

## CONTENTS

### Page 2

- MAG confirms Stansted takeover deal – and Ryanair cuts its Stansted flights
- New air traffic forecasts January 2013: Govt expects growth in air travel to slow down considerably

### Page 3

- New air traffic forecasts (cont)
- Airports Commission publishes guidance document and discussion paper on air passenger forecasts. Deadline 15th March

### Page 4

- Airports Commission dates
- Comment from John Stewart - "Davies: A Demanding Task"
- Calls to delay Luton's expansion plans after news of airport sale by Abertis

### Page 5

- Bed protest. Herts & Beds residents call for a cut in Luton airport night flights
- John Stewart, Chair of AirportWatch, on secret blacklist which may have been why he was barred from the USA

### Page 6

- Cost-cutting Kent County Council to spend up to £100,000 relating to KLM flights
- Ballot for Hoo Peninsula residents to gauge opinion on Thames estuary airport
- Richmond residents to get the chance in May to vote on future of Heathrow

### Page 7

- Study shows global emissions trading is essential to close aviation emissions gap in 2050
- European Parliament rejects allowing more offsets for aviation industry

### Page 8

- MEPs back the EU ETS "Stop the Clock" proposal for non-EU flights for one year but ICAO is not making progress

### Page 8 (cont)

- Airlines charging passengers for 'costs' (for the EU ETS) they don't have to pay – so making windfall profits
- Plan revealed to dismantle planes at Durham Tees Valley Airport

### Page 9

- Welsh government buying Cardiff airport from Abertis in £50m cash deal
- British Medical Journal: Experts call for stronger action on airports and health
- Nantes: Opponents apply to European Commission to look into breaches of EU law by French government
- Nantes: Opponents plan 25 km human chain around proposed airport site on 11th May

### Page 10

- The Trials of Heathrow – "Operational Freedoms", "Respite" – layman's guide
- Mixed-mode at Heathrow not likely – "means a lot of pain for not much gain"
- Patrick McLoughlin says taxpayer will not pay £30 billion for a new hub airport
- PwC report on APD met by dismissive comments from Treasury. Chancellor has no intention of lowering APD

### Page 11

- Simon Burns tells aviation industry to agree among itself on airport capacity
- Sleep deprivation causes adverse health effects due to disruption of gene activity
- How climate change policy and Government forecasts mean new runways should be out of the question

### Page 12

- Colin Matthews defends steep rise in Heathrow landing charges despite revenue increase – to pay shareholders
- ONS figures show UK tourism deficit was £13.8 billion in 2012 (cf. £13.7bn in 2011 and £14.9bn in 2010)

## Manchester Airports Group confirms Stansted takeover deal – and Ryanair cuts its Stansted flights

The Manchester Airports Group (MAG) has now completed its £1.5bn purchase of Stansted, from Heathrow Airport Holdings. MAG already owns Manchester, East Midlands and Bournemouth airports. Stansted's main traffic is budget airlines such as Easyjet and Ryanair flying to Europe, and Ryanair accounts for around 70% of its traffic. MAG wants to return Stansted's passenger numbers to what they were 5 years ago by 2018, as it is now 47% below capacity and has steadily been losing passengers each year since 2007. MAG wants to improve the shopping experience at the airport to encourage passengers to spend more before they board flights. They also intend to lobby transport chiefs about improving rail links between Stansted and London in the medium-term. On the day of the take-over Ryanair announced that though it had been planning to expand its routes from Stansted by 5% from April, it would now cut them instead by some 9% or 1 million passengers per year, allegedly due to a 6% increase in charges (or the recession?). 1st March <http://www.airportwatch.org.uk/?p=482>



## New air traffic forecasts January 2013: Government expects growth in air travel to slow down considerably

The Department for Transport expects the rate of growth in air travel to slow down considerably over the coming decades. Their January passenger forecasts expect demand for air travel to increase by just 1%-3% a year up to 2050 compared to historical growth rates of 5% a year over the last 40 years. The DfT lists 4 reasons for the slow down in growth for air travel:

- higher oil prices
- an end to the decline in average fares seen in the last two decades
- the maturity of the air travel market to and from the UK
- the availability of alternative modes of travel.

	Low		Central		High	
	2011 forecast	Latest forecast	2011 forecast	Latest forecast	2011 forecast	Latest forecast
2030	298	276	334	313	381	347
2050	381	339	471	447		

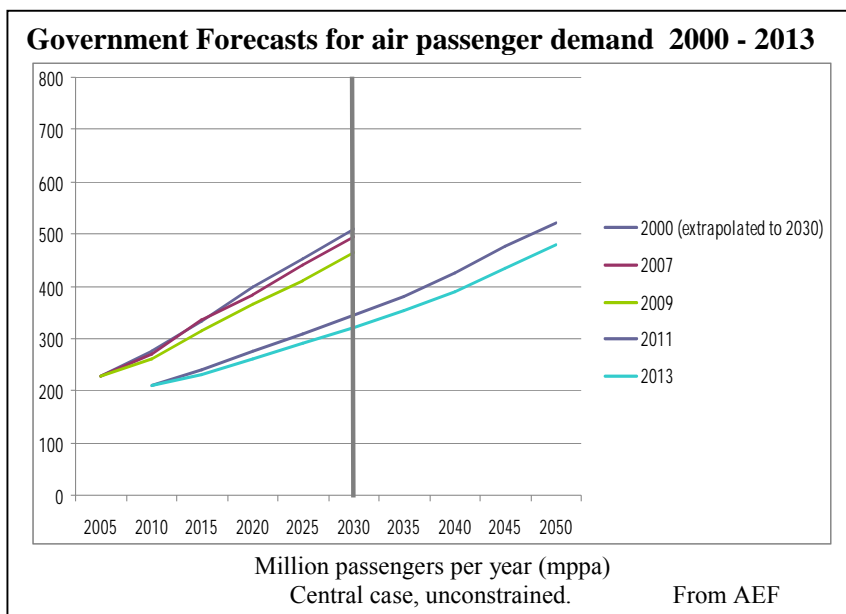
National Air Passenger Allocation Model failed to reach 2050.

### By contrast, unconstrained forecasts:

	Low		Medium		High	
	2011 forecast	2013 forecast	2011 forecast	2013 forecast	2011 forecast	2013 forecast
2030	305	280	345	320	400	360
2050	400	350	520	480	700	660

The Department estimates that the major South East airports will be full by 2030 but recognizes there is some uncertainty about this: “ there is a range around this projection and they could be full as soon as 2025 or as late as 2040”. The central forecast, taking into account the impact of capacity constraints, is for passenger numbers at UK airports to increase from 219 million passengers in 2011 to 315 million in 2030 and 445 million by 2050. Compared to the DfT forecasts in August 2011, these forecasts are 6% lower for 2030 and 5% lower for 2050.

The full January 2013 forecast is at <http://tinyurl.com/d754cty>  
 By contrast, the forecasts from August 2011 are at <http://tinyurl.com/cm47vcf>



Any proposals for airport expansion must be seen in this light. <http://www.airportwatch.org.uk/?p=648>

### Government forecasts 2000 - 2013 (central case, unconstrained)

All figures from DfT with the exception of the extrapolation to 2030 of the 2000 figures.

Forecast date	2000 (extrapolated to 2030)	2007	2009	2011	2013
2005	229	228	228		
2010	276	270	260	211	211
2015	333	335	315	240	230
2020	400	385	365	275	260
2025	452	440	410	310	290
2030	509	495	465	345	320
2035				380	355
2040			589	425	390
2045				475	435
2050			737	520	480

Data collated by the Aviation Environment Federation (AEF)

*[The **unconstrained** forecasts represent underlying estimates of demand in the absence of airport capacity constraints.]*

*The **constrained** UK air passenger forecasts take into account the effect of the limitations to runway and terminal capacity at UK airports. These presume there are no new runways built in the UK; all airport schemes already in the planning system and airport master plans are implemented by 2020; also there is incremental growth to full potential long-term capacity by 2030 taking account of the airports' own longer term plans etc, and up 13% capacity gain; terminal capacity increases incrementally to service additional runway capacity; and there are no changes after 2030. Details Page 56-58 of <http://tinyurl.com/d754cty>]*

### **Airports Commission publishes guidance document and discussion paper on air passenger forecasts. Comment deadline 15th March**

In early February the Airports Commission, under Sir Howard Davies, published two documents starting its dialogue with stakeholders, including the public, on aviation capacity. There was an introductory guidance document inviting anyone to submit their ideas for making best use of existing capacity and on adding new airport capacity. The second was a discussion paper looking at the role of forecasting in order to assess the evidence on the nature, scale and timing of the UK's aviation capacity and connectivity needs. Details at <http://www.airportwatch.org.uk/?p=650>  
 The discussion paper on forecasts is at <http://tinyurl.com/caaqzha>  
 The Commission website is <https://www.gov.uk/government/organisations/airports-commission>

**Deadline dates so far are:**

**28th February** - for airports, architects etc to submit expressions of intent (not details) of any runway or airport proposals. (These will not be published).

**15th March** - for submissions on forecasts

**15th March** - for submissions on "sifting criteria" which the Commission should use to identify the most plausible options ahead of the interim report at the end of 2013.

**17th May** - for submissions on how to make best use of existing capacity in the short and medium term.

**19th July** - for outline proposals on additional airport capacity, "giving an overview of the level of additional capacity that would be provided, along with some of the key economic, social and environmental considerations."

**December 2013** - Commission will publish its interim report, on options for the short and medium terms (including making best use of Heathrow) and a list of "the most plausible options for delivering any additional capacity required in the longer term".

The Commission says it will be producing further papers on, for example, the arguments surrounding the concept of a hub airport, and on environmental issues, including noise and climate change. They will invite written submissions and hold public evidence sessions. There will also be an External Advisory to provide specific advice on issues such as economic and environmental assessment, the use of airspace and the estimation of project costs. Details of the composition of this Panel will be published "in the spring."

**Davies: A Demanding Task**

**by John Stewart**

I don't envy Sir Howard Davies his job. As his Airports Commission starts its work he will come under pressure for all sides. Perhaps the most difficult bit will be assessing future demand. That will also be the most critical as it will form the basis of the rest of his work. AirportWatch will be making the case that future demand for air travel could be very different from the past two decades. There will be increased demand from the emerging economies of the world, but that is likely to be tempered by rising oil prices (even allowing for the fracking revolution), climate change considerations and, eventually, public protest against the noise impact of the growing airports. In the developed economies, we will reach the point of 'peak' flying. In other words, there is only so much flying a nation can do. We are not there yet, particularly because the population is growing.

But, conceivably, over the next 30 years, we may even fly less. According to the research published by WWF, business in the UK expects to fly less and make more use of video-conferencing. It is unlikely that aviation will retain its tax-breaks (tax-free fuel and zero-rating on VAT) for ever and a day. Higher prices would cut leisure travel. Certainly the European Commission in its most recent Transport White Paper expects that by 2050, most journeys in Europe less than 1,000 kilometres to be done by rail rather than air.

This changing world has set Davies a demanding task.

**Calls to delay Luton's expansion plans after news of airport sale by Abertis**

At the end of February it was revealed that the Spanish infrastructure group, Abertis is likely to sell its UK airports, in an attempt to cut its debts. Abertis has the contract to run Luton (LLAOL) until 2031. Because of this, opponents of Luton's expansion are arguing that the airport's development plans should be put on hold due to the potential sale. The planning application should be postponed. Andrew Lambourne of HALE - Hertfordshire Against Luton Expansion - said: "In terms of Luton airport expansion the timing of this news couldn't be worse, since it clearly threatens the investment on which their hugely expensive expansion plans are based. The airport has not yet secured its planning permission - and given the significant grounds for objection, this is not going to be an easy ride." A new operator may have to be found for the airport and a

postponement of the planning application may well be in the best interests of Luton. "The last thing Luton Borough Council would want is for them to overstretch and then go bust."

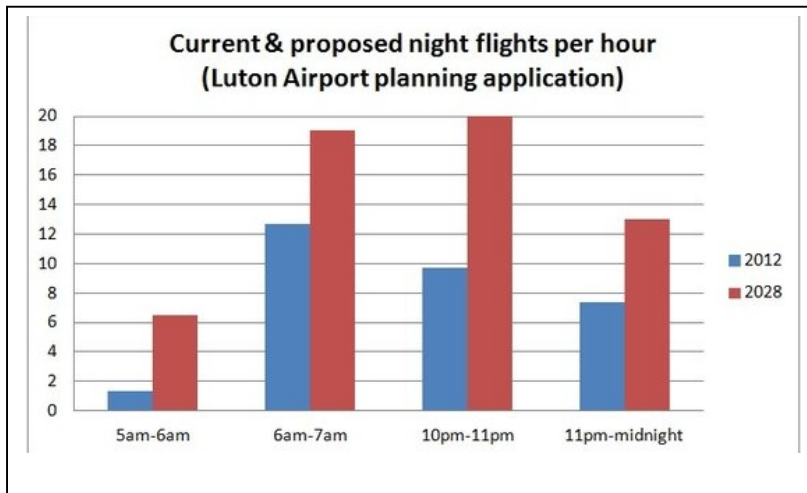
<http://www.hale.uk.net/category/news>

Abertis also owns Cardiff and Belfast International airports, and hopes to sell them too. The Welsh government is on the verge of buying Cardiff airport, which has had a large drop in traffic during the past few years. (See page 9).

<http://www.airportwatch.org.uk/?p=516>

### **Bed protest. Hertfordshire & Bedfordshire residents call for a cut in Luton airport night flights**

A group of protestors arrived at Luton Borough Council on 15th February to deliver a bed signed by people who are fed up with night noise from Luton Airport. The BANN (Beds Against Night Noise) protest was given good media coverage



and made the point that it's not only Hertfordshire which suffers noise and disturbance – plenty of residents in Bedfordshire are also woken up by late night arrivals, cargo planes and early morning departures. One of the protesters said the PR spin in Luton airport's Master Plan claimed they would "consult" the public, and they were taking noise seriously by adding 6 new noise mitigations. However, those so-called mitigations would only affect a fraction of 1% of the total flights – and Luton plans to

double night flights between 10pm and midnight and start the morning departure rush at 5am, which many find utterly unacceptable.

Local people are now demanding that there is legislation to control night flights at Luton in the same way as at other London airports. <http://www.airportwatch.org.uk/?p=530> The consultation on the airport's expansion plans was to end on 18th February but has been extended to 15th March. The plans are to almost double the number of passengers to 18 million per year before 2030.

There is currently a petition to significantly reduce night flights at Luton, not increase them. It is at <http://www.change.org/en-GB/petitions/luton-airport-significantly-reduce-night-flights>

### **John Stewart, Chair of AirportWatch, on secret blacklist – which may have been why he was barred from the USA**

John Stewart, a leading campaigner against Heathrow expansion, Chairman of HACAN and of AirportWatch, has found his name on a "blacklist", fuelling claims that such secret files have been more widely used than thought. John believes this list may be behind the reason why he was barred from the US in 2011, on a speaking tour, with no reason given. John has been told by the GMB union that he was on a blacklist previously thought to have only contained names of alleged "troublemakers" and trade unionists from the building industry.

The Standard comments: "If this is true, the problem becomes very disquieting indeed. It's hard to think of anything more inimical to the modern spirit of openness and transparency than the existence of a secret blacklist circulating between employers and institutions. And if it includes people whose only offence is to hold views or conduct campaigns that some companies or institutions find troublesome, it becomes downright frightening".  
<http://www.airportwatch.org.uk/?p=491>

### **Manston campaigners find cost-cutting Kent County Council to spend up to £100,000 relating to KLM flights**

Campaigners at Manston report that they have finally managed to obtain information from KCC on whether it has paid subsidies to the airport. They have obtained this statement from KCC: "I can confirm Kent County Council has not been asked for any contributions from KLM nor have we been asked to fund KLM. We were however, asked by the owners of Manston airport if we would contribute to a marketing package to market both the route and the opportunities in Kent. We have agreed a contribution of up to £100,000 subject to approval of a marketing plan and for the monies to be managed by Visit Kent." So rate payers in Kent are to contribute up to £100,000 to encourage flights to Schiphol from Manston, which looks like a bribe or subsidy, at a time when KCC has had to make around £94 million of cuts to its budget, including cutting £18m from its adult care services, and £5.3m from its children's services. <http://www.airportwatch.org.uk/?p=1234>

### **Ballot for Hoo Peninsula residents to gauge opinion on Thames estuary airport**

More than 20,000 people who would be affected by the building of a Thames Estuary airport in north Kent are being asked for their opinion on the proposals. Volunteers for Rochester and Strood MP Mark Reckless are delivering ballot papers to 6,000 homes on the Hoo Peninsula. Mark Reckless said "This is a chance for people across the Hoo Peninsula to have their voices heard and help me get the Davies Commission to rule out an estuary airport once and for all." Residents will be able to choose a "yes" or "no" answer and return it to the MP. The ballots will be collected and presented in one of three ways: as a petition in Parliament, to the Commission or to Boris Johnson, who supports the idea. Meanwhile John Olsen has been pushing his plan for a Cliffe airport again, ten years after its rejection last time. 28th Feb. <http://www.airportwatch.org.uk/?p=522>

### **Richmond residents to get the chance in May to vote on future of Heathrow**

There will be a borough-wide ballot in Richmond, aimed at showing the Government and the airport lobby the strength of opposition to any expansion of Heathrow. Richmond Council says all residents in the borough will be sent a polling card in April that will ask them to declare their views both on expansion of the airport and the future of night flights. Last year the Council unanimously reaffirmed its position to resist any proposals to expand Heathrow after 2015 and resolved that any expansion of the airport should be blocked permanently. Residents will have 4 weeks to return their ballot vote with a big polling day event being held on the 16th May. Information will also be provided at local hustings events, briefings and a manifesto.



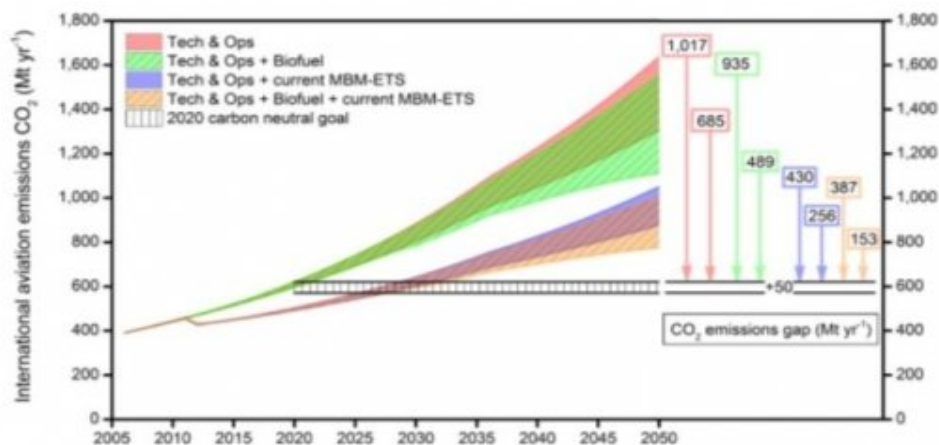
Leader of the Council, Lord True said: "Together with Hillingdon Council we need to send a strong message to Central Government that further expansion of Heathrow is simply not acceptable to the majority of people in West London." <http://www.airportwatch.org.uk/?p=802>

## New study shows that global emissions trading is essential to close aviation's emissions gap in 2050

A new authoritative study by Professor David Lee shows that only adoption of a global 'market-based measure' (MBM) can bring the ICAO goal, and aviation industry's shared goal of 2020 'carbon neutral growth' by 2050 within reach. The total impact of all other CO<sub>2</sub> reduction measures currently on the table (improved technology and fuel efficiency of aircraft, improved operational efficiency and some use of biofuels) is shown to be insufficient. The report comes just before the March meetings of ICAO's Council and its High Level Advisory Group, charged with advising on a resolution to address global emissions for ICAO's triennial Assembly next September.

Projections of future aviation emissions show by 2050 the cuts ICAO and IATA aspire to will not be met, without MBM, such as the Emissions Trading System (ETS). The study demonstrates that claims from industry, ICAO and some governments that current measures being discussed will be sufficient to tame aviation emissions are false. It shows definitively that pricing carbon via a global MBM is the only way to arrest aviation's climate impact – already at 5% of the global total, with global air traffic growing at 4-5% a year. The ETS, on which progress has been halted for a year, needs to be protected.

Below is a graph from Professor Lee's study, showing how far from "carbon neutral growth" - the horizontal line from 2020 onwards, the industry would still be using technology, operational measures, and biofuels etc.



Lee's graph demonstrating the huge emissions gap between projections and the carbon-neutral goal. To see a larger version of this graph <http://www.slideshare.net/fullscreen/tlyfly/aviationtrajectory/1> and by contrast the industry graph displaying how the 2050 goal will be achieved using "additional technologies" unspecified which can be seen at <http://www.slideshare.net/fullscreen/tlyfly/image003/1> 4th March 2013. More details at <http://tinyurl.com/c4uergw>

## European Parliament's Environment Committee rejects allowing more offsets for aviation industry

The Committee has rejected a proposal related to the offset limit for airlines. This would have allowed intra-European flights to offset nearly 100% of their reduction obligations. Offsets are international credits, from carbon cuts outside the EU, and are not actual European carbon reductions. Allowing aviation to offset all their reduction obligations with offsets from outside the EU would add about 20 million international credits into the EU ETS. These credits are already responsible for two-thirds of the current EU ETS oversupply; their use has been criticised in lacking environmental integrity and further undermining the ETS. As the proposal has been rejected, rather than 100%, only 15% of aviation allowances can be offsets. <http://tinyurl.com/clc28uz>

## **MEPs back the EU ETS “Stop the Clock” proposal for non-EU flights for one year but ICAO is not making progress**

At the end of February the European Parliament’s Environment Committee voted in support of the EU Commission’s “Stop-the-Clock” proposal which delays the inclusion of flights to and from Europe from the EU ETS for just one year. This is conditional on progress being made by ICAO. The aim of the delay is to give ICAO time to negotiate a global agreement to address emissions from international aviation by autumn 2013, and have a realistic timetable by which to do so. The one year suspension could only be extended if "clear and sufficient" progress is made within ICAO. Funds generated by the ETS would be used for a variety of measures to cut carbon emissions.

However, after the EU "stopped the clock" on the inclusion of emissions from non-EU flights, ICAO was meant to be working diligently to find a global solution. It is widely felt that if ICAO is to retain any credibility on this, there has to be a realistic proposal by September, at its triennial general assembly. However, though the ICAO expert group has concluded that the favoured basis for a global market-based measure was either global carbon offsetting or emissions trading, it has spent little time moving either of these options forward.

Instead, leading members are questioning the fundamental premise of why developing countries should participate at all in a global scheme. And as regards regional schemes like the EU’s, they are insisting that foreign carriers participate only by mutual agreement. It has opened a bottomless pit of national self-interest claims. Constructive progress looks unlikely any time soon.



In a very interesting and detailed opinion Bill Hemmings, aviation manager of Transport & Environment, the Brussels-based transport NGO explains what is happening - or not happening - at ICAO to deal with international aviation CO2 emissions. <http://www.airportwatch.org.uk/?p=571>

**Airlines charging passengers for ‘costs’ (for the EU ETS) they don’t have to pay – so making windfall profits** Though, except for intra-EU flights, airlines don't need to hand the permits over to the EU as the ETS has been suspended for one year, some airlines are making so-called



‘windfall profits’ of up to €1.3bn by continuing to charge passengers for the permits. Transport & Environment is calling for the airlines not to retain these windfall profits, as keeping them is a betrayal of passengers’ contributions to fight climate change. Bill Hemmings commented that: ‘Passengers have paid towards fighting climate change, so it is unjust for airlines to retain these revenues as windfall profits.' Instead, such profits should go to fund developing countries’ efforts to deal with the effects of climate change, through the UN's Green Climate Fund. There is little doubt that airlines raised their fares at the start of 2012, citing aviation’s entry into the ETS. Delta,

for example, publicly announced ‘environmental’ charges on each leg of transatlantic flights. <http://www.airportwatch.org.uk/?p=558>

## **Plan revealed to dismantle planes at Durham Tees Valley Airport**

Durham Tees Valley Airport is set to become a centre for the storage and dismantling of unused planes, and recycling parts. Sycamore Aviation has already begun work on taking apart a number of airliners. The airport has a long runway, enabling it to handle larger planes, and plenty of hangar space. Sycamore Aviation say that across Europe between 500 to 700 aircraft a year need to be decommissioned and currently there are just not enough facilities to meet the demand. The number of passengers using Durham Tees Valley airport has fallen steadily from around 912,000 in 2006 to 165,000 in 2012. <http://www.airportwatch.org.uk/?p=565>



## **Welsh government buying Cardiff airport from Abertis in £50m cash deal**

The Welsh Government is expected to buy Cardiff Airport by the end of March in a straight cash deal understood to be around £50m with current owner Abertis. The deal is not expected to see the Welsh Government taking on any debt at the airport, and the airport, post deal, would not be directly owned by the Welsh Government but by some special purpose vehicle instead. Welsh Assembly Members are concerned the airport does not become a drain on taxpayers. However, the Welsh Government would need to inject about £6m a year in capital expenditure and airline route development support – including agreeing to underwrite any losses in the first few years accrued by airlines establishing new routes out of Cardiff. ie public subsidy. Cardiff airport made a pre-tax losses of just over £300,000 in 2011, and in 2012 had only just over 1 million passengers (Bristol had about 6 million) compared to over 2 million in 2007. It appears that in 2012 more passengers from Wales used Bristol Airport than Cardiff Airport, indicating the scale of the task facing the Welsh government in taking it on. <http://www.airportwatch.org.uk/?p=644>

## **British Medical Journal: Experts call for stronger action on airports and health**

In an editorial in a February edition of the British Medical Journal (BMJ), Professors Jangu Banatvala and Mala Rao have given a stark warning about the direct health impacts of aviation arising from noise, pollution and the spread of communicable disease - as well as the indirect health impacts arising from greenhouse gas emissions and their effect on climate change. The impact of noise is well documented. In particular it results in poor performance at work from interrupted sleep and impaired learning development in primary school children living near airports. Stressing the importance of Health Impact Assessments (HIAs) before any policy decisions are made on major developments, so making sure that profits do not take precedence over health, Professors Banatvala and Rao say that the Government's record on airports is 'disappointing'. The editorial now calls on the Department of Health and the newly designated Public Health England to make their voices heard. 'So far they have not.'  
<http://www.airportwatch.org.uk/?p=511>

## **Nantes: Opponents apply to European Commission to look into breaches of EU law by French government**

The opponents of a new airport at Notre Dame des Landes, near Nantes, have applied to the Committee on Petitions of the European Parliament on breaches of European law, by the airport project. They are asking them to get the French government to look possible infringements of Community law. Opponents say there has been non-compliance with the Directive on the assessment of environment, on the water framework directive, and with what the directive says on "Birds" and "Habitats." Brussels confirmed it has requested information from the French government. Sandrine Bélier, a Green member of the European Parliament) said the Commission shared their analysis of a potential breach of Community law and they have launched a pre-litigation procedure called "EU Pilot". Sandrine said there is still time for common sense to prevail, with regard to legal, economic and environmental matters. These demand that this costly mega project, which is moreover against the law, should be repealed and discarded.

<http://www.airportwatch.org.uk/?p=512>

## **Nantes airport opponents plan a 25 km human chain around the proposed airport site on 11th May**

The chain will surround the ZAD (what they call the Zone à Défendre) where the airport is planned. Organisers hope to get at least 40,000 people and perhaps 100,000, to demonstrate the extent of the opposition to this new airport

<http://www.airportwatch.org.uk/?p=594>



ENTERRONS LE PROJET  
**TOUS !**  
à NOTRE DAME DES LANDES  
**CHAÎNE HUMAINE**  
le 11 MAI à 14H00

[www.chaine-humaine-stop-aeroport.org](http://www.chaine-humaine-stop-aeroport.org)

<http://www.chaine-humaine-stop-aeroport.org/fr/>

## **The Trials of Heathrow – “Operational Freedoms”, “Respite” – layman’s guide**

The Operational Freedoms trials at Heathrow have been going for the past year, and are due to end at the end of February. The reports about the trials are somewhat baffling documents to the non-expert, and some clarity is needed. There are also some trials taking place at present on flight paths at night, in east and south east London, to see if residents can be given some respite periods. These are both quite separate from the threat of both Heathrow runways being used, all day, for both landings and take-offs at the same time (called mixed-mode, in contrast to the current system, called runway alternation). John Stewart has done a short briefing on the trials, to help everyone understand the basics of what is going on. <http://www.airportwatch.org.uk/?p=602>

### **Mixed-mode at Heathrow not likely – “means a lot of pain for not much gain”**

Heathrow Airport has dropped its support for mixed-mode. The Times reports that Heathrow is not likely to be able to greatly increase the number of flights using the airport, by bringing in more mixed-mode (where planes both land and take off on the same runway). At present, one runway is used solely for take-offs and the other for landings. The roles are swapped at 3pm each day, to give residents who are over flown some respite from noise. It is thought that in its submission to the Airports Commission, Heathrow will say that even though mixed-mode could increase capacity by some 10%, it would be more trouble than it is worth and there would be a huge public backlash. Ministers had hoped that Heathrow would introduce “mixed-mode” arrangements to boost flight numbers as an interim measure. Heathrow would require a planning inquiry to increase the cap of 480,000 flights a year. That could take 3 years, even judicial review. It would also need up to 2 years to build new taxiing routes to and from terminals, to use mixed-mode. <http://www.airportwatch.org.uk/?p=604>

### **Patrick McLoughlin says taxpayer will not pay £30 billion for a new hub airport**

Speaking at the Commons Transport Select Committee on 11th February, the Transport Secretary, Patrick McLoughlin said that the estimates for a new hub airport for the UK were up to £80 million. Oxera reported recently that a new 4-runway hub airport could need up to £30bn of public subsidy, mainly to cover road and rail links. Mr McLoughlin called these “very substantial figures” and “We do not generally subsidise airports□.□.□.□I am not looking for ways of spending extra money on something provided by the private sector”. Airports in the past have had public subsidies, through road building paid for by the public purse that benefits the airport. <http://www.airportwatch.org.uk/?p=590>

### **PwC report on APD met by dismissive comments from Treasury – the Chancellor has no intention of lowering APD**

The 4 largest airlines in the UK (British Airways, Virgin Atlantic, EasyJet and Ryanair) commissioned a report from PwC on Air Passenger Duty (APD). The intention was to try and get APD reduced, or removed altogether. PwC put together arguments that the UK economy would benefit, if flyers could fly slightly more cheaply. There was a range of arguments, including more tax take, more investment, spin offs of all sorts.

However, this has cut no ice with the Treasury. The pressure from the 4 airlines got a frosty response from the Treasury, which made clear that the Chancellor had no intention of lowering APD. The FT reports that a Treasury spokesperson said APD, which is forecast to bring in £2.9bn this year, makes an “essential contribution” towards helping meet the government’s deficit reduction plans. “We do not recognise the figures in this report or agree with the assumptions behind it,” the Treasury said. The report also had to admit that making flying a bit cheaper would have a negative impact on parts of the UK economy, as yet more Brits took their money to spend abroad. <http://www.airportwatch.org.uk/?p=607>

## **Simon Burns tells aviation industry to agree among itself on airport capacity**

The transport minister, speaking at the annual British Air Transport Association (BATA) dinner in London, told the aviation industry it must reach "consensus" before the debate on aviation capacity can move forward. He told them the aviation debate needed agreement from within the industry itself: "Consensus between politicians, across communities and yes...even within the aviation industry itself." He said we all need to be part of the process, with "communities and companies, politicians and policy-makers, economists and environmentalists....all sides of the debate, making their case but listening to and seeking to understand the arguments of others as well" and "approach the issue with fresh eyes." <http://www.airportwatch.org.uk/?p=623>

## **Sleep deprivation causes adverse health effects due to disruption of gene activity**

Sleep scientists at the University of Surrey have found that sleep deprivation affects hundreds of genes involved with circadian rhythms, metabolism, inflammation, immunity and cells' response to stress. Some genes were more active, and some less, during sleep deprivation. This might help explain why some people who do not get enough sleep have an increased risk for obesity, heart disease and cognitive impairment. Researchers took whole-blood RNA samples from 26 participants after they had spent a week sleeping 8.5 hours a night, and the same participants after a week of sleeping for just 5.7 hours. That amount of sleep is not unusual for many people, and an estimate from the USA is that perhaps 30% of American adults sleep for under 6 hours. (The study did not look at sleep disturbance, as is the case for aircraft noise). Other studies have found lack of sleep increases the risk of obesity and type II diabetes, because of effects on blood sugar levels, and hormones that control appetite. There are well know effects from sleep disturbed by noise causing hypertension, higher risk of stroke & heart disease. <http://www.airportwatch.org.uk/?p=488>

## **How climate change policy and Government forecasts mean new runways should be out of the question**

The Aviation Environment Federation (AEF) has produced a policy briefing arguing that climate change considerations should rule out building any new runways in the UK. It shows how even the latest official DfT "constrained" forecasts (see above, page 2) indicate that - unless new constraints are imposed - both air passenger demand and aviation industry CO2 emissions will exceed the levels deemed compatible with the Climate Act, by the Government's independent climate advisers (the Committee on Climate Change). AEF argues that even a target of 2005 emissions levels by 2050 is unduly generous to aviation because:

- (i) It allows aviation emissions to increase by 120% of 1990 levels by 2050, while other sectors, including many that are less discretionary than aviation such as home heating, are required to make more than 80% cuts
- (ii) It fails to take account of aviation's non-CO2 effects, though the latest science suggest these are such that aviation emissions have around twice the impact of their CO2 alone.
- (iii) It assumes a great deal from other sectors, including decarbonisation of road transport by 2030, significant wind and nuclear energy (rather than reliance on shale gas), and carbon capture and storage technology for power plants; a review of progress in these other sectors may well indicate that there is not the slack available for aviation growth that was originally imagined.

Even this generous emissions cap, however, should rule out any consideration of an increase in aviation capacity from today's levels. The "constrained" forecasts are for future air passenger demand with no new runways built, with Air Passenger Duty continuing, and with carbon costs being incorporated into ticket prices though the EU ETS or a comparable global scheme. So even with these constraints, the UK's aviation carbon emissions would be too high. Let alone with more runways. [http://www.aef.org.uk/uploads/Climate\\_change\\_runways\\_and\\_the\\_latest\\_forecasts.pdf](http://www.aef.org.uk/uploads/Climate_change_runways_and_the_latest_forecasts.pdf)

## **Colin Matthews defends steep rise in Heathrow landing charges despite revenue increase – to pay shareholders**

Heathrow Airport has produced its business plan for Q6 (which is the 6th period of 5 years, from April 2014 -2019). Colin Matthews has defended steep rises in landing charges that would increase air fares perhaps from around £19 per passenger for 2012-13 up to around possibly £27 in 2018-19. The increased charges need to be approved by the CAA in April. Colin Matthews says returns to investors now have to come first, despite higher revenues at Heathrow in 2012, due to record passenger numbers and higher retail sales per passenger than in 2011. He wants to "make a fair and market return to shareholders."

Heathrow's largest shareholder is the consortium led by the Spanish Ferrovial group, which bought BAA for £10bn in 2006, although it has sold down its former majority holding to just over a third of shares. The sovereign wealth funds of Qatar, Singapore and China own a total of over 40%, with the rest held by Canadian pension fund CPDQ and private investment firm Alinda Capital Partners. Investors had spent £11bn on Heathrow since 2003 and might go elsewhere without returns. The airport paid a dividend of £240m last year, its first since the 2006 takeover. Spending on the airport facilities is to slow over the next 5 years with only £3 billion on infrastructure, during Q6 so the completion of Terminal 2 will be delayed. <http://www.airportwatch.org.uk/?p=559>

## **ONS figures show UK tourism deficit was £13.8 billion in 2012 (cf. £13.7bn in 2011 and £14.9bn in 2010)**

The ONS reports that during 2012, UK residents made an estimated 56.6 million visits abroad, unchanged from 2011. Holiday visits fell 2% while those for business rose 2% and visits to see friends or relatives rose 3%. Visits to Europe were broadly the same as 2011 but those to longer haul destinations were down (by 5% to North America and 2% to 'other countries'). UK residents spent £32.6 billion on visits abroad in 2012, an increase of 3% from 2011. By comparison, during 2012, overseas residents made an estimated 31.1 million visits to the UK, which is 1% more than in 2011. Holiday visits by overseas residents remained broadly the same, whereas their visits for business and to visit friends or relatives both rose by 2%.

Earnings from visits to the UK in 2012 year to date were £18.7 billion, 4% higher than in 2011. So UK residents spent £32.6 billion abroad, cf. £18.7 billion spent by overseas visitors here - giving a tourism deficit of some £13.9 billion for 2012. The deficit was £13.3 in 2011 and £14.9 in 2010. <http://www.airportwatch.org.uk/?p=588>

### **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](http://www.airportwatch.org.uk/?page_id=148)
  - News and expert analysis on the **AEF** website at <http://www.aef.org.uk>
  - **Flights emissions calculator** <http://calculator.carbonfootprint.com/calculator.aspx?tab=3>
  - News relating to **Heathrow Airport** from HACAN <http://www.hacan.org.uk/>
  - 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>
  - News relating to **Luton Airport** from LADACAN <http://www.ladacan.org/> and HALE <http://www.hale.uk.net/>
- Follow **AirportWatch** on **Twitter** at [@AirportWatch](https://twitter.com/AirportWatch) and **Facebook** at <http://on.fb.me/UoSkEx>

Bulletin compiled by Sarah Clayton - with thanks to many people for their help. 5.3.2013  
[www.airportwatch.org.uk](http://www.airportwatch.org.uk)