costs of night flights, particularly noise, and the benefits of these flights. It sets out our thinking on how we would expect to appraise the policy options for the next night flights regime."

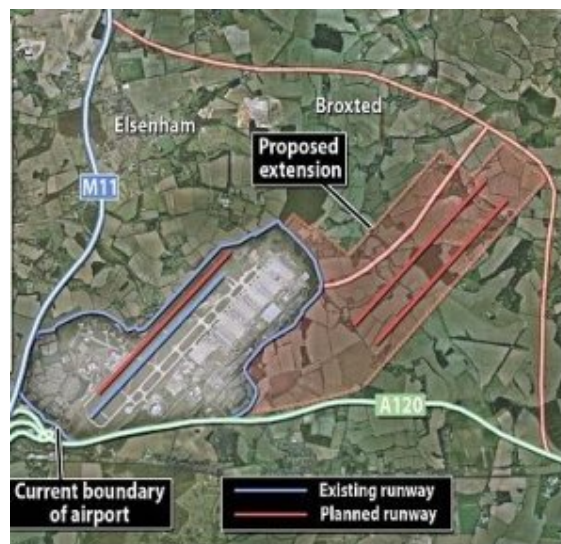
HACAN is disappointed that the Government has still not committed itself to a night flight ban. However, they welcomed the change that the Government is prepared to look at measures which could mitigate aircraft noise. These include increasing the angle of descent on approach; guaranteed respite periods; changing the existing scheduling or operating bans which affect the noisiest aircraft types.

People living under the Heathrow flight paths are clear that they want a ban on night flights before 6am and a progressive reduction between 6am and 7am. "Many people under the Heathrow flight paths don't need an alarm clock; the first plane wakes them at 4.30 am."

There will be a 2nd consultation later in the year, which will be informed by the evidence received from this 1st stage consultation. It will include specific proposals for the new regime, such as the number of permitted night flights. The Dft says it aims to strike "a fair balance between the interests of those affected by the noise disturbance and those of the airports, passengers and the UK economy." The consultation closes on 22nd April 2013. <http://www.airportwatch.org.uk/?p=706>

Boris pushing for a 4 runway hub at Stansted in his evidence to Airports Commission

Boris Johnson, perhaps realising that the prospect of a massive new Thames estuary airport is increasingly remote, is putting forward the idea of a huge hub airport, with 4 runways, at Stansted. Boris is ordering a feasibility study, costing £3 million, at the expense of London tax payers, into the possibility of developing Stansted, and he will be submitting the findings from this study as his evidence to the Airports Commission under Sir Howard Davies. Boris is committed to opposing expansion at Heathrow, which would be deeply unpopular with thousands of Londoners, because of the noise intrusion. George Osborne is not thought to favour a huge new Thames estuary airport, but he might be more supportive of expanding Stansted. In the concept of a massive Stansted hub, Heathrow would shrink. There has been fierce opposition to expanding Stansted in the past, and even building one extra runway proved difficult. Boris's plans for Stansted would be fought with passionate and determined intensity. 16.12.2012 <http://www.airportwatch.org.uk/?p=1123>



Map from the Daily Mail showing the 4 runways

More BA routes from Heathrow to key business destinations Palma and Ibiza

Anyone reading the statements from Heathrow about the capacity crisis and how there is a need for more flights to the emerging markets might be puzzled by recent news from British Airways. Back in February 2012 Willie Walsh said he planned to expand IAG into lucrative emerging markets, such as Latin America and he hoped to use the extra Heathrow take-off and landing-slots from BMI to accelerate growth into emerging markets. But BA has now announced that it is putting on new flights from Heathrow to Palma (Majorca) from March, and to Ibiza. These are in addition to Mexico and Alicante, as well as Bologna and Marseilles announced earlier. There are also new flights to Leeds Bradford (with a mention of links for business connections) and a new flight to Chengdu in China, announced earlier, as well as Almaty (Kazakhstan), Dublin, and Seoul among others, where there is likely to be a business component. It is hard to believe there is much business benefit from weekend flights to Alicante or Palma or Ibiza. <http://www.airportwatch.org.uk/?p=749>

IAG signs non-binding MOU with Ryanair for some 19 Heathrow slot pairs belonging to Aer Lingus

In June Ryanair renewed its effort to buy the rest of Aer Lingus, of which it already owns 29.8% , to boost its Irish operations. The EU blocked a previous takeover attempt 5 years ago, saying it would create a monopoly for Irish flights. Now IAG has signed a non-binding agreement to buy as many as 85% of Aer Lingus' landing slots at Heathrow from Ryanair, if Ryanair succeeds in a takeover bid for Aer Lingus. This is subject to EC approval, and Ryanair hopes the sale of the slots will help its bid to buy Aer Lingus. BA has more than half Heathrow's slots, since it took over BMI. Aer Lingus has 23 Heathrow daily slot pairs, which amounts to 3.5% of the total. Aer Lingus currently flies to Heathrow from Dublin, Cork, Shannon and Belfast and it recently tried – but failed – to get some of the 14 pairs of slots that had been owned by BMI. Let's see if BA uses its new slots for flights to the emerging markets – or just more lucrative tourist routes. <http://www.airportwatch.org.uk/?p=945>



Cardiff Airport buy-out by Welsh government: Conservatives' question if it's value for money

On 18th December the Welsh First Minister, Carwyn Jones announced that the Welsh government wanted to buy Cardiff Airport from its current owners, TBI. He said they would be working towards a purchase over the next few months, and hoped the airport would be run on a commercial basis by an independent commercial operator on behalf of the government. Conservatives are calling on the Welsh government to prove that buying Cardiff Airport would be good value for the taxpayer, and see the move as Labour's attempt to "nationalise" the airport. Cardiff airport has had declining passenger numbers, down 13% in 2011 to a little over 1.2m, and down again 16% in 2012 to just over 1 million, while passengers at Bristol increased by 1% in 2011 and 2.6% in 2012 to 5.9 million. The reason for part of the fall in early 2012 was the departure of bmibaby. Despite assurances that it will not receive subsidies or burden the taxpayer, there have been questions about whether public ownership will succeed in turning around the airport's fortunes. To add to Cardiff's problems, from March there will be a direct hourly bus service between south Wales and its nearest rival airport, Bristol, making it easier for the holidaymakers in Swansea, Cardiff and to fly from there instead.

<http://www.airportwatch.org.uk/?p=812>

EU urged to crack down on air pollution in 'year of air' – Supreme Court case on the UK in March

2013 is the European Year of Air in which EU air pollution policy will be revised. However, the European Environmental Bureau (EEB) is highlighting a new poll by the EU's public opinion analysts, Eurobarometer, showing that 72% of EU citizens think public authorities are not doing enough to promote good air quality. As many as half a million premature deaths may be partly due to poor air quality, and that has associated economic costs. The EEB is specifically calling on the EU to tighten legal standards for PM2.5, as these currently fall below those recommended by the WHO. Many EU member states are breaching existing air pollution limits, including the UK. The UK is facing a Supreme Court case in March 2013, over its failure to draw up a strategy to ensure the UK meets legal limits for NO2 by 2015, when activist legal group, ClientEarth, will again seek to force the Environment Secretary to improve the government's plans to tackle NO2. There are 40 UK zones, of which 16 would not comply until 2020, while London would not meet the limits until 2025. Pollution is particularly bad around Heathrow. 9.1.2013 <http://www.airportwatch.org.uk/?p=850>

Black carbon: Also on the subject of air pollution, a recent study published in the Journal of Geophysical Research: Atmospheres, concluded that black carbon (otherwise called soot) was the 2nd-most-damaging greenhouse agent after CO2 and about twice as bad for the climate as had been thought. Planes do produce some black carbon. More information at <http://tinyurl.com/almxxy1>

Further fire safety problems at Berlin Brandenburg Airport mean it cannot open in October, so delayed till unknown date in 2014

Berlin's Brandenburg airport was initially due to open in June 2012. It has problems with fire safety, smoke extraction systems, and fresh air supply in the event of fire. Therefore the opening was put off till October 2013. It has now been announced that the airport will open on an unknown date in 2014. Based on the previous timetable, construction work was due to be completed by May 2013 to allow a 5-month period for trial operations before the official opening. There may be other technical problems as well, such as on baggage handling. When completed, the airport will take over from the ageing Tegel and Schoenefeld airports. It is expected to be able to eventually handle up to 27 million passengers a year, but this figure has been reduced from the initial figure of 45 million. The cost of the project has risen, from an estimated £1.6 billion to more than £3.2 billion and the latest delays are likely to increase the costs further. A growing chorus of critics is calling for the city's mayor, Klaus Wowereit, to step down over this. <http://www.airportwatch.org.uk/?p=828>



Continuing protests & occupation at Notre Dame des Landes, Nantes



Al Jazeera reports that for the past several months, the French forest of Rohanne has been a battlefield as riot police and protesters from all over Europe have faced each other over a plan to cut down centuries-old trees and build a massive replacement airport at Nantes. Local residents and environmentalists seeking to protect the forest have set up vinyl tents, wooden huts, camper vans, and even tree-houses to impede the airport's construction. Some have brought families and lived in commune-style conditions. In November between 13,500-40,000 people arrived at the site to protest against the planned airport. A few hundred protesters remain at the site. The Al Jazeera report is at <http://www.aljazeera.com/indepth/features/2013/01/2013110124647761647.html>

A court ruled in December that French police could forcibly remove squatters from camps in the Rohanne. In recent months, police swoops have razed wooden huts and vegetable gardens, immediately inspiring hundreds more squatters to arrive from across Europe to rebuild the camps and strengthen the protests. The protesters, including farmers, locals and green politicians, argue that building a brand new airport for France's 6th largest city, which already has an award-winning airport, is both an environmental disaster and a waste of public money during an economic crisis. Support groups have sprung up across France.

A judge's ruling has postponed airport construction until June 2013 to allow a review to be completed. A commission has been set up, hearings will continue till March 2013, and the commission's report will take the form of proposals to the Prime Minister, Jean-Marc Ayrault, which will also be made public.

ACIPA, the main opponents, will decide whether or not to take part. They say they need, as a prerequisite for their cooperation with the commission "the withdrawal of riot police forces from the area," for the police to "stop evictions and destruction". There is lots more detail and news on the Nantes battle at http://www.airportwatch.org.uk/?page_id=1891

JE DIS NON A
L'AEROPORT



ET VOUS ?

Wood, Bows & Anderson paper on realities of economic benefit and GHG emissions from expanding UK aviation

F Ruth Wood, Alice Bows & Kevin Anderson have produced a useful 4 page article in the current edition of Carbon Management. Their paper looks at the economics of UK aviation, and whether there are real benefits from allowing its expansion. They say that given the difficulties of carrying out robust analysis on the economics of aviation, the presumption that further aviation growth is good for the economy is at best premature and may yet prove dangerously misleading. As it stands, the debate is ongoing as to whether investment in aviation generates returns over and above similar investment levels elsewhere in the UK economy. Any resilient decision on investment must heed the carbon intensity of the activity in generating such returns and the likely upwards trajectory of a carbon price. A new runway or hub airport, "coupled with existing regional expansion plans, would facilitate passenger growth over and above that recommended by the CCC and be incommensurate with the emission constraints imposed by the EU-ETS." <http://www.airportwatch.org.uk/?p=928>



Professor Kevin Anderson

"You don't like the aircraft noise? So, why don't you move?"

John Stewart describes in a recent blog how for thousands affected by intrusive aircraft noise, there is little alternative but to endure it. Though some people do indeed move to areas where there is aircraft noise, knowing an airport is nearby, many find their home area which initially had little noise now has much more. Some examples are those who bought property fully believing the assurances of BAA that there would never be a 4th terminal or a 5th terminal at Heathrow, nor a 3rd runway. Or they moved to a location only to find that flight paths - with no public consultation - had been altered, with no compensation for the new noise. As this can happen widely, it is very hard for anyone to find a place to live where they can be certain there will be no flight paths overhead in the next decade or two. Many have little choice but to choose noisy locations, for reason of income, employment, disability, age or other personal circumstances. See the blog at <http://hacan.org.uk/blog/?p=75>

Provisional figures from the CAA for 2012 - ATMs and passengers

From CAA data **December 2012 Provisional Airport Statistics**

Some airports – such as Stansted – not yet included (added here in brown).

AIRPORT	Number of flights in 2012	% change in flights from 2011	Terminal passengers in 2012	% change in passengers from 2011
TOTAL OF UK AIRPORTS that have reported so far (18.1.2013)	1,880,730	-1.5	200,331,803 217,787,803	+0.9
HEATHROW	471,390	-1	69,983,174	+0.9
GATWICK	240,456	-1.7	34,220,418	+1.7
MANCHESTER	160,490	+1.6	19,655,333	+4.5
STANSTED (from Heathrow website)	131,409	- 4	17,456,700	- 3.2
LUTON	71,792	-0.5	9,614,423	+1.1
EDINBURGH	102,905	-2.1	9,194,434	-2
BIRMINGHAM	84,090	+0.3	8,916,209	+3.6
GLASGOW	72,319	+3.4	7,150,231	+4.3
BRISTOL	50,664	-3.8	5,916,286	+2.6
LIVERPOOL	35,856	-21.4	4,458,638	-15
NEWCASTLE	43,666	-2.2	4,354,730	+0.4
EAST MIDLANDS	54,757	+0.6	4,067,915	-3.3
ABERDEEN	98,823	+4.2	3,328,602	+8
LONDON CITY	64,310	+5.3	3,016,664	+0.8
LEEDS BRADFORD	30,227	-8.6	2,968,708	+1.1
BELFAST CITY	35,921	-11.4	2,246,202	-6.3
SOUTHAMPTON	38,645	-5.5	1,693,478	-3.9
JERSEY	37,040	-2.3	1,441,780	-1.3
PRESTWICK	8,156	-18.3	1,066,917	-17.6
CARDIFF	13,966	-13.1	1,013,386	-16.1
GUERNSEY	33,964	-9.7	862,369	-4.2
ISLE OF MAN	22,996	-2.7	695,610	-0.7
EXETER	12,106	1.4	695,058	-2

DONCASTER SHEFFIELD	4,381	-24	693,129	-15.6
BOURNEMOUTH	7,196	15	689,913	+12.6
SOUTHEND	7,268	477.3	616,974	+1353.8
CITY OF DERRY (EGLINTON)	3,114	-18.9	398,209	-1.8
SCATSTA	13,626	4.6	304,426	+5.6
BLACKPOOL	9,607	8	235,191	-0.2
HUMBERSIDE	12,523	-2.5	233,687	-14.4
NEWQUAY	4,747	-31.3	166,272	-20.7
DURHAM TEES VALLEY	4,202	-17.9	164,826	-13.4
ISLES OF SCILLY (ST.MARYS)	10,157	-4.5	97,012	-13.6
ALDERNEY	6,652	-10.4	64,165	-7.7
DUNDEE	2,706	-4.8	54,642	-11.4
LANDS END (ST JUST)	5,785	5.3	31,964	-3.4
MANSTON (KENT INT)	687	-53.3	8,262	-77.8
OXFORD (KIDLINGTON)	723	963.2	6,599	+342.6
LERWICK (TINGWALL)	1,547	0.5	5,042	-2.7
SHOREHAM	435	-22.7	480	-24.3
LYDD	97	-4.9	445	-10.3
COVENTRY	738	276.5	-	0

CAA airport data <http://www.caa.co.uk/default.aspx?catid=80&pagetype=88&pageid=3&sglid=3>

In Bangalore and Delhi there are problems with opposition by residents to aircraft noise

It is not only in the West that people are troubled by aircraft noise. There has been increasing debate on aircraft noise affecting people living close to airports in India. The Indian newspaper, The Hindu, prints an interview with Dr M L Munjal, Professor, Indian Institute of Science, Bangalore, and head of the National Committee on Noise Pollution Control, who outlines the various issues involved. He believes India needs to plan better, to take account of the noise airports will create. In March 2011, the Delhi High Court ruled that sound sleep is a fundamental right of citizens. More information at <http://www.airportwatch.org.uk/?p=881>

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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Bulletin compiled by Sarah Clayton - with thanks to many people for their help. 22.1.2013

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