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## **Runway decision by Cabinet sub-committee due 25th October, no Commons vote soon, and NPS consultation for new runway all next year**

The Cabinet met on the 18th October, and the runway sub-committee before it, and did not come to a formal agreement on backing a Heathrow runway. However, it is widely believed to be the preferred option of Mrs May and most of the Cabinet. There will be another meeting of the Cabinet on Tuesday 25th, and after that a statement will be made by Chris Grayling in the House of Commons, on which runway location is preferred.

There will not be a vote in Parliament soon afterwards, as had been speculated. Instead - as had always been known - there will be consultation next year on the Airports National Policy Statement (NPS), which is needed before a development as large as a runway - a Nationally Significant Infrastructure Project - can be applied for. The government hopes to have the Airports NPS completed, put to Parliament to vote on, and finally published (designated) by around the end of 2017 or early 2018. The whole process is likely to take 2 - 4 years, including the planning stages (and excluding time for legal challenges). See below.

Theresa May wrote to all Cabinet Ministers laying out what they can, and cannot do, in terms of opposing the Cabinet runway decision. Ministers opposed to her decision have to ask her approval first to be permitted not to toe the line .... This is aimed especially at Boris Johnson and Justine Greening. Mrs May said: "... no Minister will be permitted to campaign actively against the Government's position, nor publicly criticise, or call into question the decision-making process itself. Ministers will not be permitted to speak against the Government in the House." 18.10.2016 <http://www.airportwatch.org.uk/?p=32477>

## **IATA forecasts UK air passengers by 2030 perhaps 25 million below DfT – so no need for a runway as early as 2030**

IATA, the airlines' trade association, expects that with a "hard Brexit" the number of UK air passengers could be 25 million fewer than government forecasts by 2030. That is about the same as the entire annual throughput of Stansted. Though all forecasts are bound to be inaccurate, the problems of the weaker £ and changes to the relationship with the EU are likely to cut demand for air travel in the coming decade.

Heathrow and Gatwick are keen to claim (having been totally against Brexit before the Referendum) that the UK now needs even more airport capacity. The reality is more that demand may fall, after the recent 4 years of rapid growth - before the EU referendum. IATA expect a hard Brexit (more likely) could cause air traffic to be 8-9% lower than with a soft Brexit (less likely).

IATA's forecast of 257 million UK flyers would equate to a total of just over 290 million annual passengers, including transfers, by 2030. (There were about 251 million in 2015). The Airports Commission believed, based on DfT forecasts, that a new runway should be constructed in the UK by 2030, when the predicted number of passengers might be 315 million. With the lower forecasts, that level would not be reached until about 2040. IATA's revised forecasts for the UK indicate air passenger demand near the lower limit of the DfT forecasts. 19.10.2016 <http://www.airportwatch.org.uk/?p=32492>

## **PM faces Tory problem if Zac Goldsmith stands as anti-Heathrow candidate in by-election**

There is much speculation about the awkward problem faced by Theresa May if she backs a 3rd Heathrow runway. Zac Goldsmith is likely to resign his Richmond Park seat and cause a by-election. Zac held a private meeting of the Conservative group at Richmond Park where he confirmed he is ready to run as an independent. The group



also voted in a secret ballot to support Zac rather than an official Conservative candidate, if one stood for the seat. Tania Mathias, MP for Twickenham, another fierce opponent of the runway, also agreed to support Zac, even though it is strictly against the party's rules for an MP to back anyone standing against an official party candidate. For a Conservative not to stand, or to be beaten significantly, would be very awkward for Mrs May. While it had been believed there would be a vote in the House of Commons within a week or so of the runway announcement, this is not now expected. One possible reason might have been resignations of MPs. Zac will have to decide when to resign, for greatest impact.

### **Stansted would fight if Gatwick & Heathrow both get new runways – as they did not get opportunity to make their case**

Amid rumours (this is now considered unlikely ...?) that the government might be intending to approve runway plans for both Heathrow and Gatwick, rather than just one or other, the owner of Stansted - Manchester



Airports Group - says it would launch a legal challenge if that happened. They say the Airports Commission, chaired by Sir Howard Davies, only fully examined the case for one new runway to be built before 2030. That is what its final report in July 2015 recommended.

The Commission was aware that within CO2 constraints, it would be difficult to justify adding a 2nd runway. It said any case for a 2nd new runway would "need to be closely scrutinised in the light of climate-change policy." However, it concluded two runways might be needed to if air travel demand by 2050 was to be met, and that could be assessed later on.

Tim Hawkins, MAG's corporate affairs director, said that MAG would have to legally challenge because other airports had not been given the opportunity to present their own cases for the second phase of UK airport expansion post-2030. If there were to be two new runways approved, there would need to be a whole new process before government could make that decision. That would also include the loser this time round (Heathrow or Gatwick). Stansted did not put forward a case for a new runway to the Commission in 2012-13, as its single runway was nowhere near full. 14.10.2016 <http://www.airportwatch.org.uk/?p=32420>

### **Greenpeace to join with 4 councils in legal challenge against Heathrow 3rd runway**



*Greenpeace protest at Heathrow in Feb 2008*

Greenpeace UK has joined forces with Hillingdon, Richmond, Wandsworth and Windsor & Maidenhead councils to prepare grounds for a joint legal challenge against Heathrow expansion. More claimants could join the alliance. Greenpeace and the four local authorities say both Heathrow expansion schemes would be unlawful due to their unrivalled environmental impacts, which include exacerbating illegal levels of air pollution, increasing Europe's worst aircraft noise footprint and stretching the local transport network beyond breaking point.

The councils jointly instructed Harrison Grant Solicitors to prepare their legal strategy last year and Greenpeace will now share costs and bring new environmental expertise to the partnership. The campaigners also worked together back in 2010 to successfully overturn the Brown Government's backing for a 3rd runway in the High Court. Later that year the scheme was emphatically ruled out by the incoming Cameron Government.

Heathrow's current expansion scheme is even bigger and has more severe environmental impacts than the 2010 proposal, and would fail the same legal tests. New evidence on the severe health impacts of air and noise pollution make the new scheme far less likely to pass judicial review.

Lord True, Leader of Richmond Council, commented that a larger Heathrow "is wrong not just for environmental reasons, but wrong for competition, wrong for security from terrorism and wrong because it represents the very opposite of what this new government says it stands for – the victory of the privileged few, international monopolistic investors, over the lives of ordinary families. It will never be built."

17.10.2016 <http://www.airportwatch.org.uk/?p=32440>

## Possible timescale for consultations and processes needed for a new runway

If the government makes an announcement that it proposes to build a new runway at its preferred location, on Tuesday 25th October, that is merely the start of a process. And it could be a very long process, that may ultimately not end in a runway being built.

Looking at the possible timescale, Patrick McLoughlin set out in evidence (Feb 2015) to the Transport Select Committee, how he expected the timescale to work. This would all take probably at least two years, if there were no hold-ups or legal challenges.

It is expected that the process could take at least four years in reality – getting past the next election (if that is in May 2020). The steps might be approximately (*but this may be proved wrong in due course....*):



- (1). A draft National Policy Statement (NPS) published for consultation and laid in Parliament, at least 4 weeks after the announcement.
- (2). The NPS consultation might be 4 months.
- (3). A Commons Select Cttee will examine the draft NPS and hold a 3 month public inquiry.
- (4). The Commons Select Cttee will then submit a report to the Secretary of State for Transport.
- (5). Once a final NPS is laid, debates and votes must happen within 21 sitting days of the House.
- (6). There might be more changes needed to the NPS and then another vote. Several months?
- (7). The developer then submits a Development Consent Order to the planning inspectorate.
- (8). Then there is a planning inquiry and examination for 6 months.
- (9). The planning inspector will report to the Sec of State within 3 months.
- (10). The Sec of State will consider the report and announce a decision within 3 months.

And this is not counting legal challenges, at any stage. <http://www.airportwatch.org.uk/?p=32507>

## Study for Heathrow on “respite” from plane noise cannot define it or agree on its effective use

The concept of "respite" (meaning giving areas that are over-flown some time periods when they are not over-flown) is being considered as a way to make otherwise unacceptable levels of plane noise acceptable. Airports, the DfT and the CAA would be delighted if this could be the magic solution, especially with the possible 50% increase in plane noise from a 3 runway Heathrow.

The concept works well for the two Heathrow approach paths over London now, with the landing runway switched at 3pm, allowing people almost half a day without the noise. But with 3 runways, one would need to always be in mixed mode, and so people could no longer get such long "respite" periods. Heathrow admitted that the periods without noise, in areas like Putney, would be shorter (perhaps 4 hours, not 8hours).

But nobody knows what actually constitutes respite, how quiet the quiet periods should be, how long they should last, how often they should be, how predictable - and so on. Heathrow set up the Respite Working Group (RWG) in October 2014 to provide advice to the Heathrow Noise Forum (not the HCNF) on the management and assessment of respite. Heathrow employed Anderson Acoustics to look into respite, to define it and to understand how it might be useful.

**However, their review concluded that:** There is currently no clear, consistent or universally accepted definition of respite. What the community values as respite is not fully understood. There is currently no single acoustic metric that can adequately describe respite. There is no universal formula for the successful implementation of an effective respite strategy and operational design for respite needs to consider operational conditions at an airport. And there is currently insufficient information on the benefits of respite to health and on the economic value of the effects of respite. <http://www.airportwatch.org.uk/?p=32227>

## Heathrow opponents take inspiration from 5 years of noise protests after 3rd Frankfurt runway

With a decision by government expected shortly, and the likelihood of a Heathrow runway being approved, three Heathrow campaigners went to join in one of the massive (almost) weekly demos at Frankfurt airport.



Back in October 2011 a 3rd Frankfurt runway was opened. The local residents had not been informed just how much worse the plane noise they suffer would become, with new routes and alterations to old routes. About a million people in the area are affected.

Since then they have held hundreds of protests, almost every Monday evening, against this reduction in their quality of life, the noise intrusion they suffer, and the drop in the prices of their homes.

The Frankfurt area residents say they will never give up. The Heathrow campaigners said something very similar would happen to noise, with a 3rd Heathrow runway. Speaking to the crowd of many hundreds of protesters in the terminal, John Stewart said: "What you are showing to the airport authorities and to government is that if they build a runway that people don't want, people will not go away. We will say that we will protest like the people of Frankfurt have protested for 5 years."

Neil Keveren, a Harmondsworth resident, said: "When the people of Chiswick, Hammersmith, Ealing and Southall realise they are going to be under a flightpath, I am pretty sure they are going to get the same sort of response at home." 18.10.2016 <http://www.airportwatch.org.uk/?p=32455>

## Reclaim the Power #staygrounded die-in flashmob at Heathrow, and Critical Mass cycle ride, against runway

Two spectacular "Stay Grounded" protests took place at Heathrow, against a possible third runway. Both were organised by Reclaim the Power, which is a grassroots organisation taking action with local communities on environmental, economic and social justice issues. The protests at Heathrow were against aviation expansion, partly due to its carbon emissions and also local air pollution, and to highlight the social injustice of climate change impacts around the world.



Hundreds of activists staged a "die-in" flashmob in Heathrow's Terminal 2, and there was a Critical Mass bike ride of about 150 risers wearing red, which circled the area, visiting Harmondsworth Detention Centre and Longford village, and briefly obstructing traffic by circling the main roundabout on Bath Road. The "die-in" involved over 100 people, many of whom

wore masks to symbolise the pollution from aviation. Testimonies from communities already affected by climate change were read out, including from Pacific islands that are suffering from sea level rise.

Street theatre at the protest showed high income frequent fliers, checking in and drinking champagne (being critical of the "irresponsible" environmental protesters ....) There were also protests in other countries, including Austria, France, Mexico, as part of a global wave of actions opposing airport expansion to coincide with the major ICAO conference on aviation CO2 emissions. 1.10.2016 <http://www.airportwatch.org.uk/?p=32178>



## **Windsor & Maidenhead council (PM's constituency) to raise amount for JR against Heathrow runway to £50,000**

Windsor and Maidenhead council (Theresa May's constituency) will increase its budget to fight a 3rd runway, if Heathrow gets government backing. The council is prepared to spend £50,000 on a judicial review, which underlines the scale of resistance that the prime minister will face from residents in her Maidenhead constituency if she agrees to allow the third runway to go ahead.



Council papers say the runway plans would have a “significant potential impact on the quality of life” of people living in the area. Lawyers for the 4 councils most opposed to the runway (Richmond, Wandsworth, Hillingdon and Windsor & Maidenhead) wrote to the government’s airport capacity directorate on 30 September 2016 calling for a consultation “in advance of any decision”, and saying that consulting councils afterwards would represent a “sham.” The councils say the process by which ministers have taken the decision has been “shrouded in mystery” and the “lack of openness and transparency is of great concern.”

Specifically government work on air quality was promised but has not been released, and EU limits on nitrogen dioxide concentrations remain binding. The council is particularly concerned about residents who are currently not under flight paths, but would be under the new plans. The council says, moreover the mitigating factors being promised by Heathrow, such as a ban on night flights, are “expressed in vague terms which cannot meaningfully be assessed or considered”. 11.10.2016

<http://www.airportwatch.org.uk/2016/10/32359/>

## **Teddington Action Group prepares for “first of many” judicial reviews of Government decision on Heathrow runway**



Teddington Action Group (TAG) has re-stated its commitment to launch Judicial Review (JR) proceedings of a Government decision - if it decides on a Heathrow 3rd runway. TAG issued a pre-action letter of claim (the first step in the JR process) back in June 2015, on the eve of the Airports Commission's recommendation for a Heathrow runway. Proceedings were then put on hold pending a Government decision on the 3 runway options.

TAG has now re-confirmed its commitment to continue proceedings, with a key ground for its JR being the "apparent bias" of the Chair of the Airports Commission itself, Sir Howard Davies, due to his roles at GIC Private Ltd, owner of a 11.9% share in Heathrow Airport Holdings. In 2009, Sir Howard was appointed as an adviser to the Investment Strategy Committee of GIC Private Limited (formerly known as the Singapore Government Investment Co), advising them on "new growth opportunities". In 2011 he was appointed to the International Advisory Board of GIC Private Ltd, a board on which he was still sitting on the day of his appointment as "independent" Chair of the Airports Commission. He never disclosed these roles in the Airports Commission's Register of Interests. He then accepted the Chairmanship of RBS, Heathrow's main banker, while still steering the Commission to its conclusion. TAG says this puts the Commission's "independence" into question. 11.10.2016

<http://www.airportwatch.org.uk/?p=32347>

## **Richmond, Merton, Kingston & Croydon councils write to PM to stop Heathrow runway, and choose Gatwick**

In addition to the four councils that will legally challenge the government if it decides on a Heathrow runway (see above) now four councils have written to the Prime Minister to oppose a Heathrow runway decision. Richmond, Merton, Kingston and Croydon councils, calling themselves the South London Partnership, made the case to Theresa May to approve a Gatwick runway instead. All these councils know the highly adverse impact of the noise of Heathrow flights on their residents, and would prefer that noise burden to be pushed to others (who do not have the opportunity to vote them out - as with the Mayor, Sadiq Khan, who also backs a

Gatwick runway. They also say: "One thing in particular on which we want to contribute is ensuring the transport links to Gatwick and connectivity more widely, including into our area, central London and with other key corridors, are developed to support the full potential of airport expansion."

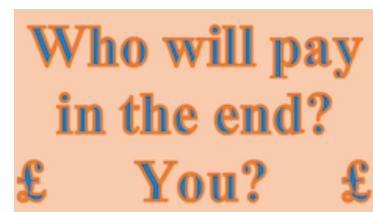
Presumably they appreciate that the transport links to Gatwick are very poor, and would not be able to cope with a doubling in the number of air passengers. Conservative Richmond Council leader Lord True said the government should "stand up for ordinary families, rather than 'big business.'" It is unfortunate that, in their understandable desire to protect their residents from the adverse impacts, they somewhat callously, wish these misfortunes onto others. 12.10.2016 <http://www.airportwatch.org.uk/?p=32391>

### **All Party Parliamentary group on Heathrow publish report setting out 16 main risks of the runway plan**

The All Party Parliamentary Group on Heathrow and the Wider Economy (APPG) has published a detailed analysis that sets out in stark terms the key risks facing Heathrow expansion. The report looks at politics, economics, costs environment and security. The APPG believes that problems with all these issues would ultimately ensure the project never happens even if Government gives it the green light this autumn.

The paper has been sent to the Prime Minister and the Secretary of State for Transport, Chris Grayling. The Chair of the APPG, Dr Tania Mathias, said: "The proposal to expand Heathrow is as undeliverable now as it always has been, and it's time we stopped wasting time trying to make it work." ...."Ultimately, this is about deliverability. Heathrow's costly proposal will get bogged down in legal disputes over air quality and noise and arguments over who has to pay for it."

The report enumerates 16 serious risks that could stop or delay Heathrow expansion, including legal challenges over breaches to EU and UK laws on air quality and excessive noise; complex land acquisition issues with doubts over who will pay for moving an energy waste centre, the Harmondsworth Detention Centre and a BT data network; planning consent challenges which would damage the government's reputation for competence; serious construction challenges and risk of delay and cost overruns.



Construction challenges for such a massive project inevitably mean risks of delay and cost overruns. The project requires a rate of construction spend never before achieved on a single site in the UK – and on one that is an active operational airport. The risks from it would fall to Government. And there is much more.

16.9.2016 <http://www.airportwatch.org.uk/?p=32033>

### **The truth about economic benefits of Heathrow expansion – new detailed analysis from FoE**

A new briefing on the economics of a 3rd Heathrow runway makes interesting reading. MPs, councils, Chambers of Commerce and others have been subject to a barrage of propaganda from Heathrow, urging them to support a new runway, for massive economic benefits. But the actual evidence - instead of hype, sound bites and corporate propaganda - shows there is virtually no economic benefit for the country. Furthermore, the regions lose out to the south east. The most important single table from the Airports Commission's final report shows a total benefit, to all of the UK over 60 years, of just £1.4 billion - in the carbon capped scenario (£11.4 billion in the carbon traded scenario).

Compare this to the figure of £211 billion that Heathrow is using in its PR. The Airports Commission also showed that without a third runway at Heathrow, growth in necessary air traffic goes to other airports where there is lots of spare capacity. With a Heathrow runway, the flights at regional airports will end up being substantially reduced. It is very hard to see how losing traffic and destinations from regional airports to Heathrow is good for the economy of the regions.

In addition, Heathrow is only prepared to contribute £1.1 billion to surface access infrastructure, leaving the taxpayer to fund as much as £17 billion. 10.10.2016 <http://www.airportwatch.org.uk/?p=32324>

## Heathrow manages to persuade SNP to back its runway, with hopes of 16,000 jobs (?)



Heathrow have received a boost after the Scottish government announced its backing for its runway plan, which it claimed would create up to 16,000 jobs across Scotland. Environmental campaigners and Green politicians decried the move as “a disaster for climate change”, and questioned whether the promised jobs would ever in fact materialise.

The Cabinet Secretary for Economy, Jobs and Fair Work, Keith Brown, believes there would be more benefits for Scotland from a Heathrow runway than a Gatwick one. A series of commitments, including on jobs, investigating the use of Glasgow Prestwick airport as a potential site for a logistics hub for building the 3rd runway, and a reduction of £10 per passenger on landing charges paid by airlines operating services from Heathrow to Scotland, are apparently included in a Memorandum of Understanding signed between Heathrow airport and the SNP government on Monday 10th.

Opponents are surprised by this move, as GIP owns both Gatwick and Edinburgh airports, and the SNP are behind the growth of Edinburgh airport. What Scotland wants is more direct international air routes, not necessarily routes via Heathrow, for business and for cargo (imports and exports). More flights will mean more money taken out of Scotland on leisure trips - something airport expansion advocates always ignore. The current Scottish tourism deficit is already around £1.5 billion per year. 10.10.2016

<http://www.airportwatch.org.uk/?p=32353>

### ASA uphold Teddington Action Group's complaint about 4th misleading Heathrow advert

The Teddington Action Group complained to the Advertising Standards Authority (ASA) back in July about misleading information put out by Heathrow, implying that "A majority of MPs support expansion". Heathrow got a Comres poll done, of 150 MPs, and said that of these 65% supported a 3rd Heathrow runway. Heathrow then generalised this result to claim the same support across all 650 MPs.

The ASA has upheld TAG's complaint against the Heathrow claim "A majority of MPs support Heathrow expansion" was misleading as it was based on a survey of only 150 MPs and the geographical make-up of the MPs surveyed meant a bias in the result; and the advert did not provide sufficient clarity on where the claim that "Expanding Heathrow will deliver up to £211bn of economic growth and up to 180,000 jobs across Britain" was sourced. The only evidence for the claims in the ads is a link to the Airports Commission, in tiny print - and no indication of the caveats on those figures - or that the economic benefits are over 60 years).

Feb 2015 "UK business trade 20 times as much with countries where there are daily flights than with those with less frequent or no direct service"	<b>BANNED</b>
Sep 2015 "Those around us are behind us"	<b>BANNED</b>
Apr 2016 "Most people living in communities near Heathrow Airport support its expansion"	<b>BANNED</b>
Oct 2016 "A majority of MPs support Heathrow expansion"	<b>BANNED</b>

The ASA agreed the advert had breached the Advertising Codes. To avoid negative publicity, Heathrow agreed to make the required changes to the advert and the case was informally resolved by the ASA. This is the fourth such ruling in 18 months against

adverts claiming support for Heathrow expansion. 5.10.2016 <http://www.airportwatch.org.uk/?p=32229>

### New research on Heathrow meeting air pollution standards with 3rd runway is highly speculative and not convincing

Heathrow is aware that there are very real problems with air pollution around the airport, potentially blocking its expansion plans. So it rushed out the story of new research (not yet completed) funded by NERC and led by a Cambridge professor, on Heathrow air pollution levels. There was a presentation about the study, and the media was informed that it showed there would be no breach of NO2 levels, even with a new runway. The study in reality is looking at modelling of future air pollution, based on a range of assumptions - nothing new. Its projections are only as good as its modelling inputs. If assumptions that vehicles will rapidly convert to

lower-NO2 engines, or the uptake of electric vehicles will be fast, then forecasts of NO2 can be low. But this is highly speculative.

Cait Hewitt, deputy director of the AEF, said: “The assumption would have to be that, over the next decade, we’d move from having something like 57% of London’s vehicles being diesel vehicles to instead having ultra-clean electric vehicles throughout the capital. There just isn’t evidence to suggest that’s going to happen.”

Client Earth's CEO James Thornton said: “When making the decision on Heathrow the government has a moral and legal duty to protect people’s health and ensure they have the right to breathe clean air. It should not base its decision on optimistic modelling at best and a naive view of the car industry that has proven time and time again it can’t be trusted to bring levels of air pollution down.” The study did not even look at increases in road traffic, or more lorry traffic, or what proportion would be associated with the new runway. It therefore does NOT confirm that there would not be problems of air pollution.

7.10.2016 <http://www.airportwatch.org.uk/?p=32264>

### **Heathrow’s dividends to shareholders grow, but profits have plunged, pension deficit grows, and net debt grows**

Heathrow has released financial figures for the first 9 months of 2016, to the end of September. They show a drop in profits compared to a year earlier. There is a pre-tax loss of £293 million, compared to a £552 million profit in the same period in 2015, due to various exceptional items. Its pre-tax profit before these items — which include fair value gains and losses on property revaluations — showed an 11% increase to £202m. Revenue edged up 1.2% to £2.1bn.

Heathrow’s consolidated net debt grew to £12.016 billion which was an increase of 2.3% from the same period last year, when it was £11.745 billion. Heathrow’s pension fund dropped from a surplus of £104 million on December 31st to a deficit of £370 million in just nine months — a £474 million loss. The company attributed this decline to “financial volatility” following the Brexit vote etc. If this size of deficit continues, Heathrow will be required to put more money into its pension scheme.

The Sunday Times recently said that Heathrow and Gatwick had each spent about £30 million on advertising and promoting their runway bids. The 9 month accounts show £13 million on “intangible assets” (probably advertising etc) this year, and £11 million in 2015. They also show £32 million of Corporation Tax paid, and Dividends paid of £486 million so far this year; £289 million in the same period of 2015; and £380 million in all of £2015. 20.10.2016 <http://www.airportwatch.org.uk/?p=32521>

### **Heathrow investors snub Chris Grayling’s request for their funding of Heathrow Hub scheme**

Some supporters of the Heathrow Hub runway option (extending the northern runway to the west) have been trying to persuade the government of the scheme's merits. However, it is reported that big investors in FGP Topco, Heathrow's parent company, are refusing to give a written commitment to funding this scheme. They would only fund Heathrow's north-west runway plan.

The Transport Secretary, Chris Grayling, is believed to have made the request at a meeting with the promoters of the two Heathrow schemes in September, since when further talks were held between executives at both. While it is understood John Holland-Kaye, Heathrow's CEO, would accept the Hub plan if he cannot get his north-west runway, the airport's leading shareholders are refusing to back it. They believe future financial returns would be lower with the Hub scheme than the NW runway scheme. Apparently Mr Holland-Kaye had been told by his shareholders that acknowledging any support for the Hub scheme would be a tactical error, at a time they believe is so close to an announcement by the Government. Both Heathrow schemes have offered cut-price versions of their proposals in a bid to convince ministers of their merits, though no details have been publicised (and there has been no consultation on them, inviting legal challenge if a cut-price scheme was approved by the Cabinet).

FGP Topco's shareholders are Ferrovial (25% stake), and sovereign wealth and pension funds from Australia, Canada, China, Qatar and Singapore. 27.9.2016 <http://www.airportwatch.org.uk/?p=32145>

## **Heathrow rushes out scheme for increased number of flights BEFORE 3rd runway built**

Heathrow put forward some proposals at the Conservative party conference, to be allowed to start increasing the annual number of flights from 2021 by 25,000 per year (about 68 more per day). That means increasing passenger numbers by 4 million per year. Heathrow is selling this as a way to start to give a quick "Brexit boost", even before its hoped for 3rd runway is operational. Heathrow is claiming that the "environmental constraints" will all be met (it is unclear how this will be done) with no more noise problems, no more air pollution problems etc. The plans, of course, would be subject to consultation and Government approval. There is a mention of talks with government in future to perhaps delay the start of scheduled flights to 5.30am from the current 4.30am. The main thrust of Heathrow's plans (sigh ...) is to say the extra flights will be vital for the economy, with slots set aside for domestic flights.

Heathrow says: "New technology and better use of existing runways will achieve this." (ie. largely loss of runway alternation part of the day, and narrow flight paths?). Residents have regarded this cap of 480,000 flights as sacrosanct, and vital, for the levels of noise around west London. Loss of the current half a day without planes, under the arrival paths, due to runway alternation, would be bitterly opposed. It would be lost anyway if there was a 3rd runway. 29.9.2016 <http://www.airportwatch.org.uk/?p=32156>

## **Protest picnic at Gatwick against 2nd runway, in solidarity with Reclaim the Power #staygrounded protests at Heathrow**



In solidarity with the two protests organised by Reclaim the Power at Heathrow on the same day - the Critical Mass cycle ride and the flashmob "die-in" in Terminal 2, there was another colourful and creative protest at Gatwick. On cue from a tartan clad bagpipe player, people spread out a picnic in the arrivals area of the South terminal with leaflets and speech bubbles explaining why they were there.

The 25 or so protestors were there for about an hour and a half, handing out leaflets explaining that there is no need for new runway either at Heathrow or at Gatwick, though Gatwick has been putting its (weak) case for a 2nd runway as hard as money and PR spin will permit. The protest picnic - in common with the Heathrow protest - stressed that the majority of flights at UK airports are taken by a small minority. In any one year, around 70% of the flights are taken by around 15% of the population. These frequent fliers, taking increasing numbers of low cost leisure flights are driving the demand for another runway. A declining number of flights, already less than a quarter, are for business purposes. At a time when we urgently need to curb our CO2 emissions to mitigate the effects of climate change, increasing these extra CO2 emissions by increasing the amount we British fly will only contribute to climate injustice, and lead to many thousands of deaths worldwide.

1.10.2016 <http://www.airportwatch.org.uk/?p=32196>

## **CPRE branches and local campaign groups consider legal action against Government if Gatwick runway approved**

**Surely we should be leaving  
behind a better world by  
preserving our countryside from  
such destructive developments  
as a new runway at Gatwick**

The Sussex and Surrey branches of CPRE (the Campaign to Protect Rural England) have jointly written to the Prime Minister to warn her that a legal challenge is on the cards if the government gives permission for Gatwick to build a 2nd runway. As well as the two CPRE branches the most affected by Gatwick, heritage venues, such as Hever Castle, Kent; Knepp Castle, West Sussex and 16 local action groups, have written to the Theresa May to say they are prepared to

fight a decision. They said "the destruction of wildlife, tranquillity, dark night skies and clean air" could not be justified for a new runway.

They add that Gatwick expansion is not just about a runway; it comes with huge baggage that would destroy the very landscapes that CPRE and local residents seek to protect and promote for future generations. Gatwick lies in the lee of the North Downs surrounded by three 'Areas of Outstanding Natural Beauty' which enjoy the same protections as the National Parks.

The Chairman of CPRE Sussex, David Johnson, said: "We may be smart about our technology but we can't recreate our countryside, ancient woodland, and heritage. We are all responsible for our legacy; surely we should be leaving behind a better world by preserving our countryside from such destructive developments as a new runway at Gatwick." 15.10.2016 <http://www.airportwatch.org.uk/?p=32431>

David Johnson says already Sussex councils are struggling under continuing Government pressure to find yet more sites for development. This pressure is met by fierce community challenges as local residents fight to protect what makes Sussex special - its tranquil rural beauty. Building new infrastructure and swathes of new homes seem to be regarded as the key to inflating the UK's economy.

David says that while the nuisance of aircraft noise, light and air pollution and the impact on local traffic is familiar to many, any extension to Gatwick threatens to worsen this blight. "The burden of a greater Gatwick fills me with dread - 'progress' should not lead to a decline in air quality, the bulldozing of ancient woodlands and the loss of glorious, tranquil countryside. Gatwick lies in the lee of the North Downs surrounded by three 'Areas of Outstanding Natural Beauty' which enjoy the same protections as the National Parks." <http://www.airportwatch.org.uk/?p=32305>

### **Stansted seeks to end current cap on annual passenger numbers of 35 million - though now at about 23 million**

The company behind Stansted, London's third-busiest airport, the Manchester Airports Group (MAG), is to call on the Government to lift restrictions on passenger numbers as it ramps up its campaign to expand - and eventually build a 2nd runway. Charlie Cornish, chief executive at MAG, said the company was planning to apply officially in the coming months to have its so-called planning cap, which limits it to handling 35m passengers a year, raised. If approved, it would allow Stansted to grow by making full use of its single runway, and lead to between £400m and £500m of investment in Stansted to expand its terminal facilities so that it can handle more travellers.

The move could also pave the way for a 2nd runway. Mr Cornish said MAG was already starting to compile supporting materials for the application, including noise and environmental studies, and is beginning to look at how it would extend its terminal. "We have to invest anyway to get to 35 million [passengers] and then to get to 42m we have to invest some more," Mr Cornish said. Stansted's cap was lifted to 35m from 25m in 2008. After years of falling passenger numbers, Stansted is now almost back to where it was in 2007 (23.7 million passengers in 2007 and 22.5 million in 2015). 18.9.2016 <http://stopstanstedexpansion.com/news.html>

### **Manchester Airport MD says UK needs a national aviation policy to address north-south economic divide**

Ken O'Toole, who is the Managing Director of Manchester airport, (and on the board of Manchester Airports Group), says government 'paranoia' over Heathrow expansion harms efforts to close the north-south economic divide - and this means the "northern powerhouse" risks being derailed. He says there is an "over-emphasis on the south-east at the expense of everywhere else". Ministers needed to draw up a national aviation policy to address the north-south economic divide.

Though he was confident that Theresa May's government was supportive of ex-chancellor George Osborne's "northern powerhouse" agenda, there was a lack of a national aviation policy behind the strategy. Manchester airport is part of the northern powerhouse agenda, in part because it deals with much of the business travel into the north of England. The MAG owns Manchester and Stansted airports, the 3rd and 4th largest by passenger numbers in the UK. With the over-emphasis on the south east, Mr O'Toole believes the south east should not over-shadow the north or the rest of the UK. Manchester airport is the only airport other than Heathrow, with

two runways. While it has 25 million (or fewer till recently) passengers per year it has capacity for 55 million, and "could overtake Gatwick to become the UK's second-biggest airport within 15 to 20 years." 1.10.2016 <http://www.airportwatch.org.uk/?p=32175>

### **ONS data shows rising monthly tourism deficit, with more Brits holidaying abroad and spending more**

The ONS (Office for National Statistics) produces monthly data on the numbers of UK residents who travel abroad, and for what reason. Also the number of overseas residents who travel to the UK, and for what reason. They record how much the UK residents spend on their trips abroad, and how much overseas visitors spend in the UK. The net balance, between the two amounts is called the Tourism Deficit.

It is always a deficit, as much more is spent by British outbound visitors, than by visitors coming into the UK. The ONS data for July show that, in the year to the end of July 2016 - UK residents made 67.8 million visits abroad, up +7% compared to the year before. Overseas residents made 36.6 million visits to the UK in that period, up + 4% on the year before.

**UK residents spent £40.8 billion on their trips abroad,  
but overseas visitors spent £21.8 billion  
on their trips to the UK in the same period**

In the year to July, UK residents spent £40.8 billion on these visits during the year, which was +9% more than the same period a year earlier. But the overseas residents spent £21.8 billion on their visits

to the UK, which was -1% less than the year before.

The deficit grew significantly between July 2014 and July 2016, from £0.93 billion to £1.76 billion, for just that one month. The UK tourism deficit for all of 2015 was £16. 9 billion. Of all the trips made by UK residents abroad, the proportion to Europe is around 79 - 80% of the total, and 20% to the US and the rest of the world. Of all the trips to the UK, about 72 - 73% are from Europe, and about 28% are from the US and the rest of the world. Most trips other than to nearby Europe are by air.

26.9.2016 <http://www.airportwatch.org.uk/2016/09/32129/>

### **ICAO's aviation offsetting deal is a very weak start – now countries must go further to cut CO2**

A deal was finally agreed by ICAO on 6th October. It was progress, in that there had never been any sort of agreement on global aviation CO2 emissions before. But it was not a great deal - and far too weak to provide the necessary restriction on the growth of global aviation CO2. It came in the same week that the Paris Agreement crossed its crucial threshold to enter into force, but the ICAO deleted key provisions for the deal to align its ambitions with the Paris aim of limiting global temperature rise to well below 2 degrees with best efforts to not exceed 1.5 degrees C.



Tim Johnson, Director of AEF and the lead representative of The International Coalition for Sustainable Aviation (ICSA) – the official environmental civil society observer at the global negotiations, said in relation to the UK: “But while today’s deal is applauded, this international effort falls well short of the effort required to bring UK aviation emissions in line with the Climate Change Act. With a decision on a new runway expected later this month, the UK’s ambition for aviation emissions must match the ambition of the Climate Change Act, and not simply the ICAO global lowest common denominator of carbon neutral growth from 2020. The ICAO scheme could make a contribution towards the ambition of the Climate Change Act, but it does not solve the whole problem.” <http://www.airportwatch.org.uk/2016/10/draft-icao-deal/>

The coverage of emissions growth by the scheme may total between 75-80%, but only 20% of total aircraft CO2 emissions between 2021 and 2035 will be offset. Countries with small aviation sectors will be exempt. The ICAO deal would perhaps add around 2% to the price of an air ticket. That would be about the cost of a coffee on many short haul cheap flights - not a deterrent. It would not start till 2020. The aviation industry may worry that its wafer thin margins (shocking it makes so little profit for the emission of SO much CO2) may be further hit. But the industry is pleased there is an ICAO deal, as it will be much cheaper for them than a



carbon from other sectors.

*Map from T&E showing the exempt countries*

patchwork of more stringent regulations by regions or countries. Hence their (muted) enthusiasm for it. They have got off lightly.

The aviation industry currently has very cheap fuel, but it has not had a good year due to fears of terrorism, cutting growth - and also fears of coming economic gloom, with Brexit as part of that. With the first mechanism to act on aviation CO<sub>2</sub> now agreed, there may in future be more environmental regulation for the sector. With anticipated growth of 4 - 5% per year, the CO<sub>2</sub> emissions from the aviation sector could become around 25% of the global total by 2050 - eclipsing the progress made in cutting

<http://www.airportwatch.org.uk/?p=32308>

### **Little new on aviation in CCC advice after Paris Agreement – STILL waiting for Government policy on aviation CO<sub>2</sub>**

The Committee on Climate Change has produced its advice to government on UK climate action following the Paris Agreement last December. It sees aviation as a "challenging" or "hard to treat" sector from which to cut emissions. The CCC advocates greenhouse gas removal options (e.g. afforestation, carbon-storing materials, bioenergy with carbon capture and storage) to help deal with these CO<sub>2</sub> emissions. It is aware that the option for these measures is limited, though it suggests 10% use of biofuel in aircraft eventually (and reduced red meat consumption in diets as a solution ...)

The CCC suggests shifting demand to lower emissions alternatives (e.g. virtual conferencing in place of international air travel). The CCC say government should develop strategies for greenhouse gas removal technologies and reducing emissions from the hardest-to-treat sectors eg. aviation. The CCC continues to say UK aviation CO<sub>2</sub> emissions should not be above 37.5MtCO<sub>2</sub> by 2050.

They have said (Nov 2015) that government should publish an effective policy framework for aviation emissions by autumn 2016. This has NOT happened. While international aviation is not yet included in UK carbon budgets, the CCC said in Nov 2015 that it would "provide further advice following the ICAO negotiations in 2016, and recommend that Government revisit inclusion at that point." No mention of that yet. 14.10.2016 <http://www.airportwatch.org.uk/?p=32280>

### **If government wants a new runway, why does the UK have no aviation climate strategy?**

Business Green has looked at the implications of the UK allowing a new runway for our carbon emissions, and found the government has only an embarrassing space where a credible aviation carbon strategy should be. It has so far refused to engage with the fact the aspirational target to keep UK aviation emissions at 2005 levels in 2050 is both arbitrary and too weak, and even then the Airports Commission made clear that meeting it requires heroically ambitious (unrealistic) assumptions on future carbon pricing and clean tech adoption.

The Commission hoped that adding a runway would be manageable "if the rest of the economy decarbonises as people expect and aircraft become more fuel efficient". There is no guarantee of either of those - and in their absence, aviation emissions would rise too high. The Commission was aware that adding a south east runway would require hardly any expansion at regional airports. Allowing the expansion of aviation means all other sectors having to cut their CO<sub>2</sub> emissions by 85% by 2050.

Currently the UK is not on track to deliver the decarbonisation of the wider economy as planned. Large swathes of the economy will have to become virtually zero emission just to give aviation more headroom. "The basic principle of climate action should be to try and pull risk out of the system; new runways simply load more risk in." 19.10.2016 <http://www.airportwatch.org.uk/?p=32490>

## **George Monbiot: Climate change means no airport expansion – at Heathrow or anywhere**

An excellently written and eloquently argued piece by George Monbiot sets out why the UK should not build a new runway. Not at Heathrow. Not at Gatwick. Worth reading the whole article. Some extracts: ...



"There is only one way to prevent aviation from wrecking the planet. We need to fly much less ... The correct question is not where, it is whether. And the correct answer is no. .... There is only one answer that doesn't involve abandoning our climate change commitments and our moral scruples: nowhere. ... The prime minister cannot uphold the Paris agreement on climate change, which comes into force next month, and permit the runway to be built. ... [airlines] seek to divert us with a series of mumbo-jumbo jets, mythical technologies never destined for life beyond the press release. Solar passenger planes, blended wing bodies, hydrogen jets, algal oils, other

biofuels: all are either technically impossible, commercially infeasible, worse than fossil fuels or capable of making scarcely a dent in emissions. ...

"Having approved the extra capacity, the government will discover that it's incompatible with our commitments under the Climate Change Act, mull the consequences for a minute or two, then quietly abandon the commitments. It's this simple: a third runway at Heathrow means that the UK will not meet its carbon targets." 19.10.2016 <http://www.airportwatch.org.uk/?p=32501>

## **Thousands (maybe 20,000?) march to the ZAD at Notre Dame des Landes, planting their sticks symbolic of opposition to new airport**

At Notre-Dame-des-Landes, where a new airport for Nantes is planned, there was a massive mobilisation on Saturday 8th October against it. Somewhere between 15,000 and 40,000 people from many distant parts of France walked to the ZAD (zone à défendre), with sticks to symbolise their determination that this land will not be built on for the airport, which they are sure is not necessary. The sticks rang out on the roads surrounding the planned airport site, as the walkers arrived - and they planted the vast number of staffs in the soil, as an expression that they will be back to defend the site against the forces of the state.



The only way the government, and the airport developer, Vinci, can take the site is by force - using huge numbers of riot police. They would have to take back a large area (1650 hectares), and keep it defended against zadistes for a long time. Might they try to take and hold part of the site? This situation is difficult, expensive and risky for the government. There have been violent clashes in the

past, over the defence of the ZAD. At another protest site, the Sivens Dam, a protester - Rémi Fraisse - died after being hit by a police flash grenade.

It is hoped the police would not use force for the evictions. The airport project got a small vote in its favour in June in a public consultation, though the fairness of that is questioned by objectors. There were delays waiting for legal permissions to destroy water vole habitat and wetlands, but these have now been approved. <http://www.airportwatch.org.uk/?p=32283>  
Hundreds of photos at <http://tinyurl.com/NDDL-pics>



## **Turkey building massive aerotropolis – 3rd airport for Istanbul – to cover 7.6 km sq including farmland and forest**

Turkey is in the process of building a vast 7,650 hectare (ie. 7.65 km sq) aerotropolis airport development, with 6 runways. It forms part of a massive scheme for a road bridge over the Bosphorus, another canal, huge

marinas etc covering a vast area. There has been strenuous opposition to this for years, but Turkey wants a new airport and to be a major aviation hub - situated where it is close to the Middle East. Much of the land being dug up and flattened was farmland, and some was forest. This is now all destroyed. The campaign, Northern Forest Defence (KUZUY ORMANLARI SAVUNMASI), has produced film showing the scale of the devastation.

They sent a message of solidarity on 1st October, to other protests against other unwelcome and environmentally destructive airport developments, including the airport project at Nantes. Work on the airport started in June 2014, and by August about 30% of the first phase was complete. If the first phase is completed in February 2018, it is expected the airport will then process 90 million passengers annually, and up to over 150 million passengers a year when fully operational in 2030. The group says people in the area wait to be told their land will be bought up for the project. The first wave of mandatory government purchases was in 2014. If land is designated as farmland, Turkish law allows its expropriation to use for public projects. 7.10.2016  
<http://www.airportwatch.org.uk/?p=32270>

### **“If you think climate change activists like me will take the decision over airport expansion lying down, you’ve got another thing coming”**

Leo Murray, who was one of the founders of the activist group, Plane Stupid, has written eloquently in the Independent, about the opposition - for climate change reasons - to a Heathrow 3rd runway. Leo himself took part in numerous actions, against aviation expansion because the UK government had no effective way of limiting the sector's CO2 growth. Now he says, "Here we go again." Heathrow expansion is back, "rising remorselessly like a zombie from the grave. ...Why won't it stay buried?" Heathrow and Gatwick have reportedly spent over £30m each on PR and lobbying, to conjure up an "airport capacity crisis" for London, for their own ends - making out that a new runway is in the national interest.

"To meet carbon targets, UK aviation cannot increase its CO2 to more than its 37.5MtCO2 cap. Leo says: "The solution is clear, but horrifies politicians: we will have to have policy to manage the growth in demand. There is simply no other way." Government will have to grasp the nettle of demand management for air travel. In the meantime, people will just have to rise up once more against the green light - if that is given next week. "Heathrow is set to become a lightning rod for radical climate activists all over the country and the old networks from the former alliance are starting to light up again for the first time in years. Once more, dear friends, once more – but let's make sure it's really dead this time." 23.10.2016  
<http://www.airportwatch.org.uk/?p=32567>

### **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](http://transportinfo.org.uk)
- **Transport & Environment (T&E)** <http://www.transportenvironment.org> Twitter [@transenv](https://twitter.com/transenv)
- News and expert analysis on the **AEF (Aviation Environment Federation)** website at [www.aef.org.uk](http://www.aef.org.uk) and on Twitter [@The\\_AEF](https://twitter.com/The_AEF)
- **HACAN** [www.hacan.org.uk](http://www.hacan.org.uk) Twitter [@HACANI](https://twitter.com/HACANI)
- **GACC (Gatwick Area Conservation Campaign)** [www.gacc.org.uk/latest-news](http://www.gacc.org.uk/latest-news)
- **Stop Heathrow Expansion (SHE)** <http://www.stopheathrowexpansion.co.uk>
- **Stop Stansted Expansion (SSE)** <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](https://twitter.com/HACANEast)
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