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17th June 2013

Sir Howard Davies,
Airports Commission,
Sanctuary Buildings,
20 Great Smith Street,
London
SW1P 3BT

Dear Sir,

SOUTH EAST HUB AIRPORT

Having spent the greater part of my working life in civil aviation, I am concerned at the lack of decision making by past and present Governments. The parliamentary debate on the Roskill Commission is an example of how to spend years and millions of pounds then to achieve nothing. Are we to go through the exercise again – will a decision be made in the next Parliament?

The Institute of Directors – ‘Flying into the Future’ is a very informative document, though aviation professionals would find many faults with the Thames Estuary proposals. Environmentally, as a result of the EU Habitats and Species Directive (92/43/EEC), it is difficult to see how any proposed airport would be able to show that, beyond reasonable scientific doubt, it would not negatively impact upon the Greater Thames Estuary SPAs (Kent County Council report).

Roskill came up against the noise lobby and it will not go away. The hard choice, dodged by past and present Governments, is whether to build extra runways at Heathrow or to seek a completely new site. The PM obviously does not want to make the decision and has thrown the ball into your court.

In the belief that expansion at Heathrow is the only viable proposition, considering the major factors of time, infrastructure and cost, I wish to submit a proposal for two new runways to the immediate south west of the airport. It would require the acquisition of the sites occupied by the King George and Staines reservoirs either by agreement or CPO. See the plan and maps attached.

Yours faithfully,

[REDACTED]

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A Plan to Extend Heathrow

Proposed layouts for two additional runways are illustrated on the enclosed Google maps

Let us think the unthinkable – what would it cost to partially replace the King George and Staines Reservoirs and build two runways on the reclaimed land, with the M25 in a tunnel? I do not think the reservoirs are very deep they have banked earth walls. Would the £50bn estimated cost of ‘Boris Island’ cover it?

From the Civil Engineering aspect it should not be impossible. Singapore reclaimed all the land for Changi Airport and Hong Kong built on Chek Lap Kok removing hills in the process. It must therefore be a question of will and cost. Who will make the decision and who will pay?

The existing runways would both be used for Westerly landings and Easterly take-offs, whilst the new staggered pair would be used for Easterly landings and Westerly take-offs. With this pattern there would be no over-flying of Stanwell for obvious noise reasons, except in the event of a go-around. The staggering and runway usage is dictated by safe Air traffic Control procedures.

A possible runway layout is shown on the enclosed google map, the runways can be of equal length of 11,000 feet or a shorter one of 7,200 feet. There will be little change in noise footprints except for Windsor, which would be quieter, being to the north of the Western approach and take-off paths. It is not a usual layout and the exact runway arrangement and position of runway thresholds will be up to the Airport Operator.

The Heathrow runways have very little clearway, i.e. under or overshoot, therefore the Stanwell end should not present a problem. Any decisions will require the expertise of the Airport Operator, Airlines, Air traffic Control and CAA. The overriding factor will be whether it is a safe operation. All pilots speak English, but do not necessarily have a full understanding.

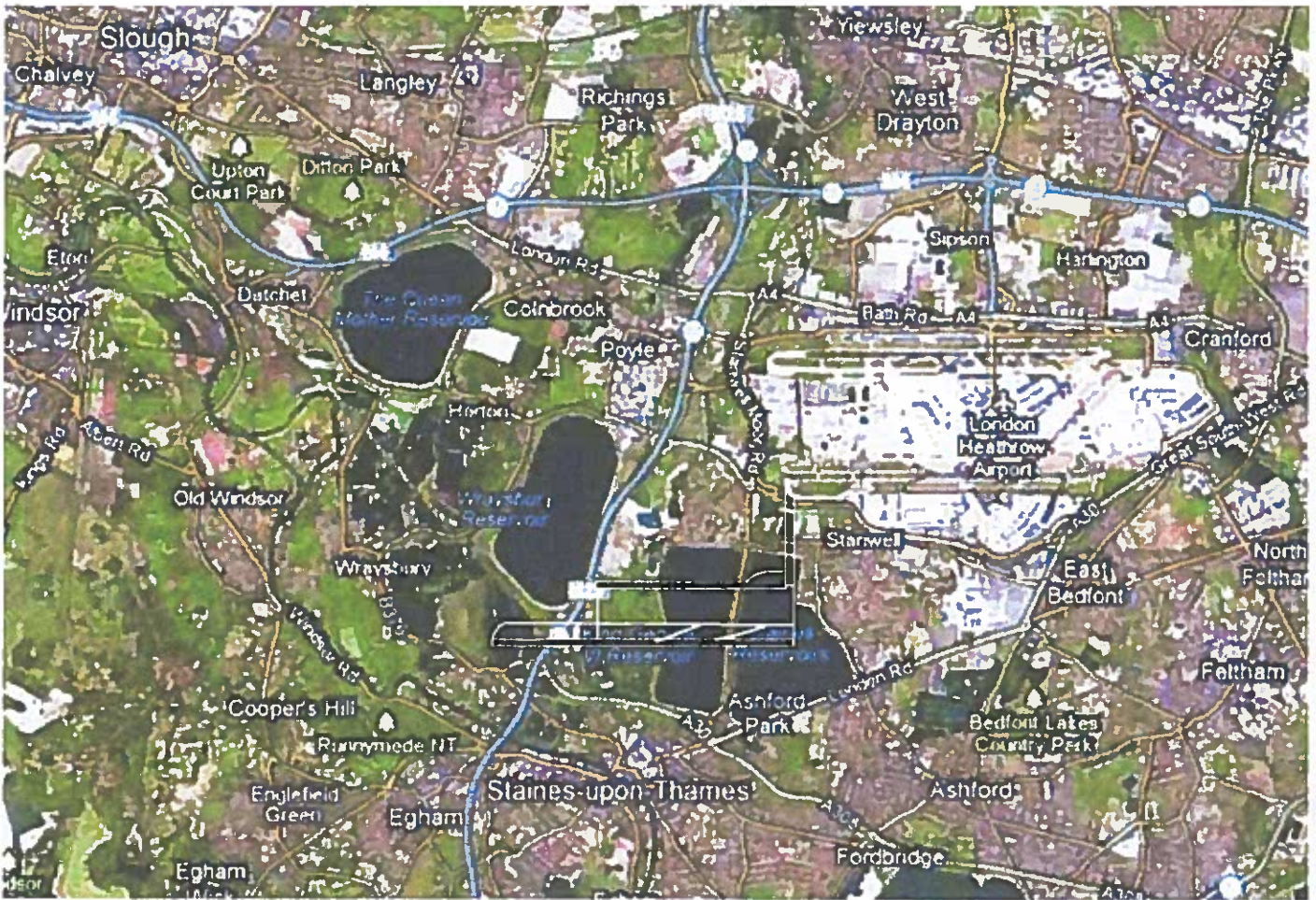
The Airport at Damascus has two runways with a staggered arrangement with the Terminal in the middle. This means there is only a short taxi to and from the runway and would benefit the users of Terminal 5.

The plain facts are the Government is not prepared to finance a new airport even if it could make up its mind as to where. Major Airlines are not prepared to voluntarily move away from Heathrow. So why not get on and choose the best way of increasing runway capacity, be it on the reservoirs site or at Northolt.

The Heathrow Ltd plans are disclosed in AirportWatch. Building near White Waltham would move the noise footprint 10 to 12 miles west, but would not change the approach path over London. This site would be too close to Heathrow to allow an air traffic flow to both airports. Although Heathrow could still retain all its aircraft maintenance and support facilities the Terminals would become redundant and the question of compensation to Heathrow Limited would arise.

Regardless of any decision on Heathrow, the owners of Gatwick wish to build the much-needed 2nd runway commencing work in 2019. The Government could do something useful now, by granting planning consent and any necessary CPO's so that construction may start immediately in 2019. But, perhaps there is too much dissention within the Coalition to make major decisions – hence the Davies Commission.

London Heathrow Airport Two New Runways to West and South



**Westerly landings and Easterly take-offs would use existing Runways
Easterly landings and Westerly take-offs would use new Runways**

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Flying into the Future

The report by Corin Taylor is full of facts and puts the case that Heathrow is full and urgently needs additional runway capacity to meet a growing demand. No particular sites other than Northolt are suggested. If Heathrow is to expand or even be replaced major surveys of suitable sites will have to be carried out.

In November I looked at the most expedient answer to the problem, which appeared to be to turn Northolt and the land to the South of the A40 into a Heathrow Satellite. Copies of my Paper were sent to both Willie Walsh and Steve Ridgeway but I have had no acknowledgement.

Enclosed are my suggestions for the Northolt Satellite. It would require the purchase and development of the land to the south of the A40, with no housing estates having to be demolished. The southern site would accommodate an 8000ft (2438metres) runway and Terminal Building alongside the A40. There would be a choice to either make the Satellite inter European or restricted to UK operations only. In the latter event there would be no need for Customs and Passport Control in the Terminal.

The RAF site would require a new East/West runway of 6200ft (1890metres) with two taxiways to the southern site crossing over a tunnelled A40. The positioning of these taxiways would depend on the RAF ramp and could be close together requiring only one A40 tunnel. I have suggested an elevated light railway to follow the A312 between the two airports, it is dual carriageway so should be feasible.

The Current Government are not prepared to make any bold decisions – hence the Davies Commission. With Sir Howard Davies former Financial Services Authority Head in the Chair the Commission comprises : - Geoff Muirhead, the former chief executive of the Manchester Airport Group. Professor Dame Julia King, vice chancellor of Aston University and a member of the Committee on Climate Change, with a background in the aerospace industry. Sir John Armitt, former chairman of the Olympic Delivery Authority and former chief executive of Network Rail. Professor Ricky Burdett, professor of urban studies at the London School of Economics and director of the LSE Cities research centre. Vivienne Cox, the former chief executive and executive vice president of BP Alternative Energy.

There is a noticeable lack of expertise (with the exception of Geoff Muirhead – Civil Engineer) in the Civil Aviation field including Airlines, Air Traffic Control, and CAA. It has already been shown that neither the Thames Airport consortium nor Climate Change Committee consulted with Air Traffic Control.

Looking at the Commissions terms of reference they have by the end of 2013 to suggest how the UK can maintain its Hub Airport connectivity. Also how for the next five years more ATM's can be operated from existing runways.

Now, everyone knows that Heathrow requires two additional runways now to maintain its hub status. Corin Taylor's Report with information from the DfT, CAA and numerous other sources showed that. Will Davies be able to prove otherwise?

By 2015 they have to present options for additional Airport runways to maintain Flight connections with Developing Countries and their Cities. Any decisions will have to be made by the new Government in 2015.

When Howard Davies says all options for airport expansion are "back on the table", does this include a new airport? A decision on where to build a new Hub Airport for the South East will not solve Heathrow's additional runway needs in the short term. The Roskill Commission were asked to pick one of four predetermined sites, so has Davies been given any options? It is hardly within his Committee's domain to find a new site.

The Government is not prepared to pay for new or expanded Airport facilities, but wish to say where they will be. Surely the Aviation Industry, NATS, CAA, Construction Industry and Financial Sector should have a right to say where it is appropriate for development to take place.

If the Davies Commission is prepared to consider all options, then how about a major expansion of the Heathrow site. It will be very costly, but would protect the vast investment already made in Heathrow. The Isle of Grain project is mooted as costing £50bn but would no doubt cost much more. Heathrow was built over 60 years ago and could be used for another 60 with the right planning.

The one question that no one is prepared to answer is the old hoary one – NOISE. The Commission has to take into account the environmental impact on its submissions. Any increase in air traffic movements will result in a proportionate increase in noise, but not necessarily the footprint. If Davies and the Government are not prepared to contemplate a possible slight increase in noise then there can be no expansion at Heathrow.

I am currently looking at the CAA 2010 noise exposure charts for Heathrow. It shows that the 57dB(A)eq. contour area for 2010 was calculated to be 108.3 km², 4% smaller than in 2009. The population enclosed within the 57dB(A) contour decreased by 7% compared to 2009. Prior to 2001 there was each year a decrease in area (km²) and population (thousands) within the 57dB(A) actual contour. The document lists the new quieter aircraft responsible for the change.

The other environmental factor is emissions. The chief executive of National Air Traffic Control, Richard Deakin said: *The single biggest thing we could do to reduce CO2 in the UK is to build a third runway at Heathrow. Heathrow holding is not about airspace – it's about lack of tarmac. I'm very confident that (a third runway) would eliminate all the holding patterns in one go.*

The Transport Minister has said he wishes to accelerate the resolution of any future planning applications for major airports – fine words. On the 4th March 1971, in concluding the Roskill debate the Secretary of State for the Environment said the Government wanted a speedy decision and not a great deal of indecision. NO DECISION WAS MADE THEN OR SINCE REGARDING A NEW AIRPORT.

The Mayor of London's scheme for a Thames Estuary airport is a non-starter. The EU bird's habitat directive prevents the building of any of the proposed sites plus CAA regulations on preventing bird strikes. Kent County Council produced a 47 page document listing objections.

Looking at the choice of sites considered by Roskill, none were close to a major road or railway line. Cublington was the closest to London and being North West was probably why the Commission recommended it. Many more suitable sites closer to London were available at that time. For example Bovingdon near Hemel Hempstead, close to the A41 and M1 was still owned by the Air Ministry

The Transport Committee has commissioned a report by Oxera entitled: 'Would a new hub airport be commercially viable?' Every one of the options considered is for a Thames Estuary Airport (TEA), so as mentioned above they are non-starters. What a waste of time and money.

Heathrow is now suggesting expansion or building a new airport near White Waltham or at Haddenham. Towards the end of WWII there was a plan to build a new airfield for transport aircraft to the north of Bracknell, I think the site was at Hawthorn Hill, but Heathrow was eventually developed.

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Institute of Directors Infrastructure for Business
Flying into the Future

This 104 page document can be summed up in one page

1. Heathrow is the UK's only Hub Airport, with 36% of passengers transferring onto other flights. Heathrow is full; it has run out of Runway slots (ATM's). P10
2. If the Airlines using Heathrow are to serve new destinations, then Heathrow must have two additional runways (a satellite airfield). P11 & 12.
3. The IoD preferred solution is a Satellite to the North (Northolt), or South (south. of Ashford?). P19 & 20.
4. Noise – should the noise lobby prevail then an alternative site for a new 4-runway Hub Airport must be sought. Note: *Roskill opted for Cublington as against Foulness.*
5. A new hub airport in the Thames estuary or north Kent could only be financed if Heathrow was to close; with 24% of IoD members in favour and 45% against closure of Heathrow. P17.
6. The Heathrow noise footprint has shrunk over recent years due to newer quieter aircraft. P8. Continuous descent approaches (CDAs) can reduce CO2 emissions, provided there are no landing delays. P31.
7. Heathrow is now well connected by road and rail. When Crossrail is complete the Reading to Paddington line will connect through to Shenfield and Abbey Wood to the East of London. P19. *Northolt has 5 Underground and two Railway stations all within 1 mile.*
8. Gatwick needed a second runway years ago. Construction of the additional runway should commence immediately the legal agreement with West Sussex Council ends in 2019. Currently Gatwick is not a hub as only 8% of passengers transfer. P40.

The statistics in the report show that: -

- (a) Additional Runway capacity up until 2030 is only required at Heathrow and Gatwick.
- (b) Since 1990, the number of British regional airports with flights to Heathrow has fallen from 21 to 6. Three times as many regional airports, 18 – have direct links to Amsterdam. This is a loss of transfer business for UK Airlines.
- (c) APD – The UK has become uncompetitive; it is now levying the highest taxes on flying of any country in the world.
- (d) Border Controls are essential, but should not lead to excessive waiting times for passenger clearance. With effective Manpower control there should be no problem.

The writer of the report has presented many interesting statistics. A knowledge of aircraft operating procedures and air traffic control is necessary in determining airport/runway sites.

Page 31. CDA's – Continuous descent approaches are only possible when aircraft do not have to hold for weather or a landing slot. If Heathrow had two more runways then landing slots would not be at such a premium and CDA's more viable.

Page 31. The suggestion that aircraft be towed to the runway holding point to reduce Co2 emissions is ludicrous. Aircraft movements would come to a grinding halt. If the Climate Change Committee talked to ATC at Heathrow they would realise how stupid the towing suggestion is.

'Boris Island' –The UK air traffic chief told the Guardian newspaper that the architects of the Thames Hub airport had failed to even discuss its feasibility with the nation's air navigation provider. Richard Deakin insists that the proposed site on the Isle of Grain is a non-starter, located under the convergence of major arrival and departure flight paths for four of London's five airports

Page 20. Two new runways to the immediate West of Heathrow are not feasible due to Air Traffic patterns, take-offs and approaches would conflict.

Aircraft depart Heathrow using Standard Instrument Departures and Noise Abatement techniques. Arrival procedures are explained on the Heathrow website – Arrivals. It explains why the glideslope is set at 3°.

The IoD report has made no suggestions where to site a new Hub Airport. Perhaps Sir Norman Foster's Company can suggest a suitable site to the North or North West of London. Page 102 says most airport projects can be funded privately, so taxpayers' money need not be put at risk. Can this be true?