

Stansted's second runway application goes to public inquiry - before the result of the first inquiry is known



Pictures of some of the buildings and countryside that would be lost if a new runway is built

21st July. In an unprecedented move, the Government has started the clock running for a Public Inquiry on BAA's plans for a second Stansted runway before the outcome is known of BAA's 2006 planning application for unlimited passenger throughput on the existing Stansted runway.

This earlier BAA planning application was considered last year at a Public Inquiry which ended on 19 October 2007 and now – some nine months later - the Government has still not announced a decision. SSE said that it beggars belief that the Government has decided to do this – all the more so because BAA's application for a second runway assumes permission for its earlier application has been approved. The

Public Inquiry is expected to start in early 2009 and take around 12 months, followed by the submission of the Inspector's report to the Government, with a final decision unlikely before 2011.

BAA invented 'green' jumbo to help win Heathrow case



20th July BAA used the low emissions figures of a non-existent green jumbo to help clinch the case for a third runway. The twin-engine 450-seat "virtual" jet was invented for the environmental modelling required in the government consultation after BAA realised it would otherwise exceed the limit for noise and pollution. According to BAA, the green jumbo will account for more flights out of Heathrow by 2030 than four-engined giants such as the double-decker A380, or the new generation of Boeing 747s. It promises to be the world's quietest and cleanest jumbo. There is just one snag: Airbus and Boeing, the world's biggest aircraft makers, have no intention of building it. There is nothing like it on the drawing board, it is probably not feasible, and it is not even under development.

Meanwhile the government has been accused of acting "like a subsidiary of BAA" over its plans for Heathrow. John Hutton, the business secretary, signalled recently that Heathrow growth was likely to

be approved when he pledged the government was ready to take “difficult decisions on airport expansion”, even though the result of the consultation has been delayed to the end of this year.

Exeter Master Plan consultation published - for massive growth

1st July The long awaited Master Plan has finally been produced, with a deadline for comment on 30th September. The Airport forecasts that passenger traffic will grow from the 1.05 million passengers per annum (mppa) handled in 2007 to 1.9 mppa in 2015 and 3.4 mppa in 2030. (2030 annual passenger forecasts are

Low Case 1,964,000; Planning Forecast 3,368,000; High Case 4,037,000).

The number of Air Traffic Movements (ATMs) will grow from 18,600 in 2007, to 24,750 in 2015 and 38,000 in 2030. They also expect hold cargo to increase. The consultation states that "appropriate development will take place as demand for air cargo increases, including the provision of transit, storage and distribution facilities that will complement the adjacent Inter Modal Freight Exchange to be developed to the north-east of the Airport". "To enable growth and development; the Airport will need to expand outside of its current operational boundary. Consequently this Draft Master Plan indicates expansion into land to the south east of the current airport boundary." Details can be found on the Exeter Airport website, at: <http://www.exeter-airport.co.uk/airport-news?item=73> The adopted Exeter International Master Plan will be published in late 2008.

Stop Expansion of Exeter Airport (SEEA) are holding a **Day of Action** in Exeter, to raise awareness of the Master Plan proposals, outside Boots, 10 - 2pm. See the SEEA website: www.seea.org.uk. Sign the SEEA **Petition** at: www.eclipse.co.uk/exeter/air/sign_pet.htm

NATS TCN protest in London, and NATS feedback on the consultation



On 19th June, marking the last day of the Terminal Control North consultation, campaigners fighting plans to re-route aircraft over their peaceful villages marched to NATS' office in London to protest against the proposals. Supported by several local MPs, they called for a U-turn on the stacking proposals, and new flight paths, saying these would sound the death knell for their idyllic villages. NATS has now produced their "TCN consultation, initial feedback report - July 2008" which report which provides feedback on the issues and key themes identified through the consultation, and

how NATS intends to address them. The majority of respondents (86%) opposed the proposal in its current form. NATS notes that concerns were also expressed as to the perceived inadequacy of the consultation process. There will be further analysis and design work on various elements, and there may be further consultation. The Feedback report is at:

<http://www.consultation.nats.co.uk/uploads/Initial%20Feedback%20Report%2022%20July%202008.pdf>

AirportWatch Scotland rolls out programme on Plane Speaking

Scotland's planning system is undergoing its most radical overhaul in 60 years and both Glasgow and Edinburgh airports are due for expansion, directed through the Scottish Government 'National Planning Framework 2' (NPF2). The proposed NPF2 will undergo 60 days scrutiny in the Scottish parliament in autumn 2008. Since the introduction of the 'NPF2' local Scottish communities have increasingly sought advice about what the expansion will mean for them. AirportWatch Scotland has organised a programme of 'Plane Speaking' community-led information gathering workshops, to focus on issues of unsustainable aviation expansion and runaway climate change. These will be held in August, in affected areas of Edinburgh and Glasgow, and are open to anyone interested. More details at: www.airportwatch.org.uk/scotland

EU ETS - could have been worse



The European Union Emissions Trading Scheme, or EU ETS, has now been voted through by the European Parliament, and is awaiting approval by the Council. The UK Government continues to stick to the story that this scheme will solve the problem of increasing emissions from the aviation sector. However, the scheme is unlikely to deliver the substantive environmental benefits that AEF, FOE, WWF and other NGOs have been lobbying for.

The deal approved on the 8th July by the European Parliament will, from 2012, see the aviation sector becoming part of the emissions trading scheme. In future, every tonne of CO₂ produced by aircraft going into or out of Europe will need to be matched by a permit to pollute. Airlines exceeding their allocation will need to buy a proportion of their permits from sectors that have reduced their emissions or from accredited carbon offset projects in countries outside Europe, such as schemes to install cleaner technology in China.

Despite the pressing need to make real cuts in emissions, most of the allowances, (over 80% for the first few years of the scheme) will be given to airlines for free. This is despite evidence that allocating free permits to the power sector in earlier phases of the ETS allowed them to make windfall profits. European MEPs including stalwart aviation campaigner Caroline Lucas had hoped for a tougher scheme with fewer free allowances, a tighter cap (the current cap will be at 97% of 2004/6 levels) and measures to take account of the extra global warming impact of emissions at altitude (a radiative forcing factor meaning aviation would buy a proportionally larger amount of permits), but they failed to win the support of environment ministers from European member states.

AW members will continue to lobby for improvements to the scheme so that real behavioural and environmental changes can be seen. More technical details of the EU ETS can be found here: http://www.aef.org.uk/uploads/EU_ETS_matrix_July_08.pdf

Planning Bill - hopes lie with the Lords

AirportWatch are members of Planning Disaster: a coalition of NGOs working to improve the Government's new Planning Bill, currently awaiting more committee hearings in the House of Lords. The Bill threatens to remove many of the opportunities local people currently have to make their views known about major infrastructure projects (MIPs) in their area. It will create a single,

unelected, Infrastructure Planning Commission (IPC), which will have final say on projects - over and above the Secretary of State. The Conservatives have said they will remove the IPC when/if they come to power.

The IPC will make decisions based on National Policy Statements (NPSs). These can be location specific - i.e. instructing them to approve any developments at Stansted. The public will not be able to feed in to their development, and neither the House of Commons nor the Lords will be able to vote them out. Worryingly, the Secretary of State will have the ability to designate any existing policy statements (for example, the 2003 Aviation White Paper) as NPSs, without carrying out further environmental impact assessments. The public will lose the right to cross-examine developers at public hearings. There will be no obligation for the Commission to consider sustainability or climate change in their deliberations. For many groups, this means the only avenue available to challenge unpopular planning decisions will be through prohibitively expensive Judicial Reviews.

The Planning Disaster coalition has been lobbying MPs and Lords hard on this issue, holding seminars and events to raise awareness of some of the democratic rights and accountabilities that will be lost if this legislation is pushed through. AirportWatch is hopeful that the Lords will insist on better democratic safeguards, and for NPSs to be created de novo, or else require approval by both Houses of Parliament. Both runways at Stansted and Heathrow risk coming under the new procedure, though Heathrow may be dealt with using the current system. It is imperative, to prevent massive airport expansion with its dire climate consequences, that the 2003 AWP - which is due for review in 2009 - is not converted into a NSP.

AirportWatch Noise Group set up



Following the example of our highly successful Economics Group, the AirportWatch noise group was recently formed to provide expert opinion and technical guidance on noise issues. The group consists of several key members of AirportWatch with specific interests in/knowledge of acoustics, mapping, noise impacts, and mitigation.

We foresee this group as a proactive, productive way of getting our members' research off the AW RSS feed and into hard-hitting policy for groups to use in campaigns, and in-depth reports to target governments/local authorities. The group meets every two months, and has already begun work on projects including a handbook for noise campaigners and formal efforts to salvage the ANASE study. If there are any AirportWatch members who feel they can offer their skills to the group, please contact Laura Simpson at: laura@aef.org.uk for details of our next meeting and agenda.

Saturday 26th July - conference on Heathrow

“What do we do if the worst comes to the worst and the Government says ‘yes’?”

at Harlington Baptist Church, High St, Harlington, from 12 noon to 5pm
The event will be completely legal !

The Camp for Climate Action in association with HACAN, NoTRAG (No Runway Action Group) and Greenpeace UK are organising this unique conference where people opposed to expansion will



have a chance to discuss what we can all do if the decision goes against us. This is an iconic struggle that campaigners believe can be won. It is simply a question of how and when. The conference will be a very visible sign to government and the aviation industry that a whole range of different people, coming from different perspectives, are sitting down together calmly discussing what they do next.

There will be short introductory talks before lunch on the latest state of play, on the implications of expansion for noise, climate change and

community destruction if the expansion plans go ahead, and around ideas for effective campaigning. After lunch there will be structured discussions on the way forward. MPs and local politicians are expected to join.

More details at: <http://www.hacan.org.uk/#conference>

If you would like to attend, please email info@hacan.org.uk

Climate camp at Kingsnorth - aviation sessions on Thursday 7th August

Though the prime focus of this year's camp is Kingsnorth coal fired power station, and opposition to the potentially climate-catastrophic effects of a new generation of huge, unabated (i.e. no carbon capture and storage) plants, we will be holding sessions on aviation on the Thursday. These will run throughout the day, 10.30am to 4pm, (in Space 3). A wide range of topics will be covered, with the morning on "The government's aviation policy and why it's so ridiculous" and "Stopping airport expansion – how do we win?" and the afternoon on "Targetting Direct Action where's it's needed". More details on the Climate Camp website at: <http://www.climatecamp.org.uk/node/10>

Economic case for Heathrow expansion flawed, says new report from FoE

23rd July. The Government's economic case for expanding Heathrow airport is flawed and should be independently reviewed, according to a new report by the Stockholm Environment Institute, commissioned by FoE. The Government's case for expanding Heathrow rests on an evaluation of the economic benefits of providing more flights at cheaper prices to an increasing number of people and weighing this up against an evaluation of the 'dis-benefits' from expansion such as an increase in CO2 emissions. .

"Generated User Benefits" (which means the value of flights that are created by extra runway capacity) are valued at £9bn, and comprise the largest share of the economic benefits, but are difficult to predict. It is an abstract economic value derived from allowing people to fly more cheaply and more frequently as a result of Heathrow's expansion, and the Government calculation relies on fares falling and the price of oil falling to \$53 per barrel in 2030. It also assumes that there are no alternatives to flights. But if Generated User Benefits were not included - or calculated more realistically - the economic case would collapse.

The full report is at:- http://www.foe.co.uk/resource/reports/consumer_surplus.pdf

Please respond to the Stansted 2nd runway application

Some 800 hectares of land would be required for the airport site and related applications beyond its perimeter, crippling communities by destroying homes and heritage including historic buildings, vast tracts of unspoilt countryside and ancient woodlands. The effect would be devastating for those living up to 70 miles away across Essex, Hertfordshire, Suffolk and Cambridgeshire with almost triple the current number of planes over-flying the region.

If you have not sent in a response to 2nd runway application, please do so - before the **26th September** deadline. Uttlesford District Council has received around 1000 letters of objection. It does not need to be long or complicated. Details of how to comment and SSE advice on what to say are at:

www.stopstanstedexpansion.com/documents/Stansted_second_runway_application_objection.doc

Write, quoting 'Second Runway Application' to : UDC (Planning), London Road, Saffron Walden CB11 4ER, or send by email to: planning@uttlesford.gov.uk

Southend Joint Area Action Plan - huge airport expansion threatened

Southend Airport's Joint Area Action Plan was launched on 26th June 2008. Details can be found on Southend Borough Council's website, at: <http://www.southend.gov.uk/content.asp?content=10736>



The Joint Area Action Plan (JAAP) is part of the preparation of a development plan document (DPD) by Rochford and Southend Councils. This first stage is preparation of an 'Issues and Options' report, and consultation and this sets out potential spatial plans for the development of London Southend Airport and Environs up to 2021. Three alternatives are proposed. The first is to continue with the current model. The second is to expand services using the existing runway. The third is to increase the runway length from its current 1,605 metres up to 1,799 metres, so that larger aircraft (such as Boeing 737s) would be able to be operated fully laden out of the airport for business and passenger uses

The airport hopes grow fast, with the third option, to a passenger capacity of 2 million passengers per annum, (there were 49,000 in 2007 and 30,000 in 2006) because given the new runway and railway station it could attract two or three fixed base operators to the airport in a relatively short period of time. Southend airport would be an ideal site for Olympic traffic in 2012.

The deadline for comment on this phase of the JAAP is 8th August 2008.

There will then be a consultation on the preferred option from 3 November 2008 - 12 December 2008, followed by a consultation on the submission document in March 2009.

More details at: http://www.airportwatch.org.uk/news/detail.php?art_id=1193

Carlisle airport expansion plans withdrawn

9th July. The £35m plan to redevelop Carlisle Airport has been withdrawn. Stobart Air wanted to build a new runway and improve freight facilities at the site, but the project was delayed by lengthy negotiations after Carlisle City Council imposed more than 50 conditions on the planning application.

Then a decision by Local Government Secretary Hazel Blears to 'call in' the plans prompted Stobart Air to withdraw its application.

The plans would have seen an extended runway, passenger terminal, air traffic control centre, hangars, office buildings, distribution warehouses and car parking facilities at the site. The scheme was originally approved in March, but Stobart said the high number of conditions imposed by the council were 'impossible' to work with. Final approval was given on 25 April, but Carlisle Council also referred the application to the Secretary of State. Andrew Tinkler was adamant that development plans would not go ahead if the application was called in. Local campaigners are delighted, and much of this success is due to their hard work.

Bristol Airport expansion doesn't need EIA

12th July. An environmental assessment will not need to be carried out on the building of a controversial new walkway, according to a response from the Government Office of the South West. In May, North Somerset Council voted that a full planning application would be needed before the new £7m development was allowed. It would be used to allow passengers to walk from the terminal building to waiting aircraft, and effectively greatly increases the terminal building size. Stop Bristol Airport Expansion (SBAE) had asked GOSW if an Environmental Impact Assessment was required before construction took place. More info: <http://www.nobristolairportexpansion.co.uk/>

Robin Hood, Doncaster Airport losing £1m per month

A new director, Mike Morton, took over at the airport - owned by Peel Holdings - last month. Mr Morton said that a financial deficit was expected during the airport's infancy and blamed the losses on the current economic climate. He said the airport does not expect to make a profit in the first or second year. Peel sees freight flying as a key area in the airport's development and will soon seek approval for round-the-clock flying. An operational review has led to the loss of 9 customer service jobs last month and more redundancies have not been ruled out. However, the airport has been reinstated as a priority in the Yorkshire and Humber Regional Spatial Strategy, and the council believe it could lead to the possibility of thousands more jobs..

Robin Hood Airport, which has seen passenger numbers increase by 12.6% per cent over the last year, is expected to publish its Master Plan setting out proposals up to 2030 next month.

Leeds airport terminal project will go ahead despite economy

15th July. Leeds Bradford Airport says a multi-million pound terminal redevelopment will go ahead as planned. A formal planning application will be submitted in early 2009. New terminal buildings are in the Master Plan, which was finalised in Summer 2006. Mr Parkin, who took up the post of managing director at Leeds Bradford International Airport last September, has conceded that the current economic climate has resulted in a "leaner time" for both airlines and airports. However, he believes that the business case is strong. The airport was bought by European private equity firm Bridgepoint Capital in a £145m deal just over a year ago, and Bridgepoint will invest £70m on a major modernisation of the airport and the plan is to grow passenger numbers from their current 3m to 4.3 million in 2011, and more than 5m by 2015/2016.

Master Plan is at: <http://www.lbia.co.uk/airportcompany-airportmasterplan.php>

South West RDA - Airport expansion grants scrapped as they cannot be justified economically

12th July SWRDA has ditched support for airport expansion because the economic benefits are unproven. The regional development agency has concluded that there is not enough proof of the economic benefits from airport expansion and will not be putting any further funding into expanding the region's airports. Instead the RDA wants to encourage airports to become "greener" and lessen their environmental impact.

SWRDA's report on sustainable aviation policy, prepared by economic and social development consultants EKOS questioned "whether any RDA investment in airports can be reconciled with 'economic growth' within environmental limits" and went on to admit that "air travel may not necessarily be a pre-requisite for economic growth," and "the relationship between high growth sectors in the region and air travel appears to be weak." The report includes measures of economic importance such as direct and indirect employment.

The report also shows that in the longer term, employment at airports will actually fall between 2015 and 2030, as efficiency improvements such as automatic check-ins will "reduce employment densities." It concludes: "We estimate that employment growth will not be linear to passenger growth."

It shows that in the longer term, employment at airports will actually fall between 2015 and 2030, as efficiency improvements such as automatic check-ins will "reduce employment densities." It concludes: "We estimate that employment growth will not be linear to passenger growth." Campaigners at AirportWatch South West, who have been fighting to stop expansion across the region, welcomed the news. The RDA said it would invest in greener planes and better public transport access to airports, and that funding already allocated would still be given. More information at: <http://www.nobristolairportexpansion.co.uk>

Coventry Airport takes its fight to build a new passenger terminal to the High Court

20th July. Lawyers for the airport's owners have begun a five-day appeal against a 2007 government decision which blocked their bid for a permanent terminal. A public inquiry found a new terminal on the Baginton site would have an adverse impact on noise in the area. If the airport's challenge is successful, its planning application will be reconsidered by government ministers. The airport has been trying to expand its facilities on the site for the past five years. The expansion plans have the backing of business leaders in Coventry but have fallen foul of the planning authority, Warwick District Council. Airport protesters say the new terminal, which would be able to handle up to two million passengers a year, raised issues of noise and pollution.

Ryanair cut flights at Stansted

17th July. Ryanair is to cut capacity from its main UK hub airport of Stansted in the winter, with the number of weekly flights is to dropping by 14%, resulting in 900,000 fewer passengers being carried.

This will reduce the number of flights from the airport from more than 1,850 to less than 1,600. The

number of aircraft based at Stansted will be cut by a quarter or eight aircraft, down to 28 from 36. They blamed high oil prices, the cost of using Stansted and an alleged failure by the Civil Aviation Authority to control costs for airlines using the airport.

Details: <http://news.bbc.co.uk/1/hi/business/7511536.stm>

This comes at the same time as the airport is planning to build a second runway, to cope with all the extra demand anticipated.

London City airport application decision on 30th July

It seems that London Borough of Newham are finally satisfied with the paperwork that London City Airport have provided - and the case officer, has unsurprisingly recommended to grant planning permission to the expansion of flights to 120,000 per year. The application will go to the Newham Development Control Committee at 2pm on 30th July.

This is despite LCA not taking any reliable actual noise readings for 7 years which was a requirement of their last planning application. The local community group, Fight the Flights (<http://londoncityairportfighttheflights.blogspot.com>) will be represented at the meeting and will speak in objection to the application to expand flights by around 50%. Fight the Flights hope the Government Office for London will call in the application for a public inquiry.

Heathrow expansion hit by NOx pollution claim

12th July. A key advisor on air pollution, Sir Joseph Pilling (professor of physical chemistry at the University of Leeds), has warned that the government has failed to take on board expert recommendations in its research on the impact of Heathrow Airport's expansion. He argues that the extent of modelling work to assess future concentrations of nitrogen dioxide around Heathrow has not been as thorough as was recommended.

Pilling's comments came as it emerged that transport secretary Ruth Kelly's decision on Heathrow expansion is likely to take longer than expected. Ruth Kelly has said that more work is being done to deliver an equalities impact assessment on how different groups would be affected by the plans. But she insisted that a decision will be announced before the end of the year.

Nantes International Airport - the battle against a new airport has started



A new airport - to be called Nantes International - has been given permission, near Nantes, in south west Brittany, and work is due to start on it in 2012, for completion in 2015.

In June 2008, several campaigners from the UK were asked to go to meet the campaigners fighting plans for a new two-runway airport and to speak at their rally. Five of the Nantes campaigners came to the Heathrow Rally on May 31st. Nantes already has a one-runway airport which is only used to 30% of its capacity. The

campaigners argue with good reason that the reason why the new airport is being proposed is to satisfy the egos of the local politicians and particularly the city's Mayor. There is a fast, direct rail service to Charles de Gaulle Airport just outside Paris. The airport - and motorway - will be built in beautiful, lush countryside populated by small farmers whose farmsteads and villages would be wiped out. Although the authorities have planning permission for the airport, they don't have the money and the public cost would be shared between the regional and national governments. Local campaigners say that in order to pay for the airport, their health, schools and social services budgets would need to be cut, and when residents find out, they will fight.

So, with these arguments on their side, coupled with a feisty determination to defend their way of life, this is a battle the campaigners can probably win. ACIPA <http://acipa.free.fr>

and finally, think of 1001 useful uses for superglue, and then this one:

Third Runway protester superglues himself to Gordon Brown



22nd July. Last night at an awards ceremony in 10 Downing Street a campaigner against Heathrow expansion superglued himself to Gordon Brown. Dan Glass, a member of the direct group Plane Stupid, superglued his hand to Brown's jacket when he was introduced to him. As a red-faced Prime Minister struggled to get out of his jacket, Glass made a speech about the impact a third runway at Heathrow would have on climate change. The other award-winners in the room broke into spontaneous applause.

Dan Glass had sneaked the superglue into Downing St in his underpants. He was visiting Number 10 as one of the winners of the Sheila McKecknie awards which are given each year to promising campaigners. Downing St has tried to play down the incident and will not be pressing charges.

A Plane Stupid spokesperson said, "Dan immediately informed Downing Street staff that the most effective way of removing a super-glued campaigner from a world leader is the application of soapy warm water. He practised the procedure numerous times to ensure there was no chance of injury to himself, and ensured the glue had no contact with the PM's skin. HACAN Chair John Stewart, said, "Gordon Brown is going to face many more sticky problems until he abandons his plans to expand Heathrow."

Useful Info

- For a **daily digest of transport stories in the papers**, see www.transportinfo.org.uk
- For legal advice contact the **Environmental Law Foundation**. They give initial advice free. www.elflaw.org
- Keep up to date with aviation news on the "Latest News" section of the AW website. There is also a page showing relevant dates/events on the Take Action! Page at www.airportwatch.org.uk/action.php

Bulletin compiled by Sarah Clayton, with help from Laura Simpson 24.7.2008

www.airportwatch.org.uk