

Campaigners Unite to Stop Airport Growth in Europe

At a major conference in Brussels, campaigners forged new alliances to stop the growth of aviation across Europe. The campaigners from almost a dozen European countries, are now set to co-ordinate their campaigning activities to stop the expansion of airports and the growth of flight numbers in Europe.



The campaigners included many people from local airport groups, representatives of national environmental organisations as well as direct action activists from organisations such as Plane Stupid. There was agreement that the growth in aviation in Europe is not needed, nor is it sustainable. Many of the trips done by plane could be switched to good train services. Aviation is one of the fastest-growing sources of CO₂ and causes millions of people's lives to be blighted by noise. New and expanded airports are threatening some of Europe's most tranquil areas such as at Nantes and near Siena.

Over the coming years the campaigners expect to co-ordinate their activities. They will produce joint reports, setting up networks, sharing information, co-ordinating demonstrations and many will take part in direct action activities. A key problem is that aviation does not pay tax on its fuel and is exempt from VAT. If these tax breaks were removed, the demand for air travel could be cut significantly. If the climate summit in Copenhagen comes up with measures to regulate CO₂ emission and the considerable additional climate effect from aviation, the demand could also be reduced. Unfortunately such agreement on regulation already appears to be out of the question.

The Conference was on 31st October and 1st November.

East Midlands runway extension plans approved

The runway at East Midlands Airport will be extended by 190 metres after councillors at North West Leicestershire District Council (NWLDC) approved plans. Officers had said there were no grounds for blocking the development. The aim is to allow larger and heavier planes to take off and make the UK's 2nd-biggest freight airport more attractive to long-haul cargo carriers, especially across the Atlantic. Opponents know it will lead to more noise, especially at night, and more air pollution. A longer runway will mean the same old, superannuated cargo aircraft - former passenger aircraft - will take on more fuel and more cargo, making more noise. An airport spokesman made the rather dotty comment that it would not be noisier because "A runway can only hold one plane at a time, so there will be no increase in the number of aircraft as a result of the extension." (Can't beat them for logic)

The Councillor who chaired the planning committee meeting is the same person, who as the authority's representative on EMA's Independent Consultative Committee, famously said, "People only hear what they want to hear" when noise complaints came up for discussion - a comment that deeply angers those currently affected by EMA's activities.

Now people affected by EMA's noise and night flights will have to wait till the Section 106 agreement is put in place, to see if there are any controls. NWLDC recommends that the *"area enclosed by the 55dB LAeq8hr (2300-0700hrs) night noise contour shall not exceed 16 sq km using the standardised average mode for the period 15 June to 15 September ..."* Rough calculations show this is worse than at present.

The S106 is not likely to contain any plans to progressively reduce night noise. Even if there are tight S106 controls, the only sanction for their breach of their planning conditions is a weak system of fines, that has to be enforced by the airport itself, and is ineffective.



The Antonov 124 is one of the largest cargo planes, with a cargo compartment of 36 m x 6.4 m x 4.4 m

3.11.2009

Gatwick (almost) sold and expansion on hold

Gatwick has been sold (or nearly sold, it is to be confirmed in December, subject to EU merger regulation clearance) to Global Infrastructure Partners based in New York, for just over £1.5 billion. They also own London City Airport and Biffa, the experts on rubbish. BAA said proceeds will be used to repay part of its debt, which was £9.6 billion at the end of June. GACC (Gatwick Area Conservation Campaign) feels that transfer of ownership from one faceless international consortium to another may make little difference. "The problem with foreign owners," says Brendon Sewill, Chairman of GACC, "is that they are only interested in profit and have no responsibility to local residents."

According to GACC, however, the new owners will need to realise that at Gatwick they face a strong combination of a long established and responsible environmental group, with local councils who have a long tradition of environmental protection, and with strong support from the local MPs.

Indeed in October the Government put on hold a planning application (by an Article 14 Direction on Crawley Borough Council) for the extension of the North Terminal in order to consider whether a public inquiry should be held into the tough conditions - no extra noise, pollution or climate change damage - sought by GACC with support from many local councils and from a number of AirportWatch members. The extension is designed to facilitate an extra 5 million passengers a year, more than the total at many other airports. As Brendon says: "It would be wicked to allow this to go through without a full public debate."

A change of ownership at Gatwick always causes speculation about a new runway but GACC firmly believe that it will never happen: the Conservative Party is firmly opposed; there is insufficient space at Gatwick for any new runway; even if it could be built, doubling the size of Gatwick would be inconsistent with climate change targets. There is no point in starting an anti-runway campaign too soon, but if it does prove necessary GACC predict that opposition would be every bit as strong as at Heathrow or Stansted.

<http://www.gacc.org.uk> (GACC)

Stansted - what's next?

There is no doubt that 2010 will be a critical year for Stop Stansted Expansion's campaign. On the positive side there is the prospect that a change of Government will lead to the withdrawal of the Government's support for a second runway at Stansted. There is also the prospect - indeed the likelihood - that BAA will be forced by the Competition Commission to sell Stansted and the new owner, whoever that may be, may decide not proceed with the current expansion plans. However, the present reality is:

- a planning application for a second Stansted runway remains on the table and has the Government's full support;
- the Public Inquiry to consider this planning application is currently 'on hold' pending the outcome of BAA's appeal against the Competition Commission's ruling;
- the Government cannot legally force an applicant to withdraw a planning application;
- the Competition Commission has placed a legal obligation upon BAA to "diligently pursue" its second runway planning application pending any change of ownership at Stansted.

There can therefore be no let up in the Stansted campaign. Indeed the Government is committed to setting a revised start date for the second runway Public Inquiry as soon as BAA's appeal against the Competition Commission's ruling has run its course. The results of the recent Competition Appeals Tribunal hearing are expected around the turn of the year and so there could, technically, be a Public Inquiry starting as early as next spring, with an expected duration of about 18 months. This, of course, will entail a vast commitment from our organisation and others in the community - all for a runway which is neither necessary on the basis of forecast demand for the next 20+ years nor desirable in terms of the adverse environmental, economic and social impacts that it would cause. More information, including the latest Campaign Update, is available at <http://www.stopstanstedexpansion.com/update.html> (SSE)

Heathrow: "There will be no third runway. No if; no buts".

(David Cameron)

These are the words of David Cameron, when speaking at a recent Public Meeting in Richmond in West London. It is becoming clearer by the day that, if Labour loses the General Election, a 3rd runway will not be built. All the political parties, except Labour, say they will scrap plans to expand Heathrow. And there are a lot of people in the Labour Party who are firmly opposed to expansion. But what is also becoming clear is that if any Party does try to build a third runway, there will be a huge escalation in protest. Over the last few months Plane Stupid has been quietly working with people in the threatened

communities. In fact, several Plane Stupid activists are now living in rented accommodation in the area. They are using it as a base to work with the local community, preparing them, if necessary, for direct action.



Plane Stupid presented the Plane Stupid "Don't give a shit" award to architects Pascall and Watson in protest at their 50 year record of aviation expansion. Here we see Tracy resplendent as the awards hostess.

Last week Plane Stupid, along with the wonderful Tracy, the landlady of the local pub in Sipson, invaded the stage of the Annual Architectural Awards to protest against the top award going to an architect's firm which specialises in airports and is likely to bid for any work at Heathrow.

See the pictures at

<http://www.minimouse.me.uk/architects> (click on

each individual photo to read a rather entertaining commentary from the photographer, Mike Russell).

Also a video clip of their exploits. <http://www.vimeo.com/planestupidvids> Potential bidders have been warned.

Airplot getting the apple orchards back - to stop the 3rd runway

Down at Airplot, on the parcel of land Greenpeace has bought on the site of the proposed 3rd Heathrow runway, a new element has being added - planting an apple orchard. With the help of actors Alison Steadman and Richard Briers, poet laureate Carol Ann Duffy and former Heathrow writer-in-residence Alain de Botton, Greenpeace planted yet more roots into the land that is now owned on behalf of tens of

thousands of people as "beneficial owners" around the world - to stop a new runway. On a very wet and blustery day, 13 trees were planted and dedicated, including one for all of the 57,000-plus Airplotters out there, as well as the massive coalition of scientists, local councils, celebrities, and campaigning groups (including fellow apple enthusiasts the Woodland Trust) who think we need to rein in our binge-flying. One has also been accepted by Reverend Tafue of Tuvalu, the Pacific nation which is already feeling the effects of climate change.



Alison Stedman and Richard Briers at work

In the mid-1800s, [Richard Cox bred the Cox's orange pippin](#) just a mile away from the current airport and he's buried in the graveyard in Harmondsworth, one of the villages under threat from the runway plans. His legacy is seen in supermarkets around the country, as the Cox's orange pippin accounts for more than half of all UK-grown dessert apples. The Heathrow area was also, until relatively recently, an important source of food for London. Until the 1960s, market gardens proliferated and produce was sent in to the old Covent Garden market for sale to city-dwellers. Airplot is getting some of those trees back for a productive future.

Join in and become a beneficial owner of Airplot (at no cost) <http://www.airplot.org.uk>

BAA offers to buy 700 homes near Heathrow runway



BAA has sent letters to all residents in the area that would be demolished for a 3rd runway to say that the company will buy properties ahead of announcing their intention to submit a planning application. This action has been taken following pressure on BAA to do something to address the problem of residents who are unable to sell their homes due to the third runway threat but whose personal circumstances mean they have a desperate need to move. Most will not be selling. A possible surge in house sales and the arrival of large numbers of short-term tenants could have a very negative impact on local communities.

Residents who have no intention of moving may panic and contemplate leaving their home rather than see the area take a downturn. NoTRAG urges residents NOT to rush into any agreement with BAA. BAA says it is doing this as an act of "goodwill" but BAA is not known for its goodwill, or its honesty, when it comes to Heathrow expansion. 20.10.2009

Huge opposition to Southend airport expansion revealed through recourse to the Information Commissioner

Southend submitted an application to Southend Council on, 13th October, to extend the runway from 1605 metres to 1905, which will allow larger planes to carry business and leisure passengers to destinations all over Europe. This ignores the fact that the two councils are half way through a consultation to decide the airport's future. If approved, the runway could be operational in 2011, in time for the Olympics. As well as the runway, the application is for a new terminal and diversion of a busy road. The deadline for comment is 20th Nov.

Campaigners from SAEN (Stop Airport Expansion Now), have succeeded in forcing Rochford District Council to release figures on its earlier consultation. Rochford had refused to release figures, but following SAEN's Freedom of Information request the Information Commissioner ruled that the Council must publish the result. It shows that 77% had objections to the Joint Area Action Plan with 76% specifically opposing the runway extension. 5.11.2009.

Back in the 1960s, Southend airport was the third busiest airport in the UK, but passengers have declined to just 48,000 per year now. The new application contains highly unrealistic passenger forecasts, for 2 million by 2020. And they hope for 400,000 business trips per year.

The problems the anticipated expansion would cause include planes taking off or landing [every 5 minutes](#) at busy times; 30 freight [flights a night](#); a huge increase in [noise](#) and air pollution; a number of people losing their homes; [Very few new jobs being created](#); concerns about [Public Safety Zones](#) which do not appear to be taken seriously - not to mention an increase in [harmful greenhouse gas emissions](#).



<http://www.saen.org.uk>

Update from Scotland

During the last month or so, Plane Stupid Scotland have been very preoccupied with building for their big legal defence trial about the Plane Stupid Aberdeen occupation. Back in early March, nine people were charged after protesters barricaded themselves inside a 'wire fortress' on the tarmac at the airport and others were on the airport roof.



Swing your partner - the ceilidh

The very lively, adopt-a-resident ceilidh at Sipson, partly organised by the Scottish campaigners, was also a big highlight on the calendar. In addition, a similar adopt-a-resident scheme is being launched in Clydebank - an area badly affected by over-flying from Glasgow airport. However, residents may get a bit of respite as BAA wants to close Glasgow Airport overnight and moth-ball Terminal 2 to save itself some money during the winter. Glasgow airport is not doing well during the recession.

£10 billion a year tax bonus for airlines revealed on eve on increase in APD

Air Passenger Duty went up slightly, on 1st November. This has been fiercely contested by the industry. The airports and airlines have had a field day, in complaining about the iniquity of such a tax, and on that they will be driven to the wall if passengers are charged an extra £2 for a trip to a European airport. The rises are relatively small; £1 extra on a short haul flight; £5 on a flight up to 4,000 miles; £15 for a flight over 6,000 miles. The industry claims that these charges will cripple them, and prevent their growth. For example Ryanair blaming their decision to cut flights from Liverpool on the increase in APD, or to freeze expansion at all nine Ryanair UK bases.

To mark the arrival of the higher rate of tax, AirportWatch has released data which shows that aviation continues to receive significant tax-breaks. Treasury figures show the notional benefit that aviation receives by paying no fuel tax and no VAT is up to £10 billion a year. By contrast APD in 2009-10 is expected to raise £1.8 billion. Far from being over-taxed the aviation industry is still heavily subsidised. This distorts the demand for air travel. It also means that all of the Department for Transport's calculations of the economic benefit of new runways at Heathrow, Stansted and Gatwick are unreliable. Take away the subsidy and the new runways would all make a loss. In the [Government's 2009 Budget statement](#), APD is forecast to raise £2.2 billion in 2010-11, rising to £3.3 billion in 2013-14. The £10 billion figure for the effective subsidy to the industry is also likely to rise, as a result of increased fuel duty and rising economic activity. 31.10.2009

NATS defers TCN plans - yet again

In February 2008, NATS published the first round of highly controversial proposals for new flight paths and holding stacks across East Anglia. Billed as 'the biggest ever consultation on airspace change' its proposals caused uproar amongst communities in Hertfordshire, Essex, Cambridgeshire and Suffolk. Overall, there would have been far more losers than winners across the region and many towns, villages and rural areas which had never previously been over-flown would have found themselves directly beneath the new flight paths and stacking areas, radically changing the character of their area and shattering the tranquillity of local communities.

So great was the opposition that NATS agreed to go back to the drawing board and re-consult on its proposals, as the first consultation had been inadequate. One of its deficiencies was its failure to offer any rationale for the single solution proposed or to provide any meaningful information on the other options considered and rejected. Many of those responding to the consultation asked NATS to give thorough consideration to offshore stacking options and to provide a full explanation of the assessment methodology used to take account of environmental and community impacts.

Although scheduled for July this year, the consultation was subsequently pushed back to the end of 2009. Now NATS has said (24th October) it will conduct a new consultation, and as a result of the further work still required to be done on the designs - and the downturn in air traffic internationally during the past year - any further consultation cannot be held before Sept 2010 at the earliest. However, some changes to flight paths from London City airport were made during the summer. Though the rest of the TCN proposals are still under development, the CAA advised NATS to bring in some changes to the Standard Instrument Departures (SIDs) from London City. This accounts for the increased number of flights that some people living in parts of east London have been noticing in recent months.

eg. [Problems in Havering](#) and on the Fight the Flights blogspot <http://londoncityairportfighttheflights.blogspot.com>

Transport Noise: WHO Support Quieter Nights

The long awaited new guidelines on noise levels at night have at last been published by the World Health Organisation, entitled "Night Noise Guidelines for Europe". It is not specifically about aircraft noise, but it is relevant. The guidelines recommend an annual average night noise exposure (Leq) not exceeding 40 decibels (dB) – equivalent to a quiet residential street. WHO say that while levels above this can cause sleep disturbance and insomnia, prolonged exposure to noise above 55dB at night can trigger raised blood pressure and even heart attacks.

The study also points out that even if there is a quiet 'night period' of 8 hours, that only protects 50% of adults. This is because not everyone sleeps at the same time. Extending the night period to 10 hours would increase the protection to 80%. This figure of 40dB is well below that which the EU requires to be mapped in its Noise Directive. Scientific research is, one again, showing the scale of the problem that the politicians and bureaucrats fail to acknowledge. 16.10.2009 <http://www.aef.org.uk/?p=956>

Annoyance due to aircraft noise has increased over the years - results of the HYENA study

Research on the effects of aircraft noise on health, has been undertaken by a team of scientists from the UK and other European countries - the HYENA (HYpertension and Exposure to Noise near Airports) study. Its findings in March 2008 showed that there is a greater risk of hypertension related to long-term noise exposure, primarily for night-time aircraft noise and daily average road traffic noise.

http://www.aef.org.uk/downloads/HYENA_noisenearairports_March2008.pdf

A more recent HYENA study was published in August 2009, and though it is not available without subscription, the key finding was that people's attitude towards aircraft noise has changed over the years, and that the EU standard curve for aircraft noise should be modified. People are now more annoyed by

noise, and less tolerant of it. This is consistent with the ANASE (Attitudes to Noise from Aviation Sources in England) findings, in 2007. The Government refused to accept the findings of ANASE, which was its own study, and said they were inconclusive. The key finding of ANASE was that “the onset of community annoyance” - the level at which a fair number of people start to get annoyed - kicks in well below the 57 decibel level the Government had previously accepted. It showed that a sizeable number of people start to get annoyed at 50 decibels. More at: <http://www.aef.org.uk/?p=968> [HYENA](#) and [ANASE](#).

Tranquillity is 'subjective', rules Government

The DfT has now said flights over national parks will not be capped because tranquillity is a "subjective" concept. They say that what may be seen as intrusion by one may be acceptable to another. Replying to a call, from the House of Commons' Transport Committee, for flights over national parks and AONBs (Areas of Outstanding Natural Beauty) to be limited, ministers said that to do so would be "impractical". Current guidance appears to allow unchecked increases in aviation activity over these areas. Planes overhead are intrusive as background sound is so low. The DfT says that "While AONBs and National Parks are afforded certain statutory protection this does not extend to precluding overflight by aircraft." However, in national parks and other special natural areas, there aren't many other factors affecting tranquillity, so having planes flying overhead is particularly intrusive. Capping flight numbers over protected areas is only "impractical" if the DfT is committed to increasing flights every year, for evermore, as it seems to be.

Saying tranquillity is subjective is as helpful as trying to pin down the quality of a work of art. Nobody has produced an objective index against which the Mona Lisa scores 6.95, yet it's very widely accepted as being a thing of great beauty. The problem is that civil servants or politicians making these judgements could be considered to have the pinched little minds of accountants - "they know the cost of everything, but the value of nothing", as Oscar Wilde would have said. The Transport Committee report - "[The use of airspace: Government response to the Committee's Fifth Report of Session 2008-09](#)" (14 pages) contains all the Transport Committee's recommendations and the DfT's responses. 27.10.2009

Night flights over London to be allowed during Olympic Games?

London residents fear a “relentless noise nightmare” during the Olympics as the aviation industry considers using night flights to cope with the anticipated surge in travel to the capital. It has now emerged that the CAA suggests easing restrictions on flights during sleeping hours at all airports while the Games takes place. London airports, particularly Heathrow, already operate near full capacity during the day and there may be a million extra passengers in summer 2012. A CAA spokesman said: “We are putting forward all possible ideas. This is blue sky thinking. None of this is final.” The DfT said no firm decisions had been made - so there is no denial that the increased night flights may be permitted. There is real concern that nights will be seriously disturbed, and even worse, that this will be used as a way to sneak in more night flights without the proper consultation process. The number of movements after 2012 will be subject to public consultation.

Plane Stupid turf Virgin Atlantic out of their seats at the PR awards

Seven Plane Stupid activists and one Heathrow resident popped over to the PR Week Awards and hijacked a table reserved for Virgin Atlantic. Virgin have been strong advocates for the 3rd runway and expansion of Britain's airports. Dressed in glamorous evening wear, the activists entered the glitzy awards, which celebrated the highlights of the year's public relations work. They occupied Virgin Atlantic's table and refused to leave. One of the properly invited diners commented "There was an immense commotion; we think they must have



handcuffed themselves under the table as the place was swimming with staff. We thought it was an embarrassing stripogram or something, I mean you don't expect a stunt at the PR Week awards do you?"
20.10.2009

Llanbedr airfield, Snowdonia, request turned down by National Park

A request to continue using an airfield on the site of a former RAF base in Gwynedd has been turned down. The refusal, which follows specialist legal advice, relates to Lawful Use Certificates, which are a legal and not a planning matter. The Snowdonia Society has fiercely opposed the plans, and now the Snowdonia National Park Authority has decided to refuse the certificates that would allow the site at Llanbedr to re-open. If the developer, Kemble, wants to push forward with its plans for a new airfield, this will now have to be done through the planning system, with a rigorous examination of the potential environmental impacts and full public consultation. The site was bought from the MoD in December 2008 by Kemble Air Services, who - predictably - say reopening the site will create hundreds of jobs in the area. They already operate a private airport in the Cotswolds, and want to convert the airfield into a commercial airport. Kemble says it will carry on with plans for a private airfield and business units, but there will be a long delay.
13.11.2009

Manchester campaign update

On 22nd October 2009, local councillors at the Wythenshawe Area Committee rejected Manchester Airport's plans for new air freight sheds at Hasty Lane. The plan to double air freight capacity at the expense of the historic and important ecological site at Hasty Lane was unanimously rejected due to economic and environmental concerns. Rose Cottage has been saved from demolition, but it will be within the expanded airport perimeter and won't be tenanted. Two more houses are to go under the new plans. The plans will now go to the main Manchester Planning committee which will have the final say on 19th November. For more background see <http://www.stopmanchesterairport.org.uk> Meanwhile, air freight at Manchester has suffered a constant decline in the last 15 months due to the recession and shows no sign of recovery.

There will be a public meeting, entitled "Our Local Elephant - Manchester Airport" on 26th November. Manchester Airport already emits twice the amount of carbon emissions as Uganda and has plans to more than double passenger numbers to 50 million per year by 2030. It is owned by the councils of Greater Manchester but its true emissions of are consistently overlooked and ignored by local authorities in climate change action plans. It is - in effect - Manchester's "local elephant in the room."

Bristol expansion plans still awaiting decision

Bristol Airport submitted a planning application in June, and the consultation ended in August. The airport is hoping to increase passengers from 6.2 million annually in 2008, up to 10 million in 2016. Night flights would increase from 3,300 to 4,500 in that time, and CO2 emissions would grow by 60%. Details on the Stop Bristol Airport Expansion website at <http://www.nobristolairportexpansion.co.uk/what-bia-is-planning.php>

The application will finally be decided by North Somerset Council - possibly in December, but it may be as late as March 2010. The 3 area committees have forwarded questions and recommendations to North Somerset, and there has been a series of local public meetings. Councillors at a meeting of the West Area committee meeting on 16th October expressed strong opposition to the airport's plans to extend its car parks onto Green Belt land as part of its plans. They also called for improved infrastructure and new transport links to be in place before the airport's expansion goes ahead, echoing the grave concern of North and Central Area committees earlier that the area's already overloaded road system is completely inadequate to absorb the increase in traffic caused by expanding the airport.

SBAE reports that: We were disappointed that some councillors, despite major concerns about climate change, felt that fully addressing these concerns – ie turning down Bristol Airport's expansion – could take second place to the apparently large numbers of jobs being promised. We feel that the actual number

of jobs that will be available is being misrepresented by the Airport, which readily quotes 3000+ jobs, but often publicly fails to mention that this figure includes jobs for the whole South West region and further induced jobs. The question we are asking councillors is: since the airport has already quadrupled in size since 1997, what real benefits in terms of jobs and the economy have been evident so far in North Somerset? Has the airport's already huge growth helped Weston-super-Mare, in particular, to boom? We believe that the airport's previous growth has had a negligible impact on employment for residents in more economically disadvantaged parts of North Somerset and South Bristol. There is no reason to believe that the airport's further expansion will be any better. Significantly, as the airport's passenger numbers have dropped by 10% on average against last year's levels, North Somerset has enjoyed a 'bumper' summer this year and visitors to local tourist attractions have increased by around 10%. *SBAE*

Latest on ICAO and Copenhagen

ICAO (International Civil Aviation Organisation - which is a specialised organisation within the UN) held its high level meeting on aviation and climate change in October. The meeting aimed to draft a Declaration to be presented at Copenhagen but the discussions never got started. Too many developing countries spoke against a global measure and target at this stage to protect the principle of "common but differentiated responsibilities" going into Copenhagen. Therefore, appropriate targets and measures were not discussed, despite calls from the EU, Australia and the US to show more ambition than agreeing to a merely aspirational fuel efficiency improvement. ICAO now sees its Assembly next year as the appropriate meeting to discuss these issues, informed by the Copenhagen outcome – but the question is whether Copenhagen and UNFCCC will have taken the initiative and imposed a target

Tim Johnson, Director of AEF

Farnborough Airport application for expansion rejected

The TAG Aviation application to increase business flights at Farnborough from 28,000 to 50,000 per annum was refused by Rushmoor Borough Council. Despite advice from planning officers and a panel of aviation experts who urged elected members to back the proposals, councillors voted overwhelmingly (7:1) to block the move. They were not persuaded that the alleged economic benefits outweighed the negative local effects, including noise and safety issues. TAG claimed the expansion would bring all sorts of benefits, and not cause any adverse local effects. TAG may appeal. Their last appeal - in 2007 - to increase the number of weekend flights from 2,500 to 5,000 a year cost Rushmoor Council £110,000 in consultants and legal fees alone. The local group, FARA, and CPRE, had worked hard over many months to get this application refused.

11.11.2009

October traffic figures still falling at BAA's airports

BAA's seven UK airports handled a total of 12.3 million passengers in October, a drop of 1.4% on the same month last year. Although still in decline, this was the best performance since June 2008. There was a slight increase in passenger traffic at Heathrow (1%), Gatwick (1.8%) and Edinburgh (3.8%), but a fall of 10% at Stansted, compared to October 2008. There was a drop of 6% in the number of air transport movements. Air cargo had its first monthly increase (up 1.5%) since August 2008. *9.11.2009 Details* .

Useful Info

- For information from the many **local groups at airports in the UK**, see the **Campaign Community** section of the AirportWatch website. <http://www.airportwatch.org.uk/campaigncommunity.php>
- For more about the growing problem of biofuels, see **Biofuelwatch** www.biofuelwatch.org.uk and biofuels and aviation at http://www.biofuelwatch.org.uk/docs/aviation_biofuels_article.pdf
- For more information about aviation, and aviation stories, see the AEF (**Aviation Environment Federation**) website at <http://www.aef.org.uk> and the AirportWatch website
- For **actions and events** see AirportWatch's "Take Action" <http://www.airportwatch.org.uk/action.php>
- Don't forget **The Wave** -12 noon in London on Sat 5th December. <http://www.stopclimatechaos.org/the-wave>
Bulletin compiled by Sarah Clayton - with thanks to many for advice and contributions 17.11.2009

www.airportwatch.org.uk