

Page 1

- Manchester Airport rubbishes Heathrow claims that expansion is crucial for Northern Powerhouse to succeed
- Leaders of 3 main London councils set out why they know better about Heathrow impacts than MPs hundreds of miles away
- Britain had £16.9 billion Tourism Deficit in 2015 – which is 17.6% of UK total balance of payments deficit

Page 2

- Heathrow sets out vague, unenforceable, offers to boost links to regions with 3rd runway (with easyJet's help?)

Page 3

- Sunday Times obtains details of £10.4 million bonus scheme, in stages, for Heathrow execs if they get 3rd runway
- Another great piece by Simon Jenkins on why the UK does not need another runway, but better roads and rail instead
- Anti-3rd runway campaigners hold their own alternative “celebration” of Heathrow’s 70th birthday

Page 4

- Heathrow protesters found guilty of graffiti subvertising misleading pro-3rd runway billboards
- AirportWatch calls on the Advertising Standards Authority to take action to remove misleading ads speedily

Page 5

- Teddington Action Group (TAG) questions the necessity of low-flying heavy aircraft from Heathrow
- Gatwick produces Final Action Plan to implement recommendations of Independent Arrivals Review

Page 6

- Gatwick provides more details of the wider swathe of arrivals onto the ILS, from the Arrivals Review
- Gatwick Route 4 finally re-routed as local MP warns about noise misery dangers of a 2nd runway

Page 7

- Stop Stansted Expansion prepares to launch legal proceedings against Stansted airport, over compensation delays
- Stop Stansted Expansion sets out details of Stansted’s devious attempts to avoid compensation payments from 2000

Page 8

- Gatwick Chairman wrote to David Cameron re-hashing unconvincing runway claims
- Tunbridge Wells aircraft noise group report on correct 3 degree CDA heights for Gatwick arrivals
- Hainan Airlines direct flights (4 per week) from Manchester to Beijing

Page 9

- HACAN East meets CAA to thrash out noise problems caused by newly concentrated routes
- Edinburgh airport starts 1st stage of consultation to get more RNAV routes in place by summer 2018

Page 10

- Polish study of effects of aircraft noise shows increased hypertension and cardiovascular impacts
- Swedish study indicates increased mental illness in children & teenagers exposed to air pollution
- Norwegian government introduces approx €8.5 tax per air passenger on all flights

Page 11

- Government decides not to devolve APD to Wales
- Airlines put on pressure for SNP to go ahead with cutting APD by 50% despite strong opposition
- Assessment of proposal to cut APD by 50% in Scotland shows likely overall fall in revenue

Page 12

- Local referendum on whether to move Nantes-Atlantique airport to Notre-Dame-des-Landes – 26th June
- English translations of videos explaining arguments against a new Notre-Dame-des-Landes airport
- ICAO still very far from any effective means of limiting aviation CO2 to be in line with Paris Agreement

Page 13

- New petition demanding real action to address global aviation CO2 – not ineffective use of “REDD” offsets
- GACC research studies show negative impact of 2nd runway on urbanisation, habitats and wildlife
- In the event of Brexit, easyJet might need to set up a new European operation

Page 14

- St Helena airport (for which UK spent £285 of aid money) to boost tourism – “indefinitely delayed” due to windshear danger

Manchester Airport rubbishes Heathrow claims that expansion is crucial for Northern Powerhouse to succeed

The boss of Manchester Airport, Ken O'Toole, has rubbished Heathrow's claims that its 3rd runway is crucial to the Northern Powerhouse. He argues that Manchester is an international airport in its own right with many direct long-haul routes. He says Manchester airport could make up any long haul capacity gap over the next 15 years and beyond "if the country adopts a culture of healthy competition." But Heathrow continually tries to persuade that, without a third Heathrow runway, northern businesses would lose "up to £710m" per year. This figure comes from Frontier Economics, which has done a lot of work supporting Heathrow. (No proper study with detailed figures or rationale is published).

Manchester airport believes it can have a range of long haul flights, not only to tourist destinations - mentioning important markets like "Singapore, Hong Kong, Atlanta, Los Angeles, Boston and, from next March, San Francisco." If people can get flights to these destinations direct from Manchester, they do not need to - inconveniently - travel via Heathrow. Ken O'Toole says some 22 million people live within two hours' drive of Manchester Airport. They have a huge amount of spare capacity on their two runways. Manchester started a direct service to Beijing last week, giving the North its first ever non-stop flight to mainland China. Heathrow is very nervous of losing the transfer traffic it cannot manage without, to either other hubs like Schiphol or Dubai - or the growth of airports like Manchester. 21.6.2016

<http://www.airportwatch.org.uk/?p=31146>

Leaders of 3 main London councils set out why they know better about Heathrow impacts than MPs hundreds of miles away

Heathrow has been doing all it can to persuade MPs across the country, and local chambers of commerce, that a 3rd runway would be very beneficial for them. Many MPs seem to have swallowed the PR without much analysis of the facts. This is hardly surprising, and people can be forgiven for being taken in, as Heathrow has a slick publicity machine and has spent a great deal of money in putting out its message. Seeing through the flaws takes time, effort and expertise. Mark Menzies (MP for Fylde near Blackpool) is one of the MPs with constituencies a long way from London, who have been persuaded by Heathrow to back its 3rd runway. He has accepted, without much consideration of the local impacts, the alleged benefits of a larger Heathrow, from the airport's hype.

But now the leaders of some of the London boroughs that are the worst affected by Heathrow have written in "Conservative Home" to express their exasperation with this sort of attitude, by MPs whose own constituents will suffer no local adverse impacts. Ravi Govindia, Nicholas True and Ray Puddifoot - the Leaders of Wandsworth, Richmond and Hillingdon respectively - say the 3rd runway would result in an extra 320,000 people subject to noise impact, new flight paths affecting their communities for the first time, 750 homes destroyed, and all in an area that already exceeds air quality legal limits. Many of their residents voted Conservative because of David Cameron's firm promise in 2009 - "no ifs, no buts, no third runway at Heathrow". 26.5.2016 <http://www.airportwatch.org.uk/?p=30893>

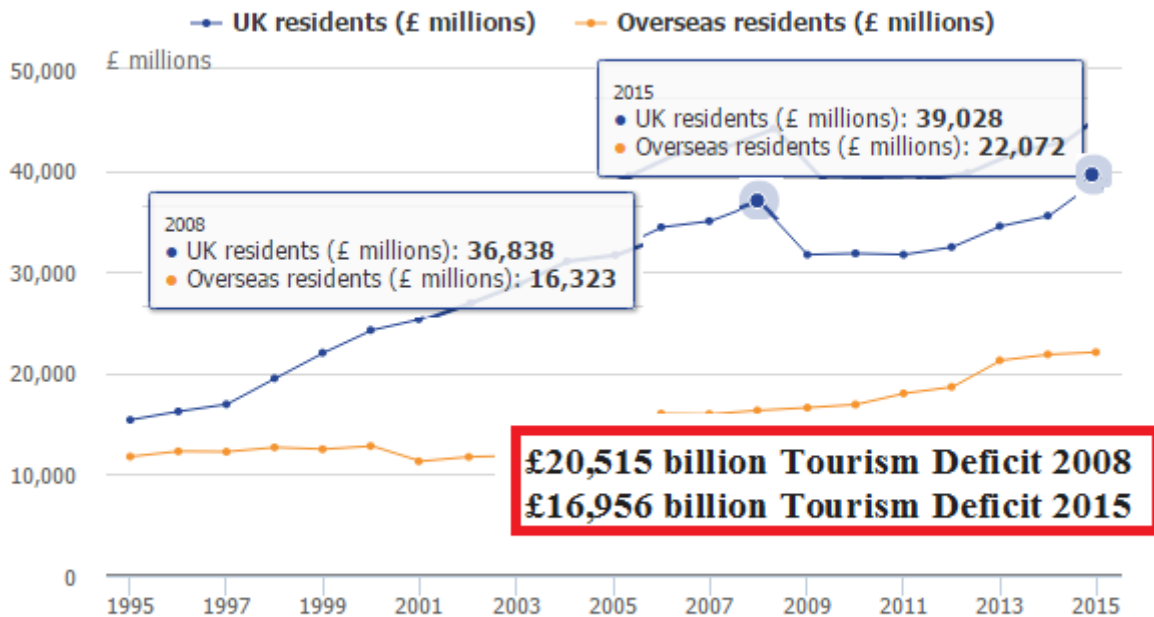
Britain had £16.9 billion Tourism Deficit in 2015 – which is 17.6% of UK total balance of payments deficit

Data from the ONS (Office for National Statistics) shows that in 2015, the Tourism Deficit (the difference between how much overseas visitors spend on their trips to the UK, and how much Brits spend on their trips abroad) rose to the 2nd highest level ever. The deficit was £16.9 billion in 2015, and £20.5 in 2008, but it fell

The UK's travel deficit 2015 £16.9 billion deficit		
	UK visits abroad	Foreign visits to UK
Number of trips	65.7m (+ 9.4% v. 2014)	36.1m (+5.1%)
Spend (not adjusted for inflation)	£39bn (+9.8%)	£22.1bn (+1%)
source: ONS		

during the years of the recession. It was around £13.7 billion in each year, 2012, 2013 and 2014. It has now increased again very significantly - by over £3 billion in one year. That makes up a large slice (17.6%) of the UK's overall balance of payments deficit of £96.2 billion in 2015.

Spending on visits to and from the UK, 1995 to 2015



Source: International Passenger Survey (IPS) - Office for National Statistics

The number of trips by UK residents abroad increased by 9.4% last year, the largest rise since 1998, according to the ONS). In 2015, UK residents took 65.7 million foreign holidays or business trips (business trips were only 10.9% of the total, while back in 2005 they were 12.9% of the total). In 2015 the number of trips by foreign visitors to the UK rose by 5.1%, to a record high of 36.1 million. But while foreigners spent £22.1 billion on visits to the UK, Brits spent £39 billion abroad. The French were the biggest visitors to the UK, with 4 million trips. Spain was the country with most visits by UK residents - with 13 million trips, nearly 20% of UK travel. 22.5.2016 <http://www.airportwatch.org.uk/?p=30855>

Heathrow sets out vague, unenforceable, offers to boost links to regions with 3rd runway (with easyJet's help?)

Heathrow is trying to put more heavy pressure on the government, to back its 3rd runway plans, if there is an announcement in the next few months. It is possible there will be an announcement in the month between the EU referendum on 23rd June, and about the 18th July. Otherwise it might be between the 5th and 15th September. Heathrow are aware that it is not considered likely that the regions will get much benefit from a 3rd runway, so it now says it will "improve connectivity, with better air, rail and bus connections from Heathrow to every major town and city - North, East, South and West." It gives no details, and these are not things done by Heathrow itself. It says its runway means the creation of "up to 180,000 new jobs and 10,000 apprenticeships across the UK" (no time scale given, so a pretty useless statement). And that: "A third runway will boost the economy by up to £211 billion, with the benefits spread across the country."

The £211 billion claim is very suspect. Even the Airports Commission's most optimistic (criticised by its own advisors) was a maximum of £147 - and that is up to 2080, so over 60 years. Heathrow says it will increase flights to airports like Liverpool, Humberside and Newquay, if it got a new runway. And it might create a "new £10 million Route Development Fund which will provide start-up support for any potential new domestic destinations."

However, the Airports Commission realised that unless government subsidises (using taxpayers' money) domestic routes from Heathrow, the number would end up being lower than the number now. 24.5.2016 <http://www.airportwatch.org.uk/?p=30876>

Sunday Times obtains details of £10.4 million bonus scheme, in stages, for Heathrow execs if they get 3rd runway

It emerged on 16th May that Heathrow executives were in line for large bonuses, if they managed to get a 3rd runway. The Sunday Times found that eight executives could share a £10 million bonus pool. It appears they have already achieved £414,000 of the bonus, by getting the Airports Commission to select Heathrow in July



2015. Details of the bonus scheme are that the sums increase, based on the success of the executives' lobbying. The next bonus payout would be, between the eight, £622,000 if they "create a climate of political support that enables the government to give its backing to expansion". ie. if there is a government announcement this summer or autumn.

Then they would get £829,000 if Heathrow is judged to be "on course to win planning approval" for its runway. There would be another £829,000 of the bonus if Heathrow can get the CAA to allow Heathrow much higher landing charges in future, to pay for the runway (the CAA controls its charges). The whole £10.4 million bonus is the airport's "share in success" incentive, and includes other measures not related to a 3rd runway. It is to be paid out in 2019. The existence of the bonus scheme was initially denied by the airport. But it creates strong personal gain motives for senior staff, in pushing through the runway, regardless of its adverse impacts. 22.5.2016 <http://www.airportwatch.org.uk/?p=30871>

Another great piece by Simon Jenkins on why the UK does not need another runway, but better roads and rail instead

Simon Jenkins, writing in the Evening Standard, says David Cameron should focus on improving the country's railways and roads, rather than adding a runway. "We need constantly to remember a crucial fact about London's airports. They have next to nothing to do with "business and industry" and the much-vaunted UK plc. ""But when the Airports Commission was set up, Heathrow hurled the kitchen sink of lobbying at it, and won the day." ...

"Heathrow is full or, as the planners put it, "at capacity". But then so is Waterloo, so is Victoria, so is the M25, so is every London hospital, school and prison. Big, booming cities are always at capacity. That is why resources must be planned sensibly. Roads, railways, hospitals and schools are more crucial to the prosperity and welfare of the capital than the convenience of tourists, important though they may be."

"[Cameron] clearly does not regard the pressure on Heathrow as being critical to the economy. He is right. There is no overriding reason for London to have a giant "hub" airport. In the age of the internet, speed of business travel is not a core economic lubricant."

"Leisure passengers may find Stansted, Gatwick, Luton and elsewhere inconvenient. If so, they can use coaches, cars, trains or lesser point-to-point airports. Or they can stay at home. None of these options will cripple the economy. If Cameron really wants to help the British economy with mega-infrastructure, every survey shows that the best value for money is from improving commuter railways and building better roads."

"There is no great cost in Cameron continuing to delay his decision — certainly as long as no one has any solution to London pollution." . . . "He can tell the airlines to make do with the capacity they have been given, and let higher prices and provincial airports take the pressure of further demand. It is not a difficult decision." 7.6.2016 <http://www.airportwatch.org.uk/?p=31052>

Anti-3rd runway campaigners hold their own alternative "celebration" of Heathrow's 70th birthday

To "celebrate" Heathrow's 70th Birthday, on 31st May, anti-3rd runway campaigners and local village residents gathered in Harmondsworth - to express their opposition to the airport's plans for expansion. With festivities centred around the historic "Five Bells" pub, there were 70 "No 3rd Runway" balloons, tours of the historic buildings including the historic, Grade 1 listed, tithe barn, enthusiastic chants of "No ifs, no buts, no 3rd runway, and a walk of part of the course of the proposed runway.



To represent each of the houses earmarked for demolition for the runway, 783 small black planes were planted on the green. The cake was cut by representatives of some of the protest groups, including Hacan, Stop Heathrow Expansion, CHATR, TAG, RAAN, and Grow Heathrow.

People had thought up entertaining presents for Heathrow, including the cheque from ratepayers - a big fat zero for infrastructure, a Mr Noisy book, a toy demolition truck, a Thomas the Tank Engine, a

D-lock, a Pinocchio, and an alarm clock with its hands stuck on 4.30am. The day was a fun event, with a very serious purpose.

With 783 homes to be demolished for a runway, and many more made uninhabitable by the proximity to an expanded Heathrow, many hundreds face the total loss of their homes and their community. 31.5.2016 <http://www.airportwatch.org.uk/?p=30909>



Heathrow protesters found guilty of graffiti subvertising misleading pro-3rd runway billboards



Joe and Larry outside the court after the trial

Two protesters in March 2015 subverted two Heathrow advertising hoardings, and removed one Heathrow poster from a bus stop. They changed one massive hoarding, on a road close to Heathrow, that said "Those living around us are behind us" to say "Those living around us are CHOKING." Another billboard with the slogan "Expand Heathrow and you grow the economy by up to £211 billion" was changed to say "Expand Heathrow and you grow the economy by destroying homes."

The two men, Larry Rose and Joe McGahan, were tried at Isleworth Crown Court and found guilty by a jury. They were charged with criminal damage. They pleaded not guilty, and defended themselves using the defence of lawful excuse. They had attempted to alter Heathrow's fraudulent billboards in order to portray a more accurate reality of the harm and misery Heathrow's expansion would bring to local residents and the environment. They cited evidence of the health impact of air pollution around Heathrow, and the increased carbon emissions that an extra runway would cause. The two were given conditional discharges and fines totalling £2,640 - of which £1,200 was to Heathrow to pay for cleaning up, and £1,400 of court costs. Both adverts were subsequently found to be misleading by the Advertising Standards Authority, and Heathrow was told to withdraw them. 16.6.2016 <http://www.airportwatch.org.uk/?p=31100>

AirportWatch calls on the Advertising Standards Authority to take action to remove misleading ads speedily

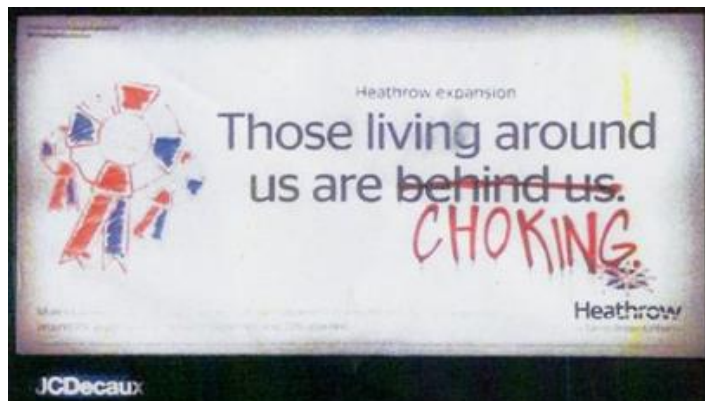
A bizarre court case has seen two environmental campaigners landed with a bill for more than £2,600 after they "corrected" a Heathrow Airport billboard promoting a new runway - even though the Advertising Standards Authority subsequently ruled that Heathrow's claims were indeed incorrect. Lawrence Rose and Joseph McGahan were found guilty of defacing Heathrow billboards near the airport, and in their view correcting misinformation on the adverts in March 2015. The adverts about local support and about benefits

to the UK economy were referred – in March or April 2015 - to the Advertising Standards Authority, which ruled in September 2015 that these adverts were misleading. Larry and Joe were given suspended sentences (see above). Their fines included the £1,200 to Heathrow airport for the cost of tidying up the damage to their incorrect and misleading adverts.

For many months in 2014 and 2015, Heathrow placed these misleading advertisements in very public places. Thousands or hundreds of thousands of people will have seen the ads. Though the Advertising Standards Authority eventually ruled against them, the process took many months so by that time Heathrow had had extensive publicity and been able to convey misinformation.

The current system permits incorrect information to be displayed in public for weeks or months, even it is then found to be misleading. There is no penalty for the advertiser, other than a brief rebuke from the ASA. There is not even a fine. There is nothing to deter advertisers from advertising misleading and uncorroborated material.

AirportWatch believes this is wrong. With so much at stake, for many thousands of people, who are negatively impacted by Heathrow, this is completely unacceptable. The way advertisements by powerful, rich organisations are monitored and controlled needs radical overhaul. The process to remove ads should be improved to ensure unsubstantiated claims by huge companies, like airports, are not left in place for months after being challenged. 17.6.2016 <http://www.airportwatch.org.uk/?p=31076>



Teddington Action Group (TAG) questions the necessity of low-flying heavy aircraft from Heathrow

Teddington Action Group has questioned the necessity of low-flying aircraft from Heathrow and state that they are flying lower compared to other airports causing more noise, more suffering and more CO2 emissions than at almost any other airport in the World. TAG wants the Heathrow Airport London (Noise Abatement Requirements) Notice 2010 to be amended and tightened so as to require planes to climb from Heathrow at a rate of up to three times that which exists at present.

This will bring Heathrow into line with other major international airports. TAG is asking that:

- (1). All aircraft must attain at least 2,500 ft [up from 1,000 ft] by 6.5 kilometres from start of roll. And
- (2). Thereafter all aircraft must keep climbing at a rate of at least 12% [up from 4%] until 6,000 ft [up from 4,000 ft].

Currently planes using Heathrow have some of the lowest flying and lowest climbing rates of any airport in the world and as a result cause more noise pollution locally. For economic reasons, heavy long haul flights find it cheaper to burn more fuel on a slower initial climb, but save on engine maintenance. Lighter short haul planes may benefit from steeper initial take-offs. The current rates of climb, under the 2010 regulations, are so undemanding that even very ancient aircraft can attain them. 8.6.2016

<http://www.airportwatch.org.uk/?p=31063>

Gatwick produces Final Action Plan to implement recommendations of Independent Arrivals Review

On 31st March Gatwick, made its initial response to the Arrivals Review, carried out by Bo Redeborn and Graham Lake. Gatwick then had to hold a 6 week consultation on the Proposed Action Plan, which ended on the 16th May. Gatwick has now produced its Final Action Plan. It confirms it has accepted all the Review's recommendations. As well as accelerating the retrofitting of Airbus A320 planes to remove the "whine", two issues in the Review that generated the most public input were widening the "swathe" for arriving planes as the join the ILS to 8 - 14 nautical miles, [more details below] and the setting up of a Gatwick Noise Management Board (NMB), on which a few community representatives can sit.

Gatwick says the NMB will "oversee joint strategies to deal with noise around the airport." It is being chaired by Bo Redeborn, and its first meeting was on 21st June. The NMB will have no more than 14 members; 5 will be institutions; there will be 2 places for County Councils. There will be 4 places for District, Borough, Town and Parish Councils, and Community Noise Groups, with two from both east and west of Gatwick.

Gatwick says the NMB: "should be a body with real influence over operational stakeholders around the airport" However, nothing says it will have any powers or any real influence. Gatwick says it will: "seek to positively influence the noise environment of stakeholders by assisting the development of consensus among the various organisations represented through its membership" [whatever that means in practice?]. The NMB will: "seek to facilitate better understanding by residents through more consistent communication and verifiable data." Nothing in the stated objectives says noise will reduce, or that the interests of communities will be given equal weight to those of airlines etc. If the NMB cannot reach consensus on a matter, it can be agreed by 75%. The community groups only make up 25% or less.

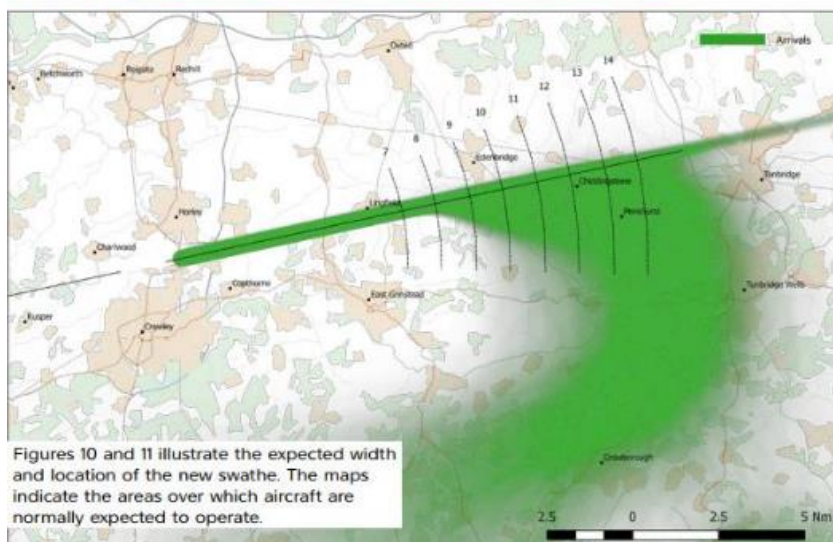
Some further analysis has been carried out to quantify more fully the impact of widening the arrivals swathe. There remain concerns by those living near the airport that some people will suffer from noise of both arrivals and departures, and Gatwick has produced maps to illustrate that it anticipates this will not be a problem for a large area. 4.6.2016 <http://www.airportwatch.org.uk/?p=30980>

Gatwick provides more details of the wider swathe of arrivals onto the ILS, from the Arrivals Review

The main reason why Gatwick had to set up the Independent Arrivals Review was the fury and anguish, largely from areas around 10 - 14 miles from the airport, due to changes in 2013 to the distance at which planes joined the ILS (the final straight line flight path onto the runway). NATS and Gatwick had decided, allegedly for safety but in practice to make maximum use of the runway at busy times, to get most planes to join the ILS at 10 nautical miles out, while before that, some joined as close as 7 nautical miles.

The concentrated noise over some areas, not previously over-flown, caused unprecedented opposition. The Arrivals Review recommended that the swathe, both east and west of Gatwick, be widened to 8 - 14 nm,

Figure 10 Expected 8nm Joining Point Distribution East of Gatwick



and that there should be more fair and equitable distribution of the noise of planes joining the ILS. A large part of the Gatwick "Final Action Plan" deals with this. It attempts to allay fears that, to save fuel, many planes will try to cut a corner, and concentrate around the 8nm area.

It tries to allay fears that there will be concentrated parts of the routes, and that people living relatively near Gatwick - (around 7 - 9nm or so) will suffer unduly from noise of both arrivals and departures.

However, Gatwick says it is "not possible to predict precisely the distribution of aircraft within the swathe" and this will be

"carefully monitored and reported to the Noise Management Board" which in turn will publish its findings and any conclusions. 4.6.2016 <http://www.airportwatch.org.uk/?p=30983>

Gatwick Route 4 finally re-routed as local MP warns about noise misery dangers of a 2nd runway

On 26th May, the amended Gatwick departure flight path named "Route 4", taking off towards the west from Gatwick, went in to operation. This route turning north and then east - to fly towards the east. With the implementation of precision-area navigation (PR-NAV) at Gatwick in 2014, changes were made to Route 4 which made it more concentrated, and slightly to the north of the main NPR (Noise Preferential Route).

This resulted in thousands of people suffering intense and frequent plane noise, for the first time. The local group, Plane Wrong, was formed to fight the changes. The PIR (Post Implementation Review) by the CAA in 2015 showed that the change to Route 4 was not "compliant" with regulations, and it should revert to how it was before early 2014. However, it has taken a long time for this reversion to actually happen. The route that has now started means the SID (Standard Instrument Departure) turning circle is a little tighter so planes avoid the densely populated urban areas of Reigate and Redhill. It is regrettable that it took so long for an unacceptable flight path to be changed back, in contrast to how fast the initial route change was initially made, without warning. The first two weeks or so of the change happened to coincide with easterly winds, making it impossible to judge the impact of the change. However, it appears initially that people are not seeing the improvement for which they had hoped.

Local MP Crispin Blunt warned that the noise situation with a 2nd Gatwick runway would be completely unacceptable, with no noise mitigation measures in prospect. <http://www.airportwatch.org.uk/?p=30921>

Stop Stansted Expansion prepares to launch legal proceedings against Stansted airport, over compensation delays

Stansted Airport faces legal action on behalf of thousands of local residents denied compensation over devaluation of their property caused by airport expansion. The cost to the airport could run to hundreds of millions of pounds. Stansted failed to meet a deadline (31st May) to make a public statement agreeing to introduce a compensation scheme for local residents after years of prevarication.

Since 2002, Stansted has used the excuse that it has no legal obligation to pay compensation until it has completed everything listed in its 1999 Phase 2 planning consent. Completion of a small part of these works, the Echo Cul-de-Sac, has been repeatedly postponed - most recently until the mid-2020s - and has thus been branded the 'golden rivet' loophole. Stansted lawyers finally accepted this, but then immediately put forward a new excuse for rejecting compensation claims - that claims were now time-barred under the Limitation Act.



Definition of scam: "an illegal plan for making money, especially one that involves tricking people."

This gave rise to withering criticism from the judge, the Deputy President of the Lands Tribunal, who remarked: "So, after years of telling people you can't claim until the works are complete, you're now saying - Tee-Hee - you're too late." Due to Stansted stalling, SSE are now taking legal action, to safeguard the interests of local residents. SSE's preparations for a legal challenge, on the airport's use of the Limitation Act, are underway. They have appointed and briefed their legal team, which includes two expert barristers and one of the country's foremost planning solicitors. 14.6.2016 <http://www.airportwatch.org.uk/?p=31071>

Stop Stansted Expansion sets out details of Stansted's devious attempts to avoid compensation payments from 2000

Stop Stansted Expansion have catalogued the appalling deceit and prevarication used by Stansted Airport, in its attempts to avoid making compensation payments to people affected by airport's expansion. Work on Phase 2 was started in 1999, to take the airport up to 15 million passengers per year, and claims should then have been possible. But Stansted insisted that no claims could be made until one of the taxiway piers, Echo, was completed. Each year, from 2004 to 2011 the date when the Echo stand's completion date was pushed further and further back (partly as Stansted had a dramatic fall in passenger numbers in the recession). Finally this April Stansted's lawyers said " ...1 March 2007 is a relevant date at least in respect of some of the works in paragraph 1.8.." In other words Stansted finally concedes that it had been wrong to use the 'golden rivet' ploy to avoid paying compensation. But now Stansted has a new ploy to avoid paying compensation, saying

any claim had to be brought within 6 years. Stansted are now trying to say the claims are too late.



Stop Stansted Expansion gave the airport until 31st May to make a public statement reversing this stance – or face a legal challenge. No satisfactory response was received in time from owners, MAG.

14.6.2016 <http://www.airportwatch.org.uk/?p=31065>

Gatwick Chairman wrote to David Cameron re-hashing unconvincing runway claims

Gatwick made a last ditch attempt to persuade the government to let it have another runway. Gatwick Chairman Sir Roy McNulty wrote to David Cameron, hoping to persuade him that Gatwick will not cost the air passenger any more than £15 per flight. (There is good reason to be very skeptical about that – it depends on some unknown deal with government over 30 years ...) Gatwick claims they can manage the noise levels, though are not entirely clear how. (There would, of course, be up to double as much noise). They hope sharing out the noise over more people will keep the numbers within the 57 dB and the 55 Lden to manageable levels. They hope to get the runway started before the next election, thereby not having given the electorate the change to vote on the matter - as the Airports Commission announcement in July 2015 was deliberately after the election in May 2015. They claim there will be no cost to the taxpayer, but there are estimates of possibly £12 billion by TfL for the necessary transport work to deal with another 40 million passengers. Gatwick hopes its paltry £46.5 million offer will cover all that. And Gatwick claims it will never have an air pollution problem - rather ignoring the pollution caused by the inevitable traffic, as there is inadequate public transport. Looked at in detail, the offers (like those of Heathrow a few weeks earlier) are very threadbare indeed. Letter, plus explanations of why its claims are wrong and disingenuous, at <http://www.airportwatch.org.uk/?p=31018> 8.6.2016

Tunbridge Wells aircraft noise group produces report on correct 3 degree CDA heights for Gatwick arrivals

The Tunbridge Wells Anti Aircraft Noise Group (TWAANG) has researched the actual heights of aircraft around their area, approaching Gatwick. They are concerned that planes are not descending into Gatwick using the approved 3 degree Continuous Descent Approach (CDA), from 7,000 ft or even 6,000 ft. Instead, planes as far out as 20 - 30 miles from the runway are descending by merely 1 or 2 degrees, and are much lower than they should be, using a proper 3 degree CDA. TWAANG have produced data showing the actual heights of planes arriving at Gatwick, against the heights they should theoretically be at.

For example, at 15 nautical miles from the runway, planes descending at 3 degrees should be at about 4,500 feet, and at 20 nm out, they should be at 6,000 feet. At a 1 degree the heights would be 3,500 feet and 4,000 feet respectively. Pilots are encouraged by DfT and industry guidelines to keep their aircraft high and to use a 3° angle of descent in a low power low drag (LPLD) configuration. The lower heights mean there is greater disturbance than necessary for people being overflown, and the flatter angle of descent is likely to require engine power to sustain, creating unnecessary noise and poor economic performance.

TWAANG say: "We observe plenty of aircraft making full CDAs from 7,000ft already, what is difficult to understand is why such a high proportion fail to follow their example." 15.6.2016
<http://www.airportwatch.org.uk/?p=31078>

Hainan Airlines direct flights (4 per week) from Manchester to Beijing

Hainan Airlines will start 4 flights per week between Manchester airport and Beijing from June 10th, as the first direct service from the north of England to mainland China. There are already flights from Manchester to Hong Kong. Some businesses including tourism hope this "will deliver a major boost to the region."

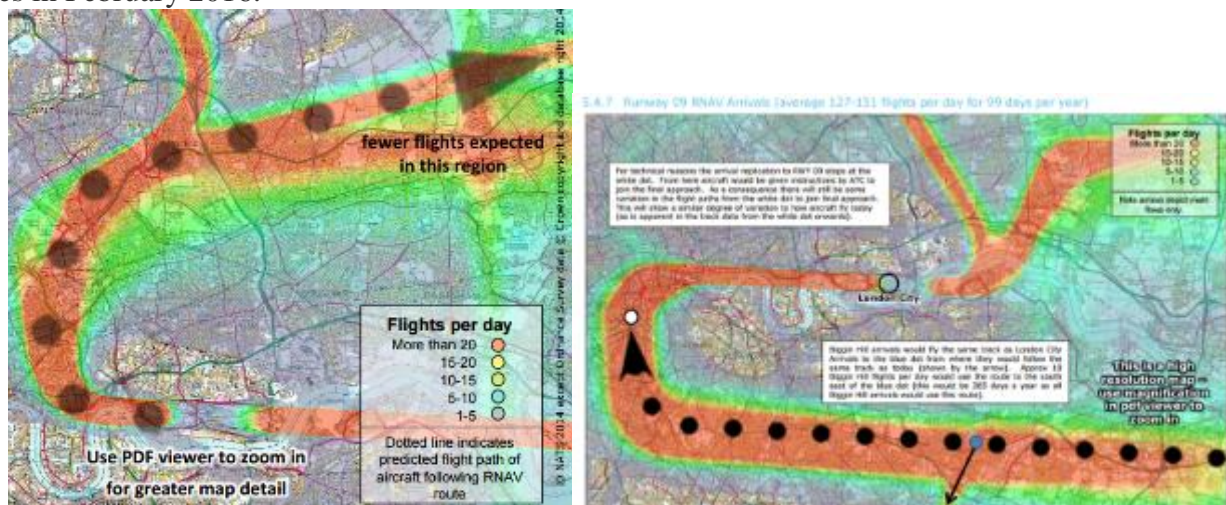


The University of Manchester is reported to believe the link will be a significant benefit to students. Faster air links to emerging markets could boost UK exports (they could also boost UK imports, which generally exceed exports). There are the usual comments like: "The Manchester Airport expansion shows that the city is ready to become an outward looking economic powerhouse" and there is even an expectation that it "will deliver an economic boost to the UK worth £250m" (no details or time-scale given it never is). Currently, about 100,000 people from the North (about 6,350 from North Wales) fly to mainland China every year but have to travel indirectly via London or other overseas hubs. Manchester hopes that the flights will bring "hundreds of thousands of tourists to this part of the world every year." North Wales Tourism and Bangor University have both praised the new service to Beijing and hope it "will unlock new opportunities for the area." Many thousands more people will not need to use Heathrow for their travel to China.

<http://www.airportwatch.org.uk/?p=30896>

HACAN East meets CAA to thrash out noise problems caused by newly concentrated routes

John Stewart and Rob Barnstone from HACAN East at London City Airport had a 2 hour meeting with the five members of the CAA, to discuss the new concentrated flight paths-causing intensified noise. The CAA is aware of the unhappiness amongst communities and local authorities at their decision to allow flight path changes in February 2016.



Larger versions of maps at <http://www.hacaneast.org.uk/news/2016/6/17/meeting-with-the-civil-aviation-authority>

One of the most unpopular changes is concentration of the departures route, in westerly winds, that takes off towards the west and turns north and east. The other change is for arrivals, in easterly winds, when planes approach from east, south of the airport. Most of these communities are also overflowed by Heathrow planes on the days there is a westerly wind. Both these have led to intensified noise for thousands of people. London City Airport had argued that they could get away with minimal consultation on these changes because the changes were "not significant." However, there has been a definite change since February.

HACAN East pointed out that the CAA that there was no mechanism to look at changes over time. There were many changes made in 2008 when the flight paths were changed to accommodate the larger planes which needed to make a much wider turn. HACAN East stressed that respite was important to local communities.

People are encouraged to contact the CAA and the airport (no deadline) to express their views on the noise issue. And copy info@hacaneast.org.uk 18.6.2016 <http://www.airportwatch.org.uk/?p=31119>

Edinburgh airport starts 1st stage of consultation to get more RNAV routes in place by summer 2018

Edinburgh airport met strenuous opposition when it ran a trial that started in June 2015 of the TUTUR route. Now Edinburgh has put out a consultation (ends 12th September) of the first phase of a process of getting more airspace changes. The consultation is not on actual routes. The airport says: "The positions of the new routes have not yet been determined. We seek to inform the decisions regarding where best to position these routes by consulting with those impacted or who have an interest."

The question in the consultation is "what local factors should be taken into account when determining the position of the route within the design envelope given the potential impacts, and why?" They say feedback "will inform the detailed design process and will influence the design options." Once draft routes have been designed, a further consultation (probably summer 2017) will take place on the detailed design of the routes.

After the second consultation, Edinburgh Airport will submit an airspace change proposal to the CAA. They have been careful to get their consultation in quickly, before the CAA system of improving the airspace change process comes into being. "The target date for the RNAV routes to come into operation is Summer 2018." Consultees cannot comment on air traffic growth, airport expansion, or government policy on airspace noise (or the lack of it), or of PBN or the desirability of RNAV. 9.6.2016

<http://www.airportwatch.org.uk/?p=31032>

Polish study of effects of aircraft noise shows increased hypertension and cardiovascular impacts

A study carried out in Krakow, Poland, has found that long term exposure to aircraft noise is associated with hypertension and organ damage. The study included 201 randomly selected adults aged 40 to 66 years who had lived for more than three years in an area with high or low aircraft noise. Of these, 101 were exposed to more than 60 decibels (dB) of aircraft noise on average and 100 were exposed to less than 55 dB and acted as a control group. The researchers matched the groups in pairs by gender, age, and amount of time living in the area. All participants had their blood pressure measured.



Asymptomatic organ damage was assessed by measuring stiffness of the aorta and the mass and function of the left ventricle. They found that the group who lived in an area of high aircraft noise had more hypertension than those who lived in a low aircraft noise area (40% versus 24%). They also had higher systolic (146 versus 138 mmHg) and diastolic (89 versus 79 mmHg) blood pressure than the control

group. The researchers say "There is emerging data to suggest that exposure to aircraft noise may increase the risk of hypertension, particularly at night, and of hospitalisation for cardiovascular diseases – but more evidence is needed." Also that noise should be kept down, by "redirecting flight paths, keeping airports away from homes, and avoiding night flights." 16.6.2016 <http://www.airportwatch.org.uk/?p=31085>

New study in Sweden indicates increased mental illness in children & teenagers exposed to air pollution

A major new study in Sweden has linked worse air pollution to increased mental illness in children, even at low levels of pollution. The research is the first study to establish the link, but is consistent with a growing body of evidence that air pollution can affect mental and cognitive health and that children and adolescents are particularly vulnerable to poor air quality. The suspected mechanism is that air pollution chemicals or small particles breathed in can get into the bloodstream and thus enter the brain. This can cause mild inflammation, and that is associated with a range of psychiatric disorders.

The research, published in the peer-reviewed journal BMJ Open, examined the pollution exposure of more than 500,000 under-18s in Sweden and compared this with records of medicines prescribed for mental illnesses, ranging from sedatives to anti-psychotics. Though a relatively crude measure of mental problems, it is a reliable measure. The air pollution (NO₂ and particulates) came primarily from traffic. Children are more sensitive and vulnerable to the damage than adults, as they tend to be more active and their brains and organs are still developing. There are confounding factors of poverty, with relatively deprived areas having worse environmental quality, and more studies are needed to corroborate the findings. 13.6.2016 <http://www.airportwatch.org.uk/?p=31056>



Norwegian government introduces approx €8.5 tax per air passenger on all flights



The Norwegian government will introduce an Air Passenger Tax, starting on 1st June 2016. It will be at the rate of a 80 Krone charge (around €8.64, £6.59) per person for both domestic and international flights.

Exceptions of the tax include those under two years old and those transiting flights on the same airline. The airlines have, predictably, reacted with fury at being "defied" by the government. They say this tiny tax "threatens to reduce demand by 5%, equal to 1.2 million passengers a year," and they say it could mean airlines might lose €150 million per year as a result. The airline lobby group, "Airlines 4 Europe" (whose members include EasyJet, Ryanair, Lufthansa, Norwegian Air Shuttle and International Airlines Group)

is lobbying hard. They all completely ignore the inconvenient fact that air travel demand is artificially high, as it pays no VAT and no fuel duty. Those together amount to a massive annual subsidy (in the UK this is a net annual loss to the Treasury, even including takings from APD, of perhaps £9 billion per year). Several European countries do have a ticket tax, with the UK levels being the highest (Brits also fly more than most others). There are small charges in France, Germany and Austria. Ireland and the Netherlands scrapped theirs, due to airline pressure. The tax in Ireland was only €3 (it had been €2 and €10 till 2010) but it was scrapped in April 2014. The tax in the Netherlands started in 2008 but was scrapped in 2009. 29.5.2016 <http://www.airportwatch.org.uk/?p=30918>

Government decides not to devolve APD to Wales



The UK government has confirmed that there would be no devolution of APD to Wales. APD has been fully devolved to Scotland, and SNP has the intention of halving it and eventually scrapping it. Some in the Welsh Assembly wanted devolution of APD to Wales, so it could be cut - in the vain hope that would boost the profitability of struggling Cardiff airport. Airports in England, and Bristol in particular, were deeply opposed to APD in Wales being cut, in case that encouraged people to use Cardiff airport rather than Bristol. The local Bristol MP said that would cause unfair competition between airports.

The impact of abolishing APD would only be at most £13 per return flight for anywhere in Europe, (£26 for a return flight within the UK) - with no difference for a child under 16, so hardly worth the trip all way over to Cardiff. In a Commons debate on the Wales Bill, parliamentary under secretary of state for Wales, Conservative MP Guto Bebb, said: "Air Passenger Duty has been raised during the debate, and the fact that we are not proposing to devolve it has been criticised, although I think that that is right and proper." The loss of income from the removal of APD would in all likelihood be larger than any benefit from more inbound tourism etc, causing a net loss to the Welsh economy. 16.6.2016 <http://www.airportwatch.org.uk/?p=31087>

Airlines put on pressure for SNP to go ahead with cutting APD by 50% despite strong opposition

The consultation on the SNP proposal to cut APD by 50% ended on 3rd June. The SNP want to include the proposal in the draft Scottish budget this autumn. It would mean reducing APD per passenger from £13 to £6.50 for flights up to 2,000 miles, and from £73 to £37 for longer journeys, from April 2018. However, the SNP face strong opposition, as the cut would mean a major loss of revenue to Scotland at a time when cuts are being made for austerity. At present APD raises about £300 million per year in Scotland, and half that would pay for thousands of extra nurses etc. Airlines and airports are, as one would expect, pushing for the APD cut, to increase the number of flights - and their profits.

The likely impact would be to increase the number of leisure trips by Scottish people, taking their spending money abroad. There are also fears of the environmental impact of more air traffic, with aviation carbon emissions rising, perhaps by as much as 60,000 tonnes per year. This is inconsistent with Scotland's climate commitments. The SNP would like to totally remove APD "when resources allow". But they cannot push this through parliament without the backing of other parties. Both Labour and the Conservatives have manifesto commitments to oppose the SNP APD proposals. The Liberal Democrats have been against the proposal since it emerged three years ago. 5.6.2016 <http://www.airportwatch.org.uk/?p=30960>

Assessment of proposal to cut APD by 50% in Scotland shows likely overall fall in revenue

An assessment of the Scottish Government's plans to cut the rate of Air Passenger Duty (APD) shows that the aviation industry's analysis has not accounted for the impact of a fall in domestic tourism. The 50% cut in APD proposed would have the effect of damaging the Scottish economy and reducing funding for public services. The report "APD Cut: A Flighty Economic Case" challenges claims that reducing APD by 50% will lead to sufficient economic growth to cover the short-fall in revenue from the tax cut. In reality, cheaper tickets will encourage more Scots to take cheap foreign trips.

The amount of money they take out of Scotland on these extra trips is likely to be larger than the amount brought in. The inbound tourists with greater spending power than typical domestic tourists are the least likely to be sensitive to airline ticket prices. In a buoyant economy, the increase in outbound trips is likely to exceed the increase in inbound trips. The case for business growth due to an APD cut appears particularly weak as business flights are driven by need and time pressures rather than price. They are known to be price insensitive. There could also be a reduction in domestic tourism employment, with more Scottish people taking more cheap breaks abroad rather than in Scotland. <http://www.airportwatch.org.uk/?p=30824>

Local referendum on whether to move Nantes-Atlantique airport to Notre-Dame-des-Landes – 26th June

On 26th June there will be a consultation/referendum on the issue of whether the existing airport, Nantes-Atlantique, just south of Nantes should be moved to a site north of the town at Notre-Dame-des-Landes (NDDL). The government announced this referendum back in March.



The question that will be asked is:

"Do you support the proposed transfer of Nantes-Atlantique airport to the municipality of Notre-Dame-des-Landes?"

The referendum is open to voters of the municipalities of Loire-Atlantique.

Opponents are running an active campaign, to provide information to every potential voter and attending public meetings, with their spirit of quiet determination. Opponents, including local campaign ACIPA, say nobody asked for this referendum, and it does not in any way legitimize the airport project at NDDL, which they consider to be illegal, ruinous and destructive. They say the conditions for real democratic debate are not met; the area chosen for the referendum excludes some important local communities; the question is biased; and there is no

guarantee of fair treatment of the opposition. They are not impressed that the Prime Minister has announced the start of work in the autumn, despite the referendum. They say the airport cannot proceed until various legal matters have been sorted out. There will be another huge anti-NDDL gathering on 9th and 10th July. "On a tous une bonne raison de voter NON." (We all have a reason to vote NO.)

<http://www.airportwatch.org.uk/?p=30967>

English translations of some videos explaining arguments against a new Notre-Dame-des-Landes airport

The local opposition to the building a new airport north of Nantes, have produced a series of short videos, setting out some of the issues. There will be a referendum on 26th June. The opponents of the NDDL airport say, among other things: → The number of flights at Nantes has hardly grown in 10 years. → It is possible to slightly grow the current Nantes-Atlantique airport (just south of Nantes) and slightly extend the runway by 60 metres. → It is possible to take measures to slightly reduce the noise at the Nantes-Atlantique airport.

→ The new NDDL airport would cost the taxpayer about €280 million. → There would be no more destinations from the new NDDL airport than from the Nantes-Atlantique airport. → Germany has 45 airports, and France has 156 airports. → The NDDL airport would mean the destruction of 700 hectares of wetland and about 900 hectares of farmland. → Many protected species would be lost. → About 200 agriculture-associated jobs would be lost, and most of the alleged new jobs would just move from the old airport. → The costs to passengers will be higher at the NDDL airport. And there is a lot more.

Links to the videos - with English translations here. <http://www.airportwatch.org.uk/?p=31133>

ICAO still very far from any effective means of limiting aviation CO2 to be in line with Paris Agreement

Operating without fuel taxes, VAT, legally-binding fuel efficiency requirements or limits on its CO2 emissions, the aviation sector operates in something of a parallel universe. ICAO has the opportunity to finally take a step forward on climate action. It will discuss the impact of the Paris Agreement on the sector, and specifically the next steps for an aviation carbon offsetting scheme currently under negotiation. Their

earlier response to the Paris Agreement was to try to give the impression the sector is making huge progress. In reality, industry lobbyists succeeded in preventing an explicit reference to aviation in the Paris text. But the globally-agreed goal of striving to limit global warming to 1.5C does apply to aviation. All ICAO Parties are also Parties to the Paris Agreement. If they let aviation off the hook, the target 1.5 degree, or even 2 degree, global target will simply be impossible to reach.

The aviation sector will have to act – rapidly and radically – on climate if the Paris goal can be achieved. But ICAO's current proposals are a very inadequate first step, and the industry plans for up to 300% growth by 2050. Even their modest goal of buying carbon permits to offset aviation carbon is not ambitious enough, as proposed exemptions for airlines of less developed countries amount to about 40% of global aviation CO2. 20.6.2016 <http://www.airportwatch.org.uk/?p=31097>

New petition demanding real action to address global aviation CO2 – not ineffective use of “REDD” offsets

The group REDD-Monitor and other organisations have a petition asking people to sign up, to oppose the use by the global aviation industry, through ICAO, of "offsets" for its emissions using forestry. These offsets, through REDD or REDD+ (meaning ('Reduce Deforestation from Deforestation and Forest Degradation')) would be very cheap and available in huge numbers. They would not be an effective way to compensate for growing aviation carbon emissions. The industry's only plan to control its CO2 emissions, while doubling them, is buying credits from other sectors.

In April 2016, more than 80 NGOs put out a statement opposing the aviation sector's carbon offsetting plans through use of REDD credits. There are many really serious problems with REDD credits. Some are: They would only use large forestry institutions, or monoculture farming, not small landowners or forest peoples. Most REDD projects are not those that tackle the real drivers of large-scale deforestation – extraction of oil, coal, mining, infrastructure, large-scale dams, industrial logging etc. REDD credits carry the additional risk of becoming null and void when wildfires, storms or natural decay cause uncontrollable release of carbon stored. There are serious risks of lack of monitoring, and of fraud. REDD offsets should not be allowed for aviation carbon credits. 22.6.2016 <http://www.airportwatch.org.uk/?p=31151>

GACC research studies show hugely negative impact of 2nd runway on urbanisation, habitats and wildlife

As part of the extensive series of research studies that GACC has produced, there are papers on the problems that a 2nd runway would do in urbanising the Crawley area, and the problems for local habitat and wildlife. “The Urbanisation of Crawley” by scientist Peter Jordan, shows how the future would be at risk. Peter says: “Crawley and the surrounding towns already have severe problems of congestion on inadequate road and rail links. A 2nd runway could only make these problems worse, without any realistic plan to address them.” The airport boundary would be just a hundred yards from the nearest residential area of Crawley.

“The Gatwick Landscape” by naturalist and author, David Bangs, draws attention to the hitherto largely unrecognised landscape wealth of history. Dr Tony Whitbread CEO of the Sussex Wildlife Trust, says: “A 2nd runway at Gatwick would require 577 ha of land for the construction of the runway, terminal, car parks and new on-airport roads. Rather than dismissing this [as Gatwick airport does] as “a few fields”, Dave Bangs has made a careful study of this area. His emotive account is the perspective of an expert who loves every aspect of nature. He reveals the hidden riches of a place which could be bulldozed into oblivion.” With tragic loss of natural landscape and wildlife habitats. <http://www.airportwatch.org.uk/?p=31089>

In the event of Brexit, easyJet might need to set up a new European operation

If Britain votes to leave the EU, there would be impacts on airlines. The EU agreements that have been in place since the 1990s have fostered a huge expansion of air travel in Europe. Outside the EU, flying rights between two countries, including how many airports a carrier may fly to and how often, are typically negotiated in bilateral treaties. But currently in Europe with its single aviation market, an airline can fly between any EU countries. For example, an Irish Ryanair plane can fly between Britain and Spain, or a

Spanish airline can operate flights within France. Brexit could mean that the UK is excluded from the common aviation area.

EasyJet is particularly worried about a Brexit vote. EasyJet is the second largest airline in France. One thing it might have to do, in the event of Brexit, would be to obtain an Air Operator's Certificate (AOC) in an EU country, which would require it to establish a local holding company. However, the holding company would have to be 51% owned by local investors and would have to comply with local regulations. Ryanair and BA already have AOCs in Ireland and Spain, while EasyJet does not. Brexit might have the effect of forcing Ryanair to set up a formal British business by obtaining a UK AOC. A Brexit vote could affect all pan-European carriers, not just British ones. 21.6.2016 <http://www.airportwatch.org.uk/?p=31144>

St Helena airport (for which UK spent £285 of aid money) to boost tourism – “indefinitely delayed” due to windshear danger

Back in 2010 the UK government approved some £285 million of the aid budget to be spent on building an airport on the remote island of St Helena (population 4,000). Now it has emerged that the airport has been mothballed, and delayed indefinitely due to windshear problems for planes using the runway, because of the position of the runway at the top of an almost 1,000 foot cliff. It is too dangerous for passenger planes to use. The island, a UK overseas territory, is about 1,200 miles west of Angola, with the sea trip (3 times per week) to Cape Town taking 5 days. It is one of the most remote populated places on earth.



Keeping the territory going costs the UK money, and it had been hoped that the airport would mean enough inbound tourists could visit the island, bring in

currency, boost the economy - and end up costing the UK less. The islanders were very excited about the prospect, and the logistics of building a large enough flat platform up on a cliff were complex. The amount of earth moving and concrete pouring etc, on this remote island, were technically challenging. There would always have been difficulties in running a full air service, due to the inevitably short runway. The island's only connection with the mainland is the ageing Royal Mail ship St Helena which is soon to be retired. Questions are being asked about the wisdom of this use of UK aid money, to attempt to reduce the cost of the island to the UK. 11.6.2016 <http://www.airportwatch.org.uk/?p=31021>

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
- **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 and on Twitter [@The_AEF](https://twitter.com/The_AEF)
- **HACAN** www.hacan.org.uk Twitter [@HACAN1](https://twitter.com/HACAN1)
- **GACC (Gatwick Area Conservation Campaign)** www.gacc.org.uk/latest-news and GACC research studies <http://www.gacc.org.uk/research-studies.php>
- **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)
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