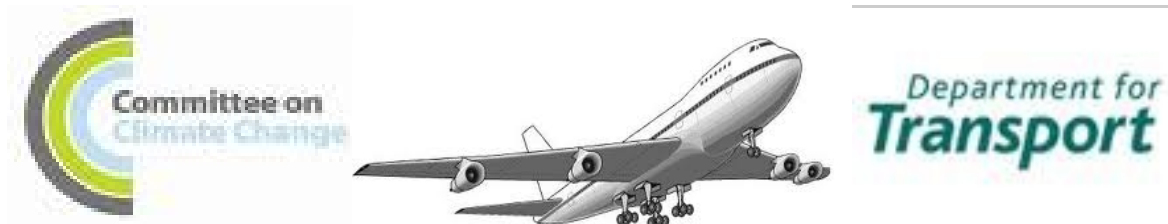


Department for Transport response to the Committee on Climate Change on future UK aviation growth, and new passenger and CO2 forecasts



The Government has now published (at <http://bit.ly/qxBscQ>) its response to the Committee on Climate Change's (CCC) recommendations that air passenger numbers should not grow by more than 60% by 2050 (at <http://bit.ly/qyCJvB>) if the Government is to meet its targets to cut CO2 emissions. It also published its revised forecasts for demand for aviation.

What has emerged is a blurred picture. While not explicitly endorsing the CCC's target, the Government has set out a range of options for cutting CO2 from aviation. These, and comments on them, will be fed in the Scoping Document process.

It does acknowledge, however, that tough measures will be required to get aviation emissions down – measures such as no new runways in the UK before 2050. It also wants to see a greater use of “sustainable” biofuels to power planes and has floated the idea of mandatory targets of as much as 20% use of biofuels by 2050, along with alternative lower percentages, with public subsidies.

Levels of growth are still anticipated to be very high indeed, though lower than figures in the 2009 forecasts. The predicted central forecast of 345 million passengers by 2030 is 63% higher than the current 211 million level in 2010. The central forecast for 470 million passengers by 2050 is 123% above the number in 2010. Carbon emissions are anticipated to rise by 68% between 2010 and 2050, and only reduce by offsetting, biofuels and a variety of technical and operational improvements.

Disappointingly it doesn't see much chance of a move by business to more use of video-conferencing cutting CO2 emissions as it argues that the vacated space will be taken up by more leisure passengers.

This highlights perhaps the most glaring gap in the Government's response: its assumption that the subsidies the aviation industry enjoys cannot be removed by 2050. If they were, it would curb the growth in leisure travel and potentially reduce it. This same assumption runs through the new passenger demand forecasts. Growth forecasts are down from previously but passenger numbers are expected to rise at over 2% per annum. Ending aviation's tax-breaks would cut demand, curb emissions and ensure the rest of industry and taxpayers were not bailing out aviation.

AirportWatch believes this is the direction in which policy should be going and will be feeding this into the Department for Transport in its response to the Scoping Document Consultation (the closing date for which has now been extended from 30th September to 20th October).

There is a lot more detail about the DfT reports at <http://bit.ly/pb2TNt>

From the Chairman

It's been the holiday season. But we come back to what could be a very important year for us. Over the coming 12 months or so the Government will be deciding its aviation policy. It could be a turning point for aviation in the UK. For decades the aviation industry was in the ascendancy until it was stopped in its tracks when the Government ruled out new runways at Heathrow, Stansted and Gatwick. There are signs that the industry is still in some disarray from the setback. Sections of it are accepting that new runways – far less a new off-shore airport – will be near impossible to build. Others are still hankering after that sort of expansion.

But what is beyond question is that the industry will see this coming year as its big chance to recover lost ground; to push for growth, with or without new runways. AirportWatch has produced a number of evidence-based papers, which will be fed into the Government's current consultation on its Aviation Scoping Document, setting out its position. These are available on our website. <http://bit.ly/qr5Am1>

The consequences of our momentous efforts to stop new runways in the South East have begun to reverberate around the world. I have been asked to go to America, along with Dan Glass of Plane Stupid, to speak with American campaigners who are fascinated by our success in the UK.

However, though we can collectively be proud of these successes, there are still battles to be fought. Local battles – at places such as Southend, Manston, Birmingham and Bristol – where expansion will severely diminish the quality of life of so many people. And, nationally, the plans for creeping growth in the number of planes. These are battles to fight but, if we can combine them with getting a result in influencing emerging Government policy over the next 12 months, we may have helped change the course of aviation history in this country.

John Stewart, Chair of AirportWatch and of HACAN

EasyJet announces its intended routes from Southend from April 2012, if the runway extension is built by then



EasyJet has announced it plans to have a total of 62 weekly departures from Southend from April 2012. There will be 7 flights to Alicante, 12 to Amsterdam, 7 flights to Barcelona, 13 to Belfast International, 7 to Faro, 3 to Ibiza, 8 to Malaga, 4 to Palma. And there is one more route yet to be announced, which might be perhaps Edinburgh, or Glasgow or Paris. Until the runway extension is built, full passenger planes cannot safely land or take off. Details of planned flights for 2012 at <http://bit.ly/qvw8pd>

Court of Appeal refuses Southend campaigners application for Judicial Review on runway extension

An appeal by Stop Airport Extension Now (SAEN) in the Court of Appeal against the decision to refuse a Judicial Review of Southend Council's grant of permission for a runway extension has failed. However, SAEN says it is not the end of the story. Their legal team is exploring other options. The result of the road inquiry has now been published and the Secretary of State approved the closure of Eastwoodbury Lane - the road that runs past the current end of the runway - on the inspector's recommendation. The Council now plans to close the road permanently from 1st September. SAEN are concerned that this is contrary to due process as the inquiry into the closure of an adjoining section

of public footpath isn't due to take place until 10th November, and are currently investigating this. They believe no work on the runway can be done until that decision has also been taken.

EasyJet are looking to start flying their Airbus 319 planes in April and it is by no means certain that the extended runway will be ready by then. These planes cannot use the current runway with passengers on board as it is too short. More than 20,000 houses and many schools would be overflowed in Southend and Rochford and adversely affected by much more noise if the runway extension, and huge increase in flights, goes ahead. 27.7.2011 <http://bit.ly/oQ42CK>

SAEN recently learned that Southend Borough Council has published their legal costs in defending their decision to permit the runway extension. They spent £56,927 (excluding VAT) in defending Judicial Review proceedings brought by members of SAEN. SAEN has also had to spend tens of thousands of pounds on the legal action and agree with the Council that it has all been a waste of money. Had the Council taken any notice of the consultations on both the Joint Area Action Plan for the airport and the planning application for this damaging scheme, they could have avoided the cost to public funds. 8.8.2011 <http://bit.ly/nthYPm>

Meanwhile, the pruning of trees in the flight path has caused concerns about low-flying aircraft. Trees in the council-owned park have been cut back. The airport said it is because the trees could obstruct planes, and it is a legal requirement for the work to be done by the council. Councillors and residents fear it suggests planes will fly low over densely-populated areas. 22.7.2011 <http://bit.ly/ozLxo0>

SAEN's website is at <http://www.saen.org.uk/>

Competition Commission final ruling: BAA must sell off two airports – Stansted and either Glasgow or Edinburgh

In mid July the Competition Commission gave its final ruling that BAA must sell 2 of its UK airports - Stansted followed by either Edinburgh or Glasgow. The sale process will start in 3 months "or sooner if undertakings are accepted from BAA in the meantime", the CC said. This follows a provisional ruling made in March this year on the sales and ends a 2-year saga which began in March 2009 when the CC made what was seen then as a final report on BAA's airport ownership. BAA is considering appealing to the European Court of Human Rights in a last-ditch attempt to avoid having to sell, claiming that being forced to sell them now is unfair as the airports will fetch a poor price. Even if a judicial review was unsuccessful, it could delay a sale process until 2012. Stop Stansted Expansion (SSE) condemned BAA's suggestion that it will apply for a judicial review, because the uncertainty over the sale of Stansted has gone on far too long and BAA should now respect the CC's ruling and the courts and sell Stansted as quickly as possible. SSE says BAA should not be allowed a repetition of the previous lengthy appeal process, which prolongs uncertainty and damages relations between the airport and the community. Stansted's local community are hoping that with a new owner in place there would be an opportunity for genuine and meaningful dialogue based on maximising the local benefits of the airport and minimising its adverse impact. 19.7.2011 <http://bit.ly/pDhpt3>



America: making links across the pond – by John Stewart

For the month of October I will be in America along with Dan Glass (as long as his visa problems are resolved). We have been invited over by American activists fascinated by the success of aviation campaigning in the UK. What really interests them is how we combined the forces of local residents, with large NGOs and direct action activists to persuade a Conservative administration to stand up to the demands of the aviation industry.

We will be travelling across the US – by train! – visiting New York, Chicago, Los Angeles, San Francisco and Seattle. We have raised money from Lush and the Network Foundation to finance the tour. We will be speaking at rallies, seminars and in colleges as well as giving media interviews. Under the name Aviation Justice Express we will be trying to forge links between activists and campaigns in America and in the UK. The single biggest way to ensure expansion is off the agenda in the UK is to ensure that other Governments come under pressure to halt expansion in their countries. I am hoping to send regular reports to campaigners in this country as we meet the American activists.



There is more information about the tour at: <http://aviationjustice.org/> There is also a Facebook page: www.facebook.com/AviationJustice On Twitter, it tweets under the name of AvJustice

New Heathrow flight plan is in for bumpy ride - there may be more day flights though perhaps fewer night flights

Heathrow Airport currently uses a runway alternation system, whereby one runway is used for arrivals and the other for departures, with the roles reversed half way through the day to give residents a break from the noise. New proposals set out by aviation minister Theresa Villiers suggest increasing the



number of daytime flights by using runways for both takeoffs and landings when needed, instead of just one way. This is to give Heathrow more capacity to recover from backlogs, and during the Olympic Games. The DfT says these plans would cut the number of unscheduled night flights, which can happen if there are delays during the day, resulting in quieter nights for residents. Heathrow's proposal, in which it will use both runways simultaneously, instead of its current practice, will be trialled in two 3-month phases. The first starts this November and goes on until February 2012, after meetings with local groups. The

second will run from July to September 2012, during the Olympics.

Richmond Borough Council will ask to be represented when Heathrow monitors the two trial periods. Richmond councillors are concerned the tests would be the “thin end of the wedge”, as people lose the current breaks from aircraft noise, which they get now while Heathrow alternates its use of runways.

There is also anxiety in Wandsworth and Hounslow about just what these changes mean in practice, and concern about any increase in noise and disruption that local residents would experience during the trial periods of new operational procedures. 1.8.2011 <http://bit.ly/onXeET> and <http://bit.ly/oFSYki>

Richmond Council stands firm on opposition to Heathrow night flights

The council will call for the Government to ban all night flights at Heathrow in its official response to the DfT consultation in spring of 2012. Richmond Council's special standing committee on Heathrow said no planes should take off or land at the airport between 11pm and 7am. The night flights consultation was delayed in May, as the government is still consulting on its aviation Scoping Document, until the end of September. 19.8.2011 <http://bit.ly/r1huOh> Richmond residents under Heathrow's flightpaths are now also concerned the council had scrapped its noise complaints hotline, in order to save money, just as BAA prepares for its new trials. Richmond Council will have no reliable measure of the number of people suffering disruption when the airport uses both runways simultaneously.

Heathrow named Olympics host airport. May build temporary terminal for it and may use courier jets for the Olympians' luggage and equipment

Heathrow is considering building a temporary terminal - deconstructed afterwards - to cope with the additional volumes of passengers and bags during the Olympics. Perhaps about 80% of all Olympics passengers will travel through the airport. BAA expects August 13th, the day after the Olympics closing ceremony, to be its busiest day next year. On that day, the airport will need to handle some 218,000 bags, 58,000 more than the day before. 13.8.2011 <http://bit.ly/qlKHdz> Because of this, Heathrow plans to send Olympic athletes' luggage by courier jets to avoid a meltdown in its baggage handling systems after the Games. BAA will "probably" have to foot the bill for Olympians' luggage and are in talks with private freight firms. The cost is likely to reach ££s millions. DHL quotes £2,000 to send one single scull boat from the UK to Athens. Experts fear travel disruption at London's airports and the Eurostar terminal at the end of the Games. 6.8.2011 <http://bit.ly/nlh9po>

Biggin Hill airport's 2012 Olympics expansion plans rejected – but other Kent airports are still hopeful of Olympic business

A request to extend the opening hours of Biggin Hill airport for the London Olympics has been rejected. Airport owner Bromley Council said it had sufficient capacity for the demand for flights (from 07.30 to 21.00 BST) during the 2012 Games. Biggin Hill Airport Limited wanted to run a number of day-return services. A second public consultation on the request took place from the end of June, after the earlier application was rejected by Bromley Council in March. The later consultation received 1,741 responses, of which 1,046 were against the increased operating hours. 10.8.2011 <http://bit.ly/oo2ynl> But that has not stopped every other airport in Kent, however tiny, from trying to muscle in on the Olympics. Three of Kent's airports – Lydd, Manston and Rochester (Rochester with only grass runways!) hope they will become "vital transport hubs" during the Games. Manston, Lydd and Rochester airports will be designated as "temporarily co-ordinated" for use with additional flights. Manston hopes for a major increase in traffic during the peak period of the Olympics, as does Lydd claiming quick transport to Stratford. 13.8.2011 <http://bit.ly/nmJhgI>

Carlisle Airport planning decision postponed till late August at the earliest as plans appear unrealistic

Carlisle Council has put off a decision on whether to give Stobart Group permission to build a 394,000sq ft freight-distribution centre and resurface the runway. Councillors had been expected to turn down the application on 15th July. Failure to get planning could significantly affect the valuation of Carlisle Airport, which Stobart bought 2 years ago. Aviation consultants working for the council advised that passenger flights would not be "commercially viable" and there was "very little potential" for air freight. That led planning officers to advise councillors to refuse the application on the grounds that "the distribution centre appears to be primarily for road haulage rather than airport related". Stobart strongly disagrees and asked for time to challenge the consultants' findings. Councillors on the development control committee agreed. The planning application will now be heard before long – they initially said not before 19th August. However, it does not seem to have been on the agenda for the committee on 19th August and the next meeting is 30th September.



Stobart bought the airport in 2009 for £14m from two of its directors, William Stobart and Andrew Tinkler. According to the company's annual report the majority of the value in the acquisition, £8m, was for goodwill relating to "expected synergies available through development of the site" and "future earning potential". It is thought any impact on valuation is unlikely to be as large as the £8m

of goodwill carried in accounts. Property valuer, Drivas Jonas, said without planning permission any fall in value is more likely to be between £0.4m and £0.9m. 16.7.2011 <http://bit.ly/nD5bnA>

Two miles of 9 foot high fencing missing from Lydd Airport planning application: Public inquiry likely to be delayed

LAAG has discovered following investigations made with the DfT and the CAA that under UK law - the National Aviation Security Programme - Lydd Airport will be required to security fence the perimeter of the airport with high specification (BS 1722 Part 10) 9 ft high barbed wire topped, chain link fencing. It must be buried and concreted in the ground and will potentially cause damage to the fragile shingle of the Special Area of Conservation (SAC) surrounding the airport. Airport management should have included the plans for the fencing in their application. Under planning law the impact needs to be scientifically assessed. This essential work was not included in the environmental impact assessment that the airport presented as evidence to the Inquiry.



It is likely that the Public Inquiry will have to be delayed until the required study is completed. A LAAG spokesperson said: "This fence, though obviously essential from a security standpoint, will be a major eyesore for local residents. Airport management must have known about the legal requirement. Presumably they decided to leave it out of their plans in the cynical hope that they can quietly apply for approval from Shepway District Council, once the inquiry is over." 22.8.2011 <http://bit.ly/ppTLJ2>

Manston airport threatens it 'may close' if its night flights bid is rejected

Manston could shut down if it is not allowed to operate more night flights, according to chief executive, Charles Buchanan. He said commercial airlines would only use the site if they could fly early in the morning or late at night. Opponents are not impressed by the airport trying to frighten its opponents, and the Council, into submission. Thanet District Council is considering whether to grant permission for the airport to operate more night flights. Tory councillors said Thanet needed the jobs but Labour members said the airport was holding people to ransom. Mr Buchanan said: "Modern airlines have to fly from the earliest part of the day to the latest part of the night to make sure they make money. Without them making money, they don't come to our airport."

The airport is currently losing in the region of £5m a year, and failed to be incorporated in the nearly Discovery Park which has just won enterprise zone status. Having thus not managed to attract regional growth funds it wants the night flights in order to survive. 19.8.2011

<http://bit.ly/oIJxFe>



flyinvieta.com

Coming Soon To An Airport Near You !

In July, Manston announced that 4 jobs would be cut, in the hope it can stem losses. This may make savings of about £350,000. The airport is striving to find airlines that will use it, and there is a paper-thin hope of "Flyinvieta" which does not yet

even exist, flying to New York. Talk about grasping at straws. <http://bit.ly/qm7ob6>

Giant airport in Kent would improve life... 'for Londoners'

Enthusiasts for a massive airport on the on the Isle of Grain continue to lobby for their plans. Lord Foster's proposal is to build a giant four-runway airport which could handle 150 million passengers a year. He says his proposals are far from future fantasy, and are essential. "If the UK is to remain globally competitive, these proposals need to be seriously considered." The project, which would cost up to £50 billion, could be powered by the tidal energy of the North Sea. Supporters of the scheme think it could become the leading transport hub by 2030, linking the South East's railways, roads and ports with air traffic.



Is proponents hope such an airport would have aircraft landing and taking off over the water, enabling flights to operate 24 hours a day, affecting fewer people than the 245,000 who suffer noise from Heathrow. "It would also allow London to compete with rapidly expanding airports in Europe and the Middle East." The leader of Medway Council said the idea to build an airport on the Isle of Grain was "the daftest in a long list of pie in the sky schemes that have been put forward". 1.8.2011 <http://bit.ly/oYpDX9> However, the DfT reports published on 25th August say there will be NO new runways built in the UK between now and 2050. So that's that.

Birmingham Airport increases profits 8-fold last year but not keen on having competition

Cost-cutting helped the airport to post an 8-fold increase in profits last year – but its chief executive, Paul Kehoe, said its long-term health is reliant on the region's economy. Birmingham Airport Holdings saw after-tax profits rise from £592,000 last year to £5.28 million in the year to March, despite revenue falling by 0.8% to £103.3 million. Employee costs were reduced by more than 11%, with number of people working at the airport reduced by 75, from 641 to 566 workers. Passenger numbers fell from 9.6 million to 8.5 million last year – the 3rd consecutive year of decline. The fall in passengers came despite a 4% rise in long-haul traffic, with the Emirates route to Dubai remaining the airport's 2nd largest route. Mr Kehoe's pay fell, from £387,000 to £359,000. The 1994 master plan anticipated 10 million annual passengers by 2004, which has still not been reached.

The major issue is the decrease in business from low cost charter decline, and the increase in long haul which is where the airport sees its growth moving forward. Hence the new control tower and focus on the runway extension, when they can get it built, to enable direct flights not only to west coast USA and China, but also the lucrative trips home to the Indian Sub continent of the midlanders who have family in those countries, and who currently use the ever growing Emirates service with stopovers in Dubai etc. 5.8.2011 <http://bit.ly/nSh7uP> Now that the new Coventry Airport owner, Sir Peter Rigby, hopes to begin passenger flights this year, Mr Kehoe is not all happy that Birmingham airport, which is dependant on getting in every short haul passenger it can, will be less profitable. 25.8.2011 <http://bit.ly/pJI8V8>

Blackpool Airport fury over permission for 73 homes that would block its growth

The airport has slammed Fylde council for failing to properly consider the detrimental impact a new housing development could have on the region's economy, as they fear granting approval for 73 homes on the former Pontins site amid fears it will hamper the airport's ability to grow. Some of the proposed 73 homes will be affected by an increase in noise levels. 5.8.2011 <http://bit.ly/nivrRI>

Shipping shows aviation the way on climate being the first to agree a global CO2 reduction strategy

Shipping has become the first industry to agree a global CO2 reduction strategy. It puts the aviation industry and ICAO to shame – they have been obstructing efforts to control CO2 emissions for decades. This month's vote at the International Maritime Organisation (IMO) approved the establishment of an Energy Efficiency Design Index (EEDI) for new ships. However, this cannot be seen as a solution on its own, especially because the EEDI will take many years to be truly effective. Adoption of the EEDI means that ships built after 2013 will have to meet a minimum level of energy efficiency, with different standards applying to different commercial ships. These standards will be strengthened over time, with the aim of a 10% improvement for ships built in 2015-19, 15-20% for 2020-24, and 30% for ships delivered after 2024. But as the average life of a ship is around 30 years, it will take a decade or two before the effects of the EEDI start to become widespread. The agreement ends a process that has gone on for nearly 5 years. Various developing nations – among the loudest were China and Saudi Arabia – said EEDI rules should only apply to developed countries. 27.7.2011 See T&E (Transport & Environment) article for more information. <http://bit.ly/qXorIK>

Another cargo aircraft carrying batteries crashes - off South Korea

Another cargo plane has crashed, killing its two pilots, due to fire in the cargo hold caused by lithium batteries igniting. The Asiana Airlines' B747 freighter was off South Korea when it crashed into the sea. It was claimed the pilot had shouted "cargo fire" and "emergency" about 10 minutes before the aircraft disappeared from radar screens. It was carrying electronic products, mobile phones, liquid crystal displays, LEDs, lithium batteries and liquids. In September 2010 another plane crash, in Dubai, was caused by lithium batteries. 29.7.2011 <http://bit.ly/pNE3z9>

Finnair flies commercial flight Amsterdam to Helsinki on 50% cooking oil

Finnair has joined KLM and Lufthansa to use blended "sustainable" jet biofuel on a commercial scheduled flight. Both engines of an Airbus A319 were fuelled with a mix of 50% biofuel derived from used cooking oil and 50% conventional jet fuel. The 1,500 km journey between Amsterdam and Helsinki was the longest scheduled flight so far to use biofuel. Finnair plans to carry out a series of 4 such flights over the coming weeks. The fuel is from SkyNRG. 21.7.2011 <http://bit.ly/nxluH6>

SWAFEA final report "lays groundwork for the deployment of sustainable aviation biofuels in Europe"

The Sustainable Way for Alternative Fuels and Energy for Aviation report, submitted to the EC, gives details of how they propose European aviation can get up to 2% of biofuels by 2020. They claim "sustainable" biofuel, in huge amounts, can be sourced. They recognise that a number of major challenges need to be faced including feedstock availability and development, and how to overcome the economic barriers for investors. The study recommends that quota mandates should be considered and suggests that auction revenues from the EU ETS be used to kick-start the process.

As a first step, a low minimum goal for European aviation biofuel introduction in 2020 – a 2% market penetration is proposed – should be the basis for triggering a start-up of production. It says the 2% biofuel share of the aviation fuel market by 2020 represents production of 1.25 million tonnes of aviation biofuel to be uplifted in Europe. A strategic plan that involved both subsidising (using public money) aviation biofuel use for a 5-year period at a cost of around €3.6 billion and half the aviation share of the overall €10 billion investment required to build the necessary two HRJ (Hydrotreated Renewable Jet) and four BTL (Biomass to Liquid) plants could be met from ETS revenues. This is very worrying indeed. 1.8.2011 <http://bit.ly/qmBVGj>

Thomson Airways' 50% cooking oil biofuel flight grounded after fuel delivery hitch

The UK's first commercial flight powered by "sustainable" biofuels has been postponed after delivery problems. Thomson Airways' flight TOM7424 from Birmingham to Palma was scheduled for 28th July. However, the airline said the green fuel pilot had been scrapped as a delay beyond their control during the transportation of the fuel from the USA meant the testing process could not be done in time for the flight. Thomson said: 'As sustainable biofuels become more commercially viable, Thomson Airways plans to expand its use of sustainable biofuels across its fleet over the next three years.' [This will not be using used cooking oil - there is simply not enough of it, and what there is already gets used on the ground for fuel and in other industries. Used cooking oil is not a realistic fuel for aircraft, other than in token amounts]. The used cooking oil line is for PR. The first flight will probably take place in September. After that Thomson's intention is for weekly flights to Spain using biofuel for a year, on the same route initially and switching to Birmingham-Alicante during the winter schedule. 27.7.2011 <http://bit.ly/oUTlgw>

Obama announces major investment towards developing aviation advanced biofuels sector in the US

Obama has announced an investment of \$510 million over the next 3 years to develop an industry to develop and produce drop-in advanced aviation and marine biofuels for the US defence and commercial sectors. Funding will come from the US Depts of Agriculture, Energy and Navy and will be equalled by finance from the private sector. Without mentioning environmental concerns, the USDA said the partnership aims to increase energy independence & create jobs. 17.8.2011 <http://bit.ly/ojpUsv>

European airlines seek exemption from EU emission trading scheme

Around 65 European airlines are asking for the aviation sector to be exempt from the EU ETS while disputes rumble on about non-EU carriers. The European Regions Airline Association (ERA) has written to the EC seeking an escape clause from the EU ETS until ongoing decision-making is completed or until the ICAO has had time to develop a climate protection scheme that could be applied world-wide. 27.7.2011 <http://bit.ly/nTGQEY>

Ireland backtracks on air tax pledge so the €3 air tax remains

The Irish government is no longer planning to scrap its €3 air tax. It had been planning to stop charging passengers the levy for flying from Ireland by October, but the Irish government has not seen enough commitment from airlines to make scrapping the tax viable. The Irish minister for tourism said any move to cancel the levy was "conditional" on airlines bringing in more passengers. Ryanair hoped for up to an extra 5m passengers/year. 5.8.2011 <http://bit.ly/oTXoCm>

Useful Info

- For up to date news see AirportWatch's news pages <http://www.airportwatch.org.uk/news/index.php>
- 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>
- For a daily update on aviation and transport news from national and local media, go to www.transportinfo.org.uk
- How to really offset the climate change impact of your flight: www.ThinkBeforeYouFly.com
- Weekly update by IATA on jet fuel price. <http://bit.ly/gCtAnD>
- Guardian Climate Change page at <http://www.guardian.co.uk/environment/climate-change>
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