

Page 1

- Study suggests London City Airport site could be put to more economically & socially efficient use by closing the airport
- From John Stewart, Chair of AirportWatch

Page 2

- Airports Commission publishes final version of its Appraisal Framework for short-listed runway schemes
- GACC launch its “Gatwick’s Big Enough” campaign against any 2nd runway

Page 3

- GACC describes Gatwick runway consultation as “plush and bogus” - a proper consultation would give a straightforward chance to say ‘No’
- New campaign group – CAGNE – formed to protest against Gatwick Airport noise

Page 4

- Doubts about the Gatwick scheme to pay off residents affected by noise from 2nd runway
- Heathrow business case looks shaky if it had to give £100 million + per year noise compensation to households

Page 5

- Heathrow airport boss Colin Matthews to leave some time after June – replacement later this year
- Heathrow 3rd runway – for “the sovereign wealth funds which control the business & want the best possible return”
- Zac Goldsmith and HACAN launch short film contest over Heathrow 3rd runway plan

Page 6

- Hillingdon Leader unveils vision with 2 scenarios of future Heathrow without the airport ...and Boris also sets out his 4 ideas for future Heathrow site
- 16 jets running out of fuel, and 34 with engine problems landed at Heathrow 2009 – 2013

Page 7

- 6 week consultation on Heathrow’s NW west runway ends – criticised for not being transparent
- European Parliament votes to continue with partial inclusion of aviation in weakened ETS – for intra-EU flights only till at least 2016

Page 8

- Chancellor cuts rate of Air Passenger Duty for long haul (over 4,000 miles) flights from 1st April 2015
- APD rate for business jets to rise from x4 standard up to x6 by April 2015. Treasury receipts from APD fall by £250 million/year by 2019
- Birmingham Airport 6-month flight path trials – due to runway extension – to begin in May

Page 9

- Protest in Brussels as new flight paths over-fly new areas, giving some respite to those previously heavily over-flown
- EasyJet 10 year deal with Luton to increase passengers from 4 to 9 million per year
- Swiss plane engine ‘blew up’ on runway just before take-off at London City airport

Page 10

- Cardiff to Anglesey air link continues to get large government subsidies as bus grants are slashed
- Belfast City Airport Watch say Belfast residents are furious about the token airport ‘action plan’
- Southampton airport planning runway extension for heavier planes to further away destinations

Page 11

- Southend airport hopes it will reach 2 million passengers per year by 2015, up from below 1 million in 2013
- Manston Airport: KLM last flight - and it ‘will not return’
- Local farmer wins legal challenge on Carlisle airport expansion and freight distribution
- Penn Medicine researchers show how lost sleep might lead to lost brain neurons

Page 12

- Heathrow Terminal 2 to be powered by woodchip biomass – with dubious and extravagant “green” claims
- Farnborough airport consultation on hugely expanding its airspace, for questionable reasons
- Location just west of Canvey Island named as BA / Solena plant to make jet fuel from London urban waste

Study suggests London City Airport site could be put to more economically & socially efficient use by closing the airport

A new report from the New Economics Foundation (NEF) makes the case for closing London's City Airport and redeveloping the site to create more jobs, boost local business and build new homes. The report looked at the actual contribution, and the restrictions, caused by the airport on the surrounding area, and it has come to some conclusion that may seem surprising. They found London City Airport creates little value to the UK economy – despite occupying 500,000 square metres at the heart of London. Its direct contribution in 2011 was £110m – compared to £513 million generated by the nearby ExCeL Centre.

The report: **“Royal Docks revival - Replacing London City Airport”**

<http://www.airportwatch.org.uk/wp-content/uploads/London-City-Airport-NEF-report-April-2014.pdf>

London City Airport provides relatively few jobs, and restrictions on development near the airport due to the



public safety zone and height restrictions in the nearby area limit many potentially more efficient uses of the land.

Local residents bear all the costs but reap few of the benefits – the average salary of a London City Airport passenger is over £90,000, while 40% of Newham residents earn less than £20,000. Only about 28% of the airport jobs go to Newham people. London's transport no longer needs City Airport – City

Airport's passengers account for just 2.4% of London's total flight demand. These passengers could be readily absorbed by Heathrow, Gatwick or Stansted. By 2019 Crossrail will allow City workers to reach Heathrow in just 30 minutes.

Though it may appear, at first sight, to be an outlandish proposal to close this airport, when carefully considered the arguments are compelling. Helen Kersley, lead author and economist at NEF said:

“Given our current dire shortage of homes, as well as the UK's international commitments to cutting its carbon emissions, we must seriously question the logic of locating an airport on precious inner city land. London City Airport places a significant environmental and social burden on neighbouring communities, and gives back very little in return. Now is the perfect time to think about alternatives. 70% of the world population is expected to live in urban areas by 2050 – London can lead the way in demonstrating how we can reduce carbon emissions, live within our environmental limits, and achieve a fairer distribution of economic benefits.” Food for thought11.4.2014 <http://www.airportwatch.org.uk/?p=20907>

From John Stewart, Chair of AirportWatch

The airports debate has reached its glossy phase. Back Heathrow has taken billboards in the streets around Heathrow. Gatwick is very obviously promoting itself on the London Underground and Boris published a report outlining the smart designs of the homes and business parks that could replace Heathrow. The adverts tell us little new except that both airports have a lot of money and are willing to spend it to get the nod from the Airports Commission. Campaign groups can't compete with this wealth. We shouldn't even try. Our strength lies elsewhere. In developing our own narrative, advancing potent arguments, but, above all, in constructing a grassroots movement. What we can learn from the adverts, though, is the importance of getting across our arguments in simple slogans and smart images. Your starter for 10: how do you explain your main argument against expansion in a way that sticks in the memory?

Airports Commission publishes final version of its Appraisal Framework for short-listed runway schemes

The Airports Commission has published its final Appraisal Framework <http://tinyurl.com/pmakta8> which is the document it will use to assess the 3 short-listed options for one net new additional runway. There was a consultation draft of the appraisal framework, in January. The Appraisal Framework sets out how the Commission expects the runway scheme designs to be developed, and how the schemes will be appraised by the Commission. The deadline for scheme submissions is now 14th May (not 9th).

The Appraisal Framework has a list of "sift criteria categories" which are: strategic fit, economy, surface access, environment, people, cost, operational viability, and delivery. Within these categories is a list of "appraisal modules" with things like "noise, air quality, biodiversity, carbon, water and flood risk, and place" under environment. The Commission hopes "The objectives conform to the principles of mitigating and adapting to climate change and achieving good design, and they should ensure that schemes balance national, local and commercial interests." It adds that "it is unlikely that proposals will meet each objective to an equal degree and that an element of 'trade off' between objectives might therefore be required." 2.4.2014
<http://www.airportwatch.org.uk/?p=20794>

GACC launch its "Gatwick's Big Enough" campaign against any 2nd runway



The Gatwick Area Conservation Campaign, (GACC) has launched its campaign against a new Gatwick runway under the slogan "Gatwick's Big Enough." It has been carefully chosen to show that there is no opposition to the airport as it is, only to the plans to double its size.

Thousands of car stickers have been posted to members with this logo. The campaign has produced a new **Fact File**. This sets out the information that the airport is not telling people, on the actual impacts a new runway would have, in terms of noise, stress on infrastructure and public services, road and rail congestion, total change in the character of the area even some distance away, and deteriorating quality of life for many.

The **Fact File** (8 pages – easy read, with illustrations) is at <http://tinyurl.com/GatwickFactFile>

Gatwick airport has started a period of 6 weeks of consultation on its plans for a 2nd runway. The consultation is something of a PR exercise, as the Airports

Commission has only short-listed the wide spaced runway option. Gatwick Airport is, for some reason best known to itself, including the narrow spaced runway (which it does not want) in the consultation options.

There is a series of exhibitions planned, by Gatwick airport, in a number of towns and villages over the coming weeks. The first was in Crawley - the town which might be the worst affected by a 2nd runway – on 5th April. There was spirited opposition by people fighting plans for a new runway, and especially those who have recently found themselves under a new "trial" flight path.

There will be 16 of these exhibitions (to enable the airport to say it has consulted widely) with the last on 3rd May. GACC volunteers are attending all of them, to give people more information on the impacts of any potential runway. The dates are at <http://www.gatwickairport.com/consultation/>



Having attended a number of these exhibitions so far, GACC volunteers have commented:

- 'It is our impression that many people go in with an open mind but come out alarmed at the scale of what is proposed.'
- 'My impression was that the overwhelming majority {in Crawley} were against a new runway.'
- 'At Lingfield many were irritated by the lack of information on flight paths.'
- 'Many people are confused by the airport response form which has 278 boxes which you can tick – but only one well-hidden little box labelled 'None of these options' if you wish to say No to a new runway.'
- 'Some people are very concerned at lack of relocation and compensation being offered by the airport, they can't seem to get any answers from the Gatwick staff.' <http://www.airportwatch.org.uk/?p=20951>

GACC describes Gatwick runway consultation as “plush and bogus” - a proper consultation would have given the public a straightforward chance to say ‘No’

The consultation published by Gatwick Airport on 4th April is described by GACC (the Gatwick Area Conservation Campaign) as 'plush but bogus.' It is plush because no expense has been spared in an attempt to make a new Gatwick runway look inevitable. But it makes no economic or environmental sense to build a new Gatwick runway when Stansted is not forecast to be full until around 2040.

It is bogus because the Airports Commission has already ruled out Option 1, the close-parallel runway. Gatwick is asking people to choose between a narrow spaced runway (something the airport does not want, as it would not be practical) and whether a wide spaced runway(1045 metres south of the existing runway) should be used for both landings and take offs, or for just landings or take offs, at any one time.

The consultation is deeply flawed. The consultation document contains no maps showing future flight paths – which is an issue of huge significance to local people. It also ignores the inconvenient issue of necessary increases in landing fees, to pay for a runway + terminal.

A fundamental failing in the consultation is its failure to give a proper option to oppose any new runway. There is merely one small option of “None of these options” buried in its section D. That is difficult to find and somewhat confusing (it could mean a preference for some other runway location). A proper consultation would have given the public a straightforward chance to say 'No'.

GACC are advising anyone who is opposed to any new Gatwick runway to send in a consultation response, **but ONLY tick the “None of these options” box in Section D**, and not fill in any of the other boxes. It is possible that any selection of other options could be taken by the pollsters (Ipsos MORI) as agreement. The online form can be found at <http://www.gatwickairport.com/consultation/>The consultation ends 16th May.

New campaign group – CAGNE – formed to protest against Gatwick Airport noise

A new campaign group has formed in the Gatwick area, protesting against aircraft noise. Gatwick airport has been attempting to get good PR by claiming to do more than other airports to manage its aircraft noise. However, infuriated residents living under a newly created departures flight path have formed the new group, called Communities Against Gatwick Noise and Emissions (CAGNE). It already has more than 300 frustrated members across Sussex, who are particularly angry at new flightpaths, of which the airport deliberately gave no prior notice. People at the villages of Rusper and Warnham, (west of Crawley) - which used to be quiet - have been horrified to find themselves subjected to relentless aircraft noise. Sally Pavey, a CAGNE member, commented that it is wrong “that all we can do is telephone the answer phone at Gatwick Airport to complain.we do not know if each complaint will be logged separately or if our address is only logged once." The usual blandishment from the airport was that they "continue to take a responsible approach to noise reduction and mitigation." 31.3. 2014 <http://www.airportwatch.org.uk/?p=20704>

CAGNE
COMMUNITIES
AGAINST
GATWICK
NOISE
EMISSIONS

Doubts about the Gatwick scheme to pay off residents affected by noise from 2nd runway

Both Heathrow and Gatwick know that they have to persuade public opinion that the noise their new runway would generate is acceptable. Gatwick has offered, as part of its PR offensive to try to get opinion behind its 2nd runway, to pay £1,000 per year (the council tax on a Band A property) to 4,100 houses worst affected by aircraft noise, if it gets its runway. ie. £4.1 million per year. This is a very paltry sum compared to the negative impacts of the noise and disruption that would be caused. Gatwick's accounts show its turnover was £538.9 million in year ended 31st March 2013 (the £4.1 million is 0.76%).

A local resident commented on the plan: "This is just a publicity stunt to try to get Crawley residents on board for a new runway.It sounds generous until you look at who gets it and how much we would lose....Even if we got the grant, it would take 150 years for the grant to cover the loss of value of our house."

The resident added: "Gatwick Airport is trying to kid us that a new runway means lots of jobs for Crawley residents – but the jobs would attract incomers from the UK and the EU who would need new houses in an area that is desperately short of affordable homes.....We existing residents would see our carefully planned country town double in size to become a sprawling city spreading over green countryside..... I hope nobody will be fooled by Gatwick's offer or by their promises of a golden future for Crawley."

The Gatwick £1,000 scheme would only pay up when a new runway starts to be used, for the households inside the 57 db(A) Leq noise contour. The compensation would not be paid to new residents choosing to relocate to the area once the runway is built. Earlier Gatwick announced plans to offer hundreds of local homes up to £3,000 towards double glazing and loft insulation to mitigate aircraft noise. This level of payment, if offered at Heathrow would be vastly more expensive, by several orders of magnitude.

14.3.2014 <http://www.airportwatch.org.uk/?p=20749>

Heathrow business case looks shaky if it had to give £100 million + per year noise compensation to households

Wandsworth Council leader Ravi Govindia says Heathrow's business case is beginning to look very shaky. Heathrow's owners would have to spend £100 million every year to households around the airport if it is to match Gatwick's new noise compensation offer.



Wandsworth calculates payments on the scale offered by Gatwick (£1,000 per year to homes within the 57dB contour) would cost Heathrow about £100 million per year.

Gatwick has also offered to pay up to 2,000 qualifying local households a one-off grant of up to £3,000 towards noise insulation. If Heathrow was to match the terms of this scheme it could cost the airport a further £210 million per year.

Currently there are about 725,000 people affected by Heathrow noise, above the 55 decibel level (from Heathrow airport data). There are some 245,000 people living within the Heathrow 57 dbLAeq contour.
 $\text{£1,000} \times 245,000 = \text{£245 million}$. (It will cost £4.1 million at Gatwick).

The number within a 55 dB contour would probably increase by at least another 150,000 if there was a new, north-west runway at Heathrow ie. a total of 875,000 people in total would probably be within a 55 dB contour with a 3rd runway.

Mr Govindia said the Airports Commission must give proper consideration to the "real noise impact of an airport set in the most densely populated part of the country.Once you weigh the real environmental costs - and those for improved surface access - against the claimed benefits of an additional runway, Heathrow's business case begins to look very shaky." 3.4.2014 <http://www.airportwatch.org.uk/?p=20818>

Heathrow airport boss Colin Matthews to leave some time after June – replacement later this year

Heathrow has started the search for a new chief executive after announcing that Colin Matthews is to stand down after 6 years in charge. Colin Matthews took up the job in March 2008 after the shambolic Terminal 5 opening. Matthews said that "once Terminal 2 has opened later this year (due 4th June), I have decided the time is right to pass on the baton." He said he would be 70 by 2026, when a new runway (if it ever got built) would open, and it would not be possible for him to see it through till then. The Guardian considers the most prominent internal candidate to be the development director, John Holland-Kaye, who is charged with the Terminal 2 revamp. However previous appointments have come from outside the airport group. Matthews will remain in place until his successor is in place to ensure a smooth transition. 2.4.2014

<http://www.airportwatch.org.uk/?p=20781>

Heathrow 3rd runway – for “the sovereign wealth funds which control the business & want the best possible return”

A piece in the Observer, written by an un-named author, keen on a Heathrow 3rd runway, sums up the both the undesirability of a new Heathrow runway and its impossibility. Here are a few quotes from it. Its title, on the resignation of Colin Matthews, sums up its style: "Heathrow needs a flashier pilot now.".... "But Matthews's operational success has made him the wrong person for the next phase of the job – **not least for the sovereign wealth funds who control the business and want the best possible return. And that means a third or fourth runway.**" "The airport's owners needs a leader who can persuade the public – particularly in west London – as well as the three main political parties, that a new runway is in Britain's best interests. This will require showmanship.".... "With many west Londoners in marginal constituencies unlikely to ever be won over by the case for a bigger Heathrow, ministers and opposition leaders will need persuading that the political cost is worth it. So the new Heathrow chief executive will need charm and political nous."

6.4.2014 <http://www.airportwatch.org.uk/?p=20878>

Zac Goldsmith and HACAN launch short film contest over Heathrow 3rd runway plan

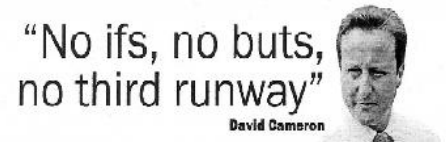


Tory MP for Richmond Park and North Kingston, and environmental campaigner, Zac Goldsmith has launched a film competition (with HACAN) to highlight opposition to a 3rd Heathrow runway - with £10,000 as the first prize. In an escalation of the anti-expansion campaign at Heathrow, Zac Goldsmith has also recruited celebrities to the cause with actor Hugh Grant and former Tory MP Giles Brandreth among the competition judges.

Entrants to the competition will need to submit a short film (under 2 minutes) to highlight opposition to the runway. Shortlisted entries will be judged by the panel at a gala

evening of 800 guests at the Richmond Theatre on 18th June with the prize money provided by Zac.

The competition is called “No Ifs, No Buts”, recalling David Cameron’s infamous pre-election pledge made in 2009 to an audience in Richmond not to allow a 3rd runway to be built at Heathrow. The competition is looking for powerful messages that will be taken up on social and conventional media, and ram home the message that Heathrow expansion is not only the wrong solution for our economy, it is politically undeliverable.



Only a Conservative government can now stop Labour's third runway at Heathrow:

The closing date for video entries is 1st June. 24.3.2014 <http://www.airportwatch.org.uk/?p=20592>

Hillingdon Leader unveils vision with 2 scenarios of future Heathrow without the airport ...

There has been a lot of scare mongering promoted by Heathrow airport, and its lobbying campaign, "Back Heathrow" to cause concern that jobs in the Heathrow area would be lost if a 3rd runway was not allowed. The Leader of Hillingdon Council has set out his vision for the redevelopment of the Heathrow site should the government decide that a new hub airport ought to be built elsewhere in the south east.



On the same day that Boris set out his own 4 scenarios for the area, if Heathrow closed, Hillingdon set out its 2 possible scenarios. These are:

- (1). A smaller West London Airport similar in scale to City Airport; with "Heathrow Park" delivering 31,000 homes for an estimated 67,000 people, and including those at the airport, around 72,000 jobs.
- (2). If Heathrow Airport closed completely Hillingdon anticipate the creation of "Heathrow Park" with up to 45,000 homes (30% affordable) for nearly 100,000 people, with over 66,000 jobs and a wide range of education, health, public open space and community facilities.

For both scenarios, the principle settlement of Heathrow Gardens and the surrounding 'urban villages' will be centred on existing tube and rail networks to maximise connectivity. 1.4.2014

<http://www.airportwatch.org.uk/?p=20729>

... and Boris sets out his 4 ideas for future of Heathrow site if airport is closed

Boris also produced a report – in 1st April v- on what might happen to Heathrow and its surrounding area, if the airport was shut (and a massive airport built on the Thames estuary). The report sets out 4 schemes for new residential and business areas, one of which is for a new education and technology quarter, with 2 new large campus universities. The other schemes are for various numbers of new homes (from 48,000 to 82,000 homes), new jobs (from 76,000 to 90,000); with education and commercial research, high value manufacturing, knowledge parks and office development. Boris' report says many of the jobs currently provided at Heathrow would "move to the new airport and be easily accessible via the world class transport links proposed. <http://www.airportwatch.org.uk/?p=20726>

16 jets running out of fuel, and 34 with engine problems landed at Heathrow 2009 – 2013

As a reminder that the location of Heathrow requires planes to fly over London in order to land, on the majority of days during the year, the Standard reports that more than 260 planes landed at Heathrow with low fuel, engine problems or other technical faults in the last 5 years. The numbers are from official figures. There were 16 aircraft with low fuel, 34 with engine problems, and 216 with other difficulties that landed at Heathrow between 2009 and 2013. Many of the pilots would have demanded priority to land given their situation. There were 51 such incidents in 2013, 40 in 2012 and 66 in 2010.

Zac Goldsmith commented that: "Anyone will be shocked to see these figures. It's yet another reason why we should not be massively increasing, possibly doubling, air traffic over Heathrow." Two reported near-misses involving planes using Heathrow are also being investigated. The most recent was between a Boeing 747 and a private jet in November 2013, and a regional jet and a paraglider two months earlier. In 2012 the Telegraph reported that there were 28 low fuel incidents at British airports between 2010 and 2012. They said that in 2013 there were over 224 low fuel emergency landings in 4 years (2009 - 2012) but these figures included incidents involving British-registered aircraft at overseas airports. 23.3.2014

<http://www.airportwatch.org.uk/?p=20574>

6 week consultation on Heathrow's north-west runway ends – criticised for not being transparent

Heathrow conducted a somewhat minimalistic 6-week consultation on its plan for a new runway to the north west. The questions in the consultation (only really 2 questions, with scope for further comments) were only on factors to take in to account, and whether more people should be affected by a slightly smaller amount of aircraft noise, or if fewer people should be subjected to a larger amount (dispersal or concentration). The consultation was not whether those consulted wanted a new runway.

The consultation did not mention the Heathrow Hub proposal for an extension of the northern runway. A Heathrow spokesman said: "We will take your opinions into account as we look to refine our north-west runway proposal..." Those opposed to the plans have been critical of the consultation, saying it has been neither honest nor transparent.

Heathrow has been disingenuous in making no effort to show where the landing flight paths would go (Gatwick has also avoided giving any detail of flight paths), making informed comment impossible. Either way there will be more aircraft noise for many thousands of homes. Claims that the airport will have 20 - 30% more flights and yet somehow be "quieter" (properly defined) are manifestly not logical. 15.3.2014
<http://www.airportwatch.org.uk/?p=20478>

European Parliament votes to continue with partial inclusion of aviation in weakened ETS – for intra-EU flights only till at least 2016

The European Parliament voted on 3rd April to alter the ETS so that, instead of airlines being charged for all the carbon of flights into and out of the EU, the scheme will only cover carbon emissions for intra-EU flights.

This is the "Stop the Clock" (STC) deal, which started in 2013. It means charges for CO2 emissions will be made for flights by European airlines, and for the very few by non-EU airlines between European airports. This severe weakening of the ETS has been caused by relentless pressure from foreign powers (USA, China, India and Russia as the main opponents), and means the ETS will only cover a small fraction of total aviation carbon emissions associated with flights to and from all European countries.

The vote on 3rd April reversed the position taken by the European Parliament's environment committee in March, when it rejected the change to intra-EU flights only, and very narrowly voted on a compromise that would have required non-EU flights to still pay for their CO2 emissions within EU airspace.

The "Stop the Clock" weak version of the ETS will now run until the end of 2016 and the agreement allows for a return to the original full scope of the scheme from 2017 should an agreement at ICAO to implement a global market-based mechanism from 2020 not be reached at its Assembly in 2016.
3.4.2014 <http://www.airportwatch.org.uk/?p=20826>

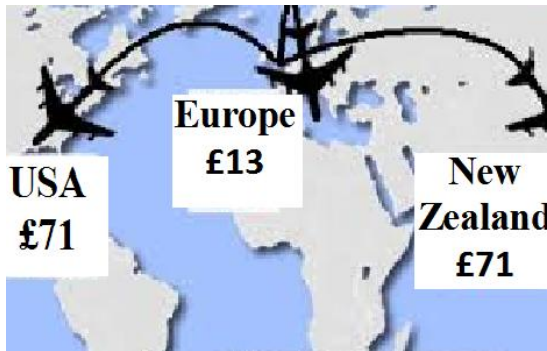
Pressure from Airbus and from China about the purchases of planes, and threats of a trade war, have been instrumental in weakening the ability of the ETS to properly include aviation. At the end of March, China signed a 10-year deal, allowing Airbus to assemble A320 planes on its soil until 2025 and unblocked orders for larger jets worth more than \$6 billion. MEPs in favour of a fuller inclusion of aviation in the ETS were angry and said the trade war threat had not as serious as had been made out. One commented "...we should not bend to economic blackmail." Another said the EU should "... stick to our principles and stop this incessant wavering whenever the slightest signs of trouble appear, then we'd be much better positioned to achieve real progress on the international stage." <http://www.airportwatch.org.uk/?p=20757>



Chancellor cuts rate of Air Passenger Duty for long haul (over 4,000 miles) flights from 1st April 2015

In the 2014 Budget, the Chancellor announced that rates of Air Passenger Duty (APD) are to be reduced for flights of over 4,000 miles from London, from April 2015. Rates of APD will rise by the rate of inflation (RPI) during 2014. After 1st April 2015, distance bands for all journeys longer than 2,000 miles will all be lumped together.

While the rate of APD during 2014 (from 1st April 2014) is £13 for a return trip below 2,000 miles (anywhere in Europe), and the rate for journeys of 2,000 to 4,000 miles in length is £69 - the rates from April 2015 will be £13 for the short flights, and £71 for all other distances. The rates of APD in 2015 for premium classes will be £26 and £142.



Commenting on this retrograde move by the Chancellor, the Aviation Environment Foundation said it is a backward step environmentally and economically. Aviation is already massively under-taxed compared with the £10 billion that would be raised per annum if aviation wasn't exempted from fuel taxes and VAT. APD was a means of redressing this problem but any cut means that taxes will have to be raised elsewhere to balance government spending.

Long-haul flights contribute more greenhouse gases in absolute terms than shorter flights. It is therefore right that the duty is proportional to the distance flown and the associated emissions. Eliminating bands C and D breaks the link between environmental impacts and tax and breaches the principle of fairness. 19.3.2014 <http://www.airportwatch.org.uk/?p=20513>

APD rate for business jets to rise from x4 standard up to x6 by April 2015. Treasury receipts from APD fall by £250 million/year by 2019

The changes to APD in the budget mean that private jets will - after April 2015 - pay APD at 6 times the rate for standard passengers, up from 4 times the rate in 2014 (and 2 times the rate in 2013).

There were some 228 million UK air passengers in 2013, of whom some 120 million were to Europe, some 69 million were to longer haul destinations, and some 38 million were domestic. Of the long haul passengers, some 20 million were to Band C and D destinations (4,000 to 6,000 miles from London, and over 6,000 miles respectively).

The Treasury estimates that the revenue generated by APD will be some £3.0 billion in 2013-14, rising to £3.9 billion in 2018-19. Earlier estimates put the revenue as £4.3 billion in 2018-9. The removal of Bands C and D in 2015 is expected to reduce receipts by the Treasury by £0.2 billion a year on average from 2015-16. They anticipate £215 million less in 2015-6 rising to £250 million less in 2018-9. But they anticipate the losses will be this low due to growth in the number of air passengers. <http://www.airportwatch.org.uk/?p=20533>

Birmingham Airport 6-month flight path trials – due to runway extension – to begin in May

Controversial 'alternative flight plans' proposed by Birmingham Airport are to be trialled from May, for six months. The airport has been developing an Airspace Change Proposal, required for a change to departure flight paths to the south of the Airport due to the runway extension. After considering two viable options in detail - and following extensive public consultations - the airport submitted its preferred route, Option 5, to the CAA in
(Photo: Villagers of Barston outside their pub, the Bulls Head.)



August 2013, saying it believed the overall environmental and operational attributes of both routes considered (Options 5 and 6) were 'very marginal'. Perhaps due to news about the fury that has been generated in the Warham area by a new Gatwick flight path trial, Birmingham airport has agreed to carry out trials of both options, in order to better understand the actual impact of the proposed changes rather than theoretical modelling.

The proposals sparked outrage in the affected villages when they were revealed last year. A final decision is expected in spring 2015 and the airport has reiterated that the trials are 'not a further consultation'. The runway extension may open by early May. <http://www.airportwatch.org.uk/?p=20931>

David Cameron recently visited Birmingham airport, and effusively welcoming the announcement that 8,000 new jobs would be created, principally as a result of the long-awaited runway extension, with anticipated direct links to destinations like the West Coast of America and China. Paul Kehoe used the PM's visit for his PR purposes, saying by 2020 he forecasts Birmingham airport will have 15 million passengers a year, up from 9 million now. He claims this will create 4,000 jobs on-site and a further 4,000 in the immediate supply chain (doubtful figures, generally involving much double counting and optimism). A local resident commented: "Politicians and business leaders are very good at talking the talk, but not always so assiduous at walking the walk." <http://www.airportwatch.org.uk/?p=20918>

Protest in Brussels as new flight paths over-fly new areas, giving some respite to those previously heavily over-flown

In Brussels there has, for a long time, been a problem because of the division between the French speaking south of the city, and the Flemish speaking north. The airport is to the north east of the city, and traditionally the people living to the north have complained bitterly that they have had a disproportionate number of flights, while many affluent areas to the south have had no over-flying.

From the 6th February the government has brought in new flight paths, which disperse take-offs towards the west, so more fly over the areas to the south of the city. Flights start at 6am and continue to 11pm, though the new routes are meant to not be used for Saturday evening and during Sunday, if there isn't a strong westerly wind. There has been huge protest in Brussels about this change, with furious citizens incensed that their peace, and their quality of life has been reduced. The changes have brought some relief to the other areas which previously took more than their fair share of the noise. Petitions and protests have been set up, and it is uncertain what will happen next. The situation is complicated by Belgian politics, and the separate interests of Flemish and Walloon sections of society. 8.4.2014 <http://www.airportwatch.org.uk/?p=20890>

EasyJet 10 year deal with Luton to increase passengers from 4 to 9 million per year

easyJet has signed a new 10-year price deal with Luton which could lead to easyJet expanding from 4 million to 9 million passengers per year. There are, of course, the usual claims about the large number of jobs that would be created - some 2,500. Luton has a small proportion of business passengers (around 19% in 2010) and 80% of its customers are charter airlines for trips abroad. The airport also boasts that it is "the biggest airport in the UK for private jets." The local community group, HALE are concerned about the extra noise that would be caused by this huge rise in number of flights, and want a commitment from easyJet to a clear timetable for introduction of quieter airframes and engines. EasyJet are currently switching from A319s to the larger, heavier and currently noisier A320, which won't help. HALE are also worried that the expansion of easyJet will mean even earlier departure slots and even later arrivals slots. At present Luton's expansion plans, extending the airport's terminal and improving road access, are on hold pending a decision by the Secretary of State whether to "call in" the application or not. <http://www.airportwatch.org.uk/?p=20715>

Swiss plane engine 'blew up' on runway just before take-off at London City airport

It has been reported that an engine blew up on a Swiss International Airlines plane waiting to take off from London City airport, while it was powering up its engines seconds before it was due to leave start its take off. The airport said that 4 people needed treatment for minor injuries after Geneva-bound LX437 (an Avro

RJ100) with 74 passengers and 4 crew on board suffered an engine problem. The pilot aborted the take off. A passenger reported that "There was a large bang and flames which grew and grew and large chunks of what looked like chunks of red-hot metal started flying up. People started freaking out.....In about 20 seconds we would have been in the air." It is not the first incident to feature an RJ100 at the airport. In February 2009, a BA flight from Amsterdam crash-landed when one of its wheels failed. 29.3.2014

<http://www.airportwatch.org.uk/?p=20692>

Cardiff to Anglesey air link continues to get large government subsidy as bus grants are slashed

The Welsh Government has defended a big increase in subsidy for the North-South Wales air service while it cuts funding for lifeline bus services. From 2010-11 to 2012-13, subsidy for the flights between Anglesey and Cardiff increased by 37.2%. The subsidy was £184 for each passenger who used the service in 2012-13. Over the same 2-year period, the Welsh government reduced its grant to councils for unprofitable bus services by 29.2%.

At least 94 bus routes have been withdrawn since 2011. Other services are under review because subsidy per passenger exceeds £2 or £3. The Welsh Government has been reviewing bus funding since early 2012 – but has not evaluated the air service's costs and benefits since the global financial problems and major reductions in public-sector budgets. The route from Cardiff to Anglesey has 2 flights each way, each weekday, and there were almost 15,000 passenger journeys in 2008-09, but only 8,406 passenger journeys in 2012-13. Subsidy for the air operator and the civilian air terminal at RAF Valley on Anglesey increased from £1.08m in 2008-09 to £1.55m in 2012-13. 31.3.2014 <http://www.airportwatch.org.uk/?p=20696>

Belfast City Airport Watch says Belfast residents are furious about the token airport 'action plan'

Residents affected by aircraft noise from George Best Belfast City Airport say they're furious that the Northern Ireland Department of the Environment has approved an airport 'noise action plan' which doesn't meet its own guidance. The five-year plan fails to outline how the airport is going to reduce noise for those residents worst affected, despite the fact that the Department says airport noise action plans should include such proposals. The Department's decision comes as it's emerged that the number of people seriously affected by aircraft noise (above 57 dB) has more than doubled within the space of a year – from 3,728 in 2012 to 8,247 last year. The figures, compiled by the airport's own consultants, also show that more than 20,000 people were subjected to aircraft noise at a level which many observers consider to be significant (54dB). The airport's draft noise action plan, published last summer, was sharply criticised by Belfast City Council which called on the airport to promise action to reduce noise for those residents who were most seriously affected. However, the airport has not heeded its call and the final version of the 'action plan' contains no such undertaking. 15.3.2014 <http://www.airportwatch.org.uk/?p=20471>

Southampton airport planning runway extension for heavier planes to further away destinations

Southampton Airport plans to build a 450 ft (137 metres) extension at the northern end of the runway. The airport says this would enable heavier (and thus noisier) planes, to further afield holiday destinations, like Greece, southern Italy, Eastern Europe and Scandinavia.

If the airport gets it way, it could have a "starter strip" in 5 years. That would make the runway 1,860 metres. The airport hopes to increase its number of passengers from some 1.7 million in 2013 (much lower than the numbers for 2005 to 2009) to 2.5 million by 2024. There are the usual wildly exaggerated job estimates - a doubling - with 1,000 new jobs claimed. [In reality, low cost airlines add about 200 or less jobs per extra million passengers]. Local residents are concerned about the extra noise. The airport claims it would "inject an extra £50 million into the local economy" - while in reality it will just be more cheap flights for those taking leisure money out of the UK to spend elsewhere. 13.3.2014 <http://www.airportwatch.org.uk/?p=20446>

Southend airport hopes it will reach 2 million passengers per year by 2015, up from below 1 million in 2013

Southend Airport is now expecting to carry 2 million passengers by 2015 - five years earlier than originally planned. It had said, only two months earlier, that it would reach 2 million passengers per year by 2020. Passenger numbers at Southend were 970,000 in 2013 and are predicted to be 1.3 million this year.

By contrast, before the arrival of easyJet, there were some 42,000 passengers in 2011. A £10m extension to the airport terminal was formally opened by the Transport Secretary Patrick McLoughlin in February 2014. It marks the end of the revamp by the Stobart Group, which bought the airport in 2008. The growth in numbers of flights has caused a lot more noise for local residents now finding themselves over-flown. The local community group, SAEN, say they will continue to oppose the airport's expansion plans, due to the noise nuisance - and particularly if the airport tries to alter its operating hours. There is also more road congestion, as the airport is only served by one small road. 8.4.2014 <http://www.airportwatch.org.uk/?p=20889>

Manston Airport: KLM last flight - and it 'will not return'

KLM's last flight from Manston was on 10th April. They have confirmed they won't return to an airport threatened by closure even if a buyer is found. Up to 150 mostly part-time jobs are now at risk, and the airport is likely to have to close. KLM began operating twice-daily return flights from Manston to Amsterdam in April 2013. An initial offer for the airport from an unnamed buyer was withdrawn without explanation and there are currently no offers. Strangely, Manston is UKIP's site of choice for a new south east hub airport - they oppose Heathrow expansion. Manston has said it will remain operational until at least the end of April and staff would be given 10 days notice of closure thereafter. Planes are sometimes diverted there in emergencies. <http://www.airportwatch.org.uk/?p=20901>

Local farmer wins legal challenge on Carlisle airport expansion and freight distribution

Local farmer, Gordon Brown, who farms at Irthington close to Carlisle airport, has won another round in the long battle against the expansion of Carlisle Airport and its cargo distribution centre. The High Court judge ruled that planners had failed to properly consider the viability of the airport's plans. He allowed the challenge, and quashed the airport's latest planning application for a new freight storage and distribution facility. However, the judge said the claim succeeded only on one ground - which was the failure by the council planners to consider the viability of the expansion plans properly. The decision was said to be borderline, and "by no means straight forward," had taken years, and generated an "excessive" amount of paperwork. The latest round of the legal battle comes more than 3 years of planning and court battles. Whether there will be an appeal against today's ruling is not yet known. 25.3.2014 <http://www.airportwatch.org.uk/?p=20618>

Penn Medicine researchers show how lost sleep might lead to lost brain neurons

Researchers at the University of Pennsylvania School of Medicine have found evidence that not getting enough sleep does actual harm to the brain. Instead of the usual solution to inadequate sleep - of trying to catch up on the hours when time permits - the Penn Medicine research indicates that chronic sleep loss may be more serious than previously thought. It may lead to irreversible physical damage to and loss of brain cells. It seems extended wakefulness is linked to injury to, and loss of, neurons that are essential for alertness and optimal cognition, the locus coeruleus (LC) neurons. There is a change in a protein linked to mitochondrial energy production in the cells. The research is published in the prestigious Journal of Neuroscience.

The research so far is in mice, and involved normal rest, short wakefulness, or extended wakefulness. In humans there is some earlier evidence that attention span and several other aspects of cognition may not normalize even with 3 days of recovery sleep, after sleep deprivation. Researchers say more work needs to be done to establish whether a similar phenomenon occurs in humans and to determine what durations of wakefulness place individuals at risk of neural injury. This may cause added concerns to those whose sleep is disturbed by aircraft noise. 24.3.2014 <http://www.airportwatch.org.uk/?p=20567>

Heathrow Terminal 2 to be powered by woodchip biomass – with dubious and extravagant “green” claims

Heathrow airport, and its associated plane journeys, is one of the highest emitters of carbon in the country. Its emissions are larger than several smaller countries. Yet the airport is now trying to be "green" by doing various things to reduce the emissions in the airport itself. The latest is having a biomass boiler for its Terminal 2 which is part of a green-washing campaign, with the airport trying to overcome its negative environmental impacts.

Heathrow claim this will be the "UK's biggest biomass boiler, and that it will cut the airport's CO2 emissions by 34% against 1990 levels" (the Terminal was not built then ...). The boiler is meant to provide 2MW of electricity, hot water and cooling for data centres, and save up to "13,000 tonnes of CO2" per year. The woodchip supplier LG Energy won the 15-year contract on the condition that it would provide all of the biomass from a 100-mile radius around the airport. Some 75% of it may come from 50 miles away, including from London's Wetlands Centre in Barnes, as well as Richmond Park. LG Energy claims the sale of the timber is enabling more conservation work to be done, so benefiting more habitat and more biodiversity. Biomass, on a large scale, not carefully, locally sourced is likely to be very far from sustainable. 19.4.2014 <http://www.airportwatch.org.uk/?p=20491>

Farnborough airport consultation on hugely expanding its airspace, for questionable reasons

Farnborough airport is consulting on its plans to hugely increase the amount of airspace it controls. This will have considerable impacts on general aviation fliers and helicopters in the area, as they would not be able to fly in the new Farnborough airspace, as at present, but would have to make large detours and fly lower, causing more noise to those living nearby. The aim of the airspace grab is thought to be to speed up the arrival of departure of the private jets and business jets which are the users of Farnborough, so the very few passengers per plane (about 2.7 on average) are spared any small delay. The airport has had declining numbers of flights in recent years, so it is surprising that the airport feels the need for such a large increase in its controlled airspace. There are real fears that this is in preparation for an attempt to expand into commercial aviation. 'Sky grabbing' for future use for a much bigger operation? TAG could make a nice profit if it sells an airport with attached airspace! 13.4.2014 <http://www.airportwatch.org.uk/?p=20938>

Location just west of Canvey Island named as BA / Solena plant to make jet fuel from London urban waste

A site for the project, by BA and Solena, to convert landfill waste into jet fuel has finally been announced, after long delays. The site will be in the Thames Enterprise Park, on the Thames estuary that includes the redundant former Coryton Oil Refinery. Work on building the GreenSky facility is expected to start in 2015 and be completed in 2017. BA is providing construction capital and has committed to purchasing all the jet fuel produced by the plant, around 16 million gallons a year, for the next 11 years at market competitive prices. 15.4.2014 <http://www.airportwatch.org.uk/?p=21015>

Useful Info

- For large amounts of up-to-date news on airports and aviation, see AirportWatch's news pages www.airportwatch.org.uk/?page_id=148
- Follow updates from the Airports Commission www.gov.uk/government/organisations/airports-commission
- For daily transport news in the UK - Transportinfo at transportinfo.org.uk
- News and expert analysis on the AEF website at www.aef.org.uk and on Twitter @The_AEF
- Updates from HACAN at www.hacan.org.uk/ and from GACC at www.gacc.org.uk/latest-news
- Follow **AirportWatch** on Twitter @AirportWatch and Facebook [on.fb.me/UoSkEx](https://www.facebook.com/UoSkEx)

Bulletin compiled by Sarah Clayton - with thanks to many people for their help. 16.4.2014
www.airportwatch.org.uk