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## **Huge rally against Heathrow 3rd runway demonstrates intense cross-party opposition in London**



A huge rally against a 3rd Heathrow runway was attended by over a thousand activists who are determined not to let it ever be built. They heard impassioned speeches from all the main London mayoral candidates, who reiterated the extent of the environmental impacts - noise and air pollution in particular. The rally sent a clear message to government that a runway is deeply opposed, and would be fought strenuously. The repeated chant at the rally was: "No ifs, no buts. No 3rd runway."

Zac Goldsmith said: "We know that our air pollution problems in London would be unsolvable if we expand Heathrow. And we know it requires the demolition of more than 1,000 homes. It is a catastrophic price to pay. I think we have won the arguments, I think we are winning the campaign. The environmental case against a third runway is devastating and makes expansion both legally and morally impossible. The economic case has completely disintegrated." Sadiq said: "It would be madness to build a new runway. People who care about London and the health of London, who worry about the noise, who worry about the infrastructure, are united against it."



John McDonnell, the shadow chancellor and Labour MP for Hayes and Harlington, said: "In my constituency at the moment, people are literally dying. They're dying because the air has already been poisoned by the aviation industry." 10.10.2015

<http://www.airportwatch.org.uk/?p=27951>

## **Top Civil Servant, Sir Jeremy Heywood, 'warned ministers not to comment' on Heathrow runway issue before conference**

The UK's most senior civil servant, Sir Jeremy Heywood, wrote to government ministers in the run up to the party conference season, warning them against speaking out on the runway issue. Sir Jeremy's email said Ministers could repeat statements they had made before the report was published on 1st July, but urged them to keep quiet now. It was received by some with deep irritation. Laura Kuenssberg (BBC) said a cabinet minister told her it was "unprecedented". There is significant political opposition around the Cabinet table, including from Boris Johnson. There are also concerns in Cabinet over any comments making the final decision more vulnerable to a legal challenge - tying up the decision in the courts for years. The Cabinet Office said they would not comment on leaked documents, but the anxieties in government are real.

Theresa May would not comment on the leak, but told the BBC that the story was a "mountain out of a molehill". The PM and the chancellor have promised to make a decision by Christmas, but that promise won't be easy to keep. Though AirportWatch and the Aviation Environment Federation did have a stall at the Conservative conference, to talk about the issue, it was difficult getting the stall approved. 19.10.2015

<http://www.airportwatch.org.uk/?p=28099>

## **Guardian reports Patrick McLoughlin saying Government statement on runway likely to be delayed – even past May 2016?**

An article in the Guardian (4.10.2015), interviewing Patrick McLoughlin, the Transport Secretary, said that because of the well known deep and unresolved cabinet splits over whether to expand Heathrow to provide more airport capacity for the south-east, the statement by the government about the runway issue may be delayed. It has been expected that some sort of statement would be made, before Christmas. The difficulties leading to the comment by Sir Jeremy Heywood (above) confirm the government's difficulties. This might be in favour of Heathrow, or it might be a holding response to give government more time. The Guardian states: "McLoughlin said an announcement would "hopefully" be made [before Christmas], but he could not promise it would, or indeed that it would be made before next May's London and council elections. It was simply the firm intention, but that was as much as he could say."

At least five cabinet ministers, as well as Boris Johnson, a likely candidate to succeed Cameron after he steps down in 2020, are against, while Osborne, probably now the favourite to step into Cameron's shoes, is in favour. Zac Goldsmith, Conservative Mayoral candidate, deeply opposed to the runway, is a huge complication for the government on the issue. <http://www.airportwatch.org.uk/?p=27839>

## **Aviation Minister Robert Goodwill says Heathrow has to pay for surface access work resulting from a 3rd runway**

Adam Afriyie has reported that, in response to a question he asked the government's aviation minister, Robert Goodwill, the Government ruled out spending public money for the related surface access costs of a Heathrow 3rd runway. If correct, this is a huge blow to Heathrow, as their surface access costs could be £5 billion just to tunnel the M25 and perhaps up to £10 -15 billion more, for other road and rail improvements, according to Transport for London.

In response to the parliamentary question Robert Goodwill said: "In terms of surface access proposals, the Government has been clear that it expects the scheme promoter [ie. Heathrow or Gatwick] to meet the costs of any surface access proposals that are required as a direct result of airport expansion and from which they will directly benefit." Adam Afriyie said: "It is welcome news that the Government has ruled out paying the costs of upgrading the railways and local roads or moving or tunnelling the M25. If Heathrow won't pay and the Government won't pay, then the 3rd runway is already dead in the water ...It is quite right that the public should not be made to fork out up to £20 billion of subsidies to a private company which refuses to pay its own costs of expansion." In July John Holland-Kaye said Heathrow would not pay. 14.10.2015 <http://www.airportwatch.org.uk/?p=28030>

## **2M group boroughs produce highly critical report of Airports Commission's Heathrow runway recommendation**

The four boroughs that have worked hardest to oppose a Heathrow runway, Hillingdon, Richmond, Wandsworth, and Windsor & Maidenhead, have produced a damning report on the Airports Commission's recommendation. They have called on MPs to carefully consider their in-depth assessment of the Commission's claims, which they have say put together an inflated and distorted case for expanding Heathrow.

The councils' report challenges the recommendation on environmental, health, and community impact grounds, and highlights the environmental, transport, social and political factors that make the 3rd runway undeliverable. They point out how little extra connectivity a new runway would provide; they show claims regarding EU air quality legislation have been misunderstood by the Commission and that it has deliberately recommended adding a large source of pollution in an area that is already under severe strain. Critical factors presenting the biggest challenge to a runway "have been either avoided, or worse, misinterpreted by the Commission." The councils conclude that a 3rd runway "would significantly reduce regional connectivity and economic competitiveness. It would be severely damaging for the millions of people who neighbour the airport and live below its new flight paths. It is the wrong choice at every level." 15.10.2015 <http://www.airportwatch.org.uk/?p=28050>

## **Leaders of Hillingdon, Richmond and Wandsworth councils tell PM that flight path consultation must precede Government's runway support**

The leaders of Hillingdon, Richmond & Wandsworth councils have written to the Prime Minister to warn that signalling Government support for a 3rd Heathrow runway would be unlawful unless the new flight paths needed are first subject to public consultation. The leaders also highlight a series of flaws and omissions in the Airports Commission's final report, which recommends a Heathrow runway.

They point out that by law, changes to London's airspace require open consultation. Therefore a decision to expand Heathrow would pre-empt this statutory process. Approving a runway clearly infers the associated flight paths will also be approved. The Airports Commission, though working on Heathrow's plans for 2 years, failed to identify the location of its new flight paths, let alone consult on them. Instead the Commission's final report, which costs tax payers in the region of £25m, asks ministers to approve a 3rd Heathrow runway with no details at all on where flight paths would be. That is key information, needed to assess the areas to be worst affected.

The local councils have now pointed out that the Commission's recommendation is directing the Government down a legal cul-de-sac and has urged the PM to dismiss the report. 14.10.2015

<http://www.airportwatch.org.uk/?p=28033>

## **New Heathrow runway would mean at least half those affected by noise would only get 4 hours respite per day**

At the evidence session of the Environmental Audit Committee on the environmental impacts of a 3rd Heathrow runway, Daniel Moylan - who is the chief aviation advisor to the Mayor, Boris Johnson, gave evidence. He said a huge number of people under Heathrow flight paths would find their period of respite from the noise, reduced from around half the day (taken as 8 hours, 7am to 11pm) now to just a quarter of the day (ie. 4 hours).

His words: "Davies admits that the respite period would on average fall to a third of the flying day rather than half at the moment. But our analysis shows that while that figure of a third, as an average, is about right, for some communities, for over half the communities, this will fall to 25% of the day only. And for the others it will be 50%. So the 30% is an average, and includes 50% of the affected population - a larger population - having only 25% of the flying day as respite....That is something people are not aware of that is coming down the road at them."

Currently for approaches, the airport operates runway alternation, so (with some exceptions) planes land on just one of the runways for half a day, changing to the other at 3pm each day. That gives about half a day of respite. If there is a new runway, this would have to be used in mixed mode, for landings and take offs. Half a day of respite would not be possible. That would not only mean many people being newly overflown, but more hours of noise for many already under flight paths. 15.10.2015

<http://www.airportwatch.org.uk/?p=28044>

## **Protesters blast aircraft noise outside hotel of Conservative Party conference at 4.30am**

Though not permitted into the Conservative Party conference, Plane Stupid campaigners held a number of eye-catching (or ear blasting) protests outside. They played full volume sound of landing aircraft outside the Midland Hotel, where conference delegates were staying, at 4.30am - which is the time when the first flight arrives into Heathrow.

The photo shows Plane Stupid protester – and resident of Harmondsworth – Neil Keveren, with the sound system hidden in a wheelie bin. Plane Stupid campaigners wanted to give politicians a taste of daily life for those living under Heathrow's (or other) flight paths. They also make it clear that a decision for a



3rd runway would be met with fierce resistance to save the future of homes and communities in the Heathrow villages.



As well as the 4.30am noise, protesters from Plane Stupid and the Heathrow villages paraded a giant model plane



outside the conference, emblazoned with the words: "No third runway. No ifs, no buts" - a reminder of David Cameron's pledge before the 2010 election. They also hung up a giant banner from a building opposite, saying "2015. No ifs, no buts. No new runways."

To rub salt into the wounds for the Heathrow villages residents, Heathrow has also revealed new images of their dreamed of new NW runway, showing how it erases hundreds of homes and makes other communities too noisy and polluted to realistically be habitable. 6.10.2015

<http://www.airportwatch.org.uk/?p=27877>

### **Cameron reminded of his “No ifs, no buts, no 3rd runway” pledge on its 6th anniversary**

On 19th October, Heathrow campaigners parked a replica plane (see above) outside Downing St to mark the 6th anniversary of the PM's 'No ifs, no buts, no 3rd runway' speech. On 19th October 2009 David Cameron, then leader of the opposition, made his now famous promise in a speech in Richmond. The campaigners said: "Today's colourful stunt is a visible reminder to David Cameron of the promise he made on this day 6 years ago. If he breaks it, he will not be forgiven by tens of thousands of people in and around London and countless environmentalists across the country."

<http://www.airportwatch.org.uk/?p=28125>

### **CAA data show nearly 6,000 more people in Heathrow's 57 Leq loud noise contour in 2014 than in 2013**

The Evening Standard reports that recent CAA data show that over 270,000 people - a 13-year high - suffered from the sound of Heathrow planes overhead last year, which was a rise of nearly 6,000 on 2013. This was also the highest number affected by noise since 2001. In theory, planes are supposed to be getting marginally less noisy, as new models slowly replace older ones. But as planes get ever larger, they are noisier than smaller planes they replace - and these planes are perceived to (or do) fly lower.

The figures may indicate that Heathrow's claims it can add a runway and even reduce total noise are not credible. The Airports Commission is likely to have been over-optimistic in presuming that would be possible. London's population is growing and the CAA analysis shows the number of people suffering noise, using the Government's preferred measurement, the 57 Leq noise contour, from Heathrow planes rose from around 264,250 to over 270,000 people, though the size of the contour fell from 107.3 km sq to 104.9 km sq. Every year the density of population, and total population, in London rise - bring more into noise contours.

The numbers within the 57 Leq contour fell from 1988 to 2001, but this trend failed to continue over the following years. Heathrow claims the numbers affected by noise are falling, but this is using the Lden metric, which they are carefully manipulating. 15.10.2015 <http://www.airportwatch.org.uk/?p=28040>

## **Teddington Action Group show – from Heathrow report - that they are now suffering more aircraft noise**

Residents in Twickenham and Teddington have been aware of greatly increased aircraft noise from Heathrow easterly take-offs, over the past year. However, Heathrow have for months insisted that the noise has not increased. Now an independent report commissioned and paid for by Heathrow, by PA Consulting



has shown that the residents are right. Examining data between November 2011 and May 2015, the report confirms that planes - especially the heavier, noisier types - are flying lower than previously over the area, in greater numbers and concentrated within flight paths. Also that the periods of greatest disruption are increasingly late at night and early in the morning.

Rather than being associated with the 2014 Flight Path Trials, which saw record numbers of noise complaints from residents, the report states that these developments merely reflect the general trend of fleet development and air traffic movements. TAG say they have more of the noisiest long haul planes flying over lower than before, sometimes at little more than 2,000 feet in Teddington and 1,400 feet in Twickenham. Worryingly, if this disruption stems from new flight trends, it is only likely to get worse, and for many other areas overflown by Heathrow planes. 21.10.2015 <http://www.airportwatch.org.uk/?p=28145>

## **Flight path groups write to Heathrow to express concerns about ineffectual Community Noise Forum**

Communities around London have written to Heathrow, challenging the airport's engagement with local communities and demanding a range of measures to mitigate the damaging effects of aviation noise on health. The letter is signed by 7 groups which are members of Heathrow's Community Noise Forum (CNF), which was set up earlier this year in response to a record number of noise complaints.

The letter brands the operation of the CNF as "a talking shop and essentially a PR exercise for Heathrow to claim community consultation while taking minimal action" and that "noise from Heathrow has become intolerable".

### **talking shop**

a place where discussion is all that happens, and nothing actually comes out of it.

Given the seriousness of the issues, and the stated intention of the DfT to increase the intensity of the use of airspace over the next few years, the groups also call for a fully independent and comprehensive inquiry to investigate the adverse health impacts of aviation on residential communities. They outline immediate measures that the airport should take to minimise the impacts. These include: reversing changes to flight paths, which have become lower and more concentrated; a permanent ban on night flights starting in 2017; restrictions on the noisiest types of aircraft in the early morning and late in the evening - and other changes. 19.10.2015 <http://www.airportwatch.org.uk/?p=28145>

## **Boris warns regional airports of likely cut in links to Heathrow with a 3rd runway**

London Mayor Boris Johnson has rubbished claims a Heathrow 3rd runway would boost connectivity for the regions. He has written to 11 regions and more than 480 key UK businesses to highlight the "staggering" fact the Airports Commission's own analysis has forecast that an expanded Heathrow would accommodate even fewer domestic routes than now. He says Liverpool may not get a domestic link to Heathrow, even with a new runway. He has warned other regional airports of the same thing. In 1990 Heathrow supported 18 domestic routes, but that has fallen to 7. With a new runway, the Airports Commission expects that to fall to just 4 domestic routes. The current 7 are Aberdeen, Belfast, Edinburgh, Glasgow, Leeds, Manchester and Newcastle.

They have all on average seen their number of daily flights to London. Teesside has not had a London connection since 2009 when flights from Durham Tees Valley Airport to Heathrow were scrapped.

If Liverpool City Region businesses, such as advanced engineering, creative and financial and professional services, need to air link to the world, they could do that through a hub airport (Heathrow, Schiphol, Paris etc). Or they could do it by their own direct flight links, but those would be less likely if there is an even bigger monopoly airport in the south east of England.

Since 2012, the number of daily flights between Aberdeen and Heathrow has dropped from 13 flights a day to 8 flights a day. Heathrow claims it would provide more regional links - but it has cut these in the past, preferring to focus on more profitable long haul flights. That tendency is likely to continue, even with a new runway. 21.10.2015 <http://www.airportwatch.org.uk/?p=28139>

### **‘Northern Powerhouse’ a myth as region expected to lag behind south in 2025**

George Osborne's plan to build a "Northern Powerhouse" has been undermined by a report by the Centre for Economics and Business Research (CEBR). It shows Britain's North-South divide will grow significantly over the next decade - and says the economic gap between London and the North of England is expected to rise by 94% to £110 billion over the next 10 years. London is expected to grow 27% in real terms in the next decade to just under £450 billion at 2012 prices, compared with a combined growth rate of 14% across the North West, North East and Yorkshire and the Humber. The CEBR says this would leave output in these regions more than £110 billion lower than London's in 2025. It is thought that the economic gap between the fastest and slowest growing cities and regions will increase. To actually close the gap needs a "radical rethink" with more devolved powers and targeted investment.

(Adding another runway in the south east is also only likely to increase the north south divide and focus profitable long haul flights around London.) 5.10.2015 <http://www.airportwatch.org.uk/?p=27853>

### **‘Clean Air in London’ obtains QC Opinion on Air Quality Law (including at Heathrow)**

The group, Clean Air in London (CAL), is very aware of the problems of air quality in London. Its founder and director, Simon Birkett, says the law about air pollution is not being properly applied. So they have asked their environmental solicitors, Harrison Grant, to obtain advice from a QC on the approach which planning authorities across the UK should take to Air Quality Law.



CAL wants to ensure that tough decisions to reduce air pollution and protect public health are taken by the Government, the Mayor and other planning authorities. In particular CAL wanted to clarify the extent to which planning decisions should take into account breaches, or potential breaches, of air pollution limits. This applies particularly to a Heathrow runway, among other projects.

CAL now have advice from Robert McCracken QC. This says: "Where a development would in the locality either make significantly worse an existing breach or significantly delay the achievement of compliance with limit values it must be refused." And "Any action which significantly increases risk to the health of the present generation, especially the poor who are often those most directly affected by poor air quality, would not be compatible with the concept as health is plainly a need for every generation. 6.10.2015 <http://www.airportwatch.org.uk/?p=27870>

### **Sunday Times exposé cites “potentially dangerous levels of air pollution” at Pippins School in Poyle**

The Sunday Times has done an analysis of data from the National Atmospheric Emissions Inventory, Defra's pollution database, showing levels of NO<sub>2</sub> across the UK. Defra estimates the NO<sub>2</sub> emitted in each square kilometre of the UK by measuring the density of roads, rail and industry. Although the inventory does not measure the concentration of NO<sub>2</sub> in the air, it is a strong indicator of potentially high levels. In some cases, The Sunday Times has been able to use readings of NO<sub>2</sub> levels from monitoring stations to

confirm high levels. They looked at schools, and found that Pippins School in Poyle, close to Heathrow, is the second most polluted school in the UK. It had 205 tonnes of NO<sub>2</sub> per square km, per year.

Pippins School is about half a kilometre west of the M25 and about 1.5 kilometres west of the end of Heathrow's northern runway. Another school in the area, Cranford Primary School, was the 5th highest (165 tonnes NO<sub>2</sub>/km<sup>2</sup>/year) on the Times' list. The school that got the very worst readings may be adversely affected by a diesel train depot nearby. The study looked at schools with levels above 25 tonnes per square kilometre, which is six times the national average. Two schools in Yorkshire, near the M1, with levels of NO<sub>2</sub> of around 50 tonnes per km sq (far lower than the two schools mentioned near Heathrow) will close soon, and the pupils will be re-located, as the location is deemed too unhealthy. 12.10.2015 <http://www.airportwatch.org.uk/?p=27998>

### **Heathrow send survey to Heathrow villagers facing potential compulsory purchase – to soften people up?**

Heathrow has sent out a survey to (it appears) all the houses that would be under threat of compulsory purchase if there was a north west runway, seeming to ask about their homes etc. It could be considered hugely presumptuous for Heathrow to be mailing residents before there is even an indication from Government that there might be agreement for a runway. The very existence of the survey undermines affected Heathrow villagers, giving the impression that the runway is a done deal.

The survey asks a lot of questions, as well as wanting address and email details, like: how many people live at the house, how long have you lived there; do you own or rent, and if so, from a private landlord or a local authority; and do you have other residential properties or commercial properties in an area that could be affected by the expansion of Heathrow. The evasive and euphemistic wording of the survey conceals the reality – it is talking about compulsory purchase, eviction, and demolition of houses and homes.

The intention of this survey appears to try to pick off the residents who would be keen to throw in the towel, take the money and get out. The more people sell up, take Heathrow's offer and leave the area, the more the soul and spirit of the community is lost. Divide and Rule. To help win people over, Heathrow is offering, for those whose houses could be demolished, one to one sessions with Heathrow staff to talk about it. (ie. be persuaded to take the money). The sessions can be booked by phone or email. 17.10.2015 <http://www.airportwatch.org.uk/?p=28083>

### **Corbyn said to be ready to oppose Heathrow runway, partly due to air pollution**

Labour leader Jeremy Corbyn wants to make air pollution a key campaign issue over the next year which could have "significant implications" for expansion at Heathrow. Writing to senior Labour members, he warned that a 3rd Heathrow runway could worsen the government's "dreadful record on air quality". He said "more than 50,000 premature deaths a year" are estimated to be caused by air pollution, and this has been brought into sharp relief by the VW diesel deceit story.

A party source said: "Jeremy is clear that he expects Labour to now oppose a third runway at Heathrow. It is now up to the Government to decide what to do." The decision by Labour to officially come out against a third runway will be a major stumbling block for Heathrow expansion. Jeremy Corbyn campaigned against Heathrow expansion during the Labour leadership contest. However, when the Airports Commission recommendation of a Heathrow runway was announced on 1st June, Labour's then shadow Transport Secretary Michael Dugher suggested Labour would back this, as did Harriet Harman. 14.10.2015 <http://www.airportwatch.org.uk/?p=28022>

At the huge anti-Heathrow 3rd runway rally on 10<sup>th</sup> October, Labour's new Shadow Chancellor John McDonnell lashed out saying the aviation industry has 'consistently lied' about expanding Heathrow. \*\* He said it would be "down to people power" to prevent the 3rd runway being built, if the expansion is backed by Parliament, and if legal appeals against the decision fail. "I will welcome back to my constituency [Hayes & Harlington] climate camp and all those demonstrators that will take action to prevent this runway being built." He said, of the industry: "They've promised us after every inquiry, no further expansion. They are liars. They have consistently lied to us. They now tell us if they get a 3rd runway, there'll be no increase in noise and no increase in pollution. They lie every time to us."

Up to to 4,000 homes would be demolished, or rendered unliveable in his constituency. Labour's London mayoral candidate, Sadiq Khan, is also deeply opposed to a Heathrow runway rally, and has spoken about the seriousness of the risk to ever worse air quality - with its health implications. 11.10.2015

**\*\* Updated Friends of the Earth briefing about the lies and half truths that Heathrow has told, over the years on T5 and R3. <http://tinyurl.com/FoE-LRH-Broken-Promises>**

### **Heathrow runway would mean loss of over 431 hectares of Green Belt – and more in future**

The CPRE (Campaign to Protect Rural England) say the NW runway would destroy up to 694 hectares of Green Belt (one report by the Airports Commission says 694, and another says 431 hectares). It would destroy 60 hectares of woodland. It would destroy Harmondsworth Moor. The runway would also wreck tranquillity in parks and gardens with impacts likely to spread into the Chilterns AONB.

It would mean destroying 783 homes, and require up to 70,800 new homes to be built by 2030. In addition, the Commission said in November 2014: "The land take associated with the additional housing demand may require some de-designation of areas of the Green Belt, although the London Plan's encouragement of high density housing and brownfield redevelopment may reduce this." More houses may need to be built after 2030, and this would be in an area that already has acute housing pressure.

CPRE considered that the formation of the Airports Commission, and its terms of reference, prevented a more ambitious regional rebalancing strategy. Instead the UK needs to boost the northern regions, avoid further over-heating the South East and make the most of the ample spare capacity in other airports. 6.10.2015 <http://www.airportwatch.org.uk/?p=27895>

### **New group, CHATR (Chiswick Against the Third Runway) formed to oppose Heathrow expansion**

The first meeting of a new group in Chiswick, opposing Heathrow expansion, took place on 25th September. CHATR (Chiswick Against the Third Runway) covers areas in North and Central Chiswick that would be badly over-flown by the westerly arrivals flight path a new north west runway. Local MP Ruth Cadbury (Brentford & Isleworth), who has campaigned against expansion at Heathrow for 12 years, spoke at the meeting, and John Stewart, Chair of HACAN.



Last time round, back in 2009, there was active opposition to a new runway from the Chiswick area, and there is again determination to see it does not happen. The area will not only suffer the plane noise, but also considerably increased pollution and noise, from the increase in road traffic that will inevitably be the consequence of the runway. The group turned out in force to support the No 3<sup>rd</sup> Runway rally on 10<sup>th</sup> October [CHATR@mail.com](mailto:CHATR@mail.com)

### **Careful analysis by Richmond campaign shows up weaknesses in Airports Commission economic arguments**

The Airports Commission, in recommending Heathrow as the location for a new runway, has given the impression that it would benefit the regions and create more connectivity for regional airports. An analysis of the Commission's many papers, by the Richmond Heathrow Campaign (RHC), has unearthed very different data. These indicate that the Heathrow north west runway would mean an extra 41 million annual passengers at Heathrow, but a loss of 58 million passengers per year from other UK airports, including Birmingham, Manchester and Glasgow. The RHC does not consider this to be compatible with the "Northern Powerhouse."

They also believe that over 50% of the new runway capacity would be used for an extra 22 million International to International transfers, providing little economic value to the UK as these passengers don't step outside the airport. The RHC comments **that the Commission's data shows the investment of £17.6 billion to build the runway would result in a net benefit of £1.4 billion (present value over 60 years, in the carbon capped scenario) when other costs are taken into account.**

This is negligible in macro-economic terms. The RHC says the Commission's own reports show "there is no need for this costly new investment in one airport at the expense of others. Allowing the market to grow where it is needed is the right answer – no new runways." 29.9.2015

**It is remarkable that the Airports Commission itself has this figure of net benefit of a Heathrow runway at just £1.4 billion over 60 years.**

See point 3.148 on P89 of the Commission's **Business Case and Sustainability Assessment – Heathrow NR Runway** <http://tinyurl.com/AC-Business-Case-LHR>

### **BALPA questions effectiveness of Heathrow 3.2 degree approach trial – noise might even increase?**

Heathrow has started a 6 month trial of some aircraft approaching the airport at a 3.2 degree angle, rather than the usual 3 degrees. Its intention is to make a small reduction in aircraft noise. But BALPA, the pilots union, has commented that this may actually be more noisy, not less. The steeper angle means pilots will need to be aware of how this will affect the handling of the aircraft and will have to adapt their flying accordingly. Though modern planes are quite capable of landing at 3.2 degrees, the plane must be at a specific height and speed and configured correctly when it reaches 1,000ft above the airport. If it does not meet the criteria the landing must be aborted.

It is possible the 3.2 degree approach could result in more go-arounds. That would cause more noise, more pollution and an increase in workload for both air traffic controllers and pilots. Planes would also need to slow down earlier in their preparation for landing. Using speed brakes, lowering the undercarriage and using flaps to reduce speed could possibly increase the noise levels further out on the approach to the airport. Some aircraft may have to use full flaps for landings, which will increase noise due to higher power settings required to counter the extra drag. 17.9.2015 <http://www.airportwatch.org.uk/?p=27734>

### **GACC warns Patrick McLoughlin of the future costs to the Exchequer of infrastructure needed for Gatwick runway**

GACC (the Gatwick Area Conservation Campaign) has written to Patrick McLoughlin, to remind him about the comparative costs of infrastructure relating to a new runway at Heathrow or Gatwick.

Robert Goodwill recently indicated (see above) that whichever airport was selected would be expected to pay for the necessary infrastructure – a policy GACC fully supports.

GACC point out that the calculation of the surface access costs, by the Airports Commission, is distorted. While the AC considers the requirements for both airports at 2030, it estimates that by then there would be 35 million extra passengers at Heathrow (due to pent up demand), but only 8 million more at Gatwick (struggling against Stansted & Luton). So the extra road and rail traffic generated at Heathrow by 2030 would be far greater than that at Gatwick, and (when adding tunnelling the M25 at Heathrow) accounts for the difference in infrastructure costs – the figures of £5.7 bn compared to under £1 bn considered by the Commission.



But with the runways working at full capacity by around 2040, the surface access infrastructure costs of a new Gatwick runway would fall on the Exchequer. These would include widening of the M23 or M25, and improvements to the Brighton main line. With Gatwick then bigger than Heathrow today, there might be a need of a hugely expensive extension of the M23 into central London. And so on ... for the taxpayer to pay. 20.10.2015 <http://www.airportwatch.org.uk/?p=28112>

## **Sir Howard Davies writes to Patrick McLoughlin to dismiss Gatwick's claims**

The Airports Commission, now closed down, has published on its website a letter to the GLA from Sir Howard Davies, setting out why he believes strongly that the Commission's analysis is robust to the arguments that Gatwick airport have made (recently repeated). The Commission's letter to Patrick McLoughlin deals with Regional Connectivity, on which they dismiss Gatwick's claims; Economic Benefits, on which the Commission says the benefits to the UK from a Heathrow runway are substantially greater than a Gatwick runway; on Costs and Charges; Deliverability and Financing; Air Quality; and Noise.

The Commission says, quote: "GAL accuses the Airports Commission of having 'largely ignore[d]' Gatwick's lower noise impacts compared to those of Heathrow. That is nonsense." Just to take one quote, on traffic forecasts, Sir Howard says: "In some circumstances an expanded Gatwick would perform more strongly than in our assessment of need forecasts, but these required extreme assumptions about economic growth or industry development." However, it is largely an exercise in trying to disprove the "two wrongs don't make a right." Neither runway can be justified. 28.9.2015 <http://www.airportwatch.org.uk/?p=27792>

## **Gatwick noise campaigners "optimistic" about flight paths review by Bo Redeborn**

After weeks of negotiations, campaigners have reached an agreement with Gatwick over the terms of its review into controversial flight paths. Since last year there has been disturbance, upset and anger for miles around Gatwick, from increased aircraft noise, narrowed and altered flight paths. In August Gatwick's Chairman, Sir Roy McNulty, commissioned an "independent review" of air traffic, which will focus on Westerly Arrivals. It is led by Bo Redeborn, who was Principal Director of ATM for EUROCONTROL.

Local group Gatwick Obviously Not had threatened to 'step up its campaign further' if 'substantial concerns' about the terms initially proposed by the airport were not addressed. These included doubts about the transparency and impartiality of the process, its failure to consider both easterly and westerly arrivals and, crucially, the absence of 'a fair and equitable dispersal' policy. Now meetings have left campaigners optimistic that the process could be helpful.

The review's terms of reference have been altered, to include an assurance that "the review team will give particular attention to assessing the feasibility and implications of adopting a policy of fair and equitable dispersal' which a number of campaign groups have expressed as a priority." 16.10.2015 <http://www.airportwatch.org.uk/?p=28143>

## **Edinburgh trial (no prior consultation) of new narrow route to be ended 2 months early, due to opposition**

Edinburgh Airport is to halt its controversial trial of a new flight path two months early (28th October). The trial of the concentrated route resulted in unacceptable levels of noise for those below the new route. The airport's Chief executive Gordon Dewar admitted the airport had been overwhelmed with complaints about the trial route from areas which were not previously over flown. He said a letter from Transport Minister, Derek Mackay, asking if the trial could be shortened had also influenced the decision.

The announcement was made at a packed public meeting in Broxburn. Like all other new routes that have been introduced through the CAA, there was no consultation. Mr Dewar said on the consultation: "...I do apologise. We have learned a lesson on that one."

The CAA has been taken aback by the extent of opposition to every new concentrated flight path it has introduced, and appears unable to work out how to implement the European SESAR changes to airspace on an articulate and determined population, against their will. Someone at the meeting commented that Gordon Dewar's presentation was met with silence from the audience. But a short video by Sally Pavey, an experienced noise campaigner from Gatwick, received enthusiastic applause.

Campaigners from affected airports are linking up to oppose unsuitable and unacceptable airspace changes. They are now having discussions with the DfT and flight path groups will meet the Minister, Robert Goodwill, next month. 17.9.2015 <http://www.airportwatch.org.uk/?p=27719>

## **Labour peer Lord Adonis to head Osborne infrastructure body – to get things like a new runway built fast**

A new body to plan infrastructure projects, the "independent" National Infrastructure Commission (NIC) will be chaired by the former Labour transport secretary Lord Adonis. The government is expected to announce it will pledge an extra £5 billion in this Parliament for major schemes, which he hopes will boost the UK economy. Osborne says he plans to "shake Britain out of its inertia" and Lord Adonis thinks that without "big improvements" in transport and energy "Britain will grind to a halt".

The NIC will initially focus on London's transport system, connections between cities in the north of England, and updating the energy network - funded by selling off land, buildings and other government assets. Lord Adonis has resigned the Labour whip and will sit as a crossbencher in the Lords as he starts work in his new role immediately. The NIC will produce a report at the start of each five-year Parliament containing recommendations of infrastructure building over the next 20 to 30 years. Osborne: "I'm not prepared to turn round to my children - or indeed anyone else's child - and say 'I'm sorry, we didn't build for you.' John Cridland, director-general of the CBI business lobby said: " ...we must not duck the important infrastructure decisions that need taking now, particularly on expanding aviation capacity in the South East." 5.10.2015 <http://www.airportwatch.org.uk/?p=27845>

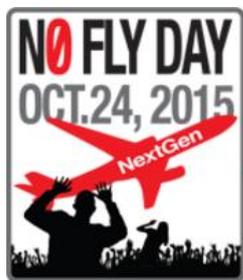
## **Alex Salmond says SNP will not back a SE runway unless they are paid huge sums under the Barnett Formula**

Alex Salmond, previous First Minister of Scotland, says the SNP will not back a new runway in south-east England unless David Cameron gives millions of ££ to Scotland. He says that to get backing for a runway from the 55 SNP MPs in Parliament, they would need to have agreement of huge funding for Scotland through the Barnett Formula. Alex Salmond said the Airports Commission report was "shoddy", the "work on the cost/benefit analysis was pretty ropey", and Sir Howard Davies was "blinkerered".

Salmond wants guarantees of extra Scottish flights from an expanded SE airport. Under the Barnett Formula, for every £ spent in England, a proportion must be spent in Scotland, based on its population compared to that of England. It is known that at the very least, a Heathrow runway would cost the public £5 billion for tunnelling the M25. Under the Barnett formula of about 10% of the cost being given to Scotland, that would mean paying about £500 million. (And would the other regions also need their separate payments?)

Salmond: "What we'd want to know is that if it were to be a development which depended on infrastructure spending, is that spending going to be properly Barnetted? Or is it going to be another fiddle like the Olympics?" He said Heathrow and Gatwick had been "desperate" to speak to the SNP, with both sending lobbyists to the party's conference. 17.10.2015 <http://www.airportwatch.org.uk/?p=28070>

## **Citizens in major cities across the USA will unite on Saturday 24th for #NoFlyDay – against NextGen**



On Saturday 24th October, thousands of citizens in major cities across the USA will be protesting - to mark #NoFlyDay - a national movement to restore peace and quiet to communities, where it has been destroyed by the FAA's NextGen (like PBN in the UK) program. The organisers say the protests will draw attention to the FAA's brazen disregard of citizens' health and welfare, being put at risk by NextGen's program to redesign airspace and modernize air traffic control. They want Congress to put the program on hold until major modifications are made. "The FAA is in the process of building an interstate highway in the sky largely under the radar of the American public," said a #NoFlyDay organiser. "Their formula is simple: tell as few people as possible, use vague language, and in some cases disregard community outreach and input all together. This is a gross violation of our right to due process under the law." In 2012 the FAA led Congress to believe that NextGen would have "no significant noise impacts" and convinced it to pass a bill exempting NextGen from the environmental review process and from public hearings. People are angry at how the FAA has behaved, and want all Americans protected from unacceptable levels of jet noise, and their health impacts. 20.10.2015 <http://www.airportwatch.org.uk/?p=28129>

## **17 NGOs write to European Commission to get them to push for inclusion of aviation and shipping in Paris agreement**

In response to the announcement that the carbon emissions of international aviation and shipping are to be left off the draft Paris agreement, 17 European NGOs and environmental networks have written to the Arias Cañete (Commissioner for Climate Action and Energy in the European Commission) and EU-28 Climate Ministers. Despite strong from the IMF and World Bank for them to be included, the draft deal removes and shipping CO2 reduction targets, with neither sector covered by national targets either. Environmental NGOs say this is an irresponsible U-turn.

The NGOs say the omission of these two large sectors, with their combined huge carbon emissions, would - if sustained - greatly undermine efforts to limit a global temperature increase to 1.5 - 2 degrees C.

Aviation is responsible for 5% of global warming with shipping emitting 3% of global CO2, and their carbon emissions are set to grow by up to 250% by 2050. (The outgoing general secretary of the IMO – the International Maritime Organisation – the shipping equivalent of ICAO - has said an overall cap on shipping emissions "would inhibit world trade.")

The group of 17 NGOs say they represent millions of concerned European citizens. They ask that the Commission ensures these two sectors are covered by the Paris Agreement, so that they make a fair contribution to the world's shared objective of a sustainable, low-carbon future. Though the climate impact of global aviation is about the same as that of Germany, the sector has tax-free fuel and it is now to have target-free emissions. Bill Hemmings, of T&E said: "It's a betrayal of future generations and a sad reflection on the way the UN has become beholden to special interests. Paris needs to think again and quickly."

The letter states: "What the world needs from Paris is an agreement which charts our path to a low-carbon future. What we must not get is an agreement which says ambition for some, exemptions for others. Paris cannot mean these sectors are fuel-tax and now emissions-target free." 10.10.2015  
<http://www.airportwatch.org.uk/?p=27946>

**Please write to (or email) your MP to ask them to put pressure on the government to get international aviation and shipping carbon emissions put back into the Paris Agreement, and included properly.**

A short letter of a few sentences is enough!

Details here <http://www.airportwatch.org.uk/take-action>

## **New report by the Green Party shows UK will not meet climate change targets with new runways**

The Green Party has published a new report entitled: "Airport Expansion Doesn't Make Climate Sense." The report reveals that the UK will not meet its climate change targets if David Cameron goes ahead with a new runway at Heathrow, Gatwick or anywhere in the South-East of England. It offers a fresh perspective on the airport expansion debate by offering alternatives to new runways that a climate-sensitive government would pursue; including moving many short-haul flight passengers onto existing rail services and taxing very frequent flyers. The report's key messages are that adding a SE runway does not fit into UK carbon targets.

The current expansion debate offers a false choice, of merely whether a runway should be put at Heathrow or at Gatwick. This masks the reality that the UK has to reduce air passenger numbers, not increase them, to keep within the carbon limits in the Climate Change Act. The Government and the London Mayoral candidates must explain how it's possible to build any new UK runway while meeting the UK's targets for cutting emissions. The new report shows it just isn't. 9.10.2015 <http://www.airportwatch.org.uk/?p=27933>

The report: "Airport expansion doesn't make CLIMATE SENSE" is at  
<http://tinyurl.com/Green-climate-sense>

## **Andrew Simms: Cars, aviation, steel ... the stranded assets risk spreads far beyond fossil fuel firms**

In an article looking at the issue of "stranded assets" Andrew Simms, from NEF (New Economics



Foundation) considers the current position of diesel cars, after the "dieselgate" furore. He considers the view of "clean diesel" is almost as tarnished as "clean coal." Some sectors may become less relevant and may need to be re-valued, as we adjust to a low carbon economy (as argued by Mark Carney, the governor of the Bank of England). Andrew argues that renewed impetus and optimism surrounding the Paris climate talks and the steady build-up of national commitments to reduce emissions could start shifting the confidence line for investors wherever the economy is vulnerable to carbon targets and legislation. "The aviation sector - whose big planes, once built, tend to hang around for decades - looks especially vulnerable. Why invest in expensive kit, such as a new London runway, if

it soon ends up sitting largely idle, another carbon stranded asset. Carney called for companies to disclose both their current emissions and what, if any, plans they have to make the transition to a zero carbon business model. (Aviation's plan consists largely of future trading carbon credits with other sectors).

11.10.2015 <http://www.airportwatch.org.uk/?p=27987>

### **Head of European aviation body EASA warns of cyber-attack risk against aircraft**

The chief of the European Aviation Safety Agency (EASA) has warned that hackers could infiltrate critical systems that keep planes up in the air. He has said that cyber-criminals could hack into critical systems on planes from the ground. He told European aviation journalists that his organisation had hired a penetration tester to find and exploit vulnerabilities in the ACARS (Aircraft Communications Addressing and Reporting System) used to transmit messages between aircraft and ground stations.

Over the past two years, there have been an increasing number of cyber-security incidents reported in the aviation industry. There have been several incidents in which security consultants have succeeded in gaining access to aircraft controls. The aircraft navigation and other control systems are effectively separated from non-critical systems such as entertainment, so that should mean the risk of hacking critical systems is low. The ACARS system was not designed, in the 1970s, with cyber-security in mind and could therefore be vulnerable to attack. EASA said the next generation of air traffic management systems, such as SESAR, will need to be protected, as SESAR relies a lot on satellite-based communications and navigation - increasing the risks. 13.10.2015 <http://www.airportwatch.org.uk/?p=28018>

#### **In Brief:**

### **Residents around Frankfurt hold their 150th huge Monday evening protest against aircraft noise**

On Monday 28th September, the 150th Monday evening protest against aircraft noise, due to the new runway, took place at Frankfurt airport. The new 4th runway was opened in October 2011, to the north west of the airport, and caused not only new flight paths but changes to existing flight paths. People had not been expecting the noise problem to be so bad. As soon as the runway opened, residents starting protesting against the noise - that was stopping them sleeping, reducing their quality of life, preventing them enjoying relaxing outside under flight paths, and reducing the prices of their homes. Protests attended by at least 600 people (up to 2,000) have taken place on most Monday evenings since 2011 – an astonishing achievement. Now they are angry about the new 3<sup>rd</sup> terminal. There are lots of photos at <http://www.airportwatch.org.uk/?p=27923>

### **CPRE raises concerns about government plans to raise cost of legal challenges, on projects like a new runway**

The CPRE (Campaign to Protect Rural England) fears proposals to expose claimants in environmental cases, such as big infrastructure projects, to higher financial liabilities if they lose their cases could deter people from bringing actions. Green organisations could face steep rises in the cost of legal challenges to

Heathrow's expansion, or air quality policies, under reforms that the government is contemplating. But the Ministry of Justice denies proposals for higher cost caps are timed to coincide with HS2 and Heathrow. Campaigners fear government plans will deter people from bringing actions. There is a current consultation to update the UK's responsibilities under the Aarhus convention, which guarantees public participation in decision-making as well as access to information and justice in environmental matters. 3.10.2015 More at <http://www.airportwatch.org.uk/?p=27799>

### **Leaked documents reveal secret plans for West Midlands Combined Authority to have control over APD at Birmingham airport**

The Draft West Midlands Agreement, which was set to be used as a negotiation tool with Government, details what powers the new authority (the West Midlands Combined Authority, WMCA) – formed of Solihull, Coventry, Birmingham and Black Country local authorities – would seek to wrestle from Westminster. There would also be an elected metro mayor in order to qualify for the 'full suite of powers' offered by George Osborne. Among other powers the WMCA could be given control over Birmingham Airport's Air Passenger Duty (APD) and the ability to invest in growth of the local economy, and air connections with overseas markets. 2.10.2015 More at <http://www.airportwatch.org.uk/?p=27854>

### **Berlin Brandenburg airport problem of terminal ceiling being too heavy ..... already years late, hugely over budget**

Berlin's long-delayed Brandenburg airport has suffered another setback after structural flaws were found in the terminal roof. It appears that the ceiling is too heavy. The airport, which was originally due to open in 2010, is still under construction and has run billions of Euros over budget. It was expected to open in 2017 but that could be postponed even further. The local building authority said it had told the construction firm to "immediately stop building works for the area underneath the entire terminal roof of the BER airport" until security checks could be carried out. 1.10.2015 <http://www.airportwatch.org.uk/?p=27803>

### **Blog asks #WhatsyourlegacyDave ? and how would he be remembered, for a broken promise?**

What might be the likely legacy of David Cameron - and the main thing for which he would go down in history? And not in a good way. Considering how history will remember the three party leaders in recent times, despite many great things they achieved: Tony Blair, Nick Clegg, and David Cameron. Tony Blair – Iraq. Nick Clegg – tuition fees. David Cameron's highest profile promise is: 'No ifs, no buts, no third runway'. His party said no runways at Gatwick or Stansted either. As he appears to stand on the brink of an about turn on Heathrow he would do well to reflect on the lessons of Tony Blair and Nick Clegg. Dave – how do you want to be remembered? #WhatsyourlegacyDave? <http://www.airportwatch.org.uk/?p=28063>

### **Some Useful Links**

- For large amounts of up-to-date news on airports and aviation, see **AirportWatch's** news pages [www.airportwatch.org.uk/?page\\_id=148](http://www.airportwatch.org.uk/?page_id=148)
- For daily transport news in the UK - **Transportinfo** at [transportinfo.org.uk](http://transportinfo.org.uk)
- European **Transport & Environment (T&E)** <http://www.transportenvironment.org>  
**Twitter @transenv**
- News and expert analysis on the **AEF** website at [www.aef.org.uk](http://www.aef.org.uk) and on **Twitter @The\_AEF**
- **HACAN** [www.hacan.org.uk](http://www.hacan.org.uk) **Twitter @HACAN1**  
and **GACC** [www.gacc.org.uk/latest-news](http://www.gacc.org.uk/latest-news)
- **Stop Heathrow Expansion (SHE)** <http://www.stopheathrowexpansion.co.uk>
- **Communities Against Increased Aircraft Noise (CAIAN)** <http://caian.co.uk/> - Heathrow flight paths
- **Gatwick Obviously NOT** <http://www.gatwickobviouslynot.org/>
- **AirportWatch Europe** <http://www.airportwatcheurope.com> **Twitter @AirportWatchEU**
- Follow **AirportWatch** on **Twitter @AirportWatch** and **Facebook** [on.fb.me/UoSkEx](https://www.facebook.com/UoSkEx)

Bulletin compiled by Sarah Clayton - with thanks to many people for their help & guidance. 22.10.2015  
[www.airportwatch.org.uk](http://www.airportwatch.org.uk)