

From the Chairman, John Stewart

It is becoming clear that the new Government is moving away from the aggressively expansionist aviation policy pursued by Labour. Philip Hammond, the Secretary of State for Transport, was quoted in the Financial Times as saying he would like to see domestic flights become a thing of the past. This provoked the predictable outrage from the aviation industry. It is surely a sign that the political ground is moving. The Labour Government was in bed with the aviation industry. What now seems to be happening is that the aviation industry, with a much less warm relationship with the new Government, is getting ready to frustrate the Government as it seeks to back away from expansion at any cost. It is likely to be the aviation industry, rather than the Government, which is going to be pushing the expansion schemes which AirportWatch opposes. It is the industry, therefore, which is likely to be the focus of our attention.

There will be two strands to AirportWatch's approach. We will be assisting groups fighting growth at their airports. We will also be working with the national environmental organisations to push for the tax breaks the aviation currently enjoys to be eliminated as quickly as is practicable. It is a nonsense that, at time when VAT has risen to 20%, the aviation industry doesn't pay any. We will be seeking to meet with the new Government to encourage them to seek to remove these tax breaks where they can and to make sure that the new Plane Tax is used as an effective tool to curtail demand. We are also looking to work with organisations in Europe to make the same demands at a European level..

Climate 9: Found guilty of breach of the peace at Aberdeen Airport

The Climate9, on trial in Aberdeen for their runway invasion in March 2009, were finally found guilty of breach of the peace on 25th June. More serious charges of vandalism were dropped and charges were significantly reduced over the course of the 2 week trial.

The action by the Climate9 was designed to stop carbon emissions from aviation and highlight the links between Donald Trump's planned hotel and golf course complex and the expansion of Aberdeen airport. The Climate9's lawyers argued their right to protest was legitimate in the face of the real and urgent threat of runaway climate change, combined with the political deficit in acting on climate change. Environmental lawyers hoped that another verdict - in addition to the Kingsnorth Six verdict in 2008 - in favour of climate activists by a jury could mark a shift in 'social values'. However, Aberdeen - the Oil Capital of Europe - was always likely to find them guilty. The trial has been another significant step both in showing that peaceful protest is a necessary and legitimate way to take the action needed on climate change and that Climate Science can be heard in court as evidence. Sentence was deferred until August. www.climate9.com

Updates of the trial day by day are at <http://www.climate9.com/newsie/>



The Climate9 and supporters on their way into Court

Post-trial thoughts from Tilly Gifford, one of the Climate9:

We all fully intended to be arrested and prosecuted when undertaking the closing down of Aberdeen Airport in March 2009. We expected this to lead to convictions and criminal records. This is an informed position: we fear that the consequences of inaction loom overhead, and are much scarier than the consequences of the actions we took on the Aberdeen runway.



The Climate9 outside Court at the end of the trial

The momentum of the last 15 months has woven a rich tapestry of voices of dissent: members of the UK Public Health Council, top civil rights lawyers, residents from Heathrow, farmers from Climate impacted Bangladesh and from Scotland, fuel-poverty campaigners from Glasgow. Even the Masters in Aircraft Engineering wrote us statements of support. The learning curve has been documented and diarised. It is being compiled into a resource for the next wave of actions against carbon-heavy industry.

The ploddingly slow prosecution case was also an opportunity to finally clear our name. The lies and emotional blackmail used to intervene with our right to peaceful protest were exposed. The court finally witnessed the unravelling of 'erroneous' information supplied by BAA. One charge levelled at us was delaying an emergency flight. It turned out there was never any emergency air ambulance with a critically ill baby: BAA lied to us, and lied to the police. There was a scheduled medical flight, which always could have taken off. And it did take off. "This is news to me that it was a scheduled flight" said Inspector Irvine, in charge of arresting us in March, from the witness box. The statement from the head of the Air Ambulance company reads:

"Our flight was scheduled to take off at 8.00am this morning, but in fact took off about 8.35am, but this was due to our operational delay by the medics and not the protestors. This incident has had no financial or life threatening or operational impact on our operation. I have no complaint regarding this matter."

During this two-week jury trial, massive stepping stones have been placed into the murky waters of shifting social values. This was the first time in Scotland, and the first time anywhere since the failure of the Copenhagen talks, that a jury have heard climate experts testifying as to the dangers of climate change in relation to aviation.

The nine of us have been found guilty of 'Breach of the Peace'. Is 'peace' our mundane business-as-usual, steadily and surely eating through our ten-year-window-of-opportunity to peak and curb CO2 emissions? If 'peace' is the system where the biggest polluters advertise their services expensively on massive billboards, whilst voices of dissent are criminalized, then I suggest it is a 'peace' worth breaching. I choose the 'peace' of functioning ecosystems, not yet condemned to collapse, and a truly sustainable way of life for all. To maintain this 'peace', a wide alliance of workers, residents, scientists and concerned citizens, are fully and unapologetically prepared to conjure up and promote strategies of resistance to disrupt the putative 'peace' of unsustainable, carbon intensive 'business as usual'.

Tilly Gifford July 2010

Bristol Airport - The real fight starts now!



Stop Bristol Airport Expansion (SBAE) have launched a new fundraising campaign, in order to pay legal costs to continue to challenge the flawed decision by North Somerset Council to allow the airport to expand. Consent was given in May and the case has now been referred to the Secretary of State, Eric Pickles, because some of the development (car park) is on green belt land, and because of its climate

change impacts. The decision may be in August. If he does not grant a public enquiry, SBAE plan to mount a legal challenge on the basis that there is no current government policy to support the decision to approve the plans.

SBAE has been advised by its lawyers that the Bristol airport application is open to legal challenge because it is based on the 2003 Government aviation policy that in March was ruled by a High Court judge as out of date because it is not compatible with the 2008 Climate Change Act. This could be the first test case for the new coalition Government's policy on regional airport expansion. Bristol Airport's application to increase passenger numbers to 10 million by 2019 would lead to a 125% increase in CO2 emissions from flights at the airport. The UK is committed under the Climate Change Act to cutting CO2 emissions by 80% by 2050.

Bristol campaigners fear the expansion will create a wanton increase in greenhouse gas emissions, the use of green fields for parking thousands of cars, increased traffic on narrow roads and an extra 6 flights per hour on average (and worse at busy times). If it is allowed, there could be an airport the size of Luton on Bristol's doorstep. SBAE are asking for donations for a legal challenge.

<http://www.nobristolairportexpansion.co.uk>

Concern about anticipated Gatwick Airport expansion under GIP ownership

Comment from GACC:

"Like campaigners at Heathrow and Stansted, the Gatwick Area Conservation Campaign (GACC) is delighted to have the new Government confirm that there will be no new runways in the South East. However two issues still worry us:

- 1). the South East Airports Taskforce, and
- 2). the Gatwick owner's expansion plans.

On the first issue we are glad that Theresa Villiers, Minister of State for Aviation, said in reply to a written question from Sam Gyimah, one of our new MPs with whom we have established friendly contact, "The South East Airports Taskforce will bring together key players from across the industry to explore the scope for measures to help improve reliability, reduce delay and create better conditions for all users. I have invited representation from the Aviation Environment Federation (AEF) to consider the environmental impact of any proposals "



But it remains disturbing that other statements about the Taskforce have implied that it will look for ways to improve the efficiency of the airports, which may mean ways to squeeze more flights onto the existing runways. The precise terms of reference have yet to be determined and we will strongly resist any increase in noise or other environmental damage.

Our concerns are given more weight by the Gatwick owner's (GIP) avowed intent to squeeze more flights onto the single runway. Their plan is to increase the number of passengers from around 32 million to 40 million a year by 2018. This horrifying increase would involve some 40,000 extra flights a year (or 20,000 above the previous 2007 peak level) and larger aircraft. No doubt there will be pressure from the airlines for more night flights and more in the late evenings and early mornings and it is difficult to see how improved aircraft and procedures could avoid considerable extra disturbance and environmental damage.

Clearly, while GACC has had great success in resisting demands for an extra runway at Gatwick, we still have an enormous fight on our hands to reduce rather than see an increase in the environmental damage being caused by Gatwick airport."
John Byng GACC

Gloucester airport: light plane crashes 5 metres from road



A 72 year old pilot narrowly escaped disaster when his light aircraft crash-landed at Gloucestershire Airport on 24th June. It smashed into a hedge, which cushioned the impact, 5 metres from the busy Bamfurlong Lane as it attempted to land at the Staverton airfield - 50 metres from the main runway. The pilot was not seriously injured. Staverton airport handle between 70,000 and 90,000 flights a year. The Air Accident Investigation

Branch will be investigating. There is interesting information from the CAA on Aviation Safety statistics <http://www.caa.co.uk/default.aspx?catid=978&pagetype=90&pageid=6277> showing the much higher rate of accidents to small planes than commercial airlines.

Lydd Airport Action Group welcomes Pickles' decision on Public Inquiry

LAAG has welcomed the decision of the Secretary of State for DCLG, Eric Pickles, to call in Lydd Airport's planning application for a public inquiry. The case for a public inquiry was compelling as the application satisfied 4 of the 5 government criteria to determine if a inquiry should take place. These include conflict with national policy on important matters; significant effects beyond the immediate locality; and substantial regional or national controversy. 24.6.2010 The Lydd Airport Action Group press release is at http://www.kentnet.org.uk/laag/press_releases.htm#latest_press_release

Belfast residents call for independent inquiry into yet another roof tiles incident

There have been two more dangerous incidents, during June, of roof damage and heavy roof tiles being dislodged by vortices from over-flying planes, at Belfast City Airport. On 6th June around 20 tiles were dislodged from a bungalow, though luckily none fell, when local residents reported seeing a plane flying very low over houses. The lady concerned was extremely distressed by the incident. Then on 8th June, another resident was hit on the top of the head by a falling slate just as he was about to leave his property. He claims around 6 tiles were blown off as the aircraft made its landing approach just after 10pm. <http://bit.ly/cHQrMW>



Belfast resident slightly hurt by falling tile

These incidents came 9 months after a case in September 2009 when around 30 tiles were ripped off a roof in the same area. <http://bit.ly/bBYQyz> Some of them landed in gardens, and fortunately nobody was injured. Belfast City Airport Watch are calling for an independent inquiry into aircraft safety, as the wake vortex problem is a very real issue. A public meeting with local politicians took place on 30th June. The wake vortex problem is widely recognised, and many airports (eg. Heathrow, Manchester, Birmingham) have vortex

protection schemes, where roof damage is promptly repaired by the airport, and roofs in vulnerable areas are strengthened.



Belfast resident shocked by damage to tiles

Belfast City Airport Watch said: "It's now incumbent on the Environment Minister, Edwin Poots, to hold an independent, open, and transparent inquiry which would properly investigate these incidents to determine how any further accidents of this nature could be avoided in future, and to examine whether the level of safety risk to which residents are being subjected is acceptable. To ensure the investigation is a robust one, we are calling on him to bring in the Civil Aviation Authority which is responsible for regulating aviation matters in the UK, and has the necessary expertise to carry out such a task."

An AirportWatch member is currently writing a briefing on the wake vortex issue, and it will be published by AEF in the near future

Sign the petition by Belfast City Airport Watch to stop further expansion at Belfast City Airport:

<http://www.gopetition.co.uk/petitions/belfast-city-airports-passenger-limit.html>

City Airport Campaigners Go To Court

Fight the Flights, the campaign group which represents residents affected by City Airport, has won the right to mount a Judicial Review against the decision of Newham Council, the planning authority, to grant the airport permission to increase flights by 50%. The High Court challenge will be heard on the 18th and 19th November.

Fight the Flights is also asking for a full and public review of the new flight paths which were introduced last year. In order to cater for the increase in the number of jets using the airport – rather than the smaller, quieter turbo-props which used to predominate – take-off flight paths have been extended, bringing aircraft noise to whole new swathes of East London. NATS (National Air Traffic Control) and the Civil Aviation Authority are reviewing the flight paths this Summer. Fight the Flights have gained widespread support from local authorities and MPs across East London for their call for a public review.

It is expected that an All-Party Group will be set up in Parliament to focus on City Airport. And, later this year, the Environment Committee of the Greater London Authority will be mounting an Enquiry into the situation with the airport. <http://www.fighttheflights.com>



Cute kid learning young

Osborne postpones action on Air Passenger Duty or Per Plane tax till the autumn

The government has postponed its decision on APD. George Osborne said in his emergency budget on 23rd June: "The government will report back in the autumn on its proposal to impose a per plane duty (PPD) as opposed to a per passenger tax (APD) to contribute towards a reduction in carbon emissions." Any changes to aviation taxation would be subject to public consultation. Much of the UK travel industry - airlines and travel agents - has called for APD to be scrapped, but it is thought that the delay makes it more likely that the proposed rises in November will indeed come into effect. However, with no firm plans detailed in the Emergency Budget doubts are raised about the Government's commitment to this reform. The Treasury plans to raise £3.8 billion in 2014-15 from air travel, compared to £1.9 bn last year.

Aviation is currently heavily subsidised, to the extent that it pays no VAT on tickets, and there is no tax on aviation fuel. A litre of aviation fuel costs around 30 - 33p, while a litre of petrol for the car costs around £1.15 - £1.20. Aviation is a sector that is very lightly taxed indeed. The benefit to the UK aviation industry of not paying these taxes is worth at least £9 billion a year. When VAT rises, the benefit will be even greater. And it's not just aircraft: spare parts, servicing: if it flies and it isn't a bird, it's VAT-free. Even the in-flight meals and the in-flight scratch cards.. There is more on the APD issue, including the current and future levels at <http://bit.ly/c7CZ4>

and Budget 2010: Air traffic control organisation NATS to be sold off

George Osborne announced in the budget that the Treasury is to open discussions with fellow shareholders in NATS (National Air Traffic Services) over selling its 49% stake. Nats is 42%-owned by a consortium of airlines including easyJet, BA and Virgin Atlantic, with 5% controlled by staff and 4% owned by BAA. EasyJet is opposed to the sale, if it put profit before running an efficient service. The union of air traffic controllers is opposed. 23.6.2010 <http://bit.ly/9iOzTl>

Heathrow news updates:

New talks on increasing capacity at Heathrow

- and new government task force for south east airports set up

Campaigners against Heathrow noise reacted with suspicion as the Government announced a task force for "better not bigger" airports in the South-East. This is set to reopen the debate about whether more flights can be squeezed out of Heathrow's existing runways, with one of the business groups represented saying that improving the airports was a "tall order" with current capacity. A new South East Airports Task Force has been set up, with AEF a member. 15.6.2010 <http://bit.ly/aOFO1x>

Protection of runway alternation at Heathrow Airport - Theresa Villiers

On 16th June, in Parliament, **Zac Goldsmith** (Richmond Park, Conservative): asked the Secretary of State: "Will the Secretary of State confirm that he will protect runway alternation at Heathrow?". Transport Secretary, **Teresa Villiers** (Conservative) replied: "I can give that confirmation. We support the current protections of runway alternation. We defeated Labour's proposals for mixed mode when we were in opposition, and we will not revive them now that we are in government." Hansard: <http://bit.ly/dq18DX>

London Assembly opposes any increase in flights at BAA's London airports.

On 17th June, the London Assembly unanimously called for a ban on any increase in the number of flights operating from BAA's London airports. It expressed concern that following the Government's decision to reject a 3rd runway at Heathrow, BAA may try increase the number of flights from its airports by the back door, by operational and regulatory changes like allowing mixed mode operations and increasing the number of night flights. (These would be strongly opposed). <http://bit.ly/9cmXKZ>

Heathrow expansion would give negative economic benefit (new NEF report)

A new report by the NEF (New Economics Foundation) on the costs/benefits of a 3rd Heathrow runway shows that when the full social and environmental costs (not merely tentative economic benefits) are taken into account, the costs of the runway would probably outweigh benefits by at least £5 billion up to 2030. Their new analytical tool, SROI (Social Return on Investment) takes account of local impacts, effects of noise, air pollution, blight and uncertainty. (NEF) <http://bit.ly/bORVqa>

Heathrow Airport – likely funding boost for 'Airtrack' rail scheme

Airtrack, the proposed rail link between Waterloo, Heathrow and the west, could be one of the beneficiaries of the cancellation of the third runway project. According to the BAA Capital Investment Plan, recently published, some of the £700 million earmarked for the runway could now be available for other projects. BAA is pushing ahead with plans for Airtrack to be presented to a Public Inquiry in Autumn 2010. The line would directly connect the redundant Eurostar platform at Waterloo to the station platform at Heathrow Airport Terminal 5. A completion date has been set for 2016. <http://bit.ly/avyMqu>

Soundscape Project: by the AEF and over-flown West London Schools

Earlier in the year, AEF put together a project outline for school children to make use of the nearest reliably quiet outdoor environmental educational setting for visits by schools that cannot make use of their own grounds or neighbourhoods for outdoor learning due to the relentless disruption caused by aircraft noise around Heathrow Airport.

AEF partnered with the Colne Valley Park Centre, only a short bus ride away from many of the Hounslow candidate schools, but offering a very different soundscape with birdsong, insects in the long grass, falling and flowing water, normal speech communication, even whispers to share exciting new findings. Unfortunately, funding for a large scale pilot was turned down by Natural England on a technicality: while they are very interested in funding projects to promote local access to nature, they viewed the Colne Valley Park Centre as being outside the definition of “local”, albeit that they acknowledged that sites closer to the schools suffered from the same noise pollution.

AEF is keen to keep the project alive by running a smaller pilot scheme with one of the affected schools, Hounslow Heath Infant and Nursery School. With the 3rd runway out of the picture, the head teacher remains concerned about the ongoing threat of losing runway alternation and the continued loss of the full appropriate use of their school grounds due to relentless noise of landings and takeoffs.

The school has consistently been exemplary in its visible and verbal presence at many campaign events, latterly the High Court judgement in March, and on ITV News. The Ash Cloud break in air transport in mid April provided all the arguments needed to remind everyone of the environmental deprivation, the loss of outdoor opportunity at home and at school. The Children of Hounslow Heath Infant and Nursery school stated this clearly on the national news bulletins.

These children deserve better outdoor experiences to comply with the Government’s Learning Out of the Classroom Manifesto. The pilot will demonstrate that it is feasible to provide alternative outdoor learning environments. Long-term it should be the industry’s responsibility to fund school trips providing access to nature in quieter settings, as outlined in the 2003 Air Transport White Paper, and it is the AEF objective to press Government to ensure that this happens at all schools affected by aircraft noise. The final report will be publicised to all relevant Government Departments.

If you know of similar problems for schoolchildren at other airports and support the idea of trips out to quieter places, to be funded ultimately by airport operators in line with the white paper recommendation, please contact AEF by email. info@aef.org.uk By Julia Welchman

Birmingham Airport receives funding for expansion plans

Birmingham Airport has secured the £45 million funding it wants to extend its runway, which would allow for bigger planes, as well as a long-haul service to destinations in Asia and on the west coast of the US. The funding was obtained from provided by Santander Corporate Banking and RBS. Work is also ongoing on the merging of Birmingham Airport's two terminals. 10.7.2010 <http://bit.ly/9cxI49>

Transport Minister Philip Hammond predicts end to domestic flights

Philip Hammond, has stated that domestic flights will soon become a thing of the past within the UK, adding that fast train links will be critical to addressing growing demand for air travel. Mr Hammond also talked of answering the need for greater airport capacity through the smarter use of airspace and - worryingly - talked about the spare capacity on Stansted's runway. Predictably, several airlines cast doubt on the idea that domestic flights would become extinct. A spokesman for Flybe felt that UK domestic aviation will be unaffected by the limited, London-centric nature of any high-speed rail investment that might be forthcoming over the next few decades. British Airways dismissed the idea and said will still be demand from people in the regions who want to fly to the Heathrow hub.

CAA figures May 2010 show UK passengers down - 5.1% & ATMs down - 6.2%

May and April 2010 figures compared to May and April 2009

CAA **provisional** statistics for May 2010 at <http://bit.ly/cLDHWO>

CAA statistics	Passengers in May 2010	Passenger % change compared to May 2009	Air Transport Movements May 2010	ATM % change compared to May 2009	Passengers in April 2010 (6 day ash crisis)	Passenger % change compared to April 2009	Air Transport Movements April 2010	ATM % change compared to April 2009
TOTAL OF THE AIRPORTS whose data has been submitted	18332048	- 5.1%	185738	- 6.2%	13845774	- 23%	137340	- 22%
<i>25 airports with most passengers in May</i>								
HEATHROW	5255761	- 3.1	37903	-4.4	4454878	-20.71	31102	-19.7
GATWICK	2730717	- 4.1	20843	-4.3	2057725	-20.25	15885	-18.9
STANSTED	1623184	- 1.4	12725	-2.2	1233128	-24.32	9775	-22.4
MANCHESTER	1571439	- 8.2	13275	-10.3	1080399	-26.16	9525	-28.2
BIRMINGHAM	787834	- 5.2	7771	-8.2	539246	-24.81	5594	-27.7
LUTON	782912	- 6.9	6292	-10.7	589717	-25.18	4788	-26.9
EDINBURGH	726606	- 11.5	8676	-9.4	539679	-28.26	6812	-24.4
GLASGOW	560403	- 13.7	5959	-10.2	403851	-29.10	4687	-25.0
BRISTOL	519778	+ 5.4	4902	+ 4.9	369878	-11.77	3640	-15.4
LIVERPOOL	414525	- 2.8	3681	+ 0.6	363335	-12.46	3080	-12.7
NEWCASTLE	414215	- 4.9	4466	-2.3	253170	-23.85	2966	-25.9
EAST MIDLANDS INTERNAT	377340	- 13.3	4581	-10.5	252523	-32.48	3416	-27.5
BELFAST INTERNAT	323406	- 19.4	3184	-17.8	261347	-29.31	2647	-24.8
LEEDS BRADFORD	253216	+ 4.9	3044	+ 4.3	185817	-3.24	2289	-9.0
LONDON CITY	236515	+ 2.1	5120	-11.9	175096	-27.10	4193	-27.6
BELFAST CITY (G BEST)	229429	+ 3.5	3262	-0.1	195971	-10.55	2742	-11.0
ABERDEEN	229296	- 9.8	7485	-5.2	184463	-25.74	6103	-20.6
SOUTHAMPTON	159669	- 2.5	3774	+ 2.6	121170	-19.35	2894	-16.5
PRESTWICK	151072	- 7.6	1205	-12.4	119645	-26.12	938	-29.6
CARDIFF WALES	143522	- 14.7	1641	-16.9	79158	-33.46	1089	-35.7
JERSEY	134120	- 4.1	3657	+ 8.9	98238	-19.62	2731	-9.2
DONCASTER SHEFFIELD	94492	+ 13.6	798	+ 27.3	44977	-29.60	393	-17.8
GUERNSEY	81782	+ 2.3	3442	+ 3.1	64842	-15.85	2808	-10.2
EXETER	75789	-7.1	1190	-10.9	47055	-27.00	834	-24.8
BOURNEMOUTH	75786	- 5.7	720	-11.1	52622	-25.30	550	-32.3

A year earlier: UK passenger numbers were down - 10% (to 19,068,199) in May 2009 compared to 21,189,823 passengers in May 2008. This year 18,332,048 passengers in May. <http://bit.ly/dtVxGj>

... but IATA says global air travel rebounded in May above pre-recession levels

May 2010 figures compared to May 2009 show the number of global air passengers rose by +11.7% while global air freight rose by +34.3%. Europe was the region with the slowest growth, but even so passenger numbers rose by +8.3%, and European air freight rose by +21.9%. However, that is compared to a fall the year before, when the peak had been in 2008. Global air passenger traffic is now 1% above pre-recession levels, while the freight market is 6% bigger. IATA expects that weak economic growth in Europe, questions over financial stability and sharply tightening fiscal policies are likely to result in continued slower demand growth than is experienced in other parts of the world. <http://bit.ly/c0yXyv>

Air Freight growing significantly in 2010 globally and in the UK

Global air freight grew (relative to a year earlier) by 34.4% in May; it grew 25.2% in April; grew 28.1% in March; grew 26.3% in February; grew by 28.3% in January; and grew by 24.4% in December 2009. By comparison, **European air freight** grew by 21.9% in May; grew 8.3% in April; grew 11.7% in March; grew by 7.2% in February; grew by 11.6%; and grew by 5.2% in December 2009. In May global air freight was 6% above pre-recession levels, in mid 2008. There have been significant increases in UK air freight over the past 6 months, (except in April due to the ash cloud) with increases such as 50 - 70% at Gatwick and 20 - 35% at Heathrow. <http://bit.ly/bWYu4r>

Farnborough Airport month long planning appeal by TAG

Last November, despite officer's approval recommendation, members of the Local Planning Authority's Development Control Committee voted overwhelmingly to reject a planning application for a doubling of aircraft movements at Farnborough airport. A planning inquiry triggered by the operator, TAG's, appeal against Rushmoor Borough Council's decision closed at the end of June following a 4 week hearing. The Planning Inspectorate's recommendations will be submitted to the Secretaries of State in September. Evidence submitted by the Farnborough Airport Residents Association (FARA) to the appeal centred on 3 aspects:

- (a). **Planning Policy.** The application is premature in that it would be determined against the current Local Plan, which expires in 2011. It should be determined against the replacement Local Development Framework (LDF) that will guide planning decision up to 2026. This would reduce the risk of perpetuating the incremental approach to airport expansion, which has brought the local plan process into disrepute, and it would also be consistent with the government's planning policy.
- (b). **Noise** The current planning approval invokes a noise contour that cannot be breached (it would allow a number of movements that exceed the infrastructure capacity of the airport.) Under these circumstances the contour cannot be used as a measure of environmental harm, and noise generated by individual events has to be the determining factor.
- (c). **Third Party Risk (TPR)** The Local Planning Authority and the airport operator continued to argue that the DfT has addressed Third Party Risk by virtue of its PSZ land policy. This is not the case. This is a crucial misunderstanding that, hopefully, the Inquiry Inspector's will have grasped. One key point of concern is that Rushmoor and the DfT have halved the statistical crash rate at the airport, using the figures for commercial scheduled services rather than the higher crash rate for private aircraft. There are complicated arguments on PSZ and TPR, and Geoff Marks of FARA is one of the most expert people in the UK on this subject. TPR is particularly important at Farnborough, where a college with 2,500 students is close to the airport. The closing statement by FARA - including TPR detail - can be seen at <http://www.rushmoor.gov.uk/media/adobepdf/i/n/closingstatementfara.pdf>

WWF report shows UK Government wasting millions on 'unnecessary' flights

The report "*Excess Baggage: the case for reducing government flying*" shows the number of flights taken by Government ministers and officials, with 90% of them within the UK. Some departments were worse than others. It shows that Government could save more than £300M and about 60,000 tonnes of carbon over the next 3 years by banning 'unnecessary' business flights. Full report (60 pages) at <http://bit.ly/aavms0> More details from WWF on the report at <http://bit.ly/ccXwWs>

End Domestic Flights Now! Demonstrations in London and Manchester

Organised by Campaign against Climate Change. **Saturday 4th September**

Starts with an 11.00 am **Demonstration outside London City Airport.**

in support of "Fight the Flights" www.fighttheflights.com Then a "Train not plane" party on an open top bus taking the message through the streets of London to Euston station.

Train to Manchester, and 4.30pm **Demonstration at Manchester Airport** supporting SEMA, the "Stop Expansion at Manchester Airport" group at www.stopmanchesterairport.org.uk

Details at www.campaigncc.org



Useful Info

- For excellent monthly global temperature data and analysis, the NOAA (National Oceanic and Atmospheric Administration) <http://www.ncdc.noaa.gov/sotc/?report=global>
- 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>
- **Intra European Capacity Reports**, month by month by RDC Aviation, showing all details per airport and per airline across Europe. Also UK Passenger & Cargo reports monthly (only available free if RDC email them to you). http://www.rdc-store.com/index.php?main_page=index&cPath=5_7 Intra European reports for May <http://bit.ly/bN2cTQ> and for June <http://bit.ly/9JD7R9>

Bulletin compiled by Sarah Clayton - with thanks to many people for advice and contributions 14.7.2010

www.airportwatch.org.uk