



AirportWatch bulletin 40  
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## **VAT went up to 20% on 4th January; but aviation still pays no VAT**

Air passengers pay no VAT on tickets, airline fuel is zero rated and no VAT is due on purchases of new aircraft. Indeed, because of the zero rating, the airlines are VAT registered and can reclaim VAT on goods and services. It is deeply unfair to the rest of British industry and hard-working families that the aviation industry continues to be a special case. It also makes no sense that one of the dirtiest and noisiest industries gets away with paying no VAT. Add this to the fact it pays no tax on its fuel and so the Chancellor is losing at least £9 billion a year.

### **From the Chair of AirportWatch, John Stewart**

#### **Why should aviation be a special case?**

Why should aviation be a special case? It gets tax-breaks other industries don't receive. The CO2 targets it is required to meet are much less stringent than for other industries. It is exempt from laws covering all other aspects of noise. Any yet it is one of the dirtiest and noisiest industries on the planet.

AirportWatch is producing a series of booklets arguing that aviation should not be regarded as a special case. They aim to give us all the arguments to use when the new Government starts drawing up its aviation policy, probably in March this year. Government will consult on a scoping document, leading to a full consultation next year, with a final policy to be published early in 2013. It has said that everything is on the table, except its decision to rule out new runways in the South East. Three of our short publications are available: on a **new aviation policy**, on **economics** and on **noise**. The fourth – on **climate change and technology** – will be available next month. Publications at <http://bit.ly/i5O2iM>

Our key theme, the mantra we want to repeat time and again, is 'Why should aviation be a special case?'

## **2011: Important Year in Europe**

### **European Commission considering putting VAT on the cost of air travel**

This could be an important year for aviation in Europe. The EU is currently consulting on its VAT Directive. VAT could be imposed on all flights from British and European Union airports under proposals being considered by the European Commission. A green paper published last month recommends that VAT be levied on all air and sea transport. That could see a 20% increase in the cost of flights, ferry tickets and cruises. Currently all air and sea travel is exempt from VAT within the EU. The paper entitled "*On the future of VAT: Towards a simpler, more robust and efficient VAT system*" – claims that putting an end to the exemptions applicable to international passenger transport by air or sea would only ensure a level playing field. The consultation ends on 31st May 2011. <http://bit.ly/huf7kL> AirportWatch is working alongside lobby groups in Brussels to press the European Commission to require member states to impose VAT on aviation.

Currently no VAT is paid on UK bus or train tickets, as these are deemed to be essential public transport and a public good. People need local transport in order to get to work, school, to shops or local services. VAT is charged on petrol and diesel, which could be seen as more discretionary

purchases, as is most air travel. The AA estimates that the January increase in fuel duty and VAT added around 3.5p to the cost of a litre of petrol and diesel. So at present petrol costs around £1.24 a litre, with diesel around £1.28 a litre. Aviation fuel costs, by comparison, around 44p per litre including costs of refining and distribution

The EU is also expected to start revising its Energy Directive this year – an opportunity to press for a tax on aviation fuel – and its Noise Directives. AirportWatch will keep you updated on the progress.  
*John Stewart*

## **Manchester Airport On Trial: Guilty verdicts on eleven, but the fight continues - another trial of the remaining six in February**



Amanda Walters and Mark Haworth

In May 2010 17 people staged a non violent direct action at Manchester Airport, temporarily shutting it down. They did this to reduce CO2 emissions that the airport is responsible for annually and in opposition to plans to destroy family homes at Hasty Lane, and local biodiversity, in order to expand the World Freight Centre.

**Trial 1:** The first trial, of eleven people took place on 6th December at Trafford Magistrates Court. The defendants faced charges of **obstruction of the highway** of the road access to the World Freight Centre. Nine of the eleven pleaded guilty, to avoid

the cost of a trial; they were sentenced with fines of on average £300 each. The trial continued into a second day as two defendants - Amanda Walters and Mark Haworth - pleaded not guilty, and argued that due to the local democratic deficit and the threat to local homes, biodiversity spots and the climate from the expansion of the airport, their actions constituted a reasonable use of the highway.

The judge found Amanda and Mark guilty of obstructing the highway at the airport. They were given fines of £175 and £250 respectively, and were ordered to pay £460 in costs each plus a £15 'victim surcharge' each. During the case the court heard that the expansion of the airport would have significant impacts on local homes, as well as globally in contributing to climate change. <http://bit.ly/hZnKzT>



**Trial 2:** Six of the Manchester Airport on Trial defendants are now preparing for the second trial starting on Monday 21st February. They are pleading not guilty to **aggravated trespass**. It is hoped that Kevin Anderson from the Tyndall Centre will be appearing as an expert witness. They also have expert witness statements from Geoff Meaden (local impacts of climate change), Robin Stott (health impacts of climate change), Councillor Martin Eakins, Peter Johnson (from Hasty Lane), John Stewart (HACAN and AirportWatch) and , Nic Ferriday (AEF). Whether all these witnesses will submit evidence in court is still being decided. The defendants are asking people to come to show support outside Trafford Magistrates Court (M33 7NR) on Monday 21st at 9am.

More details at <http://www.manchesterairportontrial.org/>

## Nellie (the elephant in the room) drops in on Manchester City Council's climate change conference



*Nellie being unobtrusive*

commitment to becoming carbon neutral in site energy and vehicle fuel by 2015" and "Improve sustainable access to Manchester Airport". 2.12.2010 <http://bit.ly/hJVkI4>

Which is odd, as "Manchester: A Certain Future" even has a nice photo of the contrails overhead.

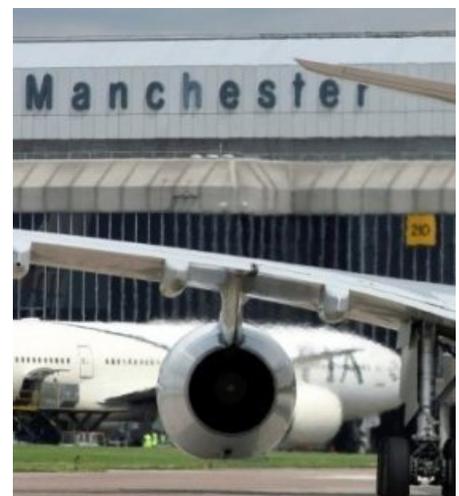
Campaigners from Manchester Climate Action took a giant white elephant (lovingly named Nellie) to greet the public and organisations attending Manchester City Council's Climate Change stakeholder conference. '**Manchester: A Certain Future**' is the council's climate change action plan. It sets targets for the city to reduce emissions 41% by 2020. However, this doesn't include the flight emissions from Manchester Airport (55% owed by the city council and the region's biggest source of emissions). The only mentions of anything relating to the airport are: "Deliver the targets in Manchester Airport's Ground Transport Plan and its



## Coop Bank's refinancing of Manchester Airport draws criticism from environmentalists

Manchester Airports Group has completed a £280m 5-year refinancing with 7 major lenders. <http://bit.ly/h3e2GB> Campaigners are angry that the Co-operative Bank is part of this deal, which is largely for the development of Manchester Airport including re-surfacing Runway 1 and upgrading Terminal 3. The bank will provide £40 million over the next 5 years to MAG despite its much-vaunted 'Ethical Investments Policy' <http://bit.ly/dWscSi> which includes mitigating the threat of climate change and they say they "oppose development of runways throughout the UK". <http://bit.ly/dT1zBs>

Manchester airport and planes using it are responsible for around 5 million tonnes of CO2 emissions per year. Zoe Creighton-Hird from Manchester Climate Action (part of the "Stop Expansion at Manchester Airport" - SEMA - coalition) said this is another case of aviation being ignored as a massive contributor to climate change and goes to show that the Coop's environmental image is an illusion, if they are willing to invest millions into one of the fastest growing sources of CO2 emissions. 10.1.2011 <http://bit.ly/ijh7Uo>



## **£110,000 payout to two families as Manchester Airport hits value of houses**

Two families in Mobberley have been awarded considerable compensation from Manchester Airport after being plagued by plane noise. They took the airport to the Royal Courts of Justice in London claiming their lives were ruined by jets using the second runway, which opened in 2001, making conversation in the garden impossible. One said: "At times it's an aerial bombardment."

The judge ruled the value of their homes had been reduced since runway two opened. One claimant was awarded £40,000 and the other £72,500. The judge ruled that without the second runway, the homes would be 7.8% and 10% respectively more than their current market value. 12.11.2010

<http://bit.ly/hlYljK>

## **£15m of Government Regional Growth Fund for Birmingham Airport runway plans**

A new Government Regional Growth Fund (RGF) for economic development could contribute £15 million to start the airport's runway extension. Councils and business leaders in charge of the Birmingham-Solihull Local Enterprise Partnership want the RGF to meet almost half the £32 million cost of diverting the A45 Coventry Road to enable the 350-metre runway extension to be built. There is also a £10 million bid going through Centro, the Integrated Transport Authority. The airport will pay only £7 million towards the cost. Uncertainty about how the road diversion might be paid for is holding back the runway 350 metre runway extension project. The airport is desperate to get the extension, so it can compete directly with Heathrow, Gatwick and Manchester on non-stop flights to long haul destinations. 14.1.2011 <http://bit.ly/i6uFPB>



Birmingham Council thinks they won't have to pay for any of it, although they haven't revealed any contingency for either - or both - of the bids failing. Meanwhile Birmingham City Council has said it will have to lose well over 2,000 jobs in 2011 and 2012 due to the public spending cuts so the prospect of the council picking up the bill for millions looks unlikely. BCC had originally indicated it might find £15 million for the road works. Friends of the Earth Birmingham are working to raise the profile of the issue locally and increase anger amongst those whose services and jobs are being cut. However, they are up against the massive promotional machine of the airport and business that promotes the mantra of "airport expansion = more jobs".

Chris Crean, for West Midlands Friends of the Earth, questioned there being any justification for a commercial project of this nature being funded by the public purse. He also criticised the allocation process for RGF bids, overseen by an interim assessment panel set up by the shadow LEP board. People do not know who on these boards, deciding which projects to bid for. "There is no public scrutiny, no transparency and no democratic input into this."

## **Dismay as Judge allows Newham green light to London City Airport expansion**

A High Court judge has refused to overturn Newham Council's decision to expand London City Airport. Campaigners are now considering an appeal. Residents, represented by FoE's Rights and Justice Centre, took the council to court in November after it decided to allow a 50% increase in flights. Fight the Flights argued that Newham Council failed to consider changes to Government policy on climate change and did not properly consult boroughs and residents in the surrounding area. 20.1.2011 <http://bit.ly/hF6vII> Fight the Flights blogspot at <http://bit.ly/foPMZU>

Local residents are continuing to focus on lobbying and performing a 'watch dog' role. In November the Civil Aviation Authority published its review of NATS' revisions to the London City Airport departure routes, introduced in May 2009, allegedly to maintain the high safety standards. The review ignored the annoyance and distress caused to the thousands of Londoners now being over-flown, and data on the noise these communities suffered before the change. Fight the Flights continues to have dialogue with the CAA over the flight path changes and future proposals.

### **The London City Airport Public Safety Zone is getting bigger and covering more homes**

The Civil Aviation Authority has submitted a proposal to revise the public safety zone (PSZ) at London City Airport. The proposal can be seen at <http://bit.ly/esxJJW> and a map is included so those affected can see if their home is currently, or will soon be, in the PSZ crash zone. Organisations and residents who will be affected are invited to respond. The closing date for submissions is the 2nd February.

More information about what a PSZ is can be found at <http://bit.ly/gOSZfp> The local campaign at London City, Fight the Flights, has expressed its multiple concerns on the problem of the PSZ in the past - details at <http://bit.ly/foPMZU> They are again disappointed that it appears that the very people this change will affect have not been consulted, and will be unaware of this proposal. Greenwich Council appears to have made no effort at all to ensure that the areas affected are kept informed by those responsible. The map shows that the only residential properties covered by the PSZ are in West Thamesmead, Greenwich, SE28 and no properties appear to be covered by the PSZ in Newham. If you wish to respond to the CAA proposals and require assistance to do so please email: [fighttheflights@yahoo.co.uk](mailto:fighttheflights@yahoo.co.uk) and who will do all they can to assist. 4.1.2011 [www.fighttheflights.com](http://www.fighttheflights.com)



### **New report from Europe shows people are disturbed by much lower levels of aircraft noise than previously admitted**

A new report on noise from the European Environment Agency supports the findings of the ANASE Study and shows that people are disturbed by much lower levels of aircraft noise than has been previously admitted. The study shows how many people are annoyed by aircraft noise, not merely the number exposed to it. For example, at a noise level of 55 dB, 27% are highly annoyed by aircraft noise, but only 3% are highly annoyed by rail noise and 6% by road noise. 17.12.2010 The European Good Practice Guide [www.eea.europa.eu/publications/good-practice-guide-on-noise](http://www.eea.europa.eu/publications/good-practice-guide-on-noise) October 2010 (40 pages, pdf 2.3 MB)

**Heathrow:** The report indicates that over a million people are disturbed by aircraft noise from Heathrow, more than the three times the number admitted by the Department for Transport. It confirms that people can get seriously annoyed when the noise over the day averages out at 50 decibels, as opposed to the Department for Transport's estimate of 57 decibels. This suggests that noise can be a real problem for some people living over 25 miles from the airport. HACAN says this backs up what its supporters have been saying for years. In parts of East London noise is made worse by the huge growth at London City Airport

HACAN has published a short briefing, "No Longer just a West London Problem", which shows how London is affected. It is calling for the alternation of flight paths, which currently gives people in West London a break from the noise, to be extended to other areas of London and the Home Counties. <http://www.hacan.org.uk/resources/briefings/hacan.briefing.no.longer.wl.problem.pdf> (4 pages)

## **Edinburgh Airport intent on huge expansion in its draft Master Plan**

Edinburgh airport has launched its draft Master Plan, with enormous growth forecasts, but slightly lower than previous estimates. It is based firmly on the Air Transport White Paper, and this thread remains in sight throughout the plan. They appear to make no attempt to move forward from this stance or move with the times. Edinburgh did have a 1% increase in passenger numbers in 2009, though these were down 5% in 2010. The airport is also proud of a report by York Aviation published in 2009 which notes that it supported 7,710 jobs across Scotland and brought £264.6M to the Scottish Economy – but it is by no means clear whether this is the residual figure after the tourism deficit (excess of money spent by Scottish tourist spending their money abroad, over foreign visitors spending in Scotland) is factored in.

BAA hopes passenger numbers will increase from 8.6 million in 2010 to 13 million by 2020 (it originally hoped by 2013) and to 20.5 million by 2040. And that air transport movements will grow from 100,592 in 2010 to 141,300 by 2020. BAA says no 2nd runway will be required, but it needs new aircraft hangars and stands. When one looks at the predictions for 2040 – an uplift with respect to 2005 of 143% in passenger numbers and 84% in movements, clearly they expect the “average” aircraft using the airport in the future to be much larger than today.

They also make a claim that international passengers using Edinburgh Airport have grown 80% in the past 4 years, and they expect a further 50% on this figure out to 2020. On the emissions side, they include aircraft emissions up to 3,000 ft and, of course, commit to trying to reduce these! The full Edinburgh plan can be found at this site <http://www.edimasterplan.co.uk/> There will be a consultation lasting to around late April. 18.1.2011 <http://bit.ly/gGK7bt>

## **Update on Bristol Airport application**

The 106 Agreement, part of the mitigation package for expansion at Bristol Airport, has still not been finalised. Part of the agreement concerns monies from the airport going towards two sub-regional transport schemes: the Bus Rapid Transit and South Bristol Link Road. These schemes may now be in jeopardy due to the Bus Rapid Transit system being replaced by either a tram system or light rail system which would be for the benefit of Bristol and much needed. The South Bristol Link depended on other additional monies from developers building houses on Green Belt land on the South side of Bristol under the Regional Spatial Strategy (RSS). The RSS has been abandoned so the development is unlikely to take place and the South Bristol Link Road may now never happen. The result is that communities surrounding the airport will have little mitigation.

The Interim Board of the West of England Local Enterprise has just been announced with 5 representatives from the business sector. Unfortunately this has two representatives from the aviation sector. These are Katherine Bennett, vice president and head of political affairs at Airbus, and Robert Sinclair, chief executive of Bristol Airport. Also, as the Chair, who is from Wessex Water, is non-voting the aviation sector will have 50% of the votes. This is unbalanced and unfair representation of the business sectors here in the West of England (North Somerset, Bath & North East Somerset, South Gloucestershire and Bristol).

We are highlighting this to Councillors at the moment. The campaigns from the transport sector are all complaining as they want a rail representative. Other sectors have also written in the press about not having a place. People in the area are asking who has recommended and who has approved the membership of the interim Board of the LEP and what has been the selection process leading to appointment of members. *SBAE*

The issue of LEPs, their accountability and the balance of their membership needs scrutiny

## **Carlisle airport application hopes for 200,000 passengers by 2025 and 5 return flights per day**

Owners of Carlisle Airport, Stobart Air, have submitted a 3rd planning application to Carlisle City Council, this time for an "airfreight distribution centre" of 394,000 sq ft and to resurface the runway. Stobart claims this would create the equivalent of 156 full-time jobs and safeguard 73 existing jobs. There would be flights to Southend. <http://bit.ly/dY11Hj> 31.12.2010 Stobart threatens that the airport is not viable without redevelopment and if they don't get their application, they will move outside Cumbria. The application is on the Carlisle City Council (CCC) website - (application 10/1116). The "airfreight" centre is in a building that is broadly the same as the building that last time round was designated as a road haulage centre and the Stobart Group have stuck to their position in relation to their shareholders that the building is to serve as a regional distribution centre.

Despite saying in the application blurb that they are "willing to answer any questions that may arise as part of the planning process" the applicant has proved to be uncharacteristically shy. They have not held any pre-application consultations, and refused to attend a public meeting called by Irthington Parish Council. The local CC Councillors also refused to attend until they had a change of heart. This was possibly related to a letter signed by 50 or so village residents deploring the lack of consultation.

In short, this application looks even more suspect than the last one. On the face of the application the "airfreight centre" could handle in the region of 10,000 ATMs pa and yet a figure of 1,860 is used in the EIA. There is ambiguity all round that local campaigners suggest is intentional. Left to their own devices CCC, or at any rate elements within CCC would love to knock out another dodgy consent, but this time things may be different. They know, or should know, that any unlawful action will lead to Judicial Review again and people are starting to get wise, so the political dynamics may be different this time. We shall see. *Carlisle campaigners*

### **Southend update. Airport Jobs?**

Owners of Southend Airport, the Stobart Group, have been getting over-excited in the media in the last couple of weeks about the creation of up to 60 jobs at Southend Airport. However, they are only advertising 10 posts on their website at the time of writing, one of which is actually a job with the South East Essex College. The maximum specified salary on offer is only £20,000 per annum. During the planning stage, the airport was talking about the creation of around 7,000 jobs and since Stobart bought it, around 300 people have lost their jobs there.

Stop Airport Extension Now (SAEN) is firmly opposed to the runway extension as the very small number of jobs created will not make up for the massive increase in noise, pollution and greenhouse gas emissions from the planes, nor the massive inconvenience to local people of Eastwoodbury Lane being closed. There also remain unanswered questions about the safety of the proposed link road to replace the Lane, which will be a matter of metres from the extended runway, should it go ahead. For example, why is it necessary for "farmland to be surrendered for [the] safety area" (from a recent Council report) when this land is much further from the runway than the proposed road? The people of Southend are being put at greatly increased risk of being hit by a plane, but the only people to benefit from this will be the Stobart shareholders. <http://www.saen.org.uk> *Denis Walker*

### **Update from Luton**

CAA 2010 data show passengers at Luton were down 8.6% for 2010, and 2009 was itself down by 12.3% compared to 2008. But while daytime movements and traffic are down significantly, night traffic in 2010 has already returned to 2007 levels and the night noise has followed. This appears to

arise from the dominance of aircraft based at Luton in the Airport's traffic. These have moved away from simple out-and-back routes to "W" patterns where they go elsewhere during the day but return at night. It also appears that the low-cost airline business is migrating to longer routes so they are only flying 3 return journeys instead of 4.

Since Luton is limited by the present number of aircraft stands on which "based" aircraft loiter overnight, there's nothing to stop them adding arrive-and-depart night movements to their hearts content: to an extent they've already been at this with flights such as football charters - and it's perhaps not without significance that their charter traffic is what's shown the strongest growth (from a very low level, true, but it's growing).

### **Belfast City residents' fury at removal of airport passenger limit**

Local residents are furious that Environment Minister, Edwin Poots, has decided to do away with the passenger limit at George Best Belfast City Airport. The limit was a crucial aspect of the airport's planning agreement, designed to protect local communities against undue aircraft noise. There will now be nothing to stop all 48,000 of the permitted annual flights using the airport from using the larger, noisier type of planes which have been operating there – which will greatly increase the misery of people living below.

Belfast City Airport Watch say that if further airport expansion is felt desirable in Northern Ireland, there's a perfectly good international airport just 20 miles from Belfast. So they cannot understand why the Minister is ignoring the needs of the tens of thousands of ordinary people affected by aircraft noise, and placing the commercial interests of one airport above their health and quality of life.

7.12.2010 <http://www.belfastcityairportwatch.co.uk>

### **Briefing paper produced by Belfast City Airport Watch on why Northern Ireland needs a regional aviation strategy**

BCAW is calling on the Northern Ireland Executive to draw up a regional aviation strategy to ensure that future development of NI's airports and air travel is both environmentally and economically sustainable. They are concerned that City's growth appears to be, at least to some extent, at the expense of Belfast International Airport.

BCAW say the current ad hoc expansion of George Best Belfast City Airport, with passenger numbers doubling over the past 10 years, is endangering the health and quality of life of tens of thousands of residents in Belfast and north Down who live under or close to its flight paths. That expansion is also weakening the ability of Belfast International Airport to maintain and attract lucrative long haul routes which are crucial to the regional economy. The Environment Minister's recent decision to remove the City Airport's passenger limit will only exacerbate this situation. BCAW wants a regional aviation strategy which protects the interests of both the regional economy and local residents. The airport is one of just three to be designated by the European Union as a 'city' airport because of its proximity to a large urban area with a dense population. <http://bit.ly/eqE8Gt>

### **Email action against Lufthansa's aviation biofuel plans**

German airline, Lufthansa, has published plans for the world's first commercial flights with agrofuel-blends from April 2011 – including palm oil. They have entered into a partnership with Finnish oil and agrofuel company Neste Oil, who have recently opened the world's largest biodiesel refinery in Singapore, which is running exclusively on palm oil, at the expense of rainforests and peatlands, indigenous and other rural communities. Please ask the German government to withdraw their

subsidies (€2.5 million for this scheme and demand that Lufthansa calls of their agrofuel flights  
 Email action at <http://www.rainforest-rescue.org> More aviation biofuel news at <http://bit.ly/etG88U>

### Dismantling company finds innovative ways of reusing scrapped aircraft materials



Here is what you can do with an old aircraft wing. A UK company is capitalising on the growing market for dismantling and recycling airliners.

MotoArt Boeing 727 conference table. <http://bit.ly/dXdZeJ>

CAA data at <http://bit.ly/hmErc1>

### 2010 UK airports total Terminal Passengers down - 3.5% compared to 2009

Just the largest 20 airports CAA	2010	% change from 2009	2009	% change from 2008
<b>TOTAL OF AIRPORTS</b> that have reported so far on 2010	<b>207,432,106</b>	<b>-3.5%</b>	<b>221,279,574</b>	<b>- 7.2%</b>
HEATHROW	65,745,479	-0.2	<b>65,907,173</b>	- 1.5%
GATWICK	31,342,411	-3.1	32,361,145	- 5.3
STANSTED	18,565,004	-6.9	19,950,499	-10.7
MANCHESTER	17,664,708	-5.2	18,630,614	- 11.5
LUTON	8,734,028	-4.2	9,115,976	- 10.4
EDINBURGH	8595,247	-5	9,044,337	<b>+ 0.6%</b>
BIRMINGHAM	8563,921	-5.8	9,093,735	- 5
GLASGOW	6522,186	-9.6	7,213,545	- 11.3
BRISTOL	?	?	5,615,327	- 9.8
<b>LIVERPOOL</b>	5008,305	<b>+2.6</b>	4,880,098	- 8.4
NEWCASTLE	4,347,153	-4.8	4,568,714	- 8.9
EAST MIDLANDS	4,110,987	-11.6	4,653,017	- 17.2
BELFAST INTERNATIONAL	4,011,632	-11.6	4,536,498	- 13.1
LONDON CITY	2,780,582	-0.6	2,796,898	- 14.2
ABERDEEN	2,763,683	-7.4	2,983,793	- 9.3
<b>BELFAST CITY</b>	2,740,384	<b>+4.5</b>	2,621,988	<b>+ 2</b>
<b>LEEDS BRADFORD</b>	2,724,224	<b>+6.7</b>	2,552,612	- 10.8
SOUTHAMPTON	1,733,639	-3.1	1,789,443	- 8
PRESTWICK	1,659,892	-8.7	1,817,274	- 24.7
JERSEY	1,428,894	- 2.2	1,461,079	- 8.2
CARDIFF WALES	1,398,247	-13.9	1,624,728	- 17

### CCC: UK should commit to a 60% cut in emissions by 2030 and UK aviation emissions should be no higher in 2050 than they were in 2005

The Committee on Climate Change has recommended a Carbon Budget for 2023-27 and a target for emissions reductions in 2030. They say international aviation and shipping should be included, and it is vital that UK aviation emissions in 2050 are no higher than in 2005. Also that, as technologies to cut aviation emissions are not readily available, other sectors of the economy will need to cut by 85% in 2050 in order to let aviation grow by 60%. AEF comment at <http://www.aef.org.uk/?p=1169>

#### Useful Info

- ❖ 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>
- ❖ For websites of **airport-related groups** and other organisations <http://www.airportwatch.org.uk/links.php>  
[www.airportwatch.org.uk](http://www.airportwatch.org.uk) Follow AirportWatch on Twitter <http://twitter.com/#!/AirportWatch>

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