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AirportWatch bulletin 55
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Aviation Policy Framework consultation

What is this consultation?

The DfT is currently consulting on the future aviation policy for the UK. This is called the Aviation Policy Framework (APF). It is a public consultation open to all.

The Government's primary objective is to achieve long-term economic growth, and the DfT is unambiguous in its view that the aviation sector is a major contributor to the economy. The draft APF sets out the Government's overall objectives for aviation and the policies by which it hopes to achieve them. It follows from the Scoping Document consultation in 2011.

Though supporting the growth of UK aviation, the DfT concedes this should be within a "framework which maintains a balance between the benefits of aviation and its costs, particularly climate change and noise."

The new Government aviation policy that will eventually emerge from this consultation will replace the Air Transport White Paper of 2003. Its final form will be decided in Cabinet, and it is due to be published in March 2013.

Initially there would also have been a call for evidence, this autumn, on airport capacity and the UK's connectivity. However, this was cancelled and instead there will be the Davies Commission, looking at future UK hub airports and capacity. Its terms of reference and mode of operation have not yet been announced, and may not be before the close of the draft APF consultation (31st October).

Why is it important?

The new APF will be a high level strategy, and will take the place of the 2003 Air Transport White Paper. In the consultation, the DfT hopes that communities living near airports, who are going to be affected by aviation expansion, should be better consulted and informed; and that the aviation industry has confidence to underpin their long-term planning and investment.

The APF will set the parameters under which the Davies Commission will operate. It will not be location specific, so will deal in general principles, but not details about individual airports, unlike the 2003 Air Transport White Paper (ATWP).

It will be a statement of aviation policy, not the Airports National Policy Statement for planning purposes. Local authorities will have to take the APF into account in the planning process.

Why should people bother to respond to it?

The now out-of-date and discredited ATWP of 2003 did not properly address the noise, traffic and environmental impacts, including climate change, of a growing aviation sector. This consultation is an opportunity for as many people as possible to press for the changes needed, to give more protection to people living near airports, from the inevitable impacts of growing air travel.

The opportunity to influence future aviation policy does not arise often. It could be many years before the chance arises again. We need to reach a genuine balance between the perceived benefits of the aviation industry to the UK economy and the damage that aviation causes to local communities and the environment. **We encourage everyone to send in a response - if only to a few of the questions.**

More details at <http://bit.ly/VdvF8d> Ends 31st October 2012

How and where to respond to the Aviation Policy Framework consultation?

The consultation is open to all respondents, including the general public. The DfT have asked that people respond using their **Online Survey** form. That way, putting answers in the numbered boxes, your responses are more likely to be read than if you write separately.

The consultation document and response 'online survey' form are long and not particularly user-friendly. However, it is not essential to answer all the questions – many of them are very technical.

We suggest you just answer those questions that you feel strongly about.

One or two sentences or paragraphs on each is all that is needed.

It is not necessary to be an expert – general comments are sufficient.

You can do part of your response, save it, and return later to complete it – it does not all have to be completed in one go. The online form asks, at the start: "What is your organisation?" If you are responding as an individual, just put individual in that box.

What are the key topics in the consultation?

The consultation is divided up into chapters as follows (with detail on each below):

- Chapter 2. The benefits of aviation
- Chapter 3. Climate Change
- Chapter 4. Noise and other local environmental effects
- Chapter 5. Working together

To see the APT responses of some AirportWatch members see <http://bit.ly/RFgtqw>

The main APF consultation document is at <http://bit.ly/MjTjoO>

The DfT overview of the consultation is at <http://bit.ly/O6gr6v>

The Online Survey form to complete is at <http://bit.ly/OPvX7a>

or email AVIATION.POLICYFRAMEWORK@dft.gsi.gov.uk

Draft APF Chapter 2. "The benefits of aviation"

On Economic issues, the draft APF argues the case on behalf of the aviation industry for its growth. It does not appear impartial, but there are many pages setting out the aviation industry's case. It is important to reiterate that the UK is currently very **well connected** with the rest of the world, and recognition of this in the consultation is welcome. There is no urgent need to take decisions about airport capacity. On Government figures the UK has enough airport capacity until at almost 2030. The Government is right to take its time and ensure future capacity needs are based on hard evidence – assessed through the Davies Commission – rather than bowing to the shrill slogans of the aviation industry and its friends.

The actual economic contribution of aviation to the UK economy needs to be impartially assessed, and this requires an estimate of the cost to the economy of the tax-breaks the aviation industry enjoys in terms of **tax-free fuel and its exemption from VAT**. It must also take account of the economic costs of the noise, air pollution and climate change gases (the **negative externalities**) that aviation produces. It is estimated that tax-free fuel and zero-rating for VAT costs the country around £9 billion a year, artificially increase demand for air travel, and costs everyone in Britain (those who fly and those who do not) a considerable amount every year in extra tax. Air Passenger Duty would need to rise four-fold to make up the difference.

The recognition in the consultation that a **tourism deficit** (the difference between what visitors spend in this country and UK citizens spend abroad) may exist is welcome. But more work needs to be done on this. The claim that the deficit is offset by an alleged £27 billion spent by UK tourists before they leave the country is highly dubious.

More detail, and how some AirportWatch members have responded to the questions in this section at <http://www.airportwatch.org.uk/?p=12081>

Draft APF Chapter 3. "Climate Change"

On Climate Change, the consultation is **very weak**. The consultation document merely goes over what is being done already, and asks two general questions. Why is there no mention of ICAO, or more detail on how the ETS is not working, or about how the expansion of UK aviation will endanger UK climate targets? The key point is that the Government needs to use all the tools it has available to tackle climate change from aviation. The Government cannot rely solely on “cleaner” technology, the EU Emissions Trading System and the Single European Sky Agreement to guarantee emissions will fall sufficiently. It also needs to bring in clear targets by including aviation in the **UK’s carbon budgets** and to endorse the target of **cutting aviation emissions to at least their 2005 level by 2050**.

Aviation accounts for at least 13% of the UK’s greenhouse gas emissions (if non-CO2 effects including cirrus cloud formation is included – about 6.5% without it) and the proportion is growing. The Committee on Climate Change (CCC): the Government advisors, recommended emissions from aviation should be back at their 2005 levels by 2050. This would permit growth in air passengers of 60% above the 2005 level by 2050. This is a challenging target, but less so than for other sectors of the economy – which have to make huge actual CO2 cuts, not merely stop increasing.

If UK aviation was allowed to grow as much as it wants to, it will account for perhaps **25% of the UK’s CO2 emissions by 2050** – leaving every other sector struggling to meet their targets, and having to make cuts of well over 80%.

More detail, and how some AirportWatch members have responded to the questions in this section
<http://www.airportwatch.org.uk/?p=12068>

Draft APF Chapter 4. "Noise and other local environmental effects"

A two-tier system may emerge unless government is prepared to give some direction to all airports, not just confine its proposals to the designated airports (the consultation document very much tends to focus on these – Heathrow, Gatwick and Stansted). Noise and other environmental impacts will not be dealt with effectively at the **non-designated airports** by leaving their management to planning conditions imposed by the local authority, noise action plans, master plans and “voluntary arrangements.” A particular concern is that a number of local authorities have a conflict of interest in that they own or part-own the airports. The Government envisages an expanded role for the CAA.

It could play a particularly important role at non-designated airports.

The **57 dB LAeq, 16h noise measurement** should no longer be used. It is at variance with the lower limits recommended by the WHO and the one used by the European Union. The consultation floats the idea of using 55 Lden or 54 Leq. Both are more in line with WHO recommendations and EU practice. **Noise maps** using either of these metrics should be produced annually for all airports. They would make matters more transparent for the local community and would seem to be essential evidence for accurate decisions on any future growth. There needs to be recognition that **the 57 dB contour is not an adequate measure of where people are not only annoyed, but have their quality of life diminished**, by aircraft noise. This limit is too high. People do not recognise noise measured by Leq – an averaging system. What they hear is actual noise events, and the **number of those noise events matters**, not merely sound energy averaged over a number of hours. Additional metrics are needed, which are more understandable to people being over-flown.

People living with the burden of aircraft noise are wary about the concept of a **noise envelope**. The fear is that it could be used to push through excessive growth. A carefully defined envelope, ideally containing a cap on the number of movements, could potentially give local residents faced with growth the sort of certainty they have not had before – but the devil would be in the detail. **Local residents need certainty that the amount of noise will fall**, not merely stay the same. If aircraft do become slightly quieter over time, those on the ground should share the technological benefit of the reduction. Slightly less noisy engines should not be an excuse for there to be more flights.

More detail, and how some AirportWatch members have responded to the questions in this section
<http://www.airportwatch.org.uk/?p=12070>

Draft APF "Working together"

Airport Consultative Committees (ACCs), as currently constituted, could not fulfil the wider role that the Government has in mind for them. So the intention to review, update and consult on the 2003 guidance to consultative committees is welcome. The Government seems to hope that better relationships can be built between airports and local communities, to alleviate the conflict that has become typical of airport growth. So it is looking for suggestions on how consultative committees can be improved, and this gives us the opportunity to help shape them in future.

Many ACCs are currently dreadful and appear to function largely to serve vested interests, often ignoring genuine concerns from local residents. There is widespread mistrust amongst local communities close to airports, in relation to the fairness, objectivity and transparency of the current 'in-house' arrangements for reporting upon aircraft noise, emissions and track-keeping and for recording and handling public complaints regarding aircraft noise and other environmental impacts.

Giving airport master plans the status of official or semi-official planning documents, however, despite these being no more than commercial plans designed to impress shareholders, seems very likely to invite just the kind of antagonism that the Government wishes to avoid from communities that are effectively sidelined.

Unless ACCs are made genuinely independent, they will continue to be 'box ticking' institutions whose sole purpose is to fulfil a designated airport's statutory obligation to provide consultative facilities. While a separate consultation on the Government's guidance to ACCs is promised, proposed improvements include a role for the CAA in providing independent oversight, and a recommendation that ACC chairmanship should be for a fixed term, with appointments advertised externally.

There is no suggestion that the guidelines will be made mandatory.

More detail, and how some AirportWatch members have responded to the questions in this section
<http://www.airportwatch.org.uk/?p=317>

From John Stewart, Chair of AirportWatch

The silly season usually ends in August. Not this year. A new mad-cap scheme to create new airport capacity seems to emerge every week. Nothing dafter than the scheme to create two new runways west of Heathrow in a floodplain, within shouting distance of Windsor. This is one airport the Queen won't be opening! It is all bonkeramus!

And it is a pity, because the consultation on aviation policy is asking some serious questions. It will frame policy for many years to come and is worth responding to. It needs to be firmer on climate change but is at least posing important questions on noise that haven't been raised for decades. It has given HACAN, the Heathrow Campaign, an opportunity to do some joint work with BAA. Its big weakness on noise is that it's almost exclusively focused on the three designated airports. Sound noise policy needs to be developed and, where necessary, enforced by Government at all airports.

Meanwhile the remit and composition of the Davies Commission, which will look at capacity and connectivity, is expected to be announced within weeks. It is thought the delay may be down to conditions Labour may have set down for cooperating with the Commission.

Of course it will be very hard for any government to turn plans for expansion into reality as opposition to new runways has never been greater or better informed. The newsletter highlights how this is the same right across Europe.

Campaigners across Europe are increasingly working together. Plans are being drawn up for a Europe-wide Day of Action to ban night flights on 24th November. Building a new runway is much harder than drawing lines on maps or even employing world-famous architects to come up with fancy plans.

Aviation must not be dropped from UK carbon target

19.10.2012 AirportWatch has condemned plans to exclude international aviation and shipping from the UK's carbon budgets, a move they claim would seriously damage the country's targets to cut climate change emissions. Any suggestion from DfT and the Treasury for removal of aviation and shipping from the UK's fifth carbon budget, due for consideration in 2015 will be actively opposed.



At a meeting of parliamentary Energy and Climate Change committee on 16th October, the DfT argued that the UK could save money in future for other sectors of the economy if it were to drop aviation and shipping emissions from its 2050 target.

The DfT did however note that this would sacrifice the environmental benefit of including them. David Kennedy, representing the Committee on Climate Change, stressed at the meeting that excluding these important sectors (likely to account for around 25% of the UK's total emissions by 2050) would mean the UK would be very likely to miss our climate objective of delivering 80% emissions cuts across the economy by 2050.

Instead of the 160 million tonnes of CO2 emissions the UK could emit by 2050 and keep within its carbon goal, the country would be pumping out around 200 million tonnes should shipping and aviation be excluded. This would contribute to increasing the risk of global warming exceeding 2 degrees C. David Kennedy also said that there was now no good reason for excluding aviation and shipping from the UK target.

Representatives of the aviation and shipping industries confirmed that they were comfortable with aviation and shipping being included in budgets. Neither industry would either attract further costs or need to limit expansion as a result of their inclusion. <http://www.airportwatch.org.uk/?p=351>

Gatwick to push for 2nd runway.

GACC says scheme has repeatedly been found impracticable & explains why

On 17th October, Gatwick declared its intent to push for a 2nd runway. The airport says the runway is "affordable and practical" and will allow it to compete with Heathrow. Although an agreement prohibits any new runway opening before 2019 at Gatwick, the airport is to start detailed work on the options, to be presented to the Davies Commission – with a view to getting the go-ahead after the next election. The airport says a 2nd runway would increase capacity to 70 million passengers a year (it handled around 33 million in 2011) and would also mean the construction of a third terminal building.



Gatwick sandwiched between Horley and Crawley

Local campaign, the Gatwick Area Conservation Campaign (GACC) warned they would "fight tooth and nail" against any proposal. GACC Chairman, Brendon Sewill said: "The option they have got does not make for a good airport, with no proper space for planes and a new terminal between the runways – unless they're demolishing part of Crawley. We are totally opposed on environmental grounds. I don't believe a new runway will be built until Stansted is full, but it's a long way off. They're putting their hat in the ring. They've said they want to sell the airport in 2018 so our guess is that they're aiming to keep the price up for when they sell it rather than building a runway." <http://www.airportwatch.org.uk/?p=234>

GACC explains the 10 key reasons why there should not be a 2nd runway

First, the runway would be only 400 yards from homes in Crawley, with the airport boundary just 100 yards away. The noise and pollution for those residents can only be imagined. The impact of an airport the size of Heathrow at Gatwick would have immense consequences on the area, in terms of noise, large inward migration of labour, additional housing, the urbanisation of rural areas, not to mention loss of peace and quiet. The runway shown on the Gatwick airport plan is too close to the existing runway to allow space for a new terminal and for aircraft to manoeuvre safely on the ground. Gatwick can never accommodate 4 runways, which would be needed if a vast hub airport was regarded as necessary for the UK. The expansion of air travel on a scale to require new runways would be ruled out by the UK's climate change targets. The forecast expansion of aviation is largely due to aviation fuel not being taxed and air tickets not being subject to VAT (APD is small by comparison). To see the reasons in detail <http://bit.ly/X8OjWm>

As many as 8,000 in Frankfurt airport protest to mark 1st anniversary of opening of 4th runway

On Sunday 21st October, exactly a year after the opening of the 4th runway at Frankfurt airport, thousands protested peacefully against the increasing noise in the region. There were about 8,000 people

there. On a bright autumn day they assembled by the fence next to the runway and showed their anger partly by making loud music. John Stewart, Chair of AirportWatch, was invited to address



the protest. The thousands around Frankfurt who are now subjected to unacceptable levels of aircraft noise are demanding planned construction of a new third airport terminal to be ceased. They are also demanding the closure of the 4th runway, and an extension of the ban on night flights from 22:00 and 06:00 in the morning.



Part of the protest by the airport fence, with a Lufthansa plane in the background

The government insist that the expansion of the airport provides opportunities for economic growth. However, they realise they have a real problem with aircraft noise and the extent of persistent citizen opposition. In the past week, three new measures had been adopted on noise, including an increase in the angle of approach and an increase in altitude. The protesters to not intend to give up their opposition. There are some great photos at <http://www.airportwatch.org.uk/?p=4852#photos> and also a short video clip of the protest - in English - at <http://bit.ly/TrxXZB>

8th October was the 37th Monday protest at Terminal 1 in Frankfurt airport, attended by well over a thousand Frankfurt and surrounding area residents. There will also be a nation-wide protest across Germany against night flights, on 24th November. Feeling against aircraft noise, at night especially, is running very high in Germany. Photos at <http://www.airportwatch.org.uk/?p=311>

Many protesters evicted from homes demolished for future Nantes airport

On October 16th there was a major evacuation operation by French security forces of houses squatted by opponents of the proposed airport at Notre-Dame-des-Landes, north of Nantes. Eleven houses and land that had been occupied on the site of the future airport were evacuated without incident by more than 500 gendarmes. At the first home some 150 protesters, some of whom were locals and some anti-globalisation activists, had gathered.



Homes have now been demolished and there is huge anger and sadness in the area. The airport developers want preparatory work for road improvements serving this “inter airport” between Nantes and Rennes to begin by the end of the year. Work on the airport itself must begin in 2014 for commissioning in 2017. The airport plans have been approved

by the State and local socialist party, but the new airport’s usefulness is disputed, on economic grounds as well as its environmental impact. There is more information about what is happening at Notre-Dame des Landes, and many photos at <http://www.airportwatch.org.uk/?p=294>

A sea of protest against airport expansion across Europe as a new breed of campaigner emerges

HACAN has produced a new report outlining the huge protests against airport expansion that are taking place across Europe. There have been the large, almost weekly, protests at Frankfurt in Terminal 1 against the impact the new runway has had on their lives, and the huge anniversary protest - and the battle at Nantes. But also over the last 2 years plans for a 3rd runway at both Munich Airport and at Heathrow, as well as new airports in the Italian towns of Siena and Viterbo, have had to be dropped in the face of public protest. The report found that a new kind of airport protester is emerging across Europe, not only concerned with local impacts such as noise, but challenging the economic need for new runways, and aviation's carbon emissions.

Report: "A Sea of Protest Across Europe" (6 pages) at <http://bitly.com/VAjbRt>

Luton Airport "Revised Masterplan" consultation, prior to submission of planning application

The Luton airport consultation closed on 12th October. Compared to 2011 the main measures in this "Masterplan" are that they propose a 58% increase in the number of flights, with frequency of flights up 17% to one every 90 seconds at peak times. That means the peak time at 06:00-08:30 will become longer and more intrusive. There will be an 87% increase in air passenger capacity from 9.6 million now to 18 million. <http://bit.ly/PVUxri>

Local group, LADACAN, have commented that the use of the term “Masterplan” for the document is unfortunate as it fails to conform to the DfT 2004 guidance on Master Plans, or the guidance in the current Aviation Policy Framework (about which there is much earlier in this bulletin). The

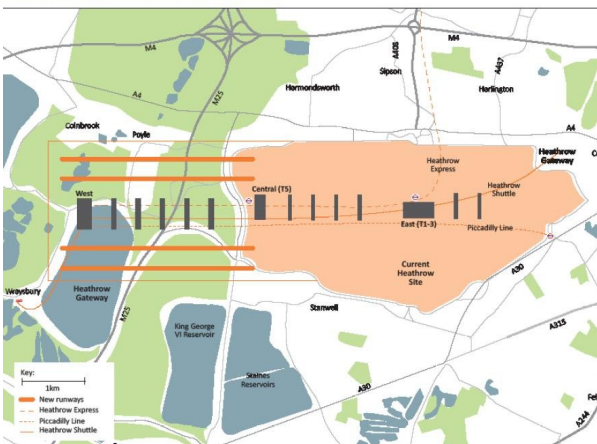
Luton "Masterplan" does not include plans for the airport beyond the medium-term to a 25 to 30 year horizon, (it goes 19 years ahead) and does not mention the ambition of Luton Borough Council for capacity of 30 mppa eventually. It also does not properly assess the expected "impact on people and the natural environment" or propose measures to minimise or mitigate the environmental impacts identified.

LADACAN's response to the Masterplan consultation is at <http://bit.ly/VIWYkt> (7 pages) and the response from HALE is at <http://bit.ly/V3M6Yr> Both responses stress that the airport's Noise Action Plan and six new noise mitigations are too weak to have any significant impact on the noise footprint even of current flight levels, let alone if flights are increased by an extra 160 per day as proposed. The noise mitigations amount to little more than window-dressing designed to mislead the public into thinking that decisive action is proposed. Opponents are particularly concerned that night noise will increase, as the number of night movements is going to continue to grow significantly. This would have serious consequences for the health of local residents. The aviation industry expects little reduction in the noise emissions of aircraft over the 19 year period of the plan. Hence, while new aircraft types may emit slightly less noise on take-off, this is expected to be offset by a continuation of the trend towards larger aircraft in the Luton fleet. As a first approximation, therefore, the numbers of movements can be used as an indicator of disturbance of those on the ground close to the airport. <http://www.ladacan.org/> and <http://www.hale.uk.net/category/news/>

Policy Exchange produces report hoping to shift Heathrow a few km to the west, with 4 runways over the M25 ...or else 4 runways at Luton ...

The Policy Exchange, which says it is a leading think tank to deliver a stronger society and a more dynamic economy (nothing about care of the environment) put forward, in early October, a proposal to expand Heathrow, by building 4 new runways. And moving the existing two a mile or two to the west, on top of the M25. Then there would be a two more runways, one parallel to each of the shifted runways. The Policy Exchange then says that if this cannot be built, 4 runways could be built at Luton instead.

Map 1: Current Heathrow site and proposed extension



They claim around 700 properties (in Poyle) would need to be demolished compared to the 1,400 that would need to go to make way for the estuary airport, and its purpose would be to send a "much needed signal to people that Britain is open for business." They dismiss the problem of carbon emissions by presuming that all homes in the UK will be insulated, so leaving fossil fuel for transport – and that travelling is much more appealing so we can "have the money and carbon allocation to see

the world." A very odd report, with some very dubious logic not quite in the real world <http://www.airportwatch.org.uk/?p=332>

On Luton the failings in the Policy Exchange offering are especially apparent, appearing as if the authors do not know the area at all. HALE points out that the area round Luton is quite hilly, and levelling out the hills is a major undertaking. The numbers affected by increased noise would be huge, and some villages would need to be destroyed. The local roads, including the M1, would not be able to cope with the passengers from a 4 runway airport, and suggestions of fast trains every 5 minutes to London would cause local problems. Not to mention issues of price of oil, future passenger number projections, carbon emissions and the myth that nobody can do business unless it involves flying. <http://www.hale.uk.net/luton-hooey/>

BAA name to be dropped – as the company is now primarily Heathrow

It will be called Heathrow Ltd

Heathrow 

Making every journey better.

From 15th October the name BAA will be dropped. Heathrow, Glasgow, Aberdeen Southampton and Stansted Airports will operate solely under their own stand-alone brand. Colin Matthews, said that as over the past few years, BAA has sold its stakes in Gatwick, Edinburgh, Budapest and Naples airports – and now Stansted – so the name BAA no longer fits as it does represent all British airports; “we are not a public authority; and practically speaking the company is no longer a group as Heathrow will account for more than 95% of the business.” BAA Ltd has changed its name to Heathrow Ltd. Glasgow, Aberdeen Southampton and Stansted Airports will operate solely under their own stand-alone brand.

"Bonkeramus Boris" - the Mayor's suggestion of a 4-runway Stansted

Stop Stansted Expansion (SSE) has invented a new word - 'bonkeramus' - in response to Boris Johnson's bonkers suggestion of Stansted being developed as the UK's new hub airport with four runways and operating on 24/7 basis. SSE suggest that 'bonkeramus' would mean something along the lines of 'a bonkers idea put forward by an ignoramus'. They suggest that Boris should remember he is Mayor of London, not of East



Anglia, and he has neither the knowledge nor the authority to pronounce on airports policy for the East of England. Boris made his new suggestion of major expansion at Stansted in a speech to London businessmen in early October - at which he said London needed more airport capacity. But Boris cannot back expansion at Heathrow, and now realises that his schemes for a new Thames estuary airport would be impractical and unaffordable. Hence thrashing around for another solution ... and turning his attention to Stansted. <http://bit.ly/QTmzTA>

Brian Ross, speaking for SSE, has condemned Boris's intervention, describing it as trying to pre-empt the work of the Davies Commission.

SSE will not stand idly by if Boris tries to appease his West London voters at Stansted's expense with a nimbyst 'anywhere but Heathrow' policy." Brian Ross said it was a "disgrace" that Boris was interfering in the lives of people who cannot vote for or against him, and his comments were creating uncertainty and fear in whole communities around Stansted.

If there was genuine market for an expansion at Stansted it would not be losing 1 million passengers a year as it is now. Stansted currently lies a distant third behind Heathrow and Gatwick in terms of passenger numbers and was recently overtaken by Manchester as Britain's 3rd-busiest airport Stansted is expected to handle only some 17 million passengers this year, compared to its 2007 peak of 24 million. It has permission to handle 35 million passengers a year.

Two airlines, Easyjet and Ryanair, account for over 90% of Stansted's passengers. The airport no longer has any long haul passenger flights - and it will shortly be sold. More details on SSE's website at <http://www.stopstanstedexpansion.com/news.html>.

Boris's estuary airport to cost taxpayer £30 billion for the road and rail links alone. Unfundable white elephant?

Boris has admitted that the cost of road and rail links from his proposed Thames Estuary airport to London would be around £30 billion, over 15 years, and that would have to be paid by UK taxpayers. He believes a new estuary airport would cost at least another £50 billion, and that could

be financed entirely by the private sector. Boris gave a speech at County Hall, to business leaders, <http://bit.ly/Stz4Yf>

Then Paul Griffiths, the boss of Dubai airport, (one of the world's fastest growing airports), said Boris's proposal for an £80 billion, 4-runway hub in the Thames Estuary is "unfundable" and a potential white elephant. (He wants a Heathrow 3rd runway instead, of course, so has an axe to grind). Of the Thames airport plan, Paul Griffiths said it requires all the expense of investing in the project without the productivity arising from it, and at the same time you are forcing other airports in the London system to stop growing.

Fundamentally, he said, the location of the estuary is wrong, and though transport links to it would be hugely expensive, the airport would not be used. "Many cities have built large airports out of town and as a result have constructed white elephants because they are not successful. Montreal is a very good example." Montreal's vast Mirabel airport - larger than Montreal itself apparently - is now only used by a small amount of air cargo traffic. <http://www.airportwatch.org.uk/?p=319>

Operational Freedoms trials - BAA complaints department swamped

BAA has had to stop responding to complaints since the current 'operational freedoms' trials began in July. It appears that they have generated a huge number of complaints. Its complaints department has been overwhelmed. Someone who complained recently had this response from Heathrow: 'Thank you for your email and I hope this finds you well. Unfortunately due to the high volume of complaints we are receiving at the moment, we are currently unable to provide detailed individual responses. We aspire to providing individual responses in future.'

Normally planes landing over West London switch runways at 3pm in order to give residents a half day's break from the noise. But the Government has allowed BAA to land planes on the 'wrong' runway if there are signs of delays building up. That means residents under flight paths lose part of their "respite period". BAA is also permitted to allow planes to leave the designated departure routes early to enable planes to take off more rapidly. There seems to be particular concern with planes leaving their established departure routes early

The stated aim of the operational freedoms trials is to try to improve the effectiveness of the airport without increasing the total number of planes landing or taking-off. The trials last until the end of March 2013. If the Government decides to make the trials permanent, it will need to put the proposals out to public consultation.

Wandsworth are inviting their residents to use report their comments at their own website at www.wandsworth.gov.uk/heathrowsurvey as well as contacting BAA (now Heathrow Ltd) direct using the freephone number 0800 344 844 or by emailing noise_complaints@baa.com.

New report says UK airport emissions today cause about 110 early deaths per year, of which 50 are due to Heathrow

Premature deaths from Heathrow pollution would treble by 2030 if a third runway is built, according to a new academic study. The study (by the Laboratory for Aviation and the Environment at MIT in collaboration with Cambridge University) says "Heathrow is almost in the worst possible place because it's in the middle of this populated area, and upwind of it."

The study finds that even if Heathrow does not expand, increased numbers of flights will lead to a more than doubling in the number of deaths from pollution. The research is the first to analyse the health consequences of aircraft fumes at the 20 major airports of Britain. It reveals there would be major health benefits if Heathrow operations were replaced with a new hub in the Thames estuary. This is because Heathrow is located in a busy population centre, and also as the prevailing wind in London is westerly, the pollution is blown over millions of people.

The research says that, based on 2005 data, UK airports contribute to 110 early deaths each year, mostly due to lung cancer and cardiopulmonary complaints. Of those, 50 can be attributed to Heathrow alone. With a 50% growth in air travel by 2030, there would be 250 early deaths in the UK. The research does not including road vehicle pollution, just that from planes and ground support vehicles. The real numbers might be higher. <http://www.airportwatch.org.uk/?p=323>

DfT could be sued about road traffic growth forecasts that are too high

The Times reported that experts believe car use will not rise sharply again and that investors may not see the returns the DfT forecasts suggest. Pension funds and other private infrastructure investors could sue the DfT if their official forecasts for long-term traffic growth fail to materialise. UK figures show that miles per driver peaked in the late 1990s, levelled off in the last decade, and fell in the recession. Could this happen for pension funds and investors in new runways or expanded airports - if projects of growth are exaggerated? <http://www.airportwatch.org.uk/?p=322>

Canadian researchers to carry out first test flight to use 100% jet biofuel from GM Brassica carinata

A joint initiative involving the National Research Council of Canada is working on the first civil aircraft flight to use 100% unblended jet biofuel, which is under the brand name ReadiJet. A twin-



Test plots of Brassica carinata growing in Canada

engined Falcon 20 aircraft belonging to NRC will use fuel derived from Canadian-grown Brassica carinata (also known as Ethiopian mustard) supplied by Agrisoma Biosciences. They say this is a non-food crop which is grown on the Canadian southern Prairies. It appears that Brassica carinata is being genetically modified to produce the oils wanted for jet fuel. More than 40 commercial growers in Western Canada were contracted this year to grow over 6,000 acres (2,400ha)

of the crop that will be used to create the fuel for the engine performance and emissions flight testing. In April a test flight used 1% of this fuel. The NRC say the crop is grown on marginal ground in the brown soil zone regions of western Canada and that it does not compete with food.

3.10.2012 <http://www.airportwatch.org.uk/?p=472>

BA says it will announce East London jetfuel plant location "before the end of the year"

BA has said it plans to announce "by the end of the year" which site in East London will be used to build its plant, with Solena, to produce jetfuel. They also say "construction is imminent" and that they have a preferred site, but where this is has not been disclosed. There have been 4 possible sites in East London capable of turning London's municipal waste into jet fuel. BA hopes fuel made from waste will get around criticism of competing with food crops, and so pushing up food prices. If the East London site is successful, there are plans for others in the UK. BA hopes the Solena plant could produce some 2% of BA's annual jet fuel use from 2015. BA says it envisages a future where "sustainable" biofuels account for 20% of the aviation industry's fuel. <http://bit.ly/SdzJXO>

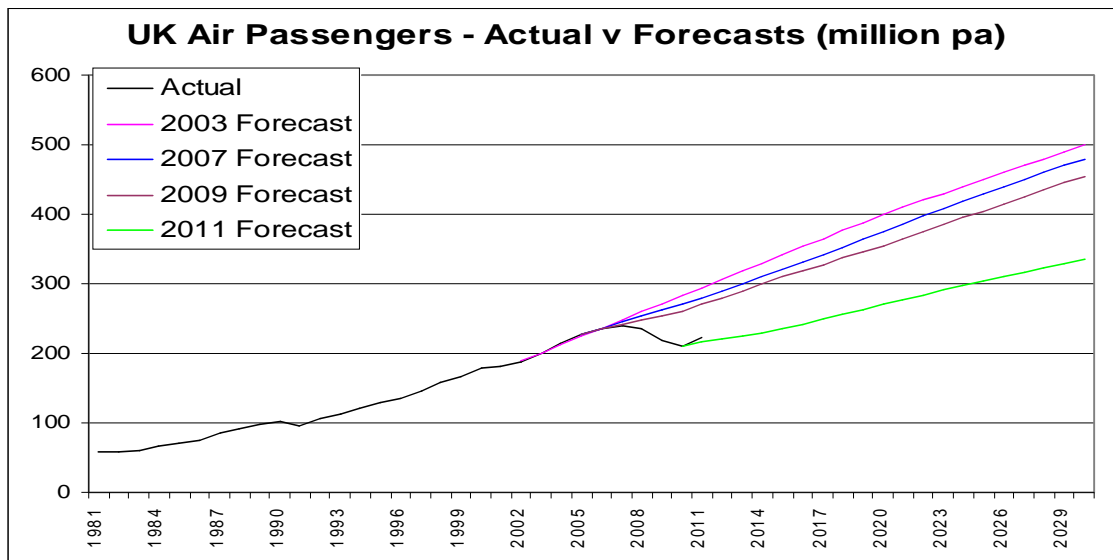
Meanwhile in its quest to secure new sources of jet biofuel, Lufthansa has signed agreements with Solena Fuels and Australian-based Algae.Tec. There are plans in the Schwedt/Oder region of eastern Germany to build a Solena facility, using waste from landfills and incinerators. They hope to convert more than 520,000 tonnes of waste biomass into jet fuel, diesel fuel and electricity. And Algae.Tec plans to grow algae in 40 ft shipping containers, using light capture arrays and light tubes, and CO2 from an industrial source - as well as water and minerals. Algae.Tec have so far opened a one-container test facility south of Sydney. <http://www.airportwatch.org.uk/?p=356>

Airport capacity crisis? What crisis? **AEF short briefing on future demand and capacity**

The Aviation Environment Federation www.aef.org.uk has produced a short briefing on future demand for air travel and capacity. It shows how the government's forecasts for future air passenger growth have steadily fallen from 2003, through 2007, and 2009 and 2011. It is anticipated that new forecasts will be produced by the DfT shortly, again showing a reduction. Even the latest forecasts are probably still too high because they assume a resumption in economic growth at around 2% pa or above and continuing indefinitely, which is very uncertain; also no increase in oil prices (despite evidence of increasing demand and increasingly difficult and expensive approaches to extraction), and a continuation of aviation's tax exemptions (including no fuel tax and no VAT). Business travel is only perhaps 21% of UK air passengers.

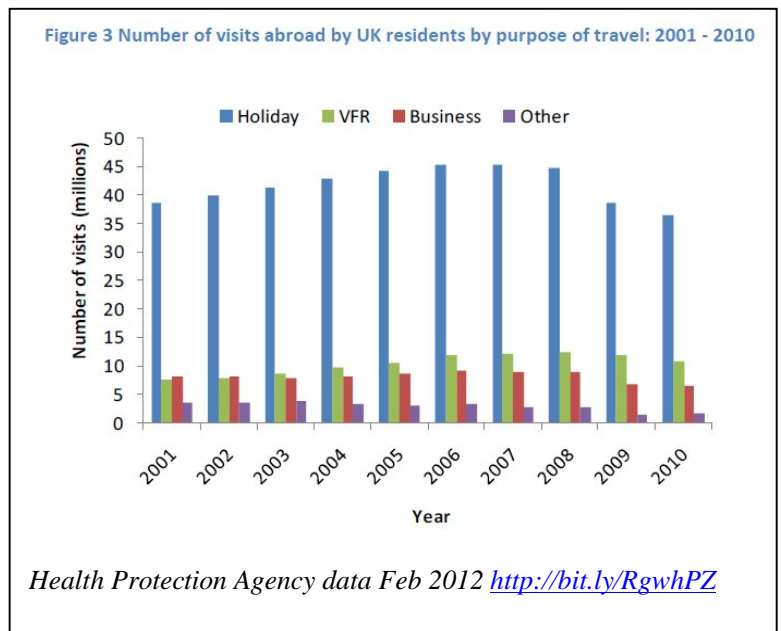
<http://www.airportwatch.org.uk/?p=2699>

Graph showing air passengers 1991 - 2029

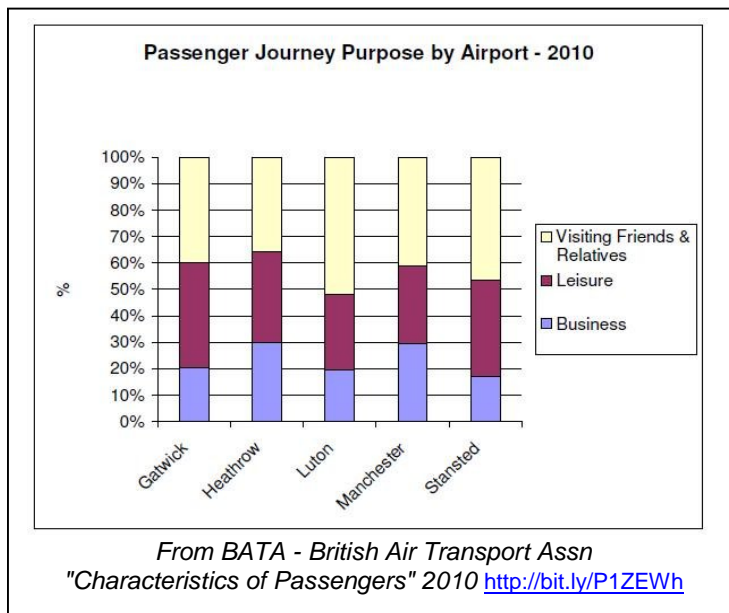


George Monbiot says the case for expanding UK airports is based on fallacy. **Expansion is not for business passengers.**

At the end of September, George Monbiot wrote that "The two most common justifications for expanding airport capacity are that it makes this country more "business friendly" and that it enables a higher proportion of poorer people to fly. Both justifications turn out to be false". Monbiot picks apart the fallacy that more airport capacity and more flying are changes that our future economy depends on. Those advocating airport expansion presume that it will generate more business flights, which will benefit the economy. Actually, the number of business flights has fallen, with a 25% decline since 2000 - according to the Health Protection Agency. They say: The majority of visits abroad by UK residents are for holidays [see Figure 3].



In 2010, 65.5% of visits abroad by UK residents were for a holiday, 19.5% were to visit friends and relatives (VFR), 11.9% for business and 2.9% travelled for other reasons. (HPA)



In 2010, using data from BATA, the proportion of business passengers (as compared to leisure, including visiting friends and family) was 29.9% at Heathrow, 20.4% at Gatwick, 29.5% at Manchester, 19.6% at Luton and 17.7% at Stansted. The figures differ between the HPA for the UK as a whole, and the BATA data for London airports plus Manchester. But they show that business travel is not a high proportion. And it has been falling. For many businesses, cutting the number of flights their staff take saves money, saves time and improves performance.

In 2010 some 77% of flights were taken by people in socio-economic classes A, B and C1 and that proportion has barely changed since 1999. More airport capacity would

largely enable the richer half of society to take more leisure journeys, to spend their money abroad. Monbiot at <http://bit.ly/SxwWwL> More on busines flights at <http://www.airportwatch.org.uk/?p=348>

Less than half - 47% - of UK citizens fly in any one year

In 2008 the Department for Transport publication, "Public experiences and attitudes to air travel" said "The survey indicates that 51% of adults had not flown in the last 12 months. This corresponds with the results of the 2002 Omnibus Survey, where 51% of adults had not flown in 2001. However, as the report notes, although the proportion of the population who have flown in the past year is the same in both surveys, in the more recent survey a higher proportion of air travellers were making multiple trips. In 2006, 30% of air travellers said they had flown three or more times in the last year; in 2002 the figure was 23%." (page 55 of <http://bit.ly/rBsqEs>)

Also, the DfT survey 'Public experiences of and attitudes towards air travel' of July 2010 (<http://bit.ly/PO3AeB>) showed that 47% of adults had flown in the previous 12 months (down on the 49% recorded in the 2001 survey). It states (on page 2): "Just under half (47%) of adults had flown at least once in the last 12 months; 37% had made at least one short-haul flight, 18% had made a long-haul flight and 8% had made a domestic flight within the UK. A fifth (20%) of adults had made just one flight, 11% two flights and 16% three or more flights. These proportions are similar to the 2006 and 2008 Omnibus surveys."

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>
- 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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