

Page 1

- AEF provides damning assessment of pro-runway report that implies environmental impacts should be no barrier to expansion
- Four councils affected by Heathrow threaten to take legal action against Government if it backs Heathrow runway

Page 2

- Teddington Action Group (TAG) gets response from Dept of Health re. its input on health effects of aviation
- Heathrow 13 get suspended, 6 week, prison sentences with community service and fines
- “Why we must thank the Heathrow 13” – Teddington Action Group blog

Page 3

- CAA consultation launched (ends 15th June) on the process of airspace change
- Heathrow produces some unconvincing attempts to persuade that its air pollution from freight will be reduced

Page 4

- Mayor reveals cost to public health from noise due to Heathrow 3rd runway would be £20.3 - £24.6 billion over 60 years
- Heartfelt blog about the likelihood of increased depression and mental health impacts of relentless aircraft noise exposure

Page 5

- HACAN estimate true cost of noise insulation for 3rd Heathrow runway at around £1.8 billion – not £700 m
- Heathrow expansion would exacerbate London’s housing challenge, with up to 70,000 more homes needed by 2030 - (and likewise at Gatwick)

Page 6

- Heathrow hopes prematurely announcing “client partners” to build its hoped-for runway will boost its chances
- New study on effect of low ambient noise level on plane noise perception undermines Gatwick 2nd runway case
- Top Gatwick bosses stand to make personal fortunes if airport price raised by 2nd runway

Page 7

- German-owned air traffic company ANS takes control (from NATS) of Gatwick tower services below 4,000 ft
- Response by AEF on EU Environmental Noise Directive – it needs strengthening to preserve health

Page 8

- Blog by James Lees (AEF): “New Flight Paths – Bulldozing over your house tomorrow?”
- Only airline backing a 2nd Gatwick runway remains Norwegian, for its own commercial reasons
- Gatwick MPs tell Transport Secretary: “Gatwick Airport must end misleading air quality claims”

Page 9

- Gatwick publishes its response to the Arrivals Review – accepting all 23 recommendations
- ClientEarth takes government back to court over the inadequate air quality plan it produced in December

Page 10

- London City airport sold to Canadian Pension funds, for £2 billion (bought by GIP in 2006 for £760 million)
- London City Airport 4-week appeal, against Mayor’s refusal of expansion plans
- On final day of London City airport inquiry, HACAN East wins concession on noise insulation, if expansion allowed

Page 11

- Budget shows forecast Treasury receipts from APD in 2016-17 are £500 million lower than forecast in autumn 2013
- SNP launch consultation on plan to cut Scottish air passenger duty by 50%, starting April 2018

Page 12

- Boris pushes strongly –yet again - for 4-runway hub in Thames estuary (or Stansted)
- Manchester airport granted planning consent for huge programme of building works on terminals etc
- Public referendum on Notre-Dame-des-Landes airport likely to be in June, and only for Loire-Atlantique département

Page 13

- European Commission consultation on less strict rules on state subsidies for aviation sector
- New academic paper shows how “Technology myths” are unduly influencing aviation climate policy
- Green field gravelled over, during the night, to become illegal Bristol Airport car park - not an isolated incident

Page 14

- WWF blog on what ICAO needs to do to make meaningful steps toward limiting global aviation CO2
- (April 1st) HACAN welcomes plan to build Adobe huts on playing fields of Eton



AirportWatch bulletin 85  
April 2016

## **AEF provides damning assessment of pro-runway report that implies environmental impacts should be no barrier to expansion**

A report published by the "Independent Transport Commission" (ITC), a think tank partly funded by Heathrow, by Gatwick, by NATS and many others, has argued that environmental concerns should not prevent a new runway being built. The report "**The sustainability of UK Aviation: Trends in the mitigation of noise and emissions**", written by RDC Aviation Ltd, sets out to show that the aviation industry can soon overcome problems of noise, air pollution and carbon emissions - and adding a new runway will be problem-free.

The report is thin on good detail to back up these claims. It is high on hopes, aspirations and what could be termed "mindless optimism" that new technologies will work out well, and everything that could help the aviation industry will do so. It states: "...over the coming decades, it is foreseeable that a range of solutions will enable forecasts of future growth to be delivered within acceptable environmental boundaries, even without step-changes in technology".

The Aviation Environment Federation (AEF) produced a damning assessment. On **CO2 emissions** AEF says the ITC has put too much faith in future market based measures to trade emissions, and used unjustifiably optimistic forecasts of fuel efficiency improvements (1.6% per year, when others expect 0.8% at best). On **noise** AEF says the ITC does not even consider health impacts, uses implausibly optimistic assumptions and some unclear use of noise measurements. On **air pollution**, the ITC argues this is largely not the airports' responsibility and hopes levels will improve soon. AEF concludes: "Without clearer definitions of what constitutes "acceptable environmental boundaries", and evidence that these can be achieved, the report's conclusion that environmental impacts should be no barrier to expansion is unfounded." The report, which is hard to describe as "independent" in any meaningful sense of the word, advocates sacrificing the environment if it holds the industry's growth back. 11.3.2016  
<http://www.airportwatch.org.uk/?p=29951>

## **Four councils affected by Heathrow threaten to take legal action against Government if it backs Heathrow runway**

Four Conservative controlled councils - Hillingdon, Richmond upon Thames, Wandsworth and Windsor & Maidenhead councils - adversely affected by Heathrow, are preparing to sue the Government over its proposed 3rd runway. The legal letter to David Cameron, from their lawyers, says an escalation in the number of flights would be "irrational and unlawful". Court proceedings will be launched unless the Prime Minister categorically rules out expansion of Heathrow. The Councils say "insurmountable environmental problems" around the airport mean it can never be expanded without subjecting residents to excessive pollution and noise.

The councils believe the Airports Commission's final report made a "flawed assessment" of Heathrow's ability to deal with environmental issues (noise, NO2, and CO2 emissions among them). The councils also say David Cameron's previous promise - "No ifs, No buts, no 3rd runway" - had created a "legitimate expectation" among residents that there would be no runway. Local campaign "Stop Heathrow Expansion" (SHE) representing residents in the south of Hillingdon, whose lives would be directly impacted by the runway, welcomed the legal letter. Christine Taylor from SHE said: "Residents of the Heathrow Villages have had enough - we've been fighting this for over 30 years. We want to draw an end to the repeated threat of Heathrow expansion on our communities." The authorities have appointed Harrison Grant, the solicitors that led a successful High Court challenge in 2010 against the former Labour government's attempt to expand Heathrow. 3.3.2016 <http://www.airportwatch.org.uk/?p=29870>

## **Teddington Action Group (TAG) gets response from Department of Health re. its input on health effects of aviation**

The Teddington Action Group (TAG) is very active in opposing the recently intensified level of noise they experience from Heathrow flights. They recently asked the Department of Health what role they have in assessing the impact of aviation noise on public health and whether they have any influence over the Government's aviation policy, which is developed by the DfT. The Dept of Health (in its not very reassuring response) said it is Public Health England (PHE) that provides advice and input into noise related health matters for the Department of Health, including aviation policy.



PHE worked with the DfT on the Survey of Noise Attitudes 2014 (a field study investigating noise attitudes of people living close to airports) – PHE is represented on the project board that oversees the methodology and overall progress. PHE is steering the Health Impact Assessment process for the Airport Capacity Appraisal of Sustainability. On the “Night Flight Restrictions consultation – PHE is providing ad-hoc advice to DfT on the evidence base.” ... “PHE has not yet had any involvement with the design of the Government's Future Airspace Strategy.” TAG asked about proper assessment of health impacts, and PHE said it plans to continue its engagement with the DfT by providing evidence-based

advice and promote research especially on "interventions to protect and improve health." Definitely looks as if there is room for improvement. 3.4.2016 <http://www.airportwatch.org.uk/?p=30221>

## **Heathrow 13 get suspended, 6 week, prison sentences with community service and fines**

On 24<sup>th</sup> February, the Heathrow 13 were sentenced at Willesden Magistrates court, with the defendants fully expecting that all, or most, of them would be given custodial sentences. A crowd of about 300



cheered the Heathrow 13 as they arrived, and remained outside - with speeches and music - all day. By lunch time, mitigations had been discussed for all the defendants, and they emerged for lunch. Finally at about 4pm, the news filtered out to the crowd that all 13 had 6 weeks prison sentences, suspended for one year.

The term could have been 13 weeks, but was reduced to 6 weeks as the defendants had properly considered safety and were all of good character. In addition, 10 have to do 120 hours of community service, and 3 (those with previous convictions) have to do 180 hours. There will also be fines, ranging from £500 to £1,000.

It was learned that an email had been sent to the court, that morning, from Sir David King - past chief scientist to the UK government - saying that the defendants should not be imprisoned, as their concerns about carbon emissions are justified. Delighted have their freedom, the activists say the campaign against any new runway will continue. One commented that what was intended as a deterrent to climate direct action seems to had the opposite effect. 24.2.2016 <http://www.airportwatch.org.uk/?p=29741>

## **“Why we must thank the Heathrow 13” – Teddington Action Group blog**

The TAG blog expresses the view of many, that we owe a debt of gratitude to the Heathrow 13. They say: No-one chains themselves to railings for want of something better to do. No-one risks prison for the hell of it .... That this small group of people were willing to do so is testament both to their courage and to their fear ... They had to take action, as this government simply does not have the political will to take unpopular decisions to face [the climate threat] head on .... What is left when the democratic process fails?

...Species are dying out; people are dying prematurely.... Yet the profiteers and the nay-sayers carry on their merry way. Heathrow is effectively saying [even with] another quarter of a million planes in the sky. "We'll manage to stay within global warming limits. Maybe. Sort of. It'll be fine. Trust us, dearie!" ....

"The Paris Agreement signatories agree to restrict global warming levels to 'well below' two degrees C.... This requires extensive CO2 mitigation measures of which the UK Government seems to be sublimely unaware .... to even countenance more runways in any shape or form .... The Heathrow 13 (climate suffragists?) .... have our gratitude .... We cannot leave it to a few brave people to shoulder this burden for us. It is everyone's fight. <http://www.airportwatch.org.uk/?p=29833>

### **CAA consultation launched (ends 15th June) on the process of airspace change**

The CAA has launched its long awaited consultation on the process of airspace change. One of the reasons has been the unprecedented level of opposition, anger, frustration (and in some cases despair) caused by the unsatisfactory manner in which flight path changes have been introduced in recent years. The CAA, NATS and the airports have lost what confidence the public had in them before, due to their inability to communicate properly with those suffering from aircraft noise problems.



The CAA says: "While not everyone will agree with every potential decision on how we develop the infrastructure of our airspace, the methods used to reach those decisions need to be well understood and accepted. One of our aims is to restore confidence in the process where it is currently lacking." The CAA says one of the ways to make their processes more transparent and publicly accessible is: "an online portal to provide a single access point for anyone to view, comment on and access documents for every UK airspace change proposal."

However, many important and relevant areas are outside the consultation, such as Government policy, which the CAA's process must follow, and "changes to flight paths which result from decisions made by air traffic control providers and outside the CAA's control". The full document is 140 pages in length, and will take time to respond to, or fully understand. 15.3.2016 <http://www.airportwatch.org.uk/?p=30017>

### **Heathrow produces some unconvincing attempts to persuade that its air pollution from freight will be reduced**



Heathrow knows it has real problems worsening local air quality, with vehicles associated with the airport adding a great deal of pollution. The Airports Commission report was particularly weak on NO2 air pollution, and ignored the emissions from Heathrow's air cargo. Heathrow has now put out a short document attempting to convince that it is making serious improvements to local air quality.

On air freight, it says it will be getting shippers to share lorry journeys. Heathrow says in 2016 it will: "• Keep pushing for greater consolidation of vehicle loads at Heathrow and aim to provide an online venue for freight operators to buy and sell empty space on their trucks by July. • Establish a sustainable freight partnership with operators by September with the objective of reducing emissions [No clue what that actually means ?] • Develop and publish our plans for building a call-forward cargo facility to reduce congestion, idling, and emissions of vehicles coming to Heathrow by the end of the year."

That does not look like much. But Heathrow needs to persuade the government soon. In reality, Heathrow hopes to double its volume of air freight, with a new runway - and that freight is carried in diesel vehicles. Lorries are not succeeding in cutting NO2 pollution. 23.3.2016 <http://www.airportwatch.org.uk/?p=30106>

## Mayor reveals cost to public health from noise due to Heathrow 3rd runway would be £20.3 - £24.6 billion over 60 years

A report published by the Mayor of London and Transport for London (TfL) has revealed that the long term health effects of exposure to the extra noise - due to a 3rd Heathrow runway - would be valued at a staggering £20.3 - £24.6 billion over 60 years. The figure is derived using methodology from the WHO,



which values each lost year of healthy life at £60,000. That reflects the increased risk of heart attack, stroke, dementia and other disorders shown to be linked to prolonged exposure to aircraft noise.

TfL calculate that while there are now about 766,000 people affected by an “annoying” level of noise from Heathrow, if the speculative improvements in noise exposure proposed by the

Airports Commission do not actually happen, there could be as many as 986,600 affected. There could also be between 98,900 and 277,100 people newly affected by plane noise for the first time. [See Page 34 of the TfL report for details of those newly affected <http://content.tfl.gov.uk/landing-the-right-airport.pdf>]. The runway would also expose 124 more schools and 43,000 school children to a level of aircraft noise proven to be damaging to learning.

TfL also says the number of daily journeys to Heathrow by passengers and staff is expected to rise from 200,000 to 430,000 by 2050. “At some locations, non-airport passengers will be unable to join rail services because of crowding exacerbated by passengers travelling with luggage towards central London.”

20.3.2016 <http://www.airportwatch.org.uk/?p=30088>

## Heartfelt blog about the likelihood of increased depression and mental health impacts of relentless aircraft noise exposure

Many people have found the burden of aircraft noise, to which they have been recently and unexpectedly exposed, to be highly stressful. The stress is made worse by the apparent absence of any means to reduce or put an end to the problem. In a recent blog, someone who suffers both from depression and exposure to intense aircraft noise, has set out the necessity of taking mental health seriously. The blog says the effect of the relatively new phenomenon of concentrated flight paths appears to be worryingly under-researched.



It is not known what levels of noise are safe. Research suggests that existing sufferers of mental illness are generally more sensitive to noise than others. The impact of narrow, concentrated flight paths overhead, with a plane as often as every 60 - 90 seconds can have particularly negative impacts on these people. Some research suggests higher rates of depression. For those with clinically recognised depression, the feeling that those who manage airspace will not act to reduce the problem, and will not take their complaints and pleas for change seriously, only exacerbate the mental anguish.

The writer asks that mental health impacts are given much more attention. Intense exposure to aircraft noise - with no realistic prospect of it being improved - may come at high cost to vulnerable groups in society. 27.2.2016 <http://www.airportwatch.org.uk/?p=29760>

## **HACAN estimate true cost of noise insulation for 3rd Heathrow runway at around £1.8 billion – not £700 million**

Heathrow has set aside £700 million to insulate homes affected by noise from a 3rd runway. That would be for 160,000 homes, which is the number regarded as being within the 55 decibel Lden noise contour, with the worst affected getting the full cost paid and others getting up to £3,000 to pay for the work.

But the community anti-expansion group HACAN calculates that insulating all these homes would cost at least double the £700 million figure. HACAN estimates the real cost at nearer £1.8 billion, based on data obtained from two companies that provide sound insulation. UK Soundproofing Ltd of West Sussex and Tudor Windows of London considered the average semi-detached house would cost around £11,800 to fully insulate against noise. It does not appear that Heathrow's offer would be enough to do a proper job, even though they could probably get insulation cheaper by placing a huge contract. Heathrow is not intending to spend any more money on noise insulation, if it is not allowed a 3rd runway - and its insulation scheme is very poor in comparison with other large European airports.

It is understood that Heathrow currently pays for soundproofing, including double glazing and loft insulation, at approximately 40,000 homes. The insulation is, of course, of no use if windows are open - or outdoor, in street, park or garden. 15.3.2016 <http://www.airportwatch.org.uk/?p=30020>

## **Heathrow expansion would exacerbate London's housing challenge, with up to 70,000 more homes needed by 2030**

A 3rd Heathrow runway would exacerbate London's housing challenge. The Airports Commission considered between about 30,000 and 70,000 extra homes would be needed in the area, for the extra employees attracted in, by 2030. In the recent report by the Mayor of London, he considers that there might demand for around 80,000 extra new homes by 2050, due to Heathrow with new direct, indirect and induced jobs with most needing to be accommodated in the region.

The Airports Commission said: "...an average of some 500 homes per year in each of 14 local authorities – may be challenging to deliver ..." The Mayor says: "By 2030 the number of people living in the city will grow by 1.4 million to 10 million. By 2050 this number is forecast to be about 11.3 million ... West London and the areas surrounding the airport are, however, already struggling to keep up with background growth, in the face of overheated property markets and increasingly limited land supply. ...The Airports Commission believes that expansion can be accommodated without placing additional pressure on housing. Primarily, it claims this by drawing on local unemployment to fill the new jobs; however, this is not borne out by experience of similar schemes; expansion will require a variety of skills levels and will attract employees from across the London area." 23.3.2016 <http://www.airportwatch.org.uk/?p=30125>

**Likewise at Gatwick**, it is anticipated that the number of new homes that would be needed with a 2<sup>nd</sup> runway would be equivalent to a new town the size of Crawley, which at present has around 40,000 houses. A study by independent consultants jointly commissioned by the West Sussex County Council and the Gatwick Diamond Initiative concluded that the extra demand would mean about 30,000 - 45,000 new houses would be needed. Much of Surrey is designated as Green Belt but this is already under threat where planning policies are under review. In Sussex, Crawley and Horsham are already having difficulty finding sites for a few thousand houses to meet current demand.

Local councils would need to decide whether to build a whole new town or whether to add hundreds of new houses to every town and village - perhaps a thousand houses added to forty villages.

<http://tinyurl.com/GACC-pressrelease-housing>

A study by CPRE in 2015 considered a 3<sup>rd</sup> Heathrow runway would require the destruction of up to 694 hectares of Green Belt (one Airports Commission report says 694, another says 431 hectares). <http://www.airportwatch.org.uk/?p=27895>



## **Heathrow hopes prematurely announcing “client partners” to build its hoped-for runway will boost its chances**

Heathrow does not have any sort of (public) consent from the Government to build a third runway. It had hoped to be given the "nod" for its runway in December 2015. But the government realised there were too many environmental and economic problems that the Airports Commission had not dealt with adequately, and no decision could be made. The government is now hoping to make some sort of statement - probably in mid-July. There is a likely major legal challenge from 4 local councils to the airport's plans (see above).

Nevertheless, in an act of bravado (desperation?), Heathrow announced that following "a competitive process Arup, CH2M, MACE and Turner & Townsend have been chosen to work alongside Heathrow Airport Limited to deliver Heathrow's expansion as partners in the Programme Client.... With the programme's client partners now on board Heathrow is ready to begin the process of expansion as soon as Government gives the green light." ... "The client partners have been tasked with ensuring the programme is delivered to the highest industry standards in planning, innovation and quality." Quite what the contract is between Heathrow and these firms is not specified. Critics say Heathrow is jumping the gun, and "counting some very expensive chickens before they are hatched".

Gatwick is also trying the same sort of thing. 16.3.2016 <http://www.airportwatch.org.uk/?p=30041>



*Jumping the gun – false start?*

## **New study on effect of low ambient noise level on plane noise perception undermines Gatwick 2nd runway case**

It is accepted that there is a difference in the way aircraft noise is perceived, depending on the level of background (ambient) noise. At its most obvious, someone standing near a noisy urban road will not notice the noise of a plane flying overhead as much as someone in a quiet location. GACC has commissioned work by Dutch noise experts, looking at the effect of ambient noise. The authors conclude that the % of annoyed residents is likely to be higher in areas with low ambient noise than in high ambient noise areas.

The authors suggest that the number of people annoyed is likely to be higher than shown by Leq or Lden metrics, where local factors that influence annoyance are not taken into account. Gatwick is surrounded on 3 sides by designated tranquil areas such as the AONBs. GACC says that, with a 2nd runway, not only would three times as many people be affected by serious aircraft noise as now, but also - due to the effect of noise on quiet rural areas being underestimated by the Airports Commission and by Gatwick - the usual comparisons between a large number of people annoyed by a new Heathrow runway and a smaller number at Gatwick are not valid.



GACC say that, as well as a 3rd Heathrow runway, a 2nd Gatwick runway would also annoy a very large number of people. **"Neither runway should be built."** 31.3.2016 <http://www.airportwatch.org.uk/?p=30176>

## **Top Gatwick bosses stand to make personal fortunes if airport price raised by 2nd runway**

The Sunday Times found that several of Gatwick's senior bosses are signed up to a bonus scheme that should pay out handsomely if the airport is sold. In small print in Gatwick's 2011 accounts the bonuses of "certain members" of its board are directly linked to the amount GIP gets from sale of the airport. It has long been suspected that Stewart Wingate, Nick Dunn (and others?) would stand to gain significantly, themselves, if they could raise the value of the airport by getting a 2nd runway. Now the disclosure has proved it. The cap on how much they could make is not revealed.



Gatwick lent the executives £2.8m to buy into the share scheme, with the interest-free loans repayable once they sell their shares. GIP owns 42% of the airport, with much of the rest held by investors from Abu Dhabi, California, Korea and Australia.

The Gatwick Area Conservation Campaign (GACC) has expressed anger at the revelation and says a 2nd runway would bring misery to tens of thousands of people. There would be three times as many people affected by serious amounts of aircraft noise, and new flight paths over peaceful areas. About 50,000 people would suffer from worse air quality. A new runway would mean traffic jams on motorways and local roads, overcrowding on the trains and an influx of new workers with a need to build 40,000 new houses on green fields. **But with all these negative impacts on ordinary people, Gatwick bosses would walk away with huge bonuses.**

Gatwick have been doing all they can to block a Heathrow runway, to get their own – and doing all they can to increase the maximum number of flights per hour through flight path changes - again to raise the airport's price. GACC chairman, Brendon Sewill, said: "Until now Gatwick Airport Ltd have tried to persuade the public that a 2nd runway would be in the national interest. Now the cat is out of the bag! There is no real need for a new runway at Gatwick." GACC will be investigating how far these new bonus payments will be subject to the normal full 45% rate of income tax.

Despite making large profits, Gatwick Airport has paid no corporation tax since being bought by GIP due to tax fiddles similar to those operated by Starbucks or Google. GIP bought Gatwick for £1.5 billion in 2009, and has just sold London City airport for almost x3 what they paid for it - and almost x32 its annual underlying profits.(See below) 29.2.2016 <http://www.airportwatch.org.uk/?p=29830>

### **German-owned air traffic company ANS takes control (from NATS) of Gatwick tower services below 4,000 feet**

Air Traffic Control (ATC) tower services at Gatwick are being provided, since 1st March, by a subsidiary company of German air navigation service provider DFS Deutsche Flugsicherung. The wholly owned DFS subsidiary - Air Navigation Solutions (ANS) - replaces NATS, and is now responsible for air traffic and approach services below 4,000 feet around the airport. NATS continues to provide approach control guidance to Gatwick from its Swanwick area control center.

While the German government owns 100% of DFS, NATS is a public-private partnership; the UK government owns 49% of it; airlines own 42%; employees 5% and Heathrow 4%. Gatwick originally tendered for the services in late 2013, but NATS challenged this through the UK High Court of Justice. It won an injunction in October 2014 that suspended the contract award, and the matter was finally settled out of court. NATS is proud that it managed to deal with a record of 934 movements in a single day. GACC believes the change will probably make very little practical difference because all the same staff will be operating the Gatwick control tower - just with a different employer. NATS says it has seconded 24 employees to support ANS for 2 years. 1.3.2016 <http://www.airportwatch.org.uk/?p=29862>

### **Response by AEF on EU Environmental Noise Directive – it needs strengthening to preserve health**

The European Commission held a consultation on the "relevance, effectiveness, efficiency and EU added value of the Environmental Noise Directive (END)." The AEF responded to this, commenting that while the END had improved noise monitoring, it should be strengthened to achieve its aim of reducing the health burden of noise from transport sources including aviation.

The END requires member states to produce action plans to reduce 'excessive' noise levels. The END helped establish noise as a major public health issue, and the mapping requirement improved awareness of the noise problem around the UK's airports. However, AEF believes the END "should explicitly outline noise levels (limit values) that should be met in order to reduce the health burden from noise.



These noise levels should be in line with WHO recommendations (1999) and set out in the END." AEF believes "noise action plans should be assessed in terms of how effectively they contribute to reducing noise towards health-based levels" ... Also "the END's objective "to preserve environmental noise quality where it is good" is not currently being effectively delivered and the protection of rural quiet areas should become a stronger priority for noise action plans." 30.3.2016 <http://www.airportwatch.org.uk/?p=30167>

### **Blog by James Lees: "New Flight Paths – Bulldozing over your house tomorrow?"**

In a blog for the Huffington Post, AEF's James Lees explains how the way airspace change happens now is unsatisfactory, and many complicated issues need to be resolved before aircraft noise is inflicted on communities. At present, no consultation is needed for new flight path trials which are aimed at increasing capacity at airports. The negative impacts of being exposed to high levels of annoying noise, especially at night, are now well known. It is anachronistic that aviation is exempt from noise nuisance laws going back 90 years.

The CAA says airspace is "in need of modernisation" with an "unprecedented" number of airspace change proposals in the coming years. These changes could involve new flight paths and new people being overflown. James says these communities should be involved throughout the process and their interests should not be overridden by those of the industry, which benefits from the changes. There is also a clear need for better government policy on aircraft noise, and there are key questions to be dealt with by the DfT.



These include: Does Government think it's acceptable for new flight paths to expose new communities to aircraft noise? And should aircraft be 'concentrated' down increasingly narrow routes? What is the public health impact? The full blog is worth reading. 24.3.2016 <http://www.airportwatch.org.uk/?p=30133>

### **Only airline backing a 2nd Gatwick runway remains Norwegian, for its own commercial reasons**

Gatwick is struggling to get support for its runway. Its page listing supporters of a 2nd Gatwick runway is thin. The section of airports and airlines backing its runway is quite glaringly thin. They have support from Birmingham airport (for which a Heathrow 3rd runway would be intense competition); support from GIP - owned Edinburgh airport - no surprise there; and support from Norwegian, a low cost airline, which is the 3rd largest using Gatwick. The two largest airlines at Gatwick, easyJet and BA, have both said they do not support a 2nd runway, and are not prepared to pay the extra charges. easyJet backs a Heathrow runway.

In December 2015 Willie Walsh said: ..."there's no business case for expanding [Gatwick]. I'm not knocking Gatwick — it's a good airport and British Airways operates many flights there. However, very few airlines support the proposal, and no one would move there while Heathrow remains open." In October 2014 he said: "I'm not going to support anything that sees our charges at Gatwick or Heathrow rise."

But now Bjorn Kjos, CEO of Norwegian, has said he will bring more planes to Gatwick; 50 Boeing 787 Dreamliners and 100 short-haul aircraft, if Gatwick gets a new runway. It is scarcely news. No comment in favour of a 2nd runway has been made by Thomson Airways, Gatwick's 4th largest airline. The airlines just do not back a new Gatwick runway. 19.3.2016 <http://www.airportwatch.org.uk/?p=30052>

### **Gatwick MPs tell Transport Secretary: "Gatwick Airport must end misleading air quality claims"**

Gatwick is misleading local residents about the environmental impact of their plans to build a 2nd runway, a group of South East MPs have warned. The MPs expressed their concerns about air quality claims and night flights in a letter to the Transport Secretary, Patrick McLoughlin. The Gatwick Coordination Group (GCG) - the MPs in areas close to, and affected by, Gatwick - is asking Mr McLoughlin to stop Gatwick from running advertising campaigns which contradict expert environmental evidence, and mislead their



Areas in yellow exceed 40 µg/m3 limit (Jacobs)

constituents. Gatwick has repeatedly claimed the area around the airport “has never and will never breach legal air quality limits” and that it is the “greener” option for expansion. But the MPs as well as councillors and local representatives say the airport's claims ignore significant evidence in the Airports Commission's report. The GCG are demanding Gatwick makes clear the real impact of a 2nd runway on the local environment to nearby residents.

The GCG also object to the DfT "drawing up plans for night flights at an expanded Gatwick, which would subject over 60,000 people in the Gatwick area to over 20 hours of continuous aircraft noise. It is incredible to think that the DfT is contemplating this when the Airports Commission made a stronger case for Heathrow which included a clear and viable recommendation for a ban on night flights.” 18.3.2016 <http://www.airportwatch.org.uk/?p=30061>

### **Gatwick publishes its response to the Arrivals Review – accepting all 23 recommendations**

At the end of January, an Independent Arrivals Review was completed by Bo Redeborn. Gatwick was required to publish details comments on this, by 31st March, which they did. Gatwick says it accepts all the 23 recommendations, though under some of the recommendations there is a long Benefits/Issues section, with various caveats. Some of the recommendations were relatively uncontroversial. Perhaps the most controversial was Recommendation 10, "for aircraft to be vectored to be established on the ILS at a minimum of 8nm (nautical miles) from touchdown outside of night hours, rather than the current 10nm." Also that: "the arrival swathe would normally extend from a minimum of 8nm to 14nm, with aircraft joining on a straight in approach when traffic permits." This would mean less noise for some areas, but perhaps more for those living around 8nm from the runway.

Gatwick says: "GAL is minded to accept this recommendation. But its implementation is a complex matter and GAL will therefore seek to ensure that its impact is fully understood before a final decision is taken." Gatwick agrees to improve its dreadful complaints system, and set up an Independent Noise Monitoring Board, though this would probably include only 2 community and 2 local council representatives. There will be a 6 week public consultation until 16th May. 31.3.2016 <http://www.airportwatch.org.uk/?p=30186>

### **ClientEarth takes government back to court over the inadequate air quality plan it produced in December**

Environmental lawyers, ClientEarth, have launched a new legal challenge against the UK government due to its repeated failure to tackle illegal air pollution. In this latest round of legal action, ClientEarth has lodged papers at the High Court in London seeking judicial review and will also serve papers on government lawyers. As well as the UK Environment Secretary who is named as the defendant, Scottish and Welsh ministers, the Mayor of London and the DfT will also be served with papers as interested parties in the case.

ClientEarth believes the government is in breach of a Supreme Court order to clean up air quality. The Supreme Court ordered DEFRA to produce new air quality plans to bring air pollution down to legal levels in the “shortest possible time”. But the plans the government came up with, released on 17th December 2015, wouldn't bring the UK within legal air pollution limits until 2025. The original, legally binding deadline passed in 2010. The papers lodged with the High Court ask judges to strike down those plans, order new ones and intervene to make sure the government acts.



ClientEarth said: “As the government can't be trusted to deal with toxic air pollution, we are asking the court to supervise it

and make sure it is taking action.” ClientEarth have a fundraising campaign to help fund this work.  
#NO2DIRTYAIR <http://www.clientearth.org/no2dirtyair/> 18.3.2016 <http://www.airportwatch.org.uk/?p=30074>

### **London City airport sold to Canadian Pension funds, for £2 billion (bought by GIP in 2006 for £760 million)**

A Canadian-led consortium of pension funds has bought London City airport, from GIP, which bought it for an estimated £750m in 2006 from Dermot Desmond, the Irish financier, (who paid just £23.5m for it in 1995 from Mowlem). So that is a hefty profit for GIP. The valuation has proved controversial because the largest airline at City airport, BA, threatened to pull most of its aircraft out if the new owner raised airline charges to cover the high sale price. Willie Walsh, CEO of BA owner IAG, says £2 billion a foolish price.

GIP owned 75% of the airport, and Oaktree Capital owned 25%. The airport is now owned by a Consortium, made up of AIMCo (Alberta Investment Management Corporation), OMERS (Ontario Municipal Employees Retirement System), Ontario Teachers’ Pension Plan and Wren House Infrastructure Management. Kuwait’s Wren House Infrastructure Management is an investment vehicle owned by the Kuwait Investment Authority. The Canadian Teachers’ Pension Fund has \$160bn in assets, and already owns 4 airports (share of Birmingham, Bristol, Brussels and Copenhagen). HS1 Ltd is jointly owned by Borealis Infrastructure and Ontario Teachers Pension Plan, both Canadian pension funds.

26.2.2016 <http://www.airportwatch.org.uk/?p=29766>

### **London City Airport 4-week appeal, against Mayor’s refusal of expansion plans**

A planning appeal by London City Airport, against refusal by the Mayor of London for its expansion plans ended on 5<sup>th</sup> April. Newham Council approved plans for the £200 million redevelopment in February 2015, but when they were referred to the Mayor for approval, he overruled the permission on grounds of too much aircraft noise. It appears the GLA (Greater London Authority) has little complaint about much of the application, and is supportive of the airport's growth in principle.



However, noise is the key issue and there is a fundamental difference in the way the noise contours are being used, by the two sides. The contours using averaged noise for the airport's operations give a smaller 57dB area than if single noise measurements are used. Opponents of the airport's expansion, HACAN East, fear that the expansion plans would mean many thousand residents experiencing much higher amounts of noise. They say their supporter base believes that current noise levels are unacceptable.

John Stewart, for HACAN East said: “Our supporters have felt over the years that their voices have not been heard, not by the airport, not by Newham. Many residents close to the airport have felt abandoned. They have felt overwhelmed by this planning application which has lasted over two and a half years.”

Alan Haughton spoke on many days at the Inquiry. In a blog, Alan explains why he and HACAN East have worked so hard, unpaid, to give their community a voice and represent their interests. Alan said: "What we see happening at London City Airport is happening across London. Developers and businesses, working closely with local councils, are forcing their will on communities for profit. ... We attend the Planning Enquiry with no QC, no legal representation, no ‘experts’. We can’t afford those. ... For me though, it’s about justice, about community, about local residents and community groups standing together to defend our local environment." 17.3.2016 <http://www.airportwatch.org.uk/?p=30050>

### **On final day of London City airport inquiry, HACAN East wins concession on noise insulation, if expansion allowed**

On the last day – 5th April – of the Public Inquiry into London City Airport’s expansion plan, local residents group HACAN East won an important concession. This requires Newham Council to hold a

council meeting each year to explain how it is overseeing City Airport's commitment to provide sound insulation for local residents, if the expansion plans are approved. In the past Newham Council has not ensured done this. The result of the Inquiry is expected to be known in the summer. The Planning Inspector will make a recommendation to the Government, which will make a final decision on permission. If the airport does expand, it will build a new taxiway to accommodate larger planes. In its closing statement, HACAN East repeated its concerns about the insufficient noise mitigation measures promised to communities living within the 66db, 63db and 57db LAeq contours; the lack of any new measures to assist those outside the 57db LAeq contour; and the the absence of any work to assess the cumulative impact of London City and Heathrow aircraft on the many communities overflown by both airports.

5.4.2016 <http://www.airportwatch.org.uk/?p=30267>

### **Budget shows forecast Treasury receipts from APD in 2016-17 are £500 million lower than forecast in autumn 2013**

There was no mention in George Osborne's March Budget by of any changes to Air Passenger Duty, though those seeking reductions in the tax had obtained the usual media coverage in earlier weeks pressing for cuts. The devolution of APD to Scotland and the likely 50% cut in its rate, by the SNP, over the next few years has caused concern at northern airports about unfair competition. All the 2016 Budget statement said on APD was: "As announced at Budget 2015, all APD rates will increase by RPI from 1 April 2016. All APD rates will increase by RPI from 1 April 2017. (Finance Bill 2016 and Finance Bill 2017)".

The 2016 Budget documents do show how much lower the tax receipts are from APD this year, and how much lower forecasts are for the next few years, than they were in the 2013 and the 2011 forecasts. The APD receipts for 2016-17 were expected (in 2013) to be £3.7 billion. The figure in the 2016 Budget for 2016-17 is £3.2 billion. That is £500 million less than anticipated just two and a half years earlier.



The tax receipts from APD in 2018-19 were forecast (in 2013) to be £4.3 billion. The figure in the 2016 Budget is for 2018-19 is just £3.5 billion. That is £800 million less than anticipated just two and a half years earlier. If it costs £40,000 to employ a nurse in the NHS for a year, £800 million would pay for 20,000 nurses.

16.3.2016 <http://www.airportwatch.org.uk/?p=30032>

### **SNP launch consultation on plan to cut Scottish air passenger duty by 50%, starting April 2018**

The Scottish National Party (SNP) say they will cut Air Passenger Duty (APD) by 50% between April 2018 and 2021, if they win the Holyrood election on 5th May 2016. On 14<sup>th</sup> March the consultations (two) on this were published (ends 3<sup>rd</sup> June). Control of APD is due to be devolved to Holyrood when the Scotland Bill becomes law, so it is no longer administered by the UK government. The Scottish Labour party has said a reduction would most benefit wealthier people, and should not go ahead. The majority of flights are taken by more affluent people, who can afford multiple short breaks as well as long haul holidays.

The 50% cut in APD would start in April 2018, and be done in stages till 2021. The industry would like cutting APD to increase the amount of profitable high spending tourists to Scotland. They hope this would boost jobs and bring economic benefits. The amount of Scottish money taken out of the country on even cheaper flights is not counted, nor the jobs lost as Scots spend their holiday money abroad. Climate campaigners fear the net effect will be higher carbon emissions from Scottish aviation, if the ticket price is cut. 14.3.2016 <http://www.airportwatch.org.uk/?p=29970>



The two consultations are: '*A consultation on a Scottish replacement to APD*' and '*A Scottish replacement to APD: Strategic Environmental Assessment Screening and Scoping*'. Details of the Scottish consultations are at <http://tinyurl.com/Scotland-APD>

## **Boris pushes strongly –yet again - for 4-runway hub in Thames estuary (or Stansted)**

Boris Johnson, due to leave office as Mayor of London in early May, has delivered a blistering attack on a 3rd Heathrow runway - and put forward, again, his vision of a huge 4-runway hub airport in the inner Thames Estuary ("Boris Island"). The Airports Commission's imperfect report came down definitively backing a Heathrow runway, and ruled out the estuary option for a range of geographical, cost and environmental reasons. Boris says, in a report entitled "Landing The Right Airport", that a four-runway airport east of London is the only way to secure enough capacity. His other option is Stansted. He believes these sites "away from populated areas" were the "only credible solution". Daniel Moylan, Boris's aviation adviser, said the inner Thames estuary airport would cost £20bn to £25bn - with an extra £25bn required to building road and rail connections. He said the 3rd Heathrow runway is estimated to cost £18.6bn, plus as much as £20 billion for surface access and measures to stop congestion.

The report concludes: "As part of its next phase of work, it is incumbent on Government to revisit the entire Airports Commission process and consider a full range of credible options – including alternative hub locations. A failure to do so will undermine any attempt to bring forward a National Policy Statement and leave a decision vulnerable to legal challenge. 21.3.2016 <http://www.airportwatch.org.uk/?p=30093>

## **Manchester airport granted planning consent for huge programme of building works on terminals etc**

Manchester airport has huge expansion plans. The City Council's planning committee has approved part of a £1bn building plan. The Manchester Airport Transformation Programme (MAN-TP) will expand and reconfigure Terminal 2, as a "super terminal" with a new elevated road, and a 7-storey car park and also reconfigure Terminal 3. It wants to demolish Terminal One and its car park. The airport hopes over the next decade the project "will see the airport continue to develop as a global gateway for the UK, directly to and from the North." The airport sees itself as a key part of the Northern Powerhouse idea. The expansion will also create space for 50 food and retail businesses - (airports need to boost profits.) Local Ringway Parish Council are deeply opposed to the planned developments, and say the airport is "our worse enemy." They have been fighting the airport's plans for decades. Ringway PC says the impact on the environment will be 'massive' 4.3.2016 <http://www.airportwatch.org.uk/?p=29883>

## **Public referendum on Notre-Dame-des-Landes airport likely to be in June, and only for Loire-Atlantique département**

On 13th February, President Hollande declared there would be a referendum on whether the new Nantes airport should be built. On 27<sup>th</sup> February, around 10,000 to 15,000 people from all across France, attended another huge protest. There are over 100 support committees across the country. They filled all 4 lanes of two local dual-carriageways, for many hours - in a peaceful protest, with a festival atmosphere. (*There are many photos showing the vast crowds at <http://tinyurl.com/NDDL-photos-27Feb>*). Now Manuel Valls, Prime Minister of France, has confirmed that the referendum will only be for the voters in the département of Loire-Atlantique. It would also be in June before the summer. Two key issues about the referendum have been critical: **the date and the area covered**. Keeping it only to Loire-Atlantique suits the government, backing the new airport plan, as it is believed there is more support for the airport there. One poll showed 51% support for the plan, 39% against and 10% undecided.

Another poll showed 58% opposition across France as a whole. Opponents of the plan, and others involved, believe areas other than just Loire-Atlantique should be consulted, as they would be affected by environmental, economic and social impacts of the possible airport. The leaders of neighbouring departments such as Mayenne, Morbihan and the Maine-et-Loire have recently criticised the prospect of the consultation being limited to only the Loire-Atlantique. The Minister of Ecology, Ségolène Royal, defended the idea of the area being extended to the whole of the region Pays de la Loire. The government wants the poll early, so building work and evictions from the ZAD can be started by October. Work needs to start by then as there is a "declaration of public utility" lasting till October. The referendum will be either on Sunday 19th or Sunday 26th June. 24.3.2016 <http://www.airportwatch.org.uk/?p=30131>

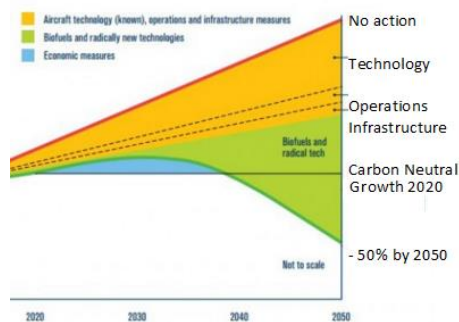
## European Commission consultation on less strict rules on state subsidies for aviation sector

The European Commission wants to loosen state aid rules for Europe's regional airports and ports, reducing the red tape burden on government investment below a certain threshold. The European state aid regulator, the Directorate-General for Competition, has launched a public consultation on the planned changes, with the aim of presenting an updated initiative by this autumn. The consultation ends on 30th May, and there will then be another. The European Commissioner for Competition said the aim was to make state aid investment easier, to create jobs.

The Commission has reviewed 54 cases of financial support for airports (and more than 30 for ports). The revision would be one of the last steps of a sweeping overhaul of Europe's rules governing public subsidies. The EU rules for state aid to airports and airlines were last changed in March 2014. The rules said state aid is allowed if there is seen to be a genuine need for accessibility by air to a region. One category was for operating aid to regional airports (with less than 3 million passengers a year) to be allowed for a transitional period of 10 years under certain conditions.

9.3.2016 <http://www.airportwatch.org.uk/?p=29928>

## New academic paper shows how "Technology myths" are unduly influencing aviation climate policy



A new research study by a group of academics from a range of countries has looked at claims made by the aviation industry that it will achieve substantial carbon savings in future. They conclude that many of these claims could be described as "myths" as they have often been used to give favourable publicity to the industry, before rapidly being proven to be over-hyped. Some of these technologies are alternative fuels, such as animal fats or jatropha; also solar power planes; or new forms of aircraft.

None of these hoped-for technologies have any likelihood of making more than small contributions to future fuel efficiency. At best, they will be small improvements per plane - set against far larger growth of the industry - resulting in a large overall increase in CO2 emissions. The authors make the point that the hype and positive media coverage that the "myth" technologies permit are damaging. The unrealistic hopes for low carbon flying in future convinces politicians (who may be happy to be so persuaded) to give the industry the benefit of the doubt, and permit its continuing growth - ever hoping for a marvellous new technology, just around the corner, which will lead to "sustainable" flying.

The unjustifiably optimistic PR of the industry has implications for decisions such as a new south-east runway. The decision should not be based on myth. 1.3.2016 <http://www.airportwatch.org.uk/?p=29840>

## Green field gravelled over, during the night, to become illegal Bristol Airport car park - not an isolated incident

An illegal Bristol Airport car park appeared after green fields were gravelled over during one night. Just months after two unauthorised car parks were closed down, another was created in what was a picturesque field. North Somerset Council confirmed the former field, which had around 100 holidaymakers cars parked on over the weekend, did not have permission and they are investigating. The access to the field, near the busy A38 may not be designed for this volume of vehicles. It appears that car parking businesses "hop from one location to another without any regard for planning laws or the health and safety of others." The Council said planning permission is needed for car parks, and in this sort of green belt location, it would be inappropriate development. They can serve an enforcement notice requiring the inappropriate use to cease and failure to comply is a criminal offence. The Council shut down two unauthorised car parks in the area in January 2016, and closed over 40 unauthorised airport car parks near Bristol airport in the past four years. Gatwick has similar problems. 15.3.2016 <http://www.airportwatch.org.uk/?p=30006>

## WWF blog on what ICAO needs to do to make meaningful steps toward limiting global aviation CO2

The CO2 emissions from the global international aviation sector have largely been left out of global efforts to tackle climate change. In September there is the chance to start to take action on this when ICAO will seek global agreement on a market-based measure (MBM) to make international airlines start paying for their CO2 emissions. A key issue to be resolved by ICAO is how to share out emissions targets between countries, recognising that developed countries (and their airlines) should take the lead in cutting CO2.

The ICAO Assembly Agreement in September needs to make two things clear. (1) that offsetting CO2 emissions above 2020 levels is only a first step and in-sector CO2 reductions will also be needed, so the sector is playing its part in moving towards a 1.5°C goal. And (2) that ICAO must ensure that airlines will only be allowed to claim emissions reductions from carbon credits and biofuels if they achieve real emissions reductions - not dodgy ones (like REDD+). On this point the current text is ambiguous.

Leading environmental NGOs have launched FlightPath 1.5, a global campaign to cut aviation CO2 emissions and ensure that aviation contributes its fair share to the goal of limiting the global temperature rise to 1.5°C above pre-industrial levels. If ICAO fails to take bold steps, aviation emissions are projected to triple by 2050 26.3.2016 More detail at <http://www.airportwatch.org.uk/?p=30110>

## HACAN welcomes plan to build Adobe huts on playing fields of Eton

**1st April.** This story is, sadly, not true. But it is a lovely thought ..... HACAN suggested that the Government would fund three deluxe Adobe huts for Eton College if it allows a 3<sup>rd</sup> Heathrow runway. Eton would be directly under the flight path of a new runway, and the pupils would need some shelter from the noise when outside. The huts would be an upmarket version of those already seen the playgrounds of a number of schools in Hounslow in west London. The three huts would be named after three of the school's most famous old boys: Dave, George and Boris. It was reported in April 2013 that 5 adobe domes had been put up in the grounds of Hounslow Primary schools, which are under the southern runway flight path at Heathrow, in order to enable the children to use playgrounds despite the plane noise. Heathrow is desperate to try and persuade London residents that aircraft noise is being dealt with. Including at Eton. <http://www.airportwatch.org.uk/?p=30199>



### 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 [@HACAN1](https://twitter.com/HACAN1)
- **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>
- **Gatwick Obviously NOT** <http://www.gatwickobviouslynot.org/>
- **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)
- **AirportWatch Europe** <http://www.airportwatcheurope.com> Twitter [@AirporthatchEU](https://twitter.com/AirportWatchEU)
- **ACIPA** – the group opposing the planned Nantes airport at NDDL <https://www.acipa-ndl.fr>
- Follow **AirportWatch** on **Twitter** [@Airporthatch](https://twitter.com/AirportWatch) and **Facebook** [on.fb.me/UoSKE](https://www.facebook.com/UoSKE)

*Bulletin compiled by Sarah Clayton - thanks to many people for their help, input & guidance. 6.4.2016*  
[www.airportwatch.org.uk](http://www.airportwatch.org.uk) [info@airportwatch.org.uk](mailto:info@airportwatch.org.uk)