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New protest groups formed at Gatwick - groups in Kent join the original groups in West Sussex

The increase in noise and disturbance caused by Gatwick, and the threat of new flight paths and a new runway has led to the formation of three new local protest groups. They are all members of **GACC (Gatwick Area Conservation Campaign)**, <http://tinyurl.com/GACC-Gatwick> which is the long established group that has been working to limit the excesses of Gatwick airport over many decades.



The threats have caused considerable upset in areas across southern Surrey, West Sussex, East Sussex and Kent.

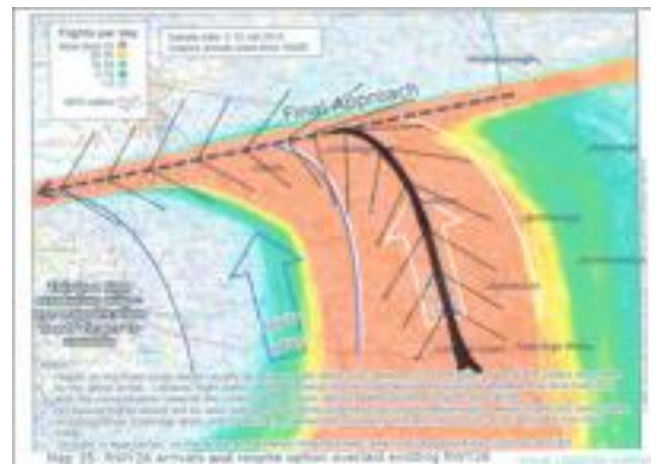
The flight path routed over the Warnham area (Warnham, Rusper, Kingsfold, Winterfold, Rowhook, Slinfold and North Horsham) set in motion the formation of **CAGNE (Communities Against Gatwick Noise and Emissions)** earlier in the year, to fight against the unwelcome noise intrusion into the lives of thousands.

<http://www.cagne.org>

threat of still more - join forces. There are now another CAGNE group, working in East Sussex and in Kent, as well as the original CAGNE in Warnham, West Sussex.

Residents, formerly the Bidborough Environmental Action Group, have formed **CAGNE East** opposing planes, flying day and night - an aircraft "superhighway" - over historic areas of the High Weald ANOB, most of Tunbridge Wells and Southborough, Bidborough, Rusthall, Penshurst, Chiddingstone and Hever. Their blog is at <http://beagblog.wordpress.com>

The **HWPAAG (High Weald Parishes Aviation Action Group)** has been formed to fight increasing noise and to oppose Gatwick's bid for a 2nd runway. The group consists of eight parishes in the High Weald Area of Outstanding Natural Beauty, which are all adversely affected by Gatwick aircraft noise. By working together and joining forces, the groups are more able to raise community awareness of what is planned by Gatwick. There is more information on these local groups, which are all working with GACC, at <http://www.airportwatch.org.uk/?p=22106>



Gatwick targets West Kent for plane 'Superhighway'

Tunbridge Wells & Bidborough residents and High Weald parishes unite against Gatwick runway plans

The threat of a 2nd Gatwick runway is a very real one for people living under existing flight paths, and in areas where new flight paths are likely. Now villages 20 miles out to the east from Gatwick have formed an action group to campaign against Gatwick's expansion plans.

The Parish Councils of Chiddingstone, Hever, Leigh and Penshurst and four other parishes have formed the High Weald Parishes Aviation Action Group. They are working with the new CAGNE East group, formed from the Bidborough group, BEAG.

At a meeting on 17th June in Tunbridge Wells the noise problem of existing and new flights paths was discussed. Local people fear a new Gatwick 'Superhighway' route across their area, with some 350 planes per day – all the aircraft arriving at Gatwick from the south – in a concentrated stream above West Kent most of the year from 06:30-11:30 hours without respite. There is real opposition to the noise nuisance, and reduction in the quality of life, of thousands from the flight paths.

There is also real concern about the noise's negative impact on the tourism industries of West Kent - such as the unique and historically valuable Hever Castle and Penshurst Place. 21.6.2014

<http://www.airportwatch.org.uk/?p=21972>

MP for Arundel & South Downs, Nick Herbert, raises Gatwick flight path trial concerns

Arundel & South Downs MP Nick Herbert has raised concerns about aircraft noise over Downland villages resulting from the ADNID flight path trial from Gatwick. This is the flight path that flies over Warnham and nearby villages, and has caused uproar and extensive protest to the west and south west of Gatwick. Mr Herbert has receiving numerous complaints from constituents in Kirdford, Wisborough Green, Pulborough and West Grinstead, who are getting lower flying aircraft and noise over their villages. **The area is some 25 – 30 km south west of Gatwick – a considerable distance** away. Especially due to the hills, reducing the effective altitude of the aircraft overhead, aircraft noise is a problem.

Mr Herbert has now written to Stuart Wingate, the CEO of Gatwick, seeking clarification as to whether the trial route may be adopted in the future, reiterating that this would cause unacceptable disruption to the affected villages. People need reassurance that this flightpath will not become permanent. Mr Herbert said: "I think this foreshadows a longer-term concern, which is that further expansion at Gatwick could result in greater noise from flights over this part of West Sussex, as well as increasing development pressures on the County which are already a real problem" 7.7.2014

<http://www.airportwatch.org.uk/?p=22275>

More on opposition by Gatwick MPs later in the bulletin.

From John Stewart – Chair of AirportWatch

It's the 'F' word that will soon be on everybody's lips. **Flight Paths.**

Many flight paths will be changed over the coming years. That could mean some communities finding themselves under a flight path for the first time. It is already happening in some areas around Gatwick. The driver of all this is something called SESAR. It is an EU-scheme to make flight paths across Europe more efficient. Over the next five or six years, the UK will be reassessing all its airspace. The industry would like simpler, more concentrated approaches to increase capacity and reduce CO2 emissions. But, in doing so, it risks creating noise ghettos. It is why both Government and the industry are talking about respite periods. How much respite can be given in practice is still uncertain. My view is that the flight paths changes may well generate more protests nationwide than the proposals for new runways.

AirportWatch will be producing briefing sheets on what is happening with flight paths as well as holding events on the topic in the autumn.

GACC requests compensation for those under new flight paths

Anger is growing as a result of new concentrated flight paths already implemented as a result of the new satellite navigation and concentration of flight paths over narrower routes. GACC has asked local MPs to press for an amendment to the Land Compensation Act 1973, which would be the easiest way to do this. This could enable those who find themselves under the new 'super-highways in the sky' to receive compensation. This is under discussion with the Department for Transport.

The Act provides full compensation for people whose houses are devalued by the building of a new motorway or other new road. It is necessary for the householder to prove, with a surveyor's report, that their house has lost value compared to other similar, but unaffected, properties. The Act is well tried and has worked well in these cases. It also applies to the building of new runways, but does not apply to new flight paths based on existing runways. However, at Gatwick the current situation now makes a change in the law urgent.

GACC recognises that it will not be easy to achieve a change in the law quickly. If it is not possible to amend the law in this Parliament, GACC hopes that this point can be included in the manifesto of each of the main political parties for the 2015 election.

Details at <http://tinyurl.com/GACC-compensation>

Battle of Balsall Common' over plane noise, from Birmingham flight path trial, goes to Parliament

The Battle of Balsall Common – which has triggered waves of complaints of noise nuisance from planes taking off at Birmingham Airport – is to go to Parliament. Angry residents who have set up the **Balsall Common Airport Action Group** have organised a petition are raising a protest petition to be sent to Transport Secretary Patrick McLoughlin, to ask him to look at this trial, and call it in.

People affected say their lives are being made a misery by trials of flight paths to the south of the airport, launched in May and due to last 6 months till the end of October, in advance of new flight paths being made permanent. This has happened because of the runway extension.

People are deeply angry and anxious, because these flight paths are away from the NPR routes (Noise Preferential Routes), which everyone has known about for years.

People have checked, in the past, to ensure they have not chosen to live near an NPR. Now, areas which nobody could have guessed would be overflow have planes overhead every few minutes. Campaigners took to the streets of Balsall Common last weekend to get signatures, in a bid to force a Government rethink of the new flight path. David Ellis, of the Balsall group, said: "We are told they are over 3,000 feet but that is not the point – the noise is the problem."

Local MP Caroline Spelman is backing the petition, as well as local politicians. People feel their complaints and constructive suggestions have been ignored, and that Paul Kehoe (the CEO of Birmingham Airport) is wholly dismissive of residents' views. "It's all about the money and business profits," residents claim. There will be a public meeting on July 16th on the issue. 8.7.2014

<http://www.airportwatch.org.uk/?p=22266>



Campaigners in Barston, Hampton and Temple Balsall

Around 20,000 attended a damp but determined weekend at Notre Dame des Landes, against planned Nantes airport

Over the weekend of 5th and 6th July, the campaign against a new Nantes airport held another of its spectacular annual summer gatherings.

John Stewart, (Chair of AirportWatch and of HACAN at Heathrow) attended the gathering. He comments:

“They came from all over France and beyond. They came in the weather so wet it would put West Wales to shame. They came in record number. Perhaps 20,000 people, or maybe more, came to the protest weekend at Nantes. The long-running campaign against a new airport at Notre-Dames-des-Landes in West France has become cause célèbre in France.



“The protesters have gained so much support, including, critically, from direct action activists, that it is difficult to see the authorities finding a way to build the airport even if they overcome the legal obstacles and get hold of the money. “More widely, it is yet more living proof of the opposition new airports or new runways generate. Nowhere in Europe can the authorities be confident of getting expansion plans through.”

Though dampened by almost continuous rain on the first day, spirits were not dimmed, and some

50 talks and debates went on – under canvas. There were also concerts by popular French singers, as well as stalls and activities for all ages.

Some of those taking part in the weekend are opposing other Large Unnecessary Imposed Projects (Les Grands Projets Inutiles Imposés) across France, with a sincere desire to stop mega-projects that do great environmental harm, for dubious economic benefit.

Work on the airport project has been frozen since 2012, largely due to legal obstructions. The last large protest by the Nantes opponents, organised by ACIPA, was on 22 February 2014, attended by between 20 000 and 50 000 people in streets of Nantes, which was severely policed, and from which there were injuries and some public damage.

This weekend’s event was peaceful, with no police presence, and once the sun came out, so did the picnics. As well as serious debate and politics, there was time for family fun and flying protest kites.

<http://www.airportwatch.org.uk/?p=22234>



Heathrow film competition presents 15 impressive anti-3rd-runway films

At a packed event held in Richmond Theatre, organised by MP Zac Goldsmith, with some 800 people present (free seats), Hugh Grant, Holly Willoughby and Rachel Johnson were the celebrities judging the competition for short films, of 2 minutes or less, opposing a 3rd Heathrow runway. The evening was ably and entertainingly compered by Giles Brandreth. The first prize was £10,000, the second prize £3,000 and the 3rd prize £2,000. Some 50 short films were entered into the competition. The 15



considered the best were shown at the gala event, for the judges to select the top three. The audience then voted on these. All the 15 films shown were of a very high quality; any one of them could have been the winner. They all showed a high level of film expertise with a wide range of styles and approaches; all showed great originality and creativity, and put the message across powerfully. Anyone present at the gala event would be left in no doubt about just how determinedly people in the areas badly affected by Heathrow will do whatever it takes to ensure no new Heathrow runway gets built. 19.6.2014

A still from one of the winners <http://www.airportwatch.org.uk/?p=21914>

Holland-Kaye wants raised Heathrow landing charge, and public subsidy by cutting APD, to pay for runway

John Holland-Kaye has now taken over as CEO of Heathrow, from Colin Matthews. He has already angered airlines by saying he wants to give an adequate return to foreign investors in a 3rd runway, by raising the landing charges at Heathrow. Mr Holland-Kaye wants the landing charge to rise - in real terms - from £20 now, per passenger, to £24 within a few years, and it might rise to £27 by around 2040 (though predictions that far ahead are futile). Heathrow has been battling with its regulator, the CAA, for years on the level of its aeronautical charges. The CAA recently cut its cost of capital to 5.35% in the 5 years to 2019, though Heathrow says its weighted average cost of capital needs to be 6% in the period between 2019 and 2048, to repay its investors.

Mr Holland-Kaye also let slip that he wants a cut in Air Passenger Duty (APD) on long haul flights, which would effectively be a loss to the Treasury, and thus be the equivalent of a public subsidy, for a 3rd Heathrow runway. The level of APD on the longest flights was cut this year's budget, combining the two top distance bands, effectively giving them a government subsidy. He also said he "could not rule out the case for a 4th one in the future." 2.7.2014 <http://www.airportwatch.org.uk/?p=22119>

Heathrow's noise claims do not stack up, according to new reports

Heathrow's claims that a third runway will improve the overall noise climate for residents do not stack up, according to analysis done by HACAN. Their new briefing, "*Do Heathrow's noise claims stack up?*" has compared Heathrow's arguments with the findings of 2 recently-published reports (by the CAA and by the Mayor of London) and concludes that "Heathrow's claims are unravelling in the face of the independent evidence."

The most damning indictment of Heathrow is in the Atkins report showing their claim that a 3rd runway will mean "at least 30% noise reduction" by 2030 is based on the assumption that the new runway will be only operating at one-third capacity. Both reports challenge Heathrow's prediction that 90% of the planes using the airport in 2026, when any new runway is expected to open, will be the quieter 'new generation' aircraft.

They reports are dubious of steeper landings, and believe people under the current flight paths will get shorter respite periods in order to give people under the new flight paths some respite too. HACAN chair John Stewart said the 2 new independent reports illustrate the near-impossibility of sorting out noise at Heathrow. 30.6.2014 <http://www.airportwatch.org.uk/?p=22072>

Plane noise from Heathrow drowns out Hounslow school, as Sir Howard makes a visit

In a 2 minute video clip by the BBC, the head teacher, Dee Scott, of the Beavers Primary School in Hounslow, shows Sir Howard Davies - head of the Airports Commission, round the school. She explains to him and members of the Commission the impact another runway could have and the problems of trying to teach against the noise. The area is subjected to a plane overhead about every 90 seconds or so (noise lasting perhaps 30 seconds of that) for at least half of each school day (with westerly operations). And the problem of having to be either cool enough - with the windows open - but with noise that makes the proper function of the school impossible. OR keep the windows closed, and reduce the noise while everyone inside is uncomfortably hot. Sir Howard's exact words in the film were that the Airports Commission has to "balance the economic interests of the many and the environmental and nuisance costs to the few". The "few" means about 725,000 people currently affected by Heathrow noise, within the 55 decibel Lden contour and about 245,000 in the 57 decibel LAeq contour. 18.6.2014 <http://www.airportwatch.org.uk/?p=21884>

Heathrow 3rd runway would mean demolishing Colnbrook incinerator and relocating it – maybe to Stanwell?

The Heathrow plan for a 3rd runway to the north-west of the airport, demolishing most of Harmondsworth and making Sipson impossible to live in, also demolishes the current incinerator at Colnbrook, run by Grundon. In Heathrow's expansion plans they propose that a new incinerator should be built just south of the airport, in Stanwell -between Long Lane and Stanwell Farm. This is, at best, controversial. Residents are concerned about the prospect of an incinerator so close to their homes and with the spectre of the eco-park in Shepperton also looming, questions of just how much Spelthorne can take are being asked. The hope of advocates of re-locating the incinerator there, is that the prevailing wind from the west would blow any pollution away from Stanwell, and towards the east or north east. Incinerators are unpopular in most areas, as people fear not only dioxins in air pollution, but also the associated heavy traffic from lorries. People in Spelthorne are not convinced they want to host two large incinerators. 4.7.2014 <http://www.airportwatch.org.uk/?p=22161>

Four Inner Thames estuary airport studies for Airports Commission should finally kill off the plans

The Airports Commission has now published all four of the studies it has commissioned on an Inner Thames Estuary (ITE) airport. These reports are on environmental impacts, operational feasibility and attitudes to moving to an estuary airport, socio-economic impacts, and surface access.

The first report, on environmental impacts was utterly damning, confirming the massive extent of the harm done to highly conserved habitats and their wildlife, and the near impossibility of successfully moving the wildlife elsewhere. If it could be done, though on a scale unprecedented anywhere else, the cost would be some £2 billion (more detail below).

Now the report on the feasibility of moving the airport shows the problems of flood risk, fog, wind direction, bird strike, explosives on the SS Montgomery and the Isle of Grain gas terminal – with many practically insurmountable. The report on socio-economic impacts demonstrates that aeronautical charges would have to be very high to pay for the airport, and be too high to compete with Dubai etc. Heathrow would have to close, at immense cost.

The surface access report shows the cost of even minimal rail services to get most passengers to the airport would be £10 billion and more like £27 billion for a good service. The cost of road improvements would be £10 to £17 billion. The reports' conclusions now make it nearly inconceivable that a Thames Estuary Airport will ever be constructed. 11.7.2014 More details and links to the reports at <http://www.airportwatch.org.uk/?p=22298>

Report for Airports Commission reveals devastating environmental impact

The detailed study, by Jacobs, shows an inner Thames estuary airport would cause huge environmental, financial and safety risks and would cause “large scale direct habitat loss” to hundreds of thousands of migrating birds. The cost of creating replacement habitats could exceed £2 billion and may not even be possible. Even if replacement habitat could be found, planes using the airport would still be at a “high risk” of lethal bird strike. In order to counter this risk, even larger areas of habitat would need to be destroyed to secure the airport.

The report also found huge regulatory hurdles to any potential estuary airport going ahead. Under environmental regulations, the airport’s backers would have to prove there were “imperative reasons of overriding public interest (IROPI)” for placing the airport in such an environmentally sensitive area. Even if that could be proven, they would also need to demonstrate that all of the habitat displaced by the airport could be placed elsewhere. The report found that while this was “technically possible,” it was highly uncertain, as such a large scale displacement had never been attempted before. 2.7.2014 <http://www.airportwatch.org.uk/?p=22272>

Airports Commission publishes new discussion document – a call for evidence on “Delivering new runway capacity”

The Airports Commission has published its 7th Discussion Paper, "Delivering new runway capacity: call for evidence." The deadline for comment is 15th August. The paper explores:

- legal and planning issues surrounding runway capacity;
- engagement with local communities including compensation and mitigation;
- and the role of the state.

The Commission welcomes feedback on these issues, to help in its deliberations. The paper sets out the two main routes through planning that a runway proposal could take, either through the NSIP (Nationally Significant Infrastructure Project) route, or through a Hybrid Bill in Parliament. The paper also raises issues such as how decisions on associated housing should be dealt with; it considers how consultation can best be carried out to be effective.

It also asks to what extent - if at all - the State should subsidise an airport, without falling foul of European regulations on state aid; and likewise on spending tax payers' money on surface transport, that mainly benefits an airport and its users. The Commission recognises the importance of noise, and will use multiple contours for LAeq and Lden as well as N70 daytime and N60 night ‘number above’ contours. 5.7.2014 <http://www.airportwatch.org.uk/?p=22260>

Surrey and Sussex MPs oppose Gatwick runway ‘disaster’

Five MPs have begun a campaign against the building of a 2nd Gatwick runway. The Conservative MPs, who represent Sussex, Surrey and Kent constituencies, said a 2nd runway would be "a disaster" for communities and the environment - and there was "serious local concern" at the plan. Reigate MP Crispin Blunt, one of the members of the newly-formed Gatwick Coordination Group, said: "If Gatwick expands in the way that's planned, it will need many tens of thousands of new people working there, and they are all going to need somewhere to live. The airport at the moment is providing a preposterous suggestion that these people are largely going to come from existing communities in Croydon and Brighton. Well I'm afraid that's just simply not the case." Mr Blunt also said no new railway line had been proposed and the London to Brighton commuter line was already "the busiest commuter line in the country" and at capacity.

The other 4 MPs behind the campaign are Sir Paul Beresford, Sir Nicholas Soames, Sir John Stanley, and Charles Hendry. Francis Maude has been vocal in his opposition to a new Gatwick runway for many years. Crawley Conservative MP Henry Smith said he declined to endorse the press release. 18.6.2014 <http://www.airportwatch.org.uk/?p=21879>

Gatwick claims that with better public transport it will be “road & rail ready” for 2nd runway by 2021

Gatwick has produced a glossy document setting out how it will have fantastic road and rail links in place by 2021, that there will be no road or rail congestion, and everyone will have smoother and easier journeys. And all at no cost to anyone There are some stunning omissions. Most things that are inconvenient are just left out. They say "Gatwick will increase the cost efficiency in the rail industry by filling off-peak trains as well as providing passengers for trains operating in the opposite direction to peak commuter services. While it is estimated that, on the busiest trains, only 5% of travellers will be air passengers, the overall benefit they will bring will be around £3 billion in additional fare income." So no mention of the extra crowding and congestion of trains at peak times, exacerbated by Gatwick passengers.

Gatwick says: "Junction 9 of the M23 ... will need to be upgraded to cater for expansion. Gatwick has committed to funding a doubling of this motorway junction capacity." That is the only thing Gatwick has said it will pay for. Also: "... we have re-designed the local road network to be no busier than it is today, even after a general increase in demand, which will lessen local noise and air quality effects of background traffic, benefit economic activity and the quality of life of those using and living along the affected roads." Really? Who writes this stuff? 3.6.2014

<http://www.airportwatch.org.uk/?p=21698>

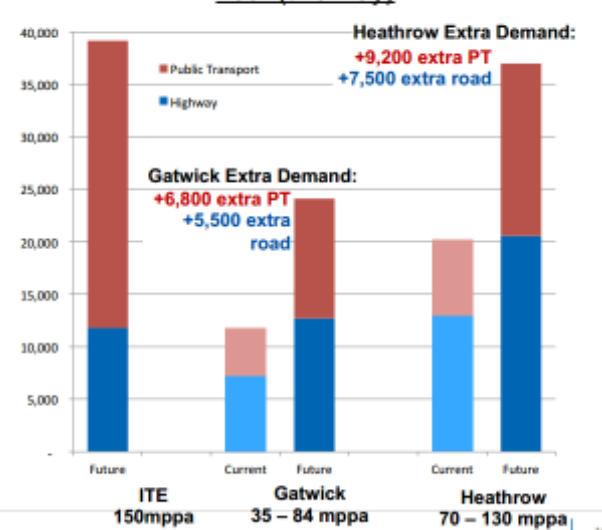
Level playing field on surface transport costs vital to proper assessment of runway options – says TfL

By contrast to the Gatwick spin, above, figures from Transport for London (TfL) paint a different picture. The issue of surface access to airports was the subject of the RunwaysUK conference on 2nd June. Michèle Dix, planning director of Transport for London, said that the costs for surface access for each of the runway options must be assessed against a level playing field of criteria.

Michèle said it was vital that estimates by runway promoters reflected that actual needs of transport in the capital. “You need to compare like with like. What are the true and full costs of accommodating this additional demand? If airports are placing a greater demand on the network then

Expansion at Heathrow and Gatwick will mean thousands of extra trips on the road and rail networks at peak times

Potential trip growth, PT and road – network peak hour (two-way)



we need a greater transport provision.” TfL predictions are that the extra demand, due to Gatwick, at peak times (per hour) would be 6,800 extra using public transport, and 5,500 extra by road if Gatwick filled a second runway. The extra demand, due to Heathrow, at peak times would be 9,200 extra using public transport and 7,500 extra by road if Heathrow filled a 3rd runway.

Transport for London

TfL estimated that comparable “optimal” investment level of investment needed – the total package of transport schemes required to deliver an optimal level of surface transport access – for Heathrow was £17.6bn, Gatwick £12.4bn (and an Inner Thames Estuary airport £19.1bn). 10.6.2014

<http://www.airportwatch.org.uk/?p=21781>

Gatwick announces first profits for years and returns for its investors ... UK tax?

Gatwick has announced its results for the year to 31st March 2014. It made a profit, for the first time in 4 years. Gatwick says its passenger numbers reached 35.9 million in 2013/14 (4.8% up on 2012/13). Their turnover is up 10.2% to £593.7 million and EBITDA is up 14.2% to £259.4 million, with a resulting profit of £57.5 million. This compared to a loss in the financial year ending 31 March 2013 of £29.1 million. The airport has spent a great deal improving the airport, and so made losses - and paid no corporation tax to the UK government for years. Gatwick says their investments and more marketing is being effective in attracting more passengers. It now has more aircraft movements at peak times (a cause of the noise nuisance being caused from new flight paths). It claims 20% are travelling on business, largely on EasyJet. The figure was 17.5% in 2012. Gatwick says it will now be paying dividends to its investors, though it has not in recent years. It expects to pay £125m to investors in the current financial year, £65m return in the 2015/16 financial year and £60m in 2016/17. [Maybe also pay some UK tax?] 27.6.2014 <http://www.airportwatch.org.uk/?p=22025>

EasyJet CEO still has no details of the practical economics of a Heathrow or Gatwick runway

In an interview with Caroline McCall, the CEO of EasyJet, by Buying Business Travel, she said Heathrow is an expensive airport, which is why they do not fly from there. On Gatwick's and Heathrow's bids for runway expansion she says: "We've seen none of the economics behind either of those visions. Inevitably it will be the airlines and therefore the passengers, that will fund this. Therefore, it's a very, very big decision for Easyjet - because any increase in passenger fares is something that affects our low-fare proposition".... "We make £7 profit per seat - that's it. We've raised that from £4.50 over the last four years. I think Heathrow are talking around £15 billion, Gatwick are talking around £7-8 billion. If you think about the price per passenger for that, you can see we have to be really, really careful about any capacity going into either airport, and before we take a view on it, we have to understand the economics." And they want to focus on more business travellers: "because we know we get higher yields." EasyJet is the main airline at Gatwick, and they are not keen on paying for a new runway. 20.6.2014 <http://www.airportwatch.org.uk/?p=21952>

Plan to redirect Stansted Airport departures to reduce Heathrow congestion

NATS proposes to redirect the majority of Stansted departures from an established southerly route, to an existing route to the east of the airport. "At the moment, departures from Stansted heading towards the South East are kept lower for longer when compared to the route heading east because of Heathrow arrivals." The changes would only affect daytime departures, and not arrivals. This is to reduce congestion above Heathrow. NATS has started a 12-week consultation on the proposals.

Martin Peachey, noise advisor for Stop Stansted Expansion said: "We basically support the proposal because NATS say it should reduce the amount of people over-flown in the day and reduce CO2 emissions. It would remove day time departures for a large area to the south but it would double the amount of flights to the east so that would need to be carefully studied. There will be winners and losers." The changes are part of the NATS' London Airspace Management Programme (LAMP). 17.6.2014 <http://www.airportwatch.org.uk/?p=21871>

Luton update

The Section 106 agreement has been signed between Luton Borough Council and LLAOL (London Luton Airport Operations Limited.), giving no greater noise protection than the Conditions, which themselves introduce the Quota Count (QC) system for the first time at Luton. Unfortunately for residents, the chosen QC budgets, particularly at night, will permit potentially many more flights - of slightly quieter types of plane. And because the operator looks like renegeing on its public promises to

reduce night-time NVL (Night Violation Limits) to 80dB, there is no specific disincentive to individually noisy night flights such as the A300 cargo planes.

A review of the revised Noise (In)Action Plan has just commenced. Meanwhile the current consultation on introduction of RNAV1 (Required Navigation Performance & Area Navigation) for one departure route initially, has just ended. Whilst in general tighter track-keeping was seen, the technology delivers less good track keeping during turns than had been expected, and they are already talking of needing to upgrade to RNP (Required Navigation Performance) to achieve the advertised flight path accuracy.

Newham Council warns London City Airport over night-time disruption, for 3 years, for its building works

Campaigners against London City Airport expansion fear years of night time disruption if their planning application is approved. The group "Stop City Airport" say long-suffering residents in the area are already facing increased noise issues due to Crossrail works and from the proposed Chinese business park by ABP (Associated British Ports).

London City Airport's planning application, initially submitted in July 2013, is for "Works to demolish existing buildings and structures and provide additional infrastructure and passenger facilities at London City Airport without changes to the number of permitted flights or opening hours previously permitted pursuant to planning permission." The application is expected to go to Newham Council's planning committee on 23rd July 2014.

Stop City Airport raised its latest concerns after a letter from Newham Council was made public, expressing fears over night-time construction work. Campaigner Alan Haughton said: "There will be no relief for residents. Aircraft noise all day long and as soon as that finishes, non-stop piling for three years at least." The council's senior development manager Chris Gascoigne said the airport was proposing a construction programme lasting up to 7 years, with 3 of those being 24 hours a day. He commented: "In our view the proposed night time construction noise impacts are not acceptable and represent a potential reason for refusal of planning permission." The airport has been asked if it can reduce operation hours, to do construction during the day, but council officers have yet to get a reply. The airport's plans include 7 new aircraft parking stands, a 3-storey passenger pier, noise barriers and a 260-bedroom hotel. 11.7.2014 <http://www.airportwatch.org.uk/?p=22322>

The original comment deadline on the airport's planning application was 28th October, but that was extended to 18th December, and finally to 10th July 2014 – so it has just ended. There have so been almost 1,300 responses to the application, all of which appear to be objecting to it <http://www.airportwatch.org.uk/?p=21742>

THE FUTURE WATCHES THE AIRPORT – 21st July at 11am

There will be a protest against the expansion of London City Airport. A group of local campaigners, working with the affected local community, plans to protest – to show the airport that whatever Newham Council's decision on the application – there will be uproar if they try to expand. Expansion of the airport would mean more air pollution, more noise pollution and more road traffic – especially for the communities who live around the airport – and some people will lose their homes to allow for the airport's expansion.



Scottish government outlines nearly £10m of public funding for Prestwick airport

The Scottish government bought Prestwick from Infratil for £1 in November 2013. Now Prestwick is to receive nearly £10 million of investment from the Scottish government. It will go towards

operating costs, a repairs and maintenance backlog and to make improvements to the terminal building. The airport lost nearly £10 million in 2013.

It was announced towards the end of May that a taxpayer-funded report on the future viability of Prestwick would not be published, to protect commercially confidential information. This has led to accusations that ministers are expecting "blind faith" from the public and "keeping taxpayers in the dark" on spending public money. Deputy First Minister Nicola Sturgeon said £5.5m had been provided already since it was bought, and the Scottish government would be required "to provide a further £3m in operating support". There will be nearly £7m in capital investment - £4.5m for repairs and £2.4m to make improvements to the terminal building.. Future revenue could come from freight and retail development. 19.6.2014 <http://www.airportwatch.org.uk/?p=21923>

Reading University research indicates the extent of non-CO2 aviation emissions on climate

Some research from the University of Reading, published in Environmental Research Letters, indicates just how much of the impact of aircraft is not only from the CO2 they emit, but also from the water vapour they emit. This will form contrails, in some weather conditions. These contrails can then expand and create a layer of high cloud, which has significant climate effects as it traps heat below it.



The exact extent of the climate impact of the non-CO2 emissions from planes at high altitude is not established. It is likely to have around double the climate impact of the CO2. The research implies that it may be better for some planes to fly longer distances, burning more fuel and emitting yet more CO2, in order to avoid areas where contrails will form the most, and be the most long lasting.

Contrails form where the air is very cold and moist, which is often in the ascending air around high-pressure systems. On average, 7% of the total distance flown by aircraft is in such areas.

However, it is hard to compare the climate impacts of contrails and short term warming, and CO2 because the former can last just hours while the latter is irreversible and will last decades. Small reductions in climate impact from producing slightly less contrail, in the short term, may be far outweighed by the long term impact of the higher CO2 emissions. 24.6.2014
<http://www.airportwatch.org.uk/?p=21980>

AEF Policy briefing: Should the UK build a new runway?

The Aviation Environment Federation (AEF) is producing a series of five briefings to raise awareness among policy makers of the areas of uncertainty in the Airports Commission's work. The 1st briefing is called "Should the UK build a new runway?" and looks at whether the Airports Commission's new runway recommendation was a foregone conclusion, highlights important uncertainties about the Commission's claims on both economics and environmental impacts, gives an overview of the Commission's work so far, and outlines their next steps.

It questions the claim there will be sufficient demand in the South East to justify one new runway by 2030 and possibly a second by 2050. AEF says passenger demand forecasts have been successively revised downwards since 2007 and all major political parties now reject the idea that demand should be met whatever the environmental cost.

AEF also challenges forecasts of business travel growth, and how aviation can meet noise and carbon challenges. <http://www.airportwatch.org.uk/?p=21791>

Air fares could rise by £5 per passenger – if airlines have to compensate people for flight delays

Air fares are set to rise as airlines look to recover costs on pay-outs to passengers for delays. This comes after a passenger appealed to the Court of Appeal to get the compensation he was due for a flight delay 6 years earlier, for £975. Airlines hoped that a delay caused by a "technical fault" would not require compensation, and also that claims could only be brought for 2 years. Now the airlines fear huge compensation payments, and they will pass the costs - naturally - to the passengers. Delays of more than 3 hours affect almost 1% of UK flights which falls within Regulation 261. There are more of these delays on charter flights than scheduled flights. Therefore charter prices are likely to increase by more than those on scheduled services. 2014 A senior industry figure has estimated that if every eligible passenger claimed, an extra £5 per passenger would cover the costs. Thomson say this will affect the whole airline industry, and that they intend to take this to the Supreme Court. 28.6.2014 <http://www.airportwatch.org.uk/?p=22061>

New study on noise, including aircraft noise, says health of residents of Montreal under threat



A study in Montreal, Quebec, by the public health department, shows that Montrealers near highways, rail yards and Trudeau airport are most likely to be exposed to excessive noise. Over a two-week period in August 2010, noise levels were measured every 2 minutes at a range of locations. During the day, two-thirds of the spots were above the WHO's suggested maximum.

The negative effects include annoyance (inability to concentrate, occasionally being awoken, difficulty carrying on conversations); sleep disturbance (frequent waking, which can affect health); and, most seriously, cardiovascular disease, especially high blood pressure, which increases as people are exposed to noise. The data will be assessed by a new noise-management committee looking into noise sources, including the airport. Several measures will be looked at, including re-zoning, and new soundproofing standards. Data needs to be gathered on whether the increase in planes outweighs the tiny improvements in the noise per plane. Campaigners, "Les Pollués de Montréal-Trudeau", <http://lpdmt.org> say flight altitudes over Montreal should be raised and there should be a "genuine night-time (flight) curfew," not just noise insulation. 25.6.2014 <http://www.airportwatch.org.uk/?p=21999>

"Pas Question!" ["No Way!"] group in Brussels fights the hated Wathelet Plan flight path changes

On 6th February this year, Melchior Wathelet (Belgium's secretary of state in charge of Environment, Energy and Mobility) introduced a plan that reorganizes the departure routes from Brussels airport in



Zaventem. As the airport is close to densely populated parts of the city, its flight paths would always over-fly a lot of people. As a result of this "Wathelet Plan", the majority of departing aircraft are routed over densely populated areas of central and southern Brussels. The changes are deeply controversial and deeply unpopular among the Francophone Brussels residents, who have not been intensively over-flown before.

There is huge anger about the changes, and that the numbers over-flown are now far higher than

before. On the plus side, some areas that were previously over-flown now have fewer flights. Now almost 18,000 residents have signed a petition to suspend the Wathélet Plan. Its opponents say it was introduced without any prior consultation with local residents, and that in other EU countries, such a consultation process is a regulatory requirement before any change to aircraft flight paths is made.

The political choices in Belgium, of who should have to suffer the noise, are complicated and tangled. Should the burden of the noise be shared between various areas? The flight path change is reported to be because, with the May elections this year, Melchior Wathélet of the Francophone Christian Democrats (cdH) decided to do a political favour for the party's vice prime minister, Joelle Milquet, by tweaking the flight paths over some municipalities, to help with her votes



An active group called "Pas Question!" which means "No Way!" <http://www.pasquestion.be/en> has formed, and they regard the new flight paths as nonsensical. They want the plan cancelled, and are convinced that an alternative policy is possible. Some decision needs to be made in July under the constitution. It is likely to be the out-going coalition that makes the decision. The parties will assess how the vote affects their political chances. <http://www.airportwatch.org.uk/?p=21878>

BMI starts a few flights from Karlstad in Sweden using small amounts of biofuel from waste wood products

In Sweden, biofuel-powered flights have begun, operated by BMI between Karlstad and Frankfurt and by Nextjet between Karlstad and Stockholm. Karlstad Airport has just become the first airport in Europe to install a fixed storage tank facility for aviation biofuel. There are only tiny amounts of the biofuel available, and it costs 3 - 4 times as much as conventional jet fuel. British Midland Regional is keen to do more flights, using a proportion of biofuel. SkyNRG (Dutch) has teamed up with Statoil Fuel & Retail to establish a climate compensation fund. The fund will initially cover the difference between the cost of normal aviation fuel and biofuel. In the longer term the fund will also support research. "Businesses, the public sector and private individuals can make contributions." [!?] The fuel would come from wood or wood waste products. The Karlstad region in Sweden has a large pulp and paper industry, with many companies collaborating to form the "Paper Province." 28.6.2014 <http://www.airportwatch.org.uk/?p=22044>

Thousands of responses against Farnborough's airspace change proposals – especially from gliding clubs

Twelve MPs, South Downs National Park Authority, Goodwood Airfield and more than 3,000 people have responded to Farnborough airport's proposal to control a vast amount of airspace across the South Downs. The airspace consultation period ended in May, and there has been a high level of opposition. The proposal plans to lower and narrow the airspace spanning West Sussex, South Downs National Park and Hampshire would allow private aircraft to make uninterrupted journeys across the designated area. The effect is to make flights for the users of private jets slightly more convenient. Gliding clubs are very unhappy about the plans as the areas of sky available for them would change, and they say this could 'kill' the activities of the club. Gliding clubs claim that this move will force other aircraft to fly lower, increasing aircraft noise for residents living in the South Downs. They also say that the proposals could significantly increase the risks of mid-air collisions by forcing general aviation aircraft to fly in much smaller 'corridors' of free airspace. "These proposals are just like a limousine company buying up two lanes of the M25 exclusively for the benefit of the wealthy and famous." . 27.6.2014 <http://www.airportwatch.org.uk/?p=22046>

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
- Follow updates from the Airports Commission
- Ошибка! Недопустимый объект гиперссылки.**
- For daily transport news in the UK - Transportinfo at transportinfo.org.uk
- News and expert analysis on the AEF website at www.aef.org.uk and on Twitter @The_AEF
- Updates from HACAN at www.hacan.org.uk/ and from GACC at www.gacc.org.uk/latest-news
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Bulletin compiled by Sarah Clayton - with thanks to many people for their help. 11.7.2014

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