



AirportWatch bulletin 66
February 2014

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From John Stewart, Chair of AirportWatch

The Airports Commission may have unintended consequences. We detail elsewhere in this bulletin that Davies's determination to measure noise annoyance in a more robust way will probably mean that the Department of Transport will need to abandon its discredited way of measuring noise.

But there is one other important area where things may not turn out as the Government intended. It became very clear at the recent conference organized by Runways UK and attended by over 400 people that the promoters of some of the schemes not short-listed are very angry indeed.

The star of the show was Daniel Moylan, the Mayor of London's aviation adviser, who laid into the Commission with wit and elegance. He accused the Commission's chairman, Sir Howard Davies, of acting like X-Factor judge Simon Cowell when deciding on new runways and said comparison with the TV talent show and its host was apt because - after a series of 'auditions' - Davies was also likely to come up with the 'wrong' winner. The Mayor of London is said to be furious that an East of London scheme has not been included in the Airports Commission's shortlist, but what could be of more significance in the long run is fact that the Mayor is not alone in this. The promoters of a number of the schemes which have not been short-listed by the Commission for further investigation are questioning the process. Stansted Airport has said that all credible options should be taken forward. The CEO of TESTRAD, promoters of 'London Britannia' in the Thames Estuary, has written to Sir Howard, expressing her concern.

This level of discontent raises the intriguing possibility that some of these big players will continue to work up their own schemes independent of the Commission. This would mean that the next Government, who will make the decision about airport expansion, will have a wide range of options to choose from. The Airports Commission's report would just be one of many.

A very different scenario from the one envisaged when it was set up.

Airports Commission consulting on Thames estuary airport options – deadlines 14th Feb & 23rd May. Decision whether to short-list one by September

On 16th January the Airports Commission published its consultations on Thames estuary airport options. It did not short-list an estuary option, in its interim report on 17th December. Now there will be a first consultation, ending on 14th February on four options in the inner estuary. The Commission is asking for comments on its current position on the proposed terms of reference, especially if these contain gaps or weaknesses and whether other specific analyses need to be undertaken.

There will be a second deadline date, ending on 23rd May, on an inner Thames proposal in which respondents are invited to submit analysis, evidence, and additional research or comments.



The Commission says this will give sufficient time to ensure that appropriate evidence can be considered to inform the final study outputs before the studies are concluded and published.

The Commission says it "expects to procure expert assistance from consultants in environmental appraisal and technical support; in the provision of engineering, airport operations and logistics consultancy and in the provision of economic modelling, commercial and financial appraisal."

Presumably at public expense (the Commission's budget is £20.35 million over 4 years, from DfT).

"The Commission expects to be in a position to publish many of the study outputs by July 2014, to ensure that any further evidence from interested parties is taken into account before a decision is made in September." Final public consultation on the schemes starts in October. 16.1.2014

<http://www.airportwatch.org.uk/?p=19392>

TESTRAD questions Commission decision to rule out their "London Britannia" estuary airport

The Thames Estuary Research and Development Company has appealed to the Airports Commission for more information on how it reached its decision not to short-list a Thames Estuary Airport. The TESTRAD CEO, Bridget Rosewell, has written to Sir Howard Davies, saying they are "concerned about the adequacy of the assessment upon which the Commission has based its conclusions for the final short-list". Sir Howard said that seeing merit for potential to boost economic development to the east of London and reduce noise over the Capital, the Commission would undertake further assessment of its own for a potential airport on the Estuary's Isle of Grain. A decision will be made by September.

At the RunwaysUK conference, the Grain possibility was discussed and it was clear that arguments against it were hugely stronger than those for it. It makes little practical, economic or environmental sense. TESTRAD want clarification on why estuary proposals were deemed "not credible". She also says some projects (Heathrow?) were given preferential access to the Commission.

<http://www.airportwatch.org.uk/?p=19387>

Airports Commission interim report recommends setting up an Independent Aviation Noise Authority

The Airports Commission's Interim Statement on 17th December, advocating runways at Heathrow and Gatwick, also said it also recommended: "The creation of an Independent Aviation Noise Authority to provide expert and impartial advice about the noise impacts of aviation and facilitate the delivery of future improvements to airspace operations." The Commission says that decisions made by the DfT or the CAA at present, and they are often seen not to be fair. They are seen to be driven by political considerations and the CAA is seen to be beholden to the industry that provides its funding. An independent body might overcome this. The Commission says: "An independent, national authority with a credible and authoritative voice on noise issues could be of significant value.It could also act as a statutory consultee on other noise related issues, including involvement in planning inquiries which would have implications for populations affected by aircraft noise.The authority could also play a role in the delivery of longer-term plans for additional airport capacity." The establishment of the Independent Aircraft Noise Authority would require primary legislation; setting it up will take time.

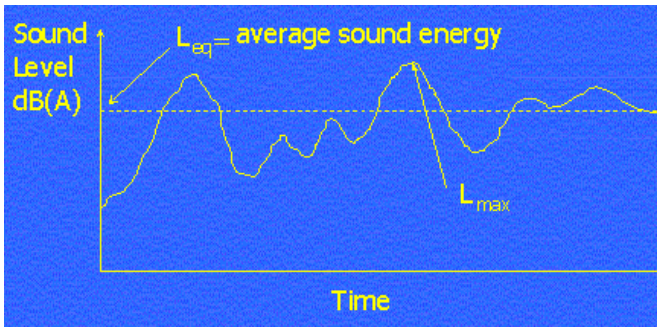
Meanwhile there is work on noise to be done. Airport campaigns welcome the authority, in principle, but emphasise that it needs to have powers and responsibilities, as well as being an advisory body.

<http://www.airportwatch.org.uk/?p=19599>

A Revolution in Aircraft Noise Measurement?

The Airports Commission could be driving a quiet revolution in the way aircraft noise is measured. It will not just rely on the much-criticised method, known as LAeq, which has been favoured by successive governments in the UK.

LAeq averages out the noise over a 16 hour day, which is then usually averaged out over a year. Many argue that it does not accurately reflect the way people are disturbed by the noise as it includes the quiet periods of the day and the quiet days of the year. It gives too much weight to the noise of each individual aircraft (which has fallen over the years) and not enough the **number of planes** overhead (which has increased dramatically in recent years).



Using LAeq, four hours worth of non-stop noise from Boeing 757s at a rate of one every two minutes is said to cause the same annoyance as one extremely loud Concorde followed by 3 hours 58 minutes of relief. Clearly not a reflection of reality! There has also been criticism that the level at which noise annoyance sets in – 57 dbLAeq – is unrealistically high.

The Airports Commission will not ditch LAeq altogether (it will keep it for the purpose of historical comparisons) but will also use the metric required by the European Commission – Lden - (den stands for day; evening; night) where noise is measured over a 12 hour day; plus a 4 hour evening; and an 8 hour night; with 5 and 10 decibels being added to the evening and night levels respectively to reflect the lower background noise levels at these times.

Heathrow campaigners argue that Lden much more accurately reflects the places where noise is a problem. Using 55 Lden, 725,000 people are impacted by noise from Heathrow; 57 dbLAeq puts it at 245,000. The Commission will also use a 54 dbLAeq metric. Additionally, it will employ a complementary metric – N 70 – which measures the number of aircraft above 70 decibels passing over a property, providing the sort of understandable information local residents appreciate.

It will be very difficult for the Department for Transport or individual airports to revert to using only the 57 LAeq method of measuring noise annoyance post-Davies. Whatever comes of its runway proposals, the Airports Commission will have set in train a quiet revolution in measuring aircraft noise.

Airports Commission launches 6 week consultation on “appraisal framework” for short-listed runway schemes

The Chairman of the Airports Commission, Sir Howard Davies, launched his most recent consultation at the RunwaysUK conference on 16th January. This consultation (a 127 page document) is on its appraisal framework, and it ends on 28th February. The aim is to set out how the runway schemes it short-listed (2 at Heathrow, one at Gatwick and the possibility one for the Isle of Grain will be added by late summer 2014) will be assessed in terms of social, economic and environmental criteria. The choice of which scheme to take forward will be made on how it meets all relevant criteria. A summary of responses will be published within 3 months of the consultation closing.

The document requires detailed and carefully considered responses. On environmental matters, the Commission lists their objectives, for appraisal of schemes, to include: minimising noise impacts; protecting local air quality; minimising CO2 emissions in airport construction and operation (not from flights); protecting quality of ground and surface water, using

Excellent
 Very good
 Good
 Average
 Poor

water efficiently and reducing flood risk; and minimising impacts on existing landscape character and heritage assets.

Under the heading “People” their objectives are to maintain and where possible improve the quality of life for local residents; manage and reduce the effects of housing loss on local communities; and reduce or avoid disproportionate impacts on any social group. They also ask: Are there any other objectives that the Commission should consider, and if so what are they?

17.1.2014 <http://www.airportwatch.org.uk/?p=19368>

RunwaysUK conference shows up the Gatwick/Heathrow battle and the hub+spoke/point-to-point future of air travel

A new alliance, called RunwaysUK, intends to hold a large conference once a year, to bring together everyone involved in trying to get more UK runways built. Their first conference took place in London on 16th January, and was attended by several hundred people, largely from business and the aviation industry. Not surprisingly their focus was on how desirable building at least one new runway would be. More than one runway, ideally.



Over a long day, with a tight schedule of speakers and question sessions (ably held together by KirstyWark), a lot of arguments took place, and a lot of points were made. The first item was a speech by Sir Howard Davies, Chairman of the Airports Commission, and the launch of the appraisal framework consultation, which will determine the criteria on which runway proposals will be considered. During the day the battle between Heathrow and Gatwick was repeatedly demonstrated, as were the issues of whether UK aviation is more likely to be based more on low cost, point to point flights, or on the hub and spoke model. There was debate on the Thames estuary, and the Airports Commission confirmed that this option will be given further consideration, perhaps to be added by late summer. Many papers from the conference, and videos of all the speakers, are now available at

<http://www.runwaysuk.com/postshow-resources/video>

There is more about the conference at <http://www.airportwatch.org.uk/?p=19376>

Presentation by Tim Johnson, Director of AEF, at theRunwaysUK conference



(14 minute video clip)

<http://tinyurl.com/TimJohnson-at-RunwaysUK>

This is the video of the presentation by Tim Johnson, (Director of AEF – the Aviation Environment Federation) at theRunwaysUK conference, on 16th January. It is 14 minutes of important environmental information (noise, carbon, air pollution, biodiversity, impacts on local communities) and valuable common sense. It sums up concisely why a new runway could not be built and used, and keep within the current Committee on Climate Change guidelines – without reducing the expansion of other, non-London, airports to use their existing capacity fully. If a

new runway is built in the south east, it will mean growth having to be limited retrospectively at other, regional, airports across the UK. Increasing the north-south divide.

The video is well worth watching.

<http://www.youtube.com/watch?v=OUKd4fMC82g&feature=youtu.be&noredirect=1>

Tim was the only speaker on environmental matters at the conference. Almost all others speaking were in favour of a new runway.

The other videos from the conference are at <http://www.runwaysuk.com/postshow-resources/video>

Simon Calder: "Transit traffic and the airport problem" – transfer, hub, point-to-point ?

Simon Calder gives some insights into how airlines manage transit passengers and "Origin & Destination" (O&D) passengers - which is at the heart of the hub / point-to-point airport question that will be influential in the Airports Commission recommendations. Heathrow and BA want a larger hub at Heathrow, so they can lay on more flights to more destinations, with higher load factors and hence more profit - by sucking in transit passengers. However, many passengers prefer to pay a bit more and fly direct, without a transit. Calder says what BA wants is for every seat on every flight from Heathrow to its long haul destinations to be filled, by people starting their journey in London BA has little trouble filling the plane with O&D passengers on some days, but on others the demand simply isn't there. BA's extensive network allows it to turn transit traffic on and off like a tap, putting lots of tempting fares into the market when loads are light - or raising them. Hence fares vary hugely day to day. Calder says the biggest threat to Heathrow is now coming from Istanbul, to where direct flights using smaller 737s can connect from many UK regional airports, for onward transfers. Heathrow says a 2nd Gatwick runway would dilute transit traffic at Heathrow, making many BA routes unviable. 10.1.2014 <http://www.airportwatch.org.uk/?p=19275>

Heathrow Campaigners – confident of victory again

The same forces which defeated Heathrow expansion last time round are gathering again. An 18 month strategy is being drawn up. It will involve public events as well as the publication of key reports. We will engage with the Airports Commission but also try to influence the wider political agenda. When the last Labour Government tried to build a third runway, they found it beyond them. We believe it is still politically undeliverable.

Sir Howard Davies has, of course, not been asked to address how politically deliverable the different schemes are, but our view is that the many of the supporters of Heathrow expansion are not facing up to the fact they lost last time. This does not include Heathrow Airport which has changed its tactics this time round. The whole thrust of Back Heathrow, the pressure group the airport set up and finances, is to try to persuade the politicians that they would not be committing political suicide were they to support a 3rd runway.

But most of the other supporters of expansion do not seem to have a different strategy for winning this time round. I suspect they are putting our victory last time round down to good fortune or an aberration. We don't think the situation has substantially changed and the coalition is confident it can do the double over its opponents. Watch this space.....(by John Stewart, Chair of Hacan)

Public Meetings on Heathrow expansion so far arranged:

4th February:Richings Park Residents Association is hosting a meeting (Richings Park, Iver, Bucks, not affected at present, but likely to be under a flight path if a 3rd runway was build), Richings Park Sports Club, Wellesley Avenue, SLO 9BN at 7.30pm. HACAN amongst the speakers.

6th February: Justine Greening (last time round one of the most staunch members of our coalition) is holding a public meeting St Mary's Church in Putney at 7 for 7.30 pm. John Stewart and Wandsworth Council leader Ravi Govinda speaking

22nd February: UKIP are holding an anti-3rd runway meeting in Harlington, starting at 6.30pm

11th March: Church Hall rear of Cranford Baptist Church, 1 Firs Drive,Cranford, TW5 9TD 7.30pm

GACC debunks alleged benefits of a 2nd Gatwick runway

GACC - the Gatwick Area Conservation Campaign - has set out its reaction to the Airports Commission decision to short-list Gatwick. One of the main negative impacts at Gatwick is seen as the urbanisation of the area, which would be the result of an influx of around 40,000 new families attracted into the area from other parts of the UK and the EU.

GACC does not believe an additional Gatwick would bring large economic benefits to the existing residents of the area. The Gatwick area has a comparatively low level of unemployment. A new runway would certainly bring new workers, moving into the area - who would get most of the new jobs, first in construction (building the airport and the required housing) and then at the airport. The in-comers would derive economic benefits. The hundreds of new firms (which the Gatwick Diamond business association believes would follow) would also need to import most of their staff. Almost all the extra income would go to the newcomers.

GACC says that, as a broad generalisation, most people who at present live in Surrey and Sussex and Kent would not be better off from a new runway. It was the lure of economic benefits which persuaded West Sussex County Council to pass their rushed, undemocratic, un-thought-through vote in July 2013 in favour of a new runway. In a way, they were correct: a new runway would mean more people coming to live in Sussex, more new companies, existing firms expanding, higher total income, and higher council tax receipts. It would mean a bigger, more urbanised, more commercial Sussex.

But for most ordinary people living in the area at present there would be no economic benefit, just longer queues at road junctions, longer queues at the doctors and at the hospitals, larger classes for their children, more noise, and fewer green fields. A vote for a new runway would probably be a vote for a worse quality of life for local residents !<http://www.airportwatch.org.uk/?p=19225>

Gatwick new runway could increase risk of more local flooding along River Mole

A paper has been prepared for GACC by the distinguished naturalist and author Jeremy Early. It shows why Gatwick - and towns downstream - are liable to flood. And that the situation would be made worse by the construction of a new runway and associated infrastructure. Jeremy points out that Gatwick has areas of higher land in its vicinity, which increase the amount of rainfall that has to be drained away. In addition the huge amount of development locally consisting of impermeable surfaces, makes the flooding in several parts of Crawley, other local villages, and at Gatwick Airport understandable.

Jeremy points out that Crawley is built on a floodplain and the Environment Agency (EA) has said: 'The decision to site Gatwick Airport across 3 watercourses means that it is vulnerable to flooding from all 3 watercourses as well as local drainage. Run-off from main airfield paving flows by gravity to a storage pond and is then discharged by pumps directly to the River Mole.' The EA consider the chance of the North Terminal flooding again to be high (about 8% chance). The report considers it misguided to plan to use 900 hectares of greenfield site here to create a 2nd runway involving a vast quantity of impermeable surfaces, not to mention associated infrastructure, roads, homes etc.

<http://www.airportwatch.org.uk/?p=19572>

Local Surrey Guardian newspaper asks: "Was Leatherhead sacrificed in the floods to save Gatwick?"

The actual situation is still to be ascertained, but there has been serious local concern about the impact of Gatwick airport on flooding downstream on the River Mole. After exceptionally heavy rain and wind on 23rd December, Gatwick airport had serious problems with unexpected flooding, with many flights cancelled or delayed. It is still unclear to what extent actions taken at the airport to divert water from its holding ponds and prevent the airport from flooding meant more water surged down the River Mole, making flooding worse in areas such as Dorking and Cobham. It is understood that

investigations are under way, and councillors for Leatherhead are seeking clarifications from the airport. The local press reported that an Environment Agency spokesman had said that Gatwick airport are constructing a further water storage reservoir directly on the Gatwick stream. The Gatwick Stream, where river levels rose rapidly, meets the River Mole south of Horley. Flooded residents feared that the contents of Gatwick airport's balancing ponds may have been dumped into the River Mole and sluice gates further down were not opened in time. The insurance claims for flooded homes in the area are substantial. <http://www.airportwatch.org.uk/?p=19411>

Scale of taxpayer contribution needed for Heathrow or Gatwick runways shown up in KPMG report for Airports Commission

A report dated December 2013 by accountants, KPMG, for the Airports Commission, says a 3rd runway at Heathrow could require £11.5bn of government support, (ie. money from the taxpayer) while a 2nd runway at Gatwick may need as much as £17.7bn of taxpayer contributions. An airport in the Thames Estuary would need even more from the taxpayer - maybe £64 billion. The report contradicts claims by airport operators that an extra runway could be financed either exclusively or predominantly by the private sector.

Gatwick has said it could build a 2nd runway for £5bn to £9bn with no government aid. Heathrow has raised the prospect of £4bn to £6bn of taxpayer support to improve rail and road links, but has argued that a 3rd runway, at a cost of £17bn, would be largely funded by the private sector. Heathrow and Gatwick say the figures in the report are wrong and exaggerated.

The KPMG analysis also highlights the potential burden of building a new runway on passengers, who would pay higher ticket prices. KPMG says airport charges would have to rise by 136% at Gatwick to repay the money borrowed. That would mean charges at Gatwick rising by 2.5% above inflation every year from 2019 to 2050. At Heathrow charges would need to rise by 13% initially and then by 2.5% above inflation.

While at Heathrow landing charges are already quite high, and many passengers would not be deterred by an extra £10 – 20 charge, at Gatwick, which deals largely with low cost airlines, passengers are unlikely to accept that sort of increase. Repaying the money takes till 2050. Unless charges for passengers rise enough, the public (many of whom do not fly) will have to stump up the funds. The airports say the KPMG figures are wrong and exaggerated. <http://www.airportwatch.org.uk/?p=19422>

Heathrow to hold 6 week consultation (starting 3rd Feb) with households on their north-west runway plan

Heathrow will start a six week consultation with local households on 3rd February, lasting till 17th March. It will ask for their views on Heathrow's own short-listed north-west third runway plan. The



Map indicating approximate approach flight path, on westerlies, for north west runway (red) and existing approach paths (pink)

airport wants to get its application as acceptable as possible to locals, to give it more chance of being permitted. “The results will help Heathrow understand what is most important to local residents and will be used to refine the runway proposal before it is resubmitted to the Airports Commission in May.”

The consultation will be by post, and will be sent to the 120,000 households and businesses likely to be most impacted by the proposed plans. Those outside this area will have the chance to share their views online. There will also be drop-in events in nine local areas, to give people the chance to ask questions and “influence the plans.” The results will be part of Heathrow’s evidence to the Commission.

Heathrow knows that the issue of noise is key, and they will fail in their runway plans if there is strong enough opposition by enough people, on noise. They are hoping “mitigation” measures will be enough to reduce opposition. In reality, if there is a 3rd, north-west, runway it could mean those living under the existing two runway flight paths would only get a shorter respite period per day, and a whole linear expanse of London (see red line on map) would then start to be affected by aircraft noise. For a 3rd northern runway to be profitable, it will have to be used intensively. The reduction in respite periods, perhaps of only one third of a day, rather than half the day (from 3pm as at present) will be deeply unpopular. People from huge areas of London, currently not affected by Heathrow aircraft noise, would be affected by this runway. <http://www.airportwatch.org.uk/?p=19348>

CAA decides on only RPI -1.5% charges at Heathrow and more controls on Gatwick. No further price regulation at Stansted

The CAA has published its final decisions on economic regulation at Heathrow, Gatwick and Stansted after April 2014. They say the new situation, with each airport having a different owner, reflects the unique circumstances of individual airports. Considering the market power of each airport means passengers would not benefit from further regulation of Stansted, but that Heathrow and Gatwick will both need further airport licences from April 2014 onwards. Current landing charges are £20.71 per passenger at Heathrow and £8.80 (2014 prices) at Gatwick. The CAA says: “At Heathrow, the CAA’s price control decision will see prices fall in real terms by -1.5% per year between 2014 and 2019 (RPI-1.5%). This has changed from the CAA’s Final Proposals published in October, which suggested prices rising in line with inflation. The changes have been made as passenger traffic forecasts have strengthened since October, and the cost of capital has been revised. The CAA supports more diversity in what Gatwick offers to its various airlines, so passengers receive a tailored service. It has therefore based regulation on the airport operator’s own commitments to its airline customers.” Heathrow is deeply displeased. Gatwick is mildly displeased. Stansted is happy. Ryanair’s share value fell.

11.1.2014 <http://www.airportwatch.org.uk/?p=19284>

London Assembly votes against Heathrow expansion



The London Assembly has voted against the expansion of Heathrow and proposed greater use of existing airports in the south-east. They passed a motion -by 13 votes to 7 - in response to the Airports Commission's Interim Report short-listing 2 options for a new Heathrow runway.

Caroline Pidgeon, the leader of the Liberal Democrats on the Assembly, who proposed the motion, said: “Airport capacity in London is currently underused; in fact some London airports have more than half of their runway slots free.

Rather than inflict further misery on the residents of west London, the Airports Commission should

rule out expansion of Heathrow and focus on better use of capacity at other south-east airports.” The motion backed the Commission's proposals for improving ground transport links to existing airports. Tony Arbour, Conservative London Assembly Member for Richmond and Hounslow, proposed an amendment which said there should be a categorical opposition to any additional flights at Heathrow. All those voting against the motion were Tories.17.1.2014 <http://www.airportwatch.org.uk/?p=19349>

Committee on Climate Change to report in July 2014 on climate implications of Davies runway proposals

The CCC has announced it will report to parliament in July 2014 on the impact of the Airports Commission’s plans on the UK’s climate commitments. The CCC report is likely not to be a separate document, but part of their report to Parliament on the 4th carbon budget. The Airports Commission’s interim report referred to the previous recommendations of the CCC, but was opaque on how those targets could be met, if expansion is permitted.

The Commission said aviation CO2 emissions could be kept at 2005 levels by 2050 if passenger demand growth is kept to 67% of its level in 2011 by 2050. [The earlier CCC advice in 2009 <http://tinyurl.com/o3teztm> was maximum 60% passenger growth over 2005 level by 2050]. The CCC’s David Kennedy said: “The expansion of Heathrow by one runway would stay within the 60% limit, depending on the extent of demand growth at other locations.” But a second runway probably wouldn’t.

The Commission itself suggested that to meet the CO2 targets, the carbon price would have to rise to £600 per tonne of CO2 by 2050, as opposed to the current price of £3 per tonne, to sufficiently restrict growth in air travel, if runway capacity was totally unconstrained. The cost of flights would have to rise substantially. The CCC said that the cost of long-haul flights would need to rise by up to £200 to curtail demand and stay within the UK’s carbon emissions targets. “The higher the level of aviation emissions, the deeper the emissions cuts required in other sectors to meet the economy-wide targets”.

The Commission has set out some of its thinking on carbon emissions in its 3rd Appendix with the interim report. This suggests that, due to larger aircraft in future, higher load factors, and a trend towards longer air journeys, the number of Air Transport Movements would need to be limited to a 38% increase over the 2011 level, compared to the CCC recommendation of a 55% increase on the 2005 level to keep within the carbon limit.

The Commission’s appendix 3 is at <http://tinyurl.com/InterimReportAppendix3> 23.12.2013
<http://www.airportwatch.org.uk/?p=19050>

Taxpayers to cover Heathrow’s £160 million contribution to Crossrail - CAA claims Heathrow doesn’t need more passengers coming by rail

Plans for the £14.8 billion Crossrail line across London originally envisaged - in 2008 - a £230 million contribution from Heathrow, to reflect the benefit it is expected to gain from the link to central London, Maidenhead, and Brentwood.

But it emerges that the taxpayer must cover a £160 million shortfall, which Heathrow will now not pay. Heathrow will only pay £70 million.

[Heathrow is pushing hard for a 2nd runway; surely if it got that, it would need all the rail passengers from Crossrail it can get].



Crossrail route from Maidenhead in the west to Shenfield in the east, with a spur down to Heathrow

The CAA has said that with the airport already running at or near capacity, (it is not at capacity for terminal space, only runway space) Crossrail would deliver no net benefit in terms of additional passengers. After the CAA set aside a provisional pot of £100 million to pay towards Crossrail, the DfT lowered its proposal to £137 million, and now down to £70 million. The National Audit Office said the shortfall means that the DfT's contribution to the project will rise from £4.8 billion to almost £5 billion; but this remains inside the £5.2 billion set aside in case it failed to secure sufficient funding from private sources. Crossrail is now half built and is due to open by December 2019.

25.1.2014 <http://www.airportwatch.org.uk/?p=19584>

Campaigners target airport investors to warn them off risky investment in politically undeliverable 3rd Heathrow runway

Heathrow's investors are to be targeted as part of a campaign by residents, MPs and local authorities who argue a 3rd runway in west London will be "politically undeliverable". Campaigners will highlight the potential risk to shareholders of spending millions of pounds developing detailed plans for a new runway, when they are likely to face the same level of fierce and determined opposition that led to a previous scheme being ditched in 2010. MPs, local authorities and anti-Heathrow campaigners have met to draw up a plan of attack. These include Zac Goldsmith MP, John McDonnell MP, representatives of Richmond, Hillingdon, Hounslow and Wandsworth councils and HACAN. The main shareholders at Heathrow now are Spanish infrastructure group Ferrovial (25%), Qatar Holding LLC (20.00%), Caisse de dépôt et placement du Québec (13.29%), the Government of Singapore Investment Corporation (11.88%), Alinda Capital Partners (11.18%), China Investment Corporation (10%) and Universities Superannuation Scheme (USS) (8.65%). The 3rd runway is also strongly opposed by Boris Johnson. Daniel Moylan, the Mayor's chief aviation adviser, said: "The Mayor shares HACAN's view that the expansion of Heathrow is neither acceptable nor politically deliverable." A report by KPMG for the Airports Commission indicated the funding problems for either a new Heathrow, or a Gatwick, runway. <http://www.airportwatch.org.uk/?p=19610>

WWF's "One in Five" challenge has cut corporate flights by their participating firms by 38% over 3 years

New results from WWF's "One in Five Challenge", a programme to help organisations cut 20% of flights within 5 years in favour of lower-carbon ways of staying connected, show that some of the UK's leading companies have cut flights by 38% and flight expenditure by 42% over a 3-year period, saving them over £2 million and over 3,000 tonnes of carbon.



Organisations that have achieved the One in Five Challenge, include BskyB, BT, Capgemini, Lloyds TSB, Microsoft UK, the Scottish Government, the Scottish Environment Protection Agency (SEPA) and Vodafone. The Challenge has helped companies to make significant inroads into cutting their costs and carbon from business travel and to change their business travel behaviour in favour of alternatives such as rail and video-

conferencing. These results, together with other WWF-UK analysis which shows a significant, long-term decline in business flying in the UK, point to a permanent change in meeting and travel practices, questioning the business case for UK airport expansion.

Having developed the One in Five Challenge and run it successfully for over 4 years, WWF is handing "One in Five" to Global Action Plan (GAP), the UK's leading environmental behaviour change charity helping business to reduce environmental impact. <http://www.airportwatch.org.uk/?p=19545>



Through "1 in 5" Scottish Government cut number of staff flights by about 25% over 5 years<http://www.airportwatch.org.uk/?p=19115>

**CAA provisional UK airport data for 2013 shows
very small (around 0.4%) rise in ATMs & around 3% rise in air passengers**

**CAA provisional statistics for 2013 – full year
(ranked by number of passengers, in descending order)**

The CAA has published its provisional airport figures for 2013, but not all have yet been submitted so the final totals are only approximate. NATS said there had been 0.4% more flights in 2013 than there were in 2012. The number of air passengers is around 3% higher than in 2012. Most airports grew.

AIRPORT Provisional statistics	Air Transport Movements in 2013	% change from 2012	Terminal passengers in 2013	% change from 2012
HEATHROW	469,578	-0.4	72,332,160	3.4
GATWICK	244,328	1.6	35,433,178	3.5
MANCHESTER	161,063	0.4	20,682,907	5.2
STANSTED	132,234	0.6	17,844,355	2.2
EDINBURGH	103,972	1.1	9,775,222	6.3
LUTON	70,954	-1.1	9,693,850	0.8
BIRMINGHAM	?	?	9,119,709	2.3
GLASGOW	72,541	0.4	7,358,136	2.9
BRISTOL	53,971	6.5	6,125,207	3.5
NEWCASTLE	42,980	-1.6	4,415,684	1.4
EAST MIDLANDS INTERNAT	57,204	4.7	4,328,229	6.4
LIVERPOOL (JOHN LENNON)	32,956	-8.1	4,186,091	-6.1
BELFAST INTERNATIONAL	36,600	-6.4	4,022,479	-6.7
ABERDEEN	99,895	1.1	3,440,361	3.4
LEEDS BRADFORD	30,398	0.6	3,314,398	11.6
BELFAST CITY (GEORGE BEST)	36,867	2.6	2,541,721	13.2
SOUTHAMPTON	36,058	-6.7	1,722,557	1.7
TOTAL OF ABOVE AIRPORTS provisional	1,911,226 provisional + add Birmingham	? Nats said a 0.4% increase over 2012 ?	227,180,742 provisional	3.0% ? approx. provisional

The number of flights grew much less than the number of passengers, due to use of larger planes, and airlines got higher load factors. Heathrow's load factor was 76.4% and Gatwick's 79.4%.

Details at <http://www.airportwatch.org.uk/?p=19475>

Legal challenge against Lydd airport expansion plans at the High Court by RSPB and LAAG

A legal challenge to the decision to allow expansion at Lydd in Kent took place between 21st and 27th January, at the Royal Courts of Justice in London. The timing of the judgement is unknown - it could take weeks or months. It depends on the Judge's workload.

The £25m project includes a runway extension of almost 300m and a new terminal building. The airport site is close to the Dungeness nuclear plant, an RSPB nature reserve and a military range. The RSPB and Lydd Airport Action Group (LAAG) each lodged separate appeals against the expansion. After several years going through the planning process, the airport got planning permission in April 2013. LAAG fears the expansion would damage "the unique natural habitats on Romney Marsh and urbanise this important rural area". LAAG also fear that the introduction of heavy aircraft such as the Boeing 737s "raised the probability of an aircraft accident at the Dungeness nuclear power complex leading to a serious radiological release to unacceptably high levels". The RSPB believes the stakes are too high to risk the future of one of the UK's best and most important places for nature. If either the RSPB or the LAAG case is successful, the decision by the Secretaries of State can be quashed. The judge has no power to make a decision about the case itself. His role is to rule on the soundness of the government's decision. If it is unsound and the decision is overturned, it must be re-taken.

<http://www.airportwatch.org.uk/?p=19439>

Ryanair to target business travellers in 2014 – to doubt it has the right network of business destinations

Ryanair has announced plans to target business travellers in 2014, with a new "business product" coming in the next few weeks, and the appointment of a dedicated sales leader. They will be adding a new section to their website for groups and corporate travellers, and will offer them flexible tickets, reserved seating and fast-track through selected airports. However it is likely Ryanair will have a struggle to catch up with easyJet's offering. 23.1.2014 <http://www.airportwatch.org.uk/?p=19517>

"Biodiversity offsetting" is not the silver bullet solution this government hopes will overcome destruction of valued natural habitats

The UK government hopes it has found a way to develop, over countryside and habitats, destroying them and yet claiming no wildlife or habitat has been lost. These schemes should not be done at the expense of destroying existing biodiversity, in the uncertain hope that will be recreated elsewhere, somewhere more convenient for the developers. 15.1.2014 <http://www.airportwatch.org.uk/?p=19340>

Useful Info

- For large amounts of up-to-date news on airports and aviation, see AirportWatch's news pages http://www.airportwatch.org.uk/?page_id=148

- Watch plane movements in real time over the UK FlightRadar <http://www.flightradar24.com>

- Follow updates from the Airports Commission

<https://www.gov.uk/government/organisations/airports-commission>

- For daily transport news in the UK - Transportinfo at <http://transportinfo.org.uk>

- News and expert analysis on the AEF website at <http://www.aef.org.uk>

- Follow AirportWatch on Twitter @AirportWatch and Facebook <http://on.fb.me/UoSkEx>

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Bulletin compiled by Sarah Clayton - with thanks to many people for their help. 29.1.2014

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