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Committee on Climate Change reminds Airports Commission of carbon restriction on aviation growth

Lord Deben (John Gummer), who is the Chairman of the Committee on Climate Change, has written to Sir Howard Davies and the Airports Commission on the issue of UK aviation and climate change.

He reminds the Commission that UK aviation emissions are included in the UK's target to reduce economy wide CO2 emissions by 80% in 2050 on 1990 levels. This implies a trade off between emissions from aviation and from other sectors: the higher the level of aviation emissions, the deeper the emissions cuts required in other sectors to meet the economy-wide target. The CCC has illustrated how the 80% target could be achieved through reducing aviation emissions to 2005 levels in 2050 and reducing emissions in other sectors by 85% on 1990 levels. That would mean limiting demand growth to around 60% in 2050 compared to 2005. Unless the rest of the UK economy can cut emissions by over 85% (unlikely) then aviation demand cannot grow by more than 60%.

Lord Deben recommends that this should be reflected in the Commission's economic analysis of alternative investments in airport infrastructure. Each should be assessed in terms of whether it would make sense if demand growth were to be limited to 60% by 2050.

The letter is at <http://tinyurl.com/CCLetter>

From John Stewart, Chair of AirportWatch

Sir Howard Davies, heading the Airports Commission, has not met with most AirportWatch groups, though he has had a meeting with some.

AirportWatch has called for the Airports Commission to publish a "no-new-runway" solution in his Interim Report in December alongside the short-list of expansion schemes that he proposes to examine in more detail.

He has not ruled out the possibility of doing so. But, first, in September the Airports Commission will publish the list of schemes that have been submitted to them. It is believed over 20 different airport/runway schemes have been submitted.

Meanwhile in Europe exciting things continue to happen. We report below on the success of the recent conference held in Munich. Its message was loud and clear: if the aviation industry wasn't awash with subsidy, price rises would cut future – and maybe even current – demand. This would make redundant the current calls in the UK, and in much of the rest of Europe, for more airport capacity.

Two powerful campaign groups of people are coming together in Europe calling for change: local residents driven to despair by the constant noise over their heads; and climate activists concerned about the damage to the planet to which aviation's emissions are contributing.

They understand that a European Union - and national governments – driven by a desire for more growth and mobility won't readily listen to their radical demands but they are making them with a more confident and united voice than ever before.

Waiting on Heathrow's Runway Decision ...

Heathrow Airport is expected to reveal its plans for a third runway on 17th July, two days before the deadline that all proposals for new runways and new airports need to be with the Airports Commission. Heathrow has not denied press leaks that its favoured site for the new runway will be to the south west of the airport. It wants the 3rd runway as soon as possible. Heathrow will not at this stage put forward plans for a fourth runway. It believes that future demand is too uncertain to justify investment in a fourth runway at this stage. But it is expected to argue that future development at the airport should allow for the fact that a fourth runway may be needed.

There are tantalizing rumours that the current alignment for a 3rd runway through Sipson will be dropped. The proposal for a 3rd runway is expected to be accompanied by considerable noise mitigation measures.

Heathrow repeatedly emphasises that a huge hub airport is best for the airlines, as that enables them to be the most profitable. The phrase "a world class airport for a world class city" is popular with the Heathrow lobby.



Heathrow report backing its case to grow as UK hub – but it would need public funding for expansion

Heathrow, which enjoyed 4 nights of BBC programmes on "Airport Live" giving hours of free publicity, has had a new report published. This is called "Heathrow: Best placed for Britain" (by AECOM and Quod) and its purpose is to set out Heathrow's case that it is far better value to the UK economy and the UK taxpayer to expand Heathrow rather than to build a brand new airport in the Thames Estuary, or expand Stansted. It also re-states Heathrow's claim that the UK must have one huge hub airport, and no other solution will do, as the airlines will only make enough profit by using the hub.

Heathrow hopes funders will be willing to stump up the £10 billion or so for a new runway, with sufficient certainty of the returns on their investment. But some Heathrow shareholders are privately warning they could reassess their willingness to pay if the CAA enforces an effective cut in the airport's charges to airlines over the next 5 years. Heathrow does admit that the taxpayer will have to contribute funds for expansion including a new runway. However, it is coy on the matter and gives no indication of how much. The report says:

"Financing additional capacity at Heathrow entirely from the private sector will be challenging and will need an appropriate investment framework. The recent difficulties in securing investment for new UK nuclear power stations are a reminder of the difficulty in securing commercial finance for major infrastructure projects without an attractive and stable return."

<http://www.airportwatch.org.uk/?p=3748>

3rd runway would kill historic opportunity to improve noise climate for Heathrow residents

HACAN has produced a short report that shows how, contrary to the claims made by Heathrow on how quiet planes are getting, an increase in the number of aircraft using the airport will only result in more noise for those under flight paths. Any improvements that could be made by use of slightly less noisy planes will be negated by a 3rd runway due to the huge increase in the number of planes. A 3rd runway would allow over 700,000 flights each year, up from the current ceiling of 480,000.

The way aircraft noise is measured, one Concorde followed by 3 hours and 58 minutes with no planes is said to be as disturbing as 4 hour's worth of non-stop noise from Boeing 757s at a rate of one every 2 minutes. That is manifestly not the way people under flight paths experience the noise. It is expected that the Heathrow submission to the Airports Commission is likely to claim that a 3rd runway would result in an overall *reduction* in noise for Londoners. The report is at <http://www.airportwatch.org.uk/wp-content/uploads/Heathrow-in-a-noisy-league-of-its-own-1.pdf>

Aviation Noise discussion paper launched by Airports Commission



The Airports Commission has published Aviation noise, the 5th and last of its series of discussion papers, for public comment. The Aviation noise paper explores current scientific understanding and existing policy on aviation and noise, and the issue of annoyance and how this develops over time. It contains chapters on: How does noise affect people? (including health, night noise, amenity, quality of life, productivity and learning effects); Measuring aircraft noise (including noise metrics); Quantifying noise effects (including monetising noise impacts); and Mitigation (including operational restrictions, and compensation). Sir Howard Davies, the Chair of the Airports Commission, said understanding the impact of noise from aviation on communities around airports and under flight paths is central to the Airport Commission's work – both for options to make best use of existing airport/runway capacity in the next 5 years, and any future recommendations to Government for new airport capacity. Deadline for comment is 6th September – it is not a technically difficult document, so possible for the public to respond to. 6.7.2013 <http://www.airportwatch.org.uk/?p=1720>

Airports Commission holding public evidence sessions on 9th & 10th July on climate, connectivity and operational models

The Airports Commission is holding public evidence sessions on 9th July 2013 (on climate change and on connectivity) in Manchester and 10th July 2013 (on operational models of airports) in London. The sessions are chaired by Sir Howard Davies and to be attended by the other Commissioners. They will develop the evidence base on the subjects of discussion papers already published by the Commission, and will not discuss any specific potential locations for new aviation capacity. The Commission's website says it "intends to hold further public evidence sessions on this issue in 2014, should it conclude in its interim report that additional aviation capacity is needed." People could attend the sessions, though it was necessary to give prior notification to the Commission by email, and they were not really anticipating that individuals would attend. The Commission has now published a list of meetings it has had (up to 9th May) showing the date and who the meeting was with. <http://www.airportwatch.org.uk/?p=712>

Local airport campaigns issue unanimous message to Airports Commission – no new south east runways are needed

Sir Howard Davies and two fellow Commissioners (Vivienne Cox and Geoff Muirhead) have had a meeting with 6 representatives of local campaign groups from Heathrow, Gatwick, Luton, the Thames Estuary and Birmingham. The campaign groups are all opposed to new runways or radical expansion plans within their areas and issued a unanimous message to the Airports Commission explaining that there is sufficient capacity within the existing airports to meet UK demand to 2050, possibly longer; therefore there should be no new runways in the south east. They also say demand for air travel can and should be constrained by fairer taxation of aviation, and it is unrealistic to assume future demand will be disproportionately concentrated in the south east. Due to future use of larger aircraft, capacity requirements can be met, even with a larger number of passengers. The groups urged the Airports Commission to set out the case for 'no new runway' and to publish that option alongside the short-list of new runway plans that they are due to publish in December. 25.6.2013 <http://www.airportwatch.org.uk/?p=1005>

CAA produces its consultation on its statutory duty to provide information (including environmental information)

The CAA has launched its consultation on the implementation of its new statutory duty to provide information. The various consultation papers can be found on the CAA's website. The CAA says that under the Civil Aviation Act 2012, it has "new duties and powers to provide information to users of air transport to assist them in comparing services and facilities, and to the general public about the environmental impact of aviation." However, it seems that the CAA is adopting a minimalist and inadequate approach to the provision of environmental information - which is disappointing. It had been hoped that the CAA might have agreed to take its new duty to provide environmental information more seriously. However, the CAA is asking if it should develop a standardised methodology for calculating CO2 emissions - more accurate than those offered by airlines - and presenting it to consumers so they can assess flight emissions. The consultation closes on 31 August and the CAA will publish its final Statement of Policy this winter.

7.6.2013 <http://www.airportwatch.org.uk/?p=3597>

Birmingham Airport adverts and plan for growth, up to 70 million passengers per year, new business park etc etc

Birmingham Airport has put together a series of political adverts on the importance of aviation to the UK manufacturing sector. This is to influence the Airports Commission, to which the airport will submit a proposal by next week. Paul Kehoe at Birmingham Airport has been very vocal in his opposition to the London hub airport model and these adverts - which will run until July 19th which is the deadline date for airport proposals to the Commission - reflect this.

The advert campaign presses the point that some of Britain's most important companies are based in the Midlands, south-west and north of the country and Kehoe says "our aviation sector is currently failing to adequately serve the majority of UK businesses that are located outside of the south-east."

Birmingham Airport has published long-term growth plans to challenge Heathrow's supremacy and help to what they say will 'rebalance the UK economy'. The plan would see Birmingham catering for 70m air passengers and 500,000 flights a year - both slightly more than Heathrow now. A business park for the Midland's manufacturing sector is also proposed alongside the expanded airport site and has the backing of some business leaders and local councils. It, of course, predictably, promises huge numbers of jobs - no less than a quarter of a million.

Paul Kehoe, the airport's CEO, expects that in 20 years' time British air travel will double - though there is no evidence for this, and it is utterly at variance with the advice of the UK's Committee on Climate Change that UK air passengers could perhaps increase by 60% on 2005 levels by 2050 (as confirmed in the letter from Lord Deben to the Airports Commission a few days ago).

For the whole of the UK. Birmingham airport thinks transport infrastructure acts as an economic enabler, "a pathway to a virtuous cycle of growth", and "each major regional economy cannot succeed without its own meaningful international gateway." They believe "the UK economy is large enough to support at least four major 'national' airports – London, Midlands, North West, Scotland". 10.6.2013 <http://www.airportwatch.org.uk/?p=3721>

**"The UK's manufacturing base
is not near Heathrow.
So why do I have to fly from there?"**
Wilson Wong, Managing Director of MG Motor UK.



One of the Birmingham adverts

Southend Airport campaign: SAEN asks for help with legal challenge to night flights

The residents campaign group SAEN (www.saen.org.uk) recently met Richard Buxton Solicitors in Cambridge and discussed the potential to seek a legal challenge against night flights. At the management committee meeting at the end of June, the campaign decided to mount a fundraising campaign to secure the money needed to mount a case against the night flights regime in Southend.



The legal point is relatively simple - sleep deprivation is in clear violation of Article 8 ECHR (European Court of Human Rights). That said, as residents around Heathrow and other "designated airports" know all too well, the Grand Chamber of the European Court didn't agree. Here the courts ruled that a balance had to be made between denying the human rights of people living near major airports and the supposed wider economic benefits of aviation to the entire economy. While reasonable people will agree that no fair balance has ever been permitted at Heathrow, surely no one could reasonably

argue that any tiny profits for the airport operator at Southend, made from an almost exclusively tourist customer base, justify denying the rights to local residents enshrined in Article 8.

SAEN asks for your help now. If other airport groups are connected with a non-designated airport, please make contact with SAEN. (info@saen.org.uk) Please then discuss with your fellow campaign members whether your group would be willing to join SAEN's action and what fundraising you expect to be able to do.

In the meantime SAEN is getting on with a mass leaflet campaign, its other work to ensure that as many people as possible claim financial compensation for loss of value of property (1973 Land Act) - see below - and is pursuing a public inquiry into the recent joint area action plan proposed by the local authorities in relation to the area immediately in the vicinity of the airport.

Over 1,000 claims for compensation from Southend Airport due to loss in value of homes, because of aircraft noise

Southend Airport – which has had a huge and very rapid rise in the number of aircraft using the airport over the past year – has received more than 1,000 claims for compensation over aircraft noise. Homeowners nearby are concerned that the airport is reducing the value of their properties, due to the noise. The airport has said it will honour residents' compensation claims if it is proven their homes have lost value because of its activities. Jon Fuller, of local group SAEN (Stop Airport Expansion and Noise) said that estate agents are giving strong indications local residents must expect many thousands of pounds less than anticipated when they sell their homes. Though house prices in the area are generally fairly buoyant, if houses are close to the airport or on the flight path prices are suppressed. The airport's CEO, Alistair Welch said people can make a compensation claim up to a year after the new terminal is finished. Surveyors, Michael Marriott, who are helping people submit claims say they can only claim for nuisances arising from the use of the runway extension. Nuisances arising from the use of the airport which do not depend upon the extension will be disregarded.

5.6.2013

More details at <http://www.airportwatch.org.uk/?p=3738>



Bigger terminal at revamped Southend Airport – now with increased numbers of Thomson and First Choice flights

Work is progressing on the Southend airport terminal extension, with sections opening in June, October, November and December. In addition to the easyJet flights, to some 12 holiday destinations, there are now also flights by Thomson and First Choice. These are expected to grow rapidly by next year. By summer 2014 Thomson and First Choice will be flying twice a week to Palma, and adding Ibiza - tripling their service from Southend in a year. The airport is selling its services on its fast processing of passengers and convenience. The travel companies PR talks of ...enhancing "the holiday experience for our customers." Stage 1 of the Southend Airport terminal became operational a year ago and is near the station. The airport hopes passenger numbers will grow to 2 million/year by 2020. There is the usual hype about some 300 jobs being created. The unfortunate reality is that by encouraging more Brits to holiday abroad, and spend their holiday money abroad, the net effect is that jobs are lost from the local economy, and the UK economy. 5.6.2013 <http://www.airportwatch.org.uk/?p=3735>

GACC warns of widespread blight being caused by runway proposals submitted to Airports Commission

Gatwick Airport are due to publish their plans for a new runway by the Airports Commission deadline of 19th July. GACC, (the Gatwick Area Conservation Campaign) the main environmental community group concerned with the airport, warn that the runway proposal will result in widespread blight in the area.

Thousands of people will find tens of thousands of £££s knocked off the value of their houses, which will be hard to sell except at a substantial loss.

"Working men and women will find themselves unable to move to take up a new job; retired couples will find their hopes dashed of moving to a smaller house in another area. Anxiety will be caused to thousands of people and some may be driven to desperation."

In the days of BAA there was a Property Market Support Bond, so the airport would buy houses at the pre-blight price. The airport now says that scheme is under review and nothing will be decided until the Airports Commission reports in 2015. GACC says this demonstrates a callous disregard for the local community. GACC has asked the Commission to insist that all airports which are due to put forward plans for new runways should introduce a scheme for dealing with blight. 1.7.2013 <http://www.airportwatch.org.uk/?p=1508>

GACC submits response to Airports Commission discussion on airport operational models

GACC has submitted a response to the Airports Commission's discussion document on Airport Operational models - on the rival merits of hub airports vs. point-to-point airports. GACC suggests that, if the number of passengers per plane continues to increase, there will be no need for any new runway.

In 2011 the average number of passengers per flight at Heathrow was 146 compared to 138 at Gatwick. But if - with ever larger planes - over the next 20 years the average number of passengers per aircraft were to increase to 200 that would be roughly equivalent to two new runways in the South East. GACC suggests estimates of greatly increased demand for runway capacity may be exaggerated. At London's airports the number of flights was exactly the same in 2012 as in 2002. The total number of aircraft movements at Gatwick has only increased by 2% in the past 10 years. And the number of business flights abroad by UK residents has fallen by 20% in the past 10 years.

GACC gives examples of where the creation of over-optimistic 'models' have resulted in 'castles in the air' - desolate and empty airports. 19.6.2013 <http://www.airportwatch.org.uk/?p=486>

Newcastle Airport in Court of Appeal over blame for excessive bonus payments

Newcastle Airport has been at the Court of Appeal battling to convince top judges to overrule a previous decision not to punish law firm Eversheds, which the airport said was to blame for under-the-radar awards to its former chief executive and finance director. The airport says contracts which handed airport senior executives a controversial multi-million pound pay package were "dramatically inconsistent with the principle of fair and responsible remuneration." The airport's leadership group were defeated last year when a High Court judge ruled that responsibility for the debacle lay not with Eversheds LLP but with non-executive directors sitting on the company's remuneration committee. They had inadvertently permitted the executives to "dictate" the terms of their contracts and had not read them properly before signing them.

Newcastle airport is majority-owned by 7 North East councils, who did not know about contract negotiations & bonus deals in 2005 & 2006. 21.6.2013 <http://www.airportwatch.org.uk/?p=1147>

European Aviation Campaigners' Conference

The conference held just outside Munich towards the end of June was a big success with over 250

people from across Europe turning up. The conference featured experts on noise, air pollution and taxation. It also heard the inspiring accounts of how new runways were stopped at both Heathrow and Munich as well as reports of the ongoing struggles from places as diverse as Nantes, Frankfurt, Vienna, Brussels and Berlin. The conference also included a well-attended sessions on effective campaigning and one on direct action. Those who attended the conference came away inspired.

The conference agreed a Manifesto setting out its campaign demands on the European Parliament and national parliaments to.



Relaxing Bavarian style after the conference

Two of the key demands will be an end to night flights, so that each airport has 8 hours free of planes; and an end to tax-free fuel for airlines plus an end to exemptions from sales taxes, such as VAT. Other demands of the manifesto are for a reduction in all subsidies received by the aviation industry; active measures to reduce the impact of noise on residents; no additional airport capacity building in Europe; and transfer of many short-distance flights to rail.

The full Manifesto is at

<http://www.airportwatch.org.uk/wp-content/uploads/European-Conference-Manifesto-in-English.doc>

The conference also agreed to set up a loose network of campaign groups across Europe to campaign around its key demands. The network will receive some funding from the cosmetics firm, Lush. It will be open to all groups campaigning on aviation matters across Europe. A website will be set up. More details of the network will be available shortly, including how to get involved. For more details of the conference on Facebook (German) at <http://tinyurl.com/lc7jucb> and at <http://www.airportwatch.org.uk/?p=3813>

European Commission consults on state aid

The European Commission has just released a consultation on whether it should continue to give state aid to airlines. It is an opportunity to make the case that state aid should end and, indeed, that airlines should start paying tax on their fuel and VAT.

Consultation deadline: 25th September http://europa.eu/rapid/press-release_IP-13-644_en.htm

European Commission defends €3bn annual subsidies for airports and low-cost airlines

The European Commission published new draft guidelines that will allow regional airports and EU airlines using them to keep receiving subsidies worth as much as €3bn a year. In several cases the EC subsidies prop up unprofitable regional airports and low-cost carriers, so they can continue to operate in an unsustainable way which distorts competition between budget and national carriers. Commercial airlines can receive subsidies to establish and run new routes from financially non-viable airports. Transport & Environment (T&E) have expressed their disappointment about this, and that the draft guidelines do not go far enough to prevent the continued construction of "trophy" airports by regional administrations, which end up under-used or even permanently closed and invariably add unsupportable financial burdens on regional coffers. T&E say scarce taxpayer money should be put to better use. <http://www.airportwatch.org.uk/?p=1574>

Nantes continues protesting ...with a huge summer gathering on 3rd/4th August

Following the successful event early this year when around 35,000 people held hands, in a massive human chain, around the site of the proposed Nantes Airport, the campaigners' annual protest weekend will be held on 3rd and 4th August at Notre-Dame-des-Landes, just outside Nantes.



This is part of a series of protests against Useless Imposed Major Projects (les Grands Projets Inutiles et Imposés) across and outside France. There will be music, forums, speeches and debates, on a range of subjects such as threats to agricultural land, environmental and energy transition, urbanization, spatial planning, transport, water and biodiversity. The campaigners say this will be "The essential rally this summer to defend the land and agricultural jobs that are threatened, for better use of public money, and to stop such useless as destructive projects, here as elsewhere!"

The event also intends to work on alternatives in the fight against global warming and the return to solid citizen representation, which they feel has been removed from local people during the process of forcing through the new airport plans. They say: "No giving up! Neither here, nor anywhere else!" <http://www.airportwatch.org.uk/?p=745>

Everybody is welcome to join what is each year an inspiring event. Details at: <http://tinyurl.com/peatx8q>

Hogg Robinson reports more business trips being made by rail including Eurostar

Hogg Robinson, a travel management company, has produced a report for the first 3 months of 2013 that indicates there is increasing trend for business travellers to travel to France using high-speed rail services including Eurostar. Also that many companies have changed their travel policy, requiring travellers to travel by rail for this particular route as it allows for work to be completed en route.

Though business travel to India increased, there was a slight fall to both China and Brazil as their strong economic growth showed signs of slowing. Overall business class sales fell 14.8% year-on-year while economy transactions rose by 0.5% and Hogg Robinson said the shift from business class to economy was "particularly acute in Europe". There is a focus on cost and more use of economy fares, particularly to short-haul destinations. "We're also seeing rail re-emerge as a genuine alternative to air travel." They say the BRIC countries are now well established business travel destinations and, with the exception of India, the huge growth in air travel to these destinations is slowing." 28.6.2013 <http://www.airportwatch.org.uk/?p=1208>

Redhill Aerodrome hard runway plans rejected

Both Tandridge and Reigate & Banstead councils decisively rejected plans for a 1,349m-long hard runway at Redhill because it would "scar" the landscape. The aerodrome currently only has grass runways. The new runway would have enabled the air field to increase air traffic movements by about 72% by flying in wet weather.

Now the aerodrome's owners, RAV, say they will appeal to the Planning Inspectorate. A planning officer's report had recommended councillors reject the scheme on the grounds of inappropriate development in the green belt. The applicant had "dismally failed" to argue a case of special circumstances in order to gain approval to develop green belt. Opponents said 90% of households were against the hard surfaced runway, and a local councillor agreed with many residents in saying that there was "no merit" to the application which would "spoil the rural area" if given approval.

7.6.2013 <http://www.airportwatch.org.uk/?p=16217>

Carlisle airport resurfacing & freight centre still held up by High Court ruling

Stobart Group still plan a 394,000sq ft freight-distribution centre, and resurfacing of the runway for scheduled passenger flights to London and Dublin. But the airport development cannot start until the High Court rules on a legal challenge, brought by Irthington farmer, Gordon Brown. He is seeking a judicial review of the Carlisle City Council's decision to grant planning permission for the airport scheme, which he says does not comply with the council's development plan and that planning officers gave councillors "erroneous and seriously misleading advice". There are also questions on EU state aid rules and a planning condition. Work has begun on upgrading the sewers around Irthington, and this will remove another obstacle to the airport redevelopment plan - it was one of the conditions in the planning approval, granted in February. 4.7.2013

<http://www.airportwatch.org.uk/?p=2162>

Update from the No Estuary Airport Campaign

Campaigners opposed to an estuary airport were beginning to feel quietly confident in the light of all that emerged during the Transport Select Committee and GLA deliberations. But in the last month the Airports Commission confirmed that it was looking at all options including the possibility of an airport at Maplin: <http://tinyurl.com/MaplinBackOnShortlist>

So, with the prospect of an airport on the Essex side of the Thames, the Southend based No Estuary Airport campaigner, Jon Fuller, threw himself back into the battle, attending a Davies Commission meeting on Monday 24 June with campaigners and a debate on 27th June at the LSE, on where the UK's hub/s should be located.

The meeting on 24th was attended by campaigners representing the Richmond Heathrow Campaign/HACAN, Gatwick, Luton, Birmingham and the Estuary Airport. The key message the group conveyed was that there is sufficient capacity in the south east to meet demand to 2040, probably longer and that, if a series of measures were taken, there would be no need for a new runway or new airport.

Jon, Joan Darwell and Jill Moore of the No Estuary Airport campaign attended the LSE debate at which the CEO of Heathrow, Colin Matthews, argued his case for expansion at Heathrow, the CEO of Birmingham, Paul Kehoe, argued for expansion there and an economist, Bridget Rosewell, argued for an estuary airport. Jon was first in on what turned out to be a lively debate, noting the complete disregard panellists had for the threat of climate change. Indeed he had informed the Airport's Commission, at the meeting earlier that week, that the industry had no credible response to the issue and it was inconceivable that the public and politicians would still support the expansion of polluting industries by 2040. The No Estuary Airport campaigners also vigorously

attacked the case put forward for an estuary airport, carrying their arguments on in the reception held after the debate.

As others have found, the No Estuary Airport campaigners will probably spend the rest of their days fighting the various schemes that continue to emerge.

World Bank study shows carbon footprint of First Class passengers can be up to 9 times that in Economy

The World Bank Group seeks to offset the travel of its staff. The Bank acknowledges that passengers in premium (First and business) classes on a plane have a higher carbon footprint, so they have recalculated the World Bank Group footprint from their air travel, taking the class of travel into account. The Bank estimates that emissions per passenger in First Class can be as much as 9 times as high, and those in Business class can be 3 times as high, as those in Economy class.

Those in premium classes not only have larger seats and more space per passenger (meaning that there can be fewer passengers, overall, in the plane) but there is often a lower load factor (the proportion of seats occupied) and they can take on more luggage (meaning more fuel has to be used to transport it). A Guardian journalist looked into the class issue in 2010 and concluded that the more passengers pay for a square metre of cabin, the more profit the airline makes and the more the premium travellers subsidise the cheaper classes of tickets. "Put another way, if no one flew business or first class, the price of economy travel would have to rise, leading ultimately to lower occupancy rates, fewer flights and less global warming." 16.6.2013
<http://www.airportwatch.org.uk/?p=1215>

Questions asked by London Assembly about the BA plane with a burning engine flying over millions of Londoners

Richard Tracey, London Assembly Member for Merton and Wandsworth, has written to Heathrow authorities to ask why the BA aircraft with its engine ablaze was routed to fly back into Heathrow in May, rather than being diverted elsewhere. The response from Heathrow's Government Relations Manager: "The normal procedure in these circumstances is for the Captain to decide what is the safest course of action, and this is what happened in this case. This is an approved procedure."

Richard Tracey commented that the plane flew over Slough, Watford, parts of Essex, Battersea, Putney, Chelsea, Fulham, Hammersmith & Hounslow. "This is complete madness. Three or four million people on the ground were put at risk and thousands of travellers from Heathrow had their flights cancelled." "We are now seriously considering taking this further, including talks with Heathrow and British Airways." 1.6.2013 <http://www.airportwatch.org.uk/?p=3757>

The 50,000 mile journey of Wimbledon's tennis balls during their production

Research has found that the components that make up a Slazenger champion grade tennis ball for use at Wimbledon travel over 50,000 miles and across four continents during the ball's production. Much of it by air. The balls are produced in the Philippines. Wool travels by air from New Zealand to Stroud (UK) to make the felt; that is then shipped by air to the Philippines; clay is shipped from South Carolina in the USA, silica from Greece, magnesium carbonate from Japan, zinc oxide from Thailand, sulphur from South Korea and rubber from Malaysia to Bataan (Philippines) where the rubber is vulcanized. Slazenger shut down its factory in Barnsley in the early 2000s and moved the equipment to Bataan in the Philippines. They still get the felt from Stroud, as it requires a bit more technical expertise but that adds a lot of air miles. Dr Johnson said: "It is one of the longest journeys I have seen for a product." Presumably because air transport is cheap. 26.6.2013
<http://www.airportwatch.org.uk/?p=1122>

ABTA publicises report, to be submitted to Airports Commission, on value of leisure aviation to UK economy

ABTA has publicised some findings of a report it has commissioned from CEBR on the value of leisure aviation to the UK economy. This report is not yet publicly available, but is being presented to the Airports Commission at its evidence session on 9th July in Manchester. ABTA's report says that - (predictably) - the travel industry - which largely takes Brits to holiday abroad, or visit relatives abroad, makes a huge contribution to the UK economy. It says this makes up 1.1% of UK GDP and is a direct value to the UK economy of £14.1 billion per year. It says "when taking account of the economic impact of leisure aviation in the wider economy, this value rises to £36.1 billion, or 2.8% of GDP." They also claim that leisure aviation supports about 1.2% of total UK employment and equates to 289,000 full-time jobs across the whole of the UK. [In reality, the DfT confirmed in 2012 that the aviation industry supports about 120,000 jobs in the UK and supports many more indirectly.]

Much the same analysis could actually be done for many other sectors of the economy - with similar conclusions.

ABTA and the CEBR produced a report in May 2012 claiming that UK outbound holiday makers spend about £31.2 billion per year in the UK before their trip, including the cost of travel, which is double counted from another sector]. <http://www.airportwatch.org.uk/?p=3835>

Total and Amyris working on jet fuel from GM yeasts using sugarcane

This is a French Initiative for Future Aviation Fuels, which wants to produce and commercialise alternative, allegedly renewable and sustainable aviation fuels in France. Amyris is using genetically-modified yeasts which metabolise sugars from sugarcane (ie. competing with human food) or sweet sorghum for the process, which produces a broad range of molecules via Biofene. If there is margin of around 24 US cents per gallon between the cost of the sugar feedstock and the fuel, it might be profitable to use sugar. They expect the fuel might be commercially available by 2014. 21.6.2013 <http://www.airportwatch.org.uk/?p=3809>

Siemens & LanzaTech to develop fuel from steel industry waste CO2 & CO

The iron and steel industry worldwide produces huge volumes of carbon dioxide and carbon monoxide - around 6.7% of global CO2 emissions. The process captures the CO and CO2 and uses these through a patented biological fermentation to produce chemicals including bioethanol. LanzaTech says the process does not compete with food production - (but could the waste CO2 not be used in greenhouses etc in order to promote growing of food crops?). Any fuel burnt in jet engines at high altitude probably has about twice the climate impact of the same fuel burnt at ground level, so these biofuels could more sustainably be used for road vehicles. Virgin wants to fly a demonstration flight on this during 2013 and then more in 2014. 20.6.2013 <http://www.airportwatch.org.uk/?p=766>

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
- Watch plane movements in real time over the UK FlightRadar <http://www.flightradar24.com>
- Website showing contrails around many key world airports http://contrailz.com/11_9_b0bt_yq
- For daily transport news in the UK - **Transportinfo** at <http://transportinfo.org.uk/>
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