



AirportWatch bulletin 50
March 2012

CONTENTS

<p>Page 2</p> <ul style="list-style-type: none">- From John Stewart, Chair of AirportWatch- Government delays the aviation white paper consultation till summer amid groundless speculation about a 3rd Heathrow runway	<p>Page 8</p> <ul style="list-style-type: none">- The threat of a Thames Estuary airport on your doorstep. A local perspective from North Kent
<p>Page 3</p> <ul style="list-style-type: none">- Gatwick is not a feasible option as a hub, nor for a new runway, but is expanding business aviation to emerging countries- Where does the recent airport speculation leave Stansted?	<p>Page 9</p> <ul style="list-style-type: none">- Aviation industry pressure on government to cut APD had no success- APD having little impact on long haul demand- Downton and Harry Potter stars encourage us to holiday at home
<p>Page 4</p> <ul style="list-style-type: none">- Heathrow – mixed-mode back on the agenda?- Saturday 24th March: tens of thousands took part in nationwide peaceful protests against airport expansion in Germany- Major demonstration on Sat 24th in Nantes in France	<p>Page 10</p> <ul style="list-style-type: none">- Aviation employment figure of 150,000 jobs in 2009 given by DfT is wrong. It was 120,000 jobs- UK aviation industry presents its (unrealistic) Road-Map for growing while cutting carbon by 2050
<p>Page 5</p> <ul style="list-style-type: none">- Munich could become a German Heathrow if local opposition manages to block 3rd runway plans- Frankfurt night flights between 11pm and 5am to be banned- UK Night Flights regime – decision postponed	<p>Page 11</p> <ul style="list-style-type: none">- Birmingham Airport runway extension gets final green light- ICAO: Global air passenger traffic up 6.4% in 2011, to rise 4.5% annually going forward- New GLA report “Plane Speaking” – Tackling air and noise pollution around a growing Heathrow- Anger that Inspector’s decision on Lydd airport will not be publicised yet
<p>Page 6</p> <ul style="list-style-type: none">- Belfast City Airport withdraws runway extension plan- EasyJet flights from Southend to 9 destinations start on 2nd April	<p>Page 12</p> <ul style="list-style-type: none">- New runways and the ETS: why Tim Yeo is wrong (AEF comment)- How many flights does Heathrow actually have to the emerging economies?- Useful info
<p>Page 7</p> <ul style="list-style-type: none">- Manston Airport up for sale, as Infratil also sheds Prestwick- Second consultation at Luton Airport – this time it’s the Master Plan	



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From John Stewart, Chair of AirportWatch

The Government's last-minute decision to postpone consultation of its draft aviation policy until the summer took everybody by surprise. It allowed rumours to spread. The Observer <http://bit.ly/GXNZmW> and the Independent on Sunday <http://ind.pn/GMSRwz> both ran, somewhat thinly-sourced, front page stories implying that a third runway at Heathrow is back on the Government's agenda.

That rumour has subsequently been firmly denied by the Chancellor George Osborne, the Minister said to most in favour of a third runway. His office told the Financial Times "there is no softening on the question of a third runway at Heathrow." <http://on.ft.com/Ha8j3w>

While it does seem that a Heathrow third runway has been ruled out, and that the Government is not taking a Thames Estuary Airport seriously, it is becoming clear that intense lobbying by the aviation industry has persuaded it to drop its policy of no new runways in the south-east. David Cameron told a recent business conference: "I'm not blind to the need to increase airport capacity, particularly in the South East... Gatwick is emerging as a business airport for London, under a new owner competing with Heathrow". The speech in full at <http://bit.ly/wEP2f0>

The draft aviation strategy is expected to ask for evidence-based views on whether new capacity is required, particularly new hub capacity, in the south-east. AirportWatch is intending to commission work to feed into the consultation. Our general view, though, remains: if aviation paid its way, demand would be stabilized or reduced - thus removing the need for more capacity.

Government delays the aviation white paper consultation till summer amid groundless speculation about a 3rd Heathrow runway

The consultation on the DfT's Aviation Framework Policy consultation has been delayed and will now take place some time after May this year. There will also be a separate consultation on hub capacity in the south east, to run parallel with the main consultation. The delay was announced, to everyone's surprise, by George Osborne in his Budget. Taken together with a statement by David Cameron a few days earlier, to say that he is considering an increase in south east airport capacity, there was then a flurry of excitement and speculation about whether the government had changed its mind on a third runway at Heathrow, and what this might mean for other runways in the south east.

It turns out that the stories about the government having changed its mind on a Heathrow 3rd runway were just rumours, set off by the aviation industry as part of their PR machine. In fact, George Osborne had not said he was in favour of runway 3, which is significant, as the Chancellor was the man consistently fingered as pushing for a review of the policy on Heathrow. In November 2011 the Chancellor said the government would "explore all options for maintaining the UK's aviation hub status, with the exception of a third runway at Heathrow". In reality, the practical and

political difficulties of building a 3rd airport at Heathrow are insuperable. The high-profile aviation industry campaign has not produced any convincing evidence to back up its vociferous claims that the UK economy will suffer unless there is additional runway capacity. John McDonnell MP has called for publication of all contacts between the aviation industry and ministers, civil servants and party officials at all levels, to reveal lobbying.

A likely cause of the media speculation, other than industry spin, is that the DfT is probably having to include Heathrow in the consultation, or risk legal challenge by BAA. Heathrow does not need to be expanded, and a new hub airport is not needed in the UK because Gatwick and Stansted have space and are well under-capacity at present. There is nothing stopping airlines putting on flights to the Far East from London airports, if it is their choice to do so. The reality is that much of Heathrow's capacity is taken up by flights to Edinburgh, Glasgow, Manchester, Amsterdam, Paris, Edinburgh, with few by comparison to the emerging economies. The airlines put on the flights for which there is demand, and which make money. More at <http://bit.ly/HoNTDd>

Gatwick is not a feasible option as a hub, nor for a new runway, but is expanding business aviation to emerging countries

Commenting on the rash of media speculation stories about a new Heathrow runway, and Cameron's mention of Gatwick as a possible alternative for some expansion, GACC (Gatwick Area Conservation Campaign) said 'there seem to be a lot of naïve ideas around'. Some of the myths around are that the south east is short of airport capacity. In fact Gatwick is only 80% full and Stansted only 50% full, with plenty of slots available. Indeed Gatwick is still handling 2 million fewer passengers a year than 5 years ago.

If there are enough British businessmen who wish to fly to cities in China, the Far East or Brazil, it would be profitable for airlines to put on flights from Gatwick or Stansted now. If the existing runways are not full, a new runway would remain empty. Gatwick has not got the space to build one extra runway, let alone the three or more new runways that would be needed to compete with Paris, Amsterdam or Frankfurt. For the reasons why any new runway at Gatwick is not feasible, see www.gacc.org.uk/the-runway-issue Sometimes it is said that Gatwick could provide a subsidiary runway for Heathrow. That has been tried in the past: Laker, BCal, and Dan Air all tried it and all went bust, and BA failed to make it work. See <http://bit.ly/Hdy1zV> Full GACC statement is at 26.3.2012 <http://bit.ly/HdxCOB>

Mr Wingate, the CEO of Gatwick, says Gatwick could expand until the mid-2020s with the use of the existing runway and currently has plans for 45 million passengers a year. He expects a fierce campaign by local people to any expansion plans which create more noise around Gatwick. His current focus is on modernising the airport and opening new routes to emerging economies, using the single runway. He said: "We are starting to move onto the turf that to date has been occupied by Heathrow. We are aiming to become London's gateway to Asia and the emerging economies."

Where does the recent airport speculation leave Stansted?

Update from Stop Stansted Expansion (SSE). "The government is clearly re-thinking its entire aviation strategy in the South East" says Brian Ross, Stop Stansted Expansion's economics adviser. "While Stansted has not been specifically referred to in the latest comments, it would be foolhardy to think the airport would not form part of any review despite the fact that it does not cater for long haul flights where the industry claims the greatest capacity shortfall exists. The fact remains that Stansted is the only airport in the South East with significant spare capacity. And we shouldn't forget that while BAA awaits the result of its last-ditch appeal against a forced sale of the airport, it will probably not have abandoned all hope of ever building a second runway." <http://www.stopstanstedexpansion.com/update.html> Stansted has permission to handle 35 million passengers a year but handled just 18 million last year, which was 6 million below its 2007 peak.

Heathrow – mixed-mode back on the agenda?

There are persistent rumours that mixed-mode is back on the agenda for Heathrow. At present planes landing at the airport switch runways at 3pm to give the residents in the boroughs closest to Heathrow a half day's break from the noise. It is what makes life bearable for hundreds of thousands of people. The alternative would be a plane as often as every 90 seconds throughout the day. That alternative is called mixed-mode. There are rumours that the Treasury might be pushing for a package of a new runway at Gatwick plus mixed-mode at Heathrow. But, for Heathrow residents, mixed-mode would be as controversial as a 3rd runway.

Saturday 24th March: tens of thousands took part in nationwide peaceful protests against airport expansion in Germany

On Saturday 24th, thousands across Germany – perhaps as many as 30,000 – took part in protests at airports, against airport expansion and aircraft noise. At Frankfurt airport there were around 10,000 people, wanting a night flight ban from 22:00 until 6:00 and a cap on the number of take-offs and landings each day. At Berlin there were about 10,000 protesters against the new Brandenburg airport. And at Munich airport, over 500 people had a picnic in the terminal, protesting against a planned 3rd runway, the decision on which is due in June. There were also protests at Halle, Düsseldorf, Leipzig, Bonn and Cologne:

<http://www.airportwatch.org.uk/?p=9035>



Mass picnic at Munich airport



Protest for the immediate end to the project

There are great photos of the Munich picnic at <http://www.jbn.de/wir-ueber-uns/bildergalerie/picknick-im-terminal-2-243/> and a YouTube Video from Munich in which they sing, in English, their campaign song "We Shall Overcome", with a special message for campaigners in London: <http://youtu.be/6B2juC4FhtY>

German & French airport expansion does not happen without opposition.

Major demonstration on Sat 24th in Nantes in France

In Nantes around 3,000, and perhaps more, demonstrators occupied the centre of the city. There were also about 230 tractors, and some cows and horses in the procession, with a large police presence. Those protesting were environmentalists and also many farmers, demanding that the airport project be stopped. Nantes Atlantique is currently

the largest airport in the west of France, but it is limited to 3 million passengers a year and cannot be expanded because it is too close to the city. It is therefore currently planned that it will be replaced by a new Aéroport du Grand Ouest, 19 miles north-west of Nantes in the 'commune' of Notre-Dame-des-Landes. The €580 million project was approved in February 2008, with construction expected to start in 2014 and an opening date in 2017 ...unless the protests succeed in stopping it.



Munich could become a German Heathrow if local opposition manages to block 3rd runway plans

John Stewart and some other campaigners visited Germany in early March, to see the current protests against airport expansion there. Their visit included Munich, Germany's 2nd biggest, and Europe's 6th biggest airport. Campaigners there are getting organised to oppose the planned building of a new 3rd runway, on which a decision is due this June. In July 2011 Bavarian officials approved the construction of the runway, which would allow 120 planes to take off and land at the airport per hour instead of the current 90. The case for a new runway there is weak because the existing runways are nowhere near capacity, most of the flights from Munich are domestic so could

transfer to rail, and there is very low unemployment in the area. Young Friends of the Earth Bavaria, driven by the concern about climate change, have brought together a first-

rate coalition of environmental activists, local residents, sympathetic politicians and academic experts. The coalition is a considerable force to be reckoned with. They have linked up local residents whose communities would be destroyed by the new runway or whose lives would be damaged by the noise, and hold weekly protests by candle light, attended by around 600 people. They also have support from a number of politicians from most of the political parties. If the runway does go ahead, it may open in 2015.

<http://www.airportwatch.org.uk/?p=1294> and
<http://www.airportwatch.org.uk/?p=8739>



Munich anti-3rd runway demonstration



Aircraft noise causes illness

Frankfurt night flights between 11pm and 5am to be banned

March 15, 2012 The Frankfurt campaigners have won a partial night flight ban at Frankfurt in the teeth of opposition from the airlines and the regional government. The local government had allowed 17 flights per night between 11pm and 5am. The High Court has now ruled that there is a ban on all flights between 11pm and 5am.

The number of hours of the ban is similar to the one operating, in theory, at Heathrow (11.30pm to 4.30am) but it is a significant achievement for the campaigners. There can still be a total of 133 flights over the full period of 10pm to 6am - during the periods of 10 to 11pm and 5 to 6am. The campaigners at Frankfurt say: "This Frankfurt decision will encourage you all at Paris, London and Amsterdam, but as well at Madrid, Barcelona and other airports of Europe. Frankfurt will be the first big Hub having a night flight restrictions!" More at <http://www.airportwatch.org.uk/?p=8742>

UK Night Flights regime – decision postponed

The Government has announced that the current night flight regime at Heathrow, Stansted and Gatwick (the country's three designated airports where the Department for Transport sets down limits) which is due to expire in October this year will be extended until October 2014. This is so that it follows the national aviation policy, due out next year. The Government will, however, start consulting on a new night flight policy towards the end of this year. This will seek detailed evidence of the effectiveness of the current regime including costs and benefits and airlines' fleet replacement plans. This will be followed by a second consultation next year. <http://www.dft.gov.uk/news/statements/villiers-20120326a/>

Belfast City Airport withdraws runway extension plan

March 23, 2012 The management of Belfast City Airport have withdrawn their plans for a 590 metre runway extension. It had first submitted its plan in 2008. The airport's Chief Executive said it was being withdrawn as some of the information in the application was out of date. The airport had hoped that having an extended runway would mean it could attract a number of new airlines that could not use the existing runway to fly to European destinations. There was huge local opposition to the proposed runway extension, as there is a real problem with noise and a great many Belfast residents are overflowed. Congratulations to Belfast City Airport Watch (BCAW) for their perseverance and hard work opposing this extension this over many years.



However, though BCAW gave a cautious welcome to the news, they are still worried about the level of noise, and not having the runway extension actually makes little difference because bmibaby is starting 8 international routes from City anyway –which will use more thrust on their existing aircraft. In essence, City is becoming an international airport even without the runway extension. BCAW feel that the City

airport should not be an international airport, while there's an existing international airport, Belfast International, just up the road with plenty of spare capacity. <http://www.airportwatch.org.uk/?p=1611>

The Dept of the Environment in Northern Ireland is about to hold a Public Inquiry into the airport's Planning Agreement, on the noise issue – so BCAW hope tougher noise regulations that are properly enforced, and better protection against aircraft noise for thousands of affected residents, may result. BCAW says that a far higher number of residents living near City Airport have to suffer unacceptable levels of noise than is the case at major UK airports such as Stansted or Gatwick." Many thousands of Belfast people suffer levels of noise above those recommended by the WHO. 28.3.2012 <http://www.airportwatch.org.uk/?p=1668>

EasyJet flights from Southend to 9 destinations start on 2nd April

At present, Southend has just one destination, Waterford in Ireland. But EasyJet starts its flights from Southend on 2nd April. They say there will be 70 easyJet flights per week. They will start a ski flight to Geneva at the end of the year. The easyJet launch programme includes family destinations, city breaks and a few business routes. There will be 9 destinations, rising to 10 with the addition of Geneva. Alicante, Amsterdam, Barcelona Berlin, Faro, Ibiza, Jersey, Majorca and Malaga. Amsterdam is proving the most popular route to and from Southend. There will also be two routes to Ireland by Aer Lingus, to Waterford and to Dublin. EasyJet say Southend is their 11th UK base, bringing 3 new A319s and "over 150 employees" to the airport. They expect over 800,000 passengers in the first year. Merrily sucking the tourist £££s out of Essex and out of the UK to tourist destinations abroad.



Southend has held its official opening of its new terminal building, and of its runway extension on 5th March. The airport owner, Stobart, hopes to eventually carry up to 2 million passengers annually and plans to extend the terminal further this summer. easyJet came to Southend due to cheaper landing charges than at Stansted. Southend Airport has threatened to give Stansted a "run for its money". A Ryanair spokesman said Southend was a "credible alternative" to Stansted for some passengers, and Stansted had been uncompetitive for a number of years because of high BAA



A Channel Airways flight in 1964, Southend airport's heyday
Photograph: Ken Elliott/Air-Britain

charges, adding: "Once Stansted is taken out of BAA's hands it will grow again and Southend will be one of the first airports to feel the pinch."

Some passengers will find the empty terminal and the easy train journey from Liverpool Street easier than a trip to Stansted or Luton. COE Alistair Welch says he expects 500 jobs to be created at the airport this year. Really? Another report said 150.

<http://www.airportwatch.org.uk/?p=1647>

The airport has also submitted an application to expand its terminal, with more job claims.
<http://bit.ly/Hm8SbF> It also seems staff are locating from Stansted; so much for more local jobs.

Manston Airport up for sale, as Infratil also sheds Prestwick

March 8, 2012 Manston Airport has been put up for sale by its New Zealand based owners, Infratil, leaving the future of its staff of around 100 uncertain. At Infratil's Investor Day it announced that it intends to sell its two UK airports Manston and Prestwick because of a refocusing of its investment profile. MP Sir Roger Gale says "more than one serious player" was interested in buying Manston. For the time being, it is business as usual for the airport. Infratil will prioritise its other business interests – which include electricity generation and retailing and natural gas as well as transport provision in New Zealand. The sale, and the chance for a new start, could be good news for local residents profoundly opposed to the threatened night flights against which they have campaigned forcefully. <http://www.airportwatch.org.uk/?p=1468>

Second consultation at Luton Airport – this time it's the Master Plan

Two proposals for significant expansion of capacity at Luton Airport are currently on the table. Luton Borough Council (the owners) launched the **futureLuToN** project in February, seeking to maximise the cash generated by the airport for Luton. They have threatened to terminate the current concession with abertis/LLAOL by triggering a break clause option in 2013. Operators abertis/LLAOL have now launched their own rival proposals for expansion, and their initial consultation phase lasts until 24th April. Both envisage raising capacity to 16-18 million passengers per annum from current levels of around 9.5 million. <http://bit.ly/yL11Mx>

Both proposals would have a major impact on surrounding towns and villages, not just as a result of increased numbers of flights - an extra 100 planes a day - but with a much increased frequency, meaning a plane every 90 seconds at peak times. Both proposals envisage the use of larger, heavier and therefore generally noisier planes - continuing the trend over the past 5 years of increased plane noise by day and by night. Night flights - hugely unpopular with locals - would be likely to rise, and the morning peak may start earlier and last longer. Traffic on local roads and rail services is already congested and would have to cope with an extra 16,000 passenger journeys a day, many by road since there is no direct rail access to the terminal. The ground footprint of the airfield would not change, leading some to wonder how it will cope with doubling capacity on such a compact site, since the current operation hardly copes with existing passenger numbers at busy times. LADACAN's response to Luton Borough Council's consultation is at <http://bit.ly/H3jLOK>

A new campaign group called "Hertfordshire Against Luton Expansion" (HALE) <http://www.hale.uk.net/> has been formed by angry residents, in response to the plans to create an airport potentially bigger than Stansted or Manchester on the already congested site. Their first public meeting was on 23rd February. Details at <http://www.airportwatch.org.uk/?p=1212>



The threat of a Thames Estuary airport on your doorstep – a local perspective from North Kent

In 2003 when government launched its consultation into aviation expansion in the South East, for our part of the Thames Estuary, the announcement was like a bolt from the blue. This sleepy corner of Kent with its strange mix of dramatic Dickensian landscapes interspersed with power stations, oil refineries and everyday folk was suddenly thrust into the spotlight of progress !

A wave of unanimous protest, indignation and anger spread across the peninsula into the surrounding towns of Medway, Gravesend, Sheerness and beyond. Such was the feeling here that detractors could almost have been considered traitors! One local building society had investors withdrawing their life savings because its Managing Director was in favour of an airport.

Today we are all ten years older and seemingly ten years wiser. Between December 2004, when Alistair Darling (the then Secretary of State for Transport) ruled out the Cliffe option and the intervention of Boris Johnson in 2008 with his proposals for an Estuary Airport, opinions have developed on all levels.

Some who were on the periphery of the debate in 2003 are now talking knowledgeably of climate change and the effect of aviation on the UK's carbon targets. Others are experiencing the frustration of blight and uncertainty, fearing for the future; a few just want to get out. Many have joined the RSPB as volunteers on its reserves.



Stop Estuary Airport – united and determined opposition

George Osborne's talk of jobs and the economy has compounded the issue. There has been a fleeting perception that an airport built in the Thames Estuary will bring the panacea of immediate prosperity. That is, until the realisation of the full implications of how far into the future the project would be, and what everyday life would be like here over the next 30 years while new roads, railways, houses, factories and head quarters are built. In fact comparable to what it was like living close to Heathrow while it was developed.

Most people now, thankfully, understand how precious the Thames Estuary is and the importance of the international biodiversity protection afforded to it by the European Union.

Prior to the release of the review into the Habitats and Wild Birds directives, Government ministers never publicly acknowledged their role or their importance for the Thames Estuary. When Caroline Spelman (Sec of State for the Environment) spelt out in the introduction of her review that Government was keen to make the directives simpler for developers to understand, we breathed a sigh of relief. Now we can argue in the knowledge that MPs are aware of these precious places and that the directives are not gold plated nor stand in the way of progress, as the Chancellor indicated.

Despite the review, an Estuary option is still under consideration and will undoubtedly be in the upcoming consultation. We have hit the ground running this time round and have a far wider spectrum of organised support, with powerful, passionate and articulate opposition. Populations and Councils all around the Estuary are becoming more aware of the implications of an airport on their doorstep. And they are saying **NO!**

George Crozer is founder member of the Friends of the North Kent Marshes, <http://www.northkentmarshes.org.uk/> and Parish Councillor of High Halstow, at the centre of the Hoo Peninsula, one of many villages under threat from airport proposals on the Isle of Grain

The Greater Thames Marshes area has now become a Defra Nature Improvement Area.

<http://www.airportwatch.org.uk/?p=1327>

Aviation industry pressure on government to cut APD had no success

The World Travel and Tourism Council (WTTC) commissioned a report by Oxford Economics, to put pressure on the government, before the Budget on 21st March, to cut Air Passenger Duty. The UK charges APD on air travel because air travel pays no VAT and pays no fuel duty. The WTTC report makes out that huge numbers of UK jobs would be lost because of the tax and huge numbers of jobsbased on deviously contorted logic. The Treasury appeared unmoved, and commented that "unlike some other European countries, the UK does not levy VAT on domestic flights and aviation fuel is not taxed. The aviation industry will also benefit from the cut in corporation tax.' In the Budget, the Chancellor made no concessions on APD, which rises by approximately 8%, not having been increased last year. It will rise in line with the Retail Price Index in April 2013. These are the amounts the Treasury expects to get from APD in future years (£ billion):

£2.2 billion in	2010 – 2011	£3.0	2013 – 2014
£2.7	2011 – 2012	£3.5	2015 – 2016
£2.9	2012 – 2013	£3.9	2016 – 2017

Even with increased APD, the aviation industry is actually under taxed. Not over taxed. In 2010/2011 the exemption from fuel tax and VAT was worth more than £11 billion to the airlines. After deducting APD revenues of around £2.5 billion in 2012 after the rise this coming April, the net benefit is around £8.5 billion – equivalent to a subsidy to the airlines of about £360 per household. <http://www.airportwatch.org.uk/?p=1521>

APD having little impact on long haul demand

In December 2011, ebookers.com said the April 2012 APD rise is unlikely to deter holidaymakers from long-haul trips. They will increase their spending to cover the tiny increase. <http://bit.ly/He5c6q> A recent report from Hayes & Jarvis this March says APD ‘shows little impact on sales’ for long-haul, and reports an ‘unexpected’ long-haul bookings boost, with the Americas and Caribbean doing particularly well. <http://bit.ly/GSNbQy> So much for APD being such a deterrent, and damaging the airlines.

Downton and Harry Potter stars encourage us to holiday at home

Various stars and celebrities have been used in adverts encouraging Britons to holiday at home. The star-studded adverts, featuring Downton Abbey's Michelle Dockery, Harry Potter's Rupert Grint, Stephen Fry etc are part of a £5million campaign to harness the power of the Olympics and Diamond Jubilee and inspire Britons with the tagline: 'Holidays at Home are Great'. It is the country's biggest ever domestic tourism drive and VisitEngland hope the campaign should generate an additional £80m in domestic spend and create 12,500 jobs. 9th March 2012 <http://bit.ly/wi59N9>

The figures are not yet out for the **tourism deficit** for 2011. However, the extent to which air travel sucks money out of the UK economy can be seen in the figures below. Not all holidays abroad are by plane – those via the Channel Tunnel, and by ship or ferry, are also included.

Year £ billion	Total tourism deficit from spending during the trip, by all transport modes	Tourism deficit from spending during the trip by air passengers	Tourism deficit from purchase of air tickets (more bought from non-UK airlines)	Total tourism deficit due to air passengers
2008	20.5	17.4	2.2	19.6
2009	15.1	13.2	2	15.3
2010	14.2	12.4	2.6	15

More detail on the tourism deficit at http://www.airportwatch.org.uk/?page_id=4775#tourism

Aviation employment figure of 150,000 jobs in 2009 given by DfT is wrong. It was 120,000 jobs

The DfT's Aviation Scoping Document, produced for the consultation that started in March 2011, had the confident assertion that: the air transport sector "provides about 150,000 jobs in the UK and supports many more indirectly". However, when challenged on this figure, it emerges that it is incorrect, and much higher than the correct number. The correct number is 120,000 as the average for 2009. Some wrong figures were used, and then unjustifiably rounded up to produce the incorrect 150,000 figure. The figure for employment in the aviation sector is obtained by adding the SIC 51 (Air transport) and SIC 52.23 (Service activities incidental to air transport) data from the government's Annual Business Survey. The DfT say they will ensure that this error is not made again, and employment figures are not inflated artificially. 8.3.2012 <http://bit.ly/wsLKBn>

The DfT said that in 2009 the aviation sector the directly generated around £9 billion of economic output. Point 2.3 at <http://assets.dft.gov.uk/consultations/dft-2011-09/consultationdocument.pdf>

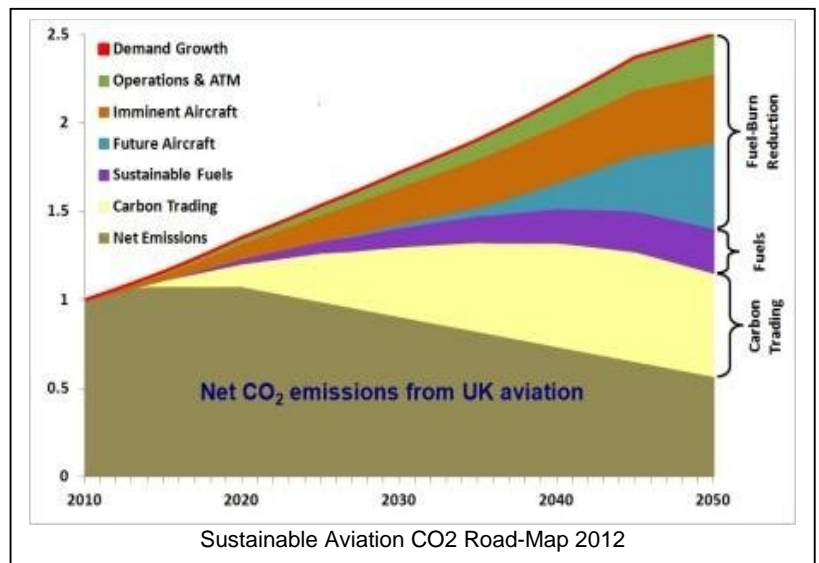
UK aviation industry presents its (unrealistic) Road-Map for growing while cutting carbon by 2050

An aviation industry body calling itself The Sustainable Aviation Group has updated its 2008 Road-Map on how it hopes to continue growing as much as possible, and yet also magically keep its carbon emissions down. There are many assumptions about the extent of fuel efficiency from new planes and new engines; from better operational practices such as better air traffic control. Plus a huge hope that biofuels will be the salvation and provide immense carbon savings. In addition, they will depend to a huge extent on carbon trading with other sectors, so at least a quarter of their emissions will have to be compensated for by other sectors. And for all this they want a lot of government subsidy and assistance - which means money from the tax payer. 9th March 2012 <http://www.airportwatch.org.uk/?p=1463>

SUSTAINABLE AVIATION CO2 ROAD-MAP 2012 is at <http://bit.ly/GYTZYh> (graph P.43)

The 2012 Road-Map says that in the absence of any improvements in fleet fuel efficiency or in operational practices, and assuming no use of biofuels, CO2 emissions from UK aviation would rise 150% between 2010 and 2050, implying an average annual growth rate of 2.32%.

It then estimates that "by 2050 "sustainable fuels will offer between 15% and 24% reduction in CO2 emissions attributable to UK aviation. This assumption is based on a 25-40% penetration of sustainable fuels in to the global aviation fuel market, with a 60% life-cycle CO2 saving per litre of fossil kerosene displaced. For the purposes of our Road-Map, we assume an 18% reduction in CO2 emissions from UK aviation through the use of sustainable fuels."



The Sustainable Aviation website <http://www.sustainableaviation.org.uk> says "Passenger numbers are expected to more than double by 2050 and air freight activity, vital to the UK's trade with emerging markets, is expected to increase more than seven fold."

Birmingham Airport runway extension gets final green light

In late February the final obstacle to the runway extension project was removed when shareholders gave the go-ahead to the £65m scheme. The 400 metre extension will give the airport the ability to



offer long-haul flights to Asia and the US west coast. The government has said it will contribute £15.7m from the Regional Growth Fund towards the cost of diverting the A45 to make way for the runway extension, and Centro will contribute £10m. Contractors VolkerFitzpatrick and Colas have been jointly appointed. Work will start on the £32m road scheme in July, and it is expected to be completed by summer 2013, with work on the runway extension starting

in June 2013. The runway is expected to be in operation by the spring of 2014.

<http://www.airportwatch.org.uk/?p=1571>

ICAO: Global air passenger traffic up 6.4% in 2011, to rise 4.5% annually going forward

ICAO say the number of global air passengers rose by 6.4% in 2011. IATA said the number was 5.9% (9.2% in Europe). ICAO says the rise in capacity was 6.5%, and it hopes global air passenger numbers will rise by 4.5% per year through to 2030. ICAO also predicts that total aircraft movements (including both passenger and cargo flights) will double from 24.79 million annually in 2010 to 51.71 million per year by 2030. IATA said in 2011, the rate of growth of international passengers was up 6.9%, while the growth in domestic passengers was up 4.2%, giving a total of up 5.9%. Europe is 26% of the total world air passenger traffic, Asia-Pacific 30.5%, North America 27.1%, Middle East 8.1%, Latin America 5.8%, and Africa 2.5%. 10th March.2012

<http://www.airportwatch.org.uk/?p=1516>

New GLA report “Plane Speaking” – Tackling air and noise pollution around a growing Heathrow

In a new report the Greater London Assembly Environment Committee calls on the Government to adopt a new method of measuring aircraft noise. It found that the method recommended by the EU more accurately reflects noise disturbance. Under the method traditionally used by the UK Government, just over 250,000 people are said to be disturbed by noise from Heathrow. But the EU method puts the figure at 725,000. HACAN welcomed the report and urged the Government to take account of its findings. The current way of measuring noise says planes are not a problem in places like Putney or Fulham, which is clearly untrue. The EU method gives a more accurate picture of the true numbers affected by noise. The Committee also recommended that the noise measurements from Heathrow and London City Airport should be combined to reflect the way people who live under both flight paths hear the noise. 14.3.2012. <http://bit.ly/yV5VOY>

Anger that Inspector’s decision on Lydd airport will not be publicised yet

Following the completion of the public inquiry in September, the Government inspector Ken Barton submitted his report and recommendation to the government on March 9th 2012. His report is not made public until the government has made its decision. The Inspector’s report accompanies this decision. The two relevant Secretaries of State (SOSs) are Eric Pickles, SOS for Communities and Local Government and Justine Greening, SOS for Transport. The date of the decision is unknown. However, history indicates that the period between the government’s receipt of the Inspector’s report and the date of its decision is 1-6 months. The delay is likely to be affected by the postponement of the national aviation policy consultation till the summer. <http://bit.ly/wByasK>

New runways and the ETS: why Tim Yeo is wrong

(Abridged - from *Aviation Environment Federation* comment). Tim Yeo MP, who did some great work as chair of the Environmental Audit Committee and now chairs the Energy and Climate Change Committee, announced this week he had changed his mind about Heathrow expansion and now supported the idea of building a third runway. He had two reasons; economic, and that the EU ETS now takes care of aviation emissions. He said on the Radio 4 Today 26.3.12 that **“increasing runway capacity in the UK has absolutely no impact on the level of aviation emissions.”**

On EU ETS, he is wrong to say that putting airlines in an emissions trading system means we no longer need to worry about airport or aviation expansion. Why? Principally because **the price of permits is currently far too low** (around €8 per tonne) to guide the right kind of investment decisions for the future, when permit prices are forecast to rise very dramatically. Ryanair recently introduced a flat rate EU ETS surcharge of just €0.25 on its flights. The revenue is predicted by financial analysts not only to cover the costs of all permits the airline will need to buy, but to generate some extra profit on the side. So it is not a disincentive.

Cap and trade systems are just one tool for managing emissions, can't work by themselves, and are not expected to for other sectors. Cutting the emissions need policies other than just the ETS. That is why three years *after* the launch of the EU ETS, the UK created the Climate Change Act 2008, committing us to reduce our emissions (including our emissions from sectors already included in the EU ETS) by 80% of 1990 levels by 2050. It's also why the Committee on Climate Change (CCC) was appointed to advise the Government on how to bring down UK emissions, including from sectors such as power which have been in the EU ETS right from the start. For the power sector, the Committee has advised a suite of measures relating to investment and planning decisions alongside EU ETS.

And it's also why the last Government, having done all the negotiating to agree aviation's inclusion in the ETS, went on to ask the CCC to assess how emissions from UK aviation could be brought back down to 2005 levels by 2050 (the Labour proposal). CCC's advice was to constrain demand growth, and research by AEF for WWF-UK suggests that the UK already has sufficient airport infrastructure to cater for 100% of the demand growth that CCC said was possible under the cap.

What's the relevance of this to EU ETS? In fact the 2005/2050 emissions target that was the basis for the CCC's advice is very similar to the emissions cap imposed by the EU ETS, which limits aviation emissions to 95% of their average level between 2004 and 2006 (i.e. around 2005). It's true that the EU ETS cap allows airlines to buy permits from other sectors while the proposed UK cap did not, but CCC's forecast is that by 2050 we will all be living in such a carbon-constrained world that there will be very few permits around to sell.

What would happen if Tim Yeo was right, and the ETS is the only system necessary for limiting aviation emissions? The runways he says will have “absolutely no impact” on emissions levels will have been built, employment at airports has been actively encouraged, people have come to regard several foreign holidays a year as some kind of right, and aviation CO2 emissions soar. And then the price of carbon rockets and the sector is hit hard. Will the Government of the day comply with the ETS? Perhaps the current Government's position on air pollution provides a clue. Though the UK is a signatory to legally binding EU targets, effectively parts of London fail the targets, and Defra says "there was never an intention for any of the [EU] deadlines to force measures that would impose disproportionate costs on society. Deadlines ... must reflect both the availability of measures and the affordability of implementation relative to the benefits." In other words: the EU law is too costly to comply with so will be disregarded. So might it be with the ETS.

For the ETS to work it is essential to put in place the right kind of planning and investment policies to give both consumers and the aviation industry the right kind of signals. Giving the go-ahead for big new airport infrastructure in the South East, as Tim Yeo now suggests, would do exactly the opposite. Full AEF comment at www.aef.org.uk

How many flights does Heathrow actually have to the emerging economies?

There has been a lot of industry lobbying, including open letters from lists of business people, in support of airport expansion in the south east. They claim that Heathrow is lagging behind Schiphol, Paris Charles de Gaulle and Frankfurt airport in the number of flights to the emerging and rapidly growing economies. And that therefore the UK will be condemned to an economic backwater if vast amounts of concrete are not poured, and another runway is not provided. But what is the actual situation? Are there really not enough flights to emerging economies from Heathrow? Are the numbers to some destinations low just because there really is not the demand (however much UK business might like there to be the demand)? There is more detail at <http://www.airportwatch.org.uk/?p=1563> and at <http://www.airportwatch.org.uk/?p=1331>

Airport passengers	Beijing	Shanghai	Hong Kong	Total China	India	Total 2011 passengers
Heathrow 2011	275,058	331,756	1,386,564	2,074,826	2,398,748	69,433,230
2010	310,758	351,933	1,412,749	1,993,593	2,283,731	65,745,250
2009	299,858	236,386	1,528,886	2,065,130	2,359,829	65,907,173
Paris Charles de Gaulle (2011? China)	?	512,000	601,000	1,113,000	No Indian airport features in the top 30 – 40 destinations	60,970,551
Frankfurt (2010 China)	270,500	264,900	221,700	757,100		56,440,000
Schiphol (2009 China)	?	?	?	1,016,518		49,755,252

(UK data from CAA <http://bit.ly/5KcWap> Other data from Wikipedia pages).

Total passengers: For total passengers using the airports, in the 2008 ranking, Heathrow was 3rd in the world, behind Hartsfield-Jackson Atlanta with 90,039,200 and O'Hare Chicago 69,353,600. Heathrow has many more passengers than even its nearest rival in Europe, Paris Charles de Gaulle. (2008 data from ACI <http://bit.ly/12tzSx> (2011 data, Wikipedia)

3. Heathrow	2008	67,056,200	2011	69,433,230
5. Paris-Charles de Gaulle	2008	60,852,000	2011	60,970,551
9. Frankfurt	2008	53,467,450	2011	56,440,000
11. Madrid Barajas	2008	50,823,100	2011	49,662,512
14. Amsterdam Schiphol	2008	47,429,700	2011	49,755,252

Ranking global cities, combining their airports (2010 data), London comes out way in the lead, far ahead of its nearest rivals, New York, Tokyo and Atlanta. <http://bit.ly/GZsyBp>

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
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- How to really **offset the climate change impact of your flight**: www.ThinkBeforeYouFly.com
- Flights emissions calculator** <http://calculator.carbonfootprint.com/calculator.aspx?tab=3>
- Weekly update by IATA on **jet fuel price**. <http://bit.ly/gCtAnD> and <http://bit.ly/w8E0RE>

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