

HEATHROW

Page 2

- Heathrow 3rd runway unanimously recommended by Airports Commission, but with conditions
- Government will make a statement on runway in late autumn, probably followed by a public consultation

Page 3

- Cabinet 'stitch-up' on Heathrow: Cameron chairing runway sub-Committee, locking out ministers who oppose 3rd runway
- Plane Stupid activists invade Heathrow, locking themselves together, in protest on northern runway

Page 4

- Protester whose Harmondsworth home would be destroyed by 3rd runway, blocks Heathrow tunnel for half an hour
- Villagers turn to civil disobedience in battle against third runway at Heathrow
- Air travel makes you happy, says the Airports Commission. That's why we need more runways

Page 5

- NEF says Heathrow runway might improve well-being for a minority now, at the expense of reduced well-being for future generations
- Heathrow rules out paying £5 billion for road & rail works - wants taxpayer to pay
- John Holland-Kaye reluctant to accept conditions on Heathrow runway set by Airports Commission

Page 6

- Heathrow campaigners provide the (suit)case against the runway, in holiday reading material for David Cameron

Page 7

- LAANC (Local Authorities Aircraft Noise Council) to consider legal action against "biased and flawed" Airports Commission report
- MP's Environmental Audit Committee launch inquiry into Heathrow 3rd runway impacts
- Murad Qureshi blog: So what does the Competition & Market Authority (Competition Commission, as was) think of Heathrow expansion?

Page 8

- Slough Council secret deal with Heathrow includes gagging order, making it impotent in fighting for a better deal from Heathrow for 3 – 4 years
- SNP, which won just 1.45 million votes in the election, says it will decide the vote on a SE runway

Page 9

- Grouping of councils opposed to Heathrow runway call on Government to dismiss Airports Commission report
- Heathrow gets 270 businesses to ask David Cameron to support building 3rd runway
- Report finds air pollution kills 9,500 Londoners

Page 10

- Richmond parties unite to fight "deeply flawed" Heathrow expansion report
- Surrey County Council leader says Heathrow runway would require 70,800 new homes and 56 new schools
- Aviation Environment Federation says Heathrow runway recommendation is beset with environmental hurdles

Page 11

- Environmental case for new Heathrow runway has 'Airbus-sized holes' in it
- "Government airbrushes aviation's non-CO2 greenhouse gas emissions" – new report
- Caroline Lucas blog: "Heathrow might have been his answer, but Davies was asking the wrong question"

Page 12

- Committee on Climate Change confirm aviation CO2 must remain capped – putting new runway into question
- WWF comment the CO2 problem a new runway would cause government
- Stansted airport night flight warning if the flights are banned from Heathrow

EVERYWHERE OTHER THAN HEATHROW

Page 13

- Heathrow, Gatwick and London City airport community groups united against new runway decision
- In initial response to Airports Commission, Gatwick says report wasn't sufficiently balanced, fair or well evidenced

Page 14

- Gatwick now says it will "carry out a fresh review of the whole situation" on Gatwick westerly arrivals
- easyJet agrees to bring forward modification of its A320s using Gatwick, to get rid of the "whine"

Page 15

- Luton has plans for direct rail line to cut train journey from central London to 20 minutes
- Prestwick Airport losing still more money – Scottish Government may have to "lend" up to £25 million by end of 2016
- Edinburgh Airport's new TUTUR flight path trial started 25th June

Page 16

- Leeds Bradford airport expansion plans need 36.2 hectares of green belt land owned by Leeds Council
- MEPs demand end to aviation tax breaks, but fudge investor protection in trade deal

Page 17

- Treasury opens consultation on protecting regional airports from impact of devolving APD
- French court rules against environmental challenges by opponents of new Nantes airport
- Many thousands of determined opponents of new Nantes airport gather before final court decision

Page 18

- Federal Court gives clearance for Munich airport 3rd runway – environmentalists fight on
- Ciudad Real airport, cost €1.1 billion to build, sold for €10,000 to Chinese group, perhaps for cargo airport
- Blog from The Carbon Brief: Aviation's battle to limit rising emissions – maybe only by limiting demand growth

Page 19

- Levy on frequent leisure flyers proposed to make airport expansion unnecessary
- Useful info

Heathrow 3rd runway unanimously recommended by Airports Commission, but with conditions

The Airports Commission's final report recommends that a 3rd runway (the north-west option) should be built at Heathrow, but only if it can meet conditions on noise and air pollution. Those conditions should include a ban on night flights, legally binding caps on noise and legislation to rule out ever building a 4th runway. The Commission said their view was "clear and unanimous" that Heathrow's runway proposal was the strongest, delivering the greatest strategic and economic benefits, and they hoped the conditions would make the airport a "better neighbour" than today.

The 12 conditions are (Page 10 of the report): Report at <http://tinyurl.com/AC-Final-Report>

- A ban on all scheduled night flights from 11.30pm to 6am.
- Predictable respite from noise to be more reliably maintained
- A legally binding "noise envelope"
- Compensation for those who would lose their homes at full market value plus an additional 25% and reasonable costs
- Heathrow should be held to its commitment to spend more than £1 billion on community compensation
- No 4th runway – the government should make a firm commitment in Parliament not to expand further
- A noise levy on airport users to compensate local communities
- A legal commitment on air quality (so air quality at sites around the airport will not delay compliance with EU limits.)
- A Community Engagement Board to let local people have a say, with influence on compensation
- An independent aviation noise authority to be consulted on flight paths and airport operating procedures
- Training and apprenticeships for local people.
- A major shift in mode-share for those working at and arriving at the airport should be incentivised

Legislation against a 4th runway could be overturned, though constraints on flight paths and airspace might make it impractical. Heathrow is already arguing that it should not meet the night flight condition. The government must now decide whether to act on the recommendation - by autumn (November?) or before Christmas. Though the Airports Commission recommended Heathrow, it has left Gatwick runway as a viable (though undesirable) option if Government find Heathrow too difficult to force through. The Commission has now been wound up. 1.7.2015 <http://www.airportwatch.org.uk/?p=26827>

Government will make a statement on runway in late autumn, probably followed by a public consultation

It seems likely that the government will indicate its preference for the location of a new runway before Christmas (could be in November). That will be a statement by Secretary of State, Patrick McLoughlin, who is expected to set out a "clear direction" - rather than making a hard and fast decision. There is then likely to be a public consultation by government.

The DfT said: "The government is now carefully considering the evidence before making a decision ... Further consultation will be required as part of any decision-making process and to secure planning consents." A Treasury spokesperson later said consulting widely with residents would be expected: "You would criticise us if we didn't consult on a decision this big." A consultation may be a way for the Cabinet to try to resolve their internal split on Heathrow, as key Ministers have constituency reasons for being strongly opposed to a Heathrow runway. 14.7.2015 <http://www.airportwatch.org.uk/?p=27013>

Cabinet ‘stitch-up’ on Heathrow: Cameron chairing runway sub-Committee, locking out ministers who oppose 3rd runway

On the day MPs left for their summer break on 21st July, the Cabinet Office slipped out the names of 10 senior Tories on the **Economic Affairs (Airports) sub-Committee**. This committee will consider what to do about a new runway. There are concerns that the committee's membership deliberately excludes the Cabinet members (Justine Greening, Philip Hammond, Theresa May, Theresa Villiers, Greg Hands - and even Boris).

Chaired by David Cameron, the sub-committee includes vocal supporters of a 3rd Heathrow runway including Chancellor George Osborne and Business Secretary Sajid Javid. Also on the Committee are: Transport Secretary Patrick McLoughlin, Environment Secretary Liz Truss, Scotland Secretary David Mundell, Communities Secretary Greg Clark, Energy Secretary Amber Rudd, Cabinet Office minister Oliver Letwin and Chief Whip Mark Harper.

The make-up of the Committee is seen as indicating that David Cameron is ready to over-rule concerns from ministers who oppose the runway, and suggests the final decision will not be made by the Cabinet as a whole. John Stewart, Chair of HACAN, said: 'It certainly looks like a stitch-up. It could be Cameron is going for a solution he believes will work in the short-term but could backfire in the medium term because some of the Cabinet ministers who are against a third runway feel so strongly that it could be a resigning issue. Zac Goldsmith commented (on Twitter) words to the effect that if PM does not have confidence in his Home Secretary and Foreign Secretaries to make a decision on a runway, he should sack them.

22.7.2015 <http://www.airportwatch.org.uk/?p=27168>

Plane Stupid activists invade Heathrow, locking themselves together, in protest on northern runway

At around 3.30am a group of 13 climate change activists from the group Plane Stupid cut a hole in the perimeter fence at Heathrow, and set up a protest on the northern runway. They set up a tripod of metal poles, and metal fencing panels, and locked themselves onto these. Some were attached by D locks around their necks, onto the fence. Others used arm locks (two people's arms linked together by carabinas, inside a hard tube) to make it difficult for police to remove them. The first flights arrive at Heathrow from around 4.30am. Flights were delayed while the airport needed to shift runways, and 22 flights were cancelled. Police arrived on the scene shortly after the protest was set up. Six protesters were removed quite quickly and all 13 were arrested.

The protest was due to the recommendation of the Airports Commission that a 3rd Heathrow runway should be built. Besides the serious negative impacts of the runway on noise, air pollution, destruction of Harmondsworth, huge costs to the taxpayer and considerable social disruption for miles around, the issue which has been glossed over is the CO2 emissions that the runway would create from greatly increased flights, many long-haul.

The Commission itself was aware that a new runway would mean the UK could not achieve its aviation carbon cap, and make it less likely the UK could meet its legally binding carbon target for 2050. The activists will appear in Uxbridge Magistrates court on 19th August, charged with aggravated trespass and entering a security restricted area of an aerodrome. 13.7.2015 <http://www.airportwatch.org.uk/?p=26982>



Two protesters arm-locked together lying on the runway.

Protester whose Harmondsworth home would be destroyed by 3rd runway, blocks Heathrow tunnel for half an hour



A blockade of Heathrow's road access tunnel to Terminals 2 and 3 brought traffic to a halt for over 20 minutes around midday on 2nd July. The Heathrow north-west runway would require the destruction of over 1,000 homes in Harmondsworth, Longford and Sipson with a further 3,000 homes made uninhabitable due to excessive noise and air pollution.

Neil Keveren, a Harmondsworth resident, used a large white van to block both lanes to incoming traffic. He then unfurled a banner that covered the side of his vehicle to face the stationary traffic saying, "Residents Against Expansion – No ifs, no buts, no third runway". The banner refers to David Cameron's pledge prior to the 2010 election. His entirely peaceful protest was only ever intended to last 20 minutes, to avoid disruption to the airport. His co-operation enabled the police to avoid an evacuation procedure that would have caused further disruption to traffic. Neil made it clear his action was a personal protest, and was not part of his role as Chair of the Stop Heathrow Expansion (SHE) campaign.

His action was supported by many local residents. Neil appeared at Uxbridge court on 20th July and was fined £895 (£600 with various costs). Local MP, John McDonnell, attended court, to support Neil, and commented afterwards

that unfortunately it is sometimes necessary for normally law abiding citizens to break the law, to defend democracy. 2.7.2015 <http://www.airportwatch.org.uk/2015/07/26823/>

Villagers turn to civil disobedience in battle against third runway at Heathrow

Writing in the Guardian, Sandra Laville reports on how some residents of the Heathrow villages, facing eviction and loss of their homes and communities, refuse to be cowed by the airport threat. Some, who have never broken the law before have been forced by circumstances not of their choosing, to adopt civil disobedience as they fight to save their way of life. Some of the 13 activists from Plane Stupid, who cut through Heathrow's perimeter fence and occupied land close to the northern runway last week came from Sipson. They felt their actions were justified not only because of the homes to be bulldozed and the community to be lost, but because of the hugely increased carbon emissions that a runway would cause.

One commented: "I find the whole idea of direct action and of being arrested very stressful. But I feel it has to be done." Another said: "...we are not big corporations, we are not Boris Johnson, we don't have resources at our disposal other than our bodies." Some think this may become like the long battle for Greenham Common. 20.7.2015 <http://www.airportwatch.org.uk/?p=27112>

Air travel makes you happy, says the Airports Commission. That's why we need more runways

The Commission changed its arguments sharply between its 2013 interim report and the final document. Initially the idea was that there was a need for a runway because of a rising need for business air travel, and vital business routes. Interestingly, in its final report, the AC - realising that the demand for business flights is not growing - has switched to saying it is good for leisure travellers. At Heathrow only at the most 30% of passengers are on business. The majority are on holiday, and the rest visiting friends and relatives (VFR). The AC says because air travel and holidays make people happy, put them in a better of mind and give a feeling of well-being, a runway is needed so we can fly even more than we already do. This runway if ever built would, unavoidably, be mainly used for ever more leisure trips. Nothing to do

with emerging economies or connectivity, unless the business people help make fares cheaper for the tourists, and vice versa.

Having an annual holiday is associated with greater happiness - whether taken by plane or other modes of travel. Nobody will be surprised at that. People who are able to take holidays tend to be happier than those that do not. (People involuntarily living with the adverse impacts of an airport may have lower well-being and be less happy and future generations?). 4.7.2015 <http://www.airportwatch.org.uk/?p=26846>

NEF says Heathrow runway might improve well-being for a minority now, at the expense of reduced well-being for future generations

The Commission's report justified a new runway for the extra feelings of well-being that leisure flying brings people, stating: "Leisure flights have a high social value. Empirical analysis focused on passengers travelling on holiday or to visit friends and family has shown how the access to leisure travel affects mental health and wellbeing. The findings demonstrate these patterns of travel are associated with higher levels of life satisfaction, general and mental health, and happiness." The research for the Commission was looking at trips for holidays or VFR.

NEF (New Economics Foundation) suggests this was the wrong question, and the Commission should have considered how to achieve sustainable, equitable well-being for the whole population, and decreasing inequalities in well-being. As 70% of the total number of flights are taken by only 15% of the population, unsurprisingly, those who do fly are also, on average, richer. So increasing air travel for the affluent has the potential to maintain or even increase existing well-being inequalities. This means a trade-off between the well-being of a minority of wealthier-than-average people now, against both the well-being of poorer people – as well as the future generations who stand to lose the most from unsustainable policies now. 8.7.2015 Pause for thought? <http://www.airportwatch.org.uk/2015/07/26906/>

Heathrow rules out paying £5 billion for road & rail works - wants taxpayer to pay

The Airports Commission left the matter of who would pay for the approximately £5 billion needed to tunnel a section of the M25, and other surface access improvements, vague. The assumption has been made that the taxpayer would have to fund this, though the Airports Commission suggested that Heathrow would be able to find the funding from its investors for this.

Now the CEO of Heathrow has dismissed the suggestion that the airport foots the £5 billion bill for road and rail work if a 3rd runway is built. Huge road engineering would be needed, to have the runway going over the motorway. John Holland-Kaye has ruled out paying for the surface access work. Though the government funds road and rail improvements under normal circumstances, tunnelling the M25 and dealing with hugely increased road traffic using an airport 50% larger than at present are not normal circumstances. Especially in times of huge economic savings being necessary in public finances, with the Df T budget to be cut by 40%.

The Commission's final report said it considered the runway was commercially viable "without a requirement for direct government support. This remains the case even in a situation where the airport is required to fund 100% of the surface access costs." This would be by Heathrow "raising both debt and equity finance. This finance is then serviced through subsequent revenues and refinancing by the airport operator." 24.7.2015 <http://www.airportwatch.org.uk/?p=27215>

John Holland-Kaye reluctant to accept conditions on Heathrow runway set by Airports Commission

The Airports Commission set out a short set of conditions Heathrow would have to meet, to be allowed to build a 3rd runway. These conditions are not very onerous. These included a ban on all flights between 11.30pm and 6.00am, better air quality, a legally-enforced "noise envelope," that Heathrow should be held to its pledge to spend over £1bn on community compensation – and no 4th runway, ever.

But already, John Holland-Kaye, CEO of Heathrow, says the airport is not yet prepared to accept the conditions and is “still assessing” them. “We’ll have to see how it fits into all the other things we’re doing,” and “I’m sure there is a package in there that we can agree with our local communities, with the airlines and with Government.” “We need to talk with government and airlines. There’s a conversation to be had over the next few months as the government assesses the report.”

Heathrow does not like the prospect of having to ban scheduled night flights between 11.30pm and 6am. Holland-Kaye said banning early-morning arrivals would impact on lucrative business routes: “We have a significant number of routes to Hong Kong and Singapore.... It’s very popular because it’s an important route.”

Quite why conditions to be imposed on a runway to protect the public need to be agreed by the airport itself, not just imposed on it, is a mystery. Lord Adonis said the noise envelope, which the commission said might stipulate that there should be “no overall increase above current levels”, was one of the “weaknesses” of the Commission's report. It is not even clear what it even means - “total incidence of noise, high levels of noise, noise in particular communities”. Manifestly adding another 50% more planes will increase the overall amount of noise.

7.7.2015 <http://www.airportwatch.org.uk/2015/07/26879/>

Heathrow campaigners provide the (suit)case against the runway, in holiday reading material for David Cameron



On 20th July, the day before Parliament broke for its summer recess, campaigners from national organizations and local groups opposed to expansion at Heathrow (organised by HACAN) packed a holiday suitcase for David Cameron’s summer holiday - with material they believe he should read and view on his holiday before he makes up his mind on a 3rd runway.

They were joined by the new Twickenham MP Tania

Mathias and Baroness Jenny Tonge, the veteran opponent of Heathrow expansion. Some of those at the event were campaigners from Greenpeace, FoE, CBT, AEF, SHE, RHC and CAIAN.

Items packed into the suitcase included "Heat," a climate change book by George Monbiot; a video showing Harmondsworth; the most recent IPCC report; AirportWatch briefings on economics, noise, carbon emissions, and air quality; maps showing areas of London to be impacted by flight paths from a 3rd runway; a "No Ifs, No Buts, No third runway" beach towel; and John Stewart's book "Why Noise Matters."



The case was then wheeled off in the direction of Downing Street. HACAN chair John Stewart said, “This diverse range of groups gives a flavour of the formidable opposition David Cameron will face if he gives the green light to a third runway.” 20.7.2015 <http://www.airportwatch.org.uk/?p=27096>

LAANC (Local Authorities Aircraft Noise Council) to consider legal action against “biased and flawed” Airports Commission report

LAANC, the Local Authorities Aircraft Noise Council, has said it is considering a legal challenge over the huge gaps and deep bias of the Airports Commission (AC) recommendation. It will wait for a full report from its legal team before deciding its next steps. Founded in the 1960s to enable local authorities to collaborate on tackling noise pollution from Heathrow, LAANC now addresses any form of disturbance.

Its director Colin Stanbury, said his initial view was that the AC report contained serious gaps, including the flawed benefits methodology used, which dramatically overestimated the economic benefit. There are serious concerns about the number of houses that would need to be built. "There was incredulity that Sir Howard had allowed Heathrow's claim to stand that the massive cost of surface access changes would be picked up by the taxpayer ..." Air quality claims in the report were considered to be beyond common sense. And so on, for many issues including noise and air freight. But the Commission has now been wound up, and legal challenge may not be possible until there is a government report.

The LAANC will produce its own non-technical summary before end of summer to help people digest the AC report and analysis. The 2M group of councils is also taking advice on a possible legal challenge.
23.7.2015 <http://www.airportwatch.org.uk/?p=27205>

MP's Environmental Audit Committee launch inquiry into Heathrow 3rd runway impacts

Parliament's Environmental Audit Committee (EAC) has launched an inquiry into the implications for government commitments on air quality, noise and CO2 of a Heathrow 3rd runway. The Airports Commission, in recommending a Heathrow runway, said this should be subject to environmental and air quality mitigation measures.

This includes binding commitments on NO2 and particulates, so that compliance with EU limits will not be delayed any further. EU air quality standards are at risk from increased road traffic for a larger Heathrow. EU limits for NO2 around Heathrow are already being exceeded.



On increased aircraft noise, which would be unavoidable from a 3rd runway, the Commission proposed an aviation noise levy to fund mitigation measures, an independent aviation noise authority and a legally binding “noise envelope.” None of which really address the problem of up to 50% more flights, with the inevitable noise. The EAC inquiry is requesting submissions (deadline 3rd September) on whether proposed mitigations set out by the

Airports Commission are realistic and achievable, and what the implications of adopting or not adopting those policies and mitigations are for wider government policy. The new Chairman of the EAC is Huw Irranca-Davies, since Joan Walley stepped down. Other EAC members are Rory Stewart and Caroline Lucas. 23.7.2015 <http://www.airportwatch.org.uk/?p=27190>

Murad Qureshi blog: So what does the Competition & Market Authority (Competition Commission, as was) think of Heathrow expansion?

Murad writes: Now we have had the report from Airport Commission recommending expansion of Heathrow it strikes me we have to wonder if it really is better for passengers - notwithstanding the obvious adverse impact on the quality of life for those near Heathrow or under its flight paths. It would effectively recreate a monopoly at Heathrow that will suck in long haul connections from the regions of the UK and

drive up prices for passengers. It will mean passengers will be forced to take long haul air journeys via Heathrow, with very clear implications to consumer welfare. Heathrow already has a stranglehold on the market for US trips, and £ for £, these are more expensive than similar length trips to Asia.

"The irony is that the Competition Commission (now the Competition & Market Authority) in 2011 broke up the monopoly that BAA had over airports in London and South-East when it owed all three major ones.""Now it appears Heathrow Holdings PLC [with a 3rd runway] ...looks like becoming a private monopoly of long haul flights if Davies' recommendations are accepted by the government. The matter needs referring back to the Competition & Market Authority, for the sake of the consumer and travelling public if nothing else."

4.7.2015 <http://www.airportwatch.org.uk/2015/07/26905/>

Slough Council secret deal with Heathrow includes gagging order, making it impotent in fighting for a better deal from Heathrow for 3 – 4 years

Residents of Colnbrook, close to Heathrow and due to be badly affected by a 3rd runway, submitted a FoI request to get the details for the secret, but legally binding, deal done between Slough Borough Council and Heathrow airport. The details of the deal are worrying. It has emerged that Colnbrook, and help for the residents, do not feature in the deal. Residents expected that their council would have argued for "world class" compensation and mitigation. It seems they have not.

As well as a boost for investment in the town and improved access from central Slough to the airport, the secret agreement sees Heathrow commit to supporting the Council's representations to Government to seek compensation for lost business rates, put by the council itself at up to £10 million earlier this year.

In return, however, Cabinet is legally bound to giving public support for the airport until final permission, is granted. By this Slough Council has accepted what amounts to a self-imposed gagging order, unable to criticise Heathrow for several years, until Heathrow is granted a Development Consent Order (DCO). That would be at least three years away, possibly four. Rather than the 6½ hours with no night flights, the agreement says: "Heathrow commits not to schedule night flights for 5 hours each night and to work to ensure longer periods without night flying as far as practicably possible." Heathrow will offer houses, which it has to buy up as noise and pollution are too bad, to Slough Council at preferential rates.

The agreement (3 pages) is here <http://tinyurl.com/Slough-HAL>

23.7.2015 <http://www.airportwatch.org.uk/?p=27180>

SNP, which won just 1.45 million votes in the election, says it will decide the vote on a SE runway

The SNP have 56 MPs, and each was only voted by an average of about 23,000 voters, which is a much smaller number than even Conservative MPs, and massively less than LibDems, UKIP or the Greens. Nevertheless. Nicola Sturgeon says the SNP will decide on whether a runway is built at Heathrow or Gatwick (they are not wise enough to appreciate no runway is needed).

The SNP transport spokesman Drew Hendry said the party was "neutral" between Heathrow and Gatwick, while earlier it had been thought they favoured Heathrow. The SNP will "negotiate" with both airports, to see which gives them a better deal and they will vote for whichever gives Scottish people the cheapest fares. They also want "guaranteed connections with international flights" which Scotland has not been able to provide for itself – and which would be more difficult to make successful if Heathrow monopolises the market.

The SNP is aware that people in England, especially those to be adversely affected (or evicted from their homes) by a runway did not get the chance to vote for or against the SNP. The runway is largely an English matter. But Zac Goldsmith warned SNP MPs would be "crossing the line in terms of our democracy" if a deal is struck for cheaper flights for Scottish travellers in return for votes. (Combined anti-Heathrow party votes of LibDems, UKIP and Greens were 7.45 million. SNP votes were 1.45 million).

21.7.2015 <http://www.airportwatch.org.uk/?p=27134>

Grouping of councils opposed to Heathrow runway call on Government to dismiss Airports Commission report

Councils around Heathrow and across West London have called on the Government to rule out a 3rd Heathrow runway - and to dismiss the Airports Commission's final report. The local authorities say the legal, political and environmental barriers to expansion are insurmountable and that communities around the airport should be spared the anxiety of a long drawn out process.

They also criticised the Commission for suggesting a ban on night flights should follow the delivery of a new runway, instead of being imposed straight away. They argue that the airport and airlines have to prove they can actually deliver a night flying curfew before it's used as a bargaining chip.

The councils (including Wandsworth, Hillingdon, Richmond, Windsor and Maidenhead, and Kingston - and others in the 2M grouping) say other key weaknesses in the Commission's analysis include air pollution, with the ludicrous situation whereby could only be used if air quality targets are met - so the runway, at huge cost to the taxpayer, might not be used. And on flight paths, where there is still no indication where these would be, until a further review of airspace. The councils say it is unacceptable that after £20 million and 3 years of work the Commission cannot confirm which communities will be affected by noise. 2.7.2015 <http://www.airportwatch.org.uk/2015/07/26963/>

Heathrow gets 270 businesses to ask David Cameron to support building 3rd runway

Heathrow has got some 270 business people, many from companies with a clear direct financial interest, to write an open letter to David Cameron to ask him to get on quickly with building a Heathrow runway. They make the usual claims about the lack of a runway holding back the growth of UK business across the UK, and of limiting future investment in the UK.

The actual connection between the runway, and all these good things, is never clearly set out, and the runway would in reality largely be used for holidays or visiting friends and family. The business people say in their letter that the runway would "improve connectivity both within and outside the UK, driving exports and stimulating growth across the country." Curiously, they never mention stimulating imports.

They want the UK to be macho and show it is willing and able to "take the steps needed to maintain its position as a well-connected open trading economy in the 21st century" and "doing nothing will put Britain's economy in a perilous position." It claims "a majority of people in Heathrow's local communities" back the runway (no evidence is given). Meanwhile Heathrow is encouraging passengers to send an easy-to-fill-in-with-no-effort postcards, to David Cameron, asking him to expand Heathrow immediately. Daniel Moylan tweeted: "Move fast on Heathrow? Before we work out the cost to taxpayer and passenger and the harm to residents? Got it." 19.7.2015 <http://www.airportwatch.org.uk/?p=27083>

Report finds air pollution kills 9,500 Londoners

A new study by Kings College, London, commissioned by the GLA and TfL, has shown that London's air pollution killed 9,500 people in 2010. It showed that about there were about 3,530 early deaths in 2010 due to PM2.5s, and about 5,870 deaths from NO2 (ie a total of about 9,410 in 2010). NO2 is largely created by diesel cars, lorries and buses, and affects lung capacity and growth. The findings have prompted Boris to renew his calls for abandoning the expansion of Heathrow Airport on air quality grounds, saying: "My greatest priority remains to protect the well-being and environment of Londoners." Roads around Heathrow are among those in breach of EU rules. Johnson's office said that the latest study means "the government must now rule out expansion of Heathrow."

Boris now says he will not resign as Mayor, or as MP for Uxbridge, if the Conservative party back a Heathrow 3rd runway. He had earlier said he would lie down in front of the bulldozers to stop it. Now he says "I don't think the Heathrow third-runway option has ever been credible ... It's just going to be politically undeliverable, and we need a better long-term solution." But Zac Goldsmith has said he would resign as an MP, and stand as an independent, if the Tories back the Heathrow runway. 19.7.2015 <http://www.airportwatch.org.uk/?p=27079>

Richmond parties unite to fight “deeply flawed” Heathrow expansion report

Conservative Council leader of Richmond, Lord True, launched a scathing attack on the "wretchedly predictable" Davies Commission recommendation for Heathrow. He called for a cross-party campaign against a 3rd runway. Lord True cited failures to address noise pollution, air quality, security issues and a "questionable loading of the economic dice in favour of big Heathrow" in the "deeply flawed" report and said Richmond Council would never accept expansion in any form.

Lord True lambasted the "contemptible" attitude of Davies committee members and quoted from a section of the report that claimed the negative effect of aircraft noise on people's happiness was less than the negative effect associated with living in social housing. He said that was a shameful comparison.

He called for a "fighting fund" to be set up to legally challenge expansion. Leader of Richmond's Liberal Democrats, Gareth Roberts, was delighted to second a motion calling for a special standing committee to fight expansion. Richmond will also work with other, similarly opposed local authorities. 9.7.2015

<http://www.airportwatch.org.uk/?p=26940>

Surrey County Council leader says Heathrow runway would require 70,800 new homes and 56 new schools

Surrey County Council leader, David Hodge, says Surrey will require investment in infrastructure if there is a 3rd Heathrow runway. Speaking at the RunwaysUK conference David Hodge said that 70,800 new homes would need to be built in the local area near Heathrow over the next 15 years. This area is made up of 14 boroughs, including Spelthorne and Runnymede. The growth in population also means an additional 50 new primary schools and 6 secondary schools would be essential. He said: "We are not against expansion of either Gatwick or Heathrow... but we can only support expansion if the necessary investment in local infrastructure is put in place first."

There need to be significant transport improvements in the area for a Heathrow runway, including adding a 4th lane to the M25 between junctions 10 to 16. Also a new rail service to Waterloo from Heathrow, and more coach and bus links to Camberley, Woking and Guildford would be needed. He added that is not the only priority if there is expansion: "investment will need to go well beyond improving transport links."

Transport for London put the cost of work needed at about £20 billion. <http://tinyurl.com/oe3keg6> [All this comes at a cost to the taxpayer - and would not be paid for by Heathrow.] 12.7.2015

<http://www.airportwatch.org.uk/?p=26969>

Aviation Environment Federation says Heathrow runway recommendation is beset with environmental hurdles

The Aviation Environment Federation (AEF), the national environmental campaigning organisation representing community groups around the UK's airports, said the government should reject the Airports Commission's recommendation, given its insurmountable environmental impacts and widespread opposition. "Every government that has ever considered Heathrow expansion has ruled it out once the full scale of the environmental impacts has become clear."

People living around Heathrow are already exposed to more noise than at any other airport in Europe. Hundreds of thousands around Heathrow would be overflown for the first time if a new runway is built.

On air pollution AEF says the UK has a legal obligation to meet EU air quality legal limits and the Airports Commission still cannot say confidently whether or not air quality reduction with a runway would be legal. On carbon emissions, AEF says that according to the Airports Commission's own analysis, a Heathrow or a Gatwick runway would, on current technology trends, lead to breaches in UK aviation's CO2 emissions cap, even if the sector was included in a global carbon trading scheme. The only solution could be to limit growth at other airports - or (unpopular) to substantially increase the cost of flying.

3.7.2015 <http://www.airportwatch.org.uk/?p=26852>

Environmental case for new Heathrow runway has ‘Airbus-sized holes’ in it

The Airports Commission said the new runway should come with severe restrictions and be compatible with UK climate change and air pollution targets. But Greenpeace dismisses the Commission's calculations. Their UK chief scientist Dr Doug Parr said: "When it comes to carbon emissions the Davies' analysis has holes big enough to fly an Airbus through. His claim that a new runway could be compatible with the UK's climate targets is based on the unrealistic assumptions like the need for a 6,600% rise in carbon taxes, rose-tinted estimates about improvements in aircraft efficiency, and false solutions like biofuels....This is just a smokescreen to hide the obvious fact that a new runway will almost certainly derail our legally-binding climate targets. In the year the world is coming together to tackle climate change, we should be talking about how to manage demand, not where to store up a new carbon bomb." Friends of the Earth's Andrew Pendleton commented: "The UK will be a laughing stock if it turns up at crucial climate talks in Paris later this year, claiming global leadership while at home having nodded through new runways, killed its onshore wind industry and foisted fracking on communities that don't want it." 1.7.2015 <http://www.airportwatch.org.uk/?p=26793>

“Government airbrushes aviation’s non-CO2 greenhouse gas emissions” – new report

It been recognised for many years that the climate change impacts of aviation extend well beyond those of carbon dioxide (CO2), due to jet fuel being burned at high altitude, creating a range of effects - including formation of cirrus cloud from contrails.

But this fact is largely ignored by the government and its agencies. A new report, produced for AirportWatch, examines the reasons for this and proposes an ‘index’ which will help to ensure that the issue of non-CO2 gases is properly accounted for. Though DECC continues to use a multiplier of 1.9 for the CO2 alone, in its conversion factors, the issue of the non-CO2 impacts has been systematically downplayed by the UK government and its associates over recent years.

While ‘scientific uncertainty’ is claimed as the reason to ignore non-CO2, the report considers the real reason is that aviation emissions are an embarrassment to government and others who want to expand airports and air travel. The paper suggests a new index should be developed. To be very conservative, this should be set at a multiplier of 1.6 of the CO2 emissions alone. It would be an interim measure, pending a thorough and independent review of the issue of aviation’s non-CO2 emissions.

Ignoring the non-CO2 impacts of aviation, due to scientific uncertainty, is not acceptable. Using lack of certainty as a justification for ignoring a known issue would not be accepted in other areas. 24.6.2015 <http://www.airportwatch.org.uk/?p=26708>

Caroline Lucas blog:

“Heathrow might have been his answer, but Davies was asking the wrong question”

The Airports Commission final report has merely been asking: Gatwick or Heathrow? Either new runway would cost billions of pounds and cause thousands more people's lives to be blighted by more aircraft flying low over homes, schools and neighbourhoods.

Caroline Lucas considers the AC's failure to properly consider the option of "no new runway" is indefensible. The proposed new runway isn't just bad news for people living nearby - it's extremely damaging to our efforts to meet our climate change targets. The AC knows the CO2 emission from UK aviation would breach the sector's generous targets - even without a new runway.

Other questions should be asked, not just if a runway should be at Heathrow or Gatwick. Such as:

- Should frequent flyers pay more, the more they fly?
- Should public investment, which would be needed to assist a new Heathrow runway, be better spent elsewhere - on local transport?

The runway is not "needed" – there is plenty of airport capacity for every family taking more than two annual trips by air. With different questions asked, there are different answers - not involving another runway. 1.7.2015 <http://www.airportwatch.org.uk/?p=26800>

Committee on Climate Change confirm aviation CO2 must remain capped – putting new runway into question

The Committee on Climate Change (CCC) has told Government it has until 2016 to set out an effective plan for limiting aviation emissions. The Government's official advisory body on delivery of the UK's Climate Change Act used its 5th 'Progress Report' to Government to highlight the need for action on aviation, including constraints on demand.

The CCC says that given the anticipated growth in emissions from the sector, the DfT must set out how it will ensure that emissions from aviation are no higher in 2050 than they were in 2005 (37.5 Mt). The limited scope for improvements in aviation technology mean that demand growth must be kept to no more than 60% above its 2005 level.

Current forecasts of air passenger growth with associated CO2 emissions exceed this level EVEN WITHOUT adding a new runway. With a new SE runway the growth in passenger demand - and thus CO2 emissions - would be even higher. Extensive analysis by the AEF has shown that a new runway would make the aviation emissions cap (37.5MtCO2 annually) impossible to achieve.

Ruling out a new runway is the most obvious first step for the Government to take in response to the CCC's advice. Adding a runway, and then having to deal with the extra carbon problem it has produced, is not an efficient way to deal with the issue.

30.6.2015 <http://www.airportwatch.org.uk/?p=26749>

WWF comment the CO2 problem a new runway would cause government

The CEO of WWF-UK, David Nussbam said: "UK aviation has a serious CO2 emissions challenge. Runway expansion would make the problem worse and the solutions tougher. The Prime Minister should consider that ordinary families, businesses and our environment will gain little from a new runway. Expanding Heathrow would be the worst outcome for the environment. It would lead to the greatest increases in noise, in air pollution, and in climate-damaging CO2 emissions.

"Expanding runway capacity will not make Britain more prosperous, but it will make it impossible for the aviation sector to play its proper role in meeting the UK's emissions targets, to which the Prime Minister and Climate Change Secretary are committed.

"The greater the emissions from aviation, the greater pressure there will be on other businesses to reduce their CO2 emissions even further. If the Government supports the Davies report, they will have to present a plan showing how these reductions will be achieved elsewhere – and at what price to the UK economy and people." 2.7.2015 <http://www.airportwatch.org.uk/2015/07/26953/>

Stansted airport night flight warning if the flights are banned from Heathrow

The MP for Saffron Walden, Sir Alan Haselhurst, says the banning of night flights at Heathrow, suggested by the Davies Commission as a condition on a 3rd Heathrow runway, could have "sinister" implications for Stansted. The Commission considers Stansted is likely to be full in 15 years, with one runway. Sir Alan commented on the night flights: "If they are not there, they will have to go somewhere. I don't want to see the transfer of night flights to Stansted....

"We have the likes of FedEx and UPS. They are a very important industry. You can have a package from across the world delivered by 10am the following morning but that involves flights at unsocial hours. The dominant players at Stansted are Ryanair and EasyJet and the reason they can offer cheap flights is that they have continuous usage. Planes don't make money while they are standing on the ground." Hence there are night flights at Stansted - and also at Gatwick.

Could more night flights elsewhere be an unintended consequence?

3.7.2015 <http://www.airportwatch.org.uk/?p=26848>

Heathrow, Gatwick and London City airport community groups united against new runway decision

In response to the threat of a new runway at Heathrow (or very possibly at Gatwick, when the government decides on the Airports Commission announcement), the community groups opposed to increased aircraft noise issued a joint statement. They said of the Heathrow runway recommendation: "It is bad news for all those who will inevitably be affected by increased aircraft activity, noise and air pollution and the associated effects on people's lives and health as a result of a new runway. As groups representing hundreds of thousands of people already suffering the impact of changes in airspace use, or new flight paths we are very aware of the negative impacts of living under, or close to, a flight path.

"There has been insufficient and inadequate consultation of affected communities on the introduction of airspace changes in the past. There is little reason to believe this will improve when large numbers of new flight paths are to be created in the wake of this recommendation. The campaign to prevent further runways being built and to return the flight paths to their previously regionally acceptable routes will go on. The noise and pollution groups at Gatwick, Heathrow and London City airports remain united in this cause." The Heathrow groups are linked up under CAIAN (Communities Against Increased Aircraft Noise). <http://caian.co.uk/1.7.2015> <http://www.airportwatch.org.uk/?p=26775>

Campaigners against a Gatwick runway relieved by Airports Commission decision, but aware Gatwick may still ultimately be selected by government

Thousands of people across Surrey, Sussex and Kent will be relieved that the threat of an environmental disaster has been lifted - though this reprieve may only be very temporary. The Commission appears to leave the door open for a Gatwick runway, while hugely favouring Heathrow, considering the Gatwick option could be pushed through by the Government with less difficulty.

There is no rejoicing from the Gatwick area: campaigners there are only too aware of the misery which will be created for those living near Heathrow. GACC (the Gatwick Area Conservation Campaign) commented: "We do not want this for our area, and equally we do not wish it onto others, for whom it would be just as bad. We will continue to make the case that no new runway is needed, neither at Heathrow, nor at Gatwick, nor anywhere else."

GACC, and all the protest groups around Gatwick remain on guard in case there is pressure to reverse the recommendation. A Gatwick runway would be an environmental disaster for the south east. 1.7.2015 <http://www.airportwatch.org.uk/2015/07/draft-gacc-press-release/>

In initial response to Airports Commission, Gatwick says report wasn't sufficiently balanced, fair or well evidenced

Gatwick Airport has produced a short (14 page) initial response to the Airports Commission recommendation of a Heathrow runway. The Commission rejected the Gatwick scheme as falling far behind Heathrow, with much lower economic benefits or benefits to the UK as a whole. Gatwick say: "We believe that the Commission's report falls short of [being thorough, balanced, fair and well evidenced] in a number of very important respects. As a result, the many strengths of Gatwick and the many challenges of Heathrow are both underplayed, leading to a conclusion which we believe is wrong."

In October, Gatwick told Commission Secretariat Head Philip Graham it did not receive "a clear explanation of the Commission's approach" or "a reasoned response" to points raised "repeatedly" with the Commission. Gatwick took issue with the Commission on the DfT air traffic projections, which it believes are inaccurate and biased toward "allocating forecast traffic to Heathrow instead of Gatwick."

They complained that Gatwick is increasing its annual passenger number faster than the Commission predicted, and the traffic predictions feed into many of the Commission's final conclusions, including the economic benefits generated by Gatwick." Gatwick complains that the Commission presumes long haul routes will go to Heathrow, while it is possible more will go to Gatwick in future - changing the economics.

Responding to this, the local community group GACC (the Gatwick Area Conservation Campaign) said the flaws in Gatwick's case include the fact it caters largely for low-cost leisure flights, and will continue to do so; Gatwick likes to give the impression that the extra noise from a 2nd runway would not be a serious problem, but the anger of those on whom changed flight paths have been inflicted in the past 2 years shows that is not the case; and Gatwick ignore the huge social and infrastructure problems that would be caused by inwards migration, housing and urbanisation.

GACC said: "It is time for Gatwick to give up flogging their dead runway horse and concentrate instead on being a better neighbour." 15.7.2015 <http://www.airportwatch.org.uk/?p=27022>

Gatwick now says it will “carry out a fresh review of the whole situation” on Gatwick westerly arrivals

The group opposing Gatwick's altered flight paths, "Gatwick Obviously Not" wrote to Global Infrastructure Partners, (GIP), the main owner of Gatwick, on 9th May. A reply has been received from Sir Roy McNulty, who is the Chairman of Gatwick Airport Ltd. [*Sir John Major, former Prime Minister, is Chairman of the Senior Advisor Panel at GIP*].

The letter says: "Sir John Major has shared with me your letter of 9th May. Sir John has asked me to look into this matter and reply to you direct. Having reviewed the issues... I have concluded that the best course is to carry out a fresh review of the whole situation as regards westerly arrivals into Gatwick ... Yours sincerely." Westerly arrivals are those coming in from the east to Gatwick - in other words the narrowed swathe from which the people in west Kent, and much of Sussex have all been suffering.

The airport and its owners are aware of the extent of the opposition and anger that their flight paths have caused, from the literally thousands of complaints and letters that have been sent. Many people are not only angry about the aircraft "super-highways" in the sky over their heads, but deeply stressed by having their tranquillity removed, with no consultation or warning. Extracts from one (of many) furious and determined letter are copied here, illustrating the problem.

12.7.2015 <http://www.airportwatch.org.uk/?p=26968>

easyJet agrees to bring forward modification of its A320s using Gatwick, to get rid of the “whine”

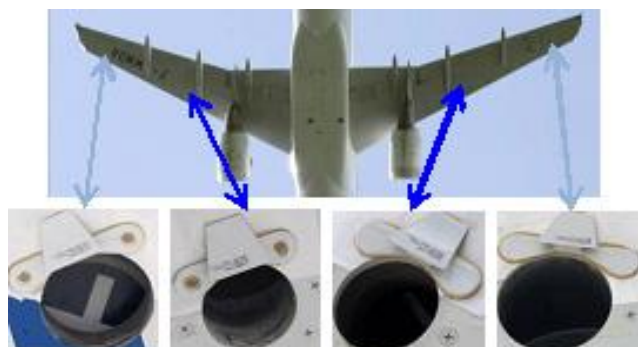
People living in parts of Kent, Sussex and Surrey, near or under Gatwick approach flight paths, are hoping easyJet will finally do something about the awful whining noise their A320 series planes make. EasyJet has finally agreed to fix its fleet of Airbus A320s - which only takes a simple and inexpensive modification. The whine from older Airbus A320 planes is caused by the Fuel Over Pressure Protector (FOPP) cavities which can be easily fixed by retrofitting the planes with a simple piece of kit called a flow deflector.



The plane noise problem has been particularly intrusive this year since a narrow flight path corridor for Gatwick arrivals, so noise is not dispersed by sharing the noise burden. EasyJet had said they would get their planes modified by 2018, but realising the fury and upset their company has caused, now say they will bring

forward the timetable for the work by two years.

Air Flow Deflectors are fitted just in front of the FOPP relief holes. They will come as standard on new planes. Airbus says these “deflectors can reduce the subject tonal noise by up to 11 dBA, (depending to the approach trajectory), but it should be noted that they do not affect the aircraft's ICAO noise level certification. The deflectors' have negligible impact on aerodynamic efficiency and weight (147g per aircraft) which means



that the aircraft's performance is unaffected. For retrofit, typically about 10 man-hours are required for installation.”

EasyJet says by June 2016 around 100 planes will have been adapted and work is due to begin this November. The whole fleet of 197 aircraft will be fully retrofitted by March 2018. BA says it will modify its 130 older Airbus A320 planes from October 2015. People in Kent and Sussex are hopeful there will be an improvement, and before too long. People near other airports used by easyJet hope for the same benefit. 17.7.2015 <http://www.airportwatch.org.uk/?p=27066>

Luton has plans for direct rail line to cut train journey from central London to 20 minutes

Luton airport wants to have a rail link that connects directly to the Midlands mainline and reaches central London in 20 minutes. Currently getting to the airport by public transport is a hassle, and airport staff agree that it puts off many travellers. Luton wants to attract Norwegian from Gatwick, and Vueling from Heathrow.

Luton wants to be an integrated part of the transport network. It is starting a £100 million project that would increase its passenger capacity by 50%, up to 18 million per year. The work is to increase aircraft runway access, the number of boarding piers, and terminal space (including more shops) and should be finished by 2020. That follows a significant upgrade of the nearby stretch of the M1 and the creation of its own airport junction.

The airport's operators — Aena, the Spanish-owned largest airport group in the world and Ardian private equity — are funding the present construction programme. But the question of who pays for a rail link is unresolved. The airport's freehold is owned by Luton borough council and Aena and Ardian's operating concession expires in 2031. So will the taxpayer have to pay for rail improvements?

21.7.2015 <http://www.airportwatch.org.uk/?p=27152>

Prestwick Airport losing still more money – Scottish Government may have to “lend” up to £25 million by end of 2016

Losses made by Prestwick airport have increased over the past year, since it was bought by the Scottish government for £1 in November 2013. The airport made a loss of £4.1 million in 2014/15 which was larger than the loss of £3.9 million the previous year. They said it was "another challenging year" but said there were "promising signs in a number of areas" including freight business and military activity.

However, the loss of some Ryanair flights (to Glasgow Airport from October 2014) could be "more severely felt" in the current financial year. Pre-tax losses for 2014/15 stood at £8.9 million - almost double the £4.6m loss before tax the previous year. The airport's loan from the Scottish government has also increased, rising from £4.5 million at the end of March 2014 to £10.8m at the end of March this year. That could increase further, with ministers having budgeted for a total of up to £25 million of loan cash for the airport by the end of 2015/16. (Presumably with little prospect of the taxpayer getting much of that back).

The government hopes to return Prestwick to a profit before selling it back to the private sector, but ministers have warned that could take time. By buying the airport, some 3,200 jobs were safeguarded. The number of passengers using Prestwick was 1,660,810 in 2010. The number was 45% down in 2014 at 912,400 in 2014. 21.7.2015 <http://www.airportwatch.org.uk/?p=27146>

Edinburgh Airport's new TUTUR flight path trial started 25th June

The trial of a new flight path to the west of Edinburgh airport started on 25th June. The airport itself does not say how long the trial will last, but reports say either 5 months or 6 months. The trial sees southbound planes take off over Broxburn and Uphall before turning east over the Forth, then south over East Lothian. The aim of the trial is to speed up departures, increase the number of planes than can be handled, and make more money for airlines and the airport. Edinburgh airport says if the trial is a "success," [a success may mean if the level of opposition is low enough, or can be discounted] it could cut the minimum interval

between take-offs from two minutes to one minute, doubling the potential number of flights by large planes from the airport. That could mean increasing the total number of flights by 20% to around 120,000 per year.

People finding themselves under the new, narrow, route are experiencing much worse plane noise than before - especially as much of the new flight path is on a turn. People are encouraged to contact the airport and make complaints, if they are not happy with the new situation.

Edinburgh airport says: "If the trial is successful it will continue for a bit longer" (ie. no end date?) going through the formal Airspace Change Process by the CAA. Once that is done, the route will be permanent - after a public consultation and the statutory change process.

27.6.2015 <http://www.airportwatch.org.uk/?p=27157>

Leeds Bradford airport expansion plans need 36.2 hectares of green belt land owned by Leeds Council

Expansion plans have been unveiled for Leeds Bradford Airport to enable it to double the number of passengers over the next 15 years. The proposals would see Leeds Council releasing 36.2 hectares of greenbelt land in and near to the airport. It would be used to increase the passenger terminal building and develop an "airport village", including a hotel, restaurant and shops. The plans would also result in new flight destinations being introduced – or so they hope.



Leeds Bradford airport currently handles around 3.3 million passengers per year but its forecasts show a potential to increase that to 7.1 million by 2030. The plans include an air innovation park to attract research and development companies and an air freight park for improved cargo handling. Leeds Council said releasing the council-owned land would help businesses grow and bring in new jobs and skills. Better transport connections including a new link road are also being looked at.

The proposals were approved at a meeting of the council's executive board on 15 July, and will go out to public consultation later in the year.

The airport was bought from local councils in 2007 for £145.5 million. Although Bridgepoint Capital own the airport 100% financially, the councils hold a "special share" in the airport, to protect its name and continued operation as an air transport gateway for the Yorkshire region. And they want a financial return.
9.7.2015 <http://www.airportwatch.org.uk/2015/07/26928/>

MEPs demand end to aviation tax breaks, but fudge investor protection in trade deal

MEPs have called for EU-US cooperation to end commercial aviation fuel tax exemptions, in line with the G-20 commitments to phase out fossil fuel subsidies. MEPs want clear guarantees that TTIP won't undermine EU environmental standards and climate goals. The clear statement by the MEPS was in sharp contrast to the European Parliament's ambiguity on Investor-State Dispute Settlement (ISDS), where it called for an 'alternative system' but with the same purpose as ISDS. That left EU negotiators none the wiser on a final agreement that would be acceptable to MEPs.

While in the EU consumers, small businesses and hauliers pay an average of €0.48 in tax per litre for fuel, commercial airlines in the EU don't pay any tax on jet fuel. This subsidy is fuelling air traffic growth, with aviation's greenhouse gas emissions expected to increase 300% by 2050. The continuation of the €20 billion outdated fuel tax exemptions for aviation is an anachronism. The annual fossil fuel subsidy is being given for the most carbon-intensive form of transport. "With air passenger numbers set to grow 4% a year for the next 20 years, the aviation sector can well afford to pay its way."

8.7.2015 <http://www.airportwatch.org.uk/?p=26922>

Treasury opens consultation on protecting regional airports from impact of devolving APD

In the Summer 2015 Budget, the Chancellor announced a short consultation (ends of 8th September) on options for supporting English regional airports from the impacts of Air Passenger Duty (APD) devolution. Scotland may remove APD, and so may Wales. Airports in the north of England are concerned they could lose passengers, to cheaper Scottish flights. The consultation sets out three options for changes to APD.

- The first is devolving APD within the UK, with powers over APD devolved fully or partially to local authorities within England.
- The second is varying APD rates within England, so central government would retain powers over APD for the English regions. The rates of UK APD would be varied according to specific criteria, resulting in different rates in different parts of the country.
- The third is to provide aid to regional airports within England, which have been adversely affected by the devolution of APD. This could be through the Regional Air Connectivity Fund, mainly for the smallest airports and those with up to 3 million passengers per year may be permitted investment aid only in 'case specific circumstances'. Many airports likely to be affected could be too large to be eligible for aid.

8.7.2015 <http://www.airportwatch.org.uk/?p=26916>

French court rules against environmental challenges by opponents of new Nantes airport

On 17th July the Administrative Tribunal of Nantes rejected all appeals by opponents of the new airport. The legal challenge was on two areas of environmental law, on destruction of wetlands and movement of protected species. It ruled that the project does not pose environmental concerns. This was one of the last legal confrontations between opponents and supporters of the transfer of Nantes-Atlantique airport to the village of Notre-Dame-des-Landes (building a new airport there instead, to be called L'aéroport du Grand Ouest).

This battle has been going on since the plan was first proposed in 1967. Those wanting the new airport hope work could start very soon, but Europe Ecologie-Les Verts believe appeals are not yet completed and work on the airport cannot resume. The "zadistes" (ZAD - Zone À Défendre) have been occupying the site for 5 years, and farmers hostile to the project do not intend to give up.

Opponents of the airport ACIPA and CEDPA, also intend to challenge with a prefectural order for the protection of the water vole. There are also problems of crested or marbled newts, great horned beetles and the floating plantain, an endangered water plant. In addition the CGT trade union is opposed to the new airport believing that modifying the old airport is a better option. <http://www.airportwatch.org.uk/?p=27070> and earlier

Many thousands of determined opponents of new Nantes airport gather before final court decision

Over the weekend of 11th and 12th July there was a massive gathering at Notre Dame des Landes to show the strong opposition to the building of a new airport. This "mobilisation" is the 15th that the organisers, ACIPA, have put on over the years. It was estimated that perhaps 15,000 people attended over the two days. People at Nantes are very aware of the carbon and climate implications of a new airport, as well as serious local environmental destruction.

They also link the Nantes campaign with other huge infrastructure projects across Europe, that would be damaging in terms of carbon emissions - such as a



new runway in the UK. There is a desire to link up campaigns against such developments. The gathering combined a lot of workshops and education sessions with fun, with music, dancing and food -but with a very serious message. 14.7.2015 <http://www.airportwatch.org.uk/?p=27030>

Federal Court gives clearance for Munich airport 3rd runway – environmentalists fight on

Munich airport, Germany's second largest by number of passengers, has now won approval for its plans to build a 3rd runway. A federal court rejected the remaining appeals against the plan. Munich airport currently serves around 40 million passengers a year and expects this to rise to about 58 million by 2025, so it is hard to see how it needs yet another runway.

The most recent attempt to block the plan, after a decision in favour of it by a Munich court in 2014, was brought by a Bavarian environmental group, Bund Naturschutz, and 5 individuals. The Leipzig-based federal court rejected a similar complaint brought by local municipalities in February. But now the court says the Munich court decision is fully binding and the runway can go ahead.

In 2012 in a Munich referendum, a majority of residents opposed the plan. Bund Naturschutz called on politicians to uphold the popular vote from 2012 and said it would file a complaint with the European Commission for disregard of European laws on nature conservation. A Bund Naturschutz spokesperson said: "Neither Bavaria nor Munich needs the third runway. Lufthansa is the only one that will benefit."

The airport is owned by the state of Bavaria, the German government and the city of Munich. Lufthansa uses Munich as its 2nd largest base after Frankfurt pushes for the expansion. 17.7.2015 <http://www.airportwatch.org.uk/?p=27053>

Ciudad Real airport, cost €1.1 billion to build, sold for €10,000 to Chinese group, perhaps for cargo airport

An abandoned Spanish airport which cost about €1.1bn to build has been sold for €10,000 (about £7,000) in a bankruptcy auction. The deal includes the runway, hangars, the control tower and other buildings. However, the terminal and parking facilities were not part of the sale.

Ciudad Real's Central airport, located about 235km south of Madrid, became a symbol of the country's wasteful spending during a construction boom that ended with the financial crisis of 2008, the year the airport opened. It was meant to be an alternative to Madrid's Barajas airport. The operator of the airport went bankrupt in 2012 after it failed to draw enough traffic. Ryanair used it briefly.

A group of British and Asian international investors, Chinese group Tzaneen International, tabled the single bid in the recent auction. There was no other interest. The receiver had set a minimum price of €28 million. If no better bid is received by September, the sale will go through.

Tzaneen reportedly plans to invest €60 - €100 million in the airport and make it a cargo hub. The offer is for the airport infrastructure only, not adjacent land. Ciudad Real has a long runway and was designed to handle 2.5 million passengers per year. It is thought that Chinese companies want to make it their "main point of entry into Europe".

19.7.2015 <http://www.airportwatch.org.uk/?p=27085>

Blog from The Carbon Brief: Aviation's battle to limit rising emissions – maybe only by limiting demand growth

A huge question mark hangs over how a new runway would be compatible with the UK's climate change targets. The key issue is not where a runway should be built, but whether it should be built at all. A blog by the Carbon Brief discusses how the UK dilemma on this is a microcosm of the global story of rapid expansion in the aviation industry, at a time when emissions need to rapidly decrease. Currently, UK aviation emissions are set to far exceed 2005 levels in 2050 - though the CCC has reiterated that UK aviation must not emit more than around the 2005 level (about 37.5MtCO₂ per year) by 2050.

Even if no new runways are built in the UK, aviation CO2 emissions may be at 47Mt in 2050, according to DfT statistics. Without a carbon price and if airport expansion is unconstrained, the CCC project that UK aviation demand could grow more than 200% between 2005 and 2050.

Globally, according to the UNFCCC, aviation emissions increased by 76.1% between 1990 and 2012. Projections from ICAO indicate that CO2 emissions from global aviation are set to grow 200% to 360% on current levels by 2050.

Reducing demand or, at the very least, reducing the growth in demand, may be the only way to keep the CO2 emissions down. The Carbon Brief adds: "If the UK government decides to give the go-ahead for a new runway, it will find it has a difficult task ahead in proving that it is not part of the problem."

30.6.2015 <http://www.airportwatch.org.uk/?p=26765>

Levy on frequent leisure flyers proposed to make airport expansion unnecessary

Plans for a "frequent flyer" tax to curb demand for leisure flights and make a new runway in south-east England unnecessary have been unveiled by an influential group of transport campaigners, environmentalists and tax experts. These include the Campaign for Better Transport, the New Economics



Foundation, the Tax Justice Network, Greenpeace and Friends of the Earth among others. In a letter to the Observer - in order to remove the alleged "need" for a new south east runway - they put forward the concept of allowing each person one tax-free flight per year, but increasing the rate of tax for people who fly frequently. The levy would rise with each successive flight. This would mean that instead of APD (£13 per return flight to Europe) there would be a higher rate of tax for frequent fliers. Their analysis shows that 15% of the UK population take 70% of all the flights, while half of us don't fly at all in any given year. Rather than a new runway being vital for business, the reality is that it would be used for the better off to take more leisure flights (holidays or visiting friends and family). The

proposed levy would mean the number of flights would be cut to a level that would make a new runway unnecessary. The authors of the scheme have also shown that this change to the taxation of air travel would also ensure the UK could comply with its obligations under the Climate Change Act.

21.6.2015 <http://www.airportwatch.org.uk/?p=26664>

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>

- **Communities Against Increased Aircraft Noise (CAIAN)** <http://caian.co.uk/>- Heathrow flight paths

- **AirportWatch Europe** <http://www.airportwatcheurope.com> **Twitter @AirportWatchEU**

- Follow **AirportWatch** on **Twitter @AirportWatch** and **Facebook** on.fb.me/UoSkEx

Bulletin compiled by Sarah Clayton - with thanks to many people for their help & contributions. 27.7.2015
www.airportwatch.org.uk