



AirportWatch bulletin 62
August 2013

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Stop Stansted Expansion calls for resignation of Geoff Muirhead from Airports Commission due to bias

Stop Stansted Expansion (SSE) have highlighted the problem of a conflict of interest concerning Geoff Muirhead, who is one of the 5 members of the government-appointed Airports Commission. Mr Muirhead retired as chief executive of MAG, the Manchester Airports Group, in 2010, and he continued to represent MAG in an “ambassadorial role” until January 2013. That was several months after he was appointed to the Commission. MAG bought Stansted in February 2013.

SSE is calling for his resignation. Peter Sanders, the Chairman of SSE, explained the situation in the recent SSE members' newsletter:

One of Sir Howard Davies's team of five commissioners, Geoff Muirhead, is the former chief executive of Manchester Airports Group (MAG). He is the only member of the Airports Commission with first hand knowledge and experience of the aviation industry and he spent 24 years with MAG during which time he led the Group's expansion policy and the construction of a second runway and terminal at Manchester Airport.

As soon as we learned of Mr Muirhead's appointment, on 2 November 2012, we raised the issue directly with him of a potential conflict of interest in the event that MAG succeeded in acquiring Stansted. His response was that he had retired from MAG two years earlier and so there was no conflict of interest. However, it transpired that was not the full story because he continued to be employed by MAG as an 'ambassador' at a salary of some £82,000 a year until January of this year, i.e. he was simultaneously a member of the Airports Commission whilst representing the interests of MAG. He also benefits from a very substantial MAG pension.

Up until now we have been pursuing this matter quietly, behind the scenes, with Sir Howard Davies and the Secretary of State for Transport. We have written four times and we had hoped that by now Mr Muirhead would have voluntarily stood down from the Commission so as to avoid bringing into question the Commission's independence and impartiality. We have also taken legal advice on the matter, in the light of which we are surprised as well as disappointed that Mr Muirhead continues to serve as a member of the Airports Commission.

Now that MAG is directly lobbying the Airports Commission for major expansion at Stansted, we believe there is far too much at stake to allow the position of its former chief executive on the Airports Commission to go unchallenged. We therefore intend to give the Secretary of State and Sir Howard Davies one last opportunity to deal with the matter, failing which we intend to mount a legal challenge. We believe that we have a duty to the community we represent to ensure that the issues are examined - and seen to be examined - entirely impartially and independently.

Earlier this month MAG published options on where to build a 2nd runway at Stansted and potentially even expand it into a 4-runway hub. SSE's letter of 26th to Sir Howard Davies and Patrick McLoughlin says: “In the circumstances we consider it unacceptable for Mr Muirhead to continue to serve on the Airports Commission and the longer he continues to serve, the more the process risks being tainted.” SSE will start taking legal advice within 14 days if they receive no satisfactory commitment on the matter. <http://www.airportwatch.org.uk/?p=3947>

Responses to the Airports Commission's discussion documents - including links to those from AirportWatch members

The Airports Commission has now published (29th July) on its website all the responses it has received to its various discussion documents. The discussion documents have been on:

**aviation demand forecasting
aviation and climate change**

**air connectivity and the economy
airport operational models**

Due to the huge volume of text, the Commission has put the responses in zip files, with links to each response as a pdf. However, some older computers may have difficulty opening the zip files.

AirportWatch has therefore, for those struggling with the files, listed all the organisations that have responded to each of the discussion papers, at the link below. We have also given links to submissions from our member organisations, and those not from the aviation industry or advocates of airport expansion. These documents can be seen at <http://www.airportwatch.org.uk/?p=17029>

To see all the submissions, visit the Airports Commission website.

<https://www.gov.uk/government/publications/stakeholder-responses-to-airports-commission-discussion-papers>

The list of documents on all the topics is vast, and impossible to cover here. But just taking the topic of aviation and climate change, you may find the response documents below of interest. They contain a lot of common sense, environmental responsibility, and wisdom:

Climate Change discussion paper responses from AirportWatch members:

Stop Stansted Expansion

[http://www.stopstanstedexpansion.com/documents/SSE_Submission_to_Airports_Commission-Aviation_and_Climate_Change_\(F\).pdf](http://www.stopstanstedexpansion.com/documents/SSE_Submission_to_Airports_Commission-Aviation_and_Climate_Change_(F).pdf)

AEF <http://www.airportwatch.org.uk/wp-content/uploads/AEF-Aviation-and-Climate-Change-paper.pdf>

Friends of North Kent Marshes <http://www.airportwatch.org.uk/wp-content/uploads/Friends-of-North-Kent-Marshes-Aviation-and-Climate-Change.pdf>

Natural England <http://www.airportwatch.org.uk/wp-content/uploads/Natural-England-Climate-Change.pdf>

RSPB <http://www.airportwatch.org.uk/wp-content/uploads/RSPB-Aviation-and-Climate-Change.pdf>

WWF UK <http://www.airportwatch.org.uk/wp-content/uploads/WWF-Aviation-and-climate-change.pdf>

Richmond Heathrow Campaign <http://www.airportwatch.org.uk/wp-content/uploads/Richmond-Heathrow-Campaign-Climate-Change.pdf>

and by contrast (just selecting a few):

Heathrow airport

<http://mediacentre.heathrowairport.com/ImageLibrary/downloadmedia.ashx?MediaDetailsID=1455&SizeId=-1>

Gatwick airport

http://www.gatwickairport.com/Documents/business_and_community/R2/Gatwick%20Airport%20-%20Aviation%20and%20Climate%20Change%20paper%20-%202016%20May%202013.pdf

"Sustainable Aviation" (an alliance of the UK's airlines, airports, aerospace manufacturers etc)

http://www.sustainableaviation.co.uk/wp-content/uploads/Final_SACCWG_AirportsCommissionResponse.pdf

It is anticipated that the Commission will shortly - in August - put up on their website all the airport or runway proposals that were submitted by the 19th July deadline.

Transcripts of the Airports Commission's 2 public evidence sessions and links to presentations

The Airports Commission have published (29th July) their verbatim transcripts of their two (and only) public evidence sessions, on 9th and 10th July. The first session on 9th July (held in Manchester) was on climate, at which AEF (Tim Johnson and Cait Hewitt) and WWF (Jean Leston and Tom Vita) gave presentations, followed by the industry group, Sustainable Aviation (Matt Gorman and Jonathan Counsell).

The second session on 9th July was on demand and connectivity. SSE (Brian Ross) gave a presentation, followed by the CBI (Nicola Walker). The 10th July session (held in London) was on Airport Operational Models 1. The morning session for BA (Willie Walsh), Heathrow (Colin Matthews), Mayor of London's office (Daniel Moylan and Richard de Cani, TfL). The second session on 10th July was also on Airport Operational Models 2, with evidence from EasyJet (Carolyn McCall), Birmingham Airport (Paul Kehoe), Gatwick Airport (Sir Roy McNulty) and MAG (Tim Hawkins).

Not all 13 organisations giving evidence at the two sessions submitted a visual presentation. There are links to the visual presentations that were given, which can be seen at <http://www.airportwatch.org.uk/?p=3951>

The Commission's **verbatim transcripts** cover all that was said, including questions from commissioners and from the floor, and responses given by witnesses.

<http://www.airportwatch.org.uk/?p=3951>

The **transcript from the 9th July** sessions is at

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/225641/1-public-evidence-session-9-july-2013.pdf

The **transcript from the 10th July** sessions is at

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/225642/2-public-evidence-session-10-july-2013.pdf

Links to the three excellent presentations given by AirportWatch members are shown below:

Aviation Environment Federation (climate) 8 pages

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/225643/3-aviation-and-environment-federation-presentation.pdf

WWF presentation (climate) 6 pages

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/225644/4-wwf-presentation.pdf

Stop Stansted Expansion presentation (demand and connectivity) 10 pages

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/225646/6-stop-stansted-expansion-presentation.pdf

The AEF presentation concludes:

- Given the realistic projections of in-sector gains through technological & operational improvements/alternative fuels over this period, [to 2050] the need for demand constraint in the UK remains in order to achieve climate objectives.
- If the Commission keeps its focus on the longer-term, the provision of new runways cannot be justified and would result in failure to meet our legal commitments under the Climate Act.

Proposals to Airports Commission of airport or runway plans – that have been publicised (+ indicative maps)

The 19th July was the deadline for submissions to the Airports Commission of proposals for plans for new airport capacity. The Commission has said these will all be published on its website in August or September. So far only those publicised by their proponents are publicly available. We have put together a list of those of which we are aware. The main sites for new airport capacity plans are Heathrow, Gatwick, Stansted, Thames Estuary and Birmingham – though there will be others, perhaps in the west country. **Details & maps at <http://www.airportwatch.org.uk/?p=16982>**

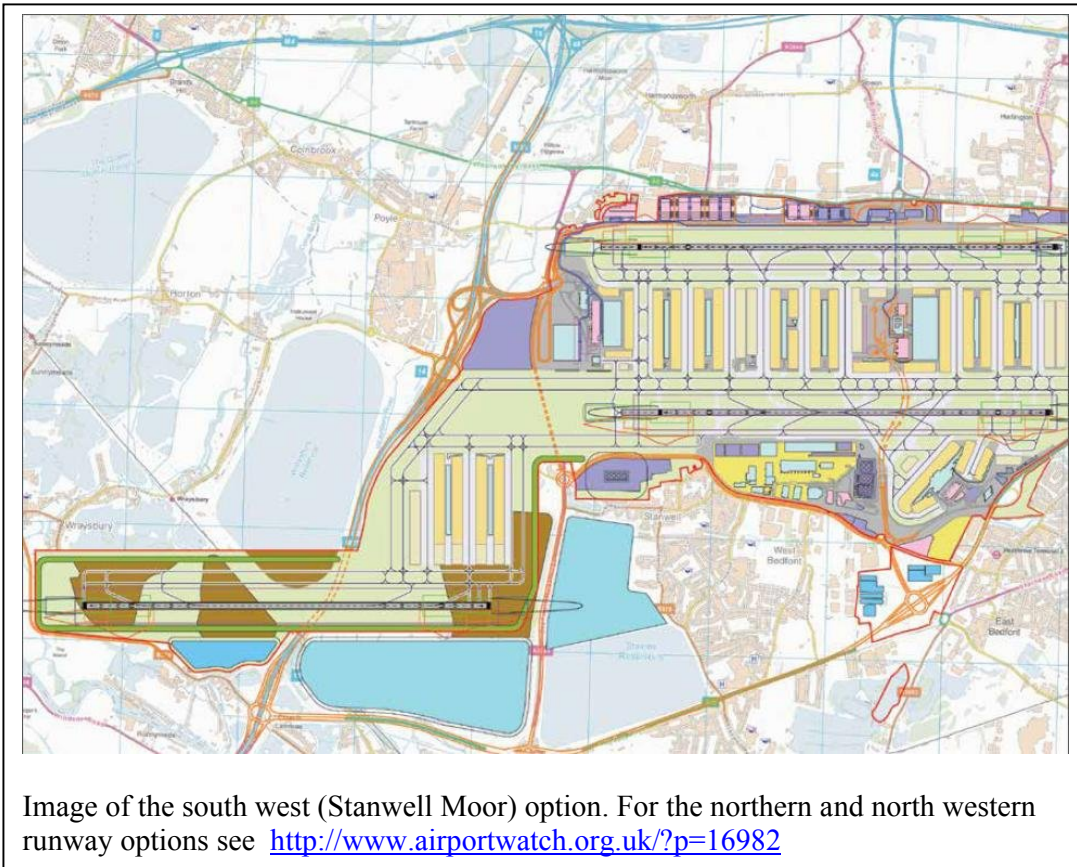
The Commission asked for no more than 40 pages, and for a specific list of criteria to be taken into account in submissions, including noise, air quality, and climate including “overall compatibility of growth in air travel with the national and global climate change targets” and “the relative climate change impacts of different options for providing additional capacity.” Proposals did not need to be made by the airport owner, and several are put forward speculatively by architectural or engineering companies, rather than the airports.

In December the Commission will publish their list “of the most plausible options for delivering any additional capacity required in the longer term.”

In early July concerns were raised by GACC at Gatwick, and SSE at Stansted about the issue of blight, and its human and economic cost. Sir Howard Davies has expressed his appreciation of the problem that taking several airport schemes forward for further consideration between the end of 2013 and 2015 risks causing blight. That uncertainty creates anxiety for those whose homes and livelihoods lie in potentially blighted areas, earmarked in runway schemes.

Heathrow sets out plans for a 3rd runway; HACAN will fight them tooth & nail

HACAN, representing residents under Heathrow flight paths, has vowed to ‘fight tooth and nail’ against the proposals for a 3rd runway released by Heathrow. HACAN welcomed the measures



announced by Heathrow to cut noise but argued that these will be negated by the huge increase there will be in the number of planes using the airport if a 3rd runway is given the go-ahead.

The Heathrow press release is at <http://mediacentre.heathrowairport.com/Press-releases/Heathrow-unveils-a-new-approach-to-third-runway-5e2.aspx>

The Heathrow proposal is "A New Approach" at

<http://mediacentre.heathrowairport.com/imagelibrary/downloadmedia.ashx?MediaDetailsID=1616&SizeId=-1>

Heathrow has confirmed that flight numbers will rise by nearly 250,000 a year to a total of 740,000 (from the current 480,000) if a new runway is built. Heathrow's 3 options are for:

- (1). A south west option which requires demolition of the 850 properties in the Stanwell Moor area.
- (2). A north west option in the Harmondsworth Moor area involving demolition of 950 properties.
- (3). A northern option, very similar to the previous plans for a 3rd runway, involving demolition of Sipson and parts of Harlington. Heathrow has ruled out a 4th runway until at least 2040 as it is not convinced there will be the demand. But it has said that, if a 4th runway was required, one of the options for a 3rd runway would be used. A fourth runway would result in a total of around a million flights per year using the airport. <http://www.airportwatch.org.uk/?p=2042>

Gatwick publishes its 3 options for a southern 2nd runway enabling up to 87 mppa. Strongly opposed by GACC

Gatwick Airport has announced its preferred location for a 2nd runway and submitted its plans to the Airports Commission. There are 3 slightly different plans, all for a runway to the south of the existing runway – close, medium or wide spaced. The close runway could not work independently of the existing runway, while the others (at least 750 metres south) could.

With the wide spaced runway, over 1,035 metres south, Gatwick could have 95 movements per hour, and so some 87 million passengers per year, compared to 66 mppa for the close option, and 82mppa for the medium

Gatwick has managed to get support from the local business lobbies in the area for its plans, and some local council support. Gatwick's CEO, Stewart Wingate said a 2nd Gatwick runway would cost between £5bn and £9bn and could be open by

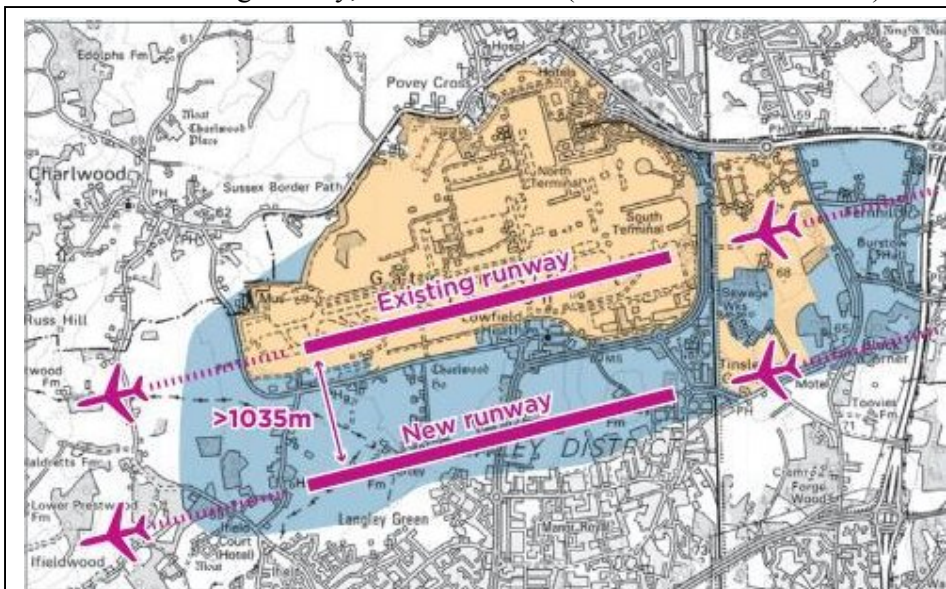


Image of the wide-spaced runway option, that Gatwick wants. For the less wide spaced runway options see <http://www.airportwatch.org.uk/?p=16982>

2025. Gatwick is selling its plans to the Airports Commission on how many fewer people would be affected by noise than at Heathrow, and that it would be cheaper than some other options. Gatwick wants London to have a "constellation" system, with 3 airports each with two runways, at Heathrow, Gatwick and Stansted. <http://www.airportwatch.org.uk/?p=16794>

Gatwick's proposal is at

http://www.gatwickairport.com/Documents/business_and_community/R2/Gatwick_Airport_Proposals_for_additional_longterm_runway_capacity19Jul2013.pdf (copy and paste whole link if it does not work)

Owners of Stansted, MAG, submit their plans for a 2nd runway – or to become a 4-runway hub. Stop Stansted Expansion say the proposals are opportunistic, irresponsible and pointless

MAG, the owner of Stansted, believe it has the potential to become a UK future 4 runway hub airport. MAG argues that the airport offers the cheapest and least environmentally damaging location (quite how it could do that, on a countryside location is unclear) for a 4-runway airport and estimate that it would cost £10 billion, although no detailed plans have been drawn up.

Local campaign group, Stop Stansted Expansion, said that the MAG proposals were reheating plans put forward back in 2002 that were withdrawn by BAA, the former owners, in 2010. SSE's chairman said: "We really shouldn't have to go through this whole argument again just three years after the last threat was lifted. We are profoundly disappointed that MAG has behaved in this opportunistic and irresponsible way. With the airport currently operating at only half its permitted capacity a 2nd runway – never mind a 4-runway hub double the size of Heathrow today – is completely unnecessary on business grounds and it would be completely unacceptable on environmental grounds." MAG has to admit that it could serve almost double the current number of passengers, without any more infrastructure for some years.

<http://www.airportwatch.org.uk/?p=2254>

Stansted's proposal is at

[http://www.magworld.co.uk/magweb.nsf/AttachmentsByTitle/LongTermCapacity/\\$file/Long+Term+Capacity+Options.pdf](http://www.magworld.co.uk/magweb.nsf/AttachmentsByTitle/LongTermCapacity/$file/Long+Term+Capacity+Options.pdf)

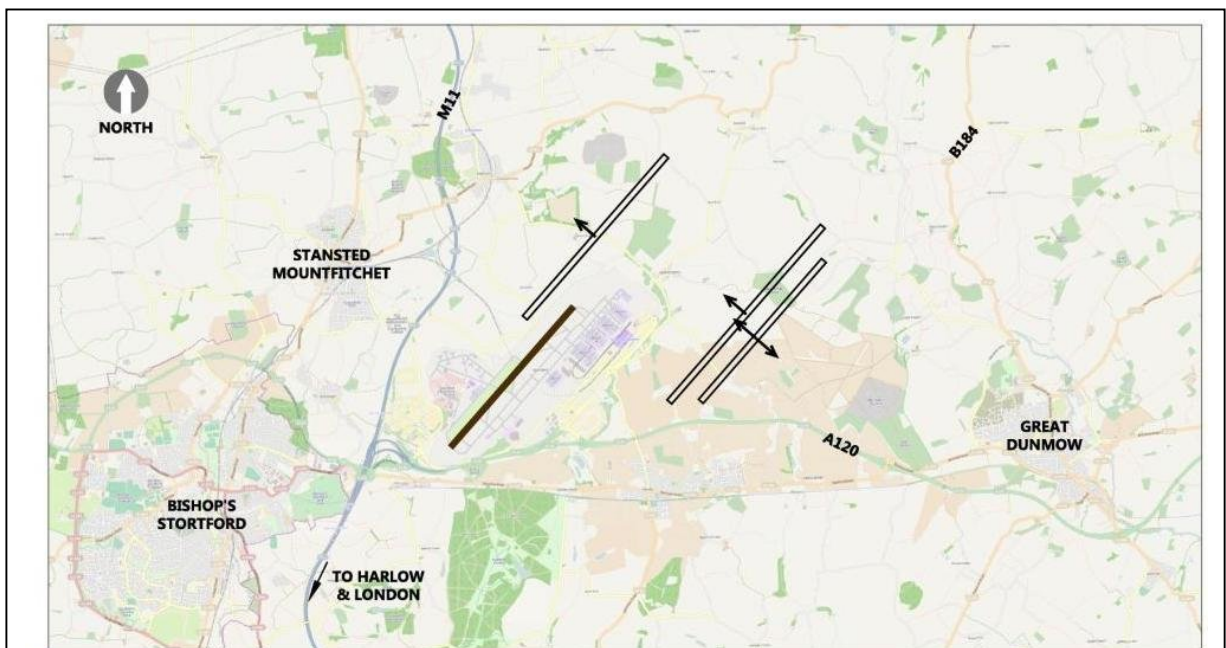


Figure 5: A hub airport with 4 runways

Image of the 4 runway hub. For larger versions of this and the other two runway options see <http://www.airportwatch.org.uk/?p=16982>

Birmingham Airport publishes proposals for its future growth – including 2nd runway – to the Airports Commission

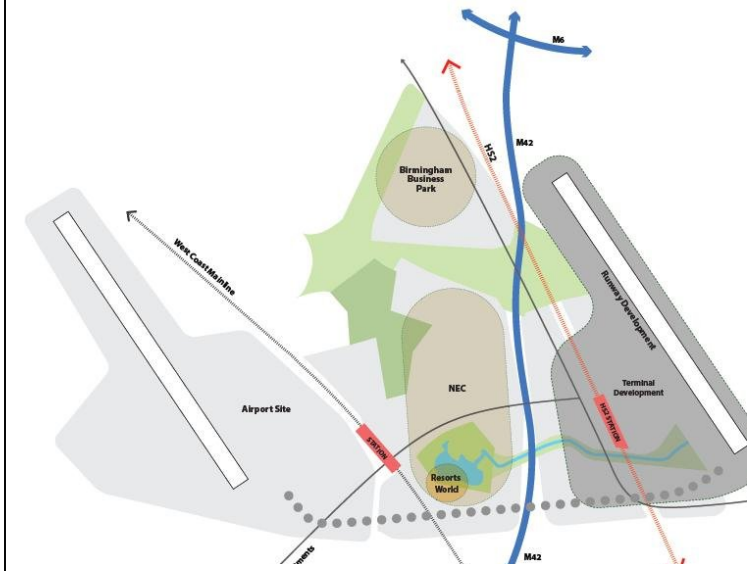
Birmingham Airport has made its submission to the Airports Commission on its future growth plans. It hopes to grow from 9m passengers a year now to 70m, (the size of Heathrow currently) while allegedly reducing the number of people affected by night noise. They are aware that the

Commission is looking at the number affected by noise in the proposals submitted. Birmingham

airport says its current runway extension will allow it to handle 27m passengers a year and it has the potential for a 2nd runway to be built some time after 2030 – if the demand required it – costing under £7 billion. The airport estimates that by using the new runway for night flights, it would remove over 13,000 people from the 57dB night noise contour.

Appendix A3

Indicative map of proposed second runway location [2013]



Birmingham airport say they have support from a large number of businesses in the area, and are well placed for business travellers who are keen to avoid Heathrow and get direct flights to Birmingham. “We have recommended to the commission a network of great long-haul airports to serve Britain’s great cities. Our proposals show that Birmingham Airport is in a position to sit at the heart of this network, serving a valuable catchment area and

relieving pressure on congested airports in the South East.” <http://www.airportwatch.org.uk/?p=3917>

Birmingham's proposal is at

<http://www.balancedaviationdebate.com/pdf/Birmingham%20Airport%20public-hr.pdf>

Foster & Partners submit their Isle of Grain airport scheme and Boris courts Chinese and South Korean backers

Sky News reported that advisers to Boris have held initial talks with wealthy foreign institutions including China Investment Corporation (CIC) and officials in South Korea about the Isle of Grain, Thames Estuary hub airport project.

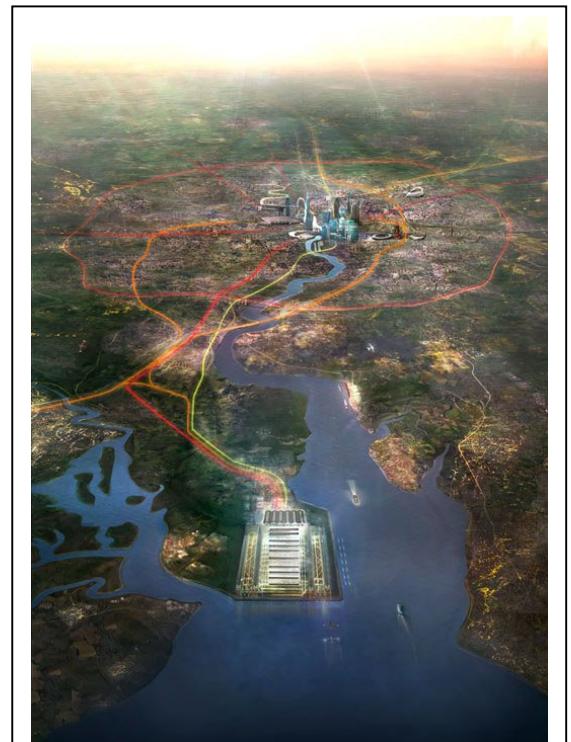
Boris now prefers the Isle of Grain as the location site for an airport, rather than “Boris island”. Other institutional investors including City-based pension funds and infrastructure firms are also understood to have told the Mayor’s advisers that they would consider putting long-term capital into the Isle of Grain scheme, which has been called the Thames Hub Airport.

Boris is understood to be determined to identify as much private sector funding as possible for a new airport, whereas his principal aviation adviser, Daniel Moylan, is said to be keener on the idea of government financing. On 19th Foster & Partners submitted the Isle of Grain airport scheme to the Airports Commission. Chinese backers are being courted for a number of new UK projects, including a new ‘super-sewer’ under London.

<http://www.airportwatch.org.uk/?p=2165>

Foster's proposal is at

<http://www.fosterandpartners.com/ThamesHub/>



See larger version at

<http://tinurl.com/thameshubfoster>

Gatwick 2nd runway could bring ‘mega-city the size of Brighton’ to north Sussex

July 29, 2013 During a recent West Sussex County Council debate on a motion to support ‘in principle’ a second runway at Gatwick it was pointed out that the plans would lead to a huge amount of housing built across swathes of the Horsham district, creating a ‘mega-city’. Councillor Bill Acraman (Con, Worth Forest) predicted a mega city in the north of Sussex equal to the size of Brighton, stretching across the north of the Horsham district, sprawling from Broadfield in Crawley to Forest Row. He said that the A264 and A272 would probably need to be brought up to motorway standard, and asked whether the infrastructure improvements needed would ‘magically appear’. “You can tear up the Neighbourhood Plans,” Mr Acraman said.

The county council approved the motion by 42 votes to 10 with 12 abstaining last Friday, days before Gatwick made its submission to the Airports Commission public. Another councillor said if Heathrow got a new runway “and we do not have one at Gatwick I think the economy of this county will be seriously threatened.” The Gatwick Area Conservation Campaign (GACC), which is campaigning against the environmental impact of a second runway, remains firmly opposed to Gatwick’s plans, and will be holding a policy seminar on 25th October.

<http://www.airportwatch.org.uk/?p=3969>

Newcastle airport produces new draft master plan for increasing number of leisure passengers

Newcastle Airport published a master plan in 1994, and another in 2003. That predicted by 2030 it might have 9 million passengers. There is now another draft master plan, out for consultation until 31st October, which anticipates perhaps 8.5 million passengers by 2030 (DfT anticipates around 6.3 million). They want to grow passenger numbers from the 4.4 million by 2030 and increase aircraft movements from 62,200 to up to 87,500 – making it one of the UK's 10 biggest airports.

There are the usual predictions of more jobs (they say the airport now “supports” (vague term) 7,800 jobs across the region and by 2030 this will rise to 10,000. The airport hopes to develop 2 business parks on land south of the runway – one to extend existing aviation-related activities such as freight, and a new site for offices. They say these have the potential to deliver “thousands more” jobs. The airport says it contributed £646m to the regional economy in 2012, and by 2030 it is estimated that this figure will “more than double.” In 2005 some 22% of passengers were on business; by the 2009 CAA air passenger survey, it was only 20% on business. ie. 80% of passengers are leisure, contributing to taking their holiday money out of the UK. <http://www.airportwatch.org.uk/?p=3910>

3rd runway would kill historic opportunity to improve noise climate for Heathrow residents

HACAN – (the Heathrow Association for the Control of Aircraft Noise) – has produced a short report that shows how, contrary to the claims made by Heathrow Airport on how quiet planes are getting, an increase in the number of aircraft using the airport will only result in more noise for those under flight paths. Any improvements that could be made by use of slightly less noisy planes will be negated by a 3rd runway due to the huge increase in the number of planes. A 3rd runway would allow over 700,000 flights each year, up from the current ceiling of 480,000. The way aircraft noise is measured, one Concorde followed by 3 hours and 58 minutes with no planes is said to be as disturbing as 4 hour’s worth of non-stop noise from Boeing 757s at a rate of one every 2 minutes. That is manifestly not the way people under flight paths experience the noise. Heathrow are trying to get backing for their runway plans by saying a 3rd runway would result in an overall reduction in noise for Londoners. <http://www.airportwatch.org.uk/?p=3868>

Munich campaign hands in 80,000 signature petition against 3rd runway to state parliament

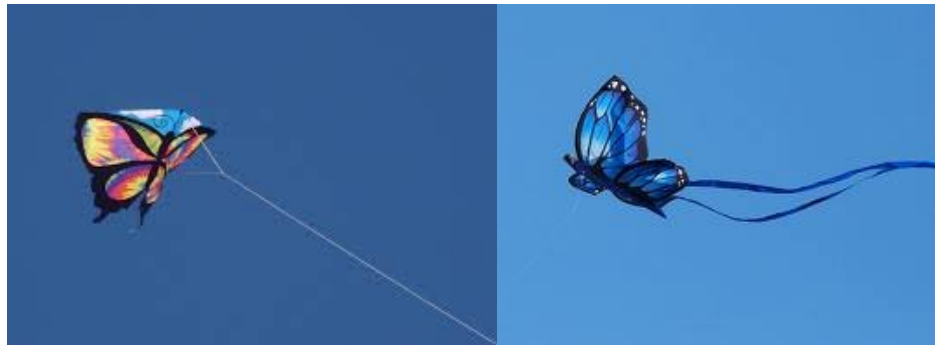
On 17th July, the BUND Naturschutz (the largest environmental organisation in Germany) and the "AufgeMUCkt" Action Alliance handed in a petition to the state parliament against the construction of a third runway at Munich Airport. Nearly 80,000 people have signed the petition from all over Bavaria. The petition was handed to the Chairman of the Economic Committee (CSU) and someone from the Environment Committee at the parliament. The campaigners asked the politicians to please take note of the will of the people and decide against allowing a new runway.

One campaign leader, Helga Stiegl Meier explained that, among other things, the number of aircraft movements at Munich Airport has been stagnant for years, which she said proves that there is no need for a 3rd runway. Another spokesman said the region has no need of further aviation expansion, and sustainable transport in Bavaria is facing very different challenges, such as future supplies of cheap oil. The new parliament will have to decide after the state elections in the autumn on a third runway. <http://www.airportwatch.org.uk/?p=2131>

Notre-Dame-des-Landes: occupation du ciel (occupation of the sky) on weekend of 3rd and 4th August

Notre-Dame-des-Landes : les anti-aéroport ouvrent des ateliers de cerfs-volants (= kite workshops)

To show the opposition to a new Nantes airport at Notre Dame des Landes continues (though the airport progress has been seriously slowed down and is no longer headline news for a while) there will be a



huge "occupation of the sky" at NDDL, with thousands of kites flow (wind permitting). "Like the earth, the sky of Notre Dame des Landes will remain free".

<http://7seizh.info/2013/07/28/notre-dame-des-landes-occupation-du-ciel-le-3-et-4-aout/>

Southend Airport boss, Alistair Welch, quits – reason not disclosed

In a surprise announcement, managing director Alistair Welch, who has led Southend airport since before the Stobart Group bought it for £21 million in 2008, said he would leave at the end of July. Paying tribute to Mr Welch Stobart Group boss, Andrew Tinkler, said a team had been put in place to ensure the smooth running of the airport and its continued success. Roger Clements, who has been working for Stobart Air for some time, will take over as managing director in August, with David Lister as airport operations director and Graham Moorhouse as chief financial officer.

Andrew Tinkler said: "The transformation of the airport has been led by Alistair Welch, who has been supported by a dedicated, hard-working team. Alistair has decided that, with the redevelopment of the airport all-but complete, the time is now right for him to move on to new challenges." Mr Welch has overseen installation of a new control tower, railway station, runway extension and terminal, attracted EasyJet to use the airport, got a massive increase in passengers and flights, and the one millionth passenger. Mr Welch was "unavailable for comment."

Reason for his leaving not publicised nor information on his next move.

<http://www.airportwatch.org.uk/?p=3938>

**Damian Carrington's environment blog:
"Aviation is a rogue industry on a runway to nowhere"**

Damian writes that the turbo-charge to the lobbying for more airport capacity comes from the prospect of short-term economic growth, sought at any cost by the government. In contrast, the issue of the heavy and fast growing impact of aviation emissions on climate change has faded like a vapour trail in the hurricane force PR campaign. The fundamental problem is that aviation is a rogue industry, darting across international borders to escape climate justice. While paying lip service to environmental concerns, its masters use the complexity of attempting to curb the carbon emissions of a global business to avoid any curbs at all.

With many UK airports, particularly Stansted, very underused, the argument for new runways is shaky at best. But it is the global problem of climate change that is fundamental to UK aviation growth. So far the industry has cleverly used the global nature of the problem to avoid action. When the permissible CO2 emissions come to be divided up between flights, farming, factories and fuelling the UK, it's quite possible that soaring emissions from aviation are not seen as the top priority. Damian comments that, "at that point, any new runways will stand only as multi-billion-dollar monuments to the hubris of an industry accustomed to operating without constraints."
<http://www.airportwatch.org.uk/?p=2290>

**Former Cabinet Secretary Gus O'Donnell to head Frontier Economics,
which is pushing for Heathrow growth**

30.7.2013 Lord Gus O'Donnell, the former Cabinet Secretary, has been announced as the new chair of the economics consultancy, Frontier Economics. He will work one day a week, starting towards the end of this year. His role will involve seeking to change government policies on the behalf of Frontier's corporate clients, which include Heathrow airport. Frontier has been advising Heathrow on its plans for a 3rd runway and expansion. Frontier Economics produced a report for Heathrow, backing its case as the key hub airport for the UK and its expansion, in September 2011. The Frontier report claimed that London would become only Europe's 3rd busiest airport (behind Paris and Frankfurt) unless the Government freed up more capacity and enabled more direct flights to emerging markets. The Times comments on how Sir Gus is not the first senior civil servant who has been able to get a very well paid and influential job in consultancy because of their experience in Government, and their contacts there. <http://www.airportwatch.org.uk/?p=16992>

**Committee on Climate Change reminds Airports Commission of carbon
restriction on aviation growth**

In early July, Lord Deben (John Gummer), who is the Chairman of the Committee on Climate Change, wrote to Sir Howard Davies and the Airports Commission on the issue of UK aviation and climate change. He reminded the Commission that UK aviation emissions are included in the UK's target to reduce economy wide CO2 emissions by 80% in 2050 on 1990 levels. This implies a trade off between emissions from aviation and from other sectors: the higher the level of aviation emissions, the deeper the emissions cuts required in other sectors to meet the economy-wide target. The CCC has illustrated how the 80% target could be achieved through reducing aviation emissions to 2005 levels in 2050 and reducing emissions in other sectors by 85% on 1990 levels. That would mean limiting demand growth to around 60% in 2050 compared to 2005. Unless the rest of the UK economy can cut emissions by over 85% (unlikely) then aviation demand cannot grow by more than 60%. Lord Deben recommended that this should be reflected in the Commission's economic analysis of alternative investments in airport infrastructure. Each should be assessed in terms of whether it would make sense if demand growth were to be limited to 60% by 2050. <http://www.airportwatch.org.uk/?p=1959>

Report shows EU governments miss out on up to €39bn a year due to aviation's tax breaks (no VAT or fuel duty)

July 30, 2013 A report has been produced, by consultants CE Delft, for the sustainable transport group, Transport & Environment (T&E). It shows that debt-ridden EU countries miss out on up to €39bn every year from airlines not paying taxes. CE Delft found that this revenue shortfall is due to out-dated EU laws exempting international flights from fuel taxes, and from VAT, which is levied on almost all consumer goods. While every European consumer, small business and haulier has to pay on average a tax of €0.48 / litre of fuel for petrol or diesel, big commercial airlines - both those based in the EU and overseas - don't pay any tax on their fuel. This revenue shortfall totals up to €32bn a year. In addition to this EU governments miss out on €7.1bn every year on VAT which is exempt on international flight tickets.

T&E's aviation policy officer Aoife O'Leary said: "International airlines are like flying tax havens inexplicably exempted from paying the basic EU taxes every EU citizen and company is obliged to pay. Cash-strapped EU governments should seize the opportunity, collect this low-hanging fruit and generate revenues badly needed to cover their budget deficits."

However the airline industry says that without such tax holidays it would be hard pressed to turn a profit. (So much fuel used. So much CO2 generated. So little profit.) The EU consultation on state aid to airports & airlines closes 25th September. <http://www.airportwatch.org.uk/?p=3975>

2 page T&E briefing "Briefing: Does Aviation Pay its Way?"

http://www.transportenvironment.org/sites/te/files/publications/2013_07_VAT%20Fuel%20Tax%20Loss%20One%20Pager_FINAL.pdf (copy and paste whole link if it does not work)

8 page report by CE Delft July 2013. "Estimated revenues of VAT and fuel tax on aviation"

http://www.transportenvironment.org/sites/te/files/publications/CE_Delft_7B52_Estimated_revenues_of_VAT_and_fuel_tax_on_aviation_def.pdf (copy and paste whole link if it does not work)

EU Consults on State Aid to Aviation Industry

The EU has issued a consultation paper on the question of state aid to the aviation industry. At present the EU gives money to some airports to help them pay for new infrastructure. It also can provide money to airlines to start up new services. It wants to reduce the overall amount of money it gives but it still proposes to provide around €3 billion a year.

Consultation paper is http://ec.europa.eu/competition/consultations/2013_aviation_guidelines/index_en.html

This is a great opportunity for people to make their voices heard. We can argue that state aid to the aviation industry should cease. It is also a chance to argue that the tax-breaks should also come to an end. Comments should be sent by 25 September 2013 to: Stateaidgreffe@ec.europa.eu

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
- Watch plane movements in real time over the **UK FlightRadar** <http://www.flightradar24.com>
- Follow updates from the **Airports Commission** <https://www.gov.uk/government/organisations/airports-commission>
- Airports Commission noise consultation** open till 6th September <https://www.gov.uk/government/publications/aviation-noise-discussion-paper>
- For daily transport news in the UK - **Transportinfo** at <http://transportinfo.org.uk/>
- News and expert analysis on the **AEF** website at <http://www.aef.org.uk>
- Follow **AirportWatch** on **Twitter** [@AirportWatch](https://twitter.com/AirportWatch) and **Facebook** <http://on.fb.me/UoSkEx>

Bulletin compiled by Sarah Clayton - with thanks to many people for their help. 1.8.2013

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