



AirportWatch bulletin 47
November 2011

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AirportWatch is an umbrella movement uniting the national environmental organisations, airport community groups, and individuals opposed to unsustainable aviation expansion, and its damaging environmental effects, including climate change.

www.airportwatch.org.uk

<http://twitter.com/AirportWatch>

From John Stewart, Chair of AirportWatch

The political landscape is becoming clearer. Maria Eagle, the Shadow Secretary of State, announced that Labour was dropping its support for a third runway at Heathrow. But, pointedly, she did not rule out new runways elsewhere in the South East. She also gave in-principle support for high-speed rail but said Labour would look at routes other than the one through the Chilterns. It was a politically astute statement. She has neutralized the issue of Heathrow; made Labour seem more reasonable than the Government in the eyes of business by refusing to rule all new runways in the South East; and has effectively kicked high-speed rail into the Labour long-grass.

The industry, backed by some sections of business, continues its relentless calls for further expansion in the South East. It appears to have accepted the fact that the Heathrow third runway is now dead. But it is unclear it has a unified approach beyond a vague call for expansion and its usual concerns that it is 'overtaxed' (see below 'So do you think you are kidding, Mr Aviator?') The appointment of Justine Greening as Transport Secretary will have added to the industry's woes. Within hours of her appointment its PR machine went into action questioning her impartiality because she had been such a staunch and effective opponent of Heathrow expansion. What it actually means is that we have a Transport Secretary who is not in the aviation industry's pocket.

The one proposal that does seem to be making some headway is the Estuary Airport. I believe it is a long shot because of its £50 billion cost, the opposition that would come from the residents in Essex and Kent as well as much of the wider environmental movement, and the fact that any Government would be reluctant to scale down or shut down Heathrow which brings almost over 74,000 jobs to West London. But there are indications that the Chancellor is beginning to think about and that Justine Greening is not opposed to considering it. We will know more when the Government starts to consult on its proposed aviation policy in the first quarter of next year.

Nantes comes to Paris....by bus, bike and tractor



Thousands of campaigners marched through the streets of Paris on Saturday 12th November in protest against plans to build 'Nantes International' airport. The protest was the culmination of a week-long, 400km bike and tractor ride from Nantes. Opponents of the proposed airport say it is not needed, it will destroy 2,000 hectares of good farmland, and do much harm. This is the biggest campaign against airport expansion in Europe. On the day thousands more people descended on the French capital in coaches from the Nantes area. They were joined by supporters from Paris and from the rest of Europe. John Stewart was among the speakers at the rally.

The protest was timed to influence the presidential elections next year. There is no doubt that the vibrancy of the campaign has turned

what was a local and regional issue into one of national importance. Two weeks before the rally the campaigners launched a report by the Dutch consultants CE Delft, the same people who produced the hugely influential report for HACAN on Heathrow's Third Runway, which has shown that the costs of the new airport will outweigh its economic benefits. <http://bit.ly/sZoIdP> If the airport goes ahead many of the small farmers whose land will be taken will lose everything: their homes; their land; their livelihood. But, such is the momentum behind the campaign, the odds must be that the protesters will stop the airport. <http://bit.ly/sIQxYb>



'So do you think you are kidding, Mr Aviator?'

It's that time of year again. The Chancellor delivers his pre-budget statement at the end of November. Cue Action! The aviation industry moans about how Air Passenger Duty (APD) is hurting it and is 'a tax on holidays. e.g. <http://bit.ly/ruYOV4> This year AirportWatch got publicity when it countered the claims. We showed APD would need to be quadrupled to compensate for the fuel duty and VAT exemptions enjoyed by the aviation industry. While motorists complain about swingeing year on year increases in the cost of filling up at the pump, the vast majority of airline passengers still pay APD at its lowest rate of £12, just £2 more than it was in 1997.

Motorists pay 58p a litre duty on their fuel. Motorists pay a further 22p VAT on their fuel. Motorists pay 20% VAT to have their car serviced. Airlines pay NONE of these. Motorists pay 20% VAT to buy their car. Airlines pay no tax on new aircraft. APD would need to be quadrupled to compensate for the fuel duty and VAT exemptions enjoyed by the aviation industry. In 2010/11 the exemption from fuel tax and VAT was worth more than £10-11 billion to the airlines. It is worth reading our press release in full. We also sent a letter to the Chancellor making the same points. 17.11.2011 *AirportWatch press release and letter at* <http://bit.ly/u7dvPA>

Commenting on the airlines' attempts to get cuts in APD, the Aviation Environment Federation says while Government figures suggest that the benefit to the aviation industry as a result of its paying no fuel tax or VAT is around £10 billion a year, APD brings in only £2 billion. The four airlines 'pleading poverty', have all recently made millions of pounds in profit. Ryanair reported a £467 million profit in the months to Sept 2011. Airlines claim the EU ETS as well as APD will represent a 'double counting' of environmental costs, but APD was never designed as an exclusively environmental tax. 19.11.2011 <http://bit.ly/uiHUyR>

Runway Alternation Concerns at Heathrow

Residents in West London remain concerned that the period of relief from the noise they enjoy will be chipped away. At present planes switch runways at 3pm to give West London residents a half day's break from the noise. It is known as runway alternation. The Government has given permission for BAA to conduct trials which would allow some of the planes which were running late to land on the "wrong" runway. The reason for it is to give BAA some leeway during busy periods as Heathrow operates at 99% capacity. Under the trial the threshold for triggering emergency dual use of the runways will be lowered, so dual use can be permitted when a plane faces a 10-minute wait to land or take off and if 30% of all flights are delayed by more than 15 minutes. The average delay for flights is 12 minutes.

Although aviation minister Theresa Villiers has stated in Parliament that the principle of runway alternation will remain, there is concern that they may be seeing the thin edge of the wedge. The current 4 month trial lasts until the end of February. There will be another 3 month trial during summer 2012. The Government will then assess the results. If it is minded to give BAA the go-ahead, there will be a period of public consultation after the Olympics. <http://bit.ly/uxnXh4>

Response by GACC to the Gatwick Master Plan 2011

Gatwick Airport produced its draft Master Plan on 13th October. <http://bit.ly/t92F8C> The consultation lasts till 13th January. GACC, the Gatwick Area Conservation Campaign, has produced a thoughtful, well researched and hard-hitting response, picking out the many areas on which the master plan is deficient, where information is left out and where assumptions and forecasts are made which are unrealistic. The response highlights issues such as the absence of consideration given to rising oil prices, and to the amount of money taken out of the UK by holiday makers travelling abroad – the tourism deficit – which cuts UK tourism employment. It also questions dubious economic figures, for which the airport cannot produce evidence. It is a really good read. <http://bit.ly/uYTQLO> Here are some informative little gems out of it:



"We note the prediction (4.2.9) that the number of passengers will rise to 40.5 million in 2020/21 (with a range between 36.5 million and 43.2 million). It would be helpful if the master plan could indicate whether this is a commercial aspiration or a purely statistical forecast."

In paragraph 8.1.1 it is stated that: "The aviation sector directly accounts for £53 billion (3.8%) of UK GDP." That figure is a serious exaggeration. It is based on a report by Oxford Economics, a notoriously pro-aviation consultancy. The report is not available on the internet but we have obtained a copy. It appears that the figure of £53 billion is inaccurate for two reasons:

- 1. It refers to turnover instead of economic output (gross value added). In the Department for Transport Scoping Document (March 2011) it was stated that: "The air transport sector's turnover in 2009 was around £26 billion and the sector directly generated around £9 billion of economic output." The £9 billion figure is the correct one to use when referring to the GDP.*
- 2. It includes the supply chain, so that for example the output of Scottish distilleries making whisky for sale in airport shops is included in the output of the aviation industry. It also includes the spending of employees, so that for example when the worker in the distillery spends his money buying haggis in a Scottish supermarket, the haggis also is included. Such bogus figures are never used in the official national statistics*

It is unfortunate that this inaccurate figure has been repeated in the leaflets widely distributed around the airport, and in the exhibitions held in various local towns. An airport as large as Gatwick has a duty to get their facts right.

We request that in the revised master plan the figure of £53 billion is replaced by £9 billion, in order to bring it into line with DfT statistics.

Lord Foster's Hoo Peninsula plans unveiled, and government says they will not rule out an estuary airport

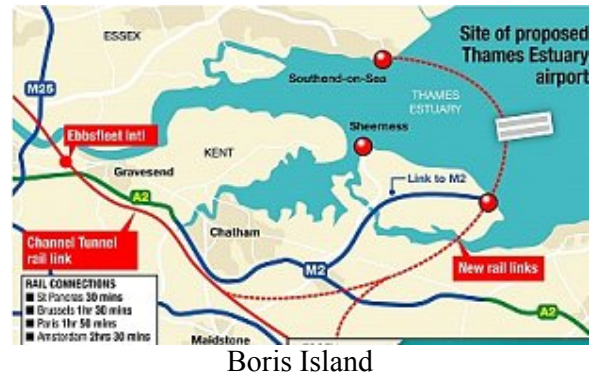


On 2nd November, Lord Foster's plans were revealed for a £50 billion (or more) transport hub connecting the UK's main sea ports and creating a huge new airport in Kent. The Thames Hub plans bring together a new river barrier and crossing, a 4 runway international airport on the Hoo Peninsula on the Isle of Grain, and a shipping and rail complex. Foster believes it will "lay the foundations for the future prosperity of Britain" and "create jobs across the UK and boost the economies ..." etc. Foster's plan claims the airport would be energy self-sufficient, using tidal



power generators. The airport would more than double the capacity of Heathrow, handling up to 150 million passengers each year, (Heathrow has 65 million) 24 hours every day. If built, it would have four runways, each 4km long. <http://bit.ly/t8G51O> In order to get that many passengers, it would need to divert many from the other south east airports. <http://bit.ly/ts9JaG> The plan has been branded as a "daft pie-in-the-sky" scheme by Medway council, who say building it near existing gas terminals was a "potentially lethal mix". Nearby is one of the world's largest liquefied natural gas terminals.

Friends of the Earth said building the airport would have a "devastating impact" on wildlife. The salt marshes on the Peninsula are part of the Thames Estuary and Marshes Special Protection Area (SPA), which is designated for its internationally important populations of wintering birds. The site regularly supports some 33,000 wintering waterfowl, of which avocets and ringed plovers occur in internationally important numbers in their own right. In summer, the site supports important breeding populations of avocets, marsh harriers, Mediterranean gulls and little terns. 3.11.2011 <http://bit.ly/vGFQis> Meanwhile it appears the government has not completely ruled out plans for a new estuary airport.



Draft Civil Aviation Bill published putting passengers first and largely ignoring environmental concerns

Transport secretary Justine Greening has published a draft version of the new Civil Aviation Bill, which is expected to be introduced by parliament early next year. She said the DfT's new airports legislation was centred around the experience of the passenger. "This Bill couples our commitment to make our airports better rather than bigger with the Government's wider agenda on better regulation". When it was first announced (9 March 2009) the then Secretary of State said: "I intend to give the CAA an environmental duty with respect to its economic regulatory functions. This will ensure that, when operating as an economic regulator, the CAA will consider the environmental consequences of its decisions." In effect, the draft bill contains almost nothing on environmental impacts of airports or aviation, with the CAA's responsibilities on noise, emissions etc reduced - the CAA just has to publish environmental information.

It creates a new duty for the CAA to publish, or arrange for others to publish, in a format which permits comparisons, such information and advice as the CAA considers appropriate in order to:

- (a) assist users of air transport to compare services and make more informed choices; and
- (b) inform the public about the environmental effects (including emissions and noise) of civil aviation in the UK and measures taken to limit adverse environmental effects.

The CAA must consult on its policy for carrying out these new functions and have regard to a cost-benefit principle. Page 19 of the draft Civil Aviation Bill at

<http://www.dft.gov.uk/publications/civil-aviation-bill> 23.11.2011 More at <http://bit.ly/vcylly>

UK's domestic air travel boom is over, says Flybe

Flybe has declared an end to the boom in domestic air travel and reports a deepening drop in demand for British routes. The unreliability of demand has led to 2 profit warnings this year. Flybe said winter bookings were down 1% compared with last year, while last month they forecast a 1% increase. UK domestic routes are 70% of Flybe's passengers. The CAA says domestic air travel fell 20% over the past 4 years, as an over-supplied market bottomed out. 10.11.2011 <http://bit.ly/sVeYBL>



Labour confirms opposition to a third runway and calls for tougher climate targets for UK aviation

Maria Eagle, Shadow Transport Secretary, has announced that Labour 'will accept the government's decision to cancel the third runway at Heathrow.' It will also push for a tougher emissions target for the aviation sector than the one Labour announced in January 2009, when trying to get the 3rd runway approved. This target is for UK aviation emissions to be no higher in 2050 than they were in 2005.

Speaking at a conference of the Airport Operators Assn, Maria Eagle said: "Frankly, without aviation playing a greater role, we will not achieve by 2050 the broader 80% cut in emissions on 1990 levels to which we have committed. Therefore, future aviation growth must, we believe, go hand in hand with a greater cut in aviation emissions than we agreed when in government.

"We will therefore be urging the Committee on Climate Change to set out what it would mean for aviation to go further than the target we set in government and relieve the burden on other sectors to ensure we can achieve our wider goal for 2050. And then the Carbon Budgets that have been set should be updated accordingly." Even as passenger numbers are projected to grow by a factor of 3.

Calling for a 'cross-party commission' on aviation strategy, Maria Eagle argued that aside from Heathrow, no airport expansion options should be off the table. Analysis conducted by AEF for WWF-UK, <http://bit.ly/sXRdJ2> however, indicates that sufficient airport capacity already exists at a national level to provide for the maximum level of aviation permissible even under the previous target of emissions stabilisation at 2005 levels by 2050. 10.11.2011 <http://www.aef.org.uk/?p=1334>



Residents' Group calls for new London City Airport Chief Executive to establish better relations with local community

London City has announced that Richard Gooding is to step down after 15 years as its Chief Executive and join the Board as a non-executive director. He will be replaced by Declan Collier, currently CEO of the Dublin Airport Authority. The appointments will be effective from early in 2012. Campaign group HACAN East, which represents residents affected by London City Airport, said it hopes that Declan will be more willing to engage with all community groups than his predecessor was prepared to do. Local campaigners found that Richard Gooding made much of his links with the local community but, in reality, he was very selective about the groups he talked to. He simply would not do business with those organizations who disagreed with him. HACAN East said: "Compared with the way BAA engages with all residents' organizations at Heathrow, he looked very mean-spirited. We open that Declan Collier will take a more open and enlightened approach." Earlier this year HACAN merged with Fight the Flights, which fought the plans for a 50% increase in flight numbers at the airport, to form HACAN East. 15.11.2011 Declan is president of ACI (Airports Council International) Europe <http://www.aci-europe.org/> and used to work for Exxon. <http://bit.ly/w3GuwC>

European politicians call on EU to ensure international aviation emissions are addressed at Durban climate talks

In a resolution adopted at a plenary session of the EP, MEPs have urged the EU to push for binding reduction targets on international aviation emissions at the forthcoming UNFCCC COP 17 climate talks in Durban. Negotiations at UNFCCC over international aviation and maritime carbon emissions have been largely stalled for some time and the MEPs say resolution of the issue has become increasingly pressing. ICAO says it is "taking active steps"- but little progress is expected on the issue, which has seen a split down developed/developing world lines and arguments over texts at a basic level. 18.11.2011 <http://bit.ly/ubw8hH>

SSE campaign wins public relations 'Oscar'

Stop Stansted Expansion's successful campaign forcing withdrawal of plans for a second runway chalked up a further victory at the public relations industry's 'Oscars' when SSE lifted the winning trophy in the Public Affairs category of the 2011 PR Week Awards. In their commendation, the judges said SSE had "successfully scuppered BAA's plans to build a second runway at Stansted Airport", describing the campaign as "highly impressive". The judges contrasted SSE's relatively tiny budget with BAA's £200 million war chest saying this was "proof that successful lobbying is not about contact books and huge budgets". 27.10.2011 <http://bit.ly/uXIh76>



Runway invasion at Southend airport by Plane Stupid and Climate Rush

Fifteen activists from Plane Stupid, and Climate Rush, entered Southend airport at 9am on 29th October, got onto the runway, and stayed there for over an hour, before being arrested. They did a dance routine dressed as pilots and cabin crew, and put up some replica solar panels. The protest was against the planned increase in flights from Southend in 2012, and the planned 300 metre runway extension. Protestors said the expansion will not create as many jobs as could be created by building renewable energy instead – saying “we need solar power, not plane power.” They have now all been released on police bail until 30th November, charged with aggravated trespass. 29.10.2011 <http://bit.ly/tpX4YP>



Once work on the 300 metre runway extension, at the south west end of the runway, is complete EasyJet are due to start flight to nine European destinations — Alicante, Amsterdam, Belfast, Barcelona, Faro, Ibiza, Majorca, Malaga and Jersey from April 2012. Aer Arran now only has a flight to Waterford, and Galway in summer. Flybe no longer flies from Southend to Jersey. Residents have been saddened at the loss of a 7 beautiful old beech trees, some way from the runway, but deemed to be a safety hazard, which were felled this week. There is a sad little film showing the devastation and upset residents <http://www.itv.com/anglia/felled-trees-row04526/> So much local damage just to let easyJet bargain for lower charges at Stansted.

St Erth British International Helicopters plan dropped



In order to save money, by selling their Penzance heliport site to Sainsburys (which has planning consent), British International Helicopters had a planning application to create a new heliport at St Erth, some 8 miles north east of Penzance. This plan has now been dropped. The heliport would largely be used for flights to and from the Scilly Isles. There would inevitably have been more noise for people locally, who strongly opposed the move. The helicopters will move to Newquay instead of St Erth. 11.11.2011 <http://bit.ly/slOeTE>

BA's Airmiles scheme reborn as Avios. No more free flights. Travellers must pay APD etc

The Airmiles reward scheme is being re-launched and customers face having to pay taxes and charges. The scheme operated by BA and Iberia (owned by IAG) can no longer afford to give free flights on Airmiles points, as the airlines would have to pay the Air Passenger Duty. So now the frequent fliers have to pay their own APD, fees and other charges, which could amount to around £30 to European destinations, £300 to New York and £500 to Australia. 15.11.2011 <http://bit.ly/ry3COo>



High Court rejects Bristol Airport judicial review

Campaign group Stop Bristol Airport Expansion (SBAE) have been refused permission for a judicial review against North Somerset Council's approval of the airport's plan. Mr Justice Collins, at London's High Court, said the decision adhered to Government aviation policy (the out of date ATWP 2003) and even if that policy was flawed, legally it should stand. SBAE had argued that climate change was a local, national & international issue, and thus relevant to airport expansion.

Nathalie Lieven QC, appearing for SBAE, had contended that North Somerset Council's decision to give the expansion plans the go-ahead in May of last year was legally flawed. Councillors considering the planning application were advised by council officers that climate change "was not a material consideration" to be taken into account by them, as they were bound by Government policy as set out in the 2003 ATWP. Ms Lieven argued the ATWP was now out of date. She said climate change was a local, as well as national and international issue, and therefore relevant to airport expansion. The Government needs to recognise it is essential that local authorities taking decisions of this kind must take climate change into account. 27.10.2011 <http://bit.ly/t2pMuR>

Upset over Pickles' dinner with the industry before giving Farnborough consent

Local government secretary Eric Pickles has come under fire for attending a private dinner with Farnborough airport chief executive Brandon O'Reilly just 9 days before plans to almost double its capacity were finally approved. The dinner, at the 5-star Savoy hotel in February, was hosted by Bell Pottinger, the public affairs firm appointed by TAG Farnborough Airport in 2008 to advise on its proposal to increase the number of flights at the airport to 50,000 a year. The plan was rejected by Rushmoor Borough Council but referred to central government after an appeal and planning inquiry. A spokesman for Mr Pickles said the cabinet minister attended the dinner in a 'private' capacity and did not speak to Mr O'Reilly or discuss the airport. Guidance from Mr Pickles's own department states that planning ministers are 'strongly advised' to decline requests for such meetings. 3.11.2011 <http://bit.ly/uNnXVV> The Bureau of Investigative Journalism found the story.

US-wide activist network to be set up to oppose aviation growth

A new US-wide activist network is to be set up to oppose the soaring growth of aviation in America. The decision was taken after Americans heard from British campaigners John Stewart & Dan Glass about the success of similar networks in the UK. The new network will bring together local airport community campaigns with climate change activists and will press for investment in fast, affordable rail and coach systems as viable alternatives to many short distance flights. 31.10.2011 <http://bit.ly/vCOKbt> The Aviation Justice website has a list of groups across the USA concerned with aviation issues. <http://aviationjustice.org/partners/local-airport-struggles/>

Environmental Audit Committee publishes report on air quality, and says a 3rd runway at Heathrow would be impossible

The EAC's report says Ministers appear to be actively trying to dilute air quality safety standards to avoid EU fines. Business plans produced by the DfT and Defra do not even mention air quality. It says EU air quality limits for NO2 are not met at Heathrow and the surrounding area. The forthcoming Sustainable Framework for UK Aviation and the forthcoming Aviation National Policy Statement must contain an explicit prohibition of a 3rd Heathrow runway. With a third runway, meeting air pollution standards would be impossible. 14.11.2011 <http://bit.ly/tlitHf>

Qantas, Solazyme and Solena to launch Australian biofuels flights in 2012

Qantas has announced that Australia's first commercial flight powered by "sustainable" fuel will be in early 2012. Qantas has signed agreements with Solazyme (in the USA), which is working with algae-based aviation fuels, and Solena (in the USA), which is experimenting with waste-based fuels. Qantas hopes to improve fuel efficiency by 1.5% each year. Solarzyme's fuel is called Solajet, and they aim to scale its production up to commercial levels. 15.11.2011 <http://bit.ly/tMsOqJ> For a list of most of the biofuelled flights so far see <http://bit.ly/sHsKjY>

United Airlines biofuel flight and Alaska Airlines 75 flights on used cooking oil

On 7th November a United Airlines Boeing 737-800 "Eco-Skies" aircraft flew from Houston to Chicago, using 40% allegedly "sustainable" biofuel derived from algae, produced by Solazyme in the USA. On 9th November, Alaska Airlines carried out their first commercial biofuel flight, from Seattle to Washington. Alaska and its sister, Horizon Air, plan to fly 75 "selected" flights over the next few weeks using 20% fuel made from used cooking oil (a gimmick, as there is so little of the stuff) made by Dynamic Fuels. The fuel companies are in a race to scale up biofuel production profitably. 9.11.2011 <http://bit.ly/s2xPVI>

Reponses from numerous AirportWatch member organisations to the Scoping Document consultation

The DfT consultation on its scoping document, to develop a "Sustainable Framework for UK Aviation" closed on 20th October. There will be a further, full, consultation next March on the developing policy, for planned adoption by government in March 2013. AirportWatch produced a range of supporting evidence documents, to back its arguments, and these as well as the AirportWatch response are now available. Also excellent, detailed, comprehensive and closely argued responses from a range of AirportWatch member organisations, arguing for a truly environmental responsible and sustainable future UK aviation policy. This is useful as a resource of many of the key facts, figures and arguments. 20.10.2011 <http://bit.ly/uu2MY4>

BAA opts to sell Edinburgh airport for £500m and keep Glasgow

BAA is putting Edinburgh Airport up for sale with an estimated price tag of about £500m. They chose Edinburgh instead of Glasgow, as it would fetch a higher price, is performing better and would be easier to sell. BAA is now starting sale preparations and expects to formally approach the market in the New Year in order to agreeing a sale by summer 2012. Sir Brian Souter, the founder of Stagecoach, is considering joining a consortium of Scottish investors to buy the airport. The Scottish will not make any formal decisions until the sales document is sent out in January. Other parties interested in buying it are 3i; Aeroports de Paris, which owns Charles de Gaulle airport; GIP (owns Gatwick), Manchester Airports Group, Borealis Infrastructure, and Macquarie.. 19.10.2011 <http://bit.ly/usjgrc>

Belfast residents celebrate legal victory over City Airport planning agreement

Local residents affected by aircraft noise are celebrating a landmark legal victory in their campaign for tougher noise controls at the airport. A High Court judge quashed a decision by the previous Environment Minister in Dec 2010 to remove a clause in the airport's planning agreement which effectively limited the number of passengers who could fly from the airport. The umbrella residents' group, Belfast City Airport Watch (BCAW), had brought judicial review proceedings against the Department over the

Minister's decision. Now the Department will have to reinstate the seats for sale limit – 2 million per year. This restriction is important for residents because it limits the number of larger, noisier planes which the airport can operate. BCAW is now calling on the current Environment Minister, Alex Attwood, to confirm that his Department will be enforcing this clause. Legal costs are to be paid by the Department. 25.11.2011 <http://bit.ly/roRpub>



BAA refuses to sell homes it bought in Sipson

BAA is being accused of "breaking the heart" of residents in Sipson, which is earmarked as the location for a 3rd Heathrow runway. Now Labour has joined the Conservatives and Liberal Democrats in declaring that a 3rd runway is "off the agenda", residents in Sipson say BAA still

refuses to sell the homes it bought up in the area, as it has not yet ruled out the expansion. BAA offered to buy 300 homes and 75% of residents took up the offer, so BAA now rents the houses on short-term lets. Nigel Milton, director of policy and political relations at BAA, said: "The business community nationally and trade unions and the aviation industry still believe that there is a strong case for expansion of airports in the South- East and that a third runway is one of those options that needs to be considered." He added: "Until the Government comes up with a clear plan of what they are going to do to address this real, urgent need, then a third runway remains an option." So no hope for a thriving community in Sipson any time soon. One elderly resident, born and bred in Sipson, said now the gardens are bad, the houses look terrible and everything has gone downhill. 15.11.2011 <http://bit.ly/tgF2GN> But

Transition Heathrow: "We're not going anywhere !"



Transition Heathrow's "Grow Heathrow" project was due to be in court on 17th November, for a hearing about having them evicted from the site they are occupying at Sipson. The judge took into account the human rights arguments and adjourned the case to the higher authority of Central London County Court where a two day hearing will take place in a few months time. The owner of the site wants the land back, though it had been neglected for years, and Grow Heathrow has turned it into a thriving community venture. 18.11.2011 <http://bit.ly/u8mnea>

IATA says global airline profits will fall by 29% in 2012 to \$4.9 billion

IATA says the global aviation industry's earnings are likely to fall to \$4.9bn in 2012, from \$6.9bn this year. Since it expects revenues to increase, this is mainly due to rising costs. It expects European carriers' profits to drop by 80% to \$300m due to the debt crisis. Profit forecasts for 2011 are now higher than they were, as the number travelling rises. In the period Jan-July, global passengers were up by 6.4% over that period in 2010. Global air freight is not growing. In September IATA forecast 5.9% growth in global passengers in 2011. 20.9.2011 <http://bit.ly/txjI79>

Global aviation's total carbon emissions in 2010

IATA figures say total emissions for 2010 increased by 3.5% to 649 million tonnes CO2 (compared with 627 million tonnes in 2009). IATA says the growth in emissions is due to 5.2% increase in capacity, offset by a 1.7% reduction from efficiencies. IATA persist in the aviation industry's claim that they produce only 2% of global manmade CO2 emissions. [Other research indicates that taking cirrus clouds and other gases into account, it is around 3.5% excluding cirrus, and 4.9% including it. <http://bit.ly/vyFvSd>] IATA fact sheet at <http://bit.ly/sS1NcA>

Useful Info

- For up to date news see **AirportWatch's** news pages http://www.airportwatch.org.uk/?page_id=148
- News and analysis on the **AEF** website at <http://www.aef.org.uk>
- For a daily update on aviation and transport news www.transportinfo.org.uk
- How to really offset the climate change impact of your flight: www.ThinkBeforeYouFly.com
- Flights emissions calculator <http://calculator.carbonfootprint.com/calculator.aspx?tab=3>
- Weekly update by IATA on jet fuel price. <http://bit.ly/gCtAnD>

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Bulletin compiled by Sarah Clayton - with thanks to many people for their help, guidance and contributions
24.11.2011

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