



AirportWatch bulletin 53
August 2012

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From John Stewart, Chair of AirportWatch

Part 1 of the Government's consultation on its future aviation policy has been published. Part 2 is expected in the autumn. The second part will invite evidence-based submissions on whether there is a need for more capacity, particularly 'hub' capacity in order for the UK to retain its excellent air connections to the rest of the world. In this bulletin I have set out some thoughts on Part 1 of the consultation. They are only my thoughts and don't necessarily reflect AirportWatch policy. They are just intended as guidance which you might find helpful in submitting your own response.

Government's Aviation Policy Consultation



The full consultation document, its **Draft Aviation Policy Framework**, can be found on the Department for Transport's website:

<http://www.dft.gov.uk/consultations/dft-2012-35/>

The consultation was published on 12th July, and closes on 31st October 2012.

*Here are some thoughts from
John Stewart on the key points:*

Draft Aviation Policy Framework

Chapter 2: Economics

*The clear statement that the UK is currently very well connected with the rest of the world is welcome. This is a useful rejoinder to the aviation industry's frantic marketing campaign that we need new runways now. Don't panic! There is no urgent need to take decisions about **airport capacity**. On Government figures the UK has enough airport capacity until at least 2030. The Government is right to take its time and ensure future capacity needs are based on hard evidence rather than the shill slogans of the aviation industry and its friends.*

*It is disappointing that there is no mention of **the tax-breaks the aviation industry enjoys**. Its tax-free fuel and zero-rating for VAT cost the country £9 billion a year. That artificially increases demand and costs the person an average salary around £500 a year in extra tax. Air Passenger Duty would need to rise four-fold to make up the difference.*

*It is also regrettable that there is also no estimate given of the **environmental costs aviation imposes on the economy**.*

*The consultation finally recognises that a **tourist deficit** may exist (the difference between what visitors spend in this country and UK citizens spend abroad). But more work needs to be done on it, particularly re: the claim that the deficit is offset by a claimed £27 billion spent by UK tourists before they leave the country. The sources quoted in support of this figure suggest that it is still very speculative.*

*I applaud the Department for Transport for undertaking work to identify options for dealing with **slots**. We look forward to commenting on the progress report in the autumn.*

Chapter 3: Climate Change

*We need to argue that the Government must use all the tools it has available to tackle climate change from aviation. **Firm targets are required.** 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 must also bring in clear targets by including aviation in its carbon budgets and it needs to endorse the target of cutting aviation emissions to at least their 2005 level by 2050.*

*The realisation that **rail** and **video conferencing** are important alternatives to flying, and particularly short-haul flights, is welcome. But affordable and attractively-priced fares are also essential if rail is to fulfil its potential*

Chapter 4: Noise and Local Environmental Impacts

It is commendable that this Government has become the first in more than a generation to take the problem of aircraft noise seriously.

*However, 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 tends to focus on the designated airports). 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.*

*We must argue that the **57 dB LAeq, 16h noise measurement** should no longer be used. It is at variance with the lower limits recommended by the World Health Organisation and the one used 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. Maps using either of these metrics should be produced annually for both designated and non-designated airports. They would make matters more transparent for the local community and would seem to be essential evidence for future policy decisions.*

*People living with the burden of aircraft noise are wary about the concept of a **noise envelope**. Our fear is that it could be used to push through excessive growth. The Government in this consultation has recognized and tried to deal with these concerns. I sense the idea of a noise envelope is something the Government will proceed with so we might argue that 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.*

*There is at last progress in new recognition that **general aviation** aircraft can cause real problems. We need to support Government intervention, if problems cannot be solved locally. It is also very welcome **helicopter noise** is at last recognised as a problem, and there is commitment to consider how to address noise from helicopters in the review of the 2002 guidance.*

Chapter 5: Working Together

*It will be necessary to argue that **Airport Consultative Committees** (ACCs), as currently constituted, could not fulfil the wider role that the Government has in mind for them. Thus the intention to review, update and consult on the 2003 guidance to ACCs is welcome. The Government is looking for suggestions on how they can be improved. It may be our opportunity to help shape the ACCs of the future.*

Heathrow updates

Olympic traffic: It appears that the Olympics has had little impact on the flight paths over London but it has resulted in days when a record number of passengers have been brought in. There have been a lot of complaints from people under the flights paths, about the constant noise, resulting not just from the Olympic traffic but from the fact that the aircraft are more intrusive in the summer as people spent time outdoors, and leave windows open. This comment from Clapham (16 miles from the airport) is typical: “Same in Clapham for last 6 months too. Only respite is 12:30pm to 4:30am. Only get 4 hours sleep, even with ear plugs. They fly over our house every 90 seconds, 7 days a week”.

The ‘operational freedom’ trials have also had an impact on people living closer to the airport. Normally planes switch runways at 3pm to give people in the boroughs closest to the airport a half day’s break from the noise. But, in for a trial period from 1st July to March next year, BAA has permission to land planes on the ‘wrong’ runway to prevent delays building up. HACAN has had a lot of complaints from residents who have lost their valued respite period.



Trial by Noise

Widenoise app: HACAN has been working with University College London to trial an app which people can use to measure the aircraft noise on their mobile phones. It is called Widenoise. The app proved to slightly overestimate the noise compared with more sophisticated noise meters but, as long as that is recognized, it is a useful tool which allows local people to measure the noise for themselves.



Residents try out their phone app

A Quango for Kwasi? You might think this story is simply a ‘silly season’ one if it wasn’t so terribly true. Earlier this year the Free Enterprise Group of Conservative MPs produced a report calling for substantial airport expansion. The joint author of the report was the Spelthorne MP Kwasi Kwarteng. Last month, it got really silly. Kwasi led calls from the Group for not one but two new runways at Heathrow. And it gets sillier still. The 4th runway would be in Kwasi’s constituency. He even gave

options as to what parts of his constituency might be knocked down. <http://bit.ly/MhxIBY> Only to quickly backtrack when he found his pesky constituents were up in arms. He claimed that the plans were just ‘ideas’. Spelthorne is not a safe Conservative seat. Kwasi is too intelligent simply to fade away. But he is too young to be sent to the Lords. Perhaps, before the next election, David Cameron can find a quango for Kwasi.

The Free Enterprise Group is reported in the FT as urging BAA to defuse opposition to 3rd runway at Heathrow, Europe’s busiest and noisiest airport, by proposing a compensation regime for those most affected by aircraft din. “Everyone has their price,” said one of their MPs. The Free Enterprise Group believe that BAA should follow the French example of speeding up big infrastructure projects by providing ample compensation for local residents. But then Mr Kwarteng said he envisaged a limited compensation scheme applicable to fewer than 5,000 people. Which would barely count. Added to that, Colin Matthews of BAA commented that a compensation

scheme for a 3rd runway was likely to be paid for by BAA, although "it is interested in exploring whether the government should also contribute". ie. public subsidy. <http://on.ft.com/Na97W9>

Stop Stansted Expansion celebrates its 10th birthday



There was only time for a brief pause during a busy Stop Stansted Expansion committee meeting on August 3rd, to celebrate the campaign group's 10th birthday. After a quick group photograph and a slice of cake it was back to work, dealing with the Government's latest consultation on future aviation policy. SSE's Chairman, Peter Sanders, reminded everyone of what SSE has achieved in its decade and the remarkable success is stopping a 2nd runway, after a long fight. They list 10 key achievements, as well as the runway win. However, the Government is again looking at airport capacity in the South East and SSE is again working hard behind the scenes trying to prevent a repeat of the

threat of Stansted becoming another Heathrow. Recent comments by Steve Norris that Stansted should be the solution to the alleged south east runway capacity problem are worrying. 5.8.2012 <http://www.stopstanstedexpansion.com/press443.html>

BAA finally runs out of runway at Stansted and loses Appeal Court legal challenge

BAA has lost its latest challenge against a decision forcing it to sell Stansted. The appeal by the Spanish-owned company was rejected by three Court of Appeal judges in London. In 2009 the Competition Commission ruled that BAA must sell Stansted and two of its other UK airports, and BAA has since mounted a series of unsuccessful legal challenges against the decision. Earlier this year it lost an appeal before the Competition Appeal Tribunal. BAA suggested they might appeal yet again, to the Supreme Court this time. However, it does finally appear that BAA has exhausted all its legal options and has no choice but to invite bids for Stansted, with a likely price tag of around £1.2 billion. Potential buyers include a range of global infrastructure funds as well as Manchester Airports Group (MAG) which currently owns airports at Bournemouth, East Midlands, Humberside and, of course, Manchester and, reportedly, has long been keen to acquire an airport in the South East. 26.7.2012 <http://www.airportwatch.org.uk/?p=1545>

Stobart gets approval for Carlisle Airport plans with many planning conditions

Plans to redevelop Carlisle Airport were cleared in principle, by Carlisle City Council, with an 11 - 1 vote, to build a 394,000sq ft freight-distribution centre and to resurface the runway for passenger flights and air freight. It is only agreed in principle and is subject to a string of legal conditions being met, including having an Appropriate Assessment by Natural England, a Section 106 agreement including obligation on Stobart to keep the airport open and the runway maintained, and various travel plan obligations



There could still be a judicial review against the decision. The Planning officer recommended "on balance" that councillors approve the plans, even though allowing the freight distribution centre in open countryside was against policy. The airport currently loses money, and the council hopes it will become profitable and bring money into the local economy. However, the council's aviation consultants doubted whether scheduled passenger flights and air freight would survive for long. The airport can only survive if it is cross-subsidised by the freight distribution centre, and this may

be illegal under EU law. Stobart are trying to make out that Carlisle can be as well used as Southend airport has become, but they are not readily 4.8.2012 <http://bit.ly/OSRnnl>

GACC welcomes the low priority given to a new runway in the Gatwick master plan

GACC, the Gatwick Area Conservation Campaign, has commented on the Gatwick Airport Master Plan that was published in mid July. They welcome the assurance given by the Gatwick CEO, Stewart Wingate, that "Gatwick Airport is not actively pursuing, promoting or lobbying for a 2nd runway". However, GIP, the major shareholder in Gatwick, wants to sell its shares in around 2018 and the prospect of a new runway would improve the price. GACC reiterates that there is no space for an efficient new runway (as the master plan admits) and it is doubtful if a new runway would prove profitable. GACC chairman, Brendon Sewill, said: "If any new runway ever became a serious possibility, there would be massive opposition from across Surrey, Sussex and Kent." GACC have also rubbished the economic figures in the master plan, with its hugely exaggerated jobs claims, and inaccurate and inflated figures of alleged economic benefit. 23.7.2012 <http://www.airportwatch.org.uk/?p=1885>

GACC's press release is at <http://bit.ly/RxdQXS> **GACC's Economic Critique of the Master Plan** is at <http://www.gacc.org.uk/resources/Economic%20critique.doc>

It is very well worth reading - for a clear understanding of airport claims. Below are two snippets:

More jobs ?

The master plan shows that at present direct on-airport employment is 21,000, a big reduction from 25,600 in 1997. [Fig 8.1]. It is suggested, however, that the projected growth of Gatwick to 40 million passengers a year will provide 1,200 extra jobs [8.1.10]. That is obviously a good headline figure designed to make the airport popular. All airports across the UK tend to exaggerate the extra jobs to be created by expansion.(i)

It seems unlikely that an extra 7 million passengers in the next ten years will result in 1,200 more jobs, when the master plan also shows that the similar increase of 7 million passengers from 1997 to 2012 has been matched by a reduction of 4,600 jobs. [Fig 8.1]

Gross value added

The master plan states that The aviation sector directly accounts for £53 billion (3.8%) of UK GDP. [8.2.1] That is a surprisingly large figure.

The master plan continues Of this, £24 billion is generated directly through the activity of airlines, airports and ground services and the aerospace sector ...That also seems on the high side. The Government's Draft Aviation Policy Framework published on 12 July 2012 states that 'the aviation industry ... generated around £17 billion of economic output.' (ii)

That figure includes aerospace: it is more relevant to look at the net output of the air transport sector (airlines and airports). That is given by the Department for Transport as £9 billion.(iii)

GACC has pointed out that this figure is for the gross value added but it makes no allowance for depreciation (eg replacement of old aircraft). Other figures show that depreciation of airlines and airports is around £9 billion.(iv) So the net value added is very low.

The master plan gives a further explanation of the figure of £53 billion: An additional £25.4 billion is provided through 'catalytic' benefits through tourism, only possible through the air links that aviation provides. So the master plan counts in the whole economic value of the tourist industry! Every hotel in Britain, every bed-and-breakfast, every theatre, every theme park, they are all part of the output of the aviation industry!

Therefore it can be seen that the figure of £53 billion is high quality rubbish.

Redhill Aerodrome applies yet again for a hard runway to replace 3 grass runways

See full critique for links



Owners of Redhill airfield, RAVL, have submitted a revised application for a hard runway after their first bid failed. They want to replace the 3 grass runways with a one concrete one, giving it potential to increase flights from 60,000 to 85,000 a year and for larger planes. Tandridge and Reigate councils turned down the original bid last year. The airfield thinks its new application "addressed the reasons for refusal in 2011". As usual, they exaggerate the number of possible jobs that might be created - alleging it will increase the 450 jobs it supports today to some 590 in future - and attract investment to the area etc. Over 1,000 people opposed the original plans which were rejected last year, realising the plans would create an unacceptable level of noise and pollution, breach green belt restrictions, and destroy the landscape. 31.7.2012 <http://www.airportwatch.org.uk/?p=851>

Government scraps NATS air traffic control sale plans

The Government has scrapped plans to sell its 49% stake in NATS. Transport Secretary Justine Greening said it was best for taxpayers, travellers and NATS if the Government retained its shareholding. The decision was welcomed by the Prospect union, which represents more than 3,000 air traffic controllers. But Prospect said "all eyes would now turn" on the Airline Group - a body of 7 airlines including British Airways and Virgin Atlantic - which owns 42% of Nats. The Germany's state-controlled air traffic control body, Deutsche Flugsicherung, has been keen to buy this 42%. The Government can see that the strategic importance of Nats to the UK. 11.7.2012 <http://www.airportwatch.org.uk/?p=2210>



Lydd Airport: Nuclear regulator forced to review aircraft crash risk

Lydd Airport Action Group (LAAG) report that the nuclear regulator, the Office for Nuclear Regulation, acknowledges that if a large aircraft were to accidentally crash onto the Dungeness nuclear site it has the potential to cause its most severe 'Target 9' accident, killing more than 100 people. Over the last 5 years its rationale for not objecting to the proposed expansion of nearby Lydd Airport is an assertion that the probability of such an accident is low enough to be ignored. This is despite the development introducing larger, heavier planes than the small aircraft which operate from Lydd today. Finally, the ONR now admits that it may have "got it wrong". As a result it has decided to set up a technical advisory panel to take a grass roots review of the model as well as consider a proposal to introduce a minimum separation policy as the only robust way of managing this large scale accident risk. 25.7.2012 <http://bit.ly/MM07XZ>

Possible breakthrough on efforts to reduce CO2 emissions from aircraft

Efforts to tackle emissions from aviation have taken a hesitant step forward, with the news that ICAO has endorsed an expert group's recommendation on the way to measure fuel burn in flight. The recommendation is for a 'metric' system and test cycle to be the basis for setting minimum fuel efficiency standards on CO2 for all new aircraft. However, many concerns remain and the metric proposal is not yet public. In 2009, ICAO began work on a standard for new aircraft, and has now produced a methodology for measuring in-flight fuel burn and thus CO2 emissions. The environmental groups working with ICAO are working to ensure the standard set is stringent enough. Bill Hemmings, from Transport & Environment, said "ICAO has now agreed that for CO2

the standard must go beyond ensuring best available technology – but what that actually means in practice for designing new aircraft is yet to be determined.' 30.7.2012 <http://bit.ly/NAwkQI>

More airports stopped in Europe

Two successes in Italy: After the stunning success the campaigners in Munich had in persuading the citizens of Munich to vote against the proposed third runway in the recent referendum <http://bit.ly/Paopwj>, there is news of two successes in Italy. Plans for a mega-airport in **Viterbo** have been dropped and the long-running campaign against an airport in **Siena** has been successful. The airport would have ruined a very beautiful and peaceful part of Tuscany. At present there is only a small airfield in the area, just used by a very small number of flights. Great work by the campaigners exposed the corruption behind the plans for an airport.

Now the courts are bringing criminal prosecution charges against 14 of the people involved with the plans to build the Siena airport. They include the ex-president of the Siena-based MPS Bank and president of Italian Bankers Association, the chief executive of the airport and Corinne Namblard of the Luxembourg based Galaxy Fund SARL (the majority shareholder after the privatisation). The airport will now not be built. Congratulations to the campaigners! Their 5 year campaign was 100% successful.



Campaigners in holiday mood at the terminal

residents. Thousands of ordinary residents protesting at least once a week for nearly a year about the impact of a new runway. The residents will not go away. They will not live with a plane flying over their homes every 90 seconds. The airport and the politicians are faced with a huge problem. There is no sign they know what to do about it.

During their weekly Monday evening protest at the



Meanwhile the huge campaigns against the proposed new Brandenburg airport in Berlin and against the Frankfurt 4th runway, which opened last October, still continue. Politicians are feeling the pressure of the huge, weekly protests that have been taking place in Frankfurt since October. Already a partial night flight ban has been introduced. And now the CDU, the ruling political party in the area, has proposed flights numbers are limited on the 4th runway. It may be pre-election talk (elections are due next year) but it is an important victory for the campaigners that the CDU feels it has to start saying these things.

The airport has also mounted a huge PR exercise to promote the airport. Never before has Europe seen a campaign like this from



start of July, the theme was

holidays and the protesters went on "holiday" at the terminal for the evening, with holiday clothes, Hawaiian shirts, straw hats, beach chairs, picnics, and even a paddling pool. There are loads of their "holiday snaps" that tell the story on the protest's Facebook page at <http://on.fb.me/OKvMJS>.

Earlier they had a sleep protest, saying it was quieter to sleep in the airport than in their own homes, under the flight path. 1.7.2012 <http://bit.ly/QIBMZk>

Massive “Save The Planet” and “STOP” human frescoes by Nantes protesters against “grands projets inutiles imposés”

The airport campaigners at Nantes have produced a spectacular visual image, created by hundreds of people in a green field. Their message, in English this time, to get to a wider audience than only France, reads "Save The Planet" and "STOP!" They are opposing not only the unnecessary and highly damaging airport planned for Notre Dame des Landes, but have joined with other campaigners from other parts of Europe opposing other examples of, what they call "grands projets inutiles imposés", (**useless imposed mega-projects**) which they describe as "white elephants". Some of these are HS2 in England (the HS2 campaign attended the Nantes protest <http://bit.ly/MdaRgN>); a rail line in Stuttgart; and the Lyon-Turin TGV in Italy.



Susan George, attending the protest, said these infrastructure projects were damaging and costly for communities, and there are better things to do. 9.7.2012 <http://www.airportwatch.org.uk/?p=2272>

Sign the Avaaz petition against Nantes airport



The petition, by the Nantes campaigners, says the Nantes airport project is an economic, social and environmental aberration. Located 18 km from the center of Nantes, it would not solve the problems in the city's current airport. It would only move them. It would inflict serious nuisance on over 80,000 inhabitants of the municipalities in the northern suburbs of Nantes. Connecting the various structures

that it needs (roads, railways, bridge on Loire) would also cause problems compulsory purchase, and nuisance to thousands of others. The colossal cost of this infrastructure would weigh on the taxes of people across the department and result in budget cuts in other areas such as education and health. With traffic of up to 9 million passengers, this airport would significantly increase emissions of greenhouse gases.

So the petition asks people to say NO to the airport project of Notre Dame des Landes. 1.8.2012 You can sign the petition at <http://bit.ly/PtWZzb>

EU faces prolonged wait for a global resolution in aviation ETS row

A global resolution to Europe's battle with China, the USA, India and other countries over curbing aviation emissions is unlikely before October 2013. Senior EU officials say they will not retreat from enforcing obligations under the ETS, and a decision is expected shortly on how the EU will respond to defiant Chinese and Indian airlines that failed to meet a 31 March deadline. Officials say that an ICAO draft plan is not likely until March 2013 and that the full ICAO council – representing the international body's 191 member states – would then not consider it until a meeting due in October 2013 - or if no decision is made, it could be 2016 before a resolution would be considered again. 4.7.2012 <http://bit.ly/KXvtNP> Meanwhile, the EU is working to try and shore up the faltering price of CO2 emissions in the ETS as current low price is failing to encourage companies to reduce their greenhouse gas output. However, the changes are relatively minor, too minor to do much good, resulting in changes in the timings of auctions of carbon

permits, rather than the large-scale reforms that campaigners and green businesses had urged. There is a glut of permits, so the current carbon price is low, due to the recession and reduced economic activity in the EU, at about €7 (£5.40) per tonne of carbon. That is well below the price of €25-40 per tonne that analysts say is needed to encourage companies to change their behaviour. Some companies will be able to avoid paying for carbon for years to come. Sandbag says that 2.2bn allowances need to be removed to restore the scarcity envisaged before the recession. 26.7.2012 <http://www.airportwatch.org.uk/?p=1550>

The aviation industry, especially airlines abroad, have complained mightily about the cost of the ETS. Back in December, IATA estimated the cost could be as much as €900 million in 2012, based on an average price of €13 per tonne, rising to €20 or much higher in 2020. In practice, the cost is now only €7 per tonne, so the actual cost to a passenger on a flight from the USA to Europe is just about €2 – 3 per flight. Such low carbon prices are ineffective in being a disincentive to flying, as the prices are too low by at least one or two orders of magnitude. For example, see <http://greenaironline.com/news.php?viewStory=1425>

Tourists to Spain now pay an extra airport tax

Spain has increased the amount of departure tax it charges. The increase differs for each airport but will be, on average, only perhaps 20% above the current level, but from the largest Spanish airports, it will be almost doubled. This will mean a rise of some €5 to €9 or so. The tax is charged to the airline, and they can choose whether to pass it on to the passengers - Ryanair certainly will get its passengers to pay. The tax is applied "retrospectively to customers who booked flights before 2 July 2012 and are travelling from 1 July onwards." Spain is implementing drastic measures to try to slash its budget deficit. 6.7.2012 <http://www.airportwatch.org.uk/?p=2585>

Other countries with taxes on air travel: As well as the UK's Air Passenger Duty, Germany imposes an Ecological departure tax, in 3 bands, from €8, €25 and €45 for the longest trips. Austria has two bands, of €8 for short haul and €40 for long haul. In France, air passengers pay a **Passenger Solidarity tax**, (around €5 - 6) which goes to Unitaid, which is an international facility to buy drugs against HIV/AIDS, Malaria and TB.

Saga of Spain's unused, over-budget, delayed, badly planned Castellón airport



Castellón-Costa Azahar Airport is an airport in eastern Spain. It has become a symbol of the wasteful spending that has sunk Spain deep into a recession and a banking crisis. It was officially declared "open" by local authorities in March, 2011 despite having no airlines signed up to land there, nor government approval to operate. Delayed for several years and at a current cost of €150 million, commercial flights were due to begin on 1 April 2012 but, as of August 2012, there have been none and it now might open in January 2013. A \$375,000, 79 feet tall statue of Carlos Fabra, a local politician, was erected in the airport. Fabra has been under judicial investigation in connection with several cases of corruption and tax evasion - the statue is now some €127,000 over budget. The runway has had to be dug up and rebuilt as it was too narrow for safe operation. <http://www.airportwatch.org.uk/?p=2872>

International tourism receipts surpass US\$ 1 trillion in 2011

In 2011, money spent on international tourism increased from US\$ 928 billion in 2010. The figure is about \$1.2 trillion, including the cost of the transport (largely air fares). International tourist arrivals grew by over 4% in 2011 to 980 million, according to the latest UNWTO World Tourism Barometer, and are expected to grow to one billion this year. The UN World Tourism Organisation UNWTO thinks this is a very good thing. Europe gets about 45% of tourism spend, Asia & the Pacific about 28% and the Americas 19%. 28.6.2012 <http://www.airportwatch.org.uk/?p=2496>

19% fall in the number of employees of airlines over past decade, while passengers increased 21%

CAA data show that in 2001, airlines in the UK employed some 78,300 staff - with 19.8% part time. By 2006, they employed 72,790 staff - with 21.6% part time. And in 2011 they employed 62,790 staff - with 29.6% part time (under 30 hours per week). So the number of staff has fallen by 19% over the decade from 2001 to 2011. In that time the number of full time staff has fallen by 30% and at the same time the number of passengers using UK airports rose 21% (it was higher from 2005 -8 than now). The airlines have increased productivity per worker, and jobs are not rising in line with passengers. An increasing proportion are also part time <http://bit.ly/TfH3VB>

New Aviation Environment Federation (AEF) report challenges myth of airport capacity crisis

The aviation industry has been working hard to put out the message that there is a crisis in airport capacity in the South East. In fact the Government's forecasts of air traffic demand indicate that even if no constraints on airport growth were imposed for environmental reasons, passenger demand could be entirely met with existing infrastructure until nearly 2030. Even if no new runways were built anywhere in the UK before 2030, only about 3% of air traffic would be squeezed out. The report finds that passenger demand is being overestimated. Now every time the Government has revised its forecasts, the numbers have been downgraded. In the latest set of figures, which reflect to some extent the impact of recession, demand is down from 500 million passengers per year (mppa) at 2030 in the 2007 forecasts to 343 mppa in the 2011 forecast. 29.6.2012 <http://www.aef.org.uk/?p=1423> Exec Summary at <http://bit.ly/Mxk8WU> (2 pages)

Seat kilometres used by UK airlines over the past 5 years

Figures from the CAA show a lot of data about all the UK airlines (not Ryanair etc), including the

Airline	seat km used 2011	seat km used 2007
Total passenger services	306,400,243	315,870,895
BRITISH AIRWAYS	116,137,111	112,343,073
EASYJET	53,991,725	30,666,237
VIRGIN ATLANTIC	37,999,681	40,535,623
THOMSON AIRWAYS	32,969,239	23,147,778
THOMAS COOK AIRLINES	27,417,909	15,491,786
MONARCH AIRLINES	14,277,211	14,824,523
BMI GROUP	8,048,245	12,425,049
JET2.COM	7,919,667	3,039,566
FLYBE	3,481,710	3,039,566
		and others that since went out of business

number of passengers, number of seat kilometres available, number of seat kilometres flown, amount of cargo transported, percent of seat capacity used and so on. <http://bit.ly/QESPcw> Figures show not only the airlines that have gone out of business since 2007, but the sharp rise of easyJet and other cheap airlines, the slight decline in passenger kilometres of Virgin Atlantic, and the very small increase by British Airways between 2007 and 2011. Wikipedia puts

number of Ryanair's number of scheduled international passenger-kilometres flown as 81,890,000 for 2010. Details at <http://bit.ly/P5gXFL>

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>
- How to really **offset the climate change impact of your flight**: www.ThinkBeforeYouFly.com
- Flights emissions calculator** <http://calculator.carbonfootprint.com/calculator.aspx?tab=3>
- News relating to **Gatwick Airport**, from GACC <http://www.gacc.org.uk/latest-news.php>
- News relating to **Stansted Airport**, from SSE <http://www.stopstanstedexpansion.com/news.html>

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