

## Government and BAA confirm there will be NO NEW RUNWAYS at Heathrow or Stansted



*Runway 3: Dead and Buried: RIP*

The new Coalition government, shortly after coming to power, sealed their opposition to new runways at either Heathrow or Stansted. BAA was then forced to also confirm that plans are shelved. Both sets of runway plans are firmly dead and buried, as both the Conservatives and the Lib Dems had firm manifesto pledges to scrap runway plans. For the residents living in Sipson and the other villages affected at both Heathrow and Stansted, who have lived with so much uncertainty in recent years, blighted by the plans and threatened for so long with the total destruction of their homes, the task is now to regenerate their communities and celebrate their victory. <http://bit.ly/bOq8ge>

Stop Stansted Expansion had their victory celebrations on 24th May, and there are some great photos at <http://bit.ly/a1OLws>



*Stansted Second Runway? NEVER !*



*SSE: We STOPPED Stansted Expansion !*

At the celebrations, Peter Sander (Chairman of SSE) was asked whether SSE was responsible for this outcome, or whether it was due to other changes, such as the economic recession or the increasing recognition of the dangers of climate change. Part of what he said was: "Just imagine what would have happened if there had been no opposition, if there had been no SSE. In the ATWP the Government had spoken of the second runway being up and running, or down and running, by 2011/12 - a year from now. There is only one reason why this appalling timetable hasn't been achieved, and that is because of the strength of our opposition, and the opposition of our allies in local government and in the environmental and civic organisations that have worked with us. We tackled the Government, and BAA, on every front, on every issue. We never let them get away with anything. In the end they were so scared of legal challenges that they took months, years, to make decisions. Without our opposition, and that of our allies, the Government would have steamrolled its plans through and we'd have been facing a second runway next year." <http://www.stopstanstedexpansion.com/>

## **John Stewart, AirportWatch Chairman writes:**

Within days of taking office the new Government announced that it would scrap plans for the third runway at Heathrow and block plans for new runways at Stansted and Gatwick. It will take some months for the Government's wider approach to aviation to emerge. But this is a time of opportunity for campaigners. New Ministers are possibly prepared to look at matters with fresh eyes. There are indications that whatever replaces the 2003 Aviation White Paper, effectively killed off with the Heathrow judgement in the High Court, will be less aggressively expansionist. Although the new Secretary of State, Philip Hammond, has ruled out a moratorium on airport development until a new policy is in place, he has signalled that he would like to do something about short-haul flights, seen as easier to replace than long-haul flights.

This is very different language than we were getting from the previous Labour Government. It could signal a more responsive approach to long-standing concerns of campaigners on things such as the way noise is measured. The new Government hasn't yet indicated what sort of climate change targets, if any, it will expect aviation to meet. In short, there is still all to play for. And the victories at Heathrow and Stansted will give hope to campaigners across the country – and indeed across Europe – that, however grim the situation may seem, victory is possible. Ten years ago, the aviation industry, backed by an expansionist Government, was confident of getting at least two new runways in the South East. All that has now changed. Let's take heart from it!

## **Heathrow's 3rd runway is grounded but regional airports plan expansion**

Though there will be no new runways in the south east at least during the next 5 - 10 years, and no runway at Gatwick till 2019 at the earliest, the battle against UK aviation expansion is far from over. Regional airports have ambitious plans, and the Coalition government has no stated policy on growth at regional airports, prepared to allow them to grow by stealth.

Birmingham airport is eager to capitalise on the lack of a new Heathrow runway, and wastes no opportunity to advertise its spare capacity and eagerness to take passengers away from London airports. While many proposed airport expansions are stalled, an extended terminal and increased passenger capacity has just been approved for Bristol airport, the terminal at Liverpool John Lennon airport is midway through expansion and Manchester has ambitious expansion plans. There is a brief summary of some of the things in the pipeline at regional airports to watch out at <http://bit.ly/bX7NRt> The recent Heathrow judicial review judgement has profound implications for regional aviation and airport expansion across the country, and we will be hearing a lot more on this later this year.

## **Judgement by High Court on Heathrow and its implications**

### **The Air Transport White Paper of 2003 is dead**

On 26th March, Lord Judge Carnwath ruled that government plans for a third Heathrow runway did not hold any weight, and government claims to the contrary were 'untenable in law and common sense'. The implications are profound, not just for Heathrow but for airport expansion plans across the UK because the ruling says that the 2003 Air Transport White Paper (ATWP) – the foundation of expansion plans across the country - is obsolete because it is inconsistent with the Climate Change Act 2008. The government attempted to say it has not lost the argument, but on 20th April the award by the High Court of 60% of costs proved that the campaigners had indeed scored a significant win. The judge said to campaigners "Frankly you are entitled to say you have won substantially." He ordered the DfT to pay their own costs plus 60% of the opponents' costs.

Since 2003, all main airports in the UK have based their case for expansion on the 2003 ATWP. The ATWP did not take account of climate change, and the legal ruling now means that government can no

longer argue that climate matters are dealt with separately. Now that two key planks of the White Paper, new runways at Heathrow and Stansted, have gone the ATWP no longer holds up and can no longer be the basis for expansion. Airports attempting to expand, based on the old logic of the ATWP, are now liable to legal challenge. The recent approval of expansion plans at Bristol airport may be the first test case for challenge of the new Coalition Government's policy on aviation expansion.

## **We are calling for a new fully integrated UK transport policy**

The UK therefore now has no effective airports or aviation policy. A new National Policy Statement on airports is due to be drafted by early in 2011, but this is not an aviation policy. AirportWatch, through its coalition of member organisations and groups, is calling for a new fully integrated transport policy, which includes aviation and takes proper account of climate change.

## **Stop Stansted Expansion embarks on a final mission: "NEVER AGAIN ... but we'll settle for 50 years"**

SSE has launched the final stage of its campaign against major expansion at Stansted. The new initiative's key message is 'NEVER AGAIN ... but we'll settle for 50 years' ... and the objective is to secure a commitment that no additional runways will be permitted at Stansted until 2060 at the earliest. People in the area have suffered from uncertainty and repeated runway threats for 50 years, and they feel they deserve the guarantee of being left in peace for 50 more. 1.6.2010 <http://bit.ly/dBoMdS>



## **Airplot Deeds handed in to Downing Street. Celebrations that Airplot's defences will no longer be needed**



*Anna, Ben and Linda handing in the Deeds to No 10*

Now that the Heathrow 3rd runway has been scrapped, **Airplot**, the piece of land slap bang in the middle of the proposed runway site, collectively owned by thousands of people from around the world, probably won't now be needed. To celebrate the government decision, the deeds for Airplot with around 90,000 beneficial owners, were handed in to Number 10 to both David Cameron and Nick Clegg. <http://bit.ly/c4rz0K> has the video clip. Greenpeace planned to use the land to create a significant legal headache for any government which tried to build the runway, and to defend it if necessary. But now it seems we won't have to. The winning entry - a spectacular earth pyramid to be constructed at very low cost - can be seen at <http://bit.ly/c6fk0u>

## **New Government announces 'Airports Bill' in the Queen's Speech**

On 26th May a new **Airport Economic Regulation Bill** was announced in the Queen's Speech. No details were given about the bill's contents and it was merely referred to as a bill to 'reform the economic regulation of airports to benefit passengers' by promoting competition among airport operators. It aims to "develop a new vision for a competitive aviation industry, supporting UK economic growth and designed within the constraint of the existing runway infrastructure". It will perhaps break up BAA's dominance. The bill may allow airport operators to set their own charges for airlines, and it will drive investment in airport facilities. The government appears to want better airports, rather than just larger one. <http://bit.ly/beGGh4>

## **Bristol Airport expansion given go-ahead and campaigners demand a public inquiry**

Plans to expand Bristol Airport were finally passed by North Somerset councillors on 24th May. The £150m scheme was recommended for approval by 10 votes to 2. It would allow for a 60% increase in passenger numbers up to 10 million per year, from the current level of 5.6 million. <http://bit.ly/bIc5qz> More than 5,500 comments were submitted during a consultation of which 5,180 objected to the plans.

The approval will have to be referred to the new Sec of State at DCLG, Eric Pickles, because some development is on green belt land. SBAE believe are calling a public inquiry because expanding Bristol Airport has major implications for the region's economy and for the country's climate emissions. These must all now be taken into account. The Bristol decision is the first since the Heathrow judgement that rendered the Air Transport White Paper out of date, and there is currently no valid policy to support the approval granted to the airport, leaving the decision open to legal challenge. It will be the first to test the new post-ATWP situation. <http://www.stopbia.com/>

Stop Bristol Airport Expansion is currently raising money to help fund a legal challenge. Any sum will help and there is information how to do so at <http://www.stopbia.com/donate.php> To join the clamour to get this application called in, you can write to Eric Pickles at: [picklese@parliament.uk](mailto:picklese@parliament.uk), More details about how to do this and what to say are at: [http://www.airportwatch.org.uk/news/detail.php?art\\_id=4133](http://www.airportwatch.org.uk/news/detail.php?art_id=4133)

Stop Bristol Airport Expansion (SBAE) have put together a summary of the 10 reasons why this expansion is wrong, will create environmental problems and even damage the wider UK economy. For example on the tourism deficit, 80% of the passengers using Bristol airport are leisure users, taking their money out of the country, and for every passenger who flies in to Bristol airport 6 fly passengers fly out. And Bristol Airport's growth rate since 2000 has been huge, rising from 2,124,000 passengers in 2000 to 6,229,000 in 2008. This is well over double the national growth rate for airports, which is 5%. The sustainable rate of growth in line with fuel efficiencies and technological improvements is recognised as 2% by the Environmental Select Committee of the House of Commons. <http://www.stopbia.com/action.php#tenshockingfacts>

## **Climate protest by Plane Stupid briefly closed Manchester Airport**



*Chained onto the plane*

Six protesters from Manchester Plane Stupid managed to cut through a perimeter fence at Manchester Airport on 24th May at around 7am, and chained themselves to the wheels of a plane. Flights were suspended for 20 minutes. They were demonstrating against the recent decision to expand the World Freight Terminal - which will involve the demolition of historic homes on Hasty Lane. A further 10 environmental activists blocked the road entrance to the World Freight Terminal using tripods. Following the recent decision to stop expansion at Heathrow, Gatwick and Stansted airports, the aviation industry is likely to look to regional airports such as Manchester to increase profits. Plane Stupid said the proposed expansion of the freight terminal makes no sense, economically or environmentally. The existing capacity is not fully utilized and an expansion would simply be a stepping

stone to expansion of the airport as a whole, which would be an environmental disaster. "With the planet on the verge of climate breakdown it is essential that the real cost of aviation expansion is taken seriously – currently emissions from aviation are not included in Manchester City Council's Climate Change Action Plan." Photos at <http://www.indymedia.org.uk/en/2010/05/451934.html>

## and SEMA's elephant attended a Council meeting

On 19th May 2010, new councillors were greeted with a giant inflatable elephant at Manchester's town hall. The 8 metre long animal was used to remind councillors that Manchester Airport is still the 'elephant in the room' when it comes to Manchester's climate change action plan - as the council have refused to include the emissions from flights in their carbon reduction targets.



Members from Stop Expansion of Manchester Airport (SEMA) handed out flyers to councillors and the public warning that the council's climate change plans are undermined by the omission of the airport - especially considering that Manchester City Council owns 55% of Manchester Airport Group (MAG). Manchester Airport plans to become carbon neutral by 2015 but this doesn't include the emissions from the flights. A SEMA spokesman said there is a tourism deficit in the Northwest of England amounting to £2.2 billion. That means that £2.2 billion more is being taken out of the region than is being brought in by visitors, so the argument that the airport is good for the economy and jobs is unfounded. SEMA believe investment in low carbon industries and rail will be better for the city and want a new debate about the airport and exactly how beneficial the airport really is to the region. *More pictures of the elephant on Indymedia at <http://bit.ly/dpPICE>*

## Local farmer wins appeal to block Carlisle Airport freight development

Cumbrian farmer, Gordon Brown, on 19th May finally won his legal fight to overturn planning approval for the £25 million redevelopment of Carlisle Airport. The Court of Appeal quashed a decision by Carlisle City Council to allow Stobart Air to build a haulage depot and create a passenger and freight hub. Lord Justice Sullivan said Carlisle should have insisted on a full assessment of the environmental impact not just of the freight facility, but also wider plans, still on the drawing board, for the wider development of the regional airport. Although the council insisted that it would carry out such an assessment before any wider planning consent was granted, the judge said that was not good enough and construction of the freight facility might give the developer "a foot in the door". Stobart was granted permission in December 2009 and is now looking at sites outside Cumbria. The council must now urgently reconsider the matter and faces considerable legal bills. <http://bit.ly/bmJ8W1>

## Plane Stupid subvertises the aviation and travel industries with a wave of stickers



*Huge emissions (pardon the spelling)*

On 22nd and 23rd April, there was a 48 hour "Get Your Sticker On" subvertising challenge across the country, organised by Plane Stupid. The aviation industry spends millions every year telling us that we're no good to anyone unless we keep flying with them. So PS felt it was time to hit back! Like tobacco adverts, aviation advertising needs to become a thing of the past. But until then, adverts can be seen as fair game. With the slogan "Get out there and stick 'em up" teams in towns across the country stickered posters, adverts or billboards, and the results can be seen at <http://bit.ly/betktv>

There were some amazing entrants for the competition, with evidence of stunning creativity and panache. With categories of Most Creative, Most Quantity, Most Ridiculous and Most Audacious - the winner of the last category being Team Kamikaze, who took on the giant Cathay Pacific billboard opposite Algate East station. As traffic on the A11 patiently watched from the traffic lights, gentlemen dressed as workmen in hi- viz jackets walked along a hardboard fence and stuck up their addition of 'Huge Emmissions' (sic) then slipped quietly away into the dawn without incident, despite having to cycle back with a ladder under their arms. See photos at <http://bit.ly/aQ0mnx>



*"Climate Change Kills - take down this advert"*

## **Icelandic volcano managed to ground UK flights for almost 6 days - peace and quiet and several good nights' sleep for thousands**



The Icelandic Eyjafjallajokull volcano did more to temporarily reduce flights than all the campaigning in history. There is a good video to demonstrate the hideous explosion of flight when northern European airspace reopened. (It is a bit slow to load, but worth the wait ...) The flight data is courtesy of [flightradar24.com](http://flightradar24.com) and covers a large fraction of Europe. There are a few gaps (most noticeably France) and no coverage over the Atlantic, but the picture is still clear. The ash returned briefly around 17th May. UK airports lost around 20% of their month's passengers.

Scientists have warned that this could be the start of decades of Icelandic volcanic activity. In the past, Icelandic eruptions have occurred in 140 year cycles, and we may now be approaching an active phase, after 50 years of quiet. Eyjafjallajokull could carry on for many months — and possibly years. 4 other volcanoes that may erupt are Katla, Grimsvotn, Hekla and Askja. There is also the Laki fissure volcano, which had a massive eruption in 1783. <http://bit.ly/ckoJrs>

### **Public reactions at Gatwick to the absence of aircraft noise during the ash crisis**

GACC circulated by email a questionnaire on impressions of the unexpected period of quiet caused by the volcanic ash. It was sent to 40 parish councils around the airport, and also to 22 environmental and amenity groups, and to three airport-related groups. Most respondents said they had seen as a substantial environmental benefit. The responses show that, for 6 days, peace was restored to the countryside around Gatwick. Older people commented that the world had gone back to what it was like in the 1930's. It was a less fraught world with blue skies and birdsong, where one could talk to one's neighbours without constant interruptions and sleep more soundly at night. It was a reminder of how life would be if aircraft had not been given exemption from the laws limiting noise which apply to every other industry. One comment was: "It shows that aircraft noise has crept up on communities so that only when total peace is restored do people realise what they have lost as a result of airport expansion." <http://bit.ly/c1m4iK>

### **Birmingham Airport says it "Offers Solution to the 'Heathrow Problem' "**

Birmingham Airport's CEO, Paul Kehoe, wasted no time in putting in his plug about the airport benefiting from the decision to scrap plans for a 3rd Heathrow runway. The airport says it now handles 9 million passengers per year, and there is enough spare capacity to take another 9 million passengers immediately – and another 21 million passengers in future years, with its runway extension, for which Planning Consent has already been given. Its Master Plan has a figure of 27 million passengers by 2030.

Paul Kehoe says: " .... Euston is only 70 minutes from Birmingham Airport and Virgin Trains has expressed a desire to reduce this to 59 minutes. With HS2 in place this becomes 38 minutes. Even now the majority of Londoners could probably get to Birmingham as quickly as they could reach Heathrow's check-in desks. It just needs people to think about their journey in a new way, and not to be bound by old habits." <http://bit.ly/8XRMOj>

Plans for a £32 million diversion of the A45 to allow the runway extension to be built have won Birmingham City Council's backing. Council leaders agreed to pay half of the cost after seeking legal advice, though there had been questions whether the council had the powers to make a £16 million contribution to Solihull Council to get the A45 scheme off the ground. Lawyers said Birmingham could go ahead, and felt there were other transport benefits. Campaigners have now put in a FoI request to Birmingham City Council on the £16 million they have said they will pay to move the A45, which is effectively state aid for the airport. [http://www.airportwatch.org.uk/news/detail.php?art\\_id=4006](http://www.airportwatch.org.uk/news/detail.php?art_id=4006)

### **Southend holds a Carnival Against Corruption - and is on its way to the Courts**

SAEN have been mounting such a determined campaign against the expansion plans of Stobart that the local Tory MP is insisting that they disband- on the basis that no one should campaign against a project that the council have approved ! The airport's plans for a runway extension - probably largely for air freight - were finally given government approval on 19th March. SAEN are challenging the decision in the courts, and are raising funds to mount the legal challenge - they have three months from 19th March to do so. <http://www.saen.org.uk/> SAEN, the residents' anti airport expansion group, organised a small Carnival Against Corruption to highlight the undemocratic way Southend Council has dealt with the airport's expansion. There is real concern that Southend Council has ignored the views of local residents and pursued an agenda of supporting big business at the expense of ordinary people, the environment and common sense. As fast as posters for the carnival were put up, the council ripped them down.



*"Resistance is Fertile"*

### **Plane Stupid targets Red Bull-sh\*t over London City Airport plan**

In opposition to another private jet runway at London City airport, sneaked in by support for the utterly mad Red Bull flying races, Plane Stupid deposited a large mound of manure outside the south London HQ of soft drink giant Red Bull. Three activists, dressed as 'avenging air hostesses' in Red Bull's colours, crowned the mound with placards reading: 'Red Bull-sh\*t', 'Red Bull gives you (plane) wings' and 'No second runway by stealth.' The move was prompted by the revelation that Red Bull has applied for planning permission to build an aerodrome opposite London City Airport. 26.4.2010 <http://bit.ly/bCXxyJ> There are growing fears that the company is working with London City Airport and Newham Council to introduce a new heliport and permanent runway for private jets through the back door.' The Red Bull air races are a sort of pointless air race, around obstacles. They take place in a different location each year. Details at [http://en.wikipedia.org/wiki/Red\\_Bull\\_Air\\_Race\\_World\\_Championship](http://en.wikipedia.org/wiki/Red_Bull_Air_Race_World_Championship)



It has now been announced that the date for the Judicial Review of the Newham Council decision to allow approval of City Airport's plans to expand to 120,000 flights per year will now be held on 18th - 19th November, at the High Court in the Strand in London. The London Assembly's Environment Committee meeting on City Airport has now been deferred to an unknown date in the autumn. The deferral of the

June meeting enables the Committee to conduct further background work, including a site visit. It also allows the Committee to await the outcome of the current JR of the decision and assess how it will impact on operations at the airport. <http://londoncityairportfighttheflights.blogspot.com/>

## **Farnborough Airport opponents check in for 28 days of public inquiry**

The public inquiry into Farnborough's expansion plans started on 26th May. The airport wants to increase in the total number of business aviation movements from 28,000 to a maximum of 50,000 movements per annum, including an increase in the number of business aviation movements at weekends and Bank Holidays from 5,000 to 8,900 per annum. The airport is banking on policy in the Air Transport White Paper of 2003, which is out of date after the Heathrow and Stansted runway cancellations. The Heathrow judgement said the Climate Change Act must be taken account of, and this was not in the original Farnborough permission. TAG aviation, owners of Farnborough, predictably argue that the increase in movements would bring significant economic benefits to the UK, the region and the local area, including Rushmoor, secure existing jobs and they even estimate it will create 1,880 new jobs. Heard that before? Each private aircraft using the airport has, on average, just 2 - 3 passengers on board. TAG's chief executive said that on a fairly typical day there were just 2.7 passengers per flight. Private jets generate as much as x8 the CO2 per passenger as taking the train. <http://bit.ly/aPmvMX>

## **Aberdeen Climate9 trial starts 9th June**

**"CLIMATE DEFENCE IS NOT AN OFFENCE" Climate Crime. Who are the real criminals?**

The **Climate9** is the group of Plane Stupid activists who invaded the runway at Aberdeen Airport in March 2009. They are charged with vandalism and breach of the peace, and their trial starts on 9th June. <http://www.climate9.com> They could face prison sentences. It will be the largest climate change case so far in Scotland, comparable to the Kingsnorth trial in England with up to 27 lawyers defending them, many pro bono. The Climate9's defence is that they committed a small crime in order to prevent the much larger crime, of damaging the climate. They are remarkably brave people, who believe passionately in the need to stop climate change and prevent damage to the Earth. They have all taken a huge risk with their own liberty and quality of life, in order to do so. They are asking for as many statements of support as possible, from individuals and organisations to be emailed to [info@climate9.com](mailto:info@climate9.com)

## **Bits and pieces**

**Tripping up Trump:** Opponents of Donald Trump's proposed golf resort on SSI land near Aberdeen claim they have thwarted his plans through the mass purchase of land - in the same way as Airplot did (Guardian: <http://is.gd/cqHqN>). The golf course plans to get in very rich golfers, boosting the airport - including helicopter links to the course. <http://www.trippinguptrump.com/>

**Who's Who at the new DfT:** <http://is.gd/cqaVq>

Secretary of State, Philip Hammond; Minister of State for Transport, Theresa Villiers (Aviation); Parliamentary Under-Secretary of State for Transport, Norman Baker

**Biofuels:** China plans to launch its first aviation biofuel flight this year in conjunction with Boeing, using jatropha. They hope it will be commercially viable within 3 - 5 years. <http://bit.ly/beLru7>

## **Useful Info**

- For excellent monthly global temperature data and analysis, the **NOAA** (National Oceanic and Atmospheric Administration) <http://www.ncdc.noaa.gov/sotc/?report=global>
- For **up to date news** see AirportWatch's news pages <http://www.airportwatch.org.uk/news/index.php> and news and analysis on the **AEF** website at <http://www.aef.org.uk>
- **Transport & Environment** have useful information and updates about aviation, especially in relation to Europe. <http://www.transportenvironment.org/tag/aviation>

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[www.airportwatch.org.uk](http://www.airportwatch.org.uk)