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- Date for your diary: Heathrow Rally Against the 3rd Runway on Tuesday 3rd March 2015
- Date for your diary: "Time to Act on Climate Change" March in London on Saturday March 7th 2015

Airports Commission consultation – deadline 3rd February

Responding to the Airports Commission final consultation on a possible new runway

As well as the main consultation document, there are over 55 technical documents, with supporting detail. It is therefore almost impossible for most people to read all these. In order to help people to make a response, without needing to set aside a week or so of their lives to do so, both HACAN at Heathrow, and GACC at Gatwick, have given guidance on how a simple consultation response can be written. Responses don't have to be long, or technical. Just write your views.

1. First, here are links to the main documents:

The **main consultation**

documenthttps://www.gov.uk/government/uploads/system/uploads/attachment_data/file/381912/AC01_taggged_amend_25_11.pdf

The **main consultation documents**(the consultation document itself, documents on two Heathrow and on Gatwick runway options)<https://www.gov.uk/government/consultations/increasing-the-uks-long-term-aviation-capacity>

The large number of **technical supporting**

documents<https://www.gov.uk/government/collections/additional-airport-capacity-consultation-supporting-documents>

2. Second, how to actually send in a response:

Responses should be e-mailed to: airports.consultation@systra.com

or by the online form at <http://www.smartsurvey.co.uk/s/134578HXHDU> you should get an acknowledgement

Responses can also be submitted by post to:

Airports Commission Consultation

Freepost RTKX-USUC-CXAS

PO Box 1492 Woking GU22 2QR you will not get an acknowledgement

Copy in your elected (and even prospective parliamentary candidates) so they are aware of your views. The findings of the Commission's consultation will be published in a consultation report. This report will include details of the number of responses received and the key topics, points and themes that the consultation generated. The report will also contain details of the framework used to analyse the responses. The Commission will also publish all substantive, technical responses it has received. All these will be published alongside the publication of the Commission's final report, due in the summer of 2015.

3. Third, documents from HACAN and from GACC to help with responses:

Heathrow: **Airports Commission consultation explained**

<http://hacan.org.uk/wp-content/uploads/2014/11/Airports-Commission-Consultation-Briefing-Explained.pdf>

Heathrow: **Consultation Special – guidance on how to respond to the consultation**

http://hacan.org.uk/wp-content/uploads/2014/12/Consultation_Special_by_HACAN_Jan_2015.pdf
10 reasons to oppose a 3rd runway:<http://hacan.org.uk/10-reasons-to-oppose-a-3rd-runway/>

Gatwick: **The Runway Facts**

<http://www.airportwatch.org.uk/wp-content/uploads/RUNWAY-FACTS-Gatwick-Unwrapped.pdf>

Gatwick **Unwrapped -A critical examination of the plans for a 2nd runway at Gatwick**

<http://www.airportwatch.org.uk/wp-content/uploads/Gatwick-Unwrapped-Jan-2015.pdf>



AirportWatch bulletin 74
January 2015

MPs identify serious concerns about noise implications of Heathrow expansion

On the 18th December 2014, the All Party Parliamentary Group (APPG) on Heathrow and the Wider Economy launched its report 'Noise from Heathrow Airport' which sets out how the Government, Parliament and the Aviation Industry have seriously underestimated the impact of noise from Heathrow's flight paths. The report considered the present and future noise impact of Heathrow's flight paths, with the existing two runways, and with the proposed 3rd runway. It found a substantial list of gaps in Heathrow Airport Ltd's proposals and has produced a list of actions for the Government, Airport's Commission and HAL that are necessary to tackle the existing problem and that are central to the consideration of any 3rd runway. The report is at <http://tinyurl.com/MP-Noise-Report>

These issues include the need for noise to be measured using the WHO formula; the need for full information about future flight paths, and respite periods, so residents are properly informed; proper estimates of numbers affected by noise in future, taking into account the anticipated growth in population in affected areas; and reduction in night flights.

The APPG notes that HAL's CEO has confirmed to the APPG that a successful 3rd runway would pave the way for a 4th runway. 14.1.2015 <http://www.airportwatch.org.uk/2015/01/24567/>

Council leaders tell Mr Holland-Kaye he is wrong to presume Councils don't oppose his runway plans

The Leader of Richmond Council, Lord True, has accused the Chief Executive of Heathrow, John Holland-Kaye, as 'talking utter nonsense' in a recent interview regarding the future of the airport. Mr Holland-Kaye said: 'Historically the five closest boroughs to us have opposed our plans. Now all are either neutral or support us and only Hillingdon opposes our plans now.'

Lord True says Mr Holland-Kaye should wake up and realise the opposition to a 3rd Heathrow runway from West London boroughs is stronger now than it has ever been. Lord True, said: "Mr Holland Kaye is talking utter nonsense. When he claims councils near Heathrow are either in favour or neutral about his expansion, it is as if Caesar were claiming Gaul would welcome his legions. Sheer fantasy. Richmond remains implacably opposed to gifting a bigger Heathrow to its wealthy foreign owners at the expense of ordinary Londoners – and we and Hillingdon are certainly not alone. Mr Holland Kaye – wake up!"

Leader of Wandsworth Council, Ravi Govindia has also reminded Heathrow that councils across London and the Home Counties are deeply opposed to a new runway and creation of new flightpaths. He said: "Councils surrounding Heathrow and across London are resolutely opposed to expansion and that is not going to change." 10.1.2015 <http://www.airportwatch.org.uk/?p=24601>

Heathrow Airport to set up a new Community Noise Forum

It's the 'F' words that causes so much trouble. Flight Paths. The row over the recent trials at Heathrow rumbles on. Communities in Ascot, Englefield Green Teddington and elsewhere are convinced things have not returned to normal after the trials. Heathrow is adamant they have. Heathrow announced at its Consultative Committee meeting on 10th December, that it was keen to set up a new "Community Noise Forum" through which to try to defuse some of this local anger and dissatisfaction, and establish trust.

The full details are not known yet but the intention is to invite representatives of the affected communities onto the forum which would then commission an independent assessment of the situation in the impacted

communities before, during and after the trials. A timescale has not yet been announced but it is understood Heathrow wants to get things moving as soon as possible. Thousands of people newly overflown, or under new concentrated flight paths, expressed their intense opposition to the noise nuisance inflicted on them. For many, trust in Heathrow has broken down irretrievably. There is already a “Noise Forum” (which replaced the Heathrow Noise & Track Keeping Working Group). A suitable chairperson needs to be found. 8.1.2015 <http://www.airportwatch.org.uk/?p=24504>

Post boxes appearing in Heathrow’s terminals ... for pro-Heathrow consultation forms



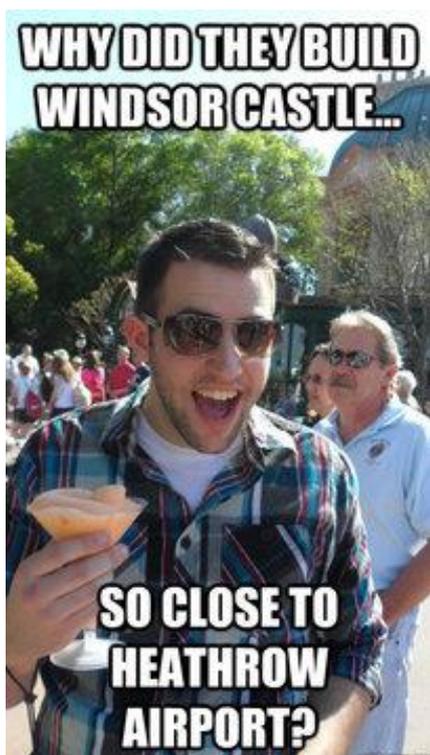
Post boxes have started to appear in the terminals Heathrow Airport urging customers to “help us expand Heathrow.” They coincide with the final public consultation by the Airports Commission. John Stewart, chair of HACAN, said “Local people alerted us to these post boxes...It seems as if Heathrow is using passengers as a weapon in its fight to get a third runway.”

Questions are being asked by campaigners whether passengers are being handed forms as they come off their planes for them to send to Heathrow or put into the post boxes. John Stewart said he expected Heathrow may have miscalculated, as the Airports Commission is interested in solid arguments rather than simply filled in campaigning forms.

It should be remembered that Gatwick and Ipsos Mori decided that consultation responses through an NGO, the Woodland Trust, should not be counted as responding that was too easy.

Neil Keveren, who chairs SHE (Stop Heathrow Expansion), commented that while local people have to campaign using their own time and resources, Heathrow is able to drum up support from passengers from around the globe who “have little interest in communities such as ours.” 8.1.2015 <http://www.airportwatch.org.uk/?p=24533>

Expansion of Heathrow could ‘destroy Windsor’ according to councillors



Another Heathrow runway could ‘destroy Windsor’ according to a Windsor councillor and chairman of the Royal Borough’s Aviation Forum. The comments were made at a meeting of the forum, discussing the Airports Commission’s options for a new south east runway. The councillor said: “If the expansion of Heathrow Airport is given the go ahead, it will destroy Windsor and the reason why people want to come here. It will affect the ability to hold state functions at Windsor Castle and the north-western option will affect Eton...It would see an increased level of noise for our residents and will affect our world heritage sights, which the commission have seemed to overlook.”

Another councillor said: “The Airports Commission’s paper is one of the biggest things the borough has had to respond to and the implications are enormous...We will be making it very clear that the Royal Borough would not support expansion at Heathrow Airport under any circumstances.” Another councillor commented that the need for up to 70,800 new homes, for a 3rd runway, would create turmoil and require highly valued green belt land. The Royal Borough of Windsor is now drafting a submission to the Airports Commission.

10.1.2015 <http://www.airportwatch.org.uk/?p=24540>

New briefing “Gatwick Unwrapped” by GACC provides comprehensive detail for Commission consultation responses

GACC has carefully gone through the consultation documents from the Airports Commission, and give consideration to the detailed impacts of a 2nd Gatwick runway. In a thorough analysis, carefully argued and fully referenced, entitled “Gatwick Unwrapped” GACC has set out why the glossy promotion of Gatwick's runway plans - at substantial cost - by the airport, is not all it seems.

Looking at the details, GACC says the runway has been sold to the public gift-wrapped in a massive advertising and lobbying campaign, but when "unwrapped" it falls far short of expectations. GACC has looked at the range of issues, including the numbers of jobs to be created; the available work force within the area; transport problems for road and rail; numbers of houses required ... and so on. GACC wants everyone to respond to the current consultation by saying ‘No’ to a new Gatwick runway. “Gatwick Unwrapped” provides facts and figures to help people respond. It has been sent to all local councillors.

Several local councils (including West Sussex County Council and Crawley Council) are due to vote in January on whether to support or oppose the runway. "When they see the full facts" says GACC Chairman, Brendon Sewill, "no councillor in their right mind would vote for a new runway."

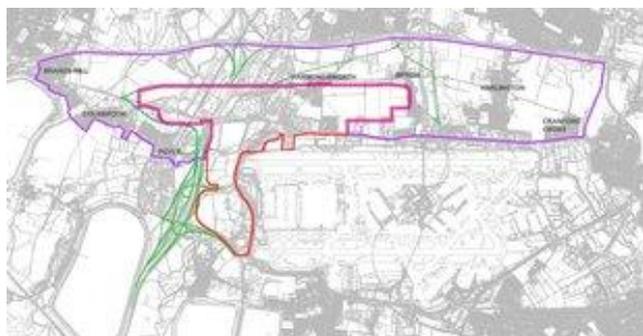
<http://www.airportwatch.org.uk/?p=24438>

SHE (Stop Heathrow Expansion) suggested basic response to Airports Commission consultation

The Airports Commission consultation, on the three runway options, ends on 3rd February. It is important that as many people as possible submit their views, especially things the Commission has either left out - or got wrong. The local group for the Heathrow Villages, Harmondsworth in particular, has put together a simple response form - to help people who do not have the time, or expertise, to read through the 55+ long, difficult documents. The response form can be used by people in the Heathrow Villages area, or anyone else who would like to do so. People in the Villages stand to suffer particularly badly from either Heathrow runway scheme. They are already very close to Heathrow, already suffering local blight, noise and air pollution. They face loss of their homes by compulsory purchase, uncertain financial compensation, loss of their village character, history, facilities In view of the intense threats they face, the Villages have joined together in their campaigns, to speak with one voice and provide a unified front against the threats. 6.1.2015 SHE sample letter: <http://www.stopheathrowexpansion.co.uk/sample-letter-for-davies-response/>

Heathrow hopes to overcome community opposition to 3rd runway with more extensive house purchase plans

Heathrow held a consultation on compensation arrangements during 2014 .Hacan did not take part, believing people should not have to agree to, or comment on, entirely hypothetical proposals.



Now Heathrow has felt the need to improve the generosity and scope of its compensation offer, due the manifest unfairness of its previous offer.

It will now extend the offer to buy houses, for pre-blight market price plus 25%, and with £7,500 for selling costs and stamp duty. This will now cover all of Harmondsworth, Sipson, Poyle, Colnbrook, Brands Hill, Harlington and Cranford Cross (the area inside the purple line) rather than just the area inside the red line, for the earlier offer.

There will no longer be unfair lines, with those just outside the line missing out. There would be about 3,750 people included in the scheme. The earlier offer was for only 750 properties in Sipson and

Harmondsworth that would be subject to compulsory purchase orders if there was a north west runway. Realising that communities die, and their spirit is lost, as soon as many people decide to accept cash and move out, Heathrow says they will "refurbish and sound-insulate any properties it buys before putting them back up for sale" in the forlorn hope that would prevent the community from losing its heart? There is no map available to show which properties might be offered reasonable compensation, if the Heathrow Hub (extended northern runway) scheme was chosen instead of the new north-west runway. The government reduced the level of stamp duty, on 4th December.

2.12.2014 <http://www.airportwatch.org.uk/?p=24156>

Unknown cost to taxpayer of tunnelling M25 could equal several years total flood defence spending

If Heathrow airport was allowed to build its new north west runway, documents prepared for the Airports Commission by Jacobs indicate the cost of the works to tunnel the M25 (at its widest in that part of its circular route) could cost between £1.35bn to £3.22bn. How much Heathrow would pay is not yet clear. The cost would depend on the length of motorway affected and the cost per kilometre.

Recent work to widen the M25 cost £3.4 billion for 35 kilometres. The Commission thinks that figure is too high, though it included 30 years-worth of maintenance (costing 20% of the total). The cost of the work should perhaps be around £50 million per kilometre, or more. The Commission says: "We note that the airport operator has suggested funding 50% of these works, with the remaining 50% borne by the public sector. The Airports Commission has not taken a view as to the split of funding between private and public sources and believes that this would be a matter for negotiation should the scheme be taken forward." By contrast the Government spent £2.3 billion on floor prevention for the 4 years 2011 to 2015. 2.12.2014 <http://www.airportwatch.org.uk/?p=24151>

Revealed that "Back Heathrow" is funded by Heathrow, rather than being a true community campaign

"Back Heathrow" is an industry funded pressure group, the aim of which is to drum up support for a 3rd Heathrow runway. It was set up with at least £100,000 from Heathrow airport - maybe more. Matt Gorman from Heathrow admitted at a public meeting in Putney on 27th November that Heathrow continues to fund it, but nobody will give any figures. John Holland-Kaye was repeatedly asked, at the Heathrow evidence session on 3rd December, how much the airport is still funding the group, but refused to give an answer.

"Back Heathrow" is a classic astroturfing campaign (ie. making out that it is community led, when it is not). Its co-ordinator is Rob Gray, was previously a director of the Aviation Foundation, another lobbying group established by the industry. Other staff who work for Back Heathrow are current or former Heathrow employees. They have recently distributed hundreds of thousands of glossy newspapers to households across west London, with no mention anywhere on these that they are paid for (at least in part) by Heathrow. They try to give the impression of being independent information. Back Heathrow claim to have 50,000 people signed up, but this is largely due to scare tactics, implying Heathrow workers will lose their jobs without a 3rd runway. This has now been revealed by the Sunday Times. 4.12.2014 <http://www.airportwatch.org.uk/?p=24138>

Complaint to Airports Commission that £ multi-million Gatwick & Heathrow ads & PR blitz are 'subverting democracy'

Campaigners against a new runway at Heathrow r Gatwick, have attacked the £ multi-million advertising and PR campaigns being mounted by both airports for their expansion plans. They say this huge expenditure is "subverting democracy" and drowning out discussion of alternatives - and the basic question of whether a runway should be built at all. A coalition of environmentalists and senior MPs has written to Sir Howard Davies, to say the two airports are exerting "unfair influence" because of their marketing power and huge budgets for advertising and PR.

There has been a blitz of large adverts in the national press and billboards or posters in prominent places, including Westminster Tube station and also close to the offices of Airports Commission. Heathrow has placed billboards as far afield as Newcastle and Manchester. One media buying agency told The Independent that the cost of both campaigns was likely to have exceeded £7m. 15.12.2014
<http://www.airportwatch.org.uk/?p=24281>

EU ruling on air pollution compliance is a 'major blow' for Heathrow Airport expansion plans



The levels of air pollution in the Heathrow area already routinely breach EU limits (the Air Quality Directive), for nitrogen dioxide, due to the concentration of road traffic in the area - in addition to the aircraft. The UK has tried to avoid a showdown with the EU by agreeing to reduce air pollution levels in line with the EU directive by 2025, but the date has since slipped to 'post 2030'. The European Court of Justice of the EU (CJEU) has now rejected this plan and UK ministers will have to prepare new measures for reducing illegal pollution levels 'as soon as possible'.

The CJEU has given the UK Supreme Court responsibility for enforcing compliance with air quality law. Judges will examine the case next year. The cross-party 2M group of councils opposing a 3rd Heathrow runway say this is a 'major blow' for the runway plans. Heathrow hopes that reductions, over coming years, in road vehicle emissions will solve their problem, but this is entirely outside their control. The 2M group says the Supreme Court will have to be convinced about the unlikely scenario in which air pollution can be reduced -while Heathrow increases flights, road traffic and freight." 16.12.2014

Airports Commission consultation shows air quality problems with new runways, but no adequate data yet

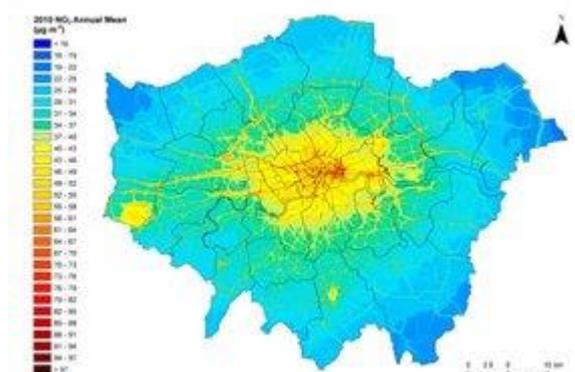
The Airports Commission consultation document is aware that air quality is a major obstacle for a new Heathrow runway. It realises expanding Gatwick or Heathrow would have a negative impact on air quality, with all proposed schemes requiring expansions to local road networks to accommodate increased road traffic. For both the Heathrow runway options the Commission says "Both local Air Quality Objectives and EU limit thresholds are at risk of exceedance at a small number of monitoring sites in the local area under this scheme. While in some cases these exceedances are also forecast to occur in the 'do minimum' scenario, there is clearly a substantial negative impact of the scheme on air quality, unless forceful mitigation measures are implemented."

But they say they have not been able to complete full detailed modelling of the air quality impacts of new runways - and further work is needed. This unfortunately is not in time for the consultation. The Commission intends to supplement this at a future date with "more detailed dispersion modelling". That means models to show how wind and weather disperses pollution. It could be questioned how much faith should be placed just on sufficient wind speeds in coming years. 29.11.2014

<http://www.airportwatch.org.uk/?p=24123>

Briefing by AEF asks whether a new runway would breach legal limits for air quality

The AEF (Aviation Environment Federation) has published a short, easy to read, briefing on air pollution in relation to a new runway at Heathrow or Gatwick. It considers the importance of air pollution and how far the Airports Commission has gone to address the issue to date. The Commission says a full assessment and modelling of the local air quality impacts has yet to be undertaken. AEF says, because air quality is a key



2010 mean levels of NO2 showing Heathrow

issue for a new Heathrow runway, the Commission should publish the modelling it will carry out of the local air quality impacts, including damage to human health.

AEF believes the future Government should assess the Commission's runway recommendations in terms of their impact on human health, not merely economics. They should assess the risks to air quality legal limits from runway plans, and only permit a runway if it can be shown that legal limits on pollutants can already be met consistently, and are falling.

The Commission is aware that improvements in aircraft engine emissions may take a very long time to happen; that reducing the amount of air pollution from road transport around Heathrow may take a very long time; and EU air quality standards may be tightened. 22.12.2014

The briefing is at <http://www.aef.org.uk/2014/12/19/briefing-airport-expansion-and-air-pollution>

Near miss of drone with plane landing at Heathrow in July – unregulated drones a potential safety hazard

The CAA has released information about a category A (the most serious risk of collision) near miss incident, of an Airbus A320 (which can carry up to 180 people) approaching Heathrow, over London, coming close to an unidentified drone. The incident was on 22nd July 2014 at 1416 GMT.

The A320 pilot reported seeing a helicopter-style drone as the jet was 700 feet off the ground. The CAA has not identified the airline. The drone is reported to have been within 20 feet of the plane's wing. The drone had not appeared on air traffic control radar and disappeared after the encounter.

In another incident, in May 2014 the pilot of an ATR 72 turbo-prop plane reported seeing a helicopter drone only 80 feet away as he approached Southend at a height of 1,500 feet. Now BALPA has warned that the large number of drones operated by amateur enthusiasts now poses "a real risk" to commercial aircraft. Sales of drones have increased rapidly, with UK sales of 1,000 - 2,000 every month.

Costing as little as £35 for a basic one, they will be popular as Christmas presents - more advanced drones costing £3,000 can carry a high definition camera. Buyers have no training, but they are meant to stay below 400ft and avoid areas close to airports. There is no way to enforce these requirements. 8.12.2014 <http://tinyurl.com/Drone-Plane-Safety>



Charlie Cornish says Stansted might press for a 2nd runway by the mid-2020s

Stansted aims to submit plans for a new runway some time in the next decade, according to Charlie Cornish, the CEO of parent company Manchester Airports Group. He says the present expansion rates meant that Stansted would apply to the government for the repeal of existing local council limits and then lobby for a 2nd runway to satisfy demand.

Stansted hope its projected rate of growth between now and the mid -2020s will see it pass through its local authority-capped capacity of 35 million passengers per year, and hit its physical capacity on one runway of 45 million by 2030. In October 2008, the Government gave approval for Stansted to increase its permitted passenger numbers from 25 to 35 million per year, and a rise in the permitted number of annual flights from 241,000 to 264,000.

Having fallen for years, ever since the peak at over 23.7 million in 2007, Stansted's number of passengers was still well down, at 17.8 million in 2013. The number of passengers rose by 12% in 2014, compared to 2013, with 19.98 million. Mr Cornish wants better rail connections to London and to the other airports. 12.12.2014 <http://tinyurl.com/Stansted-2nd-runway>

Stewart Wingate and senior Gatwick staff refuse to appear before group of local area MPs in Parliament

Sir Paul Beresford, MP for Mole Valley, has complained that Gatwick Airport Limited (GAL) has refused to appear publicly before MPs at the House of Commons to answer questions on their 2nd runway proposal. The Chairman of the "Gatwick Coordination Group", Crispin Blunt MP, invited Stewart Wingate, and Gatwick senior management to appear before the group in a Select Committee-style hearing in January 2015. But GAL has declined the invitation, saying GAL directors "do not think that a further public meeting is necessary".

Commenting on GAL's decision, Sir Paul said "The MPs on the Gatwick Coordination Group collectively represent over half a million people whose lives stand to be affected by the airport's expansion. Gatwick have failed to answer key points on the resilience of their surface access plan. If a second runway was to be built at Gatwick, access both to and from the airport would become extraordinarily difficult. Gatwick's refusal to participate in an extended public scrutinyis an abdication of their responsibility as a corporate citizen in both Surrey and Mole Valley. However, given GAL's inability to answer key questions on "show stopping" issues, it is perhaps unsurprising they do not welcome further scrutiny."21.12.2014
<http://tinyurl.com/Gatwick-won-t-appear>

New GACC paper questioning extent of benefits to local businesses from 2nd Gatwick runway

An important objective set out by the Airports Commission is: "To maximise economic benefits.....To promote employment and economic growth in the local area....To produce positive outcomes for local communities and the local economy". A new paper by GACC (the Gatwick Area Conservation Campaign) "**Bad for Business**" challenges the assertion by Gatwick Airport Ltd (GAL) that a 2nd runway would be supportive of this objective. By engaging with opinion from local business communities, and taking a less selective view of the evidence, GACC concludes that the proposal would be detrimental for local businesses, the local economy and the community as a whole.

The GACC paper (6 pages, easy to read) deals with a range of topics (shortage of labour, higher costs, inward migration, need for more houses, road and rail congestion and worse local environment) and includes comments from local businesses. Two examples are the problems of wages rising due to fierce competition for labour locally, where there is very low current unemployment. Also the cost to local businesses of road and rail congestion, wasting time - as well as losses to rural businesses from a deterioration in the local environment. 18.12.2014

The paper, "**Bad for Business**" is at <http://www.gacc.org.uk/resources/Bad%20for%20business.pdf>

New Moody's report shows Gatwick vulnerable to either its own, or a Heathrow, runway

The credit ratings agency Moody's, produced a report entitled "New runway will have mixed credit implications for London's airports". This indicates that Gatwick would take the biggest hit if a new runway was built in London, while Heathrow stands to gain the most from a new runway. Moody's has concluded that a new runway either at Gatwick or at Heathrow would be bad for Gatwick. With its own new runway, Gatwick would be forced to levy higher airport charges, in order to pay for it.

Adding a runway at Heathrow would also result in increasing competition for Gatwick, because it would be at risk of losing scheduled airline traffic to Heathrow, where carriers can typically earn more per passenger mile. The Moody's analyst commented: "A runway at Heathrow would allow the airport to benefit from growth in future traffic volumes, and a new runway at Gatwick would not take significant traffic from Heathrow." And they say Gatwick double aeronautical charges would put it at a huge competitive disadvantage to Stansted, which is its main competitor in the low-cost airlines segment.
10.12.2014 <http://www.airportwatch.org.uk/?p=24242>

Update from Luton – no sign of work yet on the airport expansion

Plans to allow Luton airport to expand from around 9 million to around 18 million passengers a year, were granted final approval in July 2014. Luton Borough Council gave consent for work to begin on a modernised terminal building. However, nothing much has been heard since. An update from a Luton resident says there continue to be disagreements about noise, and what the airport and the airlines are doing to keep it as low as possible. So far, as far as anyone knows, no contracts have yet been awarded to build the expanded airport and there are a number of key "planning" issues in and around the issue of Section 106 agreements yet to be resolved. Some elements of the proposal are described as "reserved matters" - only outline application was made for a multi-storey car-park and a pedestrian link building. There are concerns that the airport will have difficulty with departure noise levels, which are set out in Conditions by the Planning Authority (which also happens to own the airport). There are mutterings of "we'll lose lots of traffic to Stansted....." Worryingly, Planning Authorities can, without further public consultation, relax Conditions if they can be shown to be "onerous." 15.1.2015 <http://www.airportwatch.org.uk/?p=24618>

Heathrow gets award as “Green Business of the Year” from a West London group that it sponsors

Awards ceremonies and the process of winning awards is an amazing business. Almost anything can get an award of some sort, especially if you are one of the sponsors of the award. If you want to think of any one place in the UK that is responsible for more air pollution or more carbon emissions, you will find few that beat Heathrow. But no. Heathrow has now won yet another (it has won two before) environmental award. This time it is from West London Business Awards. Heathrow was the winner in the "Green Business of the Year" category. The runner up was another sponsor of the awards, Westfield. As the local paper reports, with a tremendous Freudian slip, the Heathrow schemes were successful in"reduced local air quality levels." This has all been too much for a local resident, who has "improved" on the local newspaper story, with a slight twistto report on the comedy awards. One of the reasons for their award was "encouraging the use of car sharing", which is slightly spoilt by a photo, by the local writer, of a huge billboard advertising Heathrow's new business car park.5.12.2014
<http://www.airportwatch.org.uk/?p=24172>

Air Passenger Duty on economy flights for children under 12 cut from May 2015 (under 16s from May 2016)

In the Autumn Statement, the Chancellor announced that – from 1st May 2015 - APD on children's flights will be scrapped for all economy class tickets (not first class). In May 2016, APD for all children under 16 is to go. This means the Treasury will miss out on £40 million in 2015/16 and £85 million in 2017/18 and £95 million in 2019/20. The air travel industry had called for the change on the basis that it would make an annual holiday more affordable for hard pressed families. But in fact it is most likely to benefit airlines, and those on higher incomes taking several flights a year.



The families struggling the most financially might at most take one European flight per year (saving £13 per child). Those able to afford long haul trips will save £71 per child - so more savings for the better off? If airlines, airports and tour operators really wanted to help make an annual visit abroad affordable for more families, they could stop hiking their prices during the school holidays. The annual APD tax take will now be £3.2 billion in 2014/15 and still £3.2 billion in 2016/17 (while the 2011 Autumn statement

estimated it would be £3.8 billion).ie. a loss of £600 million. Some UK tourism organisations are concerned about fewer people having family holidays in the UK, due to this. 4.12.2014

<http://www.airportwatch.org.uk/?p=24163>

Osborne to introduce ‘Google tax’ for large companies that shift profits abroad to avoid UK tax

In the Autumn Statement the Chancellor proposed a 25% levy on profits "artificially" shifted abroad to avoid tax by multinational companies. This is nicknamed the "Google Tax" to tackle companies like Amazon, Apple and Starbucks. However, the measures also apply to Gatwick which has complicated arrangements to keep its tax burden low - it has not paid UK corporation tax for years. "We will make sure that big multinational businesses pay their fair share," Osborne said. The tax is intended to raise more than £1bn over the next 5 years by tackling aggressive avoidance. However, experts said the estimated £300m a year in extra revenues was just a fraction of the real profits multinationals are making in Britain. The rules for the Treasury's "diverted profits tax" were published in draft legislation on 10th December and will be introduced in April 2015. They are designed to hit companies that use artificial structures to minimise UK profits and therefore lower their UK tax bills. Gatwick and Heathrow improve their facilities, increasing their value to foreign owners, and hence do not make profits – so they can avoid corporation tax 4.12.2014 <http://www.airportwatch.org.uk/?p=24168>

Heathrow faces “almighty battle” if expansion gets Government approval

At the Airports Commission evidence session on 3rd December, a line-up of MPs from affected areas spoke forcefully of their opposition to a 3rd Heathrow runway. Lord True, leader of Richmond Council, warned that if the Government granted Heathrow permission for a new runway, they would have “the most almighty battle on their hands” with thousands of people in the area. He said: “Both Heathrow proposals are unacceptable. Further expansion cannot and must not go ahead. I urge the Government to put Londoners first and not the interests of the overseas investors behind big Heathrow....The misleading claims from the Back Heathrow campaign are nonsense - it is absurd to say that if the airport doesn't expand it will decline....More than 100,000 west London residents have already said no to an expanded Heathrow - these are real residents, real people, all impacted by the proposals.”

Wandsworth Council leader Councillor Ravi Govindia pressed Heathrow on whether their new noise respite proposal was deliverable - and Heathrow could not give adequate assurances. Ravi said: “All of the Heathrow expansion plans include noise respite systems which are beyond the airport's ability to control and deliver. That was absolutely clear from the hearing.” 11.12.2014 <http://www.airportwatch.org.uk/?p=24244>

Sir Howard Davies argues for new runway in order to keep air fares low – or get even lower

Sir Howard Davies, Chair of the Airports, writing a comment piece published in the FT, says if "Britain is to keep pace in the global economy", south east England needs an additional runway. But he says this would come at a high price, and the question is where the money is most effectively spent. He says there will be a trend to more low cost long haul point to point traffic, and slightly more fuel efficient planes. And thus: "With additional runway capacity around London, these trends suggest more direct routes will be available to economically significant destinations, and an increase in the frequency of service on existing routes. Passengers and freight operators would benefit from the time saved from taking a more convenient or more direct route. There would be more airline competition, too, which would be likely to reduce costs."

He does not mention the impact of a runway on the environment, nor noise or carbon emissions. Merely economics. His piece ends: "If this analysis is correct, removing the capacity constraint should benefit passengers, increasing the choice of routes and carriers, potentially at lower cost."

So all the misery of a new runway, just for the benefit of passengers, to give yet lower air fares (already with no VAT; no fuel tax; from May 2015 only two bands of APD; no APD for under 12s; and minimal coverage by the ETS). Not to mention locking in for the future high carbon infrastructure, and high carbon lifestyles. 18.12.2014 <http://www.airportwatch.org.uk/?p=24318>

Need for air travel demand management to limit growth in aviation CO2 emissions

In a paper in the journal, *Climate Policy*, Dr Alice Bows Larkin looks at the problem of rising emissions from the international shipping and aviation sectors, and their special treatment. While all sectors face decarbonisation for a 2 degree C temperature increase to be avoided, meaningful policy measures that address rising CO2 from international aviation and shipping remain woefully inadequate.

Dr Bows Larkin concludes that the more simply structured aviation sector is misguided in pinning too much hope on emissions trading to deliver CO2 cuts in line with 2C. Instead, the solution to aviation playing its part in achieving the 2C target remains controversial and unpopular. It requires demand management for air travel. Or perhaps biofuel, which seems unlikely (even less likely, with low oil price).

She asks: "Should aviation, which in a global context continues to be dominated by relatively affluent leisure passengers, take priority over other sectors for the use of sustainable biofuels in preference to less popular policies aiming to curb or even cut growth rates?The highly constrained carbon budget commensurate with 2 C does not permit any further delay in rolling out mitigation policies for aviation and shipping." 18.12.2014 <http://www.airportwatch.org.uk/?p=24316>

Aviation industry worldwide faces pressure to make progress on its carbon emissions

An American article looks, in a fairly general way, at the likelihood of some mechanism being put in place, in the foreseeable future, to regulate carbon emissions from the aviation industry. The industry is unlikely to achieve the carbon cuts it hoped for from using biofuels. There are only limited efficiencies that can be made by higher load factors and more efficient routing, and other gains are needed from newer aircraft with better engines and lighter materials.

However, these will be slow to replace existing planes, due to the economics with improvements only incremental. Air traffic growth is set to triple the industry's global greenhouse gas emissions by 2050. If commercial aviation were a country, it would rank 7th in global greenhouse gas emissions.

Politically, it depends on whether the United Nations ICAO can establish agreement among member states on a regulatory mechanism, which in turn may depend largely on whether the US Environmental Protection Agency (EPA) chooses to regulate aviation emissions. There is a risk that action taken by governments and industry may be politically feasible but scientifically ineffectual. There is no guarantee that the 2016 ICAO meeting will result in binding obligations. 5.1.2015

<http://www.airportwatch.org.uk/?p=24435>

American blog "Love and long-distance travel in the time of climate change"

In a thoughtful, soul-searching article by an American climate campaigner, Eve, she sets out her dilemma about flights across the States to visit her family several times each year. About a year earlier, a meteorologist in the US, Eric Holthaus, vowed not to fly again - after he understood just how serious the issue of climate change had become, and how large a part of his personal carbon footprint flying had become. With thousands of other Americans, Eve was influenced by Eric Holthaus.

She writes of her difficulties in having lived a typical American life, involving studying and working in places far from home, yet wanting to keep in regular contact with parents and family. She describes the sadness of choosing not going home to visit parents. "It is very, very strange to be in a position now — and I don't think I'm alone — where I find myself weighing seeing the people I love against my own complicity in the global climate crisis."

And "Never before has our economy been so effortlessly globalized that jobs pull people back and forth across countries and oceans, and never before have we had so much evidence that the systems and habits we've created to actually live in that economy are quite literally destroying the planet." 3.1.2015

<http://www.airportwatch.org.uk/?p=24398>

Heathrow Rally Against the 3rd Runway

HACAN will be holding a large protest rally on **Tuesday 3rd March 2015** at 7pm
at Church House Conference Centre, Dean's Yard, Westminster SW1P 3NZ

In what promises to be the biggest rally of the year, cabinet ministers and party leaders will link up with top environmentalists, key trade union leaders and business people to speak out against a 3rd runway.

The **Rally against the Runway** is everyone's chance to tell the next Government what you think about a new Heathrow runway. Whichever party wins the General Election in May will be faced with the decision of where, or whether, to build a new runway.

There is a list of eminent speakers, including Vince Cable, Natalie Bennett, Zac Goldsmith, John McDonnell, Mary Macleod, Andy Slaughter, Steven Norris, John Sauven, Andy Atkins, Ravi Govindia ... and many more. Full details at <http://www.airportwatch.org.uk/take-action/>

FREE! – JOIN US! – GET THERE EARLY!

Put it in your diary. Please tell your friends and neighbours.

This is your chance to have your voice heard – don't leave it to others!

“Time to Act on Climate Change” March in London on Saturday March 7th 2015

The march is organised by CCC (the Campaign Against Climate Change)
Starts in Lincoln's Inn Fields / Malet Street, setting off at 1pm.

Blocs **including energy, divestment**, climate jobs and flooding will reflect the causes and impacts of climate change and allow important campaigns to be highlighted, coming together in Parliament



Square with one coherent call for climate action. The event will bring people together again on the streets of London to demand real change, and tell politicians seeking election that there is no mandate for climate-wrecking business as usual.

Speakers will be followed by a mass action – set off your alarm clocks for a wake-up call! It's Time to Act on Climate Change. 2015 is a crucial year for the climate. In December, governments will come together in Paris to strike a new deal for the climate – we must make our voices heard.

Details here <http://www.campaigncc.org/TimeToAct>

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
 - For daily transport news in the UK - Transportinfo at transportinfo.org.uk Twitter @transenv
 - News and expert analysis on the AEF website at www.aef.org.uk and on Twitter @The_AEF
 - Updates from HACAN at www.hacan.org.uk and from GACC at www.gacc.org.uk/latest-news
 - Taming Aviation petition to European Parliament. <http://www.tamingaviation.eu>
 - AirportWatch Europe <http://www.airportwatcheurope.com> Twitter @AirportWatchEU
 - Transport & Environment (T&E) <http://tinyurl.com/Transport-Environment>
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