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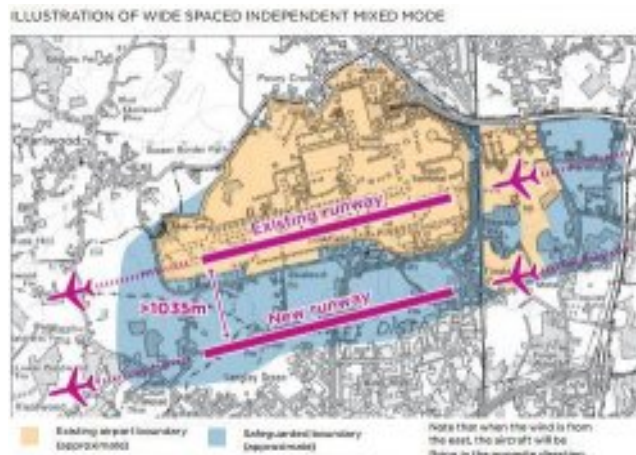
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GACC says Gatwick site is too cramped and constrained for an efficient 2nd runway

GACC, the Gatwick Area Conservation Campaign, has submitted a document entitled “Gatwick Unzipped” to the Airports Commission, in response to their invitation to submit comments on the various plans for new runways. GACC believes, based on past evidence from British Airways and others, that the airport site is too cramped to efficiently accommodate an additional runway. The Chairman of GACC, Brendon Sewill, says those calling for a second runway at Gatwick ‘have never looked at a map’ and “When examined carefully the Gatwick runway plans are not nearly as good as they seem at first sight.”

Some of the main points made in the GACC analysis include the suggestion ‘the so-called ‘wide-spaced runway’ is too close to the existing runway’; the plans for new runways at Heathrow, Stansted or in the Thames Estuary all show a wider separation between the runways; and the length of the new runway would be constrained by the main London-Brighton railway line to the east and by high ground to the west. Also that noise would be unacceptable in rural areas, as Gatwick is surrounded on 3 sides by Areas of Outstanding Natural Beauty. 25.9.2013
<http://www.airportwatch.org.uk/?p=17582>



Showing the proximity of Crawley housing at Ifield and Langley Green to the south. A larger version of this map is at <http://www.airportwatch.org.uk/wp-content/uploads/Gatwick-wide-spaced-runway-over-1035-metres-87-mppa.jpg>
General map of the area at <http://tinyurl.com/crawleymap>

Study finds a 2nd Gatwick runway could require 40,000 new houses – a town the size of Crawley

A study by independent consultants jointly commissioned by the West Sussex County Council and the Gatwick Diamond business association has found that the total number of houses in Crawley at present is around 40,000, and some 30,000 – 45,000 new houses would be needed if a new runway is built at Gatwick. Report is at <http://tinyurl.com/gatwickhousing> (numbers Page 17)

The study predicts that the number of jobs created by a new runway plus the number of jobs created in firms attracted to the area by doubling the size of Gatwick would be far in excess of any available labour. That would require a substantial influx of workers from other parts of the UK or from the EU. Local councils, which are already struggling to find sites for the current demand for housing – without Gatwick expansion. Councils would need to decide whether to build a whole new town or whether to add hundreds of new houses to every town and village – perhaps a thousand houses added to forty villages! A new runway would lead to widespread urbanisation of parts of rural Sussex and Surrey, and the “dream” could turn into a nightmare. 2.9.2013 <http://www.airportwatch.org.uk/?p=17230>

Essex County Council submission to Airports Commission warns against “super-airport” at Stansted



ESSEX County Council has warned the Airports Commission against proposals for an “unwanted and unviable” super-airport at Stansted. It has instead called for greater focus on realistic, affordable and practical options that will allow “sensible growth” in Essex. Earlier this summer, Stansted’s owner, MAG agreed with Boris Johnson that 4 runways at Stansted was one solution to the alleged airport capacity shortage.

Essex CC have produced a new report

http://www.essex.gov.uk/News/Documents/ECC_Davies_Commission_Response.pdf showing that plans to close Heathrow to replace it with a massive airport at Stansted or in the Thames estuary would be too costly and disruptive to deliver. Council leader Cllr David Finch said the UK does not have the time or the money to waste on impractical or undeliverable schemes that “could suck up a sum of taxpayers’ money equivalent to twice the UK’s defence budget.” Essex says any plan for a giant super-hub airport at Stansted is completely unacceptable to the council and Essex residents, and that “If ministers in London do impose further capacity on our airport, they need to know that a bill comes with that.” 24.9.2013 <http://www.airportwatch.org.uk/?p=17560>

Ryanair added 138 jobs per extra million passengers 2011 – 2013, but claim 1,000 jobs are created per additional million passengers

Ryanair is putting out statements that in its deal with MAG at Stansted, to increase the number of Ryanair passengers by 50% over 10 years (see below), that it will - allegedly - create up to 7,000 new jobs at Stansted in 5 years. This claim is based on an out-dated, and very frequently trotted out, assumption that some 1,000 new jobs are created for each additional 1 million passengers flying on an airline. The full service airlines, flying a lot of 1st class passengers on long haul flights, have a high ratio of staff to passengers. The cheapest low cost flights, to European destinations by no-frills airlines, do not.



Girls from Ryanair’s charity calendar 2012

Recent figures from Ryanair's annual reports, show that between 2011 and 2013, Ryanair had an extra 7.2 million passengers, but only 996 more staff. That works out as about 138 new Ryanair jobs per extra million passengers. Recent figures from EasyJet's own data show that in 2012, for each additional million EasyJet passengers, there were 41 new EasyJet jobs. There will be some extra airport jobs, to support more flights - but the level is nowhere remotely near 1,000 jobs per million passengers. That figure is exaggerated at least 5-fold, or more. In reality Ryanair creates as few extra jobs as possible, because it shaves costs to the bone. <http://www.airportwatch.org.uk/?p=17391>

MAG/Ryanair 10 year growth agreement at Stansted to increase Ryanair passengers by 50% Manchester Airports Group (MAG) and Ryanair announced a new long-term growth agreement which will see Ryanair increase its number of passengers at Stansted from just over 13 million a year, to more than 18 million by 2018 and almost 21 million passengers a year by 2023. In return it wants lower costs and better facilities. Ryanair is Stansted’s largest airline – with 140 + destinations during the past year; . This broadly means more holiday destinations for cheap flights, taking more Brits to spend their money abroad.) 17.9.2013 <http://www.airportwatch.org.uk/?p=17382>

Global analysis of aviation CO2 shows Heathrow far above any other global airport and UK 9th highest aviation CO2 per capita

Dave Southgate is an Australian aviation expert, with many years of experience of working on the measurement of aviation emissions. He has produced a new e-book, on the carbon footprint of global scheduled domestic and international passenger flights in 2012. It contains detailed information covering some 85% of global aviation emissions, and gives some interesting insights. The UK has the 3rd largest aviation CO2 emissions globally, after the USA in 1st place, by a very large margin (144,827 kt), and China in 2nd place (50,706 kt), and the UK at 26,142 kt (figures on Page 82).

The profiles are ordered by descending weight of total CO₂.

Airport	Domestic CO ₂ (kt)	International CO ₂ (kt)	Total CO ₂ (kt)
London (Heathrow)	193	16,391	16,584
Los Angeles (LAX)	4,997	6,870	11,866
Dubai (DXB)	1	10,986	10,986
New York (JFK)	2,764	8,027	10,791
Frankfurt (FRA)	222	10,190	10,412
Hong Kong (HKG)		10,386	10,386
Paris (CDG)	206	10,120	10,326
Singapore (SIN)		9,819	9,819
Beijing (PEK)	4,297	5,074	9,371
Tokyo (Narita)	216	8,905	9,121

Part of table showing the top 10 airports only on Page 133 of the book,

<http://southgateaviation.wordpress.com/2013/08/27/carbon-footprint-of-scheduled-domestic-passenger-flights-2012>

Heathrow remains by a very large margin the airport with the largest carbon emissions of any worldwide, about 16,584 thousand tonnes of CO₂ per year, with Los Angeles in second place with some 11,866 thousand tonnes.

The book also shows the UK ranks 9th in the world for carbon emissions per capita from aviation (Page 37), with (of European countries) Switzerland in 6th place, the Netherlands in 8th place, far above Germany (12th) and France (13th). Globally the highest per capita aviation emissions – in order - are Qatar, UAE, Singapore, Hong Kong, Australia, Switzerland and USA. By total emissions per airline, Lufthansa and British Airways are almost the same, ranked 5th and 6th, with Air France ranked 8th and Ryanair ranked 20th. 21.9.2013 <http://www.airportwatch.org.uk/?p=17494>

AirportWatch calls on Airports Commission to safeguard communities under threat of blight from airport proposals

AirportWatch has written to Sir Howard Davies, Chairman of the Airports Commission, calling upon him to safeguard all the threatened communities against blight. The Commission is due to produce its interim report at the end of this year and, if it has concluded that the UK needs more airport capacity, it will publish a shortlist of options. The Commission's final report and recommendations won't be published until mid-2015, after the next general election, and it will then be for the Government of the day to take any final decisions. As soon as such a list is published, every single one of the of the areas under threat will be hit by generalised blight; people will immediately experience not only stress and uncertainty, but difficulties in selling their homes.

The AirportWatch campaigners' letter asks Sir Howard "to make it a pre-condition for being shortlisted for the promoter of an airport development proposal to undertake to introduce fair and reasonable arrangements to address the problem of generalised blight arising from their proposal within three months of being shortlisted and to operate such arrangements for a minimum period of two years."

11.9.2013 <http://www.airportwatch.org.uk/?p=17320>



Geoff Muirhead steps down from his position at the Airports Commission

Geoff Muirhead, who has been a commissioner at the Airports Commission, has agreed to step down. This comes in response to the challenge from Stop Stansted Expansion, due to Mr Muirhead's previous work for the Manchester Airports Group, which now owns Stansted. Mr Muirhead continued to work for MAG in an advisory capacity even when he had accepted his role on the Commission. As MAG owns Stansted, which is one of the sites being seriously considered for expansion and a new runway, there is an obvious conflict of interest. Despite the claim that he was impartial, it has been clear all along that he is very pro-aviation.

The problem now remains that Mr Muirhead has been with the Commission for almost a year, and his input may already have influenced the Commission. It will be necessary to establish to what extent the process may have been tainted by his involvement. SSE included this point in their pre action protocol letter that was sent to the Secretary of State for Transport, and Howard Davies in August. 20.9.2013 <http://www.airportwatch.org.uk/?p=17458> and SSE's press release "A Fight for Fairness" on 19.9.2013 <http://www.stopstanstedexpansion.com/press461.html>

Airports Commission publish long term airport capacity, short and medium term capacity proposals – and plans for its Phase 2 work

On 7th August the Airports Commission published a paper summarising the range of options received for making best use of existing airport capacity in the short and medium term (meaning measures that do not require new runways or terminals, and could be introduced within under 5 years, or over 5 years). <http://tinyurl.com/short-mediumtermoptions>

They also published the range of long term airport proposals, and other proposals on surface access, that have been submitted. <http://tinyurl.com/longtermoptions> They invited comments from individuals or organisations on any of these until 27th September, so this is now closed.

The Commission also published a note on how it sees its work after December 2013, which it calls Phase 2. <http://tinyurl.com/phase2information>

The Commission will make its interim report in December, both on short and medium term measures to boost UK airport capacity, and also on which long term airport expansion schemes merit further, detailed consideration. "If the Commission reaches a view in its interim report that a significant increase in aviation capacity is needed, the second phase of our work will develop the list of credible long term options into detailed schemes, and subject them to a thorough appraisal process. This is likely to include looking not only at individual proposals in isolation, but also at how they might be combined." <https://www.gov.uk/government/organisations/airports-commission>

From John Stewart, Chair of AirportWatch

The big news has been the publication of the IPCC Report on climate change. It is not good news for the aviation industry as worldwide aviation emissions are set to triple by 2050. Whilst every other industry believes it can find ways to cut its emissions, aviation will struggle. This is not surprising since aviation is so dependent on oil. In the UK aviation could account for 25% of UK emissions by 2050. With figures like these, the industry will most certainly find itself fighting powerful environmental groups, concerned about climate change, as well as residents worried by noise, if it looks to build new runways or new airports.

- **The success of the Frankfurt campaigners, who appear to have ousted the ruling party in the recent Hessen regional elections in Germany, is another clear sign that visible, edgy protest works. It stopped a 3rd runway at Heathrow, a 2nd runway at Stansted and a 3rd runway in Munich. It has brought the Nantes campaigners to the edge of victory and now it appears to have toppled the Government of Hessen. Glückwünsche! (= Congratulations!)**

FoI request reveals TfL has spent £1.4 million so far, with a budget of £3 million, on promoting Thames estuary airport (or Stansted)

Figures from Transport for London (TfL) – obtained from a Freedom of Information request – show Boris Johnson has spent £1.4 million promoting the idea of a Thames Estuary airport. Some £1.2 million has gone to paying consultancy fees, for work such as looking at environmental impacts of an airport and the infrastructure that would need to be built. £15,000 was spent on hiring College Public Policy, a consultancy group, to help with TfL’s submission to the Airports Commission. In contrast, Medway Council budgeted £50,000 in 2012 to fight against the airport, although it is not clear how much of this was spent.

Boris backs building a Thames estuary airport, for which he admits there is little support, which would be the world’s biggest airport, at Grain. It would have 4 runways and operate 24 hours a day. “Boris has been throwing away public money on his flight of fancy and it needs to stop” – Mark Reckless MP. TfL say in May 2011, that it had set aside £200,000 to consider the options for expanding the country’s aviation capacity. A further £3 million has been budgeted by TfL up until April 2014, of which there is around £1.7 million remaining. 20.9.2013 <http://www.airportwatch.org.uk/?p=17450>

German elections bring hope for Frankfurt campaigners



The state of Hessen, where the 4th runway and 3rd terminal at Frankfurt Airport were key election issues, bucked the national trend in Germany’s recent elections. Nationally Angela Merkel’s CDU (the Christian Democrat Union, which is a catch-all for the centre-right in German politics) retained its position as the largest party but in Hessen it looks as if the CDU – which was pro-expansion – will lose power to a SPD, Green and Die Linke (the Left Party) coalition – see details on chart. It would signal a

big change of policy towards the airport. A third terminal will probably not be built. There may be further restrictions on night flights. There may well also be fewer flights on the controversial 4th runway – indeed, Die Linke support the campaigners’ call to close it down. Protest pays off! Virtually every Monday evening since the 4th runway opened in October 2011 up to 5,000 campaigners have occupied the Frankfurt terminal in protest against the noise from the new runway.

Munich campaigners believe they can see off a 3rd runway

In Munich the ruling CSU – the Bavarian sister party of the CDU – retained power but pressure from campaigners had forced them to omit any commitment to build a 3rd runway from their election manifesto. The only party to specifically support a new runway – the free-market Liberals (FDP) – failed to gain the 5% of the votes needed to have seats in the regional Parliament. Campaigners believe that the CSU is unlikely to press for a 3rd runway during their six-year term of office, particularly in light of last year’s Munich referendum where residents voted against it and because use of Munich Airport continues to decline.

A Europe-wide bid to end night flights and tax subsidies to aviation

Under the banner of ‘Taming Aviation’ campaigners from across Europe are joining forces to call for an end to night flights and to the tax-breaks the aviation industry enjoys. www.tamingaviation.eu. It has been set up by some airport campaigners in Austria, and it aims to be a Europe-wide movement

of citizens and citizen initiatives. It emerged from concern about aircraft noise, its impacts on health, its impacts on local communities - including the value of homes that are seriously over-flown - and the privileged position of the aviation industry in relation to regulation and tax.



'Taming Aviation' has a petition to the European Parliament which asks the EU to ban night flights for an 8 hour period at airports across Europe, to allow an uninterrupted 8 hour period for quiet sleep, for good health. It also asks for an end to zero-rating for VAT of airline tickets, and for an energy tax to be charged on aviation fuel (which is not currently taxed). The location of all the groups that sign the petition will be inserted on a map of Europe and later this year the campaign will be launched at the European Parliament in Brussels. This very professional initiative from campaigners in Austria has the potential to bring together European campaigners in a powerful and exciting way.

So if you are part of a residents or community group, do join them!

<http://www.airportwatch.org.uk/?p=17568>

Over 8,000 people say 'non' to new Nantes Airport

On 4th August, more than 8,000 people turned up for a weekend of protest against the proposed new airport outside Nantes in August. Over 200 towns and cities across France and Belgium have now set up "committees" in support of the Nantes campaigners. The extent of the opposition has stunned the French authorities. The campaigners have also been backed by the European courts which have ruled that the authorities have not done a proper assessment of the environmental impact of the airport. <http://tinyurl.com/nantesprotest>



European Commission wants to legalise state aid to airports and airlines

For some years now many countries across Europe have been paying airlines to land at some of their smaller airports and have also provided financial help to these airports. The European Commission has now proposed to legalise the practice (with conditions) for a period of 10 years. It is simply another subsidy to the aviation industry. The Commission's consultation closed at the end of September.

Under the European Commission, state aid is granted to various sectors of the economy. A key issue is the impact it has on distorting the market, and giving an unfair advantage to those companies or organisations receiving it. Airports and airlines are one sector that receives large amounts of state aid through the EC. The Commission's DG Competition is tasked with overseeing state aid.

There have been earlier sets of guidelines on state aid to airports and airlines. The exact amount of state aid given to the aviation sector is somewhat shady, but is at least €3 billion, for those subsidies that are fully notified. There have been widely publicised cases, such as that of Ryanair at Charleroi airport. The state aid gives the aviation industry unmerited subsidy, and helps to encourage very high carbon travel. Money spent in subsidies to aviation have a low multiplier effect in helping the local economy, compared to other sectors. Transport & Environment (T&E) have produced an excellent, easy-to-read briefing on the state aid situation.

<http://www.transportenvironment.org/sites/te/files/publications/2013%2009%20state%20aid%20briefing%20final.pdf>

T&E has set up a very useful aviation subsidies google group – email T&E if you would like to join it. aoife.oleary@transportenvironment.org

More information on state aid to airports and airlines <http://www.airportwatch.org.uk/?p=17424>

Boris objects to proposed cap by EU on state aid to airports – his estuary schemes would need minimum £20-30 billion from government

London Mayor Boris Johnson said EU proposals barring the use of state aid for the construction of airports serving more than 5 million people a year would undermine plans to grow the UK's aviation capacity. Government subsidies for large airport projects, currently assessed on a case-by-case basis, would be outlawed starting in early 2014, whether for new infrastructure or upgrades of existing facilities, according to the draft EU guidance (see above).. In his letter to the EU Competition Commissioner, Joaquin Almunia, Boris wrote that there are "unintended and potentially catastrophic consequences" in "tying the hands" of member states, and he said the measures would limit London's ability to expand vital links to emerging markets in Asia and South America [which, of course, is nonsense]. Boris said the new EU rules would limit London to expanding terminal capacity at existing airports with less ambitious, and more easily financed, plans than his over-ambitious Thames estuary schemes. TfL said in its submission that a new hub as envisaged by Boris requires an estimated £20 - 30 billion pounds of state investment. 26.9.2013 <http://www.airportwatch.org.uk/?p=17617>

Some details of how much European governments bail out failing national airlines

An interesting paper by Rose Bridger, in July, sets out details of the extent of state aid to failing airlines across Europe. There are truly remarkable sums involved. The EU regards bail outs for failing airlines as restructuring aid, rather than merely aid for infrastructure or new route development. Some of the cases that Rose has located information on are for national flag carrier airlines. For example, the Hungarian national airline, Malev, received well over €300 million; Scandinavian airline SAS received a €400 million credit facility from three governments; Latvian airline Air Baltic got at least €100 million in share capital; Air Malta got well over €180 million over several years; Polish LOT airlines has had at least €100 million, and likewise for Estonia Air and Czech airlines. Support for airlines brings a disproportionate benefit to the wealthy, who fly more. Continued bailouts to airlines exacerbate the financial instability caused by excessive debt. <http://www.airportwatch.org.uk/?p=17437>

Heathrow Airport offers funding to residents who back a 3rd runway

Heathrow Airport has offered to fund residents groups which support a 3rd runway. It is early days yet but so far it has found none. It forms part of its new '**Back Heathrow**' campaign: www.backheathrow.org. The campaign makes much of the threat to Heathrow if a new 4-runway Estuary Airport were to be built, but the underlying purpose of the campaign is to try to show to decision-makers that there is some support in West London for Heathrow expansion; that it would not be political suicide for politicians to back it. The fact that the campaign has been launched now – at least two years before any decision will be taken – is a tacit recognition by the Airport that it has a mountain to climb to change the culture of opinion in London. Read more on this in John Stewart's blog: <http://hacan.org.uk/blog/> In the blog, John says:

"Heathrow will not succeed in changing the perception that there is widespread opposition to a new runway unless it can gain support many miles from the airport, from people who have little or no stake in it. Just to get some support from communities whose livelihood depends on the airport will not be enough.

"That will be a very hard task. In fact, Heathrow may not try. For that is where the other part of the new Heathrow strategy comes into play: its attempt to reassure residents on noise issues. Its submission to the Airports Commission claims that, even with a 3rd runway in operation, the numbers impacted by noise will fall because of the noise mitigation measures that will be in place: quieter planes, steeper descents, guaranteed respite periods etc. <http://www.heathrowairport.com/about-us/company-news-and-information/airports-commission> This is an even a harder sell: neither residents nor politicians so far show any sign of believing that flight numbers can increase from 480,000 to 760,000 (with a 3rd runway up and running) and the noise climate will improve."

Heathrow trial provides respite for 100,000 people

Earlier this year HACAN and Heathrow Airport teamed up for the first time in a trial aimed at provided people with respite from night flights. It was aimed at areas over 15 miles from the airport which at present get little or no respite. The trial was quite complex but, essentially, involved certain areas getting one week without any flights before 6am. The trial was not 100% successful since it had unforeseen consequences as some areas had many more planes than planned but it brought some relief to 100,00 people. This particular trial will not be repeated but HACAN is continuing working with Heathrow Airport, NATS and British Airways to look at ways of bringing much-needed respite to people.



Heathrow tries to make out that a 3rd runway and thousands more flights can help cut noise from flights

Heathrow airport is attempting to make out that building a 3rd runway, and adding on another 50% more flights will make the airport quieter. In this curiously distorted logic they say that a new runway to the south west could cut Heathrow noise pollution by 20% and one to the north by 10%. Heathrow had a special session with the Airports Commission, to put their point of view. They set out a 5-point plan to reduce noise through quieter aircraft, which involves:

A380s, a new runway to the west of the existing two, steeper gradients of take-off and landing, changing runway use to provide respite for residents and home insulation schemes.

In reality, the claims of aircraft becoming quieter are exaggerated - measurement in aircraft noise is by a logarithmic scale, so a 50% theoretical cut in sound energy only give a cut of 3 decibels in the perceived noise. The number of noise events is more important than the current noise measurement metric allows for - and the standard 57 dB contour does not properly reflect the experience of noise intrusion on the ground. The 2M group want a new noise study to measure aircraft noise nuisance from Heathrow properly. <http://www.airportwatch.org.uk/?p=17285>

New short HACAN report giving a flavour of the stress caused to thousands of Londoners from Heathrow aircraft noise

HACAN (the Heathrow Association for the Control of Aircraft Noise) has released a short report on reactions to noise by Londoners who are over-flown. "**A Summer of Noise - a snap-shot of the impact of aircraft noise on Londoners... in their own words**" (5 Pages).

http://www.hacan.org.uk/resources/reports/living_under_the_heathrow_flight_path_today.pdf

It is a collection of some of the despairing emails that Hacan has received over this summer. There are always more complaints about aircraft noise in summer than in winter. This is because people spend more time outside, and also on warm nights, people want to sleep with the windows open.

There are some sad and troubling examples in the report. HACAN concludes that night noise from aircraft remains a major concern for a lot of people. It seems that in very hot weather it is slightly more difficult for planes to take off (the air is a bit less dense, so the engine has to work harder) and this means that in areas like Hanwell, relatively close to the airport and under a take-off route, can experience a lot more noise. It is also clear that the cluster of complaints from particular areas may reflect the fact that flight paths seem to be becoming more concentrated. HACAN is discussing the apparent concentration of flights with Heathrow Airport and National Air Traffic Control (as above).

Third runway at Heathrow would mean local surface transport chaos

One of the most pressing, but least considered problems when proposals are made to expand Heathrow is that of surface transport to and from the airport. The Campaign for Better Transport (CBT), in a recent report, says Heathrow sits in the most congested quadrant of London. The roads around Heathrow are already full and journey times are getting longer. So much so that the Department for Transport has said that it's likely to need to take action to relieve congestion due to traffic growth regardless of what happens at the airport. The Piccadilly Line, which provides most of the public transport capacity to Heathrow, is already one of the most crowded on the underground. The report is at <http://www.bettertransport.org.uk/files/surface-access-final.pdf>

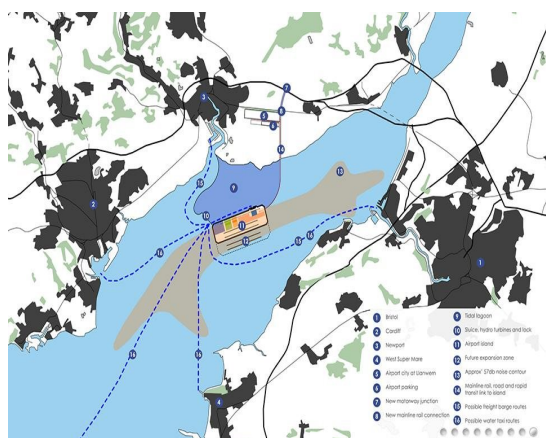
The CBT says that even if you include Crossrail, it is clear that public transport will not have the capacity to accommodate the extra demand that Heathrow envisages from a 3rd runway – 40% more passengers by 2030 and nearly double that by 2040 – and additional pressure will therefore be placed on the roads. An additional Heathrow runway would cause widespread transport chaos and would also have knock-on impacts on traffic between London and the south west.

<http://www.airportwatch.org.uk/?p=17664>

Labour leader Ed Miliband warns Sir Howard on risks of extra Heathrow runways

Ed Miliband has had talks with Sir Howard Davies, Chairman of the Airports Commission. Ed has expressed concern about the possibility of a 3rd runway at Heathrow, which would put at risk Labour's chances of winning several key marginal seats, including Battersea, Brentford and Isleworth, Ealing Central and Acton. Labour understands that a 3rd runway, or 4th, at Heathrow would cause more noise and pollution misery for hundreds of thousands of Londoners. Labour also insists that any airport expansion will have to meet the target of cutting aviation CO2 emissions by 80% by 2050, as the CCC advise. However, the Standard says: "Labour is not ruling out supporting a bigger Heathrow but it is likely to demand convincing evidence that extra noise and pollution can be sufficiently mitigated." It adds: "Labour could be tempted to reject Heathrow expansion before the election" to boost its electoral chances. It also says: "Aviation sources said Sir Howard ... was concerned that Ms Eagle was moving towards favouring a 2nd runway at Gatwick." Many more people living around Gatwick and Stansted are Conservative voters. 23.9.2013 <http://www.airportwatch.org.uk/?p=17527>

Plan for huge airport in the Severn Estuary, "Sevenside Airport", submitted to Airports Commission

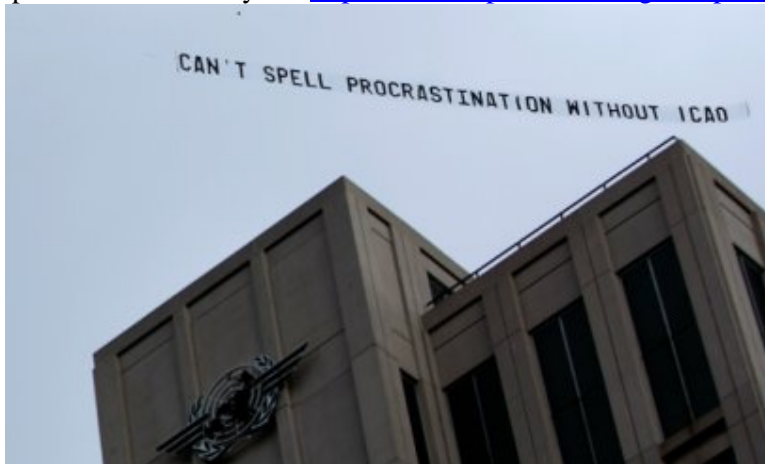


Plans for a new £5 billion Sevenside airport which would serve 40 million passengers every year were submitted to the Airports Commission. The plan by MSP Solutions, is for a new airport constructed on a reclaimed island in the Severn Estuary, between Chepstow and Newport in South Wales, which would replace Bristol and Cardiff airports (which would have to close), and would be the biggest regional airport in the country – (in the perhaps unlikely event it is ever built). The aim is to build the new airport alongside the M4 and the First Great Western rail link to London. Not surprisingly Bristol Airport believes that efforts at dealing with expected growth in air travel should be concentrated on the existing airports.

The CEO of Bristol airport says “The idea of a new Sevenside Airport was dismissed by the Aviation White Paper in 2003 on the basis that it would ‘struggle to attract sufficient traffic to be financially viable and would not generate sufficient economic or regeneration benefits to merit support’. The Commission will continue to consider the submissions received and produce its short-list in December. 8.8.2013 <http://www.airportwatch.org.uk/?p=17177>

“Flying Clean” Alliance buzz ICAO talks trailing “Can’t Spell Procrastination Without ICAO” banner

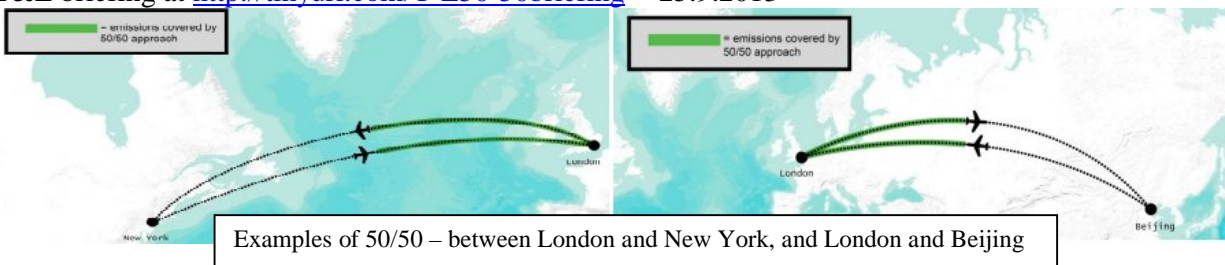
On 1st October, the American Flying Clean Alliance took flight and buzzed the 38th Assembly of the International Civil Aviation Organization with a plane trailing the banner, “Can’t Spell Procrastination Without ICAO.” The flyover took place as delegates from 191 countries entered the assembly to again consider controls for aviation CO₂. Flying Clean said ICAO has been talking about dealing with carbon pollution from planes for 16 years, but doing nothing - and that ICAO needs to know the world is watching and expecting action. The Flying Clean Alliance, in the USA, represents thousands of elite frequent flyers and tens of thousands of everyday flyers who believe the aviation sector needs to stop blocking meaningful action on climate. ICAO need to agree to a global market-based system to curb aviation climate emissions in 2016, which would go into effect in 2020. Global aircraft emissions are anticipated to almost double by 2020, if the industry expands as much as it hopes it will. This increase comes after 16 years of conversation since ICAO was first charged with addressing aviation and climate. That’s procrastination for you. <http://www.airportwatch.org.uk/?p=17685>



Deal time in Montreal – the 50/50 basis solution for the ETS ?

Until 4th October, 191 countries will decide what to do about aviation CO₂ emissions. If aviation were a country, it would be the 7th largest emitter in the world, based on CO₂ alone. And aviation emissions are set to triple by 2050, so this is no small task. Aoife O’Leary, who is Sustainable Shipping & Aviation Officer, for Transport & Environment in Brussels, says of the current position on the EU ETS, that the recent offer by the EU to only regulate aviation emissions in EU airspace would mean 60% less intercontinental emissions than were covered by the original law. Even if every country regulated aviation emissions in its own airspace, it would still mean 78% of global emissions would still not be included, with flights over international waters and third countries uncovered. Aoife says a far more sensible and politically viable solution would have been to revise the ETS on the basis of a 50/50 system, which means each country regulates half the carbon of each international flight – arrivals and departures. This overcomes sovereignty issues. It means countries like the US that do not want to be regulated don’t need to include emissions in their airspace but the EU continues to exercise its sovereignty over flights landing at its airports. <http://www.airportwatch.org.uk/?p=17595>

T&E briefing at <http://tinyurl.com/T-E50-50briefing> 25.9.2013



Carbon neutral goal for aviation won't neutralise its climate impact – it needs Market Based Measures too

October 1, 2013 A report from the Manchester Metropolitan University (MMU) shows that the emissions from global aviation will continue to have a climate impact for years and decades after they are emitted. CO₂ stays in the atmosphere for a long time, and continues its warming impact. For this reason, the proposal of the aviation industry to go for “carbon neutral growth” after 2020 will have the effect of increasing the climate impact of aviation. “Carbon neutral growth” in the way the industry sees it, by use of reductions in CO₂ emissions from technical, operational and biofuels measures, will not keep emissions and their climate impact low enough.

Transport & Environment in Brussels, and the Aviation Environment Federation in the UK argue – based on the MMU work - that for there to be real “carbon neutral growth”, an effective market based measure (MBM) is needed as well. If there is mitigation of aviation’s climate warming impact in 2050 through carbon neutral growth from 2020, this will require a basket of measures, including MBMs, (such as the EU ETS with a cap and trade system, keeping emissions below a certain level) to bridge the gap between what can be achieved by the industry and ICAO’s proposed measures - and what is actually needed. <http://www.airportwatch.org.uk/?p=17660>

Environmental NGOs call for ICAO to bring forward global MBM adoption to 2015 for implementation in 2016



The ICAO draft resolution to be considered by the 38th Assembly appears equivocal on whether to adopt a global market-based measure (MBM), leaving it to the 39th Assembly in 2016 to make a decision. However, environmental NGOs say that evidence shows early action must be taken to ensure the climate impact from rapidly increasing aviation emissions is minimised. In a submission to the Assembly by their representative body, the

International Coalition for Sustainable Aviation (ICSA), they call for ICAO member states to agree now to develop a global MBM for adoption in 2015 and implementation in 2016. This would be 4 years earlier than the aviation industry is calling for under its "carbon-neutral growth" target (CNG2020). This would require the holding of an Extraordinary General Assembly in 2015, which although not unprecedented would be highly unusual. The NGOs are convinced, and backed by recent research, that a global MBM is the only feasible way to get meaningful CO₂ reductions. 24.9.2013 <http://www.airportwatch.org.uk/?p=17553>

IPCC report says human influence on climate is clear. Target of staying below 2 degrees C rise in global temperature harder to attain



"Continued emissions of greenhouse gases will cause further warming and changes in all components of the climate system. Limiting climate change will require substantial and sustained reductions of greenhouse gas emissions." That was the comment by the Co-Chair of the IPCC Working Group. Projections by the IPCC of climate change are based on a new set of 4 scenarios of future greenhouse gas concentrations and aerosols, spanning a wide range of possible futures. The Working Group I report assessed global and regional-scale climate change for the early, mid-, and later 21st century. “As the ocean warms, and glaciers and ice sheets reduce, global mean sea level will continue to rise, but at a faster rate than we have experienced over the past 40 years.” The report finds with high confidence that ocean warming dominates the increase in energy stored in the climate system, accounting for more than 90% of the energy accumulated between 1971 and 2010. “As a result of our past, present and expected future emissions of CO₂, we are committed to climate change, and effects will persist for many centuries even if emissions of CO₂ stop.” <http://www.airportwatch.org.uk/?p=17624>

There is a good 2 page summary of the IPCC report, by the University of Bern, at http://ipcc.ch/news_and_events/docs/ar5/ar5_wg1_headlines.pdf

Major fossil fuel reserves must be left in the ground to protect climate, senior diplomat warns

The former Irish president and UN high commissioner for human rights, Mary Robinson, is spearheading a new international push aimed at breaking the climate talks deadlock and silencing sceptics, with a group of senior diplomats and politicians from around the world. She says world governments must get used to the idea of leaving fossil fuel reserves - and accompanying economic value - in the ground unexploited and unburned, if runaway emissions were not to threaten the climate.

That has huge implications for economic and social development. She said climate sceptics are "not based in reality" and parts of the business community are "trying to cloud and distort the science", adding that strong political leadership was needed to counter them. She acknowledged that some countries and many businesses with fossil fuel interests would be hostile to the proposal. *Recently the International Energy Agency said: "No more than one-third of proven reserves of fossil fuels can be consumed prior to 2050 if the world is to achieve the 2 °C goal unless carbon capture and storage (CCS) technology is widely deployed.* 24.9.2013 <http://www.airportwatch.org.uk/?p=17552>

Date set for February 2014 for Hearing at the High Court into Stobart's Carlisle airport plans

Carlisle City Council's decision to allow the development's go-ahead is being taken to a judicial review - probably between 18th and 20th February 2014. Stobart Group wants to build a 394,000sq ft freight distribution centre and to resurface the runway for scheduled passenger flights to Southend and Dublin. Carlisle City Council granted planning permission in February, but their decision is being challenged by a local farmer - Gordon Brown - who lives close to the airport, and has tenaciously persisted in his opposition for several years. He opposes the plan for the airport's expansion because it appears the legal agreement between the council and Stobart Group is "unenforceable"; because planning officers gave "erroneous and seriously misleading" advice to the councillors who made the decision; because Carlisle City Council did not properly assess the criteria on "presumption in favour of development"; the council failed to comply with its obligations under the EU habitats directive - and several other failures in the Council process. Mr Brown persuaded the Court of Appeal to quash an earlier consent, granted in 2009, after he brought judicial review proceedings. 23.9.2013 <http://www.airportwatch.org.uk/?p=17513>

Opposition in Kerala in south west India to building of a new airport at Aranmula

In Kerala, in the south west of India, there are plans for a private company to build a large new airport, for low cost airlines, at Aranmula. The site is within 100 km of two international airports - at Kochi and Thiruvananthapuram. These airports bring in tourists to Kerala, and it is intended that it brings in pilgrims to a nearby site. The land at Aranmula is greenfield, and there are plans to take at least 350 acres, and perhaps much more for an aerotropolis. Local people fear it could destroy paddy land and damage the region's water source. They also fear it could harm the town's 'heritage' tag and damage the structure of a temple located just a few hundred metres from the project site. There are



concerns that the airport would not be profitable, due to its two neighbours, which are not full. The airport has aroused intense opposition over the past two years, and there have been many protests. The opponents have a Facebook site, and have been feeling they are alone in their fight, being unaware of the extent of other airport opposition elsewhere in the world. The Indian government recently announced it proposes to build 17 new airports in 11 states.

<http://www.airportwatch.org.uk/?p=17445>

London City Airport submits expansion plans to Newham Council – to enable 50,000 more aircraft movements per year

London City Airport has submitted its expansion plans to Newham Council. The plans could see an extra 50,000 flight movements each year, from the current level of around 64,000 in 2012 to around 120,000 (the level that was permitted by Newham in July 2009). The planned expansion could see the airport handling up to 6 million passengers per year, compared to around 3 million in 2012. The plans (costing some £200 million) would include 7 new parking stands, parking stands enlarged to cater for larger aircraft, due to arrive in 2016, a new eastern passenger pier and associated works on a platform over the King George V Dock. Plans also include an extension to the aircraft taxiway running along the eastern length of the runway, a new passenger forecourt in front of the terminal, an extension of the terminal, a new office building (to replace City Aviation House) and a hotel. Passenger and staff car parking will re-organised.

The airport says it needs these, as morning and evening business flights were almost at capacity. However, HACAN East says that, for local residents, this means City Airport claims that the larger aircraft will be quieter than the current ones but have provided no hard evidence to back this up. The extra passengers using these planes will mean more traffic using the area. Even with cars and planes becoming cleaner over the coming years, HACAN East says there must also be a real risk of increasing air pollution in the locality of the airport which already is one of the most polluted in London. 18.9.2013 <http://www.airportwatch.org.uk/?p=17427>

RSPB organized an email action to write to Sir Howard Davies, to remind him not to forget biodiversity, habitat and climate

The RSPB had an email action, to ask people to write to Sir Howard Davies, the Chairman of the Airports Commission, to remind him of the biodiversity, habitat and climate change implications of his committee's decisions on airports. Proposals to build new airports or expand existing ones could have devastating impacts on some of our most vulnerable wildlife and habitats, and our ability to tackle climate change. The Thames estuary is under threat from airport development, and is a globally recognised and protected area as it is a vital home for wildlife, including hundreds of thousands of wintering wildfowl and wading birds. Climate change is the greatest threat to wildlife and biodiversity, and carbon emissions from aviation are increasing rapidly. The RSPB believes there should be no further aviation expansion unless the Government can demonstrate how such expansion can take place within the UK's legally binding climate change limits. The email action closed at the end of September, at the closing date for submissions. <http://www.airportwatch.org.uk/?p=17310>

Stunned by IPCC report's content, Wall Street Journal weather man tweets his last flight – given up flying, for the sake of the climate

He tweeted "I realized, just now: This has to be the last flight I ever take. I'm committing right now to stop flying. It's not worth the climate." <http://www.airportwatch.org.uk/?p=17687>

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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Bulletin compiled by Sarah Clayton - with thanks to many people for their help. 2.10.2013

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