

October/November 2016

TAKE OFF



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The journal of HACAN

Campaigning to
win again!

THIRD RUNWAY: EXPECT DELAYS



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A third runway may never be built. Although it was given the green light on 25th October, there are so many hurdles to overcome it may never see the light of day. The opposition is huge: residents, activists, local authorities, politicians from all parties. Richmond MP Zac Goldsmith has resigned his seat and will fight a by-election. Cabinet ministers Justine Greening and Boris Johnson have won agreement from the Prime Minister to oppose the decision. The Government itself downgraded the economic benefits of a new runway to the UK by £86bn from the Airports Commission figure of £147bn to £61bn (over 60 years). Several local authorities are planning a legal challenge. More direct action is in the air. Moreover, Heathrow has to find £17 billion to construct it. And real questions remain about the cost of the road and rail infrastructure – put at anything between £5 and £18 billion – and who pays them. Air pollution, too, remains a potential problem. The earliest a runway could get final planning permission is 2020. There will be a lot of turbulence before it takes off, if it ever does.

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What happens next

In the first half of next year the Government will consult on:

- The local impacts of a third runway
- Its wider National Policy Statement (NPS) on Aviation since the statement will include all aspects of aviation policy, not just the runway.
- Its draft Airspace Strategy (but not individual flight paths)

This will lead to a vote in Parliament to approve the NPS during winter 2017/18. Even that is not the end of the process. Heathrow will then need to lay its detailed plans before a planning inquiry. It does not expect final planning permission before 2020/1 and aims to build the runway by 2024/5.

HACAN View

It's not over yet! Nobody would bet on a 3rd runway being built. In our activities we will continue to reflect our members' opposition to it but we will also engage in the consultation process because, as our AGM made clear, members want the best outcome if it is built. But that is many years away so we will also work hard to improve things at a 2 runway airport.

What could derail it



A legal challenge to the decision by Richmond, Hillingdon, Windsor and Maidenhead and Wandsworth councils, probably supported by other local authorities. Greenpeace and probably Sadiq Khan will also be part of the challenge. It is expected to be mounted within the next six weeks. The tactic is to win if possible but, if not, to delay the project with endless legal wranglings.

Political opposition. Although it is thought a biggish majority of MPs back a third runway at present, there is significant opposition from cabinet ministers like Justine Greening and Boris Johnson, former aviation minister Theresa Villiers and Zac Goldsmith (pictured) who has resigned his seat to fight a by-election as an Independent. The Liberal Democrats oppose a new runway, as does UKIP. The Labour Party is divided on it but leader Jeremy Corbyn and shadow chancellor John McDonnell are against. The London Mayor is also opposes.

The unravelling of Heathrow's plans for a third runway: can it really raise £17bn to pay for it; what will be the true cost to the public purse of the road and rail infrastructure; the downgrading of its economic benefits to the UK; a reduction in the number of jobs it will create? If by the time they vote on the plan in late 2017/early 2018 a majority of MPs believe that a third runway cannot be delivered on time and on budget, with substantial economic benefits, they could vote down the National Policy Statement.



Public protest. MPs and residents' groups will be holding public meetings and other events. Environmental activists will be staging direct action.



Please keep checking the website for news of public meetings, protest events and direct action activities. HACAN is a non-party political organisation but many members have asked about assisting Zac Goldsmith in the Richmond by-election. If you wish to do so, email campaign@zacgoldsmith.com. Of course both the Liberal Democrats and the Greens are also firmly opposed to a 3rd runway. We are keen to ensure the issue of the 3rd runway remains the focus of the election. To that end, if you would like to be part of a visible presence at election events, email info@hacan.org.uk

Flight paths will changebut not yet

A Blog from Camberwell

On Tuesday morning, while packing for work, I sat in the hallway and cried. I was angry, I was frustrated, and I felt helpless. Charlotte saw my face and asked whether I was OK. I tried to explain how the constant noise from airplanes affects me, how it immediately causes a surge in stress levels, how that stress doesn't go away as long as the noise is there. The first thing I hear in the morning is not my children, it's airplanes. While making breakfast, airplanes. Turn on the radio, still, airplanes.

Respite does not exist here

While cycling with my son to the child minder, airplanes. While cycling to work, airplanes. Cycling home from work, airplanes. At the park with the kids, playing, airplanes. While bathing the kids, airplanes. Dinner, airplanes. TV, airplanes. Reading to calm down, airplanes. The last thing I hear before going to bed, airplanes. From 4.30am to 11.00pm, 18.5 hours a day, airplanes. Charlotte is one of the lucky ones that can block out the noise. I cannot. The noise permeates everything I do, sometimes it's all I hear. A month ago we moved to this 3 bedroom house between Camberwell and Loughborough Junction. Respite does not exist here.

Even if Heathrow remains a two runway airport flight paths will change. The technology now exists to make more efficient use of airspace by guiding planes more precisely as they land and take off. It saves the airlines fuel, money and time. At most airports where changes have taken place, like London City or a number of the American airports, the technology has been used to concentrate flight paths so that particular communities get all the flights. It has caused fierce protests (see next page). Heathrow has understood that, with so many people under its flight path, it cannot afford to get the changes wrong. It has therefore engaged community groups, including HACAN, and local authorities through the Noise Forum and the Community Noise Forum to discuss what may happen. If flight paths are concentrated, Heathrow has committed itself to vary the concentrated flight paths in order to give people relief from the noise. It has committed to providing 95% of communities with respite 50% of the time if a third runway is built. To this end it has commissioned a major study – the first by any airport in the world – to assess what meaningful respite would look like. It will be published in spring 2017. After that Heathrow will begin to draw up and consult on its third runway flight paths. The communities which currently enjoy a half day's break from the noise are worried that it will be cut to a third if a new runway is built. But this may not happen as the new flight paths are likely to be significantly different from those we currently have, with a lot more use being made of curved flight paths. Meanwhile, the many areas which don't currently get alternation cannot wait for flight path changes to give them relief from the constant noise. Heathrow, in designing its new flights, will be guided by Government policy of airspace which will be the subject of a national consultation early next year.

Teddington

Teddington, like most places under departure routes, has suffered in recent years as aircraft have increasingly flown down the centre of their take off routes, known as Noise Preferential Routes. Concentration. But recently Teddington has also experienced larger aircraft flying lower and more of these larger planes since it is on the preferred route for long-haul flights to the Far East. Heathrow Airport is working with the Teddington Action Group to see what can be done. What is clear is that the current position is untenable.

Third Runway Conditions

As previewed in the last *Take Off*, the Government has made its approval of a 3rd runway dependent on key conditions: a 6½ ban on scheduled night flights; over £740m noise insulation for homes and schools; more respite; a fund of up to £2.6bn for those losing their homes (they will get the pre-blighted price of their home, plus 25%, plus stamp duty and moving costs paid). Details of the conditions will be firmed up after consultation next year. We understand the Government intends a legal ban on a 4th runway to form part of the consultation.

SIGN UP TO UPDATE!

It keeps you up-to-date with events and activities

The next six months will be packed with campaigning activity. We are only able to send out 2/3 issues of this newsletter each year as postage is high (the more of you who are able to take online copies the better: let us know if you want to switch). So the way to keep abreast of events is to check our website which is updated on a regular basis and to sign up to Update. Many of you already have. Update is emailed out usually every fortnight. It lets you know what is planned and how you can get involved. Email inf@hacan.org.uk to be put on the update list.

Flight path complaints pour into City Airport

London City Airport has received a huge number of complaints after it concentrated its flight paths in February. But London City told our sister organisation, HACAN East, that its mind was not closed to looking again at the flight paths. It wants to await the outcome of the Government Airspace Policy Consultation before deciding what further action to take. It is required to do an assessment of the flight paths, including community reaction to them, for the Civil Aviation Authority by February next year.

- You can read more of HACAN East's activities on www.hacaneast.org.uk

Heathrow night flight consultation

The current night flight regime at Heathrow ends in October 2017. A public consultation on a new regime is expected shortly. It would be a surprise if it came out with radically new proposals because the bigger changes could come a few years hence if a third runway opens. Permission for a third runway has been made conditional on a tougher night flight regime being in place.

We would like to phase out paper copies of *Take Off*. If we do not have an email address for you, or if it might be out-of-date, could you email it to inf@hacan.org.uk

Join Us!

If you are not a member already, join us! For just £15 a year, you can receive regular information from us, join in our campaigns. For details check out our website www.hacan.org.uk, call us on 020 8876 0455 or email us at info@hacan.org.uk

Can members who pay by **Standing Order** note that the amount needs to be changed from £13 to £15 in accordance with the rise in membership.

You can follow HACAN on **Twitter**: @hacan1; HACAN East is: @hacaneast. Also check out our **blog** on our home page on the website. HACAN has a **Facebook group**: the latest news and where you can write your thoughts and comments and exchange information with other members: <http://www.facebook.com/groups/147698088661614> And a **Facebook page**: <https://www.facebook.com/hacanpage/>

If you want **national aviation news**, reports and briefings, check out www.airportwatch.org.uk

To track **flight paths** on screen check out Webtrak on <http://webtrak.bksv.com/lhr>

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