



AirportWatch bulletin 54
September 2012

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From John Stewart, Chair of AirportWatch

All change - or is it?

The Cabinet reshuffle saw Justine Greening moved, against her will, from Transport Secretary to head up International Development and the aviation minister Theresa Villiers promoted to the Cabinet as Northern Ireland Secretary.

The aviation industry will be delighted. Its expensive marketing and lobbying campaign has paid off. It got what it wanted: Heathrow expansion ruled in rather than ruled out of any consideration of future expansion plans. To do that required the removal of Justine Greening.

The industry may well press for further concessions but is likely to operate more behind-the-scenes rather than continue with its high-profile media and marketing campaign.

The second part of the aviation consultation - asking for evidence about the need for more capacity will be replaced by an Aviation Commission headed by Sir Howard Davies. At the time of writing we don't know who else will be on the Commission not what its exact remit will be. The Commission will be asked to produce an interim report at the end of 2013 and a final report in the summer of 2015, two months after the General Election.

We understand that the Labour Party will cooperate with the Commission but will not be bound by its findings. It would be a surprise if the Labour Party didn't stick to its policy of opposing both Heathrow expansion and an Estuary Airport.

It is possible that, in its interim report, the Davies Commission may argue that more night flights and mixed-mode at Heathrow might be short-term solutions. It is understood that BAA were prepared to go easy on night flights when they thought they would get a third runway.

Boris Johnson, the Mayor of London, was very critical of the decision to move Justine Greening. He will be setting up his own Commission which will produce its own report within 9-12 months. It will be a stand-alone report but will also be presented to the Davies Commission as his evidence.

The Commons Transport Select Committee has announced it will be conduct a hearing on aviation, with submissions required by 19th October.

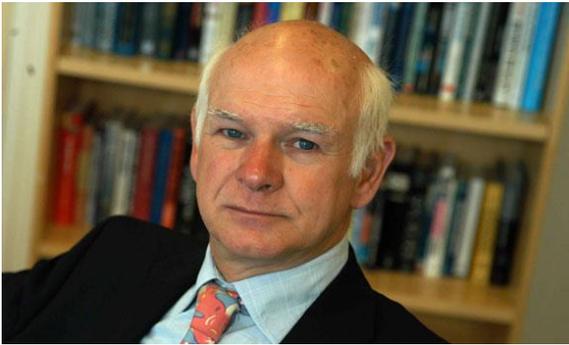
The Greater London Assembly Environment Committee, chaired by Murad Qureshi, will hold a hearing on aviation in the autumn.

Where does this leave us?

Clearly the removal of Justine Greening and Theresa Villiers is a setback. But the only policy shift is that Heathrow expansion will be ruled in, rather than ruled out, of future plans for expansion. Heathrow campaigners believe that, because of the high-profile, successful campaign last time round, a third runway remains a poisoned chalice for any politician. However, because the industry has got its way over Heathrow, it is likely to ease off on its very public marketing campaign and revert to more lobbying behind the scenes. That will make things easier for us as we struggled to counter the spin that is part of any marketing campaign.

Government announced the creation of independent Aviation Connectivity Commission. DfT call for evidence on airport capacity cancelled

The DfT has now announced that it has asked Sir Howard Davies to chair an independent Commission tasked with identifying and recommending to Government options for maintaining



Sir Howard Davies

this country's status as an international hub for aviation. It says the Commission will examine the scale and timing of any requirement for additional capacity to maintain the UK's position as Europe's most important aviation hub; and identify and evaluate how any need for additional capacity should be met in the short, medium and long term. In doing so, the Commission will provide an interim report to the Government no later than the end of 2013 setting out its assessment of the evidence on the nature, scale and timing of the steps needed to maintain the UK's global hub status; and its recommendation(s) for

immediate actions to improve the use of existing runway capacity in the next five years – consistent with credible long term options. The Commission will then publish by the summer of 2015 - 2 months after the election - a final report, for consideration by the Government and opposition. A decision on whether to support any of the recommendations contained in the final report will be taken by the next Government. 7.9.2012 <http://www.airportwatch.org.uk/?p=534>

Sir Howard Davies has been Director of the LSE; attends the World Economic Forum in Davos; was Chairman of the FSA; Deputy Governor of the Bank of England; former Director-General of the CBI, and Controller of the Audit Commission.

Commons Transport Committee set up inquiry to scrutinise the Government's aviation strategy

The Transport Committee has published the terms of reference for a new inquiry that will examine the Government's aviation strategy and will focus on aviation capacity in the UK.



Mrs Louise Ellman

The Davies Commission will not produce its final report until 2015. Louise Ellman, the Transport Committee's Chair, said she believed a strategy for aviation capacity should not be delayed further. She is inviting the public to submit their views, **by 19th October**. Details of how to respond at <http://bit.ly/PwyvYV>

Her committee aims to influence the Government during the policy development process "with sensible but challenging recommendations and to make sure that aviation policy stays high on the political agenda." The Committee will look at connectivity, economic impacts, APD, making best use of existing airport capacity, noise and carbon emissions. And "Do we need a step-change in UK aviation capacity? Why?" The inquiry is likely to reach a conclusion in 6 -9 months.

The inquiry does not appear to ask whether an increase in capacity is needed. It just presumes it is. After asking sensible questions in the first two sections, the second two sections indicate that the committee appears to have already decided that an increase in capacity is going to happen. Then it goes on to ask: "Will the Government's proposals help reduce carbon emissions and manage the impact of aviation on climate change?" Presumably, if there is huge expansion of aviation, the answer is NO, it won't reduce carbon emission. 13.9.2012 <http://www.airportwatch.org.uk/?p=411>

Boris to hold rival inquiry on Thames estuary airport or expanding other airports, excluding Heathrow



Mayor London, Boris Johnson

Boris Johnson plans to hold a rival inquiry into the future of aviation capacity which will specifically exclude a 3rd runway at Heathrow. The Davies Commission on aviation capacity will include Heathrow. Boris's "call for evidence" will hear from airlines, airport operators, local authorities and aviation experts, on his proposal for a new airport in the Thames estuary or expansion on alternative sites around the capital. The inquiry will last between 9 and 12 months - reporting two years earlier than the Davies Commission. The findings of the Boris inquiry will be presented to the Davies Commission as his

submission, and Boris has reluctantly decided to cooperate with because of the "realities" of the situation. Windsor MP, Adam Afriyie, is backing Boris in favouring an estuary airport. Mr Johnson responded with fury to the Prime Minister's decision to remove Justine Greening, due to her opposition to the expansion of Heathrow, from the job of Transport Secretary. 10.9.2012

<http://www.airportwatch.org.uk/?p=473>



Floating runways scheme proposed for a Thames estuary airport – by Gensler

Another week. Another implausible and over-ambitious airport proposal announced. There are



Artist's impression of the floating runways

new plans for a floating airport in the Thames Estuary by a "major global architecture firm," Gensler (from USA). Calling itself London Britannia Airport, it would include 4 floating runways tethered to the sea bed. Gensler says these could be floated in as required - allowing for future expansion to accommodate 6 runways, with several terminals on land, one in east London between Canary Wharf and the Olympic Park, and there would be high speed rail links. The Standard says Gensler have built airports elsewhere in the world, but it appears it is only now in the process of building terminals - not floating runways - at Seoul and Denver airports. A Gensler

spokesman said: "It absolutely could be done. It's all fairly standard technology and marine engineering is what we're good at in Britain." Heathrow would become an eco-city. 12.9.2012

<http://www.airportwatch.org.uk/?p=477>

Independent suggests a nebulous plan for new hub airport west of Heathrow

The Independent reports that British business is starting to get behind nebulous plans for a £40 - £60bn 4-runway airport near Heathrow. It says a "world-leading infrastructure firm", which has worked on aviation projects in Latin and North America, has been commissioned by an un-named group of British businesses to assess sites for the scheme to the west and north-west of London. Potentially backed by Chinese sovereign wealth fund money, the secretive consortium plans to throw their scheme into the mix as a potential long-term successor to Heathrow. Potential sites, which must be flat with few nearby residential areas, are thought to have been identified along the potential High Speed Two rail line, which would link London and Birmingham, and the Great Western main line, so the airport would be within 30 minutes of London. 9.9.2012

<http://www.airportwatch.org.uk/?p=2909>

Deflating the airport capacity shortage myths – new hub airport would be obsolete before it is built

AirportWatch believes the myth of the “airport capacity crisis” being pushed by the aviation industry must be laid to rest. The aviation industry’s “aviation capacity crisis” is an extended piece of “spin” aimed at convincing the public they need something that will predominantly benefit the industry’s own shareholders, with major costs for everyone else.

It is crucial to recognise that it is likely the UK has enough airport capacity until 2030 and there is therefore no need for a new hub airport. The intense recent PR and lobbying campaign from the aviation industry has been designed to obscure several inconvenient facts. One key fact is that better use of slots and runway capacity at London’s existing airports will provide more than enough capacity to reach markets such as India and China for decades to come. Another myth is that Heathrow is losing out to other European airports. It is not. It has more flights to key business destinations than its two closest rivals, Charles de Gaulle and Frankfurt combined. 31.8.2012
Details at <http://www.airportwatch.org.uk/?p=2674>

AirportWatch has a new, concise 2-page briefing on the key facts about airport expansion. It is at <http://www.airportwatch.org.uk/wp-content/uploads/AirportWatch-Aviation-Issues-Briefing-September-2012.pdf>

Can the UK fly more without breaking climate change targets?

The aviation industry is bullish about its prospects of decoupling growth in aviation from the growth in emissions. At least Boeing and BAA are, and a host of airlines and airports that are part of the "Sustainable Aviation Council". The SAC's 2012 roadmap argues that virtually all of the extra GHG that would be emitted by this rise can be cut by a combination of sleeker aircraft, leaner engines, smoother ground operations, more direct flight paths and up to 40% use of biofuels in global aviation. It also suggests that the use of carbon trading would mean aviation's current carbon footprint could be halved even if passenger numbers more than doubled. But aircraft emissions cannot be airbrushed away through carbon trading, as Tim Yeo and others suggest. Given a new dash for gas in the UK, new road building and then more aviation, where are the CO2 cuts needed for permits to trade actually going to come from? Damian Carrington explores the issues. 7.9.2012
<http://www.airportwatch.org.uk/?p=555>

Why Tim Yeo is wrong about carbon emissions from UK aviation being controlled by the ETS

There have been several clear explanations of how the carbon emissions from UK aviation are dealt with by the ETS, and why Tim Yeo (and others promoting huge expansion of UK air travel, beyond the limit recommended by the Committee on Climate Change), have got it wrong. Articles by the Carbon Brief and in Business Green set out how ETS is not the solution. The ETS cannot and will not prevent aviation emissions from rising. This is because of the current weakness and failures of the ETS, meaning it does not work properly, largely as the carbon price is too low and dubious credits are imported from outside. However, even if the ETS did work perfectly, it would drive up the cost of flying hugely as permits become scarce and expensive as carbon cuts are harder and harder for other sectors to make. There are three articles setting this out:

The Carbon Brief at <http://bit.ly/PqPWci> **Business Green** at <http://bit.ly/PPQN6P>
Aviation Environment Federation at <http://www.aef.org.uk/?p=1404>

Besides the apparent misunderstanding about the failings of the ETS, Yeo also suggested that that if the UK were to increase its airport capacity, carriers would be more likely to send their newer, more efficient planes to Heathrow. Carbon Brief explains that this would not happen as there doesn't seem to be any reason why airlines would send their newest planes to the UK over other EU

destinations. 30.8.2012 Ironically, Tim Yeo's intervention on Heathrow strengthened the calls for stricter curbs on select committee chairmen due to potential conflicts of interest - his links with biofuel companies and vested interest in not wanting Stansted expanding.

More on the ETS at http://www.airportwatch.org.uk/?page_id=8234

BAA finally agrees to sell off Stansted airport – no further appeals

In late August, BAA has finally agreed it will not mount a final appeal to the Supreme Court to avoid having to sell Stansted. The Court of Appeal last month upheld a competition ruling dating back to 2009, dictating that Stansted must be sold. BAA has been told it does not have the legal grounds for a further appeal. BAA still asserts that the Competition Commission is wrong, as Heathrow and Stansted serve different markets. It has tried every tactic to delay the sale for as long as possible, due to the current depressed market. The airport is valued at around £1 billion. Stansted, which mainly has leisure passengers has been losing passengers consistently since 2007. There is no timetable yet for the sale. MAG and South Korea's state-owned Incheon airport group are possible buyers.

Ryanair also wants to take a stake in any consortium that buys Stansted, but the Competition Commission will not allow it to have as much as a 24.9 % stake. It has suggested in the past that resident airlines could own no more than 5 or 10% of the airport, so that it cannot make decisions on how the airport is run which would hurt competitor airlines. 11.9.2012

<http://www.airportwatch.org.uk/?p=2503>

Stop Stansted Expansion welcomed the Government's decision to establish an independent commission to look at aviation connectivity issues. But they are disappointed the Government is not simply adhering to the policy which it laid down at the beginning of this Parliament, that there should be no more runways in the south-east. There have been 3 independent assessments in the past which all concluded there should be no more runways at Stansted, (1960s - Chelmsford Inquiry; 1960s and 1970s - Roskill Commission; 1980s - Inspector Eyre). SSE has every reason to believe this new commission will reach the same conclusion. <http://www.airportwatch.org.uk/?p=518>
There is a Stansted timeline of past events at <http://www.stopstanstedexpansion.com/timeline.html>

News from European airports

Nantes airport protest at the Eiffel Tower, complete with sheep and tractor



Protest under the Eiffel Tower

Over the 15th/16th September weekend, the very active and energetic protest group - Acipa - against a new airport at Notre Dame des Landes, near Nantes, took their protest to Paris. This coincided with an environmental conference taking place in Paris, but which will not discuss the airport issue. The protesters managed to quickly get a tractor close to the Eiffel Tower, the main symbolic image of Paris, and erect a pen for some sheep they had brought with them, which they grazed on the grass around the tower in the Champ-de-Mars. All this was watched with great interest by bemused tourists, who took loads of photos, this not being something one expects to see every day. The protest is against President Hollande's support for building the airport, and his refusal to meet them. The protest continued over night.

<http://www.airportwatch.org.uk/?p=420>



Frankfurt airport noise protesters continue their regular, photogenic protests

Picnic breakfast in the peace & quiet away from aircraft noise, outside airport boss' house



About 20 protesters against the unacceptable noise caused by Frankfurt airport met one Saturday morning to set up their picnic breakfast outside the house of the Frankfurt Airport boss. His house is in a quiet area, not overflowed, unlike theirs. They just wanted, on this warm, heat-wave morning, to enjoy breakfast in peace outdoors - something they can no longer do in their own homes and gardens.

There were no slogans or chanting, but just a peaceful breakfast. And there was no sign of the boss, Schulte, whose shutters remained resolutely closed throughout. 20.8.2012 <http://www.airportwatch.org.uk/?p=2506>

Noise protest picnic with drums, bagpipes, cans etc outside main Frankfurt police station

In their continuing protests against aircraft noise from Frankfurt airport, a group of protesters set up a noisy protest, picnic and barbeque outside the main Frankfurt police station for two hours one weekend. They African drums, a variety of other noisy instruments, including bagpipes, tambourines, petrol cans etc, with which to make a racket. The soundscape they produced was to fight noise with noise - creating a cacophony rather than a melody, as a change from the roaring of jets overhead that they now have to endure at home. They continue their regular Monday evening protests at the airport. 28.8.2012 <http://www.airportwatch.org.uk/?p=1151>



Objections to plans for a 3rd runway at Vienna airport

Vienna airport has plans for a third runway, saying it is necessary due to increasing numbers of passengers etc. In July a consultation process started, on the environmental impact assessment. This has now closed, and there have been at least 25 appeals sent in. Realistically, a final decision on the runway will not happen before 2014/15. Some years back the airport did a deal with the main opposition group, to make some concessions on night flights (including probably a ban for some of the night) in return for the residents not opposing the third runway. However, a number of residents from some of the areas that will be under the new flight path remain bitterly opposed, as it is likely that the deal has marginalised them and they won't be listened to. They are very angry about the deal by Suzanne. The wider environmental movement in Austria does not seem to have become involved in the issue. 14.9.2012 <http://www.airportwatch.org.uk/?p=413>

Airbus tries to get suspension of the ETS - but EU confirms no change

There have been press stories suggesting that European officials backing Airbus are recommending the suspension of ETS in order to avert a trade war with major economic powers such as China and the USA. Airbus is unhappy about losing sales to its fastest-growing market and is putting strong pressure on the EU to keep up their profits. Connie Hedegaard has confirmed that there are "no changes in EU and member states approach on the ETS and aviation." 13.9.2012 <http://www.airportwatch.org.uk/?p=408>

Luton airport expansion plans for 18mppa given decisive “thumbs down” on environmental grounds

Luton Airport has today released its revised Master Plan for airport expansion, starting a 6-week public consultation. But detail on the environmental impacts of the proposals is not going to be made available until the planning application is submitted in November. Local campaigners commented that Luton's owners and operators want to increase capacity to match the number of passengers at Stansted and Manchester today, even though Luton Airport is on a cramped site and surrounded by towns and villages. The plans are for 18 mppa, compared to 10 mppa now. The proposals for expansion would result in 58% more flights than in 2011 – an average 160 extra flights per day, due to taxiway extensions. There would also be a longer morning ‘rush hour’ with flights every 90 seconds at peak times. The noise limits set are so high that they would have little effect, and the larger planes are likely to be more noisy than those currently using Luton. The noise insulation offered by the airport does not cure the problem. A planning application is due to be submitted in November. The airport hopes that if the planning application goes through, building could start in winter 2013. 3.9.2012 <http://www.airportwatch.org.uk/?p=547>

Consultation closes 12th October 2012. Details of the Master Plan, how to respond <http://www.london-luton.co.uk/en/content/8/1171/Masterplan.html>

The reasons put forward by Luton Borough Council for these proposals centre around creating wealth, and they hope it would allow the airport to "continue to deliver sustainable growth benefiting residents and passengers". The local campaign group HALE (Hertfordshire Against Luton Expansion), which opposes further expansion at the airport, commented that Luton Borough Council is only interested in milking the airport for cash, and talk of "sustainable" airport growth is an oxymoron. Another local campaign group, LADACAN (Luton & District Association for the Control of Aircraft Noise) criticised the absence of any mention of the environmental impact of increased aircraft noise, which would be inevitable. <http://www.airportwatch.org.uk/?p=1411>

The proposals are being explained in more detail at a series of public exhibitions by the airport, for which the timetable is at <http://www.hale.uk.net/public-exhibitions>



The proposals on noise are worrying those already affected by Luton's flight paths. The airport says "... we're putting forward 6 completely new measures as well as the 55 measures already approved in our Noise Action Plan in order to try to deal with" this key issue. But opponents point out that of the 55 Action Plan measures, 44 are just monitoring.

The 6 new measures do not contain specific, independently verifiable

commitments which will provably lead to a substantial reduction in overall noise. Merely fining the handful at the very noisiest end of the scale is by no means enough. Many of the measures involve “encouraging” airlines to take “voluntary” measures or “reviewing” policies and procedures. These are not definite, measurable commitments to deliver quantifiable improvement. Instead they propose implementing steadily reducing caps on departure and arrival noise and banning repeat offenders. They also propose reducing the number of night flights or banning them altogether. There is more detail at <http://www.hale.uk.net/category/news/>

Earlier the airport's owner and operator agreed to extend their contract until 2031. So they no longer have to rush a planning application, as the concession's 2014 break-point has been removed.

Midlands MPs and business people say a 2nd runway at Birmingham would boost regional growth

A letter in the Telegraph, signed by 35 MPs and 41 business people from the Midlands area, backs the expansion of Birmingham airport and calls on Government to support expansion of regional airport growth. The letter says the Midlands needs global air links to emerging markets, rather than just having the national hub airport in the south of England. They say airports in the great industrial cities in the Midlands, such as Birmingham, have huge spare capacity. They also talk of Birmingham having a second runway, and with that its capacity could rise from the current 8.6 million passengers annually (in 2011) up to 50 million. In September 2007 the airport abandoned plans for a 2nd runway, saying it was not needed and there would be enough capacity for up to 27 million passengers per year up to 2030. 30.8.2012 <http://www.airportwatch.org.uk/?p=767>

Visa red tape and cost are putting off Chinese visitors – not APD or a lack of runways

Britain wants more Chinese tourists, as they are high spenders. However, it may be that getting a visa to the UK is more difficult and more expensive than a visa for Europe. Only one visa is needed for the whole EU, but Chinese visitors have to get a second visa, just for the UK. So many don't bother to. Although the figures are disputed, about 25-50% more Chinese tourists are believed to visit France than Britain. A UK visitor visa requires lengthy forms with original supporting documents and costs £78, compared with the €60 (£47.60) that buys access to the whole European Schengen zone. The UK visa also requires biometric data, which involves applications in person, although Europe will follow suit on this next year. IAG has joined in the complaints about the UK visa system, saying it is bad for business and deters Chinese businessmen. Much of the power lies in the hands of Chinese travel agents and middlemen who arrange visits abroad and have considerable influence on visa applications. So the lack of Chinese tourists is nothing to do with needing more runways, or needing to cut APD. It is more to do with the visa process.



18.8.2012 <http://www.airportwatch.org.uk/?p=1205>

Thousands overflowed by Heathrow ready to vote against the Conservatives at next election if they resurrect expansion plans

Voters affected by noise from Heathrow flights paths are likely to vote against the Conservatives at the next election, if they do not oppose expansion at Heathrow. Zac Goldsmith only won the Richmond Park district 2 years ago by 4,091 votes out of 59,268 from the LibDems. Cameron can't afford to lose seats if he wants to retain power after the next election, scheduled for 2015. Conservative Brentford & Isleworth MP, Mary McLeod - with a majority of 2,000 - says she was elected on the basis of no Heathrow expansion. Data from the EC and the CAA show that 725,000 people are affected by aircraft noise around Heathrow. Justine Greening's Putney constituency was held by Labour before 2005. There would be similar election problems in the Thames estuary area.

Hounslow's deputy leader of the council, Colin Ellar, pointed out that: "The impact on hundreds of thousands of people is undersold, under-reported, never stated." Just in Hounslow there are dozens of schools badly affected by noise, with a plane overhead for part of the day every 90 seconds, making teaching very difficult. BAA has provided some sound insulation, but not air conditioning - making rooms stifling in summer with windows closed. Prestigious office blocks can afford air conditioning as well as double glazing, but this is not offered for schools or the homes of ordinary residents. Slight improvements in aircraft are not enough to make a significant difference to noise perception. 17.9.2012 <http://www.airportwatch.org.uk/?p=427>

HACAN to stage fringe meetings at party conferences

All these meetings are at venues just outside the secure zone and so are open to everybody, so anyone is welcome to attend.



Heathrow: Better not Bigger?

HACAN Fringe Meeting at the Liberal Democrat Party Conference

24th September, 1pm, Holiday Inn Hotel

Speakers: Transport Minister Norman Baker MP; Baroness Susan Kramer;

John Stewart. Chair: Stephen Joseph, Director Campaign for Better Transport

HACAN Fringe Meeting at the Labour Party Conference

1st October 17.45pm, Mercure Manchester Piccadilly Hotel;

Speakers: Seema Malhotra MP; John McDonnell MP; Murad Qureshi, London Assembly member;

John Stewart. Chair: Lord Richard Faulkner

HACAN Fringe Meeting Conservative Party Conference

9th October, 12.45pm, Birmingham Town Hall.

Speakers: Stephen Norris; an un-named high profile speaker; John Stewart. Chair Zac Goldsmith

Why is allegedly responsible, green, Co-op sponsoring the anti-APD campaign?

The Co-op's travel company Co-operative Travel, which last year merged with Thomas Cook, is backing the campaign against Air Passenger Duty. The Co-op prides itself on being ethical, and states that "Our pioneering involvement in Fairtrade and combating climate change reflects the values of our members and their desire to build a better future for themselves, their families, their communities and the wider world." But not, apparently, when it comes to its Travel company. On learning of the Co-op's support for the anti-APD campaign, Cait Hewitt from the Aviation Environment Federation said: "It's extraordinary that it seems the Co-op is using their customers' money to support industry lobbying to cut aviation taxes". John Stewart commented: "The involvement of Co-operative Travel with this campaign badly tarnishes its claim to be green and ethical. Many of its members will be shocked at its decision to join this alliance." The Co-op could do with some complaints about this double standard. <http://www.airportwatch.org.uk/?p=448>
You can email the Co-op at customer.relations@co-op.co.uk

Solena partnership with BA to produce jet fuel from London municipal waste – delayed over 2 years?

In 2010 it was announced that Solena and BA would build a plant to produce jet fuel in London. Solena hoped the new aviation fuel would be produced from several types of waste materials destined for landfill. The airline said it plans to use the low-carbon fuel to power part of its fleet beginning in 2014. In 2010 they said the self-contained plant will likely be built in east London. It was expected to convert 551,000 tons of waste into 16 million gallons of green jet fuel each year. However, the timetable has slipped. Little news can be found about it, and there is no planning application yet. One website said the project will start in 2nd quarter of 2014 and end 2nd quarter 2016. Oxford Catalysts were selected to supply the modular Fischer-Tropsch technology. There has been no planning application yet at Rainham Marshes. The timetable seems to have slipped by at least 27 months. 10.9.2012 <http://www.airportwatch.org.uk/?p=457>

£100m Manchester airport cargo centre 'will ruin our homes' say opponents

Residents living near the proposed site of a new £100m "World Logistics Hub" at Manchester Airport have objected to it saying it could ruin their local area, destroy the countryside and devalue their homes. The Logistics Hub would be part of the £650m Airport City project, and built on land

that was formerly green belt, but removed from greenbelt in July 2012. The airport has submitted



Opponents of the Hub say "Save our Farm"

an outline planning application for the 'world-class' cargo centre. The plans are for multiple freight units, around 43 warehouses, with 1.4 million sq ft of warehouse space, with 24-hour operations, creating considerable noise and light pollution on the surrounding area. Also a lot of office space as well as 1,473 car parking spaces. The centre will provide cargo space for freight companies, with access to air and motorway links. Its construction could start by the end of 2012. The airport claims the development will create more than 1,800 jobs, though the local residents' group, SEMA, believes many of these would be jobs displaced from elsewhere as businesses

would relocate, due to lower business rates offered. <http://www.airportwatch.org.uk/?p=399>

You can **sign the petition** against the Logistics hub at <http://chn.ge/OyFimh>

Is air pollution the biggest obstacle to a 3rd runway at Heathrow?

Alan Andrews, from Client Earth (a group of environmental lawyers) has set out why, though Cameron's reshuffle might have removed a couple of high profile political obstacles to a 3rd runway, it has not dealt with the more difficult obstacle: EU air quality limits. EU law sets legally binding limits on levels of air pollution damaging to human health. These limits, which are based on WHO guidelines, govern a number of pollutants. The limits for NO₂ are currently being broken in towns and cities throughout the UK. But they are worst in London - which is thought to have the worst levels of NO₂ of any EU capital. Where limits are breached, EU law requires that an action plan be drawn up which achieves compliance in the "shortest time possible." The Government's plan for London shows that limits won't be achieved until 2025. This means expanding Heathrow would be subject to legal challenge and EU opposition. <http://www.airportwatch.org.uk/?p=614>

Qatar sovereign wealth fund buys 20% stake in BAA leaving Ferrovial 40%

Qatar's sovereign wealth fund is buying 20% of BAA, adding it to a portfolio of British interests including stakes in Harrods, Barclays and Sainsburys. Ferrovial will sell a 10.6% stake to Qatar Holding, and 2 other shareholders have sold shares representing 9.4% of the business, so it has 20%. The total value of the transaction is £900m. Qatar Holding is funded by proceeds from the world's third largest gas reserves and wants more investment in the UK. Ferrovial shareholding in BAA will be less than 40% once the Qatar deal is completed, while it owned 55% in 2010. BAA still has almost £11 billion debt. 22.8.2012 <http://www.airportwatch.org.uk/?p=980>

Useful Info

- For large mounts of up-to-date news on airports and aviation, see **AirportWatch**'s news pages http://www.airportwatch.org.uk/?page_id=148
- News and expert analysis on the **AEF** website at <http://www.aef.org.uk>
- Flights emissions calculator** <http://calculator.carbonfootprint.com/calculator.aspx?tab=3>
- News relating to **Gatwick Airport**, from GACC <http://www.gacc.org.uk/latest-news.php>
- News relating to **Stansted Airport**, from SSE <http://www.stopstanstedexpansion.com/news.html>

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Bulletin compiled by Sarah Clayton - with thanks to many people for their help. 18.9.2012
www.airportwatch.org.uk