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Analysis by AEF shows economic impact of Heathrow runway likely to be minimal, or negative. Not £147 billion (even over 60 years)

The Airports Commission has claimed, in its final report (1st July) and the media has uncritically repeated, that a new north-west runway at Heathrow would deliver up to £147 billion benefit for the UK (over 60 years). Now the AEF (Aviation Environment Federation) has done some critical analysis of the Commission's various documents and figures, to elucidate what the actual economic impact on the UK economy might be. This is complex stuff, and making sense of the various facts (often in different documents at different dates) is not for the faint hearted.

However, AEF shows that claims of £147 billion do not take into account the environmental or surface access costs associated with a new runway. The Commission's own economic advisers have criticised the analysis (not done with the usual "WebTAG" model used by government) for double counting and questionable assumptions in relation to the indirect benefits associated with increased seat capacity. Using WebTAG, it appears - using the Commission's own data - that there could be a net cost to the UK economy of - £9 billion over 60 years. Not a benefit at all, once all environmental and surface access costs are factored in. With some 'wider economic benefits' included, the benefit over 60 years would still be only £1.4 billion (not £147 billion), as quoted in the Commission's own final report. 17.8.2015

<http://www.airportwatch.org.uk/?p=27467>

Airports Commission figures show Heathrow runway to provide, at the most, just 12 more long haul destinations



The Airports Commission said that a very important reason for building a new runway, and Heathrow in particular, was to increase the connectivity with "long-haul destinations in new markets."

And so it would be logical to believe their analysis would show that a new runway at Heathrow, (or Gatwick) would show a large increase in these routes. The Commission's own work [using their Assessment of Need scenario, carbon capped] forecasts that while Heathrow (2011) had 57 destinations with at

least a daily flight, this would only rise to 63 without a new runway. It would only rise to 73 with a 3rd runway. That is just 10 more. [For Gatwick, from 13 destinations in 2011 to 20 in 2050 – which is just 7 more].

For the UK as a whole, including all airports, the Commission forecasts that the number of long haul destinations in 2011 was 61, and this would rise to 82 even without a new runway. The total number would only rise to 87 with a new Heathrow runway. That is just 5 more. [For a Gatwick runway, it is just 3 more].

And their figures indicate that the number of long haul destinations from regional airports would fall from 23 to 21 by 2050 and be slightly lower than they would have been without a new runway. So much for boosting the "Northern Powerhouse." The Commission said a Heathrow runway could provide "up to 12 additional long-haul destinations." Other scenarios than the "Assessment of Need" produce slightly different figures. More details at <http://www.airportwatch.org.uk/?p=27587>

Airports Commission report shows fewer, not more, links to regional airports by 2030 with 3rd Heathrow runway

Analysis by Transport for London (TfL) of the Airports Commission's final report shows that, with a 3rd runway, Heathrow would only serve 4 domestic destinations by 2030, compared to the 7 it now serves. It would serve only 3 regional airports - with no new runway - by 2030. (The Gatwick figures are 7 domestic destinations by 2030 with a 2nd runway, compared to 10 now). Heathrow has been claiming that its runway will be important for better links to the regions, and improved domestic connectivity by air.

The Heathrow runway has been backed by Peter Robinson, the first minister of Northern Ireland, Derek Mackay, the Scottish transport minister, and Louise Ellman, the chairwoman of the transport select committee - on the grounds that it would help the regions. The Commission's report says: (Page 313) Para 15.8 "...without specific measures to support domestic connectivity even an expanded Heathrow may accommodate fewer domestic routes in future..." The Commission cannot see effective ways to ensure domestic links are not cut in future, as less profitable than long haul, but they suggest public subsidy by the taxpayer for these routes. This is by using PSO (Public Service Obligations) which could cost £ millions, is a bad use of public money, and may fall foul of EU law.

31.7.2015 <http://www.airportwatch.org.uk/?p=27305>

Comment by John Stewart, on Heathrow's runway campaign

It's being a bad few weeks for Heathrow Airport Limited. The company was understandably cock-a-hoop that Howard Davies recommended their scheme in the Airports Commission's report issued on 1st July. But, since then, questions have been raised as to whether a third runway will actually deliver as much as Davies implied. Critically, it is now clear that a new runway at Heathrow will provide no more than 12 additional long-haul destinations by 2050. This is important as the case for the new runway was based on the fact it would significantly improve connectivity to the emerging economies of the world.

Moreover, it has also emerged that, unless the Government were prepared to subsidise extra routes, the number of domestic destinations served by Heathrow would fall from seven to four if a third runway was built. Bad news for Heathrow as the airport has made better connections more UK airports a key selling point for a third runway.

The airport has been unclear on how much it is prepared to contribute to the cost of the road and rail infrastructure that may be needed. Howard Davies estimates the costs to be around £5 billion pounds; other organizations such as Transport for London have put the cost much higher.

Heathrow will also be concerned at the direct action that the Airports Commission recommendation has already generated. The day after the announcement, local residents blocked traffic in the key road tunnel leading to the airport. Within weeks Plane Stupid activists occupied one of the runways. And on Bank Holiday Monday people whose homes are threatened with demolition, including elderly residents who have lived in the area all their lives, laid a (plastic) runway on the street in front of the home of Heathrow's CEO and sustainability director.

It was always going to be the case that the recommendation of a third runway was going to spark protest. What was less expected was that the key aspects of economic justification for the runway would have been challenged in the way that they have been.

London Assembly votes decisively that "there is no circumstance under which Heathrow expansion would be acceptable"

Sir Howard Davies and Phil Graham, from the (now closed) Airports Commission, attended a Question and Answer session at the London Assembly. It is fully recorded and can be seen at <http://tinyurl.com/London-Assembly> Over the two hour session, they answered questions on a range of issues including economics, reasons for rejecting Gatwick, noise, night flights, conditions imposed on Heathrow, air pollution, adequacy of surface access, amount of money needed to be paid by the taxpayer

for surface access improvements, carbon emissions, impact on regional airports etc. Assembly members did not appear particularly persuaded by the replies they received.

After the Q&A session, a motion was voted on. It was passed unanimously (13:0) with Labour councillors abstaining. The full text of the amended Motion is: "That the Assembly notes the answers to the questions asked and reiterates its belief that there is no circumstance under which Heathrow expansion would be acceptable." The motion was proposed by Richard Tracey, and seconded by Darren Johnson. The Assembly say this is an absolute NO to Heathrow. 8.9.2015 <http://www.airportwatch.org.uk/?p=27610>

Protest by "Heathrow Homeless" on Bank Holiday Monday, to deliver runway to airport bosses

The proposed north-west runway at Heathrow would mean the compulsory purchase of 750 homes, and the eviction of their residents. Another 3,000 homes may be bought up by the airport, as they would be too unpleasant to live in. The Heathrow Villagers affected are understandably highly anxious, depressed, angry and desperate at the prospect of losing their homes, their communities, and areas where they may have lived and raised families over many decades.



On August Bank Holiday Monday a group set off on a coach trip to express their fears and their outrage

at the prospect of the demolition of their homes. They went first to the house of Heathrow CEO, John Holland-Kaye (who was out), and then the constituency office of the Conservative Party in David Cameron's constituency.

Then they went to the home of Matt Gorman, Heathrow's Sustainability & Environment Director. They laid out a fake plastic runway in his drive, in the



pouring rain. Matt called the police, who found the protesters were not committing any crime. Though Matt was inconvenienced for a short time, the people facing eviction from their homes believe the problems they are faced with justify their brief intrusion into his privacy



are no plans to create new housing for displaced people; no schemes have been put into legal documents; no support is planned for tenants made homeless. These are issues that need to be addressed BEFORE a decision is made on Heathrow expansion.

The protesters felt their action was justified as there



Can anybody be surprised that Heathrow Villagers feel so angry. If ordinary law-abiding people are prepared to forcibly stand up for their rights, getting a runway built is not going to be an easy process. Photos show Neil Keveren from Stop Heathrow Expansion (SHE) with the other protesters.

1.9.2015 <http://www.airportwatch.org.uk/?p=27638>

Heathrow map showing compulsory purchase area at <http://your.heathrow.com/newpropertycompensationqa>

Boris writes to all MPs & Peers to say 3rd Heathrow runway ‘will fail on every level’

London's mayor, Boris Johnson, a potential successor to PM David Cameron, said a 3rd Heathrow runway was doomed to fail, complicating an already fraught issue for the government. The Airports Commission said the runway would offer Britain the best way of adding long-haul routes to new markets that it said were "urgently required". But Boris said the report itself showed a Heathrow runway would not solve capacity issues, and its own figures indicate it would lead to fewer domestic routes and very little increase in new long haul routes. "Their report very clearly shows that a third runway will fail both London and the UK on every level."



Boris and Justine Greening have sent a dossier to about 1,500 MPs and peers setting out the flaws in the Commission's report. They say the runway would harm attempts by George Osborne, Johnson's leadership rival, to build a "northern powerhouse". Boris still wants a new airport in the Thames estuary, that was rejected by the Commission. He said: "The Airports Commission has spent several

years in the production of a gigantic ball of wool that they are now attempting to pull over the eyes of the nation." 7.9.2015 <http://www.airportwatch.org.uk/?p=27582>

Willie Walsh opposes 3rd Heathrow runway as a “vanity project” and too expensive for airlines

British Airways-owner IAG does not support the building of a 3rd Heathrow runway, its chief executive said, because the costs of the project does not make sense for the airline. Willie Walsh said: "We think the costs associated with the third runway are outrageous and certainly from an IAG point of view we will not be supporting it and we will not be paying for it. ...We're not going to support something that increases our costs." British Airways is the biggest airline at Heathrow [it has around 50% of the slots]. A new runway would be partly paid for by higher charges to airlines, which means higher air fares.

The Airports Commission's final report says, with a new runway at Heathrow, "The resulting impact on passenger aeronautical charges across the Commission's four demand scenarios for Heathrow is an increase from c. £20 per passenger to a weighted average charge of c. £28-30 per passenger and a potential peak of up to c. £31." 31.7.2015 <http://www.airportwatch.org.uk/?p=27301>

Willie Walsh has also said the runway is "a vanity project by the management of Heathrow who are driven to build a monument to themselves – and even if Heathrow gained another runway it would be lagging behind Dubai as a global hub by the time it is built. "It is based on inefficient infrastructure which is not fit for purpose. Airlines and consumers are looking for lower costs when it comes to flying but airports only seem to be looking at higher costs." Heathrow was already one of the most expensive airports in the world and was now "talking about raising costs by 50% to build the extra runway".

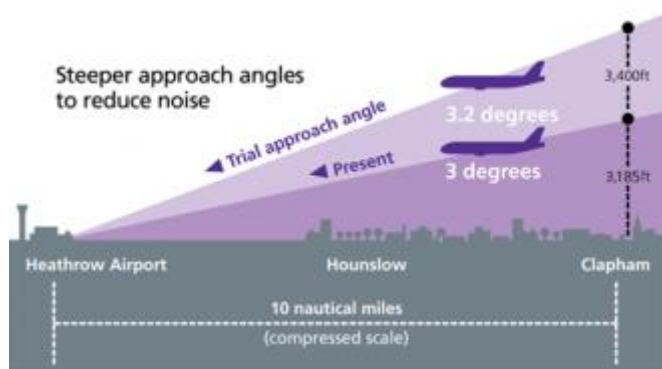
This could just be tactics for Heathrow. John Stewart, chairman of HACAN, said: "Willie Walsh is saying that a 3rd runway won't deliver benefits for the aviation industry that are worth paying for. This could turn out to be curtains for the third runway unless this is no more than clever negotiating tactics by one of the sharpest operators in the business." 1.8.2015 <http://www.airportwatch.org.uk/?p=27322>

Heathrow trial of some planes using 3.2 degree approach (not 3 degrees) starts 14th September

Heathrow airport knows it has a massive problem in trying to persuade people that adding a new runway would not greatly increase the amount of noise that residents around the London area are exposed to. So it has various ideas about how it might manage this. It is starting a trial 14th September (ending on 16th March 2016) for planes to approach the airport at an angle of 3.2 degrees, rather than the normal 3 degrees. Heathrow says this is optional and airlines



can take part if they like. They say this will only affect planes on the final approach into Heathrow (approx. 10 nautical miles from touchdown), and will be trialled on westerly and easterly arrivals.



The claim is that a plane 10 miles away from touchdown would be 215 feet higher. So around Clapham a plane might be at 3,400 feet rather than at 3,185 feet. There would be less height difference near the runway. That really does not make a huge amount of difference to the noise perceived.

Heathrow says planes will continue at 3.2 degrees right up to landing, though not in bad weather. However another possibility is a "2 segment" approach, where the plane levels off to 3 degrees for landing. "Even 3.2 degrees could interfere with the ability to use low power/low drag and reduced landing flap techniques." The 3.2 degree approaches have been used at Frankfurt and residents do not report any significant benefits. 12.9.2015 <http://www.airportwatch.org.uk/?p=27416>

Study done for Airports Commission shows 3rd Heathrow runway could place thousands more children at risk of sleep, reading and memory problems

The Teddington Action Group (TAG) has written to all head teachers in London to alert them to the findings of a report published by the Airports Commission (1st July), admitting that thousands of extra children could experience sleep, reading and memory problems as a result of a 3rd runway at Heathrow.

The TAG letter highlights the findings of the report "Aircraft noise effects on health", by Dr Charlotte Clark of Queen Mary University of London. This points to evidence of the health and educational effects on children of aviation noise. These include: sleep disturbance and changes in sleep structure; decreased quality of life; and decreased reading performance.

The report estimates that an additional 24 schools will suffer from aircraft noise above the maximum levels recommended by the WHO if a 3rd runway is built, placing thousands of extra children at risk of decreased educational attainment. TAG said parents would be concerned about the report's findings, and how little weight was put on this issue by the Commission. The first part of the report is a review of the evidence on the effect of aircraft noise on health including psychological health; the second part deals with the effects of aircraft noise on children's cognition and learning. and the implications for the proposed runway schemes. 5.9.2015 <http://www.airportwatch.org.uk/2015/09/27566/>

Slough's £1.5 million deal with Heathrow "unlocked funding denied to other councils"

Slough Council has backed Heathrow's runway plans, and entered into a deal with Heathrow to try and get the maximum benefits. Slough Council says its deal will "unlock £1.5 million in direct financial support denied to neighbouring councils." Slough's Deputy Leader James Swindlehurst has refuted suggestions that its partnership with Heathrow is anything less than the strong package he promised in January to mitigate the worst impact of airport expansion for communities closest to Heathrow.

This has meant that Slough has secured funds for mitigation while neighbouring councils have been left with nothing. "Councils like Hillingdon, who have not negotiated with the airport, have no funds being allocated to them." Cllr Swindlehurst says the agreement provides a guaranteed minimum of £100,000 per year for 15 years where Heathrow and the Council will allocate the money to fund specific improvement projects in selected wards. That would only follow approval of the Development Consent Order for a 3rd runway, but Cllr Swindlehurst says additional funding pledges specifically mentioned in the agreement are in addition. Hounslow is now in talks with Heathrow, to get a financial deal. Residents in Colnbrook, facing compulsory purchase, are angry Slough is doing so little to help them. Hillingdon has refused to enter into financial negotiations. 8.9.2015 <http://www.airportwatch.org.uk/?p=27394>

Meeting on aviation expansion and climate confirms “No new runways” is the only effective policy

Representatives from London's anti-airport expansion campaigns shared the stage with Green activists, with a unified message: No new runways for the south east's airports. The meeting was chaired by Sian



Berry, the Green Party's candidate for the London mayoral election. A range of prominent environmental activists spoke about why the case for no new runways at London's airports is the most attractive option.

Sian said nobody would believe David Cameron's climate change credentials if he heads to the UN Climate Change conference in Paris in November, intending to get a new runway at a London airport. We need to "convince the government to end this false choice debate, trying to pit [Heathrow and Gatwick] communities against each other over which airport to

expand and who should suffer the increased pollution and noise that would result."

Professor Alice Bows-Larkin, a climate expert, said in the conflict between aviation and climate policy in the UK said providing more airport capacity is at odds with managing demand for air travel, which is the only effective way to limit the rise in aviation CO2 emissions. The efficiency improvements the industry can make are far smaller than the expected growth of the industry.

Not building another runway is the simplest, cheapest and most effective way to solve the aviation carbon problem. 13.9.2015 <http://www.airportwatch.org.uk/?p=27665>

Alex Salmond says 3rd Heathrow runway is for the benefit of London and SE, to the detriment of Scotland

Alex Salmond, the former First Minister of Scotland, has said that UK Governments have a long history of dressing up London investment as being of equal benefit to the whole nation. He is not persuaded that the Treasury is particularly interested in benefiting Scotland. There is evidence that public spending in previous decades, while supposedly UK-wide, is in reality aimed at helping London and the south of England. Some examples given are the redevelopment of docklands, the Jubilee line extension, and concentrating defence spending, procurement, and the civil service firmly in the south. Alex Salmond says the proposed Heathrow runway would be to the potential detriment of Scotland, and indeed the figures from the Airports Commission (see above) confirm that there may be fewer links to Scottish airports from Heathrow – and a negative impact on the ability of Scottish airports to make new long haul routes profitable. Alex Salmond wants to boost direct Scottish air links with international destinations for the benefit of travellers, tourism and Scottish exporting industries. And he wants APD cut in Scotland, reducing the need to fly via London at all. 31.8.2015 <http://www.airportwatch.org.uk/?p=27531>

13 Plane Stupid activists who invaded Heathrow plead not guilty – trial in January

Thirteen members of Plane Stupid, who invaded part of Heathrow on 13th July as a protest about a possible 3rd runway, were charged with aggravated trespass and entering a security restricted area of an aerodrome. At Uxbridge magistrates' court on 19th August, they all pleaded not guilty to both charges. Dressed in polar bear costumes or wearing David Cameron masks, and carrying placards, they were surrounded by supporters and arrived to chants of “no ifs, no buts, no third runway!” Many of the 40 or so supporters could not get into the public gallery. One of the accused, Sheila Menon, said people are already



negatively impacted by Heathrow, and the UK already has enough runway capacity. An extra runway would largely cater for leisure travel by a minority. She believed the government was failing to act responsibly, and: "It is against this background and the failure of democratic processes, we believe our actions were reasonable, justifiable and necessary."

The 13 were released on bail on the condition not to enter Heathrow or the area considered to be its perimeter. A trial

date was set for 18th January. It is thought the case will last two weeks, with each defendant expecting to give evidence. 19.8.2015 <http://www.airportwatch.org.uk/?p=27477>

Jeremy Corbyn's election as Labour leader could scupper plans for Heathrow 3rd runway

The election of Jeremy Corbyn as leader of the Labour Party could scupper plans for a 3rd Heathrow runway, as he has declared his opposition to it. The three other Labour contenders, Andy Burnham, Yvette Cooper and Liz Kendall, all support the runway plan. If the Conservative party needs to get a Heathrow runway approved in Parliament, they may need Labour to be behind it. When the Airports Commission issued their final report on 1st July, Labour supported a Heathrow runway and wanted a quick decision by the Government to get on with it. Jeremy Corbyn is aware that the runway would mean some 4,000 homes being demolished and 10,000 people displaced, as well as the noise and air pollution problems. He has said he would vote against it. (It is rumoured he is also against a Gatwick runway – but that is unclear.)

He has said he wants better transport links to airports, better use of existing capacity, and more even spread to the regions. Now Sadiq Khan, who is against a Heathrow runway, has won the Labour nomination for Mayoral candidate. Zac Goldsmith, also fiercely against the runway, is thought likely to win the Conservative nomination. Airports are purely a lobbying issue for mayoral candidates — they have no actual power over the decision. But together with the vote by the London Assembly against the runway, the extent of opposition is huge and significant.

David Cameron will decide by November (it could be December?) whether to accept the Airports Commission recommendation of Heathrow, and if Labour now votes against it, that could fatally undermine the project.

Around 900 people stage protest over Gatwick flight paths

On 16th August, about 900 people, many from Sussex and Kent, gathered in a field at Penshurst, Kent, to protest against changes to flight paths. Campaigners created a huge sign, consisting of people with hay bales, that could be read by aircraft passengers (and pilots) landing at Gatwick. Martin Barraud, who is one of the leading campaigners from the group "Gatwick Obviously NOT" (GON) said the protest sends a message to the airport from the people unfortunate enough to have been subjected to altered flight paths.



GON are making it clear that a massive number of people are badly affected by Gatwick aircraft noise. Flight paths are now lower over their area, and concentrated - so people suffer from intense aircraft noise, often every two minutes or so, for most of the day. Planes also fly over them at night, though less often than in the daytime. Someone who attended commented that it was not only people over "a certain age" who took part, but also a large number of younger people, who are also concerned about the noise and its impacts. <http://www.gatwickobviouslynot.org/> <http://www.airportwatch.org.uk/?p=27360>

Gatwick announces “independent review” of Westerly Arrivals due to the extent of opposition to changed flight paths

Due to the level of disturbance, upset and anger for miles around Gatwick, from increased aircraft noise, and narrowed and altered flight paths, Gatwick's Chairman, Sir Roy McNulty, has commissioned an "independent review" of air traffic, which will focus on Westerly Arrivals (ie. planes arriving from the east, to the airport, when there are westerly winds).

The review will be led by Bo Redeborn, who for many years was Principal Director of ATM for EUROCONTROL. Gatwick airport says Mr Redeborn "will be assisted by a small independent review team which has been tasked with ensuring the involvement of local communities most affected." The review is to look at whether, for westerly arrivals: "Everything that can reasonably be done to alleviate the problems which local communities are raising is in fact being done, whether this involves action by the airport or by other parties most closely involved – NATS, CAA, DfT or the airlines." And if Gatwick's approach to providing "information to the local community and for handling complaints are fully adequate for the task."

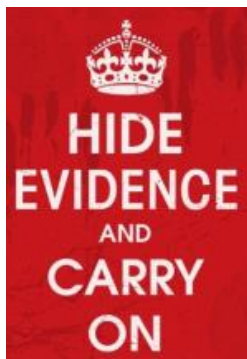
Thousands of people do not believe Gatwick is succeeding on either. The review started on 1st September. It may end in November, but could be extended if more consultation is needed. There will be a review of Easterly Arrivals later on. <http://www.airportwatch.org.uk/?p=27520>

Gatwick produces 50 page dossier attacking the work and conclusions of Airports Commission

Much of the assessment of the Commission's conclusions and their analyses has been critical. Gatwick airport and its backers have complained vociferously about failings in the final report - on the economics, the passenger forecasts, the cost and the deliverability. The figures for the economic benefit to the whole country of a Heathrow runway can be looked at in a number of ways, and on some assessments come out little higher than those for Gatwick. Gatwick says the Commission used out of date numbers for its passengers, and that has seriously undermined the case for Heathrow.

They also argue that the costs of road works and tunnelling the M25 for the Heathrow runway have been considerably underestimated, and this undermines the Commission's entire case. Gatwick also says the Commission's interpretation of the law on the Government's requirement to meet air quality rules is incorrect. At the end of August Gatwick sent a full response to the Commission report, setting out their concerns. It can be seen at <http://tinyurl.com/Gatwick-criticism>

Group of London councils say Airports Commission buried economic evidence



Council leaders of London boroughs, opposed to a Heathrow runway (but unfortunately keen on a Gatwick runway instead) have also criticised the Commission's figures. They have publicised a letter by Professor Peter Mackie and Mr Brian Pearce, the Commission's own expert advisors, which questions the reliability of growth forecasts used to justify the Heathrow recommendation. Instead of the £147 billion estimate by PwC, the Government's established approach to economic modelling predicts growth in the region of £33.6 - 54.8 billion for Heathrow expansion, versus £27.2 - 47.1 billion for Gatwick. (Those numbers do not take into environmental and carbon costs, which make the real economic benefit much lower).

In a letter to the Commission Mackie and Pearce warn that the figures include “a high degree of overlap between the direct and wider impacts... double counting ... and rely on economic growth and other assumptions which are at the extreme end of the range.” They warn that “qualifiers such as ‘up to’ do not give a flavour of the likely median or mean outcome across the economic scenarios.” The methodology used by PwC is experimental and has never been tested against a live project.

21.8.2015 <http://www.airportwatch.org.uk/?p=27488>

Gatwick adverts banned by ASA for ‘misleading public’ on comparing numbers affected by noise of new runways

Misleading adverts produced by Gatwick about the noise from a new Heathrow runway have been banned by the Advertising Standards Authority (ASA). The ASA received five complaints about the ad posters. It upheld two complaints, which compared the number of people affected by a new runway being built at Heathrow or Gatwick. The ASA said the basis for the airport's comparisons was unclear. The banned posters stated that "320,000 additional people will be affected by noise from a new runway at Heathrow. Compared to 18,000 at Gatwick".

The ASA said the use of the word "additional" could be misinterpreted to mean the number of people newly affected by expansion, on top of those currently affected. Two of the complainants challenged whether the comparison was verifiable, while another two challenged whether the adverts omitted material information about the flight paths.



Gatwick said it disagreed with the decision and may appeal, but the advert in question will not be used again and Gatwick will take on board the ASA's comments if it uses the Commission's figures in a different advert. 16.8.2015 <http://www.airportwatch.org.uk/?p=27418>

Advertising Standards Agency rules Heathrow ads claiming “Those living around us are behind us” are misleading

Heathrow Airport has been told by the ASA that its adverts claiming that “Those living around us are behind us”. Eight people had challenged the ads. The ASA concluded that the claim exaggerated the level of support for expansion, had not been substantiated and was misleading. They noted that the claims “Those living around us are behind us” and “Locals support it” were not qualified. The ASA considered that most readers would interpret the claims to mean that a clear majority of those living in close proximity to Heathrow Airport supported expansion. The evidence provided, however, showed that only 50% of those surveyed from ten constituencies close to the airport supported expansion.



The ASA say the ads must not appear in their current form again. They told Heathrow Airport Ltd to ensure they held sufficient evidence to substantiate their objective marketing claims in future, and to ensure their claims were adequately qualified, without contradiction. John Stewart, chair of HACAN, said: “This judgement is not good news for Heathrow. It undermines a key plank of their campaign that they have strong local support for a third runway.” The ASA ruled against other Heathrow ads in February 2015. 16.9.2015 <http://www.airportwatch.org.uk/?p=27711>

GIP to put London City airport up for sale this year – might raise £2 billion?

London City airport is to be put up for sale by the end of the year by GIP, who want to capitalise on the rising global demand for air travel. GIP owns 75%, with Oaktree Capital owning the remainder, but both have agreed to the sale. GIP also has the main stake in Gatwick airport, and Edinburgh but say they are not selling these now. It is thought the airport might fetch as much as £2bn, which the FT says would be a multiple of over 60 times the company's EBITDA in 2014. GIP bought the airport for about £750m in 2006 from Dermot Desmond; he had paid £23.5m for it in 1995 from Mowlem.

The airport is trying to get planning consent for work to increase the annual number of passengers to 6 million per year by 2023, (4.1 million in 2014) but this has been blocked by Boris, due to noise. London City airport is appealing against this and may hear the outcome next year. City airport has already been granted permission to increase ATMs from 70,000 to 120,000 per year. Despite growth in passengers, the airport sale is likely to be complicated by uncertainty over its £200m planned expansion

Massive international investment schemes are interested. One partnership looking to buy the airport is Borealis Infrastructure, (manages investments for the Ontario Municipal Employees Retirement System), which is understood to have teamed up with Germany's Allianz to make a consortium approach. The Ontario Municipal scheme are co-owns the Channel Tunnel and Allianz are behind the Thames Tideway Tunnel (super sewer) project. Rivals to bid for the airport are another Canadian investment giant, Ontario Teachers' Pension Plan (OTPP), which has partnered with the sovereign wealth fund of Kuwait and Hermes to submit an offer. Australia's Macquarie is also thought to be considering a consortium bid.

It is widely believed that GIP would sell Gatwick soon, after the government makes a decision on if/where there might be a new runway. Last month, GIP said it would be prepared to give a legally binding promise that it will not sell out for a quick profit if the government decides to opt for a runway at Gatwick.

6.8.2015 <http://www.airportwatch.org.uk/?p=27523>

Stansted announces consultation on concentrating departure routes – ends 27th November

Stansted Airport has launched a public consultation on a new take-off procedure that the airport says will "reduce aircraft noise for more than 4,000 people living near the airport." The new performance based navigation procedure (PBN) uses GPS technology that enables aircraft to fly flight paths more accurately. [This means more concentrated, narrow flight paths - so a smaller number of people are over-flown, but they get far more planes. The effect has been, at other airports, to make the noise intolerable for a minority of people, whose health and quality of life can be adversely affected. The airlines and the airports like the PBN system, as it can lead to fuel savings and therefore greater profits. However, this can be at the expense of those adversely affected under the newly narrowed flight routes].

Stansted says results from a trial on two of the airport's existing departure routes showed that 85% fewer people were directly overflowed by aircraft using the new procedure. [ie. concentrated, narrow flight paths]. The airport has to consult, before submitting the changes to the CAA for approval. Stansted hopes it will not get too much negative feedback. Unless there is a considerable level of public opposition, the flight path changes will become permanent. 2.9.2015 <http://www.airportwatch.org.uk/?p=27552>

Luton Airport wants to relax aircraft noise violation limits as it starts expansion programme

Luton Airport has submitted an application to 'simplify' noise limits as it starts its expansion programme. The airport has asked its owner, Luton borough council, to change a condition on the planning permission it granted in 2013, to lessen stringent noise limits. St Albans district council has been warned in an officer's report that this change would "increase noise over and beyond levels that were previously considered unacceptable". Luton Airport is worried it will struggle to meet one of the conditions attached to its approval, and that airlines that are found exceeding noise levels will face more penalties very frequently - day and night.

Within 6 months of starting its expansion - to ultimately nearly double passenger numbers - the airport is supposed to reduce noise from all aircraft, to lessen the impact upon neighbouring residents. Instead of the condition placing a limit over all 24 hours of the day and night on noise levels generated by all aircraft., Luton wants the reduction to affect planes flown overnight only - between 11pm and 7am. The report by the St Albans council officer says there are already planes exceeding current noise limits. Luton Council has yet to decide on the application. 30.8.2015 <http://www.airportwatch.org.uk/?p=27526>

European Parliament urges EU governments to include aviation and shipping in a strong Paris climate deal

The Environment Ministers of the 28 European member states will be meeting on 18 September to finalise the EU position for COP21, to be held in Paris at the end of November. The heads of 7 of the 8 political groups of the European Parliament's environment committee have written to the EU Environment

Ministers urging them to include international shipping and aviation in a global climate deal at Paris. They said: "To promote increased climate ambition from ICAO and IMO, like all the other sectors of the global economy, aviation and international shipping require an emissions reduction target. There is no reasonable excuse to continue exempting these two economy sectors from the global policy framework. Aviation and shipping need to contribute in the same way that is required of all UNFCCC Parties, large and small."

The group, T&E (Transport & Environment) commented: "It's simply fair to demand from two economic sectors with emissions the size of Germany and South Korea - about 8% of world CO2 - to reduce their emissions in line with keeping the global temperature increase below 2 degrees C. The IMO and ICAO have been procrastinating so far. The time for action has come." The CO2 emissions from global aviation are expected to grow by 200 - 300% by 2050. 14.9.2015 <http://www.airportwatch.org.uk/?p=27679>

New study by ICCT show new plane fuel efficiency gains are more than a decade late for UN ICAO goal

The European group T&E, say that since 2010, the average fuel burn of new aircraft has improved by 1.1% per year, which suggests that aircraft manufacturers may miss UN aviation body ICAO's 2020 fuel efficiency goals by 12 years. This has been show by a new study by the ICCT. IATA forecasts 4.1% annual growth of global aviation for the next 20 years. By contrast, the 1.1% progress in fuel efficiency of new commercial jets falls way behind the progress needed to meet ICAO's targets.

The gap between 4.1% growth and 1.1% improvement is massive. Since 2009 ICAO has been working on a CO2 standard for new aircraft to boost fuel efficiency technology in the fleet. Work should be completed in 2016, with the standard for new commercial jets taking effect in 2020. Decisions on the actual stringency of the standard are due over the next months. T&E said: "ICAO must help airlines meet their own climate goals and agree a CO2 standard that actually forces new technology in the fleet, rather than doing business as usual..... It's a no brainer for ICAO to agree a global market-based measure that drives fuel prices up steadily over time." More progress in fuel efficiency strongly correlates with higher fuel prices. Aviation's massive CO2 emissions are projected to triple by 2050. 7.9.2015 <http://www.airportwatch.org.uk/?p=27589>

Tom Burke article exposes the fallacy of hoping carbon pricing will lower CO2 emissions

The aviation industry is reluctantly realising it needs to cut its carbon emissions, and work is under way, through ICAO, on a "market based measure" by which the industry could pay for carbon emissions. This, like the EU ETS, would be by being able to buy carbon permits from other sectors which had managed to make actual carbon cuts. A hard-hitting article from Tom Burke casts serious doubt on whether this sort of carbon pricing and trading could ever work effectively. He fears many high carbon industries pay lip-service to the concept, in the full knowledge that it will never work sufficiently well to curtail their activities, and it delays the need for any real action.

He says: "The intent is to create the impression of an industry in favour of urgent action whilst actually slowing that action down".... [with the carbon price remaining too low] ... "If only governments were brave enough to put the carbon price up higher and faster, they will lament, we would get there sooner. This is hocus-pocus. They know full well governments will be deeply reluctant to put up consumers' bills." ... "There is no chance that the world will agree on a global price for carbon in the 40 years we have to keep the climate safe.... Their purpose is clear, to set a trap for unwary policy makers and environmentalists. Shame on those who fall into it." 18.8.2015 <http://www.airportwatch.org.uk/?p=27516>

Scottish MSPs call for the Edinburgh flight path trial, that is reducing people to tears, to be ended early

Edinburgh Airport started a trial of a new flight path in June, due to continue till 24th December. The purpose of the route is to enable the airport to have take-offs every minute, rather than every two minutes. It has resulted in a narrow, concentrated flight path over areas that did not have much plane noise before,

and this has caused real distress. People are especially infuriated because the CAA allows NATS to run trials with no consultation of the public. This consultation is currently only needed once the trial has been done (and it pretty much a fait accompli).

Campaigners of SEAT (Stop Edinburgh Airspace Trial) launched a petition against the trial and have won the support of cross-party Lothian MSPs, including Labour's Neil Findlay who yesterday led the debate. Four MSPs spoke up in a debate at Holyrood, saying it is not acceptable that people now badly affected by noise were not consulted, and they want the trial ended early. Alison Johnstone (Green Party Scotland) said the relentless noise, often from 5am all day through till midnight, had reduced people to tears due to stress and sleep deprivation. She added, re. the CAA: "Just because you don't have to consult, doesn't mean you shouldn't." 11.9.2015 <http://www.airportwatch.org.uk/?p=27650> SEAT's Facebook group is at <https://www.facebook.com/groups/412267075627740/>

Scottish Government to consult on impact of halving, and then removing, APD

The Scottish government intends to remove Air Passenger Duty (APD) from flights departing from Scottish airports, in the hope of attracting more flights. Scottish ministers hope cutting APD would encourage more direct flights from Scotland and reduce the need for connecting flights via Heathrow and Amsterdam. Air travel is already very under-taxed, paying no VAT and no fuel duty. The Scottish Government says it will halve APD during the Scottish Parliament's next term, which will run until around 2020. That will mean about £200 million in lost tax to the government, and the Scottish government has to reimburse the UK Treasury. Scottish ministers want APD cut completely "when public finances permit."

There is to be a new policy forum to look into the implications of removing or reducing APD, and a policy consultation this autumn. The forum will include some environmental groups, as well as aviation lobbies. There would be increased CO2 emissions from Scottish aviation if there was a 50% cut in APD, and even more so with no APD.

The Scottish government will have to explain "which other sectors of society will pick up the shortfall and at what cost." More cheap holiday flights for Scottish people is likely to increase the tourism deficit, with more money flowing out than is brought in by in-bound tourists. 7.8.2015 <http://www.airportwatch.org.uk/2015/08/27367/>

15 routes to small airports short-listed to apply for taxpayer subsidy over 3 years

The Government invited airports and airlines to bid for state funding to set up routes, which would not otherwise be profitable. This is only permitted under EU law under certain conditions. In March the DfT published the details of 19 bids it had received during the initial application stage for funding from the Regional Air Connectivity Fund. The funding is available for new routes for regional airports which handle fewer than 5 million passengers a year, and they have to demonstrate that the route would be commercially viable after 3 years. The government hopes that smaller airports will improve connectivity, increase trade and help to create new jobs in their regions.

Bids from 15 smaller airports across the "Northern Powerhouse," of England, Scotland and Northern Ireland are now to be considered on the short-list for the state funding. Patrick McLoughlin said aviation is one of the UK's economic success stories and our investment ensures it is shared out across the whole country.

The shortlisted routes include Dundee-Amsterdam, Doncaster Sheffield-Frankfurt and Newquay-Leeds. The government expects to spend £56 million of taxpayers' money on this over three years. 21.8.2015 <http://www.airportwatch.org.uk/?p=27498>

Some of the huge planning implications if the government opts for a new runway

The next steps, after the Airports Commission recommendation of a Heathrow runway, are still unclear. But a useful article in Planning Resource explains such of what might happen. The government is expected

to make a statement by the end of the year on the Commission's recommendation. It will also need to announce the consenting route for a new runway. There are two options - a development consent order (DCO), made under the provisions of the Planning Act 2008, or a hybrid bill. Both routes have benefits and downsides.



If the DCO route is chosen, a national policy statement (NPS) on aviation will almost certainly need to be prepared. Work on a draft NPS may already be taking place. It is not thought that an NPS could be done quickly, and with likely legal challenges, could take several years.

Alternatively there could be a "hybrid bill" on which all MPs could vote, and as any runway would be hugely controversial and divisive, this might be "more robust in terms of legal challenges." As well as the runway planning, local authorities would have a great deal of work to do, and would need to work co-operatively to provide sufficient housing and infrastructure. Some would need to review their local plans, and some plans may need to be updated. This all amounts to a huge volume of work. And expense. 11.9.2015

<http://www.airportwatch.org.uk/?p=27649>

Head of "nudge unit" considers Heathrow opponents could be bought off with free Caribbean flights

Since the UK's behavioural insights team, or "nudge unit" was set up by David Cameron in 2010 to try to improve public services and save money, it has had various successes in making small changes to people's behaviour. It still gets most of its work from government, though it has now expanded to take on a wider range of projects. It is now a part-privatised company.

Recently David Halpern, the head of the unit, said that fresh thinking was needed to win over the local population affected by Heathrow, in order to stop their opposition holding back a major infrastructure project. He has told the Times that he believes Heathrow's neighbours could be bought-off [not his words] by bribes [not his words] of free flights to the Caribbean to persuade them of the benefits of a third runway. Purely by self interest. That sort of thing could avoid costly planning battles, by defusing opposition. The idea is that by getting free travel vouchers, people being over-flown by planes think "There goes my holiday to Barbados."

The problem of the carbon emissions has not occurred to Mr Halpern. It does not appear that other "nudges" have involved such blatant and expensive bribery. ... Unbelievable that this could be permitted..... 23.8.2015 <http://www.airportwatch.org.uk/?p=27501>

Protesters set up camp in forest due to be cleared for Frankfurt airport 3rd terminal and access road

The operator of Frankfurt airport, Fraport, is planning a 3rd terminal, as it claims this is needed for it to remain competitive against other European hub airports. This new terminal would add enough capacity for 14 million more passengers per year when it opens in the first half of 2022. The airport can currently handle 64 million, but Fraport says there will be demand for 68 million to 73 million passengers by 2021.

Over 4 days, airport protesters set up a camp in the nearby Treburger Oberwald forest, that is to be cleared for the terminal. The peaceful event, "Forest instead of concrete," organised by the group, Robin Wood, made the point that not only would be increased number of flights increase the carbon emissions of German aviation, but the loss of some 60 hectares of forest for the terminal and access road would also increase CO2. The protesters also hang up a banner in protest outside the concrete and gravel supplier Sehring, which profits from the environmentally damaging construction projects.

Before the construction of the new 4th runway, the activists had occupied trees in Kelsterbach Forest for 9 months until their camp was cleared in February 2009 by the police. 1.9.2015

<http://www.airportwatch.org.uk/?p=27518>

Number of noise complaints around Chicago O'Hare airport rise to over 2.1 million up to end of July 2015

The number of complaints about aircraft noise from O'Hare Airport topped 2 million during the first 7 months of this year — 8 times the number filed in all of 2014. The total number so far this year hit a record 2,150,258, according to a report the city provided to the O'Hare Noise Compatibility Commission. Though 35% of the complaints in July came from 10 addresses, the total number of addresses from which complaints came was 44,502, compared with 2,705 in July 2014. Noise complaints have soared since October 2013 when a 4th east-west parallel runway [O'Hare has 8 runways] opened and the FAA changed O'Hare flight patterns.

The majority of flights take off and land westbound and eastbound. A 5th east-west runway is due to open this October. Then a 6th east-west runway is planned. Air traffic activity has been temporarily altered this summer due to the runway construction. Some of the runways are in the "fly-quiet" noise abatement program, on which pilots are asked to follow recommended procedures to reduce noise between 10 pm and 7 am, but it is up to the pilot to decide whether to follow the guidelines. Though it is in a "fly quiet" area, Schiller Park is among the communities where the noise has been worse. Its mayor said: "It's just distressing. ...Our people cannot take it any more. It's just insane." 7.9.2015

<http://www.airportwatch.org.uk/?p=27577>

Heathrow offers “personal shopper” service, to ensure rich passengers are helped to spend

For Heathrow, getting passengers to shop at the airport is vital. The airport is said to have made something like £480 million from retail in 2013, with passengers spending around £1.8 billion in total. Passengers spend on average about £38 each in the airport. And some passengers spend a very great deal. Heathrow has a Personal Shopper service "which offers travellers an accredited stylist with free of charge service and provide them an individually tailored retail style." For those too dim, impressionable or incapable of locating what to splash their cash on, and how to find the most pretentious and expensive designer brands, they can book their own shopper who will tell them what to buy. This truly is hyper-consumerism gone mad. Some quotes: "Everyday, there will be personal shoppers who are fluent in Arabic, French, Mandarin, Portuguese, Russian and Spanish that will provide free of charge services to all passengers."

<http://www.airportwatch.org.uk/?p=27628>

Independence of Airports Commission questioned over Howard Davies' role in Prudential, which recently bought more Heathrow property

Campaigners against a 3rd Heathrow runway have questioned the independence of the Airports Commission and its chairman, Howard Davies. It has been revealed that he is a board member of Prudential, an insurance group which invested in property near Heathrow, just months before the Commission recommended a 3rd runway. He chairs its risk committee, which reviews and approves group investment policies as well as advising the board on risks in the company's "strategic transactions and business plans". The Guardian reports that Prudential embarked on a £300m spending spree on properties around Heathrow, just as the Commission prepared to deliver its final report, on 1st July. Howard Davies also, till September 2012, advised the GIC (Singapore), which owns 11.2% of Heathrow. The Teddington Action Group say Davies' links with Prudential undermines the impartiality and credibility of the Commission's recommendations. 6.9.2015 Details <http://www.airportwatch.org.uk/?p=27345>

Airlines save themselves £ millions per year by not paying passengers compensation for delays of over 3 hours

Delayed airline passengers are potentially missing out on millions of pounds of compensation, according to an investigation by Which? It found more than 9,000 flights are delayed for 3 hours or more each year, with an average of 97 passengers on each flight. Passengers travelling within the EU who are delayed for

more than 3 hours could be entitled to compensation up to €250 (£217) for flights up to 923 miles, and €400 (£347) for trips between 932 and 2,175 miles, and €600 (£521) if the journey is over 2,175 miles. Travel expert Simon Calder said the rules on compensation were "very, very complicated", with the process of claiming not always being straight forward. He also said airlines generally did "everything to fight it if they believe there's a chance they're not responsible" and many who claim just give up. All those claims could dent the airlines' profits. 9.8.2015 Details <http://www.airportwatch.org.uk/?p=27397>

Project to grow "Solaris" tobacco in South Africa for bio jet fuel earns RSB certification

Project Solaris is a project in South Africa trying to grow a variety of tobacco, to produce "bio jet fuel". It was announced in December that some 50 hectares were being grown. Oil is derived mainly from the leaves, rather than the seeds. Now the promoters of the technology, Sunchem, says they have earned the Roundtable on Sustainable Biomaterials (RSB) certification, for environmental and social sustainability, for the production of 'Solaris' tobacco in the Limpopo region of South Africa. They hope growing this tobacco will bring economic and rural development to the Limpopo province, as well as being a new regional bio jet fuel supply chain. The MD of Sunchem South Africa says developing a biofuel in South Africa's 'breadbasket' has - inevitably - drawn the company into the food vs fuel debate. They hope they can persuade people that the crop will not affect food security or lead to environmental degradation.

However, growing tobacco inevitably competes with food – as the crop needs water and fertiliser to grow economically. If the land is good enough to grow tobacco profitably, it is good enough to grow food. It is therefore diverting land away from food production. It also has the ILUC effect of an ever greater area of land in total to come under cultivation. 8.9.2015 <http://www.airportwatch.org.uk/?p=27605>

"No Heathrow 3rd Runway" Protest - Saturday 10th October



From 11:00am to 12:30pm in Central London (Parliament Square).

Thousands will send a strong message to the Government that it will face powerful opposition if it tries to go ahead with a third runway at Heathrow. There will be top speakers, (yet to be finally confirmed) but rumoured to include Boris Johnson, and maybe Jeremy Corbyn??

And other influential people in politics. Organised through HACAN. Save the date. More details soon.

Useful Links

- For large amounts of up-to-date news on airports and aviation, see **AirportWatch's** news pages www.airportwatch.org.uk/?page_id=148
- For daily transport news in the UK - **Transportinfo** at transportinfo.org.uk
- European **Transport & Environment (T&E)** <http://www.transportenvironment.org>
Twitter @transenv
- News and expert analysis on the **AEF** website at www.aef.org.uk and on **Twitter @The_AEF**
- **HACAN** www.hacan.org.uk **Twitter @HACAN1**
and **GACC** www.gacc.org.uk/latest-news
- **Stop Heathrow Expansion (SHE)** <http://www.stopheathrowexpansion.co.uk>
- **Communities Against Increased Aircraft Noise (CAIAN)** <http://caian.co.uk/> - Heathrow flight paths
- **AirportWatch Europe** <http://www.airportwatcheurope.com> **Twitter @AirportWatchEU**

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Bulletin compiled by Sarah Clayton - with thanks to many people for their help & contributions. 16.9.2015
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