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DfT publishes disappointing consultation on night flight regime at Heathrow, Gatwick & Stansted

The long awaited consultation on night flying restrictions at Heathrow, Gatwick and Stansted has finally been published, for the 5 years to October 2022 (well before any new runway). It has been delayed for 3 years. Many



people whose sleep is disturbed by night flights had been hoping for real prospects of the number of night flights being reduced. However, the consultation (that ends on 28th February) merely suggests keeping the numbers of flights between 23:30 and 06:00 the same at Heathrow and Gatwick, but increasing the number at Stansted. ["Night" is defined as 2300-0700 local time].

At Heathrow the number would remain at 2,550 in the winter and 3,250 in the summer (seasons based on dates the clocks change to/from summer time). That is an annual total of 5,800 which

averages as 16 per night through the year. The figure at Gatwick is 3,250 in the winter and 11,200 in the summer, making an annual total of 14,450 which averages as 40 per night through the year.

However, the DfT proposes reducing the total noise quota (points based on the noise of planes at night) at Heathrow by at least 43% in the winter and 50% in the summer, ie. a reduction of at least 1,740 in the winter to 2,340 (from 4080) and 2,560 in the summer to 2,540 (from 5100). The cut in quota count at Gatwick would be 17% in winter and 21% in summer, ie. a reduction of at least 345 in the winter to 1,655 (from 2,000) and 1,330 in the summer to 4,870 (from 6,200). While that looks like progress, the reality is that the quota count totals were not being used, and the number has just been brought down to approximately current levels.

12.1.2017 More details <http://www.airportwatch.org.uk/?p=33598>

Stop Stansted Expansion says DfT plans on night flights do not go nearly far enough

Following the publication of the DfT's night flight regulation consultation, SSE is urging local district, parish and town councils and individual local residents to respond, to try to get the noise impacts of Stansted night-time flights reduced. Stansted currently has permission for 12,000 night flights a year, more than twice as many as are permitted at Heathrow. The 12,000 annual limit applies only to the 6½ hours from 11.30pm to 6.00am whereas the normal definition of 'night' is the 8 hours from 11.00pm to 7.00am. Moreover, a large number of Stansted's night flights are large, noisy cargo aircraft, many of which are very old. Unsurprisingly, these give rise to a disproportionately high level of noise complaints.

SSE welcomes the DfT intention to remove the current exemption for less noisy aircraft and adjust the movements limit accordingly - but the DfT proposes to maintain the present night limit on Stansted aircraft movements. The number of exempt aircraft has been increasing at Stansted, and they need to be included in totals.

SSE wants an unequivocal Government commitment to phase out all night flights at Stansted by 2030, except in the case of genuine emergencies. SSE also wants the annual flight limit to apply, not just from 11.30pm to 6.00am, but from 11.00pm to 7.00am, so that 'night' truly means 'night'.

18.1.2017 <http://www.airportwatch.org.uk/?p=33673>

Comment from Gatwick Area Conservation Campaign on night flights plan – same number but less noise

Chairman of GACC, Brendon Sewill, said: "Gatwick has more night flights than any other London airport. We are disappointed that there is to be virtually no reduction in the number of flights. People across Britain are kept awake by aircraft and there is growing evidence that this has a serious impact on health, so GACC's aim is to see a ban on all night flights." GACC, however, welcomes and supports the suggestion by the DfT that the permitted level of noise at night (the noise quota) at Gatwick may be cut by 20% over the next five years.

That will not only have an obvious advantage but it will force airlines to buy and to use quieter aircraft – and that will also have a benefit during the day. But we need to ensure the aviation industry does not try to weaken this restriction. GACC welcomes the proposal to reduce the noise quotas to the current level of use: that will not make any difference to the current situation but will prevent a potential sizeable increase in future years. It is something that GACC has argued for in the past. GACC will be consulting its members on its detailed response to the consultation, and welcomes their views.

Campaign group CAGNE said the proposals were unsatisfactory. Sally Pavey, Chair of CAGNE said the group would like to see a total ban on Gatwick night flights, as they are a major cause of complaints. Summer nights are especially bad, when Gatwick has dozens of flights, and residents want to enjoy their gardens on warm evenings, or open windows on hot nights. CAGNE says it is regrettable that the government seems to "accept the economic case over the health implications of allowing night flights to continue." Gatwick plans to continue to grow at perhaps 10% per year, meaning continually increasing noise. 13.1.2017

More details, including current and proposed quota count <http://www.airportwatch.org.uk/?p=33626>

Zac's back: Goldsmith to lead four-borough campaign against Heathrow runway

Former Richmond Park MP Zac Goldsmith has been appointed spokesman and organiser of the anti-third runway campaign by **Richmond, Wandsworth, Hillingdon and Windsor & Maidenhead councils**.



The appointment was announced at Richmond Council's full council meeting on 17th January. A revised motion put forward by leader Lord True read: "(This council) endorses the appointment of Zac Goldsmith as spokesman and organiser for the public and legal campaign being waged by the 4 councils against the expansion of Heathrow and calls upon all elected representatives to give full assistance to Mr Goldsmith in this campaign." Richmond's Liberal Democrat opposition leader Gareth Roberts said he would support Mr Goldsmith's appointment. Mr Goldsmith's role is an unpaid one.

Lord True's motion also rejected the government's recommendation to build a third runway, and reaffirmed the council's commitment of £50,000 to an "initial fighting fund" against Heathrow expansion. Zac Goldsmith lost the local election, which he had called because the government backed the runway, on 1st December - to LibDem Sarah Olney, who fought the election on Brexit, rather than on Heathrow. Sarah Olney is also deeply opposed to the runway. 18.1.2017

<http://www.airportwatch.org.uk/?p=33680>

Four councils + Greenpeace legal challenge to Government over Heathrow runway decision - in court on 19th January

Hillingdon, Richmond, Wandsworth and Windsor and Maidenhead councils, together with Greenpeace and a resident of Hillingdon, served legal papers on the government (9th December) for unlawfully supporting the expansion of Heathrow. In a legal submission to the High Court, the 'coalition' is seeking a Judicial Review of the government's decision to support the expansion of the airport – something that which the Government previously promised would never happen.

Harrison Grant Solicitors, on behalf of the coalition, filed a formal request for a judicial review. If successful, and so it to be heard in the High Court on 19th January. Together, the claimants argue that the Government has failed to recognise the project's unlawful air quality impacts and that the consultation held to make the decision was fundamentally flawed. Therefore, the expansion of the airport cannot go ahead.

In addition, the legal challenge seeks to hold Government to the promise that a 3rd runway would never be built. If the request is successful, and the coalition wins the judicial review, the decision to proceed with the runway would be overturned. Ray Puddifoot said "There are two grounds of challenge at this stage. In addition to our claim that there has been a significant breach of established air quality laws, we have also claimed that the Government has acted contrary to our legitimate expectation that it would honour its repeated promises not to expand Heathrow." 9.12.2016 <http://www.airportwatch.org.uk/?p=33320>

The case is to be heard before Mr Justice Cranston, at 10am on 19th January. CO/6287/2016.
The Queen on the application of London Borough Of Hillingdon v Secretary Of State For Transport.

Heathrow bullish about how fast it could get its runway Development Consent Order through

Colnbrook Views reported that Heathrow has begun gearing up airport workers recently with internal messages that suggest it hopes it could get its Development Consent Order for a new runway approved as early as 2020. The announcement, to employees and contract workers, implies that the airport believes it could still see a new runway opening within 10 years - by 2027. Heathrow has started work on its development consent application and intends to make a submission in 2019. This has to come after the government gets approval for its National Policy Statement (NPS) - which will go for consultation very soon. The NPS process will take at least a year, depending on hold ups. Heathrow plans to do 2 public consultations, looking at the benefits and impacts of the runway project before submitting an application for DCO "sometime in 2019". It anticipates a 6 month sprint through the DCO approval process, which will be carried out by the Planning Inspectorate, before a decision by the Secretary of State for Transport (currently Chris Grayling). Heathrow would like this before the 2020 General Election By contrast, the DCO for the M4 Smart Motorway took 18 months, March 2015 to final decision in September 2016. 10.1.2017 <http://www.airportwatch.org.uk/?p=33566>

Chair of Treasury Cttee, Andrew Tyrie, again asks Hammond and Grayling about unclear Heathrow economic benefits

An influential Tory MP has questioned the evidence behind Heathrow expansion, suggesting the Government may have gone to exceptional lengths to find a methodology that made the case. In a letter to chancellor Philip Hammond and transport secretary Chris Grayling, the chair of the Treasury Select Committee, Andrew Tyrie, said the Treasury has specifically requested the rarely used 'net public value' investment measure be included in its assessment.

Mr Tyrie pointed out that of the 4 investment measures used to evaluate the three runway proposals, only this seldom-used "net public value" measure presents a clear case for a 3rd Heathrow runway. He asked the ministers where this measure has been used before on major infrastructure. Mr Tyrie also said the DfT document published on 25th October acknowledged that 'the Net Present Values (NPVs) for some of the options could potentially be negative under some demand scenarios... " but the DfT is only considering one scenario.

And he asked that figures are produced for all the scenarios [but does not say if he wants carbon capped as well as carbon traded], not just one. He also says assessing demand growth for a period of over 20 years, or even 30 years, is 'not in line with the guidance issued by the Department for Transport'. He asked that figures with demand capped at 20 and 30 years should be produced. 15.12.2016 <http://www.airportwatch.org.uk/?p=33380>



HACAN shows numbers of Heathrow flights over London boroughs – Hounslow & Richmond the worst

HACAN has produced a short paper looking at just how much the London boroughs, to the east of Heathrow, are affected by its noise. Using figures from Heathrow's own data, it can be worked out how many planes (take offs and landings) fly over each area in a year. The study did not look at areas west of Heathrow, like Windsor, which are also very badly affected - largely by take offs. The wind blows approximately 70% of the time from the west, so that is when Heathrow is on "westerly operations". Hounslow is the most overflown borough. It gets the noise from all arrivals from the east, on both runways - plus all departures towards the east. That is around 240,000 per year - ie. half of all flights using Heathrow. Richmond is in 2nd place, with nearly as many (slightly fewer take offs). The boroughs of Lambeth, Southwark are close behind. Many boroughs in London get not only the noise of Heathrow arrivals, but planes using London City airport too. These boroughs - especially Waltham Forest, and Southwark - suffer from both, and are therefore high on the list of the areas suffering the most planes overhead per year. 5.1.2017 <http://www.airportwatch.org.uk/?p=33503>

Government spent 'eye-watering' £10k a day (£3.8m so far...) on legal etc consultants over 3rd runway

The Government has been criticised for the DfT spending an average of £10,000 per day on consultants and law firms to decide if a 3rd runway should be built at Heathrow. The DfT is reported to have spent more than £3.8million on external firms since the Airport Commission published a report in July 2015, saying Heathrow was the best location for a new runway.



A FoI request by the Press Association showed that the lion's share of the money has gone to financial advisers N M Rothschild & Sons, who filed 4 invoices totalling £1.46 million, which were paid between July 2015 and October 2016. Law firm DLA Piper UK was also paid £1.09 million between August 2015 and October 2016, while Allen & Overy received £152,955.60 between January and September 2016. Professional services firm Ernst & Young filed 2 invoices worth £138,765 for consultancy work, paid between March and August 2016.

New MP for Richmond Park, Sarah Olney, said: "These are eye-watering sums, over £10,000 a day, to pay consultants for an airport people don't want." For this runway "the people lose out and the only gainers are highly paid consultants." Taxpayers' money has been wasted by the DfT despite deciding "long before it was going to be Heathrow whatever the evidence". Far, far more public money will also be spent, if the runway went ahead. 3.1.2017 <http://www.airportwatch.org.uk/?p=33505>

Back Heathrow complains Hillingdon has to spend money fighting runway - refuses to say how much funding it gets from Heathrow

The "astroturf" group (not actually a real community group) Back Heathrow gets its funding from Heathrow. It refuses to say how much money it gets from the airport. John Holland-Kaye has in the past also refused to say how much it contributes. It is a vast sum ...

Back Heathrow is complaining that Hillingdon borough has spent a lot of money on its campaigns against the 3rd runway. This is money that the borough is being forced to spend, because of the activities of the airport, against which it has to defend its residents. Back Heathrow complains Hillingdon Council spent more than £800,000 between 2007 and August 2016 on fighting the 3rd runway, while cutting public services. And they complain that Richmond has spent nearly £109,000 opposing Heathrow expansion



between 2007 and 2014 - and so on with other councils. Hillingdon Council makes its figures public, and has defended its campaigning, saying it is representing the views of residents

The accounts for Back Heathrow show it has around £154,000 in the bank; it has assets of around £653,000; it gives its net worth as about £482,000; its current liabilities are shown as - £171,000; and it only has one employee, Rob Gray. No activity is reported, and no turnover is reported. Back in December 2014 the Sunday Times revealed that Back Heathrow had had at least £100,000 from the airport, but no details are ever given. Back Heathrow says, rather bizarrely, that "It would not be fair to publish the amounts given" (though they could quite fairly publish totals, omitting individual details - they won't). They ignore the inconvenient fact that there is huge opposition to the runway within these councils, and the councils can see not only the effect of noise, air pollution and congestion the runway would cause, but also the social and infrastructure stresses - for example, on housing demand. Heathrow's plans are costing, and could continue to cost, these councils a great deal of money. Their next accounts will be published on 31st March 2017. Being private companies, the sums cannot be extracted through FoI. 5.1.2017 <http://www.airportwatch.org.uk/?p=33526>

Heathrow hopes to pay homeowners to get access to their properties, to do required surveys - to speed runway

It was reported that Heathrow is offering homeowners cash to take part in a nature study. This is to get studies on local biodiversity done fast, so Heathrow can get its dreamed of 3rd runway through quickly. Heathrow is apparently offering hundreds of homeowners up to a £1,000 if they take part in environmental studies, needed for its runway planning. The amount would be in dribs and drabs, paid out on successive visits over two years. Agricultural land also has to be surveyed, partly for creatures such as newts and bats, for which mitigation measures would have to be put in place.



The letter sent to residents from Nigel Milton says "This may require a visit from our team..." The legal position is that Heathrow has NO right of entry on to anyone's property without their consent. Local campaign SHE is concerned some householders may feel pressured into giving Heathrow access. The owners of houses and farmland where the 3rd runway would be built will apparently qualify for the payment in return for agreeing to visits. Heathrow will soon be knocking on doors, hoping people will agree to the "free" cash. There is concern that in getting this access onto private land, the airport can get a range of information. Heathrow will be hoping no wildlife or other biodiversity issue causes them any delays.

21.12.2016 <http://www.airportwatch.org.uk/?p=33429> and more information from SHE (Stop Heathrow Expansion) <http://stopheathrowexpansion.co.uk/news/2016/12/20/heathrows-survey-payments-are-no-big-deal>

SHE has found another area of housing (in Heston) to be demolished, to cater for Heathrow 3rd runway



Location of
Winchester Av
and the M4

As many as 100 homes in Heston, around 4.5 miles from Heathrow, would have to be destroyed if the M4 motorway is widened to accommodate traffic generated by a new third runway. Stop Heathrow Expansion

(SHE) has found the admission deep in a technical analysis, by Highways England, of upgrades to the road network that would be required with a new runway. This is a document published by the DfT when it announced Heathrow was its preferred location for a runway. SHE is shocked that this potential loss of homes has not been included in the figures of properties under threat.

It also means that people in those homes are unlikely to know the threat, or have enough information to respond fully to the forthcoming consultations. The Highways England document has information on the stretch of the M4 that would need to be widened, with an additional lane to meet extra demand. It states that M4 J2 to J3 widening would result in "substantial acquisition of land including residential and commercial properties in the vicinity of **Winchester Avenue**". That is a residential road.

SHE visited the residents to see if they were aware of these proposals, but none to whom they spoke were. Heathrow is unlikely to accept that all changes to roads are due to a 3rd runway because that admission would make them liable to pay for that infrastructure. The taxpayer would therefore have to pay the cost. The DfT now says there is no plan to demolish the homes. 18.1.2017 <http://www.airportwatch.org.uk/?p=33698>

Mary Creagh, Chair of EAC, writes to Grayling for clarification on government position on UK aviation CO2



On 30th November, Chris Grayling gave evidence to the Environmental Audit Committee (EAC) about their concerns regarding a 3rd Heathrow runway. Chris Grayling gave very inadequate responses on carbon emissions, and whether the government planned to keep to the cap recommended (since 2009) by the Committee on Climate Change. (CCC).

The CCC position is that UK aviation CO2 should not rise above about 37.5MtCO2 per year by 2050. That is the level in 2005. Now Mary Creagh MP, the Chair of the EAC, has written to Chris Grayling to get some confirmation of the government's position. She asks: "Could you please tell us: Whether the Government will be working towards the CCC's planning assumption for actual UK aviation emissions to be around 2005 levels by 2050? If so, whether you accept the CCC's advice that this implies an increase in passenger growth of around 60% over the same period (which already takes into account forecasts around the impact of the chronological and other advances that we discussed in the hearing)? If not, what empirical basis is the Government using to support its assumption that excess emissions from aviation can be compensated for by deeper cuts from other sectors."

She has asked for a reply by the 11th January, and the EAC will publicise it (nothing on the EAC website yet). 24.12.2016 <http://www.airportwatch.org.uk/?p=33483>

Chris Grayling's evidence to the Environmental Audit Cttee on climate – in relation to Heathrow runway

Chris Grayling, and Caroline Low from the DfT, gave oral evidence to the Environmental Audit Cttee on 30th November. Chris Grayling was not able to give the committee satisfactory assurances on how much UK aviation emissions would rise, due to a new runway. Nor was he able to comment on the CO2 cuts needed by other sectors, to accommodate aviation CO2 rise.

He said: "Of course in the case of carbon emissions, there is no law of the land that requires us to meet any particular target." When asked by Mary Creagh when we could see the aviation emissions strategy, Grayling could give no answer other than an evasive: "documentation on that expansion will be published in the new year." Grayling's responses indicate only an incomplete grasp of the facts on carbon, avoiding specific answers to questions, but with the intention of allowing aviation expansion (and perhaps later trying to sort out the problem). He hides behind the CCC as much as possible. On the issue of



non-CO2 impacts, he says "there is no international evidence at the moment for this" - and then some half-digested waffle about cutting CO2 by more direct routing of flights. He also hopes biofuels will make a difference in future, despite this being unlikely to provide more than a tiny % of fuel. Grayling makes it clear he has no intention of letting aviation CO2 get in the way of a 3rd Heathrow runway.

<http://www.airportwatch.org.uk/?p=33474>

Elmbridge Council votes to officially oppose Heathrow expansion

In early December Elmbridge councillors officially voted against Heathrow expansion after months of deliberation. Councillors voted by a clear majority to oppose a 3rd runway, at the full council. Elmbridge Council's Overview and Scrutiny Task Group, dealing with Heathrow expansion, had recommended Elmbridge oppose the plans on the basis of health concerns. More than 800 people had responded to the council's survey on the plans and many said they had serious concerns about how the construction would damage the borough.

A persuasive case for opposing the runway was made by councillors, as Heathrow is already a serious issue for the borough, because of high - and worsening - levels of aircraft noise, which continues late into the night. There are increasing numbers of large, heavy planes taking off in the early part of the night. A councillor commented: "It cannot be right for residents, as one who wrote to me this week, to have to go to bed wearing earmuffs." The runway would also mean worse road congestion, and there was no "convincing or independent evidence" to suggest any economic benefits from expansion would benefit the UK and the borough. Local campaign group, Residents Action Group Elmbridge (RAGE) were delighted with the council vote.

9.12.2016 <http://www.airportwatch.org.uk/?p=33316>

Heathrow expansion 'will cause travel chaos' in west London, Val Shawcross, Deputy Mayor for Transport warns

Speaking at the London Assembly Committee on Transport, Val Shawcross CBE (Deputy Mayor of London for Transport) said Heathrow expansion risked 'log-jamming' west London transport links, and causing travel chaos there. Val said proposed Crossrail links and a planned upgrade to the Piccadilly line would not be enough to ensure a smooth flow of traffic to an expanded Heathrow. Both Crossrail one and the Piccadilly line upgrade, which are going ahead, were just planned for the existing growth in demand, from population growth. Their expansion is not sufficient to deal with the extra demand from a 50% larger Heathrow.

Val raised concerns that "we are in danger of completely log-jamming the public transport and road transport networks around west London if we do not do the additional high capacity infrastructure." Building Southern Rail access to Heathrow risked inconveniencing existing train passengers; they and the existing population should be properly taken into account. With the 3rd runway, the number of passenger's using Heathrow could rise from around 200,000 per day to 300,000. Of those, about 75,000 passengers currently use public transport while 125,000 travel by car. That means a massive increase in numbers of passengers, and also larger numbers of staff in and around the airport, (plus extra businesses etc) all also using public transport. 9.12.2016
<http://www.airportwatch.org.uk/?p=33330>

Sir David Higgins becomes Gatwick Chairman - Sir Roy McNulty stays as deputy chairman

Sir David Higgins, who is currently the chairman of High Speed 2 (HS2), has been appointed chairman of Gatwick airport. He took up his post on January 1st. He replaces Sir Roy McNulty who will remain on the board at Gatwick as deputy chairman. Sir David Higgins has said the case for Gatwick to get a 2nd runway "remains strong" though "the challenge for Gatwick now is to continue to invest so it can maximise the use of its existing facilities and so can do even more for Britain in the coming years."

21.12.2016 <http://www.airportwatch.org.uk/?p=33427>

The 200th Frankfurt airport Monday Demo (Montagsdemo) against the noise will be on 30th January

The 4th runway at Frankfurt was opened in October 2011. Due to re-alignment of flight paths, with thousands of people either newly overflown, or with more flights than before, there was uproar. The airport had not felt it necessary to warn people, or consult about the noise. Several thousand people started to congregate in the airport terminal every Monday evening, for a protest demo. (The airport buildings are public property, so the airport cannot prevent people gathering.).



The 100th Monday demo was on 20th May 2014, when a group from the UK attended. Now the 200th Monday demo will take place on Monday 30th January, and a large crowd is expected. Politicians from the local area and from the region, as well as for Berlin, will be attending.

The demands of the protesters are ultimately that the runway is closed down (though that is an ambitious, or unrealistic hope....) but they want no night flights from 10pm to 6am, no further airport expansion, and no 3rd terminal. Work to build the 3rd terminal started in October 2015, and the airport hopes it will open (first phase) in 2022. It is an astonishing achievement that Frankfurt residents have organised 200 Monday protests, all attended by many hundreds of people - sometimes several thousand. The demos are possible because people are so upset and angry about the noise burden that has been inflicted on them, reducing their quality of life.

<http://www.airportwatch.org.uk/?p=33540>

Belfast residents welcome Minister's action on City Airport inquiry's noise recommendations

Residents affected by aircraft noise from George Best Belfast City Airport have welcomed confirmation by the Minister for Infrastructure in Northern Ireland, Chris Hazzard, that he has instructed officials to work towards full implementation of the recommendations of a crucial public inquiry report. The airport had been seeking significant changes to its planning agreement which would have greatly increased permissible noise levels, with a serious impact on up to 18,000 residents, while also removing an annual cap on the number of aircraft seats from the airport offered for sale.

The report by the Planning Appeals Commission (PAC) recommended that the so-called 'seats for sale' cap should be removed, but also recommended noise control measures which, if implemented, would mean permissible noise levels won't be as high as they would have been under the airport's proposal. Belfast City Airport Watch (BACW) would have preferred no relaxation of noise controls but welcome the full implementation of the PAC's recommendations. That means the 57dB noise contour would be reduced from 7.5 sq km to 5.2 sq km, but BACW argues for 4.2 sq km. 8.1.2017 <http://www.airportwatch.org.uk/?p=33499>

Belfast City Airport sold by EISER Finance Ltd to 3i Investments plc along with other assets

Belfast City Airport has been sold as part of a package of UK and European assets. The owners are EISER Finance Ltd, which took control of ABN AMRO Global Infrastructure Fund. They paid £132.5 million for the airport in 2008 from former Spanish owners Ferrovial Group. Ferrovial had paid £35m for the airport in 2003. EISER is selling the assets to 3i funds, managed by 3i Investments plc. It's understood the sale will have no impact on the day-to-day running of the airport. EISER has spent around £20m on improvements to the airport over the last eight years. EISER Global Infrastructure Fund (EGIF) is also selling assets, which might overall be worth as much as €600m (£509.5m) for the package. In 2015 the airport's operating profit, before exceptional items, was £3.3m. 23.12.2016 <http://www.airportwatch.org.uk/?p=33461>

China starts rail cargo link from Shanghai to London (Barking) – cheaper than air freight, faster than sea

China has launched its first freight train to London, travelling from Yiwu West Railway Station in Zhejiang Province, Eastern China (near Shanghai) to Barking. The trip takes around 18 days to travel over 7,400 miles

(about 6,200 miles, as the crow flies). The route runs through Kazakhstan, Russia, Belarus, Poland, Germany, Belgium and France, on the way to London. The UK is the 8th country to be added to the China-Europe service, and London is the 15th city.



There are hopes that it will strengthen China- UK ties. The railway is a major strategic development to assist Xi Jinping's multi-billion dollar 'One Belt, One Road' strategy. The plan is to create a trade network connecting Asia with Africa and Europe along old Silk Road trading routes. There are currently 39 routes linking 16 Chinese cities to 12 European cities.

The first train to London carried a cargo of clothes, bags and other household items. In October a train arrived in Hamburg from China after a 13 day trip. Its 45 containers carried consumer goods, furniture, clothes, lamps and electronics, which were then transported to various European cities. The trains returning to China have carried items such as German meat products, Russian woods and French wines. Transporting goods by rail is a much cheaper and lower carbon method than air freight via Heathrow, and faster than sea cargo.

5.1.2017 <http://www.airportwatch.org.uk/?p=33516>

Heathrow air cargo includes “80 million animals per year” – and largest import is fresh beans

In a long and breathlessly excited and impressed account, a writer for the Daily Mail records his trip to Heathrow cargo warehouses. There are some interesting insights. He says Heathrow handles 80 million animals per year, including "280,000 reptiles, 28 million fish, 16,000 cats and dogs, 2,000 birds and 200 horses every year." ... and "including bears, lions, penguins, elephants and tigers." (There may be good reasons to question the environmental sustainability or morality of shipping non-domestic animals in this manner ...)

Some of the animals in the Animal Health Centre in Feltham have been seized from smugglers, such as number of African pygmy hedgehogs. Apart from the animals there are vast amounts of flowers and perishable goods. Huge amounts of bell peppers, cucumbers and salmon are shipped to the Far East and the US every day. Some 100 tonnes of salmon, "from countries such as Scotland and Norway" are flown overseas each day. Luxury cars and ship parts are shipped by air. Drugs are sent when needed urgently. One of the most daft shipments was "ice cubes sent from London for a swanky cocktail party in Korea" ... "The biggest import into the UK are fresh beans, but also berries, asparagus and exotic fruits." 29.12.2016 <http://www.airportwatch.org.uk/?p=33486>

Heathrow extends compensation offer (value +25%) to small businesses with rateable value below £34,800

Heathrow has said this month that it WILL, after all, extend its limited compensation offer to small businesses. Those within the compulsory acquisition zone with a rateable value less than £34,800, would be eligible for the same terms as the property offer set out to homeowners, which is full value + 25%. For larger businesses with a rateable value greater than £34,800, compensation will be provided in accordance with statutory requirements. That means some local businesses could still be excluded, as the offer has not been extended to the same zone as the householder scheme. Also, only those directly facing demolition or compulsory acquisition by the airport will be eligible. With the Colnbrook By-pass itself set to be closed and rerouted, that could mean some businesses forced to close with no compensation at all.

Heathrow said: "We do not currently intend to start purchasing properties until development consent has been received from the Government. Our current expectation is this will be sometime in 2020." It will be contacting each business affected over the coming months to hold individual meetings. It also says it is looking at measures that it might be able to put in place to assist with business relocation. People can only apply for compensation once the construction of the runway starts, and until only one year after the runway is operational. 12.12.2016 <http://www.airportwatch.org.uk/?p=33355>

Heathrow anti-runway activists who briefly blocked roads on 19th November get conditional discharges

Twelve campaigners will face no penalty, and were given conditional discharges, after staging a protest near Heathrow against the 3rd runway. A small group of people ran on to the M4 and A4 roads and lay down in front of oncoming traffic, causing a temporary disruption - under half an hour - on 19th November. Fifteen of them, aged between 21 and 67, were charged with willful obstruction of the highway. The court heard that police knew a protest had been organised. At a hearing at Ealing magistrates court 12 of them pleaded guilty and were given a conditional discharge. They will each have to pay a victim surcharge and prosecution costs of £105.

The court heard their motivations were fears about air pollution potentially caused by a 3rd runway, the urgency of climate change and social inequality. The district judge Stephen Day pointed out they were all of good character and had no previous convictions. He said "...I have read your references which talk about you in glowing terms."

One of the activists said: "This is not the end. We will continue to fight until the government takes meaningful action to tackle climate change, and that includes not building a third runway." Two protesters pleaded not guilty, and will be tried on 6th and 7th February. 23.12.2016 <http://www.airportwatch.org.uk/?p=33467>

Changes to London City Airport flight paths increase noise pollution, say campaigners

Greenwich and Lewisham residents are urged to contact London City airport and local politicians with their concerns about the NATS (National Air Traffic Services) programme to 'modernise' the airspace. Changes to London City Airport's flight paths might have resulted in increased noise pollution for both boroughs. London City has implemented changes by NATS that result in narrower flight paths in the hope of improving "efficiency." This has means more concentrated plane noise over areas like Catford, Lee and Eltham.

Campaign group Hacan East has opposed the changes and is trying to get the decision reversed. Greenwich & Lewisham London Assembly member Len Duvall said: "It is vital that residents who are suffering from increased noise pollution make their voices heard on this important issue There is technology available on the airport's website which can help people track which flights are making noise near them." Len Duvall said: "I would urge anybody affected not only to contact the airport but to also get in touch with me, their local council or their MP." The airport will be reviewing the flight paths in early 2017 and will be taking feedback from residents. 14.12.2016 <http://www.airportwatch.org.uk/?p=33402>

NATS, airports, airlines etc form new campaign "The Sky's The Limit" to lobby for "modernised" UK airspace (ie. for 50% more planes)



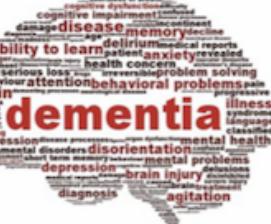
NATS has the job of getting as many planes safely using UK skies as possible, and that is how it makes money. NATS gets extra payments if delays to flights are reduced, and if there are slight savings in fuel (=cost) to the airlines who pay them, for more direct routing etc. The industry fears that, with growing numbers of flights as air travel keeps growing, the amount of delays will rise, as the airspace is already crowded over the south east of the

UK. Delays cost airlines (and NATS) money, and so NATS is keen to "modernise" our airspace. This means redesigning it "to make use of modern aircraft technology." The aim is to increase the current 600 dedicated flight paths in operation at present - 300 for departures and 300 for arrivals - to allow for about 50% more aircraft. They anticipate 3.1 million passenger aircraft per year using UK airports by 2030, compared to 2.1 million now. NATS knows this will mean "more households would be affected by "some" noise under the plans." NATS and the government have no idea how to make this fair to those overflown.

What NATS wants is the "efficiency" of narrow routes, where intense aircraft noise causes significant disturbance and even distress to those below. There is no way noise can be limited without reducing the number of flights, which the industry would not contemplate. There is a new campaign by the industry called "The Sky's The Limit" to lobby for airspace changes, to fit in 50% more planes. The DfT will hold a consultation soon on airspace change. 7.12.2016 <http://www.airportwatch.org.uk/?p=33274>

Research in Canada indicates higher risk of dementia for those living near major roads – air pollution?

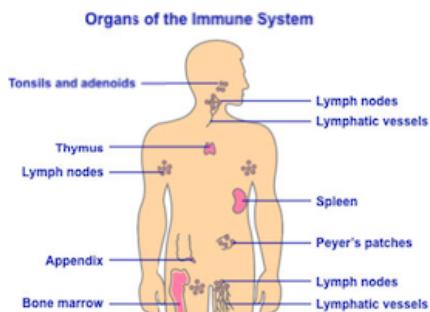
A study done in Toronto, published in the Lancet, has shown a slightly higher risk of dementia in people who live near major roads. This may be due to some effect of the traffic, but whether it is noise or air pollution is not clear. The study looked at 2 million people in Canada, over 11 years (2001 - 2012), and found those living within 50 metres of major roads were affected. Many questions remain unanswered, but UK dementia experts said though the findings needed probing, they were "plausible".



The risk of getting dementia was 7% higher for those living within 50 metres of a road, compared to those living over 300 metres away - with the extra risk reducing with distance. The study adjusted for poverty, obesity, education levels and smoking so these are unlikely to explain the link. Air pollution is already acknowledged to increase the risk of stroke, heart disease, lung cancer and respiratory diseases. It may also increase the risk of dementia. It is not known whether tiny particles in air

pollution might be to blame. Research published in September 2016 found minute particles of magnetite in the brain. The risk of dementia is usually associated with genetics, age, poor diet, smoking, lack of activity etc. This research will cause yet more concern about the health impacts of raised air pollution associated with a Heathrow 3rd runway. 6.1.2017 <http://www.airportwatch.org.uk/?p=33522>

Research by King's College indicates diesel air pollutants can weaken immune systems



Dr Ian Mudway, of King's College London, has warned that thousands of Londoners may be having their immune system slowly aggravated by the effects of diesel fumes. The very young and very old - and those with existing lung conditions - are particularly vulnerable to being harmed by particulate air pollution. At a meeting of the British Thoracic Society meeting, Dr Mudway said pollution from combusting diesel may be gradually attacking some people's immune system, meaning they will be more likely to suffer illnesses. These impacts may be slow and insidious, only manifesting slowly as we age. A person's genetic make-up is a key

factor to whether they susceptible to the immune system damage. Research indicates that diesel exhausts including tiny PM2.5 particulates which can get deep into lungs, interact with immune cells in ways that may make the airways more susceptible to infections and allergic reactions. Some people are almost bullet proof, other people will be very sensitive to this. Many of the health impacts of air pollution are “sub-clinical”, so do not show up immediately with symptoms. They may, however, be having long term effects. Earlier research in 2010 showed the impact of air pollution in influencing a gene, which resulted in increasing the severity of asthma in children. 9.12.2016 <http://www.airportwatch.org.uk/?p=33322>

Study shows sleep deprivation ‘costs UK £40bn a year’ through lost working days



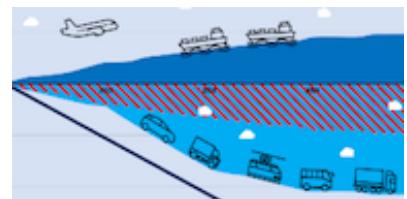
A study by Rand Europe, published in November 2016, shows that sleep-deprived workers are costing the UK economy £40 billion per year - and face a higher risk of death. The calculation is based on tired employees being less productive or absent from work altogether. Rand Europe, which used data from 62,000 people, said the loss equated to 1.86% of economic growth. The main impact was on health, with those sleeping less than 6 hours a night 13% more likely to die earlier than those getting the "healthy daily sleep range" of 7 - 9 hours.

The study evaluated the economic cost of insufficient sleep in the UK, US, Canada, Germany and Japan. UK loses 200,000 working days a year, costing £40bn, or 1.86% of GDP. Germany loses 200,000 working days a year, costing \$60bn, or 1.56% of GDP. Marco Hafner, a research leader at Rand Europe and the report's main author said small changes could make a big difference. If those in the UK currently sleeping under 6 hours a night increased this to between 6 - 7 hours it would add £24 billion to the UK's economy.

Large numbers of people living near UK airports, Heathrow and Gatwick in particular, are subjected to aircraft noise at night, between 11pm and 7am, and many suffer chronic sleep interference or sleep loss as a result. A 3rd Heathrow runway will make this worse, even if there really are no SCHEDULED flights for six and a half hours. The "shoulder periods" will be very busy. 14.1.2017 <http://www.airportwatch.org.uk/?p=33639>

Study for T&E, finds CO2 from ships and planes will wipe out half the savings to be made by cars and trucks

Growth in CO2 emissions from shipping and aviation will undo nearly half (43%) of the savings expected to be made by the rest of transport in Europe through to 2030, a new independent study by CE Delft has found. It means that almost half of the already-inadequate emissions savings expected in land transport will be cancelled out by ships and planes. Under measures already in place, land transport is expected to consume 43 Mtoe (million tonnes of oil equivalent) less energy per year in 2030 than it did in 2010. Even this 43 Mtoe cut is less than half of what will be required from land transport under the EU's proposed 2030 Effort Sharing Regulation, by which cars, vans, trucks, trains and barges should cut their CO2 emissions by 30% compared to 2005 levels.



Yet by comparison with this 43 Mtoe cut by land transport, aviation and shipping are expected to consume 19 Mtoe MORE fuel annually in 2030 than in 2010. Bill Hemmings, aviation and shipping director at T&E, said: "Planes and ships are free riding at the expense of land transport's already insufficient efforts to cut emissions." In January the European Commission will make a proposal on aviation's future in the ETS. The recent ICAO deal on aviation carbon is only for participating countries to offset but not reduce CO2, and on a voluntary basis. 7.12.2016 <http://www.airportwatch.org.uk/?p=33293>

Arlanda airport offering 10% US used cooking oil, in “symbolic” initiative - just shows how far off biofuel is

The only form of biofuel that airlines have been able to use, and make credible claims that the fuel is low carbon, is used cooking oil. No other forms of fuel made from biological sources can be produced without negative environmental impacts. So Stockholm's Arlanda airport has had to turn to American used cooking oil, in its attempt to get jet biofuel for its public relations purposes. Arlanda is now using 10% cooking oil, from SkyNRG and Air BP, in Los Angeles (flown over, presumably?) to be put towards fuel for flights made by Swedavia staff. Swedavia is the Swedish state-owned organization that owns and operates 10 airports in Sweden. The quantities of the new fuel are tiny in relation to all the fuel used at the airport, and are seen as symbolic. But Swedavia, SAS Scandinavian Airlines and other airlines are keen to see more use of biofuel, as

they hope this will be considered to be cutting their carbon emissions. However, the costs of any biofuel are high, and it is not commercially viable. The industry is keen to get government subsidies to develop more biofuels, to give the impression the industry is environmentally responsible. Biofuels for aviation are, in reality, a "red herring" achieving very little in terms of carbon, or environmental footprint.

6.1.2017 <http://www.airportwatch.org.uk/?p=33538>

'Miracle on the Hudson' 2009 legacy: 70,000 birds killed around New York airports since



On 15th January 2009 a US Airways Flight took off from New York's LaGuardia, soon hit a flock of big Canada geese, lost both engines - but almost miraculously landed safely on the Hudson River. All 155 people on board survived. Birds took the blame for the incident, and have been paying for it with their lives ever since.

An Associated Press analysis of bird-killing programs at the New York City area's 3 major airports found that nearly 70,000 gulls, starling, geese and other birds have been slaughtered, mostly by shooting and trapping, since the 2009 accident, and it is not clear whether those killings have made the skies safer. Advocates for the birds say officials should find other, more effective ways to protect aircraft. Between January 2009 and October 2016, of the 70,000 birds killed, there were 28,000 seagulls, followed by about 16,800 European starlings, nearly 6,000 brown-headed cowbirds and about 4,500 mourning doves, and 1,830 Canada geese.

The FAA say of the known birds that caused damage to planes, in 249 incidents, 2009 - 2016, 54 were seagulls, 12 were osprey, 11 were double-crested cormorants and 30 were geese; 69 unknown. Airport officials try to keep birds out of a 5-mile radius around the airports' runways. 14.1.2017

<http://www.airportwatch.org.uk/?p=33646>

Australia: Western Sydney Airport at Badgerys Creek signed off by Federal Government

Sydney already has a large airport, near the coast, but in April 2014 the Australian Federal Government designated Badgerys Creek as the site for the Second Sydney Airport. It is being called Western Sydney airport, and it is inland and is within 7 kilometres of the Blue Mountains National Park (UNESCO World Heritage Site). It is a one runway airport with no night time curfew - flights 24 hours. In November 2014 a set of 40 environmental conditions, looking at issues such as biodiversity, noise and heritage, were set out. The government thinks they can be achieved, and the airport can proceed. The government has approved the airport plan, with the minister giving determination on 12th December.

The next step in the process was for the federal government to issue the Notice of Intention, and this was announced on 20th December 2016. "Under the contract, Sydney Airport Group would be required to build the airport to the required standard—including a 3,700 metre runway and a terminal with capacity for 10 million passengers a year. It sets out key milestones—with earth moving works to commence by late 2018 and airport operations to commence by 2026." Some parts of the work have now started. The airport might be complete by around 2025 to 2027. 10.1.2017 <http://www.airportwatch.org.uk/?p=33572>

#Hypernormalisation – and why Heathrow plan is proof we exist in a catastrophic fantasyland

In a fascinating article in "The Conversation" a Psychology lecturer from the University of Brighton puts forward the concept of "hyper-normalisation" as an explanation for decisions made by society and government. Instead of government accepting the reality, and dangers, of our global climate change predicament, it carries on apparently oblivious of the dangers with policies that can only worsen the problems. The decision to build a Heathrow runway is only "truly momentous", as Chris Grayling described it, because it shows just how far government etc "are willing to go in denying that climate change and related ecological crises require us to

significantly change the way we live." Those in power seem to be "increasingly incapable of dealing with a sequence of global issues with any meaningful plan. They are devoid of any vision beyond the maintenance of the status quo."

Hyper-normalisation as a way of dealing with the issues facing humanity provided a "simplified, reassuring and fake version of the world in the face of unprecedented global challenges". We know that practices and pastimes such as frequent and long-haul flying, are unsustainable. But the new hyper-normalisation view of the world may allow societies to re-interpret reality, to avoid uncomfortable and inconvenient actions. Read the blog.

15.12.2016 <http://www.airportwatch.org.uk/?p=33378>

DfT inviting organisations to register to be kept informed of the NPS and airspace consultations early in 2017

The DfT has written to organisations that are "stakeholders" for both the consultation it will hold, in early 2017, on its Airports NPS - and also a consultation on "modernising" UK airspace, in order to fit in a large growth in the number of planes. They will be holding a number of "stakeholder engagement events" in 11 locations across the UK. Birmingham, Leeds, Newcastle, Edinburgh, Glasgow, , Belfast, Liverpool, Cardiff, Newquay, Reading and London. Organisations (the Dft does not mention individuals, but you can sign up by just writing whatever you choose in the required boxes) can sign up at <http://www.aviationconsultations.com> / to register and be sent more information. The DfT say they will then contact people in the spring with further information, including the date and location; details on how and where to register your organisation's attendance; the option to attend one or both consultation events; and the running order of the day. Events will be held at venues across the country. <http://www.airportwatch.org.uk/?p=33305>

Some Useful Links

- For **large amounts of up-to-date news** on airports and aviation, see **AirportWatch's** news pages <http://www.airportwatch.org.uk/latest-news/> with many topic sub-sections
- For daily transport news in the UK - **Transportinfo** at transportinfo.org.uk
- **Transport & Environment (T&E)** <http://www.transportenvironment.org> Twitter @transenv
- News & expert analysis by **AEF (Aviation Environment Federation)** www.aef.org.uk @The_AEF
- **HACAN** www.hacan.org.uk Twitter @HACAN1
- **GACC (Gatwick Area Conservation Campaign)** www.gacc.org.uk/latest-news
- **Stop Heathrow Expansion (SHE)** <http://www.stopheathrowexpansion.co.uk>
- **Richmond Heathrow Campaign** <http://www.richmondheathrowcampaign.org>
- **Stop Stansted Expansion (SSE)** [http://stopstanstedexpansion.com/](http://stopstanstedexpansion.com)
- **CHATR Chiswick Against the Third Runway**. <http://www.chatr.org.uk/>
- **HACAN East** at London City Airport. <http://hacaneast.org.uk/news> Twitter @HACANEast
- **Belfast City Airport Watch** <http://www.belfastcityairportwatch.co.uk/>
- **Edinburgh Airport Watch** <http://www.edinburghairportwatch.com/>
- **AirportWatch Europe** <http://www.airportwatcheurope.com> Twitter @AirportWatchEU
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