



AirportWatch bulletin 73  
November 2014

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## Standing room only at huge Gatwick protest meeting – definite “NO” to new flight paths or 2nd runway

GACC (Gatwick Area Conservation Campaign) organised a huge protest meeting on 22nd November in north Crawley. It was standing room only for about 1,000 people in a packed gymnasium. People had come from areas near Gatwick, and up to 25 miles away - to express their intense opposition both to the flight path changes that Gatwick has recently inflicted on them, and to plans for a 2nd runway. The atmosphere at the meeting was up-beat, positive, angry and determined that Gatwick will not ruin their areas and their homes, or reduce their quality of life.



Five MPs addressed the meeting (Nicholas Soames, Crispin Blunt, Henry Smith, Charles Hendry and Paul Beresford) with messages of support read out from Francis Maude, Sir John Stanley and Sam Giymah, who could not attend. The meeting was chaired by Helyn Clack (Surrey County Council), and addressed by the Mayor of Crawley,

Brenda Smith. Cabinet member Rt Hon Francis Maude (Horsham) sent this message: “As you know, I have always opposed a 2nd runway at Gatwick. We all know that there are big advantages for our area in having a successful airport as a centre for jobs and business, and I support Gatwick’s expansion as a single runway airport. That remains my view.”

Nicholas Soames (Mid Sussex) said: “A 2nd runway would be a disaster for our local environment. ... 120,000 extra people – where they are expected to go is beyond me.... The London to Brighton railway line is already at full capacity – impossible to upgrade sufficiently. .. We must oppose this with all the power we have.”

The whole audience unanimously shouted “NO” and held up large “NO” cards when asked if they were in favour of new flight paths. They shouted just as determinedly and brandished their “NO” cards again when asked if they were in favour of a 2nd runway.



Some 20 national and local environmental groups set up stands around the hall and answered questions from anxious members of the public. The safety announcements were delivered in traditional airline style by a pilot and delightful air hostesses. Questions from the floor were answered by a panel of experts from a range of organisations.

The meeting ended with cheerful singing of a new song - "What Shall We Do With Gatwick Airport?" (to the tune of the similar "Drunken Sailor."

GACC commented that the united support, against a runway, from all MPs in the area helps disprove the assumption in some national newspapers that Gatwick would politically be the easiest option for a new.

<http://www.airportwatch.org.uk/?p=23992>



## **140 organisations signed up to the “Taming Aviation” coalition petition European Parliament to ban night flights**

A coalition of 140 organisations groups, representing 250,000 citizens from 10 European countries, that are signed up to "Taming Aviation" met European Parliament representatives on 18th November to ask for a ban on flights operating at night, over an 8 hour period.



The ground-breaking coalition is also called on legislators to stop the tax exemptions and subsidies the aviation sector currently enjoys.

The petition was handed over by Dr Susanne Heger and Dr Jutta Leth, to the Parliament Petitions Committee chair, Cecilia Wikström.

Taming Aviation and its member organisations, some of which are from communities outside immediate airport areas, are asking the Parliament to take action. Taming Aviation co-founder Susanne Heger said aircraft noise poses serious health threats for people living

near airports. According to a study from the University of Bern, the noise increases the risk of dying of a heart attack by 50% and is one of the biggest concerns of those who live under flight paths. At Frankfurt there is already a ban on night flights and this should be extended widely.

The petition calls for an end to the absurd situation where European governments miss out on €40 billion every year because commercial airlines pay no tax on fuel and are exempt from VAT. EU governments can ill afford to miss out on this important revenue source, which means European taxpayers have to step in to fill the deficit. The subsidies are fuelling air traffic growth, with aviation's greenhouse gas emissions expected to increase 300% by 2050.

Citizens' groups have for many years taken these issues up with airports and authorities, with little success. Hence the appeal to the European Parliament to get effective action. There needs to be more action by Europe to ensure that a future aviation emissions system has teeth, and some real effect on aviation CO<sub>2</sub>. 25 national delegates from Austria, Belgium, France, Germany, Italy, The Netherlands and the UK were present at the event. 18.11.2014 <http://www.airportwatch.org.uk/?p=23969>

## **Gatwick's main airline, easyJet, questions Gatwick case for 2nd runway and does not want to pay higher landing charges**

Carolyn McCall, CEO of EasyJet, the largest airline at Gatwick, (about 37% of passengers) has said passengers want expansion at Heathrow, not at Gatwick. Ms McCall said easyJet is "quite concerned" at the prospect that Gatwick's landing charges would rise to pay for a 2nd runway. They are having confidential talks with the airports on future charges.

EasyJet makes on average £8 profit per seat. If Gatwick's charges doubled from the current £9 to an average of £15 to £18 (or even up to £23) as predicted by the Airports Commission, this would hit EasyJet's economics. Ms McCall said: "This whole issue of capacity should be about where the demand is. Airlines have to want to go into that airport, and the congestion we have is predominantly around the Heathrow hub. Passengers need to really value what this infrastructure brings, and if they don't see any benefit it's going to struggle." A new runway risked emulating unpopular toll roads. "It will be years and years before [passengers] see any positive effect." As one of the UK's largest and fastest growing airlines, EasyJet's opinion will need to be given careful consideration by the Commission. 21.11.2014

<http://www.airportwatch.org.uk/?p=23979>



## **Gatwick's 2<sup>nd</sup> biggest airline, BA(Willie Walsh) says there is no business case for a 2nd Gatwick runway**

Willie Walsh, the head of IAG, will not support a 2nd Gatwick runway, even if it is chosen by the Airports Commission or backed by the next government. He does not believe there is a business case to support its expansion, and there is insufficient demand from airlines for extra Gatwick capacity. Willie Walsh campaigned actively for a 3rd Heathrow runway before 2010, but has made frequent comments indicating he does not believe UK politicians will have the "courage" to build that.



About 14% of Gatwick passengers are using BA. Willie Walsh says British Airways would resist higher landing charges, which would be necessary to fund a runway - either at Heathrow or Gatwick. (EasyJet has also said now, and in the past, that they don't want a new runway, if it means substantially higher charges - their model is low cost). BA would want lower costs, not higher costs, from a new runway. IAG's shares have now risen as it has now made a profit at last, and will be paying its first dividend (and maybe some UK tax). 1.11.2014 <http://www.airportwatch.org.uk/?p=23716>

## **Kent County Council withdraws backing for Gatwick 2nd runway, due to noise burden**



Kent County Council (KCC) is intending to oppose plans for a 2nd Gatwick runway, in order to protect residents in west Kent from "intolerable" aircraft noise. A council policy paper sets out the position of the council and gives details of the over-flying problem, and the level of noise which has risen to unacceptable levels. This will be discussed at a cabinet meeting in early December. The recommendation states: "The Cabinet agrees that KCC opposes a 2nd runway at Gatwick Airport, opposes the increase in overflights across West Kent as a result of airspace changes, and supports a reduction in the number of night flights."

KCC Leader, Paul Carter, said a potential doubling of the noise impacts over west Kent would be intolerable. The number of night flights at Gatwick during the summer period is already three and half times as many as at Heathrow. "Expansion of night flights must not happen." KCC said it will call on Gatwick to put in place operational procedures to provide respite for areas experiencing continuing over-flights day and night, to spread out the noise burden.

Kent County Council had produced a deeply unpopular document called "Bold Steps for Aviation" in May 2012, that backed a 2nd Gatwick runway. This called for: "Capacity growth at Gatwick through the addition of a second runway after 2019." 24.11.2014 <http://www.airportwatch.org.uk/?p=24053>

## **Road and rail chaos, with congestion and over-crowding, predicted if new Gatwick runway built**

A new research paper prepared by author and environmental expert Jeremy Early, called "Surface access to Gatwick Airport" <http://tinyurl.com/surface-access-GACC> predicts that a new runway at Gatwick would bring road and rail chaos. He points out that the existing road structure is nearly full, with serious delays occurring on many routes, especially on the M23 and A23 into London. Planned improvements will only be sufficient to deal with the forecast growth in traffic – without a new runway.

A new runway, operating at full capacity of 95 million passengers a year, would average 56,000 more road traffic movements per day (more in summer). As well as air passengers, there would be many more journeys by Gatwick staff, and journeys by workers at new firms attracted to the area. That could mean an extra 64,000 cars and buses on the road – bringing the total to over 120,000 extra vehicles every day. It would probably reduce the M25 and M23 to a standstill - all day not just occasionally. On rail, the report shows that already between 2010 and 2014 rail journeys in the South-East increased more than 20%.

The extra trains that Gatwick airport boasts of are in reality already just to cope with the expected increase in demand – with no new runway. With a new runway Gatwick predict a three-fold increase in the number of air passengers using Gatwick station. It could be standing room only, with no spare capacity on parts of the network.

One of the documents produced by the Airports Commission for its consultation is on surface access to Gatwick. It is very cautious in its approach, but says the proportion of air passengers using public transport to travel to and from Gatwick is forecast to rise from 44% in 2012 to 54% in 2030, with rail mode share increasing from 36% to 43% as a result of anticipated improvements to services. They therefore expect an additional 1,200 rail trips to the airport in the AM peak hour in 2030 as a result of the 2nd runway, with upto 750 additional rail trips leaving the airport. They also expect road problems at junctions in particular. <http://tinyurl.com/surface-access>

By contrast Gatwick's own documents make out that there will be no road or rail congestion, and everyone will have smoother and easier journeys. And 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 revenues." <http://www.airportwatch.org.uk/?p=23574>

### **Launch of SHE: Stop Heathrow Expansion – fighting to save much-loved village of Harmondsworth**



More than 80 people attended the inaugural Stop Heathrow Expansion (SHE) meeting to bring together the opposition locally in the Harmondsworth area against Heathrow's plans to destroy their villages. Harmondsworth is just one of the 5 Heathrow villages, that would be devastated by a 3<sup>rd</sup> runway.

Politicians, campaigners and members of the public came together for the launch of the

new action group against a north-west 3rd runway, in the beautiful and historic St Mary's Church.

Local MP, John McDonnell called on political parties to 'come clean' about their positions regarding the airport's expansion before the general election in 2015. He also urged those affected by the proposals to 'mobilise' and demonstrate 'people power'. He said: "The one thing we can rely on is our own power – people power – because that's how we won it last time."



The five Heathrow villages are, from west to east: Longford, Harmondsworth, Sipson, Harlington and Cranford.



The meeting heard that a 3rd runway would mean an extra 260,000 Heathrow flights per year as well as around 750 homes being destroyed, and hundreds more made almost uninhabitable - but with minimal compensation. SHE is not opposed to Heathrow as it is, just to its expansion. The meeting ended with heart-felt singing of the No 3rd runway song, with the chorus: "This is our home, and we will stay; No Third Runway." 16.11.2014

<http://www.airportwatch.org.uk/?p=23922>

## **Airports Commission consultation launched – on its assessments of Heathrow and Gatwick runway plans**

The Commission launched its consultation on the runway hopes of Heathrow (the airport's north west runway scheme, and the Heathrow Hub extension of the northern runway), and Gatwick on 11<sup>th</sup> November. The consultation runs till 3rd February. Apart from one main consultation document, there are 3 main documents, on Heathrow, Heathrow Hub and Gatwick. There are also over 50 technical documents giving more detail. That is a great deal to read through and take in.

There are links on this page to all the documents. <http://www.airportwatch.org.uk/?p=23887>  
The main consultation document is at <http://tinyurl.com/pyj2896>

Sir Howard Davies' introduction says: "It is particularly important for local residents and their representatives to understand more clearly what the proposals entail, and what their consequences might be for the local environment." The Commission wants to know if people have any comments on how it has carried out its appraisals, including methodology, and if there are any relevant factors that have not been fully addressed by the Commission to date. It is also interested in evidence and ideas about how any or all of the short-listed options might be improved, or ideas for mitigation measures to address specific impacts.

The Commission has worked very hard and conscientiously, but has understandably, been unable to make any very definite future forecasts. They have considered 5 possible scenarios, which range from not a lot of growth in air traffic, to a lot of growth. These scenarios are given odd names:

Assessment of need - Global growth - Relative decline of Europe - Low-cost is king - Global fragmentation

All the airport groups, local authorities and organisations of all sorts are now embarking on reading these documents in detail. People are encouraged to respond, to put their point of view. Many important aspects of the runway schemes have indeed been omitted, and the way various estimates have been arrived at is by no means clear. In due course, the airport groups etc will be sending out guidance to their members on key points that should be made in their consultation responses. Very few people will be able to read all 55 or so long, detailed documents. Below are just a few initial comments on the documents, from brief initial reading.

### **HACAN's intelligible summary of the Commission consultation documents**

The Airports Commission's consultation documents are numerous and lengthy. But to give people an initial summary of what they say. HACAN has quickly put together a short summary (*apologies for any errors*).

They look at the economic claims of each (Heathrow 3rd Runway: £112bn – £211bn; Heathrow Hub: £101bn – £214bn; Gatwick: £42bn – £127bn).

On jobs, the estimates vary wildly from 47,000 to 112,000. No one can say how many there will be, how well paid they will be, who will fill them and how long these jobs will last.

The Commission estimates the cost of Gatwick would be £9.3 bn; cost of Heathrow Hub £13.5bn; cost of Heathrow north west runway £18.6bn.

And there are many other costs, that the taxpayer would need to fund. The Commission puts the work the taxpayer would have to fund at £6.3bn for Heathrow Hub; £5.7bn for Heathrow; and £787,000 for Gatwick.

The number of homes to be demolished would be at least 783 homes for Heathrow's north west plan; 242 for Heathrow Hub; and 186 at Gatwick.

On noise, the Commission expects the number in the 55 Lden contour by 2050 would be 26,000 at Gatwick; 820,000 for Heathrow north-west runway; and 1,035,100 for Heathrow Hub.

The Commission has avoided giving precise figures as so many factors will influence the exact benefit of a new runway. Expect economists to have a field day! And expect each airport to use the optimum figure!

*It may be useful to look at the briefing first, before trying to read the detailed documents*

<http://www.airportwatch.org.uk/wp-content/uploads/Airports-Commission-Consultation-Briefing-Explained.doc>

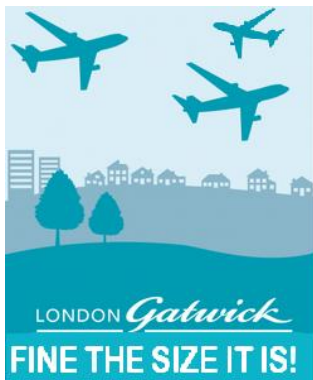
## **Airports Commission assesses Gatwick's runway would cost about £2 billion more, needing high landing charges**

The Airports Commission's consultation on their short-listed runway options contains a lot on the economics. While Gatwick airport has said their runway would cost the taxpayer nothing, and only cost about £7.4 billion, the Commission puts the cost higher. They estimate the work for the 2nd runway, with a 3rd terminal and all associated infrastructure, would cost up to £9.3 billion.

The Commission's higher figure reflects "in large part differing views of optimism bias and differing construction profiles." Gatwick already has current debt of about £1.5 billion made up of Class A bonds. It also has £300 million of revolving credit facilities. The Commission estimates Gatwick would need to raise additional equity of up to about £3.7 billion and additional debt of up to about £14.3 billion. The Commission's Gatwick document is at <http://tinyurl.com/Gatwick-business-etc>

The Commission says: "This level of finance is not unprecedented for infrastructure projects and airports. It is, however, significantly larger than the company's financing to date and may be challenging." Gatwick would also have to substantially raise its landing charges from £9 per passenger to up to £15-18 or up to £23. Like Heathrow (£20 now), one of the world's most expensive airports. And just for holiday trips? <http://www.airportwatch.org.uk/?p=23860>

### **Initial comments from GACC on the Airports Commission consultation documents**



There is a "Business Case and Sustainability Assessment" for Gatwick (137 pages), and there are also some 50 long technical documents. GACC (the Gatwick Area Conservation Campaign) will study all these carefully in due course, but at first sight the documents confirm that a new runway would make Gatwick bigger (more passengers) than Heathrow today.

That would be an environmental calamity. The consultation paper shows 30,000 people affected by noise from Gatwick, compared to 10,000 today (54 Leq). And 560,000 aircraft a year compared to 250,000 at present. This would mean urbanisation of large chunks of Sussex; new flight paths over many towns and villages across the area, loss of tranquillity to AONB areas, gridlock on roads, and a worsening of the north-south divide.

The Commission reckons that Gatwick landing charges would need to rise from £9 to £18, or £23 at peak. Would such a runway be used, especially with others like Stansted, Luton & Birmingham under capacity? <http://www.airportwatch.org.uk/?p=23853>

### **Airports Commission consultation acknowledges it lacks the necessary information on carbon constraints**

The Commission, rather than themselves assessing whether a runway could, or should, be permitted to add to UK carbon emissions, leaves that part of policy to others. The CCC (The Committee on Climate Change) has advised that UK aviation emissions should not rise to over 37.5MtCO<sub>2</sub> per year, from around 33MtCO<sub>2</sub> now. The Commission has had trouble trying to incorporate a new runway at one airport, as well as growth at other UK airports, within the 37.5MtCO<sub>2</sub> cap. All sorts of assumptions have to be made.

The Commission has had to concede that it: "intends to carry out further work to complete a fuller economic assessment of the case where UK aviation emissions are constrained to the CCC planning assumption of 37.5MtCO<sub>2</sub>e for its final report in summer 2015." ie. They do not have the necessary information on whether a runway could be viable, with the necessary price of carbon in future. It is expected that carbon prices are higher in future, but their level is unknown, and future UK carbon policy is unknown. Hence a big gap in the Commission's ability for forecast usefully.

More details at <http://www.airportwatch.org.uk/?p=23844>

## **Airports Commission estimates new homes needed for new runways – 18,400 at Gatwick; 70,800 at Heathrow (maybe more)**

The Airports Commission estimates that a 3rd Heathrow runway could require up to 70,800 homes to be built locally to support the additional jobs created by the development. The Commission estimates a Gatwick 2nd runway could require up to 18,400 homes to be delivered across 14 local authorities, and it said this could be done up to 2030, with "land availability unlikely to be affected by green belt issues".



However, it is not yet clear how this is calculated. Earlier estimates done by Berkeley Hanover in early 2013 for West Sussex County Council and the Gatwick Diamond suggested the number might be 30,000 - 45,000 homes. More houses would be needed for Heathrow expansion than Gatwick expansion, due to more additional business activity following a runway at Heathrow than at Gatwick, and more from the airport's north-west runway plan (up to 70,800), than the Heathrow Hub idea of extending the northern runway (up to 60,600).

The Commission acknowledges that these upper limits may present challenges for local authorities, outlining that "many... already struggle to meet housing targets". The only relief would be that the homes could be delivered over a number of years, and the pain would be shared between many authorities. However, Green Belt would be seriously threatened - not to mention increased urban cramming and loss of village character. <http://www.airportwatch.org.uk/?p=23874>

## **Heathrow runway schemes to cost £3-4 bn more than forecast – benefits over 60 years hard to assess**

The Airports Commission figures in their consultation documents show costs of building a runway would actually be considerably higher than any of the 3 scheme proposers have estimated. The Commission anticipates a Gatwick runway would cost £9.3 billion, not £7.4 billion the airport claims. The cost of the Heathrow Hub project (extending the northern runway westwards) would be more like £13.5 billion, not £10.1 billion. The cost of Heathrow's north west runway scheme, destroying Harmondsworth, would be more like £18.6 billion, not Heathrow's estimate of £14.8 billion (excluding £800m of surface access costs). Those sums would be for runway construction, new terminal and "all other required airport facilities." The Commission says the higher cost estimates are due to "optimism bias and differing construction profiles." The possible economic benefits depend on which of 5 scenarios is considered. <http://www.airportwatch.org.uk/?p=23869>

## **Runway plans would be stalled by “inevitable” judicial review – causing long delays**

The Express reports that a source close to the Commission expects Gatwick / Heathrow and other opponents of airport expansion in general to launch a judicial review, whichever runway is recommended. This will potentially cause long delays to the project.

The Commission source had also said: "We spend a lot of money on lawyers but we are surprised that we have only had one judicial review so far." Whichever airport the Commission recommends in summer 2015 will face inevitable judicial review - from the rival airport, and many others. Both plans are facing widespread opposition from residents and local politicians. As the Commission has a limited brief, with vital issues such as carbon emissions, noise measurement, the level of taxation on air travel etc are being decided by others, their recommendations cannot be comprehensive. Plenty of scope for very reasonable challenges, with a good chance of success. More work for lawyers

10.11.2014 <http://www.airportwatch.org.uk/?p=23841>





## **Manchester Airports boss deeply critical of likelihood of large public subsidy aiding Heathrow or Gatwick runway**

The CEO of Manchester Airports group, Charlie Cornish, has protested about the likelihood of public funds being used to assist a new south east runway. He says: "Given the private interests at stake, adopting a special set of rules that favours the delivery of new capacity over the use of existing capacity, will have profound adverse consequences for competition and consumers in the long-run."

More public funds for London airports do not help regional airports. The Commission, in its consultation documents on Heathrow and Gatwick runway plans, does not give specific figures on anticipated public subsidy. But it comments there "may be a case" for some funding by the public sector. Equally, if the airport benefits from surface transport paid for by the taxpayer "may mean that a contribution from the scheme promoter to these costs is justified." State aid rules may also require an airport operator to make an appropriate payment, if it benefits from a surface access scheme. "The Government would need to reach its own view on the level of public investment that can be justified." "There are many other expenses to society, caused by adding a runway with associated large numbers of structures, businesses, homes, other infrastructure. Most of these are not even mentioned by the airports, or the Commission. (How about provision of water and sewage services, repairs to roads, building of new hospitals, clinics etc etc etc). 11.11.2014 <http://www.airportwatch.org.uk/?p=23867>

## **Divisions at top of Tory party over 3rd Heathrow runway as Hammond, Johnson and others will not accept it**

The Foreign Secretary Philip Hammond (MP for Runnymede & Weybridge), and the London Mayor, Boris Johnson, will refuse to support their own party's policy on airport expansion at the next election, potentially opening a rift at the top of the Conservative party. They are among a batch of Tories of cabinet or equivalent rank who are expected to rebel against the official party line, which is that no decision on a new runway would be taken before the Airports Commission gives its recommendation in summer 2015. Boris continues to push for an estuary airport. Other leading Tories with south-eastern constituencies who have spoken out against a 3rd Heathrow runway include the Home Secretary, Theresa May (MP for Maidenhead); the international development secretary, Justine Greening (MP for Putney); and the Northern Ireland secretary, Theresa Villiers (MP for Chipping Barnet). The pressure for a new south east runway has come from George Osborne. Gatwick is opposed by all the MPs in the area, and it makes little economic or aviation sense. 2.11.2014 <http://www.airportwatch.org.uk/2014/11/23718/>

## **Open letter to the people of Wandsworth, from the people of Gatwick – "Not in My Backyard" should be borough motto**

Wandsworth Council has been a vociferous opponent of expansion at Heathrow, because its residents are badly affected by Heathrow aircraft noise. But now the Council has voted unanimously in favour of backing a 2nd Gatwick runway, and opposing a runway at Heathrow. In this blatant nimbyism. Gatwick has spent a lot of money in lobbying west London councils. This has paid off in Wandsworth, which considers Heathrow expansion "would deliver a devastating blow to hundreds of thousands of Londoners whose lives would be blighted by noise and pollution." "Wandsworth also unquestioningly backs the myth of airport expansion in the south east being "badly needed."

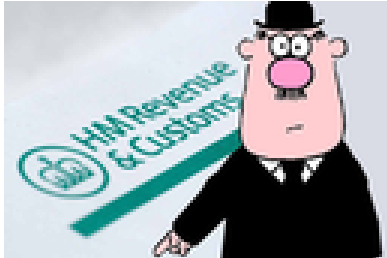


But Wandsworth Council has shown no regard for the well-being of the people living near Gatwick - in attempting to pass on the noise (and other) misery that a new runway would bring anywhere. An open letter from the people of Gatwick to the people of Wandsworth - not mincing its words - sets out why the Council decision is irresponsible. The letter says: "Wandsworth, NIMBY capital of Europe. Nowhere else in Europe do the citizens vote unanimously to bring misery to their neighbours. "Not in My Backyard" should be inscribed as your Borough motto."

Senior Gatwick staff have managed to find time to attend support meetings in Wandsworth and Croydon for their runway, but would not attend half a dozen recent local meetings to which they were invited in places near the airport. This has caused real anger locally. <http://www.airportwatch.org.uk/2014/11/23735/>

### **Margaret Hodge: Gatwick runway appeal 'is hypocritical when it avoids corporation tax'**

Gatwick has been accused of “hypocrisy” for avoiding corporation tax while campaigning to build a new runway, allegedly for the benefit of the UK economy. Margaret Hodge, head of Parliament's Public Accounts Committee, said the airport should pay its “fair share” if it wants its runway campaign to be credible. She also criticised Heathrow which has not paid corporation tax for several years.



But she particularly criticised Gatwick. Its Guernsey-based parent company Ivy Mid Co LP has invested in a £437 million “Eurobond” which charges the airport 12% interest, thus avoiding tax. Gatwick says this sort of bond is often used by other infrastructure companies. Companies in the

UK should pay 21% corporation tax on profits, but by spending £1 billion on upgrading the airport, Gatwick has made no profit recently.

Despite pre-tax losses in recent years, Gatwick has paid dividends to its overseas shareholders of £436 million. Heathrow has also avoided profits by investing in new buildings etc. Mrs Hodge said the companies “made a fortune” from their UK activities, which relied on public services, adding: “For them to pretend they are only in it for the benefit of the UK economy is a touch hypocritical.”?? 15.10.2014 <http://www.airportwatch.org.uk/?p=23472>

### **Gatwick 2nd runway planes would be just 400 yards from Ifield village homes – blighting lives**

Villagers in Ifield, the most northern part of Crawley, is the place most at risk if Gatwick was allowed to build a 2nd runway, have vowed to keep fighting. If the runway was built, their lives would be blighted by planes taking off a few hundred yards from their properties. They are already so close to the existing runway that their windows shake when planes take off. Campaigners say “one runway is enough” to enable Gatwick’s growth until 2040. Recent public meetings have shown almost blanket opposition to expansion. 12.11.2014



### **CAA 2013 Air Passenger Survey shows only 23% UK air passengers on business (30% at Heathrow, 14% at Gatwick)**

The CAA has now released the data from its 2013 Air Passenger Survey. The survey asked 230,000 departing travellers at 13 of the main UK airports to fill in their surveys. The CAA carries out the annual survey (since 1968) to improve its understanding of the people who use the UK’s airports. This year the airports were: Aberdeen; Birmingham; East Midlands; Edinburgh; Gatwick; Glasgow; Heathrow; Inverness; London City; Luton; Manchester; Newcastle and Stansted.

They found that • London City has the highest proportion of passengers travelling for business (55%), with the next highest being Heathrow (30%). • Airports with the highest proportion of leisure passengers were East Midlands (92%), followed by Gatwick and Luton (both 87%). • Heathrow had the highest proportion (37%) of connecting passengers, the same proportion as 2012. Gatwick had 9%. Though the aviation industry PR implies that air travel is vital for links to emerging economies for business, the reality is that only about 23% of air journeys in the UK are for business; about 30% business at Heathrow, and only a bit under 14% at Gatwick (and the % is declining). 31.10.2014 <http://www.airportwatch.org.uk/?p=23679>

## **Campaigners and councils in East London want London City airport to re-consult over flight path changes**

Somebody tweeted, "If London City Airport was a school, it would be in special measures." It is going through a torrid time. Its planning application to increase the size of its taxiway, build new parking stands for bigger aircraft and double the size of its terminal has been knocked back for the third or fourth time. Even the usually supine Newham Council is refusing to hear its application for expansion until it provides more details of the impact of its proposals.

At the same time its plans to concentrate its flight paths have been widely criticized. The airport wants to concentrate departing flights in a narrow band over Bow, Leyton, Leytonstone, Wanstead, Collier Row and Havering. Planes arriving over South London will also be concentrated. The consultation on the plans ends on 27<sup>th</sup> November but there are widespread demands for it to be done again. The airport refused to hold public meetings in, or leaflet, the areas of east and south London which would be under the concentrated flight paths. It merely put a rather technical document on its website and informed its tame consultative committee. Most councillors knew nothing about the plans until contacted by HACAN East.

A campaign led by HACAN East has forced it to come to public meetings. The London Assembly has written a cross-party letter to the CAA (which oversees the consultation) and the Secretary of State for Transport calling for the consultation to be carried out afresh. A unanimous resolution was passed at Redbridge Council making the same demand. Other councils have also been critical of the airport. They got backing from Boris Johnson at his recent People's Question Time held in Walthamstow.

The local paper reported: "The Mayor and other members congratulated John Stewart, of campaign group HACAN East, when he asked about the consultation by London City Airport over flight path changes and potential increases in noise levels. Mr Johnson said he was 'absolutely right' in his concern that people's quality of life could be disrupted and supported calls for the airport to engage further with residents".



HACAN East has written to the CAA asking for the consultation to be done again and for the revised consultation to include the concept of respite rather than all the aircraft being concentrated on one area.

On 3rd November, there was a packed meeting of over 200 people in Wanstead, which called on the airport to re-consult.

HACAN East's response to the consultation can be seen at <http://www.airportwatch.org.uk/?p=24083>

## **Lufthansa retrofitting A320 planes with simple, inexpensive, noise-reducing device to stop the "Airbus whine"**

The Airbus 320 series of aircraft, many of which are used by the low cost carriers - easyJet in particular - have been known for many years (by the CAA since 2005) to have a particularly irritating high pitched whine. This is caused by air rushing across the under-surface of the wing, where there are Fuel Over Pressure Protector (FOPP) cavities. This generates noise, in the same way as blowing air over the mouth of a bottle. Every A320 series aircraft emits a signature howling noise while approaching to land.

It is heard most when the plane is travelling at around 160 knots, and the frequency is around 500-600Hz, which is close to peak sensitivity of the human ear. There is a relatively simple and inexpensive retrofit, to attach a small aluminium "vortex generator" in front of the cavity. This can be done at routine aircraft maintenance, though the fuel tanks need to be emptied. Lufthansa is in the process of retrofitting all its A320 series planes. Air France will also do this. EasyJet has been reluctant to do much, as it sees no commercial advantage in doing so. 16.11.2014 <http://www.airportwatch.org.uk/?p=23939>

## Heathrow adverts on the Underground subvertised



The London Underground is plastered with Heathrow, promoting their new runway. And promoting the idea that their runway is of vital importance to not only the travellers who fly, using their airport, but the whole UK economy. And not just now - one ad proclaims that a small child needs a new Heathrow runway for her future welfare. These ads have now annoyed people enough to have been “subvertised” The exaggerated claims of benefits from Heathrow

have been substituted by more realistic text, illustrating that the carbon emissions from an expanded Heathrow would be more than any other carbon source in the UK. Larger even than the emissions of



many more moderate countries, less addicted than we are to hypermobility. The advert with the small girl, which can be seen on a huge number of Tube trains, is still being investigated (for the past 2 months or so) by the Advertising Standards Authority, which is assessing the credibility of the advert's claims.

15.11.2014 <http://www.airportwatch.org.uk/2014/11/heathrow-adverts-on-the-underground-subvertised/>

## US research says claims airports are a city's “economic engine” are overstated, especially compared to other local infrastructure

An Associate Professor at the University of Illinois, Julie Cidell, has investigated some of the claims made by airports, in the US in particular, that they are important drivers of the economy. And she is not persuaded that any better than other major bits of infrastructure. Julie has looked at the 25 largest US airports, and their benefits, compared to the costs - the latter being very high for airports. Often economic benefits accrue to areas distant from the airport, so those suffering the noise, pollution and traffic congestion get little advantage, but huge disadvantage. She also finds that airports tend to have other economic activity around them, but that is not necessarily connected directly to the airport. Correlation and causation are different. Often the jobs in the vicinity of an airport are due to nearby industry, and good transport links - not due to air travel. Jobs could just as easily be created by these other sectors, causing far less negative local impact, let alone CO2 emissions. While for some regional airports, an air link may bring economic growth - for major cities, it is the other way round. 5.11.2014

<http://www.airportwatch.org.uk/?p=23781>

## ICCT study finds overall fuel efficiency of US airlines failed to improve on domestic routes during 2013

An annual performance study by the ICCT shows the fuel efficiency of US carriers on domestic routes failed to improve in 2013. ICCT found little correlation between airline efficiency and profitability, and is concerned that as fuel prices steady or even fall there will even less incentive to make fuel efficiency gains. Even less efficient carriers were also able to make high profits through using older, less fuel efficient aircraft. ICCT's analysis shows the average annual fuel efficiency between 1990 and 2000 improved by

2.1%, improving to 2.8% between 2000 and 2010 and then fell back to 1.3% between 2010 and 2012. Load factors rose from 60% in 1990 to 82% in 2010, but have flattened out in recent years. The US aircraft fleet is ageing, with fewer new planes. The price of oil has fallen markedly in the past year, and may remain low for some time, due to US oil production. There is concern there will be less incentive, with cheaper fuel, to make energy savings. Or meet the IATA goal of 1.5% energy improvements annually to 2020. 20.11.2014 <http://www.airportwatch.org.uk/?p=23961>

### **Huge “NORAH” study in Germany finds significant delay in children’s reading due to impact of aircraft noise**

One of the largest and most extensive studies on the impact of aircraft noise on health, and on children's education has been done in Germany. The NORAH study (Noise-Related Annoyance, Cognition, and Health) has been done by scientists from a range of different disciplines: medicine, psychology, social science, physics and acoustics. The work was done between 2011 and 2014, looking into exposure to aviation, road and rail noise in a large area around Frankfurt Airport and Cologne/Bonn and Stuttgart airports. One of the 3 sections of the study looked at noise and children, and this found that aircraft noise affects reading performance. A rise in the flight noise by 10 dB means a delay in reading development of about a month. With a rise in noise of 20dB the delay was 2 months. Also that the overall health and school-related quality of life of children is slightly diminished by aircraft noise. They did not find an impact of aircraft noise on language skills significant for reading. There were problems with noisy classrooms, with over a third in the worst affected classrooms unable to properly understand the teacher. 25.11.2014 <http://www.airportwatch.org.uk/2014/11/24040/>

### **Noise protesters block part of Frankfurt airport for about an hour**

There have been regular large protests at the airport on most Monday evenings, ever since the opening of the 4th runway on 21.10.2011. On Saturday 22<sup>nd</sup> there was a different sort of protest, when for the first time, protesters blocked the road access to the departures area for around an hour. That caused considerable disruption to the airport, as departures had to be closed. Before the runway was opened, citizens were barely consulted about the flight paths. Only their local authorities were given any information, and all were assured there would be hardly any more noise. The reality was sharply different, and now thousands are affected by noise, not only on the direct approach path. One protester commented that as the airport aggravates them for 18 hours per day, they were entitled to aggravate the airport for one hour. 23.11.2014 <http://www.airportwatch.org.uk/?p=24017>

### **Frankfurt airport campaigner finds large plane flap that fell from aircraft into forest under approach path**

On 14th October, an airport campaigner from Frankfurt was walking with his dog in the forest near Frankfurt airport, overflowed by an arrival flight path. He spotted an object lying near the path, which turned out to be a huge plane landing flap. Summoning colleagues they photographed it thoroughly, and then called the police. The flap was removed by the police and is being investigated by the German Federal Bureau of Aircraft Accidents Investigation (BFU). Frankfurt airport was aware that a flap had been lost a week earlier, and police said they had searched for it unsuccessfully. The airport initially tried to say it was lost by another plane some years back, but the flap was obviously clean and had recently fallen. From markings on the flap, it is clear it is from a Korean cargo plane, and an observer at the time of the incident reported seeing something fall from a light blue plane. There had been similar incident, involving a Korean cargo plane, in 2009. As the flap is about 3 - 4 metres long and weighs between 30 - 50kg, it is fortunate it only landed in forest. But it was only 300 metres from the busy A661 road. 23.11.2014 <http://www.airportwatch.org.uk/?p=24027>



## **Stansted airport claim “66% cut in net carbon footprint” this year but they are buying biomass-generated electricity from Drax**

Stansted airport has produced its "Sustainability Report" for 2013. It announces the remarkable claim that: "Our net carbon footprint for 2013/14 was 9,940 tonnes of CO2 equivalent emissions – a reduction of 66% compared to 2012/13." It does not specify what a "net" carbon footprint is though.

Unfortunately the format of the 2013 Sustainability Report and the format of earlier years makes comparison impossible. However, the claim of a 66% cut - written to imply a cut in the carbon footprint of the whole airport - is only referring to its use of electricity. The press release says: "... 66% reduction in the carbon footprint achieved by moving the airport onto MAG's group contract for purchasing low carbon electricity, which is generated using only biomass such as wood and straw rather than coal."

It turns out that MAG has a contract with Haven Energy, that is part of Drax, which is turning its generators from burning coal to burning biomass, in the form of wood pellets from forest in the southern USA, doing considerable environmental harm. While Drax claims its biomass electricity has 80% less CO2 than coal, some consider generating electricity from this sort of biomass produces more, not less CO2 than burning coal. Not very sustainable. That 66% claim is highly dubious ... 23.10.2014

<http://www.airportwatch.org.uk/2014/10/23595/>

## **Study finds a carbon gap of 220 million tonnes in 2023 will require offsetting by the airline industry**

A very readable, short, paper by ICF sets out the extent to which global aviation will not be able to make the carbon reductions it claims will be possible. ICF looked at the global commitment by the industry to make fuel efficiency gains of 1.5% annually to 2020, and then "carbon neutral growth" from 2020 onwards - despite annual growth in passengers of about 4-5% per year.

ICF concludes that even with improvements in aircraft technology, airline efficiencies and operational improvements, together with the introduction of 6% biofuels, there will be a sizeable 23% carbon gap between commercial aviation forecasts and industry targets by 2023. Without that much biofuel (which ICF considers unlikely) the gap would be 27%. Without industry efficiencies and biofuels, global aviation would be emitting about 53% more carbon in 2023 than now.

ICF believes carbon offsetting to be the most cost-effective way to close the carbon gap. But that only means aviation buying carbon credits from other sectors which are actually reducing their emissions, while the aviation sector can then continue to increase emissions. 1.11.2014

<http://www.airportwatch.org.uk/?p=23707>

### **Useful Links**

- For large amounts of up-to-date news on airports and aviation, see AirportWatch's news pages [www.airportwatch.org.uk/?page\\_id=148](http://www.airportwatch.org.uk/?page_id=148)
- 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
- Updates from HACAN at [www.hacan.org.uk](http://www.hacan.org.uk) and from GACC at [www.gacc.org.uk/latest-news](http://www.gacc.org.uk/latest-news)
- Taming Aviation petition to European Parliament. <http://www.tamingaviation.eu>
- AirportWatch Europe <http://www.airportwatcheurope.com>
- Transport & Environment (T&E) <http://tinyurl.com/Transport-Environment>
- Follow **AirportWatch** on Twitter @**AirportWatch** and Facebook [on.fb.me/UoSkeX](https://www.facebook.com/UoSkeX)

Bulletin compiled by Sarah Clayton - with thanks to many people for their help. 26.11.2014

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