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From John Stewart, Chair of AirportWatch

It's "wait and see" time at the moment. The Government's draft aviation strategy will be published for public consultation in the summer. It will be framed by climate change and quality of life considerations but the main focus will be on the level of airport capacity needed to ensure business is well-connected to the fast-expanding economies of China and India.

It has become clear that the Government has not been convinced by the arguments put forward so far by the aviation industry and organizations such as London First. In a strong speech to a recent Transport Times Conference (<http://www.dft.gov.uk/news/speeches/villiers-20120418a>), largely attended by the aviation industry, Aviation Minister Theresa Villiers gently mocked some of the flaws in their arguments.

For example, the industry has implied in recent advertising material that Heathrow has fewer flights to China than its European rivals, but only if you exclude Hong Kong! Theresa Villiers told the conference: "Then there's China. Like the rest of the Westminster village, I've read on the escalators at Westminster tube station that we're lagging behind in this important market lagging behind unless, that is, we include the 3000 flights every year to Hong Kong. If we do that, it's clear that in this market too, we lead with Heathrow delivering more services to China than any of its continental rivals. And frankly I don't think my colleagues in the Foreign Office would thank me if I started acting on the assumption, as some people seem to, that Hong Kong **wasn't** a part of China!"

There are indications though, that while ministers are standing firm on their refusal to expand Heathrow, they do want to see further growth in the South East. Transport Secretary of State Justine Greening was cheered by MPs, ministers, Lords and the bosses of many of Britain's airports when she told a recent Parliamentary reception, hosted by easyJet, "We know there is a problem with air capacity in the South East and we intend to address it quickly" (<http://www.bbc.co.uk/news/uk-england-17877385>). Ministers have shown no real interest in an off-shore airport but do seem to have been giving some encouragement to the growth of some of the smaller airports such as Luton and Southend.

A number of AirportWatch groups are planning to commission work from consultants which will challenge the economic argument that more capacity is needed.

However, the big airport news continues to come from France and Germany. In one of the most dramatic steps ever taken anywhere by opponents of airport expansion, a number of French peasant farmers have gone on hunger strike in protest against the compulsory purchase of their land to make way for the proposed new airport. At the time of writing some of the farmers are entering the 5th week of their hunger strike. In Germany, too, the protests continue. Every Monday evening thousands of people continue to occupy the terminal in protest against the impact of the recently-opened fourth runway.

They will be hiring a train to go to Berlin to march alongside the residents objecting to the new Berlin-Brandenburg airport – when that finally opens in late August. (Its opening has just been delayed from 3rd June because of problems with fire safety and safe evacuation of passengers). And in Munich a climate camp is being planned in opposition to the proposed third runway. The Munich campaigners have produced some very entertaining videos which we feature in this bulletin.

After 28 days the Nantes hunger strike ends, with concession from authorities to reconsider land expropriations



The first bowl of soup for the hunger strikers

On 9th May, after 28 days of hunger strike, which Michel Tarin endured to the end, and 5 others fasted for slightly shorter periods, the strike has ended.

At last there have been concessions from the local authorities that the compulsory purchase of land owned by farmers and other local residents will be suspended for the time being. The expropriations will not now go ahead until the outcome of several legal proceedings that have been filed against the proposed airport.

It is likely that these legal challenges will take up to two years, giving the campaigners two more years in

which to continue their opposition. The hunger strikers ended their fast with bowls of soup, and though exhausted, they are delighted with the result. Drinking their soup together, surrounded by a huge and efficient campaign network, the hunger strikers emphasized the quality of support they received each day and the climate of affection and solidarity that has buoyed them up during their ordeal. <http://www.airportwatch.org.uk/?p=1857> There are updates and news of the campaign on the ACIPA website at <http://parolesdecampagne.blogspot.fr/>



6 hunger strikers

The hunger strike has been accompanied by many protests in the town, including one on May 3rd with convoys of dozens of tractors, about 1,000 people, and even 15 young heifers (these are farmers, after all). Their determination to protect their land from an airport that is unwanted by much of the local community, and for which the economics do not appear to stack up, is immense and impressive. There is more about their remarkable protest, and the whole story of the plans for this new Nantes airport at http://www.airportwatch.org.uk/?page_id=1891

Theresa Villiers shuts door on third runway at Heathrow

In her speech at an aviation conference in London on 18th April, aviation minister Theresa Villiers stressed that, although there were divergences of opinion within the Coalition on aviation policy, the Government would look at all options for increasing capacity in the South East “with the exception of a third runway at Heathrow”.



She said “the Coalition has always been clear that it doesn’t support a 3rd runway at Heathrow – one of the very first acts as government was to confirm that.” And “the quality of life aspect of a 3rd runway with up to 220,000 more flights over London every year would be massive and there’s no technological solution in sight to ensure planes become quiet enough, quickly enough to make this burden in any way tolerable. So we need another solution.”

This could also potentially put the Government on a legal collision course with BAA, which cautioned it could go down the route of a judicial review if Heathrow was the one option barred from the upcoming consultation. <http://www.airportwatch.org.uk/?p=1733> *Plus link to speech.*

EasyJet flights from Southend started on 2nd April ...

The peaceful life of those living under the Southend flight paths ended for the foreseeable future on 2nd April, when the first easyJet flights started up. The airline says they will have 70 flights per week, and together with Aer Lingus, there will be 12 destinations from Southend. These will be (easyJet): Alicante, Amsterdam, Barcelona, Berlin, Faro, Ibiza, Jersey, Majorca (Palma) and Malaga. And (Aer Lingus): Waterford and Dublin. easyJet flights to Geneva will start this December and Venice from February 2013. It seems Amsterdam is the most popular route so far. easyJet says it will base 3 new A319s and “over 150 employees” at Southend, so there will not be many jobs for local people. easyJet expects over 800,000 passengers in the first year, rising to 2 million in a few years.

There are fears locally that this number could rise even higher, with 6 million per year being mentioned. Local residents who had opposed to the airport's expansion were not encouraged by the statement by Theresa Villiers enthusing about the addition of another "London airport" to the list, and the prospects of its expansion to take load off other London airports. Central government is mired in debate surrounding the issue of the perceived need to expand aviation in the South East, either building an Estuary Airport or expanding the other airports (Heathrow, Southend, etc). In the forthcoming aviation policy consultation, due this summer, the government may well opt to expand smaller airports rather than go for a major new hub.

It has to be borne in mind that if the economy recovers, demand for aviation will increase. However, if there is global economic growth, the price of oil will rise, and that at some point choke off demand. Central government has set up all manner of committees to investigate peak oil but government does not know when demand will fall. While we can be reasonable sure that third generation bio-fuels will emerge, the price of production will almost certainly be sufficiently high to cause a reduction in aviation. So forecasts of future air travel demand are merely guesswork.

Even though there is high probability that aviation demand will eventually reduce due to cost, there is a real danger that Southend Airport will be permitted to expand further in the short term. With the expansion of tar sand oil production in Canada, and increased 'fracking' technology (gas off-sets some oil use) the people of Southend may have to endure an expanded airport for 20 or more years. It may be 2040 or even 2050 before the price of fuel causes a significant decline in aviation. (*Jon Fuller, SAEN*)

... and then Southend Airport terminal extension approved

Southend airport has been granted approval by Rochford Council for the extension of its terminal building. The new terminal was opened in March, but the extension will add another 90 metres to it, more than doubling its size, with more check-in desks, baggage drop off points, security screening channels, larger arrivals and departures lounges, more retail etc. There will also be 5 more aircraft stands. Despite strong opposition, only one member of the public was permitted to speak against the application. Only 2 councillors voted against. 23.4.2012 <http://www.airportwatch.org.uk/?p=1757>

Boris returns as London Mayor, keeping alive the dreaded Boris Island threat

During his mayoral election campaign, Boris that reviving plans for a Heathrow 3rd runway “would be an environmental disaster”, and “It would mean a huge increase in plans over London, and intolerable traffic and fumes in the west of the city – and it will not be built as long as I am Mayor of London.”

So that's the good news. However, it's not so positive on the estuary airport issue. His manifesto said he would “Lobby for an increase in London’s aviation capacity through the development of a new hub airport”. The government aviation consultation will start sometime in the summer. The politics makes it very difficult for the government, which is likely to want to avoid a public decision until after the next election - 3 years away. The new aviation strategy is a "framework", which means they can avoid for now having a policy for expanding or not expanding specific airports. The framework might, for

example, have a plan for a detailed study into the relative merits of a Thames Estuary airport compared to other solutions. So the threat of an airport in the estuary airport is likely to remain, for several more years, which is very bad news for those under the threat of having their communities demolished and their area utterly transformed. To keep residents under such a threat for so long is unreasonable. It is possible that the political parties will go into the next general election with differing views expressed in manifestos. Those campaigning against the devastation of the estuary for an airport are working to "put the Greater Thames estuary and it's precious wildlife habitats into the hearts and minds of the people". (*Jon Fuller, for No Estuary Airport*)

Growing opposition to Luton Airport plans to increase passenger numbers from 9.5 million to 18 million per year

Both the consultations at Luton Airport have now come to an end – the "futureLuToN:Optimisation" one from Luton Borough Council, and the "Masterplan" from the airport operator.

A large number of groups and organisations opposed to the further expansion of Luton Airport, including LADACAN, met on 30th April to confirm and co-ordinate their opposition to proposals to significantly increase airport capacity. The meeting was organised by HALE, Hertfordshire Against Luton Expansion. They discussed key areas of opposition including increasing noise affecting households and schools, the problems of unregulated night flights, the plans to add 100 extra flights and 16,000 passenger journeys a day, and key concerns over safety and pollution.



Their joint statement reaffirms the strength of opposition: "Far from having received a positive reaction from local people as is claimed by the airport operator, the expansion plans are meeting growing opposition from local communities already blighted by noise, pollution and congestion caused by Luton Airport. Community groups and campaign groups are united in their determination to oppose these ill thought out expansion plans until they are once again defeated".

<http://www.airportwatch.org.uk/?p=1824>

However, it remains the case that many local people simply do not realise what would be in store with potentially 100 extra flights a day and frequency increased to a flight every 90 seconds.

easyJet has now added its own vision for Luton's future which incidentally is highly critical of the current state of the airport and the shortfalls in facilities as well as the charge-for-anything policies. However, their vision is completely "passenger-first airline-first" with no sensitivity to the environmental impact, night flights, noise and pollution that further expansion will bring.

Luton Airport says that comments in response to the Masterplan consultation, which it has called a consultation prior to submission of planning application, will be considered and evaluated and reported in the Statement of Community Involvement to accompany the planning application. The final Masterplan, including changes to the draft document as a result of the comments received will be submitted with the planning application. The first of the EIAs (Environmental Impact Assessments) and formal Planning Applications are expected later in May from Luton Borough Council.

HALE is a new campaign group set up to represent the interests of Hertfordshire communities threatened by the proposed expansion of Luton. <http://www.hale.uk.net> It has 3 main objectives:

STOP highly controversial airport expansion plans which will see the airport double its operational capacity, becoming bigger than Stansted or Manchester airports

COMMIT the airport operator to resolve the long running issue of noisy night flights passing directly over rural communities

COMMIT the airport operator to be a better neighbour by resolving the problem of year on year increase in aircraft noise

LADACAN <http://www.ladacan.org> is a residents' group primarily concerned with the noise and safety impacts of Luton Airport on the surrounding communities, and was set up some 40 years ago.

LADACAN's response to Luton Borough Council's inadequate and misleading consultation on its expansion plans, called "futureLuToN:Optimisation", (consultation ended 26th March) can be found at <http://www.ladacan.org/LADACAN%20consultation%20response.pdf>

LADACAN's response to the airport operator's (LLAOL) so-called "Master Plan" (consultation ended 25th April – document at <http://bit.ly/IYPTDm>) can be found at <http://www.ladacan.org/LADACAN%20response%20to%20LLAOL%20consultation.pdf>

The expansion proposers are busy lobbying MPs and putting out press statements claiming favourable response even from the airport Consultative Committee (LLACC) when those who sit on the committee know perfectly well the major reservations being expressed. The LLACC response to the LLAOL expansion consultation – the Master Plan - is a carefully worded letter which welcomes development of the airport provided it can be balanced with being a good neighbour, though it expresses a number of significant reservations, which are:

- the impact on the local road network if capacity is expanded
- whether the terminal improvements would be adequate for more passengers
- the increase in noise, numbers of flights and likely increase in night flights
- the need for a tighter noise policy and more noise mitigation measures

The letter in full (2 pages) is at <http://bit.ly/IHAt8s>

Airlines oppose higher landing fee to cut immigration queues at Heathrow

BA, Lufthansa, Scandinavian Airlines and Virgin are – unsurprisingly – totally against landing fees being used to pay for government border agency staff. An increase in landing fees, which are now £19.30 per passenger at Heathrow, must be approved by the CAA. A percentage is already used by BAA to pay for immigration control infrastructure, such as the new e-passport gates, but the money has not been used before to pay immigration staff. UK Border Force staff numbers have been cut by 800 in the past 2 years and a further 700 jobs will be lost by 2014-15. More than 550 volunteers (many retired and those recently redunded) are reportedly going to be drafted in to help man UK borders during the Olympics. Meanwhile Willie Walsh tried to make out some of the money from APD could be used for this. APD is not for that – it is to compensate for lack of VAT and fuel duty on air travel.

3.5.2012 <http://www.airportwatch.org.uk/?p=1798>

Slowdown in cheap flights gives boost to British economy

New figures published by the Office of National Statistics show that the British are taking almost 20% fewer overseas holidays compared to 3 years ago, whilst the number of foreign tourists visiting the UK is virtually unchanged. This means a major boost for the UK Balance of Payments and shows that the Government's policy of increasing APD is actually benefiting the UK economy, contrary to the claims made by the UK's major airlines – and foreign tourists are not being deterred by APD from visiting the UK.

The latest statistics show a decrease in overseas leisure trips by UK residents from 60 million to 49 million between 2008 and 2011 leading to a reduction in the UK's tourism trade deficit from £20 billion to £13 billion. Inbound tourist numbers fell by just 300,000 over the same period. The boom in cheap leisure flights and the generous tax breaks given to the aviation industry actually harm the UK economy and damage traditional UK tourist destinations 30.4.2012 <http://www.airportwatch.org.uk/?p=1755>



Edinburgh Airport sold to Global Infrastructure Partnership for £807m

A deal has been struck to sell Edinburgh Airport to the owner of Gatwick and London City airports for £807m. GIP has beaten a consortium led by another infrastructure investor, JP Morgan Asset Management. The sale price, slightly more than expected, is payable in full at closing of the deal, expected in May. It is thought that GIP intends to improve the speed at which passengers move through the airport at check-in, security and baggage handling, and to link the airport with new routes. Its investment pattern is to sell the asset on after about 7 years. GIP is said to have improved the passenger experience at Gatwick. Edinburgh airport handled 9.5m passengers last year, caters for about 40 airlines, serves more than 100 destinations and currently generates around £50m EBITDA annually. 23.4.2012 <http://www.airportwatch.org.uk/?p=1751>

Kehoe says BAA claims are a con, and Chinese companies are happy to fly to Birmingham, by-passing Heathrow

We have heard many aviation lobbyists claiming that if business people cannot get direct flights from Heathrow to a multitude of destinations, Britain's economy is doomed. Paul Kehoe, CEO of Birmingham airport, hopes to persuade those in power that flights to or from Birmingham will be quite acceptable to commerce, and can bypass Heathrow. And Birmingham gets the profit. He says BAA is "trying to conflate the wider British economic interest with the interests of Heathrow". Which we would agree with. Kehoe says the claims that Britain's economy requires new runways in the south-east are a "con" that an industry dominated by BAA will not question. He says the Chinese he has spoken to would be happy to come to Birmingham: "they see the UK as an important market and don't care how they get there." So lots of in-fighting within the industry, like dogs over a bone ... They all want the money ... 22.4.2012 <http://www.airportwatch.org.uk/?p=1742>

Frankfurt night flight ban between 11pm and 5am upheld by higher court. Implications for Heathrow?

A German court has ruled in favour of a night flight ban at Frankfurt airport, Europe's third busiest, dealing a blow to German flagship airline Lufthansa and airport operator Fraport. Lufthansa says it needs Frankfurt night flights so its cargo operations can compete with fast-growing Gulf airports and it will be hit financially if there is a ban. In 2009 the local government said it would allow 17 flights per night between 11 pm and 5am from the end of October 2011 on economic grounds. Then residents under the flight paths took the case to court. Their complaint was upheld in October by a local court just before the opening of the 4th runway. Now a judge at a higher court in Leipzig confirmed the ban and said the federal state of Hesse must make a new decision on whether to



Aircraft noise causes illness

allow night flights. This will have implications for other European airports like Paris Charles de Gaulle and Heathrow. 6.4.2012 <http://www.airportwatch.org.uk/?p=1692>

There is a good 5 minute video in English, explaining the problems local residents have with the noise, and how it is causing real distress to many, at <http://www.dw.de/dw/article/0,,15858501,00.html>

Fire safety problems delay new Berlin airport yet again – opening on 3rd June delayed to late August

The opening of Berlin's new airport will be delayed by up to 3 months due to fire safety problems. This an embarrassing blow to the German capital's flagship project less than a month before its planned launch, which had been due for 3rd June. Berlin-Brandenburg Airport, which will also be known as Willy Brandt Airport after West Germany's Cold War chancellor, may now open in the 2nd half of August, after the school holidays in Berlin and Brandenburg. Flights were to have been transferred from Berlin's Tegel airport, to the new one. The problem is that the fire safety installations - notably

smoke extractors - were not ready, so a safe evacuation of passengers could not yet be achieved in the event of fire. The delay will cost the two airports, and some airlines, money. The opening of what will be Germany's third largest airport after Frankfurt and Munich, has been postponed once already.

9.5.2012 <http://www.airportwatch.org.uk/?p=1833>

Two videos from the campaigners against the 3rd runway at Munich

The first one – sadly all in German, but definitely comic, features two parody air hostesses. The second includes yodelling against the runway: <http://youtu.be/zCL6cbv6QTK> & <http://youtu.be/AdhGI2GgebY>
If the runway was built, just north of the airport, the small village of Ettingermoos and half of Attaching would be bought and levelled – with about 1,500 homes and buildings destroyed.

Aviation should be included in the UK's carbon budgets, Government advisers, the CCC, recommend

The Committee on Climate change has produced its long awaited statement on how aviation should be included in the UK's 5-year carbon budgets. The Climate Act currently omits international aviation and shipping, but while setting budgets, the CCC has to “take account” of these emissions. The government must decide by the end of 2012 on whether to include them in the Act. The CCC recommends that international aviation and shipping should now be included on the basis of the EU ETS cap, and that actual UK international aviation emissions should be back at the level they were in 2005 by 2050.

The CCC has recommended against including the non-CO2 effects of aviation for the time being, though these NOx etc impacts of other sectors are included, and it presumes – optimistically - that technology may be able to reduce the problem in coming decades.

The CCC says international aviation emissions should be added to currently legislated budgets, based on the UK share of the EU ETS cap. This would be 31 MtCO₂e per year – which is 155 MtCO₂e over the three 5 year budgets, taking us up to 2027. The 31 MtCO₂e figure is 97% of the level of UK aviation emissions between 2004 and 2006. In 2005 UK aviation emissions as estimated on the basis of bunker fuel sales were 35 million tonnes.

So 31 million tonnes would be the level of aviation emissions that were entered into the UK's carbon accounts for the purpose of the Climate Act, which is perhaps a bit below what it is now. However, it would not stop UK aviation emissions from rising. The airlines would just have to buy more permits for any emissions over this level, so they can continue to grow, if conditions permit.

On this, the CCC thinks that, if the recession ends, the price of carbon will rise and the number of permits will become more scarce, particularly after 2030, and so it will become much more expensive for aviation to expand. Market forces will prevail. The CCC therefore thinks that the UK should plan its infrastructure and investment on the assumption that actual emissions from international aviation from the UK will be no higher in 2050 than in 2005 – around 35 Mt CO₂.

The emissions level of 31 Mt would not take account of the problem with biofuels, which are currently zero rated for CO₂ emissions purposes under the EU ETS, which is manifestly not correct, and will be changed eventually.

UK aviation emissions grew around 120% between 1990 and 2005. Due to the inclusion in the 5 year budget targets of aviation & shipping, in order to meet the overall cut in UK carbon emissions of 80% by 2050, the CO₂ emissions of all other sectors have to be cut by around 90% of the 1990 level by 2050.

Aviation would therefore, under these recommendations, be getting a very generous deal indeed. But in order to impose stricter limits on UK aviation, there would need to be restrictions that are tougher than those in other European countries, and this government has repeatedly said it is not prepared to disadvantage UK business. 5.4.2012 More details at <http://www.airportwatch.org.uk/?p=1656>

Are the B787 Dreamliner's claims to be a new generation in aircraft fuel efficiency over-stated? And its claims of "quietness" exaggerated?

Kevin Lister has written an open letter to the Aviation Minister, Theresa Villiers, pointing out to her that, despite all the hype about the Dreamliner being touted as the first of a new generation of planes, it is not greatly more fuel efficient than others. It is not likely to "solve" the industry's future fuel or emission problems. Looking at the likely number of passengers, the range and the fuel capacity, the fuel consumption figures for the A380, Boeing 787, 777, and 747 very comparable. And they are in the same range as the old Lockheed Constellation aircraft of the 1950s.



The Dreamliner has lighter components, using carbon fibre rather than aluminium. But its main aim is to be a slightly smaller plane, that can fly long distance, without needing to refuel. This means carrying a great deal of fuel on take off for such a long trip. A doubling in a plane's speed increases drag by a factor of four, and the power consumption of the engines by a factor of eight. So, for greatest fuel efficiency, a plane would fly more slowly and over relatively short distances. More at <http://www.airportwatch.org.uk/?p=1849>

Boeing 'Dreamliner' offers only marginal noise benefit

The Dreamliner 787 has been much hyped, for its theoretical reduction in fuel use and in noise. Boeing claims it is 60% quieter, a statement that needs to be understood in terms of how aircraft noise is measured. It does not mean 60% quieter, in the way a layperson would understand the statement. It means actually a reduction of perhaps 3 decibels, to anyone standing under the flight path - a difference that is barely noticeable, even to trained ears. These figures are also theoretical, along the lines of the car fuel consumption figures given by manufacturers, and very difficult to replicate in real life. If the planes are heavier, taking off with more fuel and luggage on board, or landing on full power, they are still very noisy. And if there are more flights overhead, that is actually what people are bothered by, rather than a 3dB difference. 5.5.2012 <http://www.airportwatch.org.uk/?p=1796>

Stop Stansted Expansion calls on the CAA to tackle the environmental impacts of aviation

The Civil Aviation Bill was introduced into the House of Commons in and its report stage took place on 25 April 2012. It will be further considered in the 2012-13 session of Parliament.

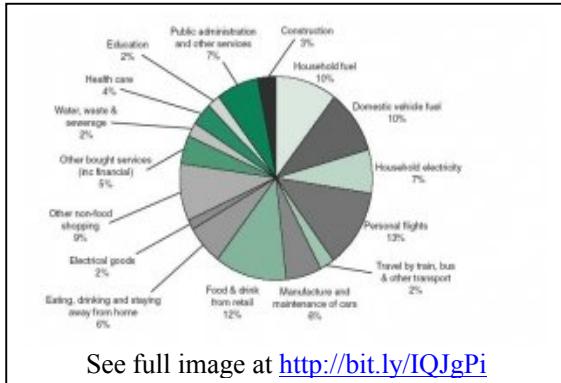


The Bill's purpose is to legislate on regulation of operators of dominant airports and determine the powers and functions of the Civil Aviation Authority. This includes its remit on aviation security, airport charges, services provided at airports and the service given to air passengers. However, it contains very little on environmental matters, including noise. It is important that there should be an environmental duty in the context of economic regulation, so the CAA is not just focused on the rights of passengers, but also has environmental responsibilities.

Stop Stansted Expansion (SSE) has called on the CAA, to do much more to tackle the adverse environmental impacts of the industry, particularly for communities near to airports. In its response to the CAA's environmental consultation, SSE made clear that fine words will not be enough without measurable targets and timescales to ensure progress towards meaningful goals. Top of SSE's list for action is reduced aircraft noise during take offs and landing, as well as addressing night noise from both aircraft and airport operations and helicopters. SSE wants the CAA to be far more active on environmental issues and is also pressing for it to become an independent environmental watchdog for the aviation industry. More detail at <http://www.airportwatch.org.uk/?p=1736>

West Sussex study shows personal flights the largest single component of carbon footprint

West Sussex County Council has done an analysis of their carbon emissions, to understand individual emissions and help communities to change their lifestyles, consumption etc. The consumption-based carbon footprint for West Sussex residents, broken down into 16 specific segments, shows that the largest single component is personal flights, at 13%. This comes higher even than food and drink (retail) at 12%. And then at 10% each are household fuel, and domestic vehicle fuel.



See full image at <http://bit.ly/IQJgPi>

was a third of the total budget—yet of the 16 million visitors a year, only 10% come from abroad".
20.4.2012 Details at <http://www.airportwatch.org.uk/?p=1738>

Airport retail: rise and rise of the shopping centre, with an airport attached

A huge, and growing, proportion of the money made by airports is from retail. It seems that the industry expects significant increases in this spending over the coming years, and airports do all they can to get passengers to spend as much time as possible in retail, put retail outlets in arrivals, etc and devise means for them to buy goods for collection on their return, to avoid baggage problems. The industry expects most growth in the Far East, where women tend to spend a lot of designer brands. The airport retail industry finds passengers buy less when they are stressed by airport security waits and queues, and they buy more when calm and happy. Airports need a ticket as proof of identity, so they can monitor the types of travellers, and the routes, which generate the most cash. Seems the Chinese, the Russians and the Nigerians tend to spend the most. At Heathrow, the average passenger spends £4.35. But for fashion, the average BRIC passenger spends £45.50. No wonder BAA wants more.
15.4.2012 <http://www.airportwatch.org.uk/?p=1723>

European Parliament begins scrutiny of EU airport noise rules

In December, the EU presented its "Better Airports" legislation package, which it said is "a comprehensive package of measures to help increase the capacity of Europe's airports, reduce delays and improve the quality of services offered to passengers". The European Parliament will soon start scrutinising the draft regulation. The Airports Package aims to replace the airports noise directive with regulations and generally water down protection for residents. But the MEP in charge of the dossier and steering the noise regulations through the Parliament appears sceptical about the Commission's motives. On noise, he feels the Commission has put economic considerations above all else when drafting the regulation, which is not acceptable. The regulation is aiming to have fewer restrictions on airports, so their growth is not jeopardised. There are hopes of banning the noisiest planes, and decide on a timetable following a "cost effectiveness assessment". The worry is that noise reduction that has economic costs will be opposed.
27.4.2012 <http://www.airportwatch.org.uk/?p=1764>

What exactly is the economic benefit of UK aviation?

We hear a lot of spin from the aviation industry, and its proponents, about how vital air travel is for the UK economy, and how the UK will be condemned to a third rate future if air travel is not encouraged to expand hugely. The extent of the benefit is never stated, and the degree to which air travel both

deprives the Treasury of tax revenue and whisks the money of British holidaymakers abroad to spend on their foreign trips is, of course, never alluded to.

For the aviation scoping document consultation, that ended last autumn, the Gatwick Area Conservation Campaign (GACC) produced some valuable and highly informative supporting evidence documents with their response. One of these is entitled "**The Economic Importance of Aviation**", and I recommend that anyone with any interest in this field takes a look at it (quite short, written in accessible style). It is at <http://www.gacc.org.uk/resources/2.%20Economic%20benefit.doc>

Below are just a few extracts:

Aviation does, undoubtedly, provide useful economic and social benefits for the UK, but its size tends to be exaggerated by its protagonists (and their enthusiasm is sometimes shared by the DfT). The Scoping Document states, "The air transport ... sector in 2009 directly generated around £9 billion of economic output." That is the gross value added for air transport, airports and air traffic control.

Aviation is actually a medium sized industry, only 6% of the size of UK manufacturing industry, and only 15% of the whole transport industry (which includes road and rail); about the same size as hotels and bed-and-breakfasts; slightly smaller than specialised retail clothing shops such as Marks and Spencer and others and considerably smaller than the water/sewerage/waste industries.

It is a statistical quirk that the figure of £9 billion output quoted in the Scoping Document is the same as the frequently quoted figure of £9 billion tax benefit that the air travel derives from its favourable tax treatment compared to car travel. As is well known, aviation pays no fuel tax and no VAT, a benefit to the industry of about £12 billion a year, only partially off-set by the £3 billion brought in by air passenger duty.

If the Exchequer has to contribute £9 billion to keep afloat an industry with a gross output of under £9 billion, and a net output much lower [taking depreciation into account] than that, it might be concluded that the benefit to the national economy is less than zero.

The Scoping Document suggests that in "in addition to its direct economic impacts, aviation has a bigger role in our economy, for example by facilitating inward investment and exports, and in our society for example by enabling UK residents to visit friends and family across the world." It is easy to draw up a similar list of indirect benefits, and social benefits, for any other industry. Indeed it would be hard to find an industry which does not have indirect and social benefits. Just to give a few examples -

Road transport expands horizons, helps exports, enables business people to travel, encourages inward investment, promotes tourism, and brings families together.

The computer industry expands knowledge, enables business people to communicate, encourages investment, provides entertainment, and enables families and friends across the world to communicate in ways undreamt of by earlier generations.

The hotel and bed-and-breakfast industry assists tourism, enables families to visit each other, and assists business by providing conference facilities, and accommodation for commercial travellers.

Water and sewerage are essential to good health, and thus have perhaps the biggest social benefit of any industry.

The DfT have now revised the 2009 figure of jobs provided by the aviation industry down to 120,000. A decline from 200,000 in 2003 to 120,000 in six years does not look like a huge success story or a dynamic 'engine for growth'. The industry claims it supports many more jobs indirectly, but that is spurious. Every industry in the world supports many jobs indirectly.

GACC's consultation response & evidence papers are at <http://www.gacc.org.uk/aviation-policy.php>

Comprehensive data on passengers, routes, and CO2 emissions for all UK airports

AirportWatch South West has put together a detailed website that gives a huge amount of data for all our airports. Each has a page showing the main destinations, the numbers of passengers travelling to the top 10 destinations, the total carbon emissions and emissions for the top 10 destinations, and the proportion of domestic or international. Data is displayed as tables, pie charts and graphs, making it easy to absorb.

The 2011 data is at

http://www.awsw.co.uk/allco2/index_co2.html

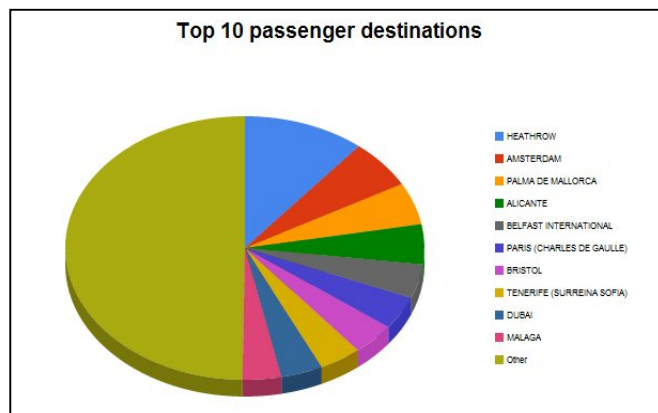
The 2010 data is at

http://www.awsw.co.uk/2010_allco2/index_co2.html

The 2009 data is at

http://www.awsw.co.uk/2009_allco2/index_co2.html

For example, (right) Newcastle top destinations, Heathrow, Amsterdam, Palma, Alicante, Belfast Internat, Paris, Bristol, Tenerife, Dubai, Malaga, Other.



New report from the Netherlands on the failings of aviation biofuels

A new report on biofuels used in aviation has been produced by Milieu Defensie, in the Netherlands. The aviation industry places its hopes of achieving "carbon neutral growth" in future on extensive use of biofuels, as well as carbon offsets from other sectors. The new report shows that not only are the carbon emissions "well to wake" of biofuels for aviation small, but the conventional calculations ignore the non-CO2 effects - cirrus cloud induced by contrails, and NOx effects. These impacts are the same for biofuels as for conventional jet kerosene, and may as much as double the climate effect of jets flying at high altitude. The report points out that carbon emissions caused by the growing of biofuels are not accounted for anywhere, under the current system - creating a large anomaly in the EU ETS. 11.4.2012 <http://www.airportwatch.org.uk/?p=1655>

Olympic Games, despite conventional wisdom, present no large benefit to airlines

The Olympic Games or any sporting event when held in a large city present little increase in overall air passenger numbers, according to industry body, CAPA. While leisure demand increases, corporate traffic tends to reduce. BA and Virgin do not expect much rise in passenger numbers from the Olympics - perhaps even a slight loss. The number of business passengers is likely to fall during the Games. <http://www.airportwatch.org.uk/?p=1837>

Useful Info

- For large mounts of up-to-date news on airports and aviation, see **AirportWatch's** news pages http://www.airportwatch.org.uk/?page_id=148
- News and expert analysis on the **AEF** website at <http://www.aef.org.uk>
- For a **daily update on aviation and transport news** www.transportinfo.org.uk
- How to really **offset the climate change impact of your flight**: www.ThinkBeforeYouFly.com
- Flights emissions calculator** <http://calculator.carbonfootprint.com/calculator.aspx?tab=3>
- News relating to **Gatwick Airport**, from GACC <http://www.gacc.org.uk/latest-news.php>
- News relating to **Stansted Airport**, from SSE <http://www.stopstanstedexpansion.com/news.html>

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