

Page 1

- Heathrow and Gatwick submit their runway plans to Airports Commission
- Heathrow publishes glossy 48 page plan promoting its north-west 3rd runway to Airports Commission

Page 2

- M25 could become Britain's first 14-lane motorway in Heathrow expansion plans
- What Heathrow's 3rd runway proposal says on noise (not very convincing)
- What Heathrow's 3rd runway proposal says on carbon emissions and air quality (very little)
- Heathrow plans £550m sweetener on noise insulation and substantial compulsory purchase compensation, which it hopes will head off opposition to 3rd runway

Page 3

- Gatwick submits its 2nd runway plans to Airports Commission – little detail published, but loads of spin

Page 4

- GACC says the public misled by Gatwick's "consultation" – with far higher figures in airport's submission to Airports Commission
- Public treated with contempt, and more pressure on road and rail

Page 5

- New flight paths for Gatwick

Page 6

- From John Stewart, Chair of HACAN, on the mountain that Heathrow has to climb to persuade the politicians

Page 7

- Over 4,000 take part in Frankfurt's 100th protest evening – including supporters from Heathrow and Gatwick
- Heathrow chairman, Sir Nigel Rudd, hushes hubbub over 24/7 flights comment by Heathrow Board member, Akbar Al Baker

Page 8

- Gatwick Runway Exhibitions a huge success – for the opposition!
- Gatwick runway opponents march through Horsham
- Gatwick 2nd runway aircraft noise could threaten Hever Castle – it harms the visitor experience

Page 9

- Heathrow and Gatwick battle it out, but is either environmentally deliverable?
- John Holland-Kaye takes over from Colin Matthews as Heathrow CEO on 1st July
- Boris spends £90,000 on architects to draw up plans to build over Heathrow site

Page 10

- Eric Pickles decides against calling in Luton's plans – trampling on views of local residents
- Kent's Manston Airport closed on 15th May – perhaps to become a "garden city"?
- Lydd Airport Action Group's Appeal unsuccessful so Lydd expansion can go ahead

Page 11

- Southend airport had many more passengers in 2013 than in 2012, but much less profit
- Stobart's Carlisle airport on hold. Cuts to Flybe&easyJet routes from Southend
- Scope of coverage of aviation by EU ETS now slashed by 75% until 2017
- Top economists urge UN's ICAO to deliver global deal to pay the social costs of aviation CO2

Page 12

- IATA economist warns expected growth in air travel "major challenge" to carbon reduction
- Chicago O'Hare airport new runway & flightpaths creating huge opposition by those now over-flown
- Report on financial viability of Prestwick to be kept confidential by government

Page 13

- Heathrow ads plastering English county names over globe deemed bad taste (at best)
- "Gatwick Obviously" adverts on the tube subvertised and substituted

## **Heathrow and Gatwick submit their runway plans to Airports Commission**

The Airports Commission asked for detailed submissions from the three airports it had short-listed to be made by 16<sup>th</sup> May. The 3 schemes were Heathrow airport for its north-west runway; the Heathrow Hub for its extended northern runway; Gatwick for its wide spaced southern runway. All three have now been presented to the Commission. Heathrow publicised some documents on theirs, and released details to the press. Heathrow Hub publicised a brief document; Gatwick said it had submitted 3,200 pages of detail to the Commission, but only put out a brief statement with little detail, for the public.

The Commission's call for evidence on the Thames estuary plan ended on 23<sup>rd</sup> May. The Commission will now be working on four feasibility studies on the estuary airport proposal, and expects to publish many of the study outputs by July 2014. A decision will then be taken on whether to include an estuary proposal with the other three, in September. In October 2014 a public consultation, by the Commission, is due to start, on the runway schemes. It is likely to end in December. Dates are not yet given.

## **Heathrow publishes glossy 48 page plan promoting its north-west 3rd runway to Airports Commission**

Heathrow airport released a glossy 48 page document, for the public, promoting its north-west runway option. The document is very high on spin, aspiration, laudable future hopes and intentions of all sorts - but very thin on any detail of how these might realistically happen. Wishful thinking, writ large. For instance, on carbon emission, there are hopes of huge cuts through aircraft not yet invented, fuels also not yet in existence, and carbon trading - not yet in existence.

Heathrow makes 10 commitments, but gives no detail about time-scale or who would enforce these commitments, or what would be the penalty for failing to deliver them. There are hopes of better air quality near the airport, 100,000 new jobs, £100 billion (no time scale given - probably over years ....) to the UK economy, and a lot on listening to the public.

There are some very carefully chosen sentences about the increase in aircraft noise and numbers affected. Heathrow says it will reduce aircraft noise etc ...."by encouraging the world's quietest aircraft to use Heathrow, routing aircraft higher over London, delivering periods with no aircraft overhead and allocating £250m to provide noise insulation." 13.5.2014 <http://www.airportwatch.org.uk/?p=21347>



The runway is shown over the M25. The motorway would therefore need to be in a tunnel, for 600 metres, which Heathrow says the public purse would need to pay for. They estimate the cost would be £1.2 billion. Earlier estimates of the public funding needed were £3 – 5 billion. The disruption to the M25 can barely be imagined. Heathrow has suggested a congestion charge for vehicles using the airport, to try to keep within legal air quality levels around the airport.

### **M25 could become Britain's first 14-lane motorway in Heathrow expansion plans**

If Heathrow got its way and somehow managed to get permission for a 3rd runway north west of the existing two, the M25 would be widened to 14 lanes on a two-mile section from Junction 14, next to Terminal 5, to the junction with the M4. The proposal is likely to provoke a furious reaction not only from environmental campaigners, but from road users and motoring organisations.

Heathrow claims, somehow, the 600 metre tunnel would be built in parallel without disruption to the present motorway. The RAC says: "Even a day or two's disruption on that vital stretch of road is a big issue." Others have commented about the economic cost of delays caused by years of motorway disruption and hold-ups. Also the terrorism danger of a huge tunnel for vast numbers of cars, if a bomb was set off. More details at <http://www.airportwatch.org.uk/?p=21406>

### **What Heathrow's 3rd runway proposal says on noise (not very convincing)**

Heathrow's publicity document on its 3rd runway plans has quite a lot on noise, as Heathrow realises that the noise generated by its aircraft is a key political topic, and is perhaps the main issue that would stop the runway. Having a new runway would mean the number of annual flights could increase by up to 260,000 per year (compared to the current 470,000 or so). This would inevitably create a huge amount more noise.

But by only considering the people within the loudest noise contours (noise averaged over many hours each day) - the 57dBALeq contour and the 55dbLden contour - and not those who experience aircraft noise, but not quite as loudly, Heathrow claims fewer people will experience noise. This is manifestly not the truth. There may be slightly fewer, but only by massaging the figures, in the noisiest contours.

The reality is that there will be many more experiencing aircraft noise, if not at the most intense levels. Already people miles from the airport, outside any current contour, are troubled and disturbed by aircraft noise. The document provides various maps and charts to try and make their point. The concept of respite periods is key in Heathrow's attempts to win over the over-flown public, and those yet to be over-flown. More details at <http://www.airportwatch.org.uk/?p=21364>

### **What Heathrow's 3rd runway proposal says on carbon emissions and air quality (very little)**

Heathrow's promotional document for its 3rd runway makes many claims that can be seen to be ambitious, or perhaps more accurately, unrealistic. Tellingly they forget to mention carbon emissions in the press release, other than to say there is one of their 10 "commitments". Heathrow claims it will "Keep CO2 emissions within UK climate change targets". This appears to be largely on hopes of more efficient operation, plus planes as yet unbuilt, carbon trading systems as yet not in existence, and new fuels (they don't actually mention biofuels), which also do not exist.

On local air quality standards, which the Heathrow area currently often breaches, Heathrow says it wants a local congestion charge to reduce vehicle journeys, a lot more public transport (paid for by taxpayer?) and another commitment (enforcement?) to "Increase the proportion of passengers using public transport to access Heathrow to more than 50%". They also depend on road vehicle engines in future emitting less NO2 than at present. ie. improvements not made by the airport itself – emissions from which can only rise hugely, as more long haul flights are added.

More details at <http://www.airportwatch.org.uk/?p=21355>

### **Heathrow plans £550m sweetener on noise insulation and substantial compulsory purchase compensation, which it hopes will head off opposition to 3rd runway**

Heathrow airport says 950 homes in the Harmondsworth area would be demolished (compulsory purchase) if it got its north-west 3rd runway. Heathrow now says it is offering substantial compensation for 750 homes. It is proposing to pay the market price, un-blighted, of 750 homes plus 25% and the costs of legal fees, moving costs and stamp duty of buying a new home. For a £250,000 property, homeowners would receive £312,500 compensation, plus £7,500 stamp duty costs and legal fees. [About £320,000 each - for a £250,000 house. ie £304 million for the 950 houses Heathrow would demolish].

This does not cover homes nearby, where life would become deeply unpleasant. Heathrow is planning another public consultation in July on how the money should be divided up. There might also be more money for noise insulation in areas beyond the usual "noise contour" (57dB). Heathrow is saying it will also pay large sums for sound insulation from a £550million fund and it would spend at least £250million on soundproofing homes and schools – compared with only £30million it has spent in the last 20 years.

If Heathrow paid out at the level Gatwick has offered - £1,000 equivalent to Band A Council Tax - to each household within the 57dB contour, it would be about £245 million per year. However much sound insulation is put in, or however many financial sweeteners, the noise is still heard if the windows are open or if people are outdoors, eg in the garden. Heathrow is still trying to work out which is less unpopular - giving more noise compensation to fewer people, or less compensation to more.

More details at <http://www.airportwatch.org.uk/?p=21318>

## **Gatwick submits its 2nd runway plans to Airports Commission – little detail published, but loads of spin**

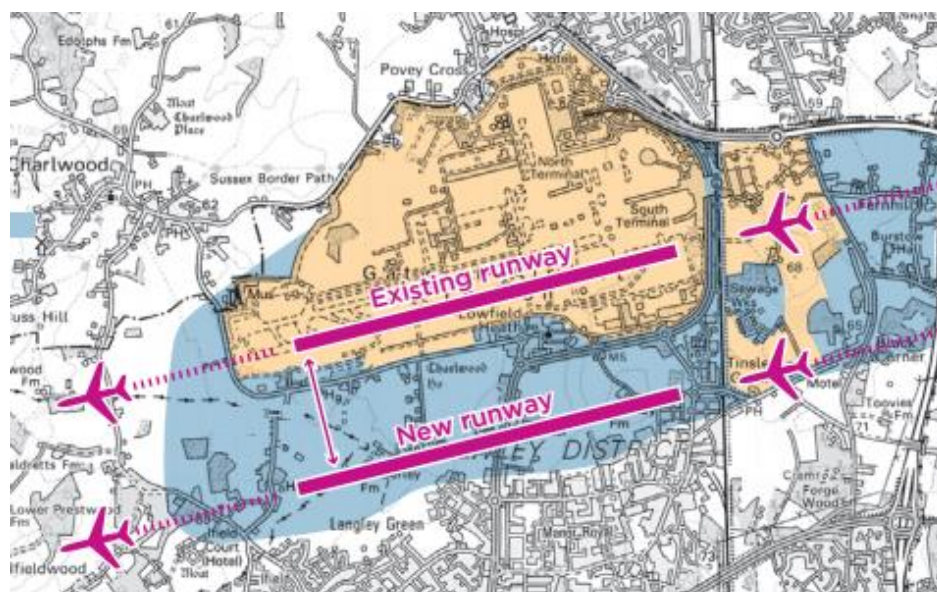
Gatwick has submitted its proposal for a 2nd runway, to the Airports Commission. Unlike Heathrow it has not produced a glossy version for the public, but says it has produced a 3,200 page "evidence-based" report which is not publicly available. Gatwick claims its runway would produce more economic benefit to the UK than Heathrow, and not cost the taxpayer anything.

By contrast the KPMG report done in December 2013 for the Airports Commission said it might cost the taxpayer up to £17.7 billion. Gatwick claims: "The economic benefit to the UK of this enhanced competition will be £40 billion more than Heathrow's 3rd runway."

Gatwick tries to make out its runway is an obvious choice, and say of their rival Heathrow: "Why tunnel part of the busiest motorway in Europe – the M25 - causing serious traffic disruption, when you can build on land already set aside for expansion?" They say: "The Gatwick proposal is best placed to align with key future trends - including continued market share gains by Low Cost Carriers, the spread of new technology hub-busting aircraft such as the Boeing 787 and Airbus A350, and the rapid rise of new hubs in the Middle East and Far East."

Loads of positive spin, absolutely ignoring all the negatives associated with building an airport the size of Heathrow in semi-rural Sussex. 14.5.2014 <http://www.airportwatch.org.uk/?p=21393>

Though no map has been produced to accompany the press release by Gatwick, the layout of the proposed



runway, 1045 metres south of the existing runway is shown here. It indicates just how close the runway would run to the northern edge of Crawley.

Though the airport indicated in its earlier consultation, that ended on 16<sup>th</sup> May, there would be 87 million passengers, its submission to the Commission said 95 million.

That would make Gatwick far larger than Heathrow is today.

<http://tinyurl.com/Gatwick-submission>

## **GACC says the public misled by Gatwick’s “consultation” – with far higher figures in airport’s submission to Airports Commission**

Having looked at Gatwick submission plans, the Chairman of GACC (the Gatwick Area Conservation Campaign), Brendon Sewill said: ‘They are horrendous - much larger in scale than in the recent consultation. The proposals will so infuriate local people that they will be determined to oppose the runway scheme at every stage. Any hopes that the airport may have had of building a new runway on time will have disappeared.’

The Gatwick press summary shows that the new airport would be bigger than anything previously envisaged. The maximum number of passengers per year has gone up to 95 million compared to a maximum of 87 million in the consultation. That would make Gatwick much bigger than Heathrow today (72 million in 2013), and nearly three times as big as Gatwick today (35 million).

### **Pressure on road and rail**

The plans would mean nearly three times as many people travelling to or from the airport by car or train. GACC said: “It is nonsense for Gatwick to pretend that this could be dealt with by actions such as longer trains and improving Junction 9 on the M23.”

The number of new jobs attributable to a new runway has jumped up to 122,000, far more than the figure of 17,500 previously forecast by the airport. It is stated that these new jobs would be spread across London and the South East but inevitably most would be concentrated around Gatwick – where there is comparatively low unemployment. According to Brendon Sewill: “The result could only be large scale inwards migration, making the north-south divide worse. It would mean massive urbanisation and house building, and great pressure on hospitals and schools. Goodbye green fields.”

### **Public treated with contempt**

The new submission has not been published, denying residents a chance to examine the plans in detail. It was made even before the runway consultation was completed (closing date 16 May).

The new plans show utter disdain for the 6,000 people who took the trouble to visit the runway exhibitions during the past month, and for the thousands more who responded online. They were asked to give their view on which of three Gatwick runway options was the best - or least bad. But in the

submission, there is no mention of these alternative options – it is clear that Gatwick Airport Ltd have just gone for the biggest, which was their intention all along, regardless of the “consultation.”

Option 2 of the “consultation”, with the runways used alternately to provide respite, has gone down the drain. Perhaps it is mentioned somewhere in the secret 3,200 page document, but it is nowhere in the airport’s press release. When the consultation was launched on 4th April, GACC described it as ‘Plush but phoney’ – phoney because Gatwick’s owners had already decided on their preferred option.

GACC has been proved 100% correct. <http://www.airportwatch.org.uk/?p=21463>

**GATWICK'S  
BIG  
ENOUGH**



*Artist's impression of Gatwick with a new runway*

## New flight paths for Gatwick

On 23<sup>rd</sup> May, Gatwick Airport Ltd (GAL) launched a consultation on their plans to re-draw many of the flight paths around Gatwick.

The document is at [www.gatwickairport.com/gatwickairspaceconsultation](http://www.gatwickairport.com/gatwickairspaceconsultation)



These proposals could have a serious impact on many towns and villages around the airport. The new flight paths will potentially affect an area from Guildford to Tunbridge Wells and from Petworth to Sevenoaks.

GACC (the Gatwick Area Conservation Campaign) is extremely concerned about these proposals which could represent the biggest change in the noise impact of Gatwick for a generation. GACC will need to take time to study them in detail but their initial reaction is that -

1. Any change in flight paths causes great distress and anger because the previous peace is shattered, expectations of future peace are destroyed, houses are devalued and people are unable to move and feel imprisoned. People have paid extra for houses that are not on flight paths only to find that new flight paths are being created - without compensation.
2. One of the main motivations is GAL's desire to get more aircraft off the runway, and thus to make a larger profit. (GAL is a private company owned by overseas investors.) There is no need for extra flights when Stansted is only half full.
3. The consultation covers too small an area because disturbance is experienced far beyond the noise contours, particularly in areas where background noise is low. It is a disgrace that no maps are given showing the full length of the new flight paths. (The reason is that this consultation is being conducted by Gatwick Airport Ltd which is responsible for flight paths below 4,000 feet. NATS (National Air Traffic Services) is responsible for flights above that height.)
4. No details are given of the new point-merge system for arriving aircraft which will affect much of East and West Sussex, and part of Kent.
5. A risk is that this consultation will set community against community. People's anger should be directed at the airport, not at their neighbours.
6. The airspace is being redesigned in ignorance of what causes disturbance. The necessary research has not been done. For example, there is no evidence that concentration of aircraft noise will cause less disturbance than dispersal. Ten flights an hour over one person may cause as much annoyance as one flight an hour over ten people. Hard research on experience of noise has not been done.
7. The proposed new flight paths all relate to the existing runway. If ever a new Gatwick runway were to be built, all the flight paths will need to be revised, with new flight paths over areas at present peaceful. So why cause extra hassle now, when there is no urgent need for change?
8. The 60 page consultation document (120 pages including maps) is written in technical language and is difficult for lay people to understand. GACC will be asking for a simpler version to be sent to all those under the new flight paths, and for public meetings to be held so that people can understand what is proposed.

Gatwick airport's consultation on changes to its flight paths will last for 12 weeks and end on 15th August. The earlier "consultation" done by Gatwick, that ended on 15th May did not include any flight path details, which many who attended the exhibitions found frustrating <http://www.airportwatch.org.uk/?p=21580>

**From John Stewart, Chair of HACAN,  
on the mountain that Heathrow has to climb to persuade the politicians**

Heathrow Airport's intention to big-up its revised third runway proposals, in order to show there are ways of overcoming the barriers it faces, may have backfired.

It may simply have highlighted the problems.

The more generous compensation package Heathrow is offering for people who will lose their homes will undoubtedly be accepted by some of those under threat but, in some ways, the scale of the offer emphasised the scale of the problem. At least 750 homes will go, but the airport acknowledges it could be many more. My own view is that Harmondsworth, Sipson and Harlington would become uninhabitable should a new runway be built. That involves the demolition of several thousand properties – not just 750 or 950.

The Heathrow proposal which captured the media's eye – the tunneling of the M25 – also served to reveal the mountain Heathrow has to climb. The airport acknowledged it would require £1.2 billion of taxpayers money in order to deal with the motorway.

Then there was the congestion charge idea that Heathrow floated. The proposal is to charge vehicles using the airport in order to keep road congestion on the surrounding roads to manageable levels and to ensure air pollution levels stay within the EU legal limits. How feasible is it? Will it do the job?

Questions, then, about the solution but no doubts about the scale of the challenge.

Heathrow Airport knows it has no hope of getting a 3rd runway unless it can detoxify the noise issues. There can be no question that it has been making real attempts to do so, but its efforts may have been dealt a possible fatal blow with the recent publication of the Civil Aviation Authority (CAA) report commissioned by the London Mayor Boris Johnson. The CAA figures challenge Heathrow Airport's oft-repeated claim that overall noise levels will fall if a 3rd runway is built. They show that Heathrow's claims assume the new runway will be operating only at one-third capacity. They also argue that Heathrow is over-optimistic about the introduction of "quieter" aircraft. The Mayor's figures show that, if a 3rd runway is built, over a million people will be impacted by noise, up from 725,000 today.

There is no doubt that a 3rd runway at Heathrow would bring economic benefits. And there are senior people within Heathrow Ltd, such as Nigel Milton and Matt Gorman, who are working hard to try and show that this can be achieved within acceptable environmental and social limits. It is not an ignoble aim and a pattern worth following by airport builders across the world. But it may not be enough at Heathrow. The litany of problems to overcome is just too large.

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Nigel Farage may be the lucky one. Even if a UKIP surge takes him and some of his colleagues into Parliament at the next General Election, he's unlikely to be part of the next Government that will need to make big decisions on airports. Residents won't want a new or expanded airport in their area. Environmentalists won't want one at all. Business will still fancy Heathrow but would probably settle for a new runway anywhere in the South East; the North and Midlands will shout about more investment going to London (unless you live under the flight path to Birmingham, Manchester...). Add in the biggest reorganization of flight paths for 60 years. And night flights in 2017. It would be a brave man or woman who would predict how things will go.

My own view is that, however politically toxic the menu, the next Government will not be able to duck some big decisions.

## Over 4,000 take part in Frankfurt's 100th protest evening – including supporters from Heathrow and Gatwick



The 4th runway at Frankfurt airport was opened in October 2011. The flightpaths for this runway overfly thousands of residents in the Frankfurt, many of whom had not previously been overflowed. They suddenly found the noise of aircraft overhead every few minutes, relentlessly (day after day, week after week) for most of the day intolerable. Other areas were also affected by changes to flight paths.

Ever since the opening, the people of Frankfurt have absolutely refused to accept this, and have campaigned continuously and relentlessly.

They hold unique and remarkable protests, almost every Monday night, in the airport terminal. These are attended by well over 1,000 people, every time.



On 19th May, the 100th airport terminal protest was held, with around 4,000 (maybe more) protesters. Some campaigners from the Heathrow and Gatwick campaigns went out (by train) to show solidarity and share this remarkable achievement with their German friends.



John Stewart, Chair of HACAN and of AirportWatch, addressed the protest, saying they were making aviation history, and the tenacity, persistence and determination of

the opposition to Frankfurt flights is increasingly a matter of concern to the aviation industry. 20.5.2014  
More details and links to videos etc at <http://www.airportwatch.org.uk/?p=21469>

## Heathrow chairman, Sir Nigel Rudd, hushes hubbub over 24/7 flights comment by Heathrow Board member, Akbar Al Baker

A Heathrow Airport Board member, Akbar Al Baker, recently said Heathrow should have 24 hour flights, planes should be allowed to fly all night, and that Brits make an "excessive" fuss about aircraft noise. This has hugely embarrassed Heathrow, which has been trying hard to claim a 50% increase in flights will result in less noise ... square that one.

Now, in response to the awkward and off-message remarks by Al Baker, Sir Nigel Rudd, chairman of Heathrow, said: "Mr Al-Baker's views are his own and do not represent the views or policy of the Heathrow board or executive committee. We recognise that adding the flights Britain needs for growth must come hand in hand with reducing aircraft noise for residents. Round the clock flying from London is not an option. We take the concerns of local communities very seriously and have never argued for 24-hour flying." Many were highly critical of the airport, and its need to urgently rush out reassuring comments due to the embarrassment caused by Mr Al-Baker putting his foot in it. The question is why Mr Al Baker was not aware that this, though revealing, was not a helpful or acceptable comment to make, from Heathrow's point of view. People fear this way of thinking may be widespread on the Board.

The Heathrow Board member appears to have spoken with stunning insensitivity, and have demonstrated a woeful lack of understanding of British democracy. 21.5.2014 <http://www.airportwatch.org.uk/?p=21511>



## **Gatwick Runway Exhibitions a huge success – for the opposition!**

Gatwick Airport Ltd held 16 exhibitions to explain their runway proposals to the public. Over 6,000 people in total attended but, according to local community group, GACC (Gatwick Area Conservation Campaign), some 75-80% of those visiting the exhibitions were opposed to any new runway. GACC volunteers manned a 'picket line' outside each exhibition, handing out leaflets and car stickers, explaining more about the proposals, and recruiting new members. According the GACC chairman Brendon Sewill, "people were coming out of the hall horrified at what they had seen, and queuing up to join GACC."

People were frustrated by the lack of key information on aspects of the plans, such as noise and supporting infrastructure. Impacts on road congestion and train over-crowding were of real concern to many. The response forms made a "No runway" response difficult and unclear. Many who made the effort to visit an exhibition were grateful to be shown by GACC how to fill in the form, if they did not support any of the 3 runway options. At Edenbridge Sir John Stanley, MP for Tonbridge, organised a mass demonstration against aircraft noise and against any new runway. At Horsham people marched through the town to protest at the new flight path over Warnham and north Horsham, and to oppose any new runway. The Gatwick exhibitions were very helpful, in that they have alerted the public and have demonstrated the strength of feeling against the 2<sup>nd</sup> runway proposals. 5.5.2014 <http://www.airportwatch.org.uk/?p=21191>

## **Gatwick runway opponents march through Horsham**

More than 120 people marched through Horsham town centre on Saturday May 3rd, to protest against a new Gatwick runway and new flight paths. They set off from the carfax to the Drill Hall, where Gatwick was holding one of its public exhibitions.



Communities Against Gatwick Noise Emissions (CAGNE), with the help of GACC and Campaign to Protect Rural England (CPRE) Sussex, organised the walk through Horsham town centre and their attendance outside the exhibition. CAGNE and GACC have been present at all of the exhibitions. They have been able to give people information on the social and environmental damage it would do the area, for miles around the airport in all directions. 3.5.2014 <http://www.airportwatch.org.uk/?p=21259>

## **Gatwick 2nd runway aircraft noise could threaten Hever Castle – it harms the visitor experience**

Hever Castle - the childhood home of Anne Boleyn - near Edenbridge in Kent fears increased aircraft noise, from Gatwick planes, could deter people from visiting the attraction. The chief executive of Hever, Duncan Leslie, said: "If they increased aeroplanes I would be surprised if this business survived long term." The noise is already bad, though Gatwick is 21 miles away, and a 2nd runway could make the situation worse.

Anne Boleyn, Henry VIII's 2nd wife, lived at Hever, which dates back to 1270. The relentless aircraft noise, with planes some 3 - 4,000 feet overhead, detracts from the experience of Hever, and for much of the day with a westerly wind, there is a plane about once a minute. A Gatwick spokesman said a new runway would be to the south of the existing one and would not necessarily increase noise at Hever. Only now, after the end of the first consultation, is there any information on possible flight paths. 5.5.2014 <http://www.airportwatch.org.uk/?p=21217>



## **Heathrow and Gatwick battle it out, but is either environmentally deliverable?**

Gatwick and Heathrow have been trying to get the best publicity they can for their runway, while simultaneously having a dig at each other. But does either deliver on environmental issues? Many of the new ideas, such as noise compensation schemes and a congestion charge, aim to tackle these impacts but much of what has been proposed either misses the key questions or makes impressive promises on issues that are outside the control of airports.

Heathrow's only contribution towards cutting carbon emissions appears to be using some renewable energy in its new terminal and incentivising efficient aircraft. They remain silent on inconvenient issues.

Giving the go-ahead to any of the runway options would mean UK carbon emissions would have to be cut elsewhere, either through imposing limits on regional airports, or expecting other sectors and industries to deliver near impossible emissions reductions. UK aviation has been given a very lax emissions target of only having to keep its CO<sub>2</sub> emissions to 2005 levels by 2050. All other sectors need to cut theirs by 80% on the 1990 level by 2050. Very much more challenging.

The Committee on Climate Change (CCC) guidance in 2009 recommended that 55% more flights than in 2005 could be fitted within the carbon ceiling, by 2050 - on condition that carbon efficiencies were made of the same scale. It depends on carbon cuts by the aviation industry being made broadly in line with its rate of growth. If carbon efficiencies and growth remain at broadly at the same level each year, UK aviation's emissions would remain at around 37.5 million tonnes CO<sub>2</sub> per year. However, the problem is that it is by no means clear those carbon efficiencies will, or can, be made.

If these carbon efficiencies (not including carbon trading with other sectors) do not come about, then UK aviation cannot expand by that amount. In the CCC's own words: "Constraints on demand growth in addition to the projected carbon price would therefore be required to meet the 2050 target."

Adding another heavily used, long-haul runway, which is what Heathrow and Gatwick want, for more long haul destinations, may not only intensify the north-south divide, but also require regional airports to limit their growth. There is no mechanism in place by which that could be done. 15.5.2014

*More including Heathrow's emissions forecast chart at <http://www.airportwatch.org.uk/?p=21431>*

## **John Holland-Kaye takes over from Colin Matthews as Heathrow CEO on 1st July**

John Holland-Kaye, Heathrow's development director, will take over as chief executive on 1st July from Colin Matthews, who is leaving the company after six years in the job. Mr Holland-Kaye has taken an increasingly prominent role over the past year in Heathrow's campaign for a 3rd runway. He has also been overseeing Heathrow's new Terminal 2 building, which will open to passengers next month. His main task will be to persuade policymakers that a 3rd Heathrow runway is politically deliverable. He'll have a real prospect of a knighthood if he gets the runway. <http://www.airportwatch.org.uk/?p=21261>

## **Boris spends £90,000 on architects to draw up plans to build over Heathrow site**

Boris Johnson, through TfL, is paying 3 architectural firms £30,000 each (£90,000 in total) to draw up plans for new homes on the site of Heathrow, despite there being no plans to demolish it and City Hall having no control over its future. The Mayor wants to replace Heathrow with a new airport in the Thames Estuary though his schemes have neither the support of the UK coalition Government, which controls aviation policy, nor many major airlines.

Nevertheless, Boris has instructed TfL to draw up proposals with architects asked to "provide designs that cover several options for redevelopment of a site that could potentially support 90,000 new jobs and provide homes for 190,000 people." Up to April 2014 Boris had spent £3 million on promoting his estuary schemes, and that then rose to £5 million. London Assembly Labour member Dr Onkar Sahota accused the mayor of wasting Londoners' money. <http://www.airportwatch.org.uk/?p=21286> 1 Mar 2014 (ITV)

## **Eric Pickles decides against calling in Luton's plans – trampling on views of local residents**

Luton Airport operators LLAOL have announced that Eric Pickles, Secretary of State at the DCLG, has decided not to call in Luton airport's expansion plans. This means Luton Borough Council can now grant planning permission for works designed to achieve a doubling of annual passenger capacity.

Local opponents of the expansion are horrified and saddened. Earlier a local opinion poll showed some 70% of the public who responded to the consultation over Luton Airport Expansion said "NO" to it. Local community group opposing the expansion, HALE, commented that the application is effectively large enough to be a NSIP (Nationally Significant Infrastructure Project) as it could perhaps add 10 million passengers per year. NSIPs have to be called in, as their scale and the extent of their influence warrant proper scrutiny, in detail. The airport, and the government, have failed to take proper account of the local impacts of an extra 9 million passengers per year on local transport infrastructure, and the effect of noise from 60% more flights. "The throwaway comment at the end about being a good neighbour is meaningless ..." Luton Council gave consent to the plans in December but Eric Pickles asked to review the decision.

1.5.2014 <http://www.airportwatch.org.uk/?p=21164>

## **Kent's Manston Airport closed on 15th May – perhaps to become a “garden city”?**

The owner of Manston Airport, Ann Gloag, rejected a bid by a US firm, RiverOak Investment, to buy the airport. Another bid fell through in April. The closure will mean the loss of up to 150 jobs. The staff and supporters of the airport fought hard to try to keep it open, but the airport lost around £10,000 per day. The airport's spokesman said Manston had also considered business proposals put forward by staff but those would have still required losses to be subsidised. The few airlines that did use Manston pulled out, including KLM, which ran two daily flights to Amsterdam.

Now it understood that there may be plans to turn the large site into a “garden city.” Ann Gloag is understood to have had talks with local landowners and “other interested parties” about the future of the site, for a mixed-use scheme (including some jobs) with thousands of homes. There is already unemployment in the Thanet area of east Kent, and income levels below the national average. If the airport site is considered as a garden city, getting planning permission would be easier. George Osborne said in March that urban development corporations, which speed up planning and cut red tape, would be set up to drive forward selected garden cities. The government has announced plans for one at Ebbsfleet, Kent. The area already has problems with water supply, with some of the lowest levels of rainfall in the UK. One commentator says the expression 'Garden City' is



a euphemism for a giant housing estate - not something the Thanet district needs.27.5.2014

<http://www.airportwatch.org.uk/?p=21625>

## **Lydd Airport Action Group's Appeal unsuccessful so Lydd expansion can go ahead**

Lydd Airport Action Group (LAAG) have been unable to quash the government's decision to grant Lydd permission to extend its runway and build a new terminal to support a throughput of 500,000 passengers per annum. LAAG and the RSPB both challenged the government's decision. Their Section 288 Appeal focused heavily on process, not the merits of the facts. The impact of allowing the expansion of Lydd airport is likely to be highly negative for many people in the area, not to mention wildlife. The airport development will lead to the introduction of large aircraft, such as the Boeing 737, taking off and landing within 60 seconds flight time of the Dungeness Nuclear power complex. No other regional airport in Europe, and possibly the world, will be located as close to a nuclear power complex, which might pose a high safety risk. LAAG believes Lydd Airport's expansion is not in the public interest.

RSPB says the area round the airport is of "exceptional" importance to birds and the expansion would damage unique habitats on Romney Marsh. 16.5.2014 <http://www.airportwatch.org.uk/?p=21445>

## **Southend airport had many more passengers in 2013 than in 2012, but much less profit**

Southend Airport's parent company Stobart Group has revealed earnings from its aviation division fell from £400,000 to £100,000 last year. Passenger numbers grew 38% to over one million and a newly completed terminal extension raised its capacity to 5 million. To stimulate further growth, the airport has entered into a new partnership with low-cost carrier Flybe to launch a new airline, Stobart Air, which will use two Flybe aircraft to launch 6 new routes to Europe (Antwerp, Caen, Groningen, Maastricht, Munster and Rennes). Stobart said "...there is still work to be done to improve profitability with renewed focus on revenue per passenger and controlling costs." The company said it was continuing to develop plans for Carlisle Lake District Airport, but these remain dogged by on-going challenges around planning. Southend airport had 9,476 air transport movements in 2013, which was an increase of 30.4% on 2012, and it had 969,940 passengers, an increase of 57.2% over 2012. So 57% more passengers in 2013 but 75% fall in profit. 22.5.2014 <http://www.airportwatch.org.uk/?p=21536>

## **Stobart's Carlisle airport on hold. Cuts to Flybe&easyJet routes from Southend**

Stobart Group's aviation division suffered another blow, a month after a High Court judge quashed its plans for Carlisle Airport. Flybe and easyJet have axed routes from Stobart's Southend Airport. Flybe cancelled flights to Cologne after only one week in response to an announcement from Ryanair that it is launching a route from nearby Stansted to Cologne. Meanwhile, easyJet has reduced the number of planes based at Southend from 4 to 3, scrapping flights to Krakow and winter services to Jersey and Palma. Flybe's routes from Southend are operated by Stobart Air's aircraft under a franchising agreement. Flybe's other new routes to Rennes and Caen, Munster, Antwerp and Groningen will continue. Stobart had hoped the new routes would carry 200,000 passengers in 2015, rising to 700,000 by 2017. Stobart's plans for Carlisle Airport had envisaged daily flights to Southend and Dublin, but that is held up by the legal challenges though Stobart will submit another planning application. 26.4.2014 <http://www.airportwatch.org.uk/?p=21100>

## **Scope of coverage of aviation by EU ETS now slashed by 75% until 2017**

The compromise deal agreed by the European Parliament in early April means that, until 2017, only flights between EU airports will be regulated, not flights to or from the EU. So the result is that this only covers about 25% of the total EU aviation carbon emissions. About 75% of the total emissions, which were covered in the first year of the ETS, are now not covered - and will not be for years.

The inclusion of aviation in the ETS, agreed in 2008, covered emissions from all flights to, from and within Europe and entered force in 2012. However, an interim one-year freeze of the law, known as 'stop the clock', was hurriedly agreed in late 2012 to allow time for the UN's aviation body, ICAO, to agree a global measure to reduce aviation emissions at its 2013 triennial assembly. The EU decision included a provision that if ICAO fails to agree a global measure by 2017, the original ETS, with full coverage, will 'snapback' then. Bill Hemmings, sustainable aviation manager at T&E commented: "Just when the IPCC's latest report shows how climate change is already affecting every aspect of human life, European governments and politicians have chosen to effectively scrap the only law in the world that attempts to curb aviation's soaring emissions." 29.4.2014 <http://www.airportwatch.org.uk/?p=21158>

## **Top economists urge UN's ICAO to deliver global deal to pay the social costs of aviation CO2**

A group of 40 leading international economists has said ICAO must develop a market-based measure that forces air transport to pay the full costs its emissions cause to global society - 'the social costs of carbon'. The 40, including 4 Nobel prize winners and economists from emerging economies like Brazil, India and China, have written an open letter to ICAO saying if aviation is to claim some of the earth's remaining atmospheric capacity for emissions, it must show it is doing everything it can to create incentives for

emissions reduction in the air transport sector. The economists recognise that low carbon aviation technologies are several decades away, but due to the urgency and seriousness of the threat to the climate, "every amount of carbon emitted into the atmosphere should reflect the expected cost of these emissions to society as a whole." They say aviation must not be allowed to merely "buy emissions offsets in order to meet an already weak 2020 carbon neutrality target." That would fall short of being a meaningful policy and would "set a bad precedent." The Heathrow submission to the Airports Commission relies heavily on carbon trading to try to keep within UK CO2 targets. 1.5.2014 <http://www.airportwatch.org.uk/?p=21156>

### **IATA economist warns expected growth in air travel “major challenge” to carbon reduction (ie. not possible)**

Air transport has proved to be one of the fastest growing industries over the past 20 years, with passenger traffic nearly tripling in terms of revenue-passenger-kilometres (RPKs) and increasing at an average of 5.4% per year since 1994. However, though there have been improvements in fuel use per RTK, the industry's carbon emissions increasing by 150% since 1994. With a similar rate of increase in air traffic expected over the next 20 years, the emissions can only go up. The increase in air travel had been helped by a halving in its cost over the period. The future cost of jet fuel is unknown but IATA hopes the price of jet fuel will be stable, and the cost of flying will get even lower - justifying huge expansion predictions.

IATA says curbing demand for air travel is not realistic. (Why?) IATA knows its aim of so called "carbon neutral growth" cannot be achieved, but hopes ICAO will come up with something to enable aviation emissions to be traded, so the industry can buy carbon cuts in other sectors, while it continues to emit more. 17.5.2014 <http://www.airportwatch.org.uk/?p=21460>

### **Chicago O'Hare airport new runway & flightpaths creating huge opposition by those now over-flown**

Chicago O'Hare airport currently has many runways but not all can be used simultaneously. The airport has been building more, reducing the lengths of others, to get three parallel runways can be used together. There has been a lot of controversy about the plans over many years, with compulsory purchase of land, from residents who did not want to move. There is now huge protest against the noise. A group representing city and suburban home-owners, the Fair Allocation in Runways Coalition (FAiR), is asking the Chicago Aviation Commissioner to resign or for the Mayor to fire her. FAiR say there is "mounting frustration over the lack of response from the Mayor on possible remedies concerning "the ceaseless airplane noise" since air-traffic patterns were changed last autumn. Their Aviation Commissioner has refused to consider altering the use of runways to spread out jet noise instead of concentrating it.

FAiR fears there will be no change at O'Hare no matter how many citizens demand change, no matter what solutions are proposed and no matter how devastating the impact on families, children and seniors, and even entire neighbourhoods. It is sad, and illuminating, how bad an impact new flight paths can have, and the anger generated when these are imposed on people.

26.5.2014 <http://www.airportwatch.org.uk/?p=21599>

### **Report on financial viability of Prestwick to be kept confidential by government**

A taxpayer-funded report on the future viability of Prestwick Airport will not be published, to protect commercially confidential information, despite at least £5 million of public money having been pledged to ensure its survival. This has led to accusations that Scottish ministers are expecting "blind faith" from the public when it comes to justifying spending taxpayers' money. The report follows a review that took 3 months. The airport has been losing millions of pounds under its previous owners. Although the full document is being withheld, Deputy First Minister Nicola Sturgeon is expected to report key findings to the parliament's Infrastructure Committee in June.

The Scottish Government bought Prestwick for £1 in November 2013. Labour's infrastructure spokesman has said it was unacceptable for the report to be kept secret, and the public deserves to know how the £5 million will be repaid. The CEO of Edinburgh Airport, Gordon Dewar has claimed Government ownership

of Prestwick was distorting competition in the Central Belt of Scotland. Glasgow Airport chiefs are also said to be uneasy over the arrangement. Prestwick lost £9.7 million last year. 26.5.2014

<http://www.airportwatch.org.uk/?p=21607>

## **Heathrow ads plastering English county names over globe deemed bad taste (at best)**

Heathrow has a new variant of its advert, showing a map of the world, and a slogan implying that Heathrow is essential for travel anywhere outside the UK. The latest variant of the map is odd. In place of the names of countries, Heathrow has replaced them with the names of UK counties, or even things like



"M4 corridor" (repeated many times), "The City", Canary Wharf (many times) and the Western Isles, as well as "Devonshire" (sic), Cornwall, Shetland etc etc. Much of central Africa is shown as "South Yorkshire" and much of South America as "Cambridgeshire". India is portrayed as "Clwyd". And so on.

This is intended - by the bright ad-man responsible - to indicate "If we want growth in the future, we need to keep Britain firmly on the map." That, it says, means Heathrow. However, there is concern about

the colonial over-tones of the advert, and it is being criticised as insensitive and patronising. One commentator writes: "I'm sure all they wanted to do was create a quirky advert with a patriotic theme. Basically, they missed the mark." 11.5.2014 <http://www.airportwatch.org.uk/?p=21310>

## **"Gatwick Obviously" adverts on the tube subverted and substituted**



Gatwick airport has produced a huge number of adverts, on bill boards, on underground stations and trains. The campaign must have cost a lot. The theme of the adverts has been "Gatwick Obviously" in their attempt to influence first the thinking of the Airports Commission, and then also the next Government. The ads have



suffered from being subverted, but on Monday 19th around 200 on the underground were replaced with substitutes - by Plane Stupid. More at <http://www.airportwatch.org.uk/?p=21529> *One of the originals*

### **Useful Info**

- For large amounts of up-to-date news on airports and aviation, see AirportWatch's news pages [www.airportwatch.org.uk/?page\\_id=148](http://www.airportwatch.org.uk/?page_id=148)
- Follow updates from the Airports Commission [www.gov.uk/government/organisations/airports-commission](http://www.gov.uk/government/organisations/airports-commission)
- For daily transport news in the UK - Transportinfo at [transportinfo.org.uk](http://transportinfo.org.uk)
- News and expert analysis on the AEF website at [www.aef.org.uk](http://www.aef.org.uk) and on Twitter @The\_AEF
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