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AirportWatch bulletin 49
February 2012

From John Stewart, Chair of AirportWatch

The next few months will be very important. The Government's draft aviation strategy is expected to come out for public consultation at the end of March. It would be a big surprise if it was as expansionist as the previous Government's policy. In its Aviation Scoping Document last year the Government made it clear that it saw the 2003 Air Transport White Paper as out-of-date. It made clear that any new policy would be framed by considerations about climate change and quality of life.

But it will be planning for growth. Heathrow will not feature in the new policy. Expansion there has been firmly ruled out. Transport Secretary Justine Greening has said that a key question for consultation will be around whether there is sufficient hub capacity on the South East. 'Boris Island' will be part of that but there are indications from the Department for Transport that the consultation will not be about the Estuary Airport. There is also likely to be discussion about airports outside the South East.

Over the past few months the aviation industry, together with big business, has succeeded in shaping the narrative. Its constant message has been about an alleged lack of capacity; of how more capacity is needed, particularly in the South East, if the UK economy is to compete with our European neighbours in attracting businesses from the fast-developing economies such as China and India.

These claims have been backed up by precious little hard, convincing evidence. But, as so often, a good narrative can be persuasive if it is just backed by a few statistics.

Our challenge over the coming months will be to develop and publicize our own narrative. We need to paint much of the industry and business organizations such as London First as fighting yesterday's battles based on yesterday's assumptions.

The challenge for the Government will be to assess how much capacity would be required if there is encouragement for more businesses to switch to video-conferencing (a trend that is already happening); if more short-haul flights are replaced by fast, affordable rail services; if the tax-breaks the industry enjoys are progressively eroded; if it is required to reduce emissions in line with the rest of UK industry; and if the price of oil continues to rise. The future could look very different to the past.

The aviation industry, understandably fighting its own corner, wants more of everything. We have a good story to tell if we can paint the industry, and some of its allies in business, as self-interested and unwilling to compromise, unwilling to face up to a changing future.

In Justine Greening and Theresa Villiers, we have two ministers who understand the mind of the industry and who will not be prepared to give it what it wants unless they feel it is in the national economic interest to do so.

Our challenge is to seize the opportunity that gives us to paint a very different narrative to the constant calls for expansion.

“futureLuToN:Optimisation” consultation starts on expanding Luton airport to 18 mppa

London Luton Airport Ltd, that owns the airport, launched its public consultation into expansion plans on 13th February. This lasts until 26th March. The consultation is based on a few web pages



Luton airport as it is now.

Plan of their “Preferred Option” is at <http://bit.ly/zmefw8>

of sketchy information and will include public exhibitions in village and community halls during February and March. They then plan to submit a planning application in April, expecting a decision by Luton Borough Council by Autumn 2012. The airport is operated by London Luton Airport Operations Limited on a 30 year concession (granted in 1998). The owner has the opportunity to terminate the current concession agreement from 2014. They want to increase passenger numbers from the current annual 9.5 million (in 2011, up to 18 million, while improving the passenger

experience. This is what they call Optimisation. There is not one mention of climate change, or of carbon dioxide, in the entire proposal. They acknowledge there will be more noise, but there are no details and just thin, waffly assurances that everything possible will be done to minimise it. <http://bit.ly/ygOB60> Comprehensive information & analysis on noise, jobs etc. on LADACAN website: <http://www.ladacan.org/> & <http://bit.ly/yYY2uV> & LLATVCC <http://bit.ly/A54Qdt>

Bird watchers, politicians, fisherman, environmentalists, yachtsmen and other worried residents join new campaign against Thames Estuary airport

On 10th February, about the coldest night of the winter, around 80 people attended a rousing meeting in Leigh on Sea, to both find out about what proposals for a Thames Estuary airport mean, and join a new campaign against it. Speakers included Keith Taylor (Green MEP); David Amess MP; Peter Wexham, a Southend councillor; George Crozer, an Isle of Grain Parish Councillor; Paul Gilson, a local fisherman, and David Hedges from the RSPB. They covered a wide range of issues relating to the impacts that a massive estuary airport might have, as well as the history of failed proposals in the past. A new campaign group is being set up, gearing itself up for the consultation on estuary airport proposals and also on future UK aviation policy, that starts next month. Another meeting will soon be arranged at Canvey to grow the campaign there. <http://www.airportwatch.org.uk/?p=1062> There has been a great deal of press coverage of the estuary airport proposals, with the issue being used by the industry to publicise the alleged lack of future hub capacity for the south east. A rash of stories about this is at Thames Estuary Airport News at <http://bit.ly/AoipAA>



Artist's impression the Foster airport plan. See the 1 mile long Southend Pier opposite.

Aircraft Noise demos from Frankfurt to Berlin. Thousands of German noise opponents protest in several cities

February 4, 2012 There have been major protests at several German airports today, against aircraft noise, with whistles, drums and banners. There were about 20,000 protestors at Frankfurt protesting against noise from the new runway that opened in October. This was the largest protest



at the airport since the opening . The police estimated the number of participants to 7,700, the organizers – a coalition of citizens’ groups against the airport expansion – spoke of 20,000 people. There were also demonstrations at Berlin, Leipzig, Munich & Dusseldorf. <http://www.airportwatch.org.uk/?p=1002>

and more on Frankfurt airport at http://www.airportwatch.org.uk/?page_id=7420

Business carries on lobbying but London falls behind on air quality and noise

Many in business still cannot accept that the expansion of Heathrow will not feature in the Government forthcoming consultation on its aviation policy. It may explain the over-the-top demands of London First, the voice of big business in London, in its recent report where it called for more planes on the existing runways at Heathrow, a third runway and an Estuary Airport! (see below). Such unrealistic demands hardly need countering but HACAN produced a report, **“Too Dirty for Business?”** which showed that it was not a lack of international connections which could affect London’s position as the top city in which to do business but the fact that it lagged behind many of its key competitors in terms of quality of life and high levels of traffic congestion, noise and air pollution. The report is at <http://bit.ly/yVDXNk>

London First report wants 3rd Heathrow runway, and mixed mode on both its runways, as well as a new south east hub airport

At the start of February London First, which calls themselves “an influential business membership organisation with the mission to make London the best city in the world in which to do business” produced a report called **“London, Britain and the world: Transport links for economic growth”**. It sees that an expanded at Heathrow as the “only credible option” for the capital. It accuses the government of being unwilling to consider “politically difficult solutions”. London First believes the connectivity of London is key in its success, and that “congested roads, overcrowded trains and aircraft circling above the South East waiting for permission to land at Britain’s only hub airport, Heathrow, are all signs of our critical strategic transport infrastructure operating at its limits and lacking resilience when put under pressure.” They are calling for significant improvement in London’s connectivity, both with the rest of the UK and with emerging international markets. They want easier planning and suggest various recommendations “to deliver short, medium and long-term improvements to London’s road, rail and air links.” They are asking for an expanded Heathrow, **and** flights landing and taking off on both Heathrow runways (mixed mode) **and** a new south east airport <http://www.airportwatch.org.uk/?p=7722>

Despite Heathrow’s huge business connectivity, BAA trots out its capacity arguments again citing need for flights to China

BAA continues to use any opportunity it can to push its ambition to expand Heathrow. It has used the January traffic figures as another chance to lobby for its 3rd runway and trot out its capacity argument. Passengers from Heathrow to China, including Hong Kong, rose by 3% in 2011, but happened to fall by 0.7% in January, compared to Jan 2010. BAA could not confirm whether other airports suffered a similar dip in January traffic. BAA imply, but there are no publicly available figures to check, that traffic to China from Frankfurt and Amsterdam rose in January. Germany exported £27 billion to China in 2010 and the UK exported £5 billion. Research carried out by

The number of weekly departures, during one week in July 2011, were as follows:

From	Frankfurt	Paris CDG	Amsterdam Schiphol	Heathrow
To				
New York	49	80	49	191
Chicago	28	26	14	70
Washington	35	28	14	56
Sao Paulo	14	28	7	14
Beijing	1	21	14	14
Shanghai	28	31	12	17
Hong Kong	14	29	14	63
Singapore	28	14	14	49
Delhi	14	13	7	49
Mumbai	7	7	7	42
Bangalore	7	7	0	0
Dubai	23	21	28	68
Total to 27 top business cities	450	484	282	990

CAA data shows that in 2010 606,814 passengers travelled between Heathrow and Beijing or Shanghai, and 1,386,779 travelled between Heathrow and Hong Kong.

A report by WWF and AirportWatch in August 2011

“International Air Connectivity for Business - How well connected are UK airports to the world’s main business destinations?”

<http://bit.ly/zmkjAd> looked at weekly flights (July 2011). This showed Frankfurt had 43 flights to China (Beijing, Shanghai and Hong Kong), Paris Charles de Gaulle had 81 flights, Schiphol had 40 to China and Heathrow had a whopping 94. It's not really falling behind, in any meaningful sense of the word. Details at

<http://www.airportwatch.org.uk/?p=1033>

WWF disputes aviation authority’s call for new runways

WWF and the AEF (Aviation Environment Federation) disagree with the CAA arguments of needing more airport capacity in the south-east. Theresa Villiers has said we need to “make the most of the airport capacity we already have”. WWF fully supports this view. The WWF /AEF report shows that there is enough capacity in the south-east and other regions to meet demand, in line with the recommended limits on aviation growth laid down by the Committee on Climate Change (CCC) to ensure the sector plays a role in limiting its carbon emissions. The CCC’s recommendation to Government is to permit a 60% increase in passenger demand and 55% increase in Air Traffic Movements (ATMs) to 2050, compared to 2005 levels.

Presuming larger planes in coming decades, for increased efficiency per passenger, it is likely that there would only be perhaps a 1% shortfall in capacity by 2050. The report’s analysis shows that any further expansion, beyond that which is already consented, would come at the expense of achieving our climate change targets.

WWF welcomes the Government’s continuing commitment to no new runways in the Southeast, as well as support for domestic tourism. Its analysis shows a new airport in the Southeast to further expand capacity, such as in the Thames Estuary, is not necessary.

The research shows that:

- In most regions, available runway and terminal capacity is sufficient to meet demand until 2050, associated with the CCC’s likely scenario, without the need for further expansion;
- The main under provision is a modest shortfall in terminal capacity in Scotland and the North of England; a more ambitious stance towards rail and the promotion of videoconferencing will help to address this shortfall;

- An increase in average passengers per aircraft at Heathrow, using the BAA's own forecasts (from 143 to 198 passengers per aircraft by 2050), plus a modest 15% increase in loading at other Southeast airports over the next forty years will be sufficient to meet future demand for runway capacity, without the need for further expansion.

WWF says the CAA and others pressing for more airport capacity should take proper account of the climate implications of their plans. For example the Tory "Free Enterprise Group" <http://www.airportwatch.org.uk/?p=908> and "London First" <http://www.airportwatch.org.uk/?p=7722> However, there is aviation industry 'groupthink' and continuous lobbying to persuade Government that new runways will magically lift us out of recession. They will not. 12.1.2012

The WWF/AEF report: http://assets.wwf.org.uk/downloads/airport_capacity_report_july_2011.pdf

Stansted sale: BAA loses appeal against ruling

BAA has lost its appeal against a ruling by the Competition Commission that it must sell Stansted. The CC first ruled 3 years ago that BAA's dominance in London and Scotland meant it must sell Gatwick, Stansted and either Glasgow or Edinburgh airports. BAA continued to fight the Stansted decision. Its appeal has now been dismissed by the UK Competition Appeal Tribunal, a judicial body whose panel is made up of judges and industry experts. BAA had argued that Stansted served a different market from Heathrow, and are used by different airlines, so they argued it was not anti-competitive for it to operate both airports. BAA does not want to have to sell Stansted in such an unfavourable economic climate. 1st February. <http://www.airportwatch.org.uk/?p=7723>

BAA agrees finally to sell back the 279 houses it has been hanging on to at Stansted and has given up on the 2nd runway

BAA has finally agreed to sell back all the 279 houses around that airport that it bought, when hoping to build a second runway. Most were bought around 8 years ago, but some as much as 30 years ago. But there is no timescale yet for the sales. This is a major shift in the company's position; in March 2011, Mr Matthews declared that just some of the BAA-owned houses around the airport would be sold, whilst those which might one day be needed for a 2nd runway would be retained. However, BAA is still refusing to sell back the houses it owns around Heathrow on the grounds that they might one day be needed to make way for a 3rd runway there. Stop Stansted Expansion welcomed the news, which is long overdue, and will help remove the blight and uncertainty which has overshadowed the community for far too long. <http://www.airportwatch.org.uk/?p=971>



Birmingham airport continues to promote itself as the alternative to a "Boris island" airport and the runway extension work will start in summer

The airport gets a lot of coverage in the local press pushing the idea of how ideally suited it is to take extra traffic and expand hugely, being the best solution to the alleged lack of airport capacity in the south east. An airport spokesman said Boris is "quite right to ask how Britain's airports can meet the growing demand from holiday-making families and business travellers" and asks "...it hardly seems possible that an estuary airport could be built within 20 years. So how is Boris going to fill the gap in the meantime?" Answer: Birmingham. The DfT future passenger forecasts in August 2011 suggested Birmingham might reach 27 million passengers by 2050, but the airport puts this at 30 million by



2030. They want the focus moved from the south east, and they want what they describe as courageous thinking. i.e. expand Birmingham. <http://www.airportwatch.org.uk/?p=988>

The £100 million contract to build the runway extension and carry out major improvements to the A45 is expected to be approved within weeks. The airport and Birmingham City Council have shortlisted 4 construction companies for the work, and the successful bidder is likely to be announced by March, with work likely to begin in the summer. Friends of the Earth questioning the funding arrangements, with £26 million towards the £32 million cost of diverting the A45 coming from the public purse. Work to the A45 and the runway extension is expected to be completed by 2014. <http://www.airportwatch.org.uk/?p=927>

Birmingham Airport to get solar panels, to save 22 tonnes CO2 per year – compared to the 900,000 tonnes CO2 the airport is responsible for each year

The airport has been giving itself some good publicity about some solar panels on its terminal roof. The 200 solar PV panels will perhaps save some 22 tonnes of CO2 per year, while generating some 40,000 kWh per year. Paul Kehoe says "...Managing our greenhouse gas emissions is a high priority for the company" ... etc etc . Putting the CO2 savings into context, planes using Birmingham airport in 2010 were responsible for about 900,000 tonnes of CO2. The DfT's lowest forecasts of Birmingham air passengers are emitting 1.7 million tonnes of CO2 per year by 2030, or emitting 4.3 million tonnes of CO2 on its central forecast. The 20 tonnes is lovely, but putting out publicity about it being significantly green is disingenuous. <http://bit.ly/w8C1DT>

Manston Night Flights consultation – ends 2nd March

Thanet District Council is holding a public consultation, lasting 28 days and ending on 2nd March. Its aim is to find out what the public think about Manston's recent night flying proposal. All local residents in the area are encouraged to respond and send in their views. The consultation is not question-based, it simply asks for respondents' opinion of the proposals. It will give more weight to the opinions of those living under the flightpath. The local opposition campaign, **No Night Flights**, is concerned that the proposals would mean there would be scheduled night flights; these would be freight, not passenger flights; the new proposal wants to shorten it to 11:30pm until 6am- rather than the normal 11pm to 7am; restrictions would only apply to this new shorter "night" – with no restrictions on the periods 6 - 7am, or 11 - 11.30pm; Manston want 659 flights a year in this new shorter "night" - an average of 1.8 each night. Could be none Monday, none Tuesday, 5 on Wednesday <http://bit.ly/z6N2oK> **No Night Flights** <http://www.nonightflights.tk/>



Earlier a report by consultants Parsons Brinckerhoff for Thanet District said Manston wants night flights for freight; if it was a planning application, it would be rejected; the night flights will not generate passenger growth; the airport's noise analysis is flawed; the economic analysis is flawed etc. They say Manston airport is in the wrong place and that given its geographic location, "it is unlikely that carriers would show much interest for inbound traffic from key European cities." <http://www.airportwatch.org.uk/?p=917>

Manston also has the problem of being recommended by others as a way to overcome the alleged airport capacity shortage. Both Medway Council and Kent County Council have described plans for a Thames estuary airport as a "pie in the sky" idea, and believe Manston should be developed instead. Kent County Council recently said "The building of a new airport will take at least a few years to come to fruition. Increasing the use of Manston airport could help the government's initiative to boost airport capacity in the South East in the short term." This is very troubling to people living around Manston. Leaders on Medway Council have called on Justine Greening to look at "fully utilising the capacity of existing airports including Manston and Birmingham, which could both be joined to London by high speed rail." <http://www.airportwatch.org.uk/?p=906>

The flight path at Manston is directly over Ramsgate, with the nearest homes only one kilometre from the runway. Map at <http://bit.ly/A4jZhD>

Opposition to Emissions Trading continues and European remains steadfast in its support in the absence of anything more effectively globally

Nations opposing the ETS are meeting next week in Moscow to debate an array of counter-measures. China, the United States, India and Russia are among those to have expressed vehement opposition to the ETS. The EU has said it only acted to include all airlines in its scheme because more than a decade of talks at ICAO failed to find an answer to curbing rising carbon emissions from aviation.

A letter in the Financial Times on 10th February, from the coalition of green groups defending the ETS (WWF, AEF, T&E, Earth Justice, Environmental Defense Fund and CBD USA) said:

The inclusion of aviation in the European Union emissions trading scheme (EU ETS) is a complex subject that requires cool heads, not heated talk of trade war. It is therefore welcome that in your editorial "Europe flies into clean air turbulence" (February 8), you highlight the need for continued open dialogue on this issue, rather than brinkmanship, while maintaining the ambition of cutting aviation emissions. It's worth noting though that the advocate-general of the European Court of Justice found that the inclusion of aviation in the EU ETS does not contravene any of the underlying principles of the Chicago Convention, and the full Court, in dismissing the case, found that the ETS is not a tax, and is entirely consistent with international law.

The EU has always said that it preferred an international agreement to cut emissions, but efforts to do so via the International Civil Aviation Organisation have stalled for 14 years. There are signs, however, that the EU move has finally prompted action from ICAO, which says it may produce a proposal by the end of the year. Nevertheless, Thomas White, deputy chief of mission in the US EU Mission, recently characterised EU moves to reduce emissions via the ETS as an "unwelcome distraction", calling on the bloc to cancel the scheme.

The EU legislation allows the exemption of incoming flights for airlines whose countries have equivalent measures, and in addition the European Commission indicated this week that it was prepared to review existing ETS legislation if a global deal that achieved greater environmental benefit was agreed to, and is open to considering greater use of aviation ETS revenues for climate finance purposes in developing countries. However, when asked what flexibility the US could offer to help achieve an agreement in the ICAO, Mr White did not offer any new ideas. Critics of the EU ETS should take note; compromise works both ways, but brinkmanship helps no one.

There are a large number of items of news about the progress, trials and tribulations of the ETS since it came into effect, for aviation, on 1st Jan 2012. http://www.airportwatch.org.uk/?page_id=8234

Civil Aviation Bill passed 2nd reading and now at Committee stage

On 30th January the Civil Aviation Bill had its 2nd reading in Parliament. It will be in Committee Stage until 15th March, and written submissions can be made until then. The Bill's purpose is to legislate on regulation of operators of dominant airports and determine the powers and functions of the CAA. This includes its remit on aviation security, airport charges, services provided at airports and the service given to air passengers. However, it contains very little on environmental matters, including noise. It is important that there should be an environmental duty in the context of economic regulation, so the CAA is not just focused on the rights of passengers, but also has environmental responsibilities. There also needs to be a more general community duty for the CAA looking at the welfare of people being overflown or affected by airports, not only the passengers. <http://www.airportwatch.org.uk/?p=1112>



London City Airport expected to be sold by GIP later this year or 2013

The Chief Executive of London City Airport, Declan Collier, has been asked to review the options for selling the airport. About 60% of its passengers are on business trips, so the airport is seen as of value to the City. However, the local residents in the area, some living very close to the airport and under its flight paths, derive little benefit from the airport and suffer its adverse impacts. This comes at a time of unprecedented upheaval for the airport industry. Edinburgh is up for sale, Stansted could be soon. At present it is unlikely to sell for much more than the £750m, but in a buoyant market, its owners GIP and the current minority stake partner Highstar Capital could expect as much as £1.25bn. 23rd January. <http://www.airportwatch.org.uk/?p=916>

Manchester Airport owners agree restructure to fund Stansted acquisition

Greater Manchester's 10 councils have agreed in principle to restructure their ownership of Manchester Airport to fund a swoop for Stansted. Manchester Airports Group (MAG) is seeking equity investment to give it the firepower to buy Stansted. MAG is currently owned by the 10 local authorities, with Manchester city council holding a 55% stake and the others 5% each. Proposals have been put to the Association of Greater Manchester Authorities, seeking approval for a new ownership model to be adopted if an external investor can be secured. 15th Feb. <http://www.airportwatch.org.uk/?p=1070>

Meanwhile, there is speculation that if MAG fails to buy Stansted, it might consider a swoop for a European or American airport. MAG is not looking at a Scottish airport but is looking at Stansted "in some detail," due to its similarity in size to Manchester and its potential for further growth. <http://www.airportwatch.org.uk/?p=8003>

Manchester's £650m Airport City master plan unveiled

Manchester Airports Group has produced its plans for an 150 acre Airport City, close to Manchester Airport. In April 2011 Government announced the airport would be one of the first four Enterprise Zones, with Airport City at the core of the zone. The Airport City (also elsewhere called an Aerotropolis) would be in two zones, one with hotel, office, retail and advanced manufacturing space, and the other focusing on freight and logistics. MAG will submit a planning application within weeks for the scheme's main link road, with work set to start by spring and last 12-15 months. The rest of the building will take several years.

MAG hopes to attract global businesses to work in their airport city, and create a project to compete with other locations in Barcelona, Amsterdam, Frankfurt, Paris, Dusseldorf and Heathrow. 12.1.2012. <http://www.airportwatch.org.uk/?p=7194>

Half of European airports part of scheme to cut their emissions (not the flight emissions though)

Airports account for perhaps around 5% of the total emissions from aviation. Airports handling about 50% of European passenger traffic are now certified under the Airport Carbon Accreditation programme set up by ACI Europe. Since its launch in June 2009, 55 airports have become accredited at one of the 4 levels of certification. In Year One of the programme, 18 accredited airports achieved a reduction of 411,390 tonnes of CO₂, rising in the second year to a reduction of 729,689 tCO₂ as 25 further airports joined. All very commendable, and excellent news that airports are cutting their carbon emissions. However, putting it in context, the 729,689 tonnes of CO₂ is only 0.34% of the total 212, 892,052 tonnes allocated to aviation under the European emissions trading scheme, in the first year of the ETS. And European air passengers increased in 2011 by 7% in 2011 - so the emissions are rising. <http://www.airportwatch.org.uk/?p=1077>

Proportion of business passengers fell between 2000 and 2010 at the five main UK airports

UK government figures show that the proportion of business passengers, international and domestic, have fallen at the 5 largest UK airports over the past 10 years. In 2000 around 38% of Heathrow passengers were on business, around 35% in 2005, but in 2010 it was 30.2%. At Gatwick 17.4% of passengers were on business in 2000, but only 14.6% in 2010. At Stansted it was 18.4% down to 16.4%. At Manchester 19.4% in 2000 down to 17.9%. At Luton, 24.5% of passengers were on business in 2000, but 19.1% in 2010. Data from the CAA annual passenger surveys each year give the details. While the proportion of business passengers fell, those visiting friends and family, or on holiday, rose. 26.1.2012 <http://www.airportwatch.org.uk/?p=7535>

Global air freight tonnage fell by – 0.7% in 2011 compared to 2010. Freighters being parked in the Mojave Desert.

IATA data show there was a fall of - 0.6% in tonnage (FTKs) of international air freight globally in 2011. There was a larger fall in domestic air freight, of - 1.4% giving an overall decline of - 0.7% compared to 2010. The industry is not optimistic about next year's air freight volumes, and air cargo companies are having difficulty remaining profitable. Earnings per tonne of cargo have fallen. Air freight capacity rose 5.2% in 2011, according to the IATA figures, as many companies had deliveries of new freighters that they now cannot fill. Their load factors are going down. World trade is flat, while international air FTKs (freight tonne kilometres) are dropping sharply, indicating that cargo is now being moved by other transport modes. Increasing numbers of air freighters are being parked in the Mojave desert. 14.2.2012 <http://www.airportwatch.org.uk/?p=1031>
FT article about the parked freighters at <http://on.ft.com/wqt7jr>

How much profit do airports make from their retail activities, rather than flying?

“A shopping centre with a runway attached,” is how one retailer describes the growing attractions of airports, and that appears to be true. BAA Heathrow retail income was about £325 million in 2007 and 2008. About £350 m in 2009. About £390 million in 2010. Heathrow got 21.3% of its income from retail in 2010, compared to 53% from aeronautical. On average each Heathrow passenger spent about £5.70 (maybe £5.90) at the airport, with women spending more than men (!). BAA data say frequent fliers spend more than infrequent fliers.

In the year 2010/2011 Gatwick airport made £115.6m from retail, and another £51.7m from car parking, with an average of £5.80 spent on retail per passenger. Stansted retail spending per passenger is about £4.00 to £4.20. In the year 2010/2011 Heathrow made about £380 million per year on retail, Gatwick about £115, and Stansted net retail income fell from £79.8m in 2010 to £73.9m. Manchester made about £70 on retail, with about £3 per passenger. 13.2.2012 <http://www.airportwatch.org.uk/?p=1045>

Number of premium passengers falling on European – and global – airlines

IATA said the share of premium seats as a portion of total travel is contracting, with premium seat share falling back towards the lows of early 2009 when it touched 7.5% of total traffic. Also that there has been a degree of substitution away from premium travel to economy, as businesses seek to cut cost in difficult economic conditions – especially in Europe. IATA said that Europe's airlines had the lowest average profitability of all the world's regions. So they want higher numbers of business passengers, which increases profit. In January IATA said demand for premium travel was lower in the 2nd half of 2011, and on in some areas a contraction or slowdown in economic activity has reduced business travel. 3.2.2012 <http://www.airportwatch.org.uk/?p=7823>

4.1% increase in the number of passengers at UK airports in 2011 and 2.3% rise in Air Transport Movements

Provisional CAA statistics showing Air Transport Movements and Airport Terminal Passengers for full year 2011 (compared to 2010)

For provisional data for all the main UK airports, see <http://bit.ly/x4m6Gz>

Just the figures for the 8 largest are shown below.

AIRPORT	Number of flights (Air Transport Movements) for full year 2011	Percentage change in ATMs from 2010	Terminal passengers for all of 2011 (not transit)	Percentage change in pax of 2011 from 2010	Terminal passengers for 2010	Percentage change in pax of 2010 from 2009
TOTAL OF UK AIRPORTS Listed by CAA	2,145,488	2.3	222,333,447	4.1	213,714,279	-3.4%
HEATHROW	476,304	6.0	69,390,628	5.5	65,745,250	- 0.2
GATWICK	244,579	4.7	33,645,285	7.3	31,342,263	- 3.1
MANCHESTER	157,990	6.1	18,806,098	6.5	17,662,873	-5.2
STANSTED	136,934	-4.2	18,047,594	-2.8	18,563,016	- 7
LUTON	72,195	5.3	9,510,137	8.9	8,733,837	- 4.2
EDINBURGH	105,169	4.6	9,384,072	9.2	8,563,505	- 5.8
BIRMINGHAM	83,832	-1.1	8,608,828	0.5	8,594,491	- 5
GLASGOW	69,960	1.6	6,858,829	5.2	6,521,765	- 9.6

Passengers down: Stansted, Cardiff, Prestwick, Belfast City, Bournemouth, Newquay, Durham Tees Valley. Up at most UK airports.

AEA European member airlines report passenger growth of 7.1% in 2011 to almost 363 million (so excluding non-European airlines)

Latest data from the 30 members of the Association of European Airlines (AEA) which report traffic data (this does not include Airberlin and Olympic Air) shows that passenger numbers in 2011 were up +7.1% compared to 2010 to almost 363 million. Capacity (ASKs) is up 8.9% while traffic (RPKs) is up 8.0%, resulting in a load factor drop of 0.6% to 77.3%. Due to the troubles in North African countries, far fewer (about -23% fewer) European passengers travelled there. Cross-border Europe was up 9.7%. Domestic traffic grew + 2.7%. BA passengers were up + 11.6%. Virgin down - 0.%. BMI down - 7.5%. 13.2.2012 <http://www.airportwatch.org.uk/?p=1049>

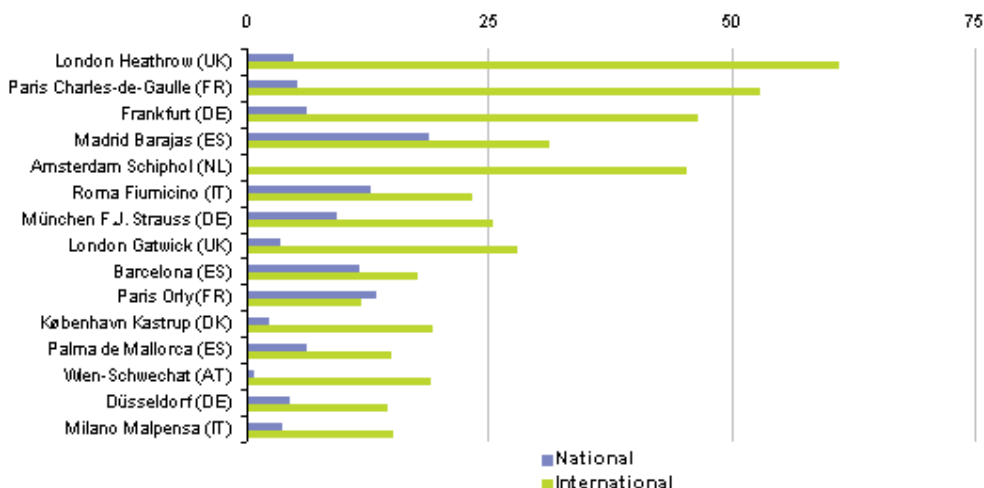
Around 800 million air passengers in the EU in 2010. UK had 193 million – which is 3.1 passengers per inhabitant

Data collected by the EU shows that in 2010 the UK reported the highest number of air passengers for any EU country, with almost 193 million or 3.1 passengers per inhabitant (which was approximately double the EU-27 average). Just under 800 million passengers were carried by air in

2010 in the EU-27. The number of air passengers carried in the EU-27 had stagnated in 2008, fell by -5.9 % in 2009, and rebounded by +6.0 % in 2010. Data for the top 15 European airports.

Europe's population is around 738 million; the UK population is around 62 million, which is 8.4%. But we had 24% of the flights.

**Top 15 airports, passengers carried (embarked and disembarked), EU-27, 2010
(million passengers)**



Source: Eurostat (online data code: avia_paaa)

European Commission Eurostat figures. <http://bit.ly/As1lka>

**BAA believes that by 2032 HS2 will cut Heathrow domestic flights.
Number of UK domestic flights has been falling over past 10 years anyway**

BAA Heathrow believes that once the spur to Heathrow is built by 2032 it will boost the airport. It does not see a great benefit from the first phase of HS2 to Birmingham only, but the benefit starts once the Y shaped links to Leeds and Manchester are built. BAA estimates that there might be some 22% fewer domestic flights from Heathrow after 2032. (There were around 45 - 46,000 domestic flights in 2010, so 9 - 10,000 might be cut). However, unless the ETS deterred a switch from domestic flights to long haul, it is likely that the slots previously used for short flights would be used for long haul, so greatly increasing overall carbon emissions.

Details at <http://www.airportwatch.org.uk/?p=826>

CAA data on domestic passengers using Heathrow:

2010	4,840,832	2007	5,753,476	2004	6,925,000
2009	5,254,605	2006	5,993,386	2000	7,403,921
2008	5,562,516	2005	6,672,965	1999	7,141,253

**World Tourism Organisation says tourism accounts for
about half of all global air passengers**

UN World Tourism Organisation says tourism's contribution to global climate change is about 5%. If tourism were a country, it would be the 5th largest emitter worldwide, ahead of Germany (6th) and Canada (7th). About 75% of total tourism carbon emissions are from travel. Of this air travel accounts for 40% of tourism's contribution of CO2. Around half of air passengers globally are tourists. The number of air travellers in 2009 was 2.5 billion. <http://bit.ly/fQWCgz> The industry would need to cut its carbon intensity in half by 2025 just to keep total emissions at 2007 levels. Globally, the number of international tourists is thought likely to reach one billion during 2012 - so perhaps half a billion tourists in Europe. 19.1.2012 <http://www.airportwatch.org.uk/?p=907>

Durham Tees Valley Airport takeover by Peel Investments

Previous owners Peel Airports has sold its 75% majority share-holding in the airport to Peel Investments. So the airport can perhaps get over its current crisis. Peel Airports is 65% owned by Vantage Airport Group and 35% by The Peel Group. Peel Investments is now the majority shareholder in the airport, with the rest of the shareholding (25%) continuing to be owned by the six local authorities, including Hartlepool Borough Council. The airport had less than 22% the number of passengers in 2011 as it had in 2006 <http://www.airportwatch.org.uk/?p=1052>

GIP and 3i frontrunners to buy Edinburgh Airport

Global Infrastructure Partners (which owns Gatwick and London City Airport), 3i and a consortium backed by US private equity giant Carlyle Group are due to take an early lead in the race for Edinburgh Airport as the deadline for first-round bids expires this week. The airport is valued at £400m-£600m, and JP Morgan is also interested. Sir Brian Souter may get involved later. Bidders say the asset is attractive as it has been underdeveloped by BAA. 13.2.2012 <http://www.airportwatch.org.uk/?p=1057>

UK carbon emissions up 3.1% in 2010 compared to 2009. Aviation 6.4% of UK total (6.9% in 2009). 6.4% in 2005

DECC figures for UK carbon emissions for 2009 and 2010 show they increased in 2010, largely due to increased in household energy use and more use of gas and coal to produce electricity. UK international aviation emissions (excluding domestic flights) were responsible for 31.8 Mt CO₂e in 2010, out of the UK total of 495.8 MtCO₂e in 2010. This is 6.4%. In 2009 it was 6.96% because in 2009 aviation emissions were higher than in 2010 due to the recession, and total UK carbon emissions were a bit lower than in 2010. Aviation was 6.4% of UK emissions in 2005, so the proportion has remained about the same. 9.2.2012 <http://www.airportwatch.org.uk/?p=7932>

Plans for new Doncaster Robin Hood Airport link road from M18

Plans for a new link road to Robin Hood Airport in South Yorkshire are to be unveiled at 3 public meetings. The road, including a route to Rossington and a bridge over the East Coast Main Line, will run for 2.5 miles from junction 3 of the M18 to the A638 near the airport. The new road does not go to the airport, stopping some 3 miles away. Doncaster Council received £18m funding from the Regional Growth Fund. Subject to planning permission being granted, work on the road could start in summer 2012 with it opening in early 2014. Clearly the airport will gain some advantage by this but not excessively. 3.2.2012 <http://www.airportwatch.org.uk/?p=7804>

Dunsfold Aerodrome has gone to Appeal for Certificate of Lawfulness

The Aerodrome Appeal, against the rejection by Waverley Borough Council, of their application for a Certificate of Lawfulness started on 31st January. The certificate would lift all restrictions on aircraft movements and flight times. It is a curious legal case about whether there has been continuous aviation use of the aerodrome since it was built in 1942. The opposition to Dunsfold argue it depends on the aerodrome's use during the more than 50 years from 1948, when modern planning law was introduced, to 2002 when BAe departed. In addition, Dunsfold Park has also applied for an increase in Annual Traffic Movements from 5,000 per year up to 6,600, and the removal of flight restrictions during the Olympics. They now want to have flights permitted after 8.30pm on weekdays, and after 3pm at weekends, which is now not allowed. Local residents are very concerned that if Dunsfold Park are successful in their appeal against Waverley Borough Councils' refusal to grant a Certificate of Lawfulness, or if they are successful in their most recent applications then Dunsfold aerodrome will have unrestricted aviation activities. Not even the major airports in the UK have approval for totally unrestricted aviation. <http://bit.ly/xel6rb>

Etihad Airways operates first biofuel (recycled cooking oil) powered delivery flight

Etihad, the national airline of the United Arab Emirates, has taken delivery of a new Boeing 777-300ER aircraft, which flew from Seattle to Abu Dhabi using a blend of plant-based jet fuel sourced from recycled vegetable cooking oil and traditional jet kerosene, supplied by SkyNRG. Etihad says it is a member of the Sustainable Aviation Fuel Users Group, Etihad attempting to use biofuel feedstocks that are non-competitive with food sources, and that drinking water supplies are not jeopardised. Airlines are keen to use whatever biofuels they can now, as these fuels are classed as exempt under the EU ETS. Etihad are working with the Masdar Institute to develop biofuels grown in sea water, with a 2km square test area. 29.1.2012 <http://www.airportwatch.org.uk/?p=958>

Availability and sustainability key challenges, says Lufthansa, as biofuel trials end with first commercial transatlantic flight

The six-month trial by Lufthansa using biofuel blends on the route between Hamburg and Frankfurt has ended with its first scheduled commercial transatlantic biofuel flight on January 12. In all, 1,187 scheduled flights were carried out between July and December using an Airbus A321 with a 50-50 blend of regular fuel and biosynthetic kerosene in one engine. Total consumption of the biokerosene mix amounted to 1,556 tonnes, says the airline. It gives no detail of how it worked this out, but says this caused a reduction in CO2 emissions of some 1,471 tonnes as a result. [Back of enveloped calculation indicates that assumes the biofuel produces overall about 60% less carbon than conventional kerosene]. Reuters says Lufthansa ended the trial as it has used up stocks of certified biofuel and no other reliable supplies were available. 26.1.2012 <http://www.airportwatch.org.uk/?p=7566>

New FoE report on jatropha cultivation for aviation biokerosene in Java

A new report by Friends of the Earth Netherlands, and Friends of the Earth Indonesia investigates the situation in Java, where jatropha and other crops are being grown to produce biokerosene for Lufthansa's "Burn Fair" programme. The report finds that Javanese farmers and workers have converted some of their land from food to fuel crops, in return for ridiculously low payments. They have had a fall in income, conflict and frustration. Indonesian farmers feel the lifeblood of Indonesia will be tapped for the benefit of wealthier people in Europe and elsewhere. Biofuel crops are putting pressure on land for food. The report says this growing of biofuels for aviation fuel is putting a double pressure on the poor in the global south: both in climate change and food prices. 16.2.2012 <http://www.airportwatch.org.uk/?p=8153>

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- For up to date news see **AirportWatch's** news pages http://www.airportwatch.org.uk/?page_id=148
- News and analysis on the **AEF** website at <http://www.aef.org.uk>
- For a **daily update on aviation and transport news** www.transportinfo.org.uk
- How to really **offset the climate change impact of your flight**: www.ThinkBeforeYouFly.com
- Flights emissions calculator** <http://calculator.carbonfootprint.com/calculator.aspx?tab=3>
- Airport Noise Maps**: DEFRA produce rough maps showing the main noise contours around UK airports. <http://bit.ly/AC2RS3> They also give estimates of the number of people affected by noise (click on Noise Exposure Charts)
- Weekly update by IATA on **jet fuel price**. <http://bit.ly/gCtAnD> and <http://bit.ly/w8E0RE>

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