

Page 1

- Document spotted on Tube shows Government considering a free vote on runway issue
- Times reports that Heathrow is hoping to get 50 more flights per day 2020 – 2024, before 3rd runway

Page 2

- Times reports that Heathrow plans to offer to cut costs and build runway scheme faster
- Theresa May to personally chair Cabinet sub-committee on possible new runway

Page 3

- Desperate to persuade MPs to back its runway, increasingly improbable claims by Heathrow of its benefit to the UK
- TUC and unions write to Theresa May, wanting Heathrow runway

Page 4

- RHC Letter to the PM: Contrary to the Airports Commission's recommendation the Commission's evidence demonstrates Heathrow should not be expanded
- Windsor councillor concerned about unknown extent of local additional housing demand from Heathrow runway

Page 5

- Richmond, Wandsworth and Hillingdon council leaders warn Chris Grayling of legal action if Heathrow expansion is approved
- Richmond Council leader dismisses Heathrow's claims that neighbouring boroughs support its expansion
- Heathrow Airport clear winner at the "Noise Olympics" for the largest number affected by plane noise!

Page 6

- Government spending 6 times more on transport per person in London than in North West
- Claims that Heathrow runway delay "costs UK £6 million per day" shown to be massively exaggerated

Page 7

- Interview with Nigel Milton – a classic of dangerous, disingenuous Heathrow spin
- Wingate again "prepared to give assurances" (ie. but not yet) on GIP not selling Gatwick soon
- GACC denounces the "obscene" bonus of up to £5 million for Wingate if he gets the 2nd runway

Page 8

- Gatwick airport applies to have LOWER costs for night flights in summer in 2017/2018
- UK coastal regions suffer while Gatwick sucks UK tourists and their money out of the country

Page 9

- CAGNE report shows how widespread and unacceptable Gatwick 2nd runway noise would be
- Runway would push up air fares due to carbon emissions, and restrict regional airports – new report

Page 10

- London City Airport runway blocked by protesters in support of "Black Lives Matter", who got there by dinghy
- Government (Chris Grayling and Sajid Javid) approve expansion of London City airport
- Flood of complaints from people upset by newly concentrated flight paths at London City airport

Page 11

- Lively public meeting in Linlithgow on problems of Edinburgh Airport's changed flight paths
- MEPs shocked by 'secretive' and unacceptably unambitious ICAO plan to cut aviation CO2 emissions

Page 12

- China, US and EU reported to have pledged to join the weak, voluntary, initial stages of ICAO scheme for CO2
- Aviation Week blog says forecast aviation demand is unsustainable and must be dampened
- Research indicates minute particles of magnetite probably from car pollution in human brain tissue

Page 13

- Aviation low carbon future using biofuel from wood waste described as a "pipe dream"
- German study indicates plane noise near Tegel airport has an impact on acoustic communication by birds
- US ex-FAA lawyer: Aviation noise is an issue that needs a reasonable solution
- "Save us from a 3rd Heathrow runway" banner outside Theresa May's 1st PMQs

Page 14

- Heathrow residents who fear losing their homes for 3rd runway hand in 1,000 petition cards to 10 Downing St
- Useful information

Document spotted on Tube shows Government considering a free vote on runway issue

Channel 4 News has reported that a Cabinet Office memo seen - and photographed - on the Tube which reveals that the Government is considering a free vote in Parliament following an announcement on the runway decision. A Tube passenger filmed a very senior Cabinet Office civil servant holding the paper that discussed "potential waiving of collective responsibility." The document was addressed to Cabinet Office official Sue Gray, from another official, Sharon Carter. It did not confirm if a free vote would be granted, but it focused more on how it might work as an option.



It is certainly a possibility, especially if the decision is for Heathrow. A free vote would allow Cabinet ministers such as Boris Johnson and Justine Greening, who are deeply opposed to the 3rd runway, to vote against it without needing to act on collective responsibility where ministers are expected to

publicly support government policy, even if they disagree with it in public. Theresa May and Philip Hammond also have constituencies that are negatively affected by Heathrow.

John Stewart, chair of HACAN, which gives a voice to residents under the Heathrow flight paths, said: "It is unprecedented for a free vote to be granted on anything other than a constitutional issue or a matter of conscience. The fact that the Government is considering one on a third runway reveals once again the strength of the opposition within the Cabinet." It certainly shows the problems the government has with this "politically toxic and financially unviable" decision.

Grant Shapps, who was for several years a minister but had to resign earlier (over the Tory bullying accusations) has said this would be "a fudge and a dodge". He now heads the British Infrastructure group (BIG) of cross party MPs, and wants a decision to expand UK airport capacity as fast as possible. Mr Shapps says a free vote would be "entirely wrong because it would be leaving the future of our infrastructure pretty much to chance" if some Ministers did not back government policy. The decision could be open to criticism if the Cabinet and the Conservative government do not make a collective decision, and take on full responsibility. John McDonnell asked whether we would now have free votes on virtually every infrastructure issue. 9.9.2016 <http://www.airportwatch.org.uk/?p=31910>

Times reports that Heathrow is hoping to get 50 more flights per day 2020 – 2024, before 3rd runway

Heathrow flights are capped at 480,000 flights per year - which was set as a condition of the Terminal 5 planning consent in 2001. Heathrow now wants to increase the number of flights by about 19,000, giving a total of about 499,000 per year - which means about an extra 50 planes per day, taking off or landing. This would happen relatively soon, and about 4 years before a 3rd runway was operational - during its construction stage.

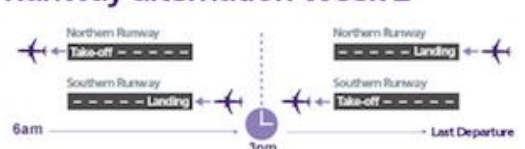
The cap of 480,000 can only be lifted if there is a planning application for a 3rd runway, and that could take several years to start - maybe not till 2020. Heathrow is attempting to gloss over the inevitably increased noise by its chairman Lord Deighton saying the increase "would be accompanied by sweeping mitigation measures outlined by the airport in May, including a ban on night flights." If that was true, it is likely to mean the loss of the half day of respite people east of the airport get, from

Runway alternation Week 1

When on westerly operations we operate a runway alternation programme that runs in a two week cycle. This gives residents living under both runway flight paths predictable relief from aircraft noise for half the day



Runway alternation Week 2



runway alternation, when runways switch at 3pm each day. This is hugely valued by tens or hundreds of thousands of people. Its reduction or removal would be fiercely opposed. If the cap was lifted, HACAN would be pressing for key measures to be introduced, including a tougher night flight regime, the release of the £700 million promised to improve insulation of properties under the flight paths, and a guarantee that the runway alternation currently available to residents in west London will remain.

Heathrow is trying to persuade government that more flights and more airport capacity are vital to "show that Britain is "open for business" after the Brexit vote. They repeatedly play that Brexit card nowadays.

10.9.2016 <http://www.airportwatch.org.uk/?p=31929>

Times reports that Heathrow plans to offer to cut costs and build runway scheme faster

The Times reports that it has learned how Heathrow is planning to cut up to £3 billion (out of about £17.6 billion) from its plans for a 3rd runway, in order to persuade Theresa May and the Cabinet that the runway could be delivered - and delivered a year earlier.

Revised plans include potentially scrapping plans to tunnel the M25 under the 3rd runway, not building a transit system to carry passengers around the airport (using buses instead) and smaller terminal buildings. The aim is not only to get the runway working by 2024 but also - with reduced costs - keeping charges for passengers a bit lower. The Airports Commission estimated the cost per passenger would need to rise from £20 now to £29. Airlines like British Airways are not prepared to pay such high costs, and especially not before the runway opens. BA's Willie Walsh has described Heathrow's runway plans as "gold-plated".

The Times expects that Heathrow will announce its new "cheaper, faster" plans by the end of September. There is no mention of the "Heathrow Hub" option of extending the northern runway - a slightly cheaper scheme than the airport's preferred new north west runway.



There is no clarity on quite what Heathrow plans for the M25, if they cannot afford to tunnel all 14 lanes (at least £ 5 billion). Lord Deighton said it might be "diverted" or have "some form of bridge." 10.9.2016

<http://www.airportwatch.org.uk/?p=31920>

Amazingly there is a taxiway (NOT a runway) over a motorway at Leipzig - as in the photo. More pictures of that at <http://www.amusingplanet.com/2013/02/runway-over-highway-at-leipzighalle.html>

Theresa May to personally chair Cabinet sub-committee on possible new runway

The decision by the Cabinet on what to do about a new runway is to be taken by a sub-committee, named the Economic Affairs (Airports) sub-Committee. This was set up in July 2015. Its members then were David Cameron, George Osborne, Sajid Javid, Patrick McLoughlin, Liz Truss, David Mundell, Greg Clark, Amber Rudd, Cabinet Oliver Letwin and Mark Harper. At that time, MPs with possibly compromised positions, or those against a Heathrow runway, were left off it - explained by their departments not being the relevant ones for inclusion. These were Theresa May, Philip Hammond and Justine Greening.

It has been announced that Theresa May will personally chair the committee (Cameron chaired it before) and that its new membership will be announced shortly. The constituencies of Theresa May, Philip Hammond and Boris Johnson (PM, Chancellor and Foreign Secretary) are all intensely affected by Heathrow. Theresa May has been very guarded in her comments over the past 6 years.

However, in May 2010 she welcomed the cancellation of the Heathrow runway and added: "Like many local residents, I strongly welcome the cancellation of the third runway at Heathrow. Expanding Heathrow in this way would have had a detrimental effect on the Maidenhead and Twyford areas by increasing levels of noise and pollution, and today's announcement is a victory for all those who have campaigned against it."

<https://web.archive.org/web/20130103043929/http://www.tmay.co.uk/news/?month=2010-05>



It is not thought that either of Heathrow's fiercest opponents in Cabinet, Boris Johnson (Foreign Secretary) or Justine Greening (Education) would actually resign if the Cabinet approved a 3rd Heathrow runway. Boris might believe it is "reasonable for different members of Parliament to have different takes on regional policy, which is what this is." 24.8.2016 <http://www.airportwatch.org.uk/?p=31701>

Desperate to persuade MPs to back its runway, increasingly improbable claims by Heathrow of its benefit to the UK

Heathrow is making all possible efforts to persuade as many MPs as possible to back its 3rd runway bid, before the government (Chris Grayling) makes a statement on the matter - probably in October. There utterances are becoming, frankly, ever increasingly frantic. Heathrow has now commissioned and paid for a "study" by CEBR, perhaps by Vicky Pryce with a foreword by her, that aims to give the impression that the 3rd runway will make an immense financial contribution to the UK. The study would not pass peer review.

Its methodology is not given, and there is no justification for any of its claims. Heathrow says (it tries to avoid making it clear this is over 60 years) its runway would boost GDP by "£24,500" per family. It omits to say how many families it is considering, or the total GDP benefit. A bit of simple mathematics shows Heathrow is claiming a GDP boost of £458 billion over 60 years, as the ONS says there are 18.7 million families in the UK (2015). That avoids adding there were about 27 million "households."

The Airports Commission's most optimistic scenarios gave a maximum benefit, over 60 years, of £211 billion. Its main forecast was for a UK benefit of £147 billion (carbon traded).. This was seriously questioned as being exaggerated, even by the Commission's own financial advisors, Mackie and Pearce. This £458 billion figure, apparently plucked from thin air, is well over double that.

And Heathrow - cherry on the cake - says there will be so much benefit that by 2060 (with no rationale given) we could cut VAT by 2.5% due to the runway. And now Heathrow has got TUC backing and made 5 vaguely worded "motherhood and apple pie" pledges to them too.



In August there were claims by Grant Shapps and his British Infrastructure Group, that there would be losses of "£6 million per day" for every day the runway is not built <http://tinyurl.com/exaggerated-loss-per-day>

Now City AM printed another story, with more CEBR work, saying there would be a "up to £1 million per hour" lost "costing the UK a total of £9.5 billion a year in trade with emerging economies."

<http://tinyurl.com/1million-every-hour> Hang on. The whole benefit over 60 years was only estimated at £147 billion, at the most. Sounds like plucking figures out of thin air it is just getting silly. Looks a bit desperate.

But maybe some people are convinced by it. 4.9.2016 <http://www.airportwatch.org.uk/2016/09/31820/>

TUC and unions write to Theresa May

The Times reports that the UK's largest trade unions have written to Theresa May, asking her to approve a 3rd Heathrow runway. The unions say they are clear in what they want, despite the Labour party position being unclear, and the Shadow Chancellor, John McDonnell, being very firmly opposed.



The letter is from the TUC, BALPA, the GMB and Prospect and says if the Heathrow runway is not built there would not be the extra 70,000 new jobs that Heathrow has promised. [Whether that 70,000 jobs figure is plausible or correct is another matter]. The unions that have signed the letter think getting building would "be a sign of support for a pro-growth, pro-jobs industrial strategy " ... and "Any further delay in the decision will harm the whole of UK PLC." Frances O'Grady, the TUC general-secretary, said the decision was "a big

test for the government. Ministers must show they are prepared to make the right choices so that working people do not pay the price for Brexit.” 29.8.2016 <http://www.airportwatch.org.uk/?p=31754>

The TUC letter states wrongly that: "Research for the Airports Commission found that a new third runway at Heathrow could deliver **at least** £147bn to UK GDP and 70,000 new jobs in the South East, and many more nationwide. [This is incorrect. The Airports Commission document. It says it might deliver **UP TO** £147 billion - and that is over 60 years. And its own experts, Professor Peter Mackie and Mr Brian Pearce, questioned the £147 billion figure, saying it was exaggerated. Details at <http://www.airportwatch.org.uk/?p=27488>

RHC Letter to the PM: Contrary to the Airports Commission's recommendation the Commission's evidence demonstrates Heathrow should not be expanded

The Richmond Heathrow Campaign (RHC) has done a lot of detailed work, checking through the voluminous details of reports for the Airports Commission. The headline statements by the Commission, with its enthusiasm for a Heathrow northwest runway, are often not in accord with other figures in their documents.

The RHC has written both to the Prime Minister and the Transport Secretary, setting out a lot of concerns about a 3rd runway, and facts and figures from the Commission itself that show the case for a runway is very weak. The RHC make the points that adding a new Heathrow runway would be contrary to the Government's aim for re-balancing the UK economy across the regions, as it can only be done by reducing the market for other UK airports. It would add a very small extra number of long-haul destinations at Heathrow but take these away from regional airports so there is no increase in the number of destinations from the UK, compared to no Heathrow expansion.

And it would result in a very high number of international-international transfer passengers using Heathrow, rather than improving air links overall. The RHC say that instead of expanding Heathrow, there is a need to make better use of the capacity of Heathrow and other UK airports and to improve surface access to London's five airports. The letter is reproduced at the link below and, in support of the evidence in the letter, a schedule linking the letter to the Airports Commission's evidence is also provided. So all figures can be checked. 24.8.2016 <http://www.airportwatch.org.uk/?p=31682>

*[The Airports Commission produced so many long, complicated documents that - frankly - almost nobody is able to check them. But for those that do make the effort, it is remarkable **how the Commission's own work demonstrates the negative impacts of adding a runway. There is a real danger of those making runway decisions "having the wool pulled over their eyes" by just looking at the headline statements by the AC.]***

Windsor councillor concerned about unknown extent of local additional housing demand from Heathrow runway



A Windsor councillor, Malcolm Beer, has written to the government to express his concerns about the impact on local housing demand, if a 3rd Heathrow runway was approved. The Airports Commission gave very unsatisfactory and mixed information on new homes needed. It said in November 2014 that its "modelling suggests that in 2030 the range of additional households associated with the scheme (direct, indirect and induced) falls within the range of 29,800 and 70,800 (dependent on the scenario).

"The additional housing at the upper end of this range – which equates to an average of some 500 homes per year in each of 14 local authorities – may be challenging to deliver, especially given that many local authorities struggle to meet current housing targets."

Then by its final report in July 2015, the Commission said a "high proportion of new jobs may be expected to be taken up by people already living in the area and the additional capacity is not expected to result in an insurmountable requirement for additional housing" and words to the effect that no extra houses would be

needed as 100,000 unemployed in West London could fill the additional jobs. Cllr Beer is concerned that the entire area is already far too congested to find land for more housing, schools, offices, road improvements and other needs associated with a hugely enlarged airport.

The Royal Borough of Windsor and Maidenhead is already finding it enormously difficult to try to find land for over 12,000 more dwellings over the next 15 years, so over 17,000 would be impossible.

Cllr Beer points out that already high property and land values would go into orbit and would increase the cost of living for everyone. This has not been factored into the claims about the high economic benefit forecasts for both the local and national economies. 28.8.2016 <http://www.airportwatch.org.uk/?p=31665>

Richmond, Wandsworth and Hillingdon council leaders warn Chris Grayling of legal action if Heathrow expansion is approved

Three Conservative local authorities - Richmond, Wandsworth and Hillingdon - have written to the Transport Secretary, Chris Grayling, warning that court proceedings will be launched if a Heathrow 3rd runway is approved. The 3 council leaders, Lord True, Ravi Govindia and Ray Puddifoot, say any approval given to Heathrow would create "severe political and social rupture" at a time when unity is needed. It is also undeliverable and unlawful.

They are already preparing a "substantial and strong legal challenge" and say "We must also be very clear that we intend to launch a legal challenge against the government in the unfortunate event that it resolves to support Heathrow expansion or to carry out any further investigatory works into these projects."

The reasons for the challenge are that bad air quality around the airport already breaches legal limits, and with a 3rd runway, the extra planes and cars in west London would "blight the lives" of millions of people. The council leaders say, in their letter to Chris Grayling, that the runway "would be an environmental disaster for our communities". Unfortunately, they also urge government to back a 2nd Gatwick runway instead, content to push the misery that they are keen to avoid for their own residents onto others. 26.8.2016 <http://www.airportwatch.org.uk/?p=31470>

Richmond Council leader dismisses Heathrow's claims that neighbouring boroughs support its expansion

Richmond Council leader Lord True has laughed off Heathrow's suggestion there is support for the airport's expansion in neighbouring boroughs as "nothing more than PR spin." Heathrow has recently claimed that in a new poll the majority of residents living in the 12 neighbouring constituencies support its 3rd runway. Heathrow's line is to ignore the serious environmental (noise, air pollution, CO2) impacts and the local congestion and social impacts, and focus on claims about jobs etc. Heathrow hopes to persuade government that the runway will provide huge numbers of jobs in building and related to the airport, apprenticeships and also benefits to the regions.

Heathrow constantly repeats the mantra that it has "met or exceeded" the environmental conditions set by the Airports Commission - which it actually has not. Heathrow's sound bite is that "people living nearby can feel confident that Heathrow can be bigger and better." Lord True says only 34% in Richmond and 38% in Twickenham favour a 3rd runway. Heathrow and Gatwick have been polling, with each producing results claiming to show support for their runway in London. 19.8.2016 <http://www.airportwatch.org.uk/?p=31632>

Heathrow Airport clear winner at the "Noise Olympics" for the largest number affected by plane noise!



Heathrow was the clear winner of the "Noise Olympics" staged by campaign group HACAN in Ravenscourt Park in Hammersmith. The event was a 100 metres race, with 8 runners (representing the 7 European airports which overfly most people plus Gatwick), each wearing t-shirts with the airport name and the number living within the 55 Lden noise contours.

Heathrow received its 1st prize medal, in the form of golden ear-defenders, from the local MP Andy Slaughter. The silver ear-defenders went to Frankfurt and the bronze to Charles De Gaulle. Heathrow won the race because it overflies more people than any other airport in Europe.

According to European Commission figures over 725,000 residents are overflown which is 28% of all people in Europe disturbed by aircraft noise. That figure is from 2006, which is the most recent data available, though another estimate was 756,000. However, many people are affected by plane noise outside that contour, making the real numbers even higher.

HACAN chair John Stewart said, "This was a fun way of showing that Heathrow is already in a noise league of its own. Residents are very worried what a 3rd runway with an extra 250,000 flights a year will mean." There are estimates of how many more would be affected with expansion - perhaps another quarter of a million people, but until detailed flight path routes are known, this can only be an estimate.

18.8.2016 <http://www.airportwatch.org.uk/?p=31590>

Government spending 6 times more on transport per person in London than in North West

Mr Crausby, MP for Bolton North East, has criticised the government after new figures showed it is spending six times more on transport projects in London than in the North West. The Institute Public Policy Research (IPPR) reported that over the next 5 years the Conservative government will spend **£290 per person** on transport for Bolton. That compares to **£1,870 per person** that London will be given for the same period.



The IPPR study found the £4.6 billion to be spent on completing Crossrail during 2016-21 will exceed spending on all transport projects in the North (£4.3 billion). Mr Crausby said this was "a slap in the face" and that the "government should be investing in our future." He added that "The current government's behaviour towards northern transport is worrying and they don't seem to be listening."

Ed Cox, Director of IPPR North, urged the new Secretary of State for Transport, Chris Grayling, to adopt a 'North First' approach, and make the most of low interest rates to create a £50bn "catch-up cash fund" to be invested in northern road and rail priorities. Mr Cox's proposal is supported by the IPPR North's statement that the North's "£300bn economy is worth more than those of Scotland, Wales & Northern Ireland combined." IPPR director Tom Kibasi said: "Given the Brexit result, the North of England must urgently see growing prosperity." 19.8.2016 <http://www.airportwatch.org.uk/?p=31620>

Claims that Heathrow runway delay "costs UK £6 million per day" shown to be massively exaggerated

Claims have been made about how important it is for the government to make a runway decision fast, and how massive amounts of money are being (allegedly!) lost to the UK economy every single day of delay. A new grouping - the "British Infrastructure Group" - BIG - led by Tory MP Grant Shapps suggests the sum is up to £6 million per day". Fact Checker" has looked into this, and how the claims are calculated, and they find them to be very dodgy indeed.

It's complicated economics, but at heart they looked at the possible maximum benefits that the Airports Commission said a Heathrow might generate, over 60 YEARS. Then they worked out that, backwards, to a sum per day. There are various assumptions that should, and should not, be made when working out that sort of calculation and assessing possible future values. Their sum of "£6 million per day" depends on Heathrow producing a national benefit of £147 billion over 60 years. But the Airports Commission's own figures show that if the costs of carbon in the carbon capped (rather than traded) scenarios reduce the possible national benefit of a Heathrow runway to around (amazingly tiny) just £1.4 billion over 60 years. (P. 147 of Commission's Final Report <http://tinyurl.com/AC-final-report>) That, divided up by day, is an insignificant amount (up to £64,000). Full Fact says: "Any precise figure will be uncertain." 16.8.2016

<http://www.airportwatch.org.uk/?p=31547>

There has been another claim, printed in City AM, with research by CEBR, showing that the loss has now gone up to £1 million PER HOUR. For an incredulous laugh, see <http://tinyurl.com/1million-per-hour>

Interview with Nigel Milton – a classic of dangerous, disingenuous Heathrow spin

In an interview with Nigel Milton, Heathrow's Director of External Affairs, by a Slough paper - he reiterates some of the typical spin. The PR is intended to convey the impression (to Theresa May in particular, and her Cabinet) that Heathrow is all set for its 3rd runway; its plans and promises fully cover all that has been asked of it by the Airports Commission and government; that it will henceforth be a really great and considerate neighbour; and that its runway will be the salvation of the nation.

The mask slips a bit when Nigel has to admit that: **"if our government introduce an act of parliament to rule out a 4th runway [Heathrow] will support that because ultimately that's the only thing that can stop it."** ie. only if barred by law.

And **"if the government decided to build a third runway it needs to set up a framework, a governance regime ... to hold us to account. ... it needs to have teeth to be able to penalise us and require us to take action** - at the moment that isn't the case." ie. Heathrow will not regulate itself, but only comply with law.

He makes out, without any evidence, that Heathrow freight is "26% of UK exports and imports" (it is far less than that) makes the claim (quite untrue) that "...we are not asking people to choose between the economy and the environment" implying that noise, night flights, NO2, surface access and CO2 problems are solved. **They are not.** There are not even any flight path details. 30.7.2016 <http://www.airportwatch.org.uk/?p=31509>

Wingate again “prepared to give assurances” (ie. but not yet) on GIP not selling Gatwick soon

The Times - which actively supports a Gatwick runway - had a feature on Stewart Wingate. This repeats (uncritically) Gatwick's claim that it can build a 2nd runway without public subsidy. The reality is that at least £12 billion of public money would be needed to upgrade surface access, which struggles now, let alone with 35 million more passengers. The Times repeats Wingate's claims (very dubious) that the runway can be added while capping airport charges. (This claim is based on Gatwick hoping it can get an unspecified agreement from government, presumably to prevent another runway being built to compete with Gatwick).

Wingate admits he has spent almost £40 million on advertising, planning for the 2nd runway and trying to undermine Heathrow. GIP only paid £1.5 million for Gatwick, but gave big dividends, of £48m in 2015 and £133m in 2014. Wingate says GIP is "prepared to give the government reassurances that it would not sell out immediately should it get the green light for a second runway." ie. no assurances yet. And "The shareholders are very much open to having a discussion on structures that satisfy the government." 11.9.2016 <http://www.airportwatch.org.uk/?p=31950>

GACC denounces the “obscene” bonus of up to £5 million for Wingate if he gets the 2nd Gatwick runway

Local group GACC (Gawick Area Conservation Campaign) is appalled to read the Sunday Times report that Gatwick boss, Stewart Wingate, is in line for a bonus of up to £5 million. Brendon Sewill chairman of GACC commented: "If Gatwick gets a new runway, he walks off with an obscene bonus while hundreds of thousands of people will suffer more noise; 50,000 will suffer worse pollution; thousands of motorists will be stuck in traffic jams; thousands of rail passengers will have to stand; Sussex countryside will be diminished by a new town the size of Crawley; 17 historic buildings will be demolished; and worse climate change damage will cause misery across the world."

"All that misery and Wingate swans off with his bonus - but with the curses of thousands ringing in his ears." GACC is also fascinated to learn that Gatwick has spent almost £40 million on its runway campaign.

Brendon Sewill says: "An American company has been using American style advertising and lobbying tactics. But all the evidence is that British Cabinet Ministers, British MPs and British civil servants are not easily bought. We have a proud tradition that Government decisions need to be taken on a rational analysis of the evidence. So all those expensive lunches may actually prove counterproductive."

11.9.2016 <http://www.airportwatch.org.uk/?p=31956>

Gatwick airport applies to have LOWER costs for night flights in summer in 2017/2018

The local campaign, Gatwick Obviously NOT (GON), has learned that Gatwick has applied to the CAA to be allowed to reduce the price charged to aircraft to land at night. The night period is considered, for charging, to be 22.30 to 04.59. The current charge for the lowest noise category (Chapter 4) planes at to land at night in summer (1st April to 31st October) is £622. There is no charge for the winter period (November to March).

Gatwick currently charges Chapter 4 aircraft the same £622 for the period 04.00 to 18.59 in summer, but £204 from 19.00 to 22.29. GON has asked Gatwick to reconsider. They have refused.

GON has therefore asked Secretary of State, Chris Grayling, to direct them to think again, as is his right under section 38 (4) and (5) of the Civil Aviation Act 1982.

Eight local MPs have written to Chris Grayling, saying: "It is therefore regrettable and in our view not acceptable that Gatwick Airport propose to charge significantly less for night flights than for day flights from 2017/18. This appears to be designed to increase demand for night flights in the run up to your review of the regulatory regime for such flights due in 2017. Any such increase would have devastating impacts on all communities in the vicinity the airport." GON is encouraging its members to write to MPs etc to make their views felt. 6.9.2016 <http://www.airportwatch.org.uk/?p=31853>



UK coastal regions suffer while Gatwick sucks UK tourists and their money out of the country - CAGNE report

Gatwick is well known to be a holiday and leisure trips airport. Its passengers are predominantly going on low cost flights, with about 80% to European destinations. The small number of long haul destinations is about the same as in 2007. The long haul airports it serves are all for UK leisure passengers, to the Caribbean, Florida etc - and are not for the purpose of bringing inbound visitors to the UK.



A new report from CAGNE (Communities Against Gatwick Noise and Emissions) sets out details of how Gatwick effectively encourages removal of money from the UK, by ever increasing numbers of leisure trips. <http://www.airportwatch.org.uk/wp-content/uploads/Bucket-n-Spade-Airport-impact-Coastal-Regions.pdf>

CAGNE sent buckets and spades, by post, to senior relevant Cabinet members and MPs, to remind them that Gatwick is largely a "Bucket and Spade" airport

The rise of low cost holiday flights, over the past 20 years or so, has meant the demise of many UK coastal towns as very cheap travel (and dependable heat and sunshine) have drained away visitors. The government has put up £90 million of public funding to help boost some of these struggling towns.

Yet Transport for London has said a 2nd Gatwick runway would need about £10 billion of public funding to deal with the increase in the number of passengers and all the associated ancillary traffic, on roads and railways. This public money would merely facilitate access to Gatwick, in order that more UK money could be exported - as Brits take their holiday money to spend abroad.

The excess of the money spent by Brits spending abroad, over that spent by inbound visitors in Britain is called the Tourism Deficit. It reached a total of £16.9 billion in 2015, <http://tinyurl.com/tourism-deficit> ably assisted by Gatwick. With unknown impacts of Brexit, a new report from CAGNE questions the wisdom of the government allowing Gatwick to build a new runway, with all the financial questions raised.

23.8.2016 <http://www.airportwatch.org.uk/?p=31673>

CAGNE report shows how widespread and unacceptable Gatwick 2nd runway noise would be

Gatwick community group, CAGNE (Communities Against Gatwick Noise and Emissions) had produced a new short report on the extent of the noise impact a 2nd Gatwick runway would have. CAGNE says Gatwick's local communities have been side-lined as the airport has failed to develop a proper strategy to deal with aircraft noise with expansion. A second runway would mean double the number of people impacted by night flights and create 24-hour "noise ghetto from hell." *The image from the CAGNE report shows where flight paths with a 2nd runway might be.* Larger version at <http://www.airportwatch.org.uk/?p=31517>



CAGNE says Gatwick's expansion proposals contravene Government policy on aircraft noise by failing to incorporate measures which would reduce noise. This is especially unsatisfactory as the Government is likely to make a runway decision, or at least a statement of preference between Heathrow and Gatwick, in October. The unacceptable noise burden from Heathrow is well known. Gatwick has tried to make out that its noise problem is small by comparison.

However, CAGNE shows that Gatwick (with a 2nd runway it would be the size of Heathrow now) plans to use both runways in segregated mode, so both are used all day for both landings and take offs. This does not allow the half day respite from which those under Heathrow flights benefit. Gatwick also plans to continue night flights all night, which Heathrow has been told it is not allowed to do. 2.8.2016 <http://www.airportwatch.org.uk/?p=31517>

The CAGNE report is at <http://tinyurl.com/CAGNE-flight-paths>

There is also another excellent report by Charles Lloyd, from GON, which shows the impact of more flight paths, at Gatwick. <http://www.gacc.org.uk/resources/Flight%20Paths%20with%20second%20runway.pdf>

GACC has a large number of expert research reports, on all aspects of a 2nd Gatwick runway. These can be found at [GACC Research Studies](http://www.gacc.org.uk/research-studies.php)

Runway would push up air fares due to carbon emissions, and restrict regional airports – new report

A new report for the Campaign for Better Transport (CBT) has analysed the Airports Commission's backing for new runway in relation to carbon emissions, and says the necessary carbon pricing would end low-cost flights by 2050. The Commission was aware that UK aviation is expected to far exceed the cap set for the sector's CO2 emissions (37.5MtCO2) before 2050. Adding another runway makes the situation far worse.

The only way to keep aviation emissions down, with a new runway, is greatly increased cost of flights, trying to reduce the demand that has been increased by adding capacity. This means a carbon price massively higher than today - at several hundred £s. The report, by Leo Barasi and Leo Murray, says that as well as making flights expensive (perhaps pricing out those on low pay) the addition of a new SE runway means growth at regional airports would have to be restricted to allow expanded London capacity.

Dame Julia King, who was on the Airports Commission and is on the Committee on Climate Change, admits that regional airports would need to be restricted in order to allow growth in the south east. There has been far too little assessment and acknowledgement of the CO2 implications of a runway. The government should not rush into approving a runway until this has been fully accepted.

9.8.2016 <http://www.airportwatch.org.uk/?p=31564>

Analyses by the Richmond Heathrow campaign confirm the figures, from the Airports Commission's own papers, showing with a Heathrow runway, the number of flights in 2050 at Birmingham airport would be reduced by 45% from 206,000 to 113,000, comparing the Do-minimum case (ie. no new runway) with the Northwest runway expansion option, carbon capped. There were 86,000 flights at Birmingham in 2011.

There are similar reductions at other regional airports such as flights at Luton would be reduced by 35%; Glasgow: 22%, Bristol: 26%, East Midlands: 20%, Newcastle: 11%, Belfast International: 10%, Liverpool: 11%; and Manchester: 10%.

Details at <http://www.airportwatch.org.uk/wp-content/uploads/RHC-lette-to-Prime-Minister-21.7.2016.pdf>

London City Airport runway blocked by protesters in support of “Black Lives Matter”, who got there by dinghy

Flights at London City Airport were disrupted after a group of nine protesters in support of "Black Lives Matter" occupied the runway. Police were called to the airport at 5.40am to reports of demonstrators getting onto the runway, by using a small rubber dinghy to get across the Royal Docks. A statement released by the group said: "This morning activists in support of Black Lives Matter UK shutdown London City Airport... This action was taken in order to highlight the UK's environmental impact on the lives of black people locally and globally. As the largest per capita contributor to global temperature change and yet among the least vulnerable to its deadly effects, the UK leads in ensuring that our climate crisis is a racist crisis."



The protesters chained themselves together, and on to a tripod, making them very hard to remove. All flights due to land at the airport were diverted to Southend and Gatwick airports. The runway was closed for around 6 hours. All 9 protesters, five men and four women, were arrested. They were later bailed to appear before Westminster Magistrates' Court on Wednesday 14th September. They are charged with aggravated trespass, being unlawfully airside and breaching London City Airport bylaws. The group "Black Lives Matter" has taken part in other actions over the past few months.

Serious security questions have been raised, in that these peaceful protesters were able to easily get onto the runway. The fear is of terrorists getting access. 6.9.2016 <http://www.airportwatch.org.uk/?p=31855>

Government (Chris Grayling and Sajid Javid) approve expansion of London City airport

The Transport Secretary, Chris Grayling, Communities Secretary, Sajid Javid, and the Chancellor of the Exchequer, Philip Hammond, announced they are allowing the expansion programme at London City Airport. The plans are for an extended terminal, new aircraft taxiway and parking spaces for planes, which will enable more, larger, noisier planes to use the airport.

The government is hoping this is a symbol of Britain "being open for business" and increasing connections with Europe, at a time of great fears about the impact of Brexit. With government fears for the economy, they are trumpeting the expansion as creating "1,600 airport jobs for staff, together with 500 construction jobs" and huge benefits to the economy. All three ministers made extravagant and excited statements about the positive impact of this expansion. Boris Johnson earlier turned it down on grounds of unacceptable noise levels for Londoners. It is likely the Black Lives Matter protest was partly in response to this expansion. 27.7.2016 <http://www.airportwatch.org.uk/?p=31488>

Flood of complaints from people upset by newly concentrated flight paths at London City airport

London City Airport's decision to concentrate all its flights paths earlier this year, with changes from 4th February, has resulted in a flood of complaints. HACAN East, which speaks for residents under the flight paths, has launched a short report outlining some of the complaints they received in just one month. With hot summer weather and people being outdoors more, or opening their windows more, the problem of aircraft noise is at its worst as people are most aware of it. HACAN East said the newly concentrated flight paths have brought complaints from many areas for the first time. The complaints have come from vast swathes of east and south east London. Hundreds of people have said they did not have flights in the past, but now get

them sometimes as often as every 3 minutes. People who moved to the area are now subjected to a level of noise they could not have expected, and they are affected by Heathrow arrivals as well as London City flights. People are especially upset if they moved from a noisy area, hoping they had moved to a quieter one. John Stewart said that HACAN East has met airport representatives who said they "have not closed their mind" to looking again at the concentrated flight paths but will not do so until next year after the Government (DfT) has issued its forthcoming consultation on national airspace policy.

The report is at <http://hacan.org.uk/wp-content/uploads/2016/08/HACAN-East-booklet.pdf>

With the expansion plans too, residents now face a double whammy - the concentrated flight paths and also more and larger planes." Cait Hewitt, from the Aviation Environment Federation (AEF), said: "It is hard to see how an increase in aircraft and in passengers travelling to and from London City can be compatible with the Mayor's ambitious plans to tackle air pollution in London."

30.8.2016 <http://www.airportwatch.org.uk/?p=31759>

Lively public meeting in Linlithgow on problems of Edinburgh Airport's changed flight paths

There was an excellent turnout from across the region at a meeting in Linlithgow, organised by **Edinburgh Airport Watch**, on the airport's consultation on changing flight paths. The CEO of Edinburgh airport, Gordon Dewar, attended. Members of Edinburgh Airport Watch spoke up for residents who are suffering unwanted aircraft noise on a daily basis. The airport refused to concede it has made any changes to the airspace over the last year, despite a clear majority of the people present indicating that, while they had no problem with noise before the 2015 TUTUR trial started, they most certainly have a problem with new and unwanted aircraft noise now.

People are adamant that a departure SID - standard instrument departure route - called DEAN CROSS has been renamed GOSAM and now has around 20 times as much traffic on it than before. People under it now get about 70 planes per day, between 6am and midnight, all week. Residents no longer have trust in the airport, as it has not been straight with them on noise. Concerns were expressed that the current "Letsgofurther" consultation includes the failed TUTUR route, which brought misery to thousands last year. There are also serious concerns as it is not clear what criteria the airport will use to determine where the new flight paths will be. Due to a technical glitch with its website, the airport lost 199 responses, and the consultation had to be extended by a week. 7.9.2016 <http://www.airportwatch.org.uk/?p=31888>

MEPs shocked by 'secretive' and unacceptably unambitious ICAO plan to cut aviation CO2 emissions

A meeting of the European Parliament's Committee on Environment has been told of the way a possible agreement by ICAO next month - on global aviation carbon emissions - has been watered down. MEPs were informed of the likely 6-year delay, with the scheme for a global market based mechanism (GMBM) not taking effect properly until 2027, rather than in 2021 that had been foreseen. Opt-in to the GMBM scheme before 2027 would be voluntary, but mandatory from 2027 through to 2035. There will be exemptions for poor nations, and even after 2027 the participation of the least developed countries and small island states would remain voluntary only. There is also a clause to allow nations participating in the global market-based measure (GMBM) to opt out with only 6 months' notice, raising serious concerns about the durability of the programme. It would depend on consistent participation for its effectiveness.

More at <http://tinyurl.com/ICSA-statement>

EU deputies were "shocked" to learn how many concessions the EU was prepared to make at the Montreal meeting, which took place in May behind closed doors. Then, to make matters yet worse, "a special review in 2032 will determine whether the mechanism will be continued," taking into account progress made as part of a related "basket of measures" which includes "CO2 standards for aircraft", technological improvements, air traffic management and alternative fuels. In a rare show of unity, Parliament representatives from across the political spectrum urged the EU to be more aggressive in the negotiation. Bas Eckhout, a Dutch MEP, said what is on offer now is not acceptable. 1.9.2016 <http://www.airportwatch.org.uk/?p=31784>

China, US and EU reported to have pledged to join the weak, voluntary, initial stages of ICAO scheme for CO2

It is reported that China, Europe and the US have pledged to join the initial voluntary phases of ICAO's carbon-offsetting scheme designed to give international aviation a chance of achieving its goal of "carbon-neutral growth" after 2020. On 3rd September, the 44 member states of the European Civil Aviation Conference (ECAC) committed to being part of ICAO's global market-based measure (MBM) scheme "from the start". On the same day the US and China said they "expect to be early participants" in the global MBM, also called the Carbon Offset and Reduction Scheme for International Aviation, or CORSIA.

On 2nd September ICAO released a revised text that will be presented **for adoption by the ICAO Assembly in early October**. This makes participation voluntary in the pilot and first phases of the scheme, covering 2021-26. The MBM will become mandatory only in the 2nd phase, covering 2027-35, with exemptions for countries with only a small share of international aviation activity in 2018. India and Russia are opposed to joining the global MBM. Under the CORSIA scheme, airlines would "offset" additional CO2 growth beyond 2019-20 levels by buying credits from designated environmental projects. There are concerns about REDD+ (Reduce Deforestation from Deforestation and Forest Degradation) forestry credits being used. A large number of NGOs have expressed their reasons for not believing REDD+ should be used.

<http://tinyurl.com/NGOs-oppose-REDD>

ICAO estimates the cost to airlines of their market based measure (ie. carbon offsetting, or carbon trading, to use other names for it) would only be at most 1.4% of total revenues, by 2035. And far less until then.

5.9.2016 <http://www.airportwatch.org.uk/?p=31840>

Aviation Week blog says forecast aviation demand is unsustainable and must be dampened

A blog in Aviation Week, by Antoine Gelain who works for an investment company, provides some cutting insights into demand for air travel. He says: "When it comes to sustainability of air travel, the aviation community is lying to itself. There is an elephant in the room and nobody wants to see it. Without more significant efforts—some would call them sacrifices—air travel will continue to be a huge contributor to this planet's pollution and global warming, with dire consequences for future generations" ...

and ... "The bottom line is that with all the talk about the aviation community being committed to action on climate change ... and about how various supply-driven measures will improve air travel's sustainability, everybody knows that serious progress will not be achieved unless we address the other part of the equation, aviation's "sacred cow"—demand." ...

and ... "Air travel has essentially doubled in the past 15 years (and so have related CO2 emissions) and is expected to double again over the next 15 years. There is just no way supply-based measures such as technology and infrastructure improvements will come close to offsetting such rapid growth and its impact on the environment." ... and ... If we in the aviation community are really serious about addressing climate change, we first need to accept that the current and forecasted demand for air travel is unsustainable and therefore must be dampened." ... and more

11.8.2016 <http://www.airportwatch.org.uk/?p=31569>

Research indicates minute particles of magnetite probably from car pollution in human brain tissue

Recent research by Lancaster University indicates that as well as heart and lung effects of air pollution, tiny particles of pollution appear to get inside brain tissue. Called "nanospheres", the particles are less than 200 nanometres in diameter - by comparison, a human hair is at least 50,000 nanometres thick. They are made of magnetite, which is a compound of iron and appear to come from car engines or braking systems. These magnetite particles may be small enough to pass from the nose into the olfactory bulb and then via the nervous system into the frontal cortex of the brain. Iron is a very reactive metal, so it is likely they will cause oxidative damage in brain tissue.

It is already known that oxidative damage contributes to brain damage in Alzheimer's patients. It is not known whether these particles could contribute to dementia, but there might be plausible mechanisms for a link. The research, published in the PNAS, analysed samples of brain tissue from 37 people - 29 who had lived and died in Mexico City, a notorious pollution hotspot, and who were aged from 3 to 85. The other 8 came from Manchester, were aged 62-92 and some had died with varying severities of neurodegenerative disease. The particles issue is yet another reason not to permit vehicle pollution levels to rise, for public health. 6.9.2016 <http://www.airportwatch.org.uk/?p=31850>

Aviation low carbon future using biofuel from wood waste described as a “pipe dream”

Plans to cut airline CO2 using jet fuels made from waste wood have been dismissed as a "pipe dream" and "fairytale stuff" and unrealistic by environmentalists. ICAO anticipates a trebling of CO2 emissions from aviation by 2050 if nothing is done to restrict it. It is attempting to develop long term plan to ensure that, by 2050, net aviation emissions will be half of what they were in 2005. One of the key parts of that plan is "green" jet fuel. Earlier this year the FAA authorised a new biofuel made from a type of alcohol called isobutanol, which companies are hoping to make from wood pulp treated with enzymes to produce sugars. Then genetically modified yeast produce isobutanol from the sugars. Another process then converts the isobutane into high octane fuel. If this fuel was made of just forestry residue, rather than purposely felled trees, it could be considered to be "sustainable" with probably low environmental impact. However, the calorific value of just the brash (leaves, twigs, little branches) is not high enough. The trunk contains most of the energy.

Bill Hemmings of T&E believes these fuels are far too expensive, and they are not - and will not - deliver the emissions reductions that would justify the investment. ICAO's dream of halving the level of 2005 aviation CO2 emissions by 2050 depends on a rapid uptake of genuinely low carbon and "green" fuels. Such fuels may not exist in commercial quantities, without competing with land for human food - and thereby reducing land that still provides natural habitats. 31.8.2016 <http://www.airportwatch.org.uk/?p=31757>

German study indicates plane noise near Tegel airport has an impact on acoustic communication by birds

Scientists from the Max Planck Institute for Ornithology in Seewiesen in Germany have found that birds near Berlin's Tegel airport, one of Europe's largest, start singing significantly earlier in the morning than their counterparts at quieter locations. What's more, they discovered that chaffinches stop singing when the noise from air traffic exceeds a threshold of 78 decibels (A). The two most important functions of birdsong are territorial defence and the attraction of a mating partner, and so disturbances to birdsong by noise can impair the birds' reproductive success 8.9.2016 <http://www.airportwatch.org.uk/?p=31894>

US ex-FAA lawyer: Aviation noise is an issue that needs a reasonable solution

A lawyer who used to work for the FAA (Federal Aviation Authority - akin to the CAA) has written about how he believes people affected by aircraft noise should be treated better. He says there are people who buy a home near a small airport, expecting just a small number of flights - and then find the airport is expanded and instead of small general aviation planes, the airport handles huge jets. And many other situations where people find they are newly afflicted by plane noise. Many in the aviation industry blame those affected and say they should not have chosen to live near an airport. The lawyer says: "Reasonable noise standards that should be followed by the airports, aircraft, airlines and the FAA should be instituted. And they must be enforced." 29.8.2016 <http://www.airportwatch.org.uk/2016/08/31750/>

“Save us from a 3rd Heathrow runway” banner outside Theresa May’s 1st PMQs



When new Prime Minister Theresa May left Downing Street for her first Prime Minister's Questions on Wednesday 20 July, she couldn't miss the gathering of campaigners protesting against a 3rd Heathrow runway. This was just a reminder to the Maidenhead MP that residents, currently living under the threat of a bigger Heathrow, want an announcement that a 3rd runway will never be built. A banner urged Theresa May to "Save us from a third runway."

People living in the villages of Harmondsworth and Sipson also want Theresa May to appreciate that they have spent decades under threat. Each new plan for expansion at Heathrow puts homes at real risk of demolition. The last proposal (2002-2010) would have flattened Sipson and part of Harmondsworth. This time round almost all of Harmondsworth would be under concrete with Sipson initially on the boundary but quickly engulfed by airport development.

Residents of the Heathrow villages say though politicians decry the lack of human rights in other countries, they ignore the fact that the British government has repeatedly ill-treated people living near Heathrow. Residents around Heathrow want the threat of the 3rd runway ended for good.

20.7.2016 <http://www.airportwatch.org.uk/?p=31587>

Heathrow residents who fear losing their homes for 3rd runway take 1,000 petition cards to 10 Downing St

Residents who face losing their homes to make way for a 3rd runway at Heathrow delivered 1,000 Petition cards to 10 Downing Street. Harmondsworth residents and anti-3rd runway campaigners were joined by Labour MPs John McDonnell and Ruth Cadbury, as the final decision approaches on airport expansion in the south-east (probably in October, when Parliament resumes after the party conferences).



The petition cards were signed over two days at two local events in west London recently and called on Prime Minister Theresa May, who represents nearby Maidenhead, to oppose the 3rd runway.

The visit to Downing Street sends a strong reminder to the Prime Minister that residents around Heathrow are firmly opposed to its expansion – whether it is on the grounds of the destruction of thousands of homes, noise, air pollution, over-crowded road and rail transport, costs to the taxpayer for the

infrastructure or climate change. People fear that compensation from Heathrow, if the villages were flattened, would not be enough and "how will money soothe those who stand to lose everything they hold dear?"

The cards should be a reminder to Theresa May of the reality, in human terms, of the loss and dislocation people would suffer, due to the destruction caused to build a 3rd runway. 12.9.2016

<http://www.airportwatch.org.uk/?p=31973>

Some Useful Links

- For large amounts of up-to-date news on airports and aviation, see **AirportWatch's** news pages <http://www.airportwatch.org.uk/latest-news/> with many topic sub-sections
- For daily transport news in the UK - **Transportinfo** at transportinfo.org.uk
- **Transport & Environment (T&E)** <http://www.transportenvironment.org> Twitter [@transenv](https://twitter.com/transenv)
- News and expert analysis on the **AEF (Aviation Environment Federation)** website at www.aef.org.uk and on Twitter [@The_AEF](https://twitter.com/The_AEF)
- **HACAN** www.hacan.org.uk Twitter [@HACAN1](https://twitter.com/HACAN1)
- **GACC (Gatwick Area Conservation Campaign)** www.gacc.org.uk/latest-news
- **Stop Heathrow Expansion (SHE)** <http://www.stopheathrowexpansion.co.uk>
- **Gatwick Obviously NOT** <http://www.gatwickobviouslynot.org/>
- **CHATR Chiswick Against the Third Runway.** <http://www.chatr.org.uk/>
- **HACAN East at London City Airport.** <http://hacaneast.org.uk/news> Twitter [@HACANEast](https://twitter.com/HACANEast)
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www.airportwatch.org.uk info@airportwatch.org.uk