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From John Stewart, Chair of AirportWatch

It is expected that the Government's draft aviation strategy will come out for consultation before Parliament breaks for recess in mid-July (17th). There is an outside chance it will be postponed until the Autumn but we understand that the Government wants to avoid that if at all possible. The consultation will have two sections. The main consultation will cover the usual issues: climate change, noise, traffic forecasts etc. The second paper will specifically ask for evidence-based responses on whether or not extra capacity is needed, particular hub capacity, in London and the SE so that the UK can retain its excellent business connectivity with the rest of the world and particularly fast-industrialising countries like China and India. The length of the consultation periods is still uncertain but the Government has been talking about 3-4 months for the main consultation and 4-6 months for the capacity paper.

Much of the aviation industry, together with friends in business and parts of the trade union movement, have been spending a fortune into trying to change the climate of opinion on airport expansion. It has been a PR campaigning, largely based around marketing techniques rather than any convincing new evidence. The intention of the campaign has not been primarily to promote expansion at any one particular airport but, through selective statistics, catchy headlines and media campaigns, to create a climate where the question being asked is 'where should expansion take place?' rather than 'is further expansion required?'

So far, the Government has stood firm. AirportWatch is in contact with ministers, MPs and the media. We have published briefings and reports and will be producing more during the course of the consultation. Keep checking our website and our new Facebook page. The more people who 'like' the page, the more influence it will have:

AirportWatch on Facebook at <http://www.facebook.com/pages/AirportWatch/373235969406733>

The German Spring Takes Off

The astonishing protests in Germany continue. The most recent has been on Sunday 24th June, when around 8,000 people in Frankfurt formed a human chain across the 7 bridges over the River Main as the church bells rang out across the city in protest against the noise residents have to endure since the 4th runway was opened in October.

The Sunday before, on 17th, the Munich campaigners scored a spectacular victory when the residents of Munich voted against a 3rd runway by 54% to 45%. Munich owns 23% of the airport, with regional and state government owning the rest. The result sent shock waves through the aviation industry. Munich Airport CEO, Michael Kerkloh, said: "The fact that a relative majority of Munich residents voted against the



Part of the 4km human chain along the Main

construction of a third runway shows how difficult it has become to make clear the significance of important infrastructure projects in our country.” The full article is at <http://bit.ly/NrDZBc> .

The result is a tribute to great campaigning by the Munich campaigners. They brought together climate activists and local residents. They formed Plane Stupid Germany which carried out eye-catching actions. And they commissioned a report from the Dutch consultants CE Delft which challenged the economic rationale for the airport. Read more about their campaign on: <http://www.dritte-startbahn-stoppen.de/>



The sheer joy of the Munich campaigners as they realize the referendum on a 3rd runway has gone in their favour

Only a few months ago the authorities were confident of victory in the referendum, particularly since the residents just outside Munich, who would be affected by the 3rd runway, were not eligible to vote but the campaigners turned it around. AirportWatch Chair John Stewart, who visited the campaigners earlier this year along with Dan Glass from Plane Stupid and Tamsin Omond from Climate Rush, said, “A vibrant campaign, allied to a sound strategy, brought a famous victory.” The result is binding for a year but it makes a 3rd runway much less likely. However the campaign goes on.



. <http://www.airportwatch.org.uk/?p=2173>

In Berlin thousands continue to take to the streets in protest against the impact of the new Berlin Brandenburg airport, due to open next March, on the outskirts of the city. Last month John Stewart (pictured left with Munich’s Florian Sperk) addressed a rally in Central Berlin. This link to a short film by an independent film company, which supports the campaigners, gives a good flavour of the Berlin protest <http://bit.ly/LLdp7b>

Aviation is certain to become a major issue in the German national and regional elections next year, with it, in all likelihood, playing a decisive role in some of the key cities.

Read more about the German Spring on the AirportWatch blog at http://www.airportwatch.org.uk/?page_id=10240

Nantes campaigners clash with the police



Protesters at the rural Mairie, opposing the start of the public inquiries

Campaigners against the proposed new airport at Nantes in South West France clashed with police as they used the bodies and tractors, in a non-violent protest, to try to stop the opening of the public inquiries into the plans. The inquiries have been held at short notice, during the summer, and are not scheduled to last long enough to do a thorough job. See the short video at: <http://bit.ly/KX23fu> Report and photos at <http://www.airportwatch.org.uk/?p=2362>

Last month French peasant farmers ended a 28 day hunger to stop their land being taken for the airport before the public inquiries and other legal procedures had been completed. After 28 days the authorities relented. <http://bit.ly/LuemTd>

Success in Siena

Campaigners against the building of an airport in the tranquil Tuscan countryside outside Siena have resoundingly defeated the proposal. Helen Amp, one of the leading campaigners, reports:

“Finally, the magistrate has handed over the papers to the judge, recommending criminal prosecution of 14 people for the Siena airport privatisation affair. They include the ex-president of MPS Bank and president of Italian Bankers Association, ex-presidents, present president and CEOs of Aeroporto di Siena SpA, including Corinne Namblard of the Luxembourg based Galaxy Fund SARL (the majority shareholder after the privatisation), two other lawyers (who have also been reported to their professional associations for disciplinary action) etc. Some are important Freemasons. The charges include rigging the privatisation competition, lying to public officials, breaking into computers that had been sealed by the judiciary police, lying in public office, and use of confidential information. Many of the charges will lapse before a sentence comes out, but maybe not the more serious ones.”

Helen adds: **"Uncork the champagne with us! This has taken us five years of insistence!"**

***AirportWatch comment:** Congratulations to our fellow campaigners in France, Germany and Italy. What is clear is that it is becoming very difficult indeed for the authorities to build new runways or new airports anywhere in Western Europe. What is equally clear is that the UK is no longer alone in successfully opposing airport expansion. It is happening right across Europe. What we haven't yet succeeded in doing, either in Britain or in the rest of Europe, is to stop the incremental increase in flights at existing airports. That is our biggest challenge.*

'Trial by Noise' at Heathrow

The next nine months could become a "trial by noise" for residents under the Heathrow flightpaths. Normally they get half a day's break from the noise as aircraft switch runways at 3pm. But from 1st July the Government has given BAA, the owner of the airport, permission to also use the "wrong" runway to prevent delays building up. There will not be an overall increase in the number of flights in and out of Heathrow, but residents will lose their respite period. This follows a 3 month trial in the winter, but the data BAA collected from that was limited. If, after the second trial, the Government is minded to give permission for the so-called 'operational freedoms' to become permanent, there will be a period of public consultation. John Stewart argued in a comment piece, for the Independent, that operational freedoms were the wrong solution to dealing with the delays: <http://ind.pn/MCcpUu>

Heathrow Residents Do-it-Yourself Noise Kit on Smart Phones

HACAN has teamed up with University College London (UCL) to enable local communities on the flight path into Heathrow to do something about the problem of noise pollution for themselves. A new free to download app, called Widenoise, on smart phones, enables people to collect their own noise readings. Isleworth has been chosen as the project location because it is directly under the Heathrow flight path.



The readings taken by the phones can then be mapped and the combined information shared by all. From the launch on 19th June, the project will run for 4 weeks, and local residents are being encouraged to take part and send in readings. The project will include the first few weeks of the 'operational trials' due to start on 1st July. It will give residents a really useful way measuring the impact of the trials. It is hoped that, in due course, the project can be rolled out to more areas.

<http://www.airportwatch.org.uk/?p=2330>

Stansted - and Boris's hopes to fit in a 2nd runway, as a stop-gap on the way to his Boris Island airport

As the frenzy in the aviation industry and parts of the media hots up, in anticipation of the government's aviation consultation in July, there have been reports in the Evening Standard, Telegraph, Financial Times and Mail about Boris Johnson calling for a second runway to be built at Stansted as a stop gap solution until his 'Boris Island' airport can be built. These have led to some unusual agreement between Stop Stansted Expansion and BAA, with the latter remarking "All a 2nd runway at Stansted would achieve would be to increase the amount of spare capacity there.'

Not content with advocating one environmental disaster, Boris is now advocating two. And what Boris sees as a short-term fix for the aviation industry would be a permanent disaster environmentally. Stansted's existing runway, which has been around for 70 years, is only operating at half its permitted capacity. If the market was interested in expanding at Stansted we would be seeing increasing passenger numbers rather than the month-on-month declines we have seen for the past five years. Boris is clutching at straws given the opposition to the Thames Estuary airport.

<http://www.airportwatch.org.uk/?p=2228>

BAA drags its feet yet again over Stansted sale

The long running saga over the sell-off of Stansted Airport has entered its latest round. At the end of May, the Court of Appeal granted BAA the right to appeal against a decision by the Competition Appeal Tribunal that upheld an order by the Competition Commission in 2009 that it must sell Stansted, Gatwick and one of its Scottish bases to reduce its monopoly of UK airports. This means the 3-year long battle by BAA to avoid having to sell Stansted drags on, yet again. BAA has now sold off Gatwick and Edinburgh but is clinging on to Stansted on the grounds that the original ruling was misinterpreted, that Heathrow and Stansted compete with each other only to a limited extent and that the Commission's assessment of the cost of a forced sale was wrong.



BAA has previously used a judicial review and an application to the Supreme Court in its fight. SSE has consistently argued that the sale should go ahead and that BAA was prevaricating in order to delay the sale in the hope of securing a more favourable price from a potential buyer. Stansted's biggest customer, Ryanair, has condemned the latest development saying, "This seventh appeal will further delay the sale of Stansted, proving yet again that the BAA has no regard for passengers, competition or tourism as it attempts to retain its stranglehold over London traffic." The Court of Appeal has not yet given a date for a hearing but a ruling is not expected before the autumn. The airport's MD says the ownership battle had hampered the airport's ability to grow and attract more airlines, and it has lost about a quarter of its passengers since 2007. <http://www.airportwatch.org.uk/?p=2010>

Stansted already losing out to Southend

A significant number of travellers seem to be opting to fly from Southend rather than Stansted following the first full month of operations by easyJet from the recently expanded airport. Figures from the Civil Aviation Authority show that 41,600 people flew from Southend during the first full month of easyJet operations. Passenger numbers for Stansted in April fell by 21,300 for the same destinations including Barcelona, Alicante, Faro, Belfast and Amsterdam. "Because the Southend and Stansted operations are so different, direct comparisons are impossible, but the first month's figures seem to suggest Southend has taken a large bite out of Stansted's flights to the same destinations," comments the local newspaper. Southend Standard report at <http://bit.ly/MThLah>

Birmingham advertising campaign, website and now report pushing the idea they are the “solution”

Paul Kehoe, the CEO of Birmingham Airport, has launched an aggressive advertising campaign across London as he hopes to claim for Birmingham a slice of London’s “overheating” aviation market. He continues to lobby government and press for regional airports, like Birmingham (and Manchester, Edinburgh, Glasgow, Bristol and Newcastle) to take on a larger share of UK passengers, from the London airports. There is a new Birmingham Airport website to push this. Kehoe says his airport and other regionals can help solve the so-called “capacity crunch” in the South East, at little extra cost. He says the rail time between central London to Birmingham could come down to under an hour with rail upgrades, and the UK could have several hub airports, with Birmingham and Manchester being complimentary. 11.6.2012 <http://www.airportwatch.org.uk/?p=2124>



One of the ads displayed across London

Kehoe has also produced a report (25th June) , entitled "**Don't put all of your eggs in one basket: a challenge to aviation orthodoxy**" arguing for expansion of regional airports, and that the UK does not need just one key hub airport. He argues that Britain needs several airports capable of delivering point-to-point connectivity to emerging markets, and the hub and spoke concept is not working well. <http://www.airportwatch.org.uk/?p=2420>

BAA = Birmingham's Aggressive Advertising (Extract from Blog by Joe Peacock, Birmingham FoE)

Birmingham Airport's aggressive advertising campaign to snatch air traffic from London and the South East is based on sound-bites rather than substance. No convincing economic evidence has been produced to show that the UK needs *any* more air capacity. Until that evidence is there, the endless pronouncements in the media from CEO Paul Kehoe are like spam messages flooding the country's inbox trying to sell something it neither needs nor wants.



It also shows that you can be guaranteed one thing with the aviation industry: the need to

satisfy its insatiable desire for growth at every single airport routinely eclipses all other considerations – social, environmental and, indeed, economic.

Our local airport has been one of the only ones in the UK successful in actually getting planning permission to build more capacity in recent years. It is this which has now made its management even more bullish in its quest to attract more passengers from the South East.

Only a few years ago we were joking they would rename the airport “London Elmdon” and try to attract people from the South East. We are not laughing any more. There are advertisements on billboards all over the South East trying to persuade people there that “Birmingham makes sense” as their airport of choice.

Birmingham's sales pitch is that, with its permission to extend the current runway to accommodate large intercontinental aircraft, it has the capacity right now to relieve congestion in the South East. But its aggressive attitude suggests it won't stop there. It is likely that the plans for a second runway, which caused such outcry locally that we defeated them with ease last time, will come back in play. Could it be that the aggressive advertising campaign acts as a wake up call to the people of Birmingham to stop them sleepwalking into such a situation again?

You can see Joe's full blog at http://www.airportwatch.org.uk/?page_id=10240

Rival plans for Luton Airport expansion being merged - with new "plan" and planning application due this summer

June 7th 2012 Not altogether surprisingly, the hitherto-separate plans produced by the airport owner (Luton Borough Council) and the airport operator (London Luton Airport Operations Limited - LLAOL) have been combined, and the airport operator's concession to run the airport has been extended to 2031. That takes some of the urgency out of the need to produce planning applications as the 2014 break-point in the concession is no longer a factor. There will be a new outline plan (the previous "Master Plan" was that of the operator, not the owner) agreed between them both - probably in July - and there should be a consultation on that, before a planning application based on the new "Master plan". There also needs to be a short scoping consultation for the Environmental Statement which must accompany a planning application.

A planning application is likely later this summer, which will be proposed by the airport operator not by the owner - it would attract criticism if Luton Borough Council applied for planning permission and then granted it to itself.



The new scheme is likely to have a passenger throughput up to "about 18 million a year" and an additional 40% more aircraft movements a year. However, earlier this year the operator said 15 million was more realistic. With growth of capacity for more than 10 million additional passengers per year, or capacity for more than 10,000 air transport movements of cargo aircraft per year, expansion would be taken out of Luton Borough's hands and adjudicated by the Planning Inspectorate because it would be a Nationally Significant Infrastructure Project. One of the local MPs has asked Eric Pickles to ensure that the case is considered nationally rather than by Luton Borough Council locally as there are strong concerns locally about the conflict of interest that Luton Borough Council has being both applicant and local planning authority. <http://www.airportwatch.org.uk/?p=2044>

In addition, local campaigners LADACAN and LLATVCC caught the airport out over the noise contours - they've neglected to account for the very large number of "intersection takeoffs" (these use about 400 metres less than the full runway length and so produce more departure noise close to the runway ends, as the aircraft are lower - and probably also using a bit more power to haul themselves aloft). The contours had just been revalidated in any event, now taking terrain into account - this, plus a move to the latest version of The Integrated Noise Model (INM), increased the night contour area by 14% so there's more to be done on this subject.

Shock of discovery of Luton Airport plan next year to apply to expand up to 30 million passengers (not just 18 million)

Hertfordshire County Council were horrified to discover that Luton Airport's owners are hatching plans to increase capacity not just to 18m passengers per year as they have mentioned in relation to their planning application - but to 30 million, harking back to the now outdated Aviation White Paper of 2003. The airport operating company made it very clear that even this would constitute over-investment, and that a realistic maximum for this "local" airport would be more like 16m passengers per year. <http://www.airportwatch.org.uk/?p=1989>

Falling Standards

The London Evening Standard has become the cheerleader for the aviation industry, with almost daily publicity articles promoting building more runways. You can date it to the time Sarah Sands took over as editor on 30th March. Read the full story on the AirportWatch blog: <http://bit.ly/LtWPez>

Drop Thames Estuary airport plans, says London Assembly



On 22nd June, Members of the London Assembly urged Boris Johnson to stop promoting a new airport in the Thames estuary, branding the scheme a ‘vanity project’. The assembly passed a motion – proposed by Murad Qureshi – calling for the Mayor to abandon proposals which they warned would have a devastating effect on the west London economy if Heathrow is forced to close, with up to 100,000 jobs on the line. The motion also warned that the project would create “huge environmental damage to a protected area” used by migrating birds as well as increase noise, congestion and pollution. It says the Mayor’s plans as “simplistic and ill-considered” and called on him to “abandon this vanity project”.

<http://www.airportwatch.org.uk/?p=2371>

WWF scheme helps leading UK companies cut flights by 41% in 2 years



June 22, 2012 New figures from WWF UK show that some of the UK’s leading companies, including Lloyds TSB, BskyB, and Marks & Spencer have reduced their business flights by 41%, as part of WWF’s One in Five Challenge scheme. The scheme aims to help companies and government departments to cut 20% of flights within 5 years, reduce their reliance on business flying and transform the way they meet and travel. Member companies have

used a variety of measures such as questioning the need for travel, including flights in corporate carbon reporting and increasing their use of rail travel as well as video and audio conferencing. Members say less time is being spent out of the office, and there have been benefits of productivity gains and increased collaboration. <http://www.airportwatch.org.uk/?p=2334>

600 homes to finally get £1,500 compensation for building of Manchester 2nd runway

June 15, 2012 Nearly 600 homeowners and 6 schools in Knutsford and Mobberley are to get a pay out for the building of Manchester Airport’s 2nd runway. This will come from the airport’s owner, the Manchester Airports Group. The householders say claimed their properties were devalued due to the noise from the planes since the runway opened in 2001. The schools will get £1,300 each. This has been brokered by local MP, the Chancellor George Osborne, and Jeff Gizzard. Two years ago 300 Knutsford and Mobberley residents were compensated. This is the final compensation and the end of an 11 year battle. The total payout comes to £1 million. The airport will also pay the council tax precept, £117,702. which is levied to fund Knutsford town council and Mobberley parish council, for one year. <http://www.airportwatch.org.uk/?p=2168>



Aircraft noise reducing property prices by up to 30% near Frankfurt airport

June 15, 2012 Residents in Frankfurt, whose homes are now blighted by noise from the new 4th runway, that produces much more aircraft noise than expected, now know their property values are being seriously reduced. A recent study found the decline is up to 30%, in 20 communities around the airport. Those who can afford to are moving out of the area. The cost of compensating all those affected would be enormous, and so they are saying that the noise has to be reduced substantially. <http://www.airportwatch.org.uk/?p=2188>

Murad Qureshi on how Heathrow is expanding passenger numbers, but BAA don't want Londoners to know it

In his blog, Murad Qureshi (Chair of the Environment Committee, of the London Assembly) writes that after a week of BAA propaganda last week in the pages of the Evening Standard you would be



An Emirates A380 landing at Heathrow

forgiven for thinking that Heathrow is not expanding – but it is! It may not be by the number of flights coming in and out of Heathrow but it certainly is by passenger numbers. The A380s have around 500 passengers each. At present Heathrow turns over 69 million passengers annually and once the redevelopment and construction of the five terminals are complete, it will be able to cope with 90 million passengers a year. This capacity is not something we hear about often but the fact is that Heathrow will be able to deal an extra 20 million passengers annually! <http://www.airportwatch.org.uk/?p=2054>

Slowdown in cheap flights boosts British economy

Figures published by the Office of National Statistics show that the British are taking almost 20% fewer overseas holidays compared to three years ago, whilst the number of foreign tourists visiting the UK is virtually unchanged. This means a major boost for the UK balance of payments and shows that the Government's policy of increasing Air Passenger Duty (APD) is benefiting the UK economy, contrary to the claims made by the UK's major airlines. Overseas leisure trips by UK residents fell from 60 million to 49 million between 2008 and 2011 whilst inbound tourist numbers fell by just 300,000 over the same period. This resulted in a reduction in the UK's annual tourism trade deficit from £20 billion to £13 billion.

The figures are a powerful endorsement of the argument long put forward by Stop Stansted Expansion that the boom in cheap leisure flights and generous tax breaks given to the aviation industry harm the UK economy and damage traditional tourist destinations in the UK. The figures also show the fallacy of claims by BA, Virgin Atlantic, easyJet and Ryanair that increased levels of APD are driving away foreign tourists. SSE Economics Adviser Brian Ross commented: "The cheap flights boom was always going to be unsustainable for the UK economy and exempting airlines from fuel duty and VAT simply encouraged more and more British people to spend their money abroad. At least now, with increases in APD, we're moving in the right direction but APD would need to increase four-fold to compensate for the fuel duty and VAT exemptions enjoyed by the aviation industry." <http://bit.ly/AEMHG2>

Chinese airport protests about serious aircraft noise over residential areas near Shanghai Hongqiao

May 24, 2012 Local authorities in China are considering reducing the number of large airplanes used at Hongqiao Shanghai International Airport, to try to ease noise complaints from nearby residents. This is according to the Chinese People's Political Consultative Conference (CPPCC). Hongqiao airport is close to the city center, and there are many residential communities nearby. Complaints about noise levels began after the airport's new Terminal 2 was put into use ahead of the World Expo 2010 in Shanghai. Earlier two CPPCC members advised that more large planes be detoured to Shanghai Pudong International Airport to reduce noise levels at Hongqiao. The government's slow reaction to the problem has caused fierce conflicts between official departments and the people. Some 7,000 others from two communities about 500 meters from the new airport terminal, have taken turns over the past year to protest against the noise at the airport daily. <http://bit.ly/KuTKc0>



“Grow Heathrow” possible eviction from Sipson site now delayed a few weeks

June 18, 2012 The "Grow Heathrow" community, who have turned an area in Sipson that was once a "derelict mess", into a thriving market garden, are facing eviction. However, the young people living there are popular with the local community, who want them to stay. When they arrived several years ago, they cleared about 30 tonnes of rubbish off the site, renovated greenhouses and now grow organic lettuces, courgettes, squashes etc. The site happens to be where a 3rd runway was to be built - a location in many of their neighbours' interests to protect. The land's owner wants his land back, and a hearing at Central London County Court began on Monday but the judge has decided to take more time, so they are not due back in court for several weeks. The court is expected to weigh up the human rights and hard work of those who have moved in against the fact the land isn't theirs.

<http://www.airportwatch.org.uk/?p=2203>



Aviation industry “Fair Tax on Flying” campaign to cut APD, yet again...

June 18, 2012 A Fair Tax on Flying, an alliance of more than 30 airlines and tour operators, has launched (yet again) a new website which it hopes will encourage at least 100,000 Britons to register their opposition to Air Passenger Duty (APD). To date, 25th June, 2,500 have signed up. The campaign wants people to send a standard letter to their MP to complain about having to pay APD. The campaign complains (yawn, we have seen this several times before) that other European countries pay less tax on air travel. The campaign does not give the slightest hint that the reason why the UK government charges APD is because air travel pays no VAT and no fuel tax. This is very self serving, and predictably self interested, PR by the travel industry. <http://www.airportwatch.org.uk/?p=2249>



Thanet Council votes against Manston night flights

May 25th Plans for night flights from Manston have been opposed by Thanet District Council, with councillors voting against all night flights. Council research showed that 73% of some 2,000 residents questioned were against the proposal, citing potential noise levels and disturbance to sleep as their primary reasons for objecting. Members of the cabinet agreed the potential economic benefits had been over-estimated and noise disturbance under-estimated. The airport claims night flights are needed so it can become a viable airport, which Infratil are currently trying to sell. <http://bbc.in/MNzxAw>

Useful Info

- For large mounts of up-to-date news on airports and aviation, see **AirportWatch's** news pages http://www.airportwatch.org.uk/?page_id=148
- News and expert 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>
- News relating to **Gatwick Airport**, from GACC <http://www.gacc.org.uk/latest-news.php>
- News relating to **Stansted Airport**, from SSE <http://www.stopstanstedexpansion.com/news.html>

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