

# airportwatch

**Bulletin No 21  
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## **Stop Stansted Expansion's Runway Ramble highlights heritage threat**

Hundreds of people joined SSE's 7th annual Runway Ramble to walk through villages and across countryside threatened by BAA's 2nd runway application for Stansted.

They were joined by County and District councillors and had a choice of three walks - designed to highlight the scale of the destruction that would be wreaked by new runway. Historic buildings, homes, countryside and ancient woodland would disappear or be severely compromised by the plans to make Stansted Airport bigger than Heathrow today.

SSE Chairman Peter Sanders said we must not forget that the impacts of a 2nd runway would have across East Anglia, with people in Essex, Hertfordshire, Suffolk and Cambridgeshire would all suffering an increase in overflying. The CO2 Group - Councils Opposed to Second Runway - represents some 6 million people across the region will be playing an active role in the public inquiry which will be held to determine the application.



## **Last chance !! Please send in a response to the Stansted 2nd Runway application - deadline 26th September**

Written representations on the application, to Uttlesford District Council, will be key to ensuring that the Inspector at the public inquiry is aware of the overwhelming concern about the plans and should be sent to:

UDC (Planning), London Road, Saffron Walden CB11 4ER, or by email to [planning@uttlesford.gov.uk](mailto:planning@uttlesford.gov.uk). Further information is [available here](#) or from the campaign office on 01279 870558.

**You don't need to send in a complicated response - one simple paragraph will be enough. Details of how to reply are at:**  
[http://www.stopstanstedexpansion.com/documents/Stansted\\_second\\_runway\\_application\\_objection.doc](http://www.stopstanstedexpansion.com/documents/Stansted_second_runway_application_objection.doc)

## **Stop Press ! 16th September**

### **Consultation begins on Heathrow equalities impact assessment**

The DfT has today begun a consultation on how airport development at Heathrow might affect different demographic groups living near to the airport. The Equalities Impact Assessment (EqIA) forms part of the Impact Assessment underpinning the 'Adding Capacity at Heathrow Airport' consultation, and seeks to establish the impact of airport development on different groups in terms of race, disability, age and social deprivation. **Consultation ends 9th November.**

Details on DfT website at: <http://www.dft.gov.uk/consultations/open/heathroweqia>

### **Conference Pledges Direct Action to Stop Heathrow Expansion**



A conference organised on Saturday 26th July by the Climate Camp, in conjunction with HACAN, NoTRAG and Greenpeace, pledged direct action to stop expansion at Heathrow. The unique conference brought together local residents, environmentalists and direct action activists to discuss what they would do if Heathrow expansion was given the go-ahead (Ruth Kelly is expected to announce the Government's decision later this year, in November or December). People at the upbeat conference effectively shifted the campaign's position from "we don't want expansion" to "we will not allow

expansion to happen." Direct action training sessions for local residents will now be organised.

### **Stavros Dimas warns that Heathrow 3rd runway will breach pollution limit**



Dan Maloney

The European Union has waded into the debate over expanding Heathrow airport by warning that plans for a third runway will "significantly" breach air pollution guidelines. Stavros Dimas, the European commissioner for the environment, said he will contact the British government over the issue, putting further pressure on ministers. He said an expanded Heathrow will miss EU-imposed nitrogen oxide targets after January 2015 - the latest possible date that it can meet the guidelines. "Technical reports underpinning the Heathrow expansion suggest that nitrogen limit values near Heathrow will be significantly exceeded in 2010, the year in

which those limit values become mandatory, and that this will be the case even after 2015," he said.

According to the Government's consultation on expanding Heathrow, the introduction of "mixed mode will result in a minor breach of pollution limits in 2015. Mixed mode would increase the number of annual flights at Heathrow from 480,000 to 540,000, while a 3rd runway could rise to 702,000 - with even larger NOx emissions. 18.8.2008

## **Boris backs City Airport expansion**

Boris Johnson has given the "green light" to City Airport plans that could see a 50% increase in flights, from 80,000 now to 120,000 a year by 2010. Newham Council delayed a decision to grant planning permission last month after Boris intervened, saying he wanted the project to meet certain conditions first. These included concerns that land earmarked for regeneration could be blighted and that the planning case for a Thames Gateway bridge damaged.

But he is now happy to back the proposal, which would see an increase in noise and air pollution to local residents. Though Boris does not have a role in making the decision,

his informal support could help its chances with the local authority and the Government.

He did at least warn that any further expansion would be "extremely difficult" to justify or support.



Green Assembly member Darren Johnson criticised the Mayor for his "totally unbelievable" position on expanding City Airport, and said the land in east London could be used far more productively for housing and for green industries, not for an airport that is just going to cause environmental problems. 12.9.2008

## **Launch of new group at Manchester - Stop Expansion at Manchester Airport (SEMA)**

The recently formed Stop Expansion at Manchester Airport (SEMA) group was inspired by the Stop Heathrow Expansion campaign. It recognises that a diversity of groups and tactics is needed to campaign successfully against airport expansion. As such SEMA will work as an umbrella organisation with the aim of including trade unionists, airport workers, residents groups, as well more traditional environmental campaigners. So far they have been collecting information on Manchester airport and will launch publicly with a lunchtime flashmob to coincide with the Labour Party conference on Tuesday 23rd September." For more info see: [www.stopmanchesterairport.org.uk](http://www.stopmanchesterairport.org.uk)

## **Public meeting about Southend Airport expansion plans**

While the new owner of Southend Airport is still not known, the airport has plans to expand so they can use bigger planes, have a boom in leisure flights, and fly 2 million passengers a year. They want a four-star hotel, extended runway and railway terminal. The airport is keen to extend the runway - and this could enable planes to fly as far as southern Spain. The consultation on the Joint Area Action Plan ended on 8th August. The next consultation, on the preferred option, will take place in from 3rd November. If the airport gets its way, this will mean much more aircraft noise and pollution, worse traffic congestion, and a lower quality of life for the people of Southend.

If you are concerned, come to the public meeting, arranged by FoE, the aim of which is to form a new single issue group to fight the expansion. (Eastwood Community Centre, Western Approaches Southend-on-sea on **Wednesday 17th September 2008** at 7:45pm). For more information, visit <http://www.seefoe.org.uk/aviation>

## AirportWatch and Campaign for Better Transport

# Conference

## "Winning the Argument, Winning the Campaign"

Saturday 25th October 2008,

in central Birmingham (close to New Street station). 9.50am - 5pm.

*Network. Share info. Learn new skills. Plot.*

This year AirportWatch is holding its annual conference in conjunction with Road Block, which is a campaign of the Campaign for Better Transport. The focus will be on campaigning, rather than policy, and the conference will bring road and aviation campaigners together - so they can benefit from each other's expertise and experience.

Road and aviation campaigners share a common challenge - how to get our message across to stop road and airport developments which wreck local environments and the global climate. Both new and experienced campaigners are invited to:

- Get a cutting edge overview of campaigning against road building and airport expansion
- Connect, share ideas, coordinate actions across road and airport campaign communities
- Try out new ways of getting campaign messages across effectively to key audiences
- Find out about sources of funding and meet funders
- Understand how to use 'new media' and develop specific skills

*There is a travel bursary for people who would otherwise have difficulty attending the conference, so if cost is a problem, feel free to apply for a refund of travel costs or fee.*

(Cost - £10 including lunch).

More details at: [http://www.airportwatch.org.uk/conferences/detail.php?art\\_id=923](http://www.airportwatch.org.uk/conferences/detail.php?art_id=923)

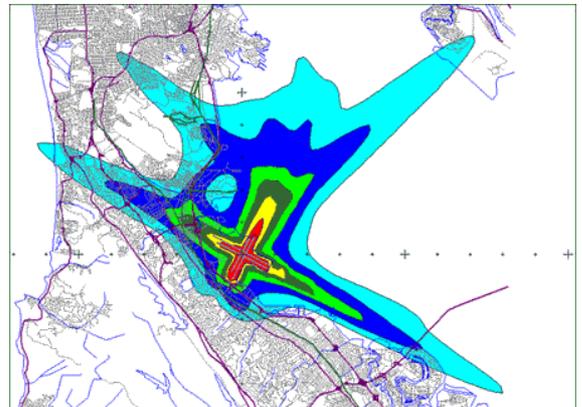
If you would like to attend, or need more information, please email [info@airportwatch.org.uk](mailto:info@airportwatch.org.uk)

## Noise Restrictions at EU Airports Review of Directive 2002/30/EC (DfT consultation)

There is a DfT consultation asking for views on the use of the Directive in the UK and on the EC's review of its operation to date, as a basis for a possible revision. They are asking about the application of the Directive, possible ways to improve it and key elements which should not be lost.

Deadline for comment - **19th September**.

Arising from US opposition to a proposed EU ban on aircraft rated as ICAO "Chapter 2" [*the terms come from annex 16 of the Chicago Convention of 1944*] for noise emissions, the EU agreed Directive 2002/30/EC in 2002. After being incorporated into national legislation, the Directive authorises airport operators to place restrictions on aircraft operations to achieve reductions in community noise. However, the restrictions must be non-discriminatory and conform to the ICAO's so-called "balanced approach" which gives equal weight to economic and environmental interests. The Directive also mandates the use of Leq-based noise metrics in justifying restrictions while permitting the use of other indicators.



Airport groups would like to see specific and absolute limits on aircraft noise for both take-off and landing, compensation for residents suffering from severe noise, and national governments and local authorities being able to apply stricter limits on aircraft noise as seems appropriate for their areas without the need to assess costs and benefits to the airlines. They would also like closer linkage to the WHO work on effects of aircraft noise, which refer explicitly to the relevance of the **number** as well as the loudness, of noise events.

In the Commission's Report it is stated that an objective is to "limit or reduce the number of people significantly affected by the harmful effects of aircraft noise." This needs to be balanced by the greater disturbance caused in tranquil rural areas, by the great antagonism caused by new routes over previously peaceful areas, and by the injustice of concentrating aircraft on ever narrower tracks. Concentration can cause serious disturbance, health problems, loss of property values and despair  
Info on the consultation on the AW website at:

[http://www.airportwatch.org.uk/news/detail.php?art\\_id=2151](http://www.airportwatch.org.uk/news/detail.php?art_id=2151)

## **Belfast City Airport (George Best) sells for £132.5m**

Belfast City Airport has been sold - by Ferrovial - for £132.5m to the ABN AMRO Global Infrastructure Fund. With the sale, the vendors have more than trebled their money in 5 years - they paid £35m for it. Completion of the sale is expected to take place towards the end of September 2008. This year, the airport is likely to be used by about 2.7m passengers. The biggest carrier is Flybe, with various UK destinations, and also British Midland.



The new owner may want to extend the runway for bigger planes or push for extra flights, which will be a sensitive issue for residents living near the airport. Back in March BAA had discussions with the Planning Service to submit plans to extend the runway by over a third of a mile. The plans were not submitted and the Airport is still in pre-application discussions with Planning, who have stated that a full Environmental Impact Assessment is required.

The local campaign group, Belfast City Airport Watch was re-launched in March, in good time for this fight. Increasingly, evidence is being published which shows that an airport should never be built in such a heavily populated location as east Belfast. Communities are now asking the question "Why is our Planning Service even considering granting permission for any further expansion of Belfast City Airport?" See the Belfast City Airport Watch website at <http://www.belfastcityairportwatch.co.uk> 7.9.2008

## **Belfast City Airport Watch survey shows schools disrupted by plane noise**

A survey of schools in the flight path of George Best Belfast City Airport reports disruption of classes and outdoor play time. But the airport says the report is scaremongering and it has not received complaints from any schools. Belfast City Airport Watch is calling on the Environment Minister to take urgent action following the results of its survey which it claims reveals that aircraft noise is causing problems for many Belfast schools. The campaign group, Belfast City Airport Watch, is calling on the Environment Minister, Sammy Wilson, to take urgent action following the results of its survey which it claims reveals that aircraft noise is causing problems for many Belfast schools.

Eighteen Belfast schools say they're concerned about the impact on their school of aircraft noise linked to George Best Belfast City Airport. Thirty schools said they would be concerned if the airport's proposed runway extension plan resulted in more air traffic. 9.9.2008

Belfast City Airport Watch website: <http://www.belfastcityairportwatch.co.uk>

## Glasgow airport: MSP says 'Back our noise cash fight'

People living under Glasgow Airport's flight path hope a sell-off of the airport could help them win compensation for their noise nightmare. West of Scotland MSP Gil Paterson wants Scots councils to buy a joint Golden Share' in the airport if it is put up for sale.

Mr Paterson says this would give them a voice in issues that affect the public, including noise pollution. Clydebank residents have frequently protested about the noise created by aircraft coming in to land at the airport, particularly at night, meaning they have lost sleep.



Data collected by a West Dunbartonshire Council monitoring post at Whitecrook showed that in a five-month period last year there were 184 breaches of maximum noise levels - 36 during the day and 148 at night. 1.9.2008

## AirportWatch Scotland to serve an ASBO on BAA for being a bad neighbour

What would you do if your neighbour blasted loud noise every couple of minutes until late in the night; pumped toxic gases into the air and generally went out of their way to be anti-social? Welcome to the world of Clydebank residents, living near Glasgow airport. Sick of BAA dismissing their complaints as "*isolated occurrences*", they've banded together and demanded BAA be served with an ASBO. Bankies [residents of Clydebank] are being asked to submit video evidence of BAA being a "bad neighbour". Dan Glass, from AWS, told the Post: "We are going to speak to a solicitor to find out exactly who within BAA we would be aiming an ASBO against." The move is part of an action plan which, newly formed, AirportWatch Scotland has created to try and make the Glasgow Airport owner listen to residents' grievances about noise levels from planes thundering over the town.

This is one of the first outcomes of the AirportWatch Scotland's '**PlaneSpeaking**' community mobilisation against airport expansion - which took place at a series of meetings in August. Whilst Clydebank slaps an ASBO on BAA, other activists are working with airport staff on 'just transition' issues. Meanwhile other locals are plotting hard, with talk of mass kite-flying or balloon-releasing activities (which could ground planes for 'health and safety'). Watch this space...

Instead of tackling the problems residents suffer from, the Scottish Parliament is pushing ahead with its National Planning Framework (NPF) expansion proposals, which would classify airport expansion as incontestable "*projects of National Interest*". The National Planning Framework will be going before the Scottish Parliament in November. It outlines infrastructure plans for the next 30 years and allows for future expansion of Glasgow Airport. The Parliament is also ignoring demands for international aviation to be included in the Climate Bill. Faced with this stonewalling, Scottish communities are growing militant. 2009 looks to be an interesting year...

If you would like to submit video evidence, or find out more about **AirportWatch Scotland**, email: [Scotland@airportwatch.org.uk](mailto:Scotland@airportwatch.org.uk) or call 07957 385650. <http://www.airportwatch.org.uk/scotland>

## Bristol International Airport Expansion programme

Stop Bristol Airport Expansion Campaign (SBAE) is expecting imminent expansion through Permitted Development applications. There is one PD application for increased car parking on the North side and a further application expected for the South side, plus relocation of the fire station. Meanwhile the Walkway application is still stalled with the District Councillors decision of 14th May still standing -that a full planning application is required. Councillors opposed it, especially because it circumvented them putting on conditions and raising section 106 money through the application.

BIA has made it known that a CLOPUD [*Certificate of lawfulness of proposed use or development - Town and Country Planning Act 1990*] may be used in order to get the Walkway development. The Government Office of the South West (GOSW) stated that an Environmental Impact Assessment is not required for the Walkway. Stop Bristol Airport Expansion Campaign is looking at taking GOSW to the European Complaints Commission.

In the background there is a large planning application looming, for which the scoping application was filed with North Somerset Council last week. It outlines expansion which was larger than previously shown in the BIA Master Plan published in 2006. The proposals cater for 10 million passengers per annum by 2016, (up from almost 6 million now, and 9 million in the Master Plan) with apron extensions for 33 aircraft, more walkways and more car parking on Green Belt.

It's going to be a very busy autumn.

See SBAE's website: <http://www.nobristolairportexpansion.co.uk>

## Bristol Airport aims to improve green credentials - with a wind turbine

Bristol International Airport is finalising plans for a wind turbine, which might produce 10% of its electricity. The airport wants to site a 20-metre (65-foot) turbine between the old and new terminals. The turbine proposed would create about 1.5-million kilowatt hours of clean energy each year for the airport. The plans come as the airport prepares its £80-million expansion plans. In November, it will submit a planning application to increase passenger numbers from 6 million a year at present to 9 million a year by 2015.

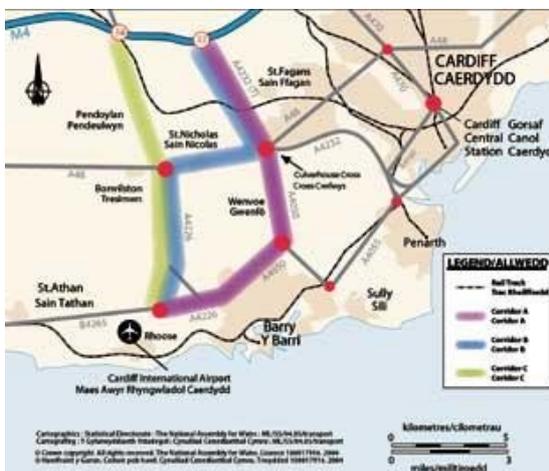


It also wants cooking oil to be recycled into fuel for its ground operations vehicles. According to one commentator, "Do the powers that be at the airport think one turbine can offset the emissions from the hundreds of planes flying in and out every day, or the thousands of cars ferrying passengers to and from the terminals every hour?"

Meanwhile there will soon be a planning application for a huge increase in passenger numbers. 3.8.08

## Outrage in Cardiff at plans for link road to airport

Options for a proposed link road to Cardiff International Airport, one of which cuts through a Barry Golf Course, has sparked a wave of opposition. The three options for the new road have been put forward on behalf of the Welsh Assembly Government, in a bid to deal with growing levels of traffic to and from the airport.



PLANS: The three options for a proposed link road to Cardiff International Airport

The first option is a new road from the M4 at Junction 33; the second is a corridor from the M4 at junction 33 via the A48 and the A4226; and the third is a road from the M4 at Junction 34 via the A4226. Residents of areas in and around the possible routes are furious. There are concerns that the roads would be environmentally damaging, and could increase the risk of flooding. Opponents say the roads are unsustainable, at a time when governments worldwide are joining the fight against carbon-based emissions and building such a road will not satisfy the objectives set by the Welsh Assembly Government. 8th August 2008.

## Manchester Flashmob on Tuesday 23rd September - 12.45pm



There will be a lunchtime Flashmob in Manchester against airport expansion - to coincide with the **Labour Party Conference**. It will be at **Albert Square, outside Manchester Town Hall** - at 12.45pm (sharp!).

The Flashmob is to protest against the expansion of Heathrow, Manchester and all UK airports. Manchester Council own 55% of Manchester Airport Group, who in turn own 4 airports around the country - all of which have barmy expansion plans. And, nationwide, the Labour Government is pushing the biggest-ever programme of airport expansion.

The Flashmob is also the public launch of the newly-formed **Stop Expansion at Manchester Airport** group (SEMA). If you're in the area, come and join in. Turn up outside Manchester Town Hall and, at **precisely** 12.45pm, reveal your red T-shirt. Keep it covered before hand! It will all be over by 1.00pm.

### 3 ways to get your free 'Stop Airport Expansion' T-Shirt:

- 1). Email [info@stopmanchesterairport.org.uk](mailto:info@stopmanchesterairport.org.uk)
- or 2). Meet at Friends Meeting House (Mount St) at 12.15pm and collect one, or
- 3). Make your own! Or just wear a red T-shirt! For more info see: [www.stopmanchesterairport.org.uk](http://www.stopmanchesterairport.org.uk)

## DEFRA Consultation on draft local air quality management guidance

DEFRA is conducting a review of how Local Authorities manage local Air Quality. The large consultation includes a 300+ page technical guidance but only a paltry three paragraphs on the impact of airports on air quality. This is because, as the DEFRA guidance suggests, Local Authorities have virtually no power to enforce Air Quality Management conditions on airports. They are directed to work with airports to reduce the associated impacts - i.e. people driving to the airport. This effectively means that, whilst other industries can be subject to operational restrictions in order to meet Air Quality targets, the aviation industry is exempt. Requirements to assess PM10 particulate matter are also to be dropped, and the requirement to assess other damaging gases relaxed, unless the airport carries over 10mppa.

If you would like to respond to the consultation, which closes on the **26<sup>th</sup> of September**, you can find a link to the consultation document here:

<http://www.defra.gov.uk/corporate/consult/airqualitymanage-guidance/index.htm>

## Transport select committee invites comments on use of air space

Call for written evidence - interested parties are invited to submit evidence - by **6th October 2008**.

The House of Commons **Transport Committee** is conducting an inquiry into the use of airspace. The Government projects that the number of passengers passing through UK airports each year will grow from 228 million in 2005 to 490 million in 2030 if demand to travel is unconstrained by airport capacity. UK airspace, particularly in the South East of England, is already some of the most congested in the world and is nearing capacity. NATS must be capable of meeting any reasonable level of overall demand, and is due to implement new airspace designs for existing traffic in the South East in 2009. The Committee are seeking responses to a series of questions, such as "What changes to the management of airspace could be required as a result of the additional airport capacity outlined in the 2003 White Paper?". Details at:

[http://www.parliament.uk/parliamentary\\_committees/transport\\_committee/trans07\\_08pressnotice59.cfm](http://www.parliament.uk/parliamentary_committees/transport_committee/trans07_08pressnotice59.cfm)