

## NEW CONSULTATION ‘BOOSTS GATWICK’S CHANCES’



On October 25<sup>th</sup> a cross-party group of MPs joined campaigners from across London and the Home Counties to ‘plant’ 700 planes: the number of extra planes which would use Heathrow each day if a third runway was built.

The latest consultation into new runways launched at the end of October is thought to boost the chances of a runway being built at Gatwick rather than Heathrow. The Department for Transport’s latest figures reveal a second runway at Gatwick could have similar economic benefits for the UK economy as a third runway at Heathrow. And the Department in its consultation estimates that there is only a ‘low-risk’ of a two runway Gatwick not complying with the Government’s air pollution targets whereas there is a ‘high-risk’ that a three runway will fail to comply, particularly in its early years.

The latest eight week consultation was launched in order to give people a chance to comment on the Government’s latest passenger forecasts and updated air quality plan. Passenger demand is forecast to be much higher than previously thought with “London’s five major airports now expected to be full by 2034, with four out of five full by 2025”. The DfT makes clear that the demand comes from London and the South East. It is much less across the rest of the UK. This almost certainly settles the argument that a new runway will be built in the South East. The DfT continues to favour Heathrow because its new forecasts show “the Heathrow expansion schemes deliver better international connectivity earlier on, with large increases in flights by 2030”. Gatwick performs well over a 60 year period but, even in the long-term, the DfT goes for Heathrow as it “continues to deliver substantially more long haul destinations. These long haul flights are particularly important for connecting businesses to emerging markets, and account for the majority of air freight transported – a large proportion of total UK trade”. However, a third runway is more expensive to build, will take longer to deliver, risks breaching air pollution limits and affects far more people as far as noise is concerned. The contest is not yet over.

**“London’s five major airports now expected to be full by 2034, with four out of five full by 2025”**

# RESPONDING TO THE CONSULTATION

It is a short 8 week consultation with a **closing date of 19<sup>th</sup> December**. So, no need to make a long response but do respond: this is our last chance to get our views across.

Here are some points to assist you:

**Passenger forecasts:** There is little doubt the demand is there. But worth making the point that only a minority of passengers are travelling on business (even at Heathrow is only around a third). Most of the growth is in the leisure market. And a startling percentage of flights are taken by frequent flyers (largely for leisure): 75% of all flights are taken by 15% of the population. Fiscal measures, such as VAT on tickets, a frequent flyer's levy or higher rates of Air Passenger Duty could dampen down that demand.

**Risk factor 1:** There is little doubt that a 3<sup>rd</sup> runway is the riskier option: the DfT admits in the consultation document there is a "high-risk" of a three runway Heathrow not being compliant with **air quality targets** between the year a new runway is expected to open, 2025, and 2029. There is little Heathrow can do about this, the DfT argues, as the risk arises from the uncertainty in the modelling and from the fear the Government may make sufficient progress in implementing its air quality plan as a whole – for example in tackling emissions from motor vehicles. From 2030 onwards, the risk falls to 'medium'.

**Risk factor 2:** The DfT admits to carrying out no further work on the **costs of surface access**. This means the cost of creating sufficient road and rail schemes to serve either a second runway at Gatwick or a third runway at Heathrow remains uncertain. The cost of the road and rail infrastructure that might be required at Heathrow has ranged from just over £3 billion to £18 billion. Heathrow has said it will only contribute £1.1 billion. Who will pay the rest?

**Noise:** The DfT acknowledges that all the schemes "have the potential for significant negative noise impacts". But it believes the impacts will be less than previously thought due to the impact of quieter planes. At Heathrow it says around 92,700 more people will be affected by noise with a third runway in place compared to a two runway Heathrow Airport in 2030: a total of 653,900. HACAN has long challenged that figure because, while planes may be getting a little less noisy and operational practices are improving, we still believe the DfT under-estimates the impact of the increased number of planes, particularly on areas that have not had flights previously. Remember, a 3<sup>rd</sup> runway will mean 700 extra planes a day using Heathrow.

**Jobs:** The consultation document states that expansion at Heathrow or Gatwick will bring jobs but acknowledges that some of these jobs may be relocated from elsewhere: "the updated figures further support the view that expansion will create tens of thousands of jobs, and that more jobs are likely to be created by expansion at Heathrow [than Gatwick]....These jobs are not additional at the national level, as some jobs may have been displaced from other airports or other sectors. The department has not quantified the impact of the shortlisted schemes on national jobs".

**Climate Emissions:** This is a contentious area with some environmental groups arguing a new runway should be ruled out on climate grounds. However the DfT is predicting lower carbon emissions for either Gatwick or Heathrow than the Airports Commission estimated. This is for two reasons. It expects that more passengers will be carried in fewer planes than previously thought because the planes will be bigger and fuller and it expects the planes to be more fuel-efficient than originally estimated. Heathrow would result in an initial increase in emissions but these would be expected to fall by 2050. The DfT concludes "that any of the schemes could be delivered within the UK's obligations under the Climate Change Act."

The full consultation documents are on the DfT website.

The revised economic forecasts are found here:

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/653879/updated-appraisal-report-airport-capacity-in-the-south-east.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/653879/updated-appraisal-report-airport-capacity-in-the-south-east.pdf)

The air quality plan can be found here:

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/653775/2017-plan-update-to-air-quality-re-analysis.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/653775/2017-plan-update-to-air-quality-re-analysis.pdf)

HACAN has published a summary of them on its website: <http://hacan.org.uk/wp-content/uploads/2013/06/DfT-Consultation-Document-October-2017-1-page-summary.pdf>

You can respond using an online form but it is probably easier to respond on email [RunwayConsultation@df.t.gsi.gov.uk](mailto:RunwayConsultation@df.t.gsi.gov.uk) or write to:  
Freepost RUNWAY CONSULTATION

# HACAN PRAISED OVER CONTRIBUTION TO NEW AIRSPACE POLICY

HACAN has been singled out for praise by senior civil servants for the role it played in helping to frame the Government's new Airspace Policy which was published at the end of October. Certainly many of the measures it contains are things we have been campaigning for over many years.

**1. An independent noise authority.** ICCAN (Independent Commission on Civil Aviation Noise) is to be set up by Spring 2018. It will be a new non-departmental public body of the DfT, rather than an independent body within the CAA – along the lines of the National Infrastructure Commission. To start with it will be an advisory body rather than a statutory one but this will be reviewed after a couple of years. Over the last few years HACAN has visited Amsterdam, Vienna and Paris to look at the bodies they have set up and has promoted the concept in the UK, convening meetings and seminars and staging a high-profile conference on the subject together with London First.

**2. New, more accurate noise metrics to be adopted.** Out goes the much-criticised 57 LAeq metric (where noise averages out at 57 decibels over a 16 hour day) as the point where aircraft noise starts to seriously disturb people. In comes 54 LAeq and an acknowledgement that serious disturbance can begin at 51 LAeq. The new metrics are based on the findings of a recent CAA study commissioned by the DfT. In geographical terms, the old 57 contour even excluded places like Putney and Fulham! A 51 contour would go as far as about Peckham. More work needs to be done on metrics but this is a big step in the right direction. HACAN has been campaigning for the end of the 57 contour since the Terminal 5 Inquiry, over 20 years ago!

**3. Frequency metrics also to be used.** For the first time official policy acknowledges that metrics which average out the noise may not be sufficient in themselves. It admits that the number of planes going overhead is important – something so critical to residents.

**4. The use of multiple flight paths to provide respite is recognized as a legitimate option:** *“Single and multiple routes both have costs and benefits associated with them. In terms of noise, a single route will, generally, tend to affect fewer people overall compared to multiple routes. It may mean however that more people are exposed to higher levels of noise where there is a greater risk of adverse effects, than if noise was more dispersed.....This means there will be situations when multiple routes, that expose more people overall to noise but to a lesser extent, may be better from a noise perspective”.* We've been banging on about the importance of respite for over a decade!

**5. Reducing noise, rather than tackling CO2 emissions, to be the priority between 4,000 and 7,000 ft** (It is already the priority below 4,000 ft). This could be important in facilitating steeper ascents.

## HACAN OUT AND ABOUT CAMPAIGNING



**Left:** at launch meeting of **BASH** (Brentford & Hounslow Campaign group) - <http://bashr3.betternotbigger.org.uk/>  
**Centre:** With **HACAN East** as residents present City Airport with a 30<sup>th</sup> birthday cake – [www.hacaneast.org.uk](http://www.hacaneast.org.uk)  
**Right:** At the recent launch of **HACAN South East**. Anybody interested in getting involved (roughly Clapham to Eltham), email [info@hacan.org.uk](mailto:info@hacan.org.uk)

# Letter from HACAN chair

Dear Members,

I first want to thank you for supporting us so generously, some of you over many years. It has made our achievements possible: giving evidence to the Terminal 5 Inquiry which lead directly to current cap on flight numbers at Heathrow; going to the European Court in Strasbourg where we came very close to getting night flights banned; a famous victory in stopping a third runway last time round; high-profile campaigning and effective lobbying as in the recent measures on air space policy.

**But now we need your support more than ever before.** Over the next year or so decisions which will be taken which will shape aviation policy – and our lives – fundamentally and for at least a generation. A decision will be taken on a new runway. If the Government does go for Heathrow – and the decision survives any legal challenge – we will be faced with the task of trying to shape the details of the new runway so as to minimize its impact on residents. It will mean responding to consultations and attending public inquiries. This will require stamina and resources!

Whether or not a third runway goes ahead Heathrow will be redesigning its flight paths to accommodate the new precision technology which is coming in across the world. We will want to be centrally involved in that process, fighting for residents and indeed seeking any opportunities which may arise to improve things for communities under the flight paths.

**We depend on you if we are going to meet the new challenges successfully.** Your generosity is as important now as at any time in our long history. Please continue to renew your membership as promptly as you can! And, if you feel you can give an additional donation, it would be very welcome.

We will continue to work with you and for you as conscientiously as we can. Please enable us to do so.

With my thanks,

John Stewart

## 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](http://www.hacan.org.uk), call us on 020 8876 0455 or email us at [info@hacan.org.uk](mailto: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](http://www.airportwatch.org.uk)

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

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## 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 [info@hacan.org.uk](mailto:info@hacan.org.uk) to be put on the update list.**

**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 [info@hacan.org.uk](mailto:info@hacan.org.uk)