

### **Court of Appeal tells BAA to sell Stansted and either Edinburgh or Glasgow**

On 13th October BAA lost the latest round of a long-running legal saga with the competition authorities over its dominance of UK airports. The hearing was in the Court of Appeal, and was brought by the Competition Commission. BAA will now be forced to sell Stansted, and either Edinburgh or Glasgow. The case followed a ruling in the Competition Appeals Tribunal earlier this year which found in favour of BAA: that an investigation by the commission was biased because a committee member – Professor Peter Moizer – was an adviser to Manchester Airport's pension fund, which had expressed an interest in investing in an airport. On 13th the Court of Appeal ruled that Professor Moizer's connection to the Manchester Airport pension fund was too remote to have influenced the original recommendation that BAA be forced to sell off a number of assets. The effect of this decision is to restore in full the Competition Commission report together with its remedies including the sale of airports.

Stop Stansted Expansion called on BAA to accept the ruling and sell Stansted Airport without further delaying tactics, as creating further uncertainty would not be in the interests of either the local community around Stansted or the airport's employees. 13.10.2010 <http://bit.ly/9kbRvE>

### **UN Assembly (ICAO) fails to deliver on cutting international aviation's carbon emissions**

The ICAO 37th Assembly in Montreal has ended - and failed to deliver on the 3 counts of: more ambitious goals; developing a framework for market-based measures (deferred to 2013); and looking at ways to provide assistance to developing countries. They have only agreed aspirational goals (i.e. non-binding) to strive towards the achievement of no net increase in international aviation emissions from 2020 (a goal put forward by industry) in a text that is littered with reservations from key countries. In the period to 2020, international aviation emissions are set to grow by over 40%. Aviation is currently responsible for 4.9% of global man-made climate change.

ICAO had earlier agreed on improving fuel efficiency by 2% annually to 2050 (which is achieved by current and ongoing improvements); this is just efficiency of each flight, rather than any cuts in overall emissions - increasing numbers of flights are anticipated. ICAO is also working on a global CO2 standard for aircraft engines with a target date of 2013. IATA, the international trade body for airlines, has a goal of 1.5% improvement in fuel efficiency to 2020, and the difference in 0.5% from the ICAO 2% goal is due to improvements to be made to air traffic control.

The eventual emergence of an ICAO Resolution on Aviation and Climate Change failed to hide deep divisions amongst the organisation's 190 Contracting States on how to proceed, after 2 weeks of talks. Perhaps most significantly, the Resolution reflects demands from developing countries to be exempt from taking action, which reduces the prospects of achieving tougher, globally-applied targets and measures in the near future. Several States including the EU, US and Australia, had tried to set tougher goals for the sector with the EU recommending a reduction of -10% below 2005 levels to be achieved by 2020. Rather than accept the weak aspirational goals contained in the Resolution, many of these States put down reservations.

Tim Johnson, Director of the **Aviation Environment Federation** (AEF) <http://www.aef.org.uk> attended the ICAO talks, together with **Transport & Environment** (T&E)

<http://www.transportenvironment.org> and the *Environmental Defense Fund*

<http://www.edf.org/home.cfm> All three put out a statement on 11th October. In summary it states:

- **EU aviation emissions trading plan safer, but weaker after international talks; additional measures now needed**
- **International aviation community fails to agree carbon cuts; proposes decade of unrestricted emissions growth**

The future inclusion of the aviation sector in Europe's Emissions Trading Scheme (EU-ETS) may have moved a step closer last week as a result of international talks. But the scheme's effectiveness will be weaker as a result of European concessions at talks which also ended any hope of credible global measures to cut aviation's climate impact in the foreseeable future.

The EU entered negotiations at the ICAO Assembly calling for a global cut in aviation emissions of 10% by 2020, based on 2005 emissions levels, as agreed by all EU member states in the run-up to the Copenhagen climate conference. But EU ambition was cut short by an American-led initiative to maintain the wording of a 2007 ICAO resolution that called for 'mutual agreement' whereby every single state affected by policies such as the EU-ETS would have to agree to be included; effectively killing such schemes. Instead the Resolution states that airlines from countries with international aviation activity below 1% of the global total (which is about 14% of the sector) should be exempt from moves to restrict carbon emissions within the aviation sector.

On the EU-ETS the EU stated that it would 'engage constructively' in discussion about these exemptions (of small countries and ANY country that takes broadly equivalent action to tackle climate change, possibly the US), and has since declared that it could also review whether emissions from inbound flights would be covered by the scheme. Excluding inbound flights to the EU would cut the emissions covered by the system by 40%. This is a heavy price to pay, and means that in order to get spiralling aviation emissions growth under control the EU should start charging a kerosene tax and putting VAT on tickets.

The triennial Assembly failed once again to produce a single measure to actually reduce global emissions from the aviation sector. Instead the final 'resolution' called for 'Carbon Neutral Growth (CNG)'. But that concept allows for aviation emissions to grow unabated for the 23 years since Kyoto, and only then be 'offset' voluntarily above their 2020 level by emissions cuts in other industrial sectors. The Kyoto Protocol called for aviation emissions to be 'limited' or 'reduced', i.e. within the sector.

The final resolution also states that climate commitments for aviation are 'aspirational' i.e. non binding, with no obligations on individual countries, let alone penalties for failure. But even the CNG (Carbon Neutral Growth) plan, which amounts to business-as-usual, was too much for some negotiators. The Chinese representative called the plan an attack on the human rights of his country's citizens. CNG, along with almost every aspect of the assembly's 'resolution', was also subject to an unprecedented number of 'reservations' whereby states declare that they do not feel bound by the decisions.

The environmental NGOs attending the ICAO meeting felt the proceedings represented a race to the bottom to reach consensus at almost any cost, followed by a descent into farce as many countries distanced themselves from various aspects of the Resolution.

Bill Hemmings, from T&E commented that: "ICAO's irrelevance grows along with emissions from the world's most energy and carbon intensive form of transport. As a forum for agreeing, let alone implementing, global environmental targets for aviation emissions, ICAO is clearly not fit for purpose, its 13 year record of failure shows that. The fact that ICAO members repeated their calls this year for the institution to remain in charge looks absurd and completely out of touch."

10.10.2010 <http://www.aef.org.uk/?p=1118> also a good write up at <http://www.yearnoflying.com/>

**Aircraft fuel use to increase 3 - 3.5% a year for years to come, says ICAO  
- while they hope for 2% efficiency savings**

Global aircraft fuel consumption is expected to increase at a rate of 3 - 3.5% annually in years to come, according to the latest annual environmental report of ICAO. In 2006, aircraft consumed approximately 187 million tonnes of fuel globally.

Global air passenger traffic is expected to grow at an average rate of 4.8% per year through to 2036. The world's airlines carry around 2.3 billion passengers (in 2006) and 38 million tonnes of freight on scheduled services, representing more than 531 billion tonne kilometres combined. In 2006, 0.25 Mt of NOx were emitted by aircraft within the LTO (landing and take off) cycle globally. These NOx emissions are expected to increase at a rate of between 2.4% and 3.5% per year. This takes no account of the amount of NOx emitted at altitude, which is known to be harmful both to the atmosphere and to human health. The number of people exposed to a day-night average sound level of 55 dB(A), which is currently around 21 million, will increase between 0.7 - 1.6% per year.  
[http://www.airportwatch.org.uk/news/detail.php?art\\_id=4380&art\\_AIRPORTWATCH=Y](http://www.airportwatch.org.uk/news/detail.php?art_id=4380&art_AIRPORTWATCH=Y)

**From John Stewart - Chair of AirportWatch**

The aviation industry has been hit hard by the new Government's decision to scrap the plans for new runways at Heathrow, Stansted and Gatwick. But our job is not done until we see flight numbers fall at all our airports. And not just because of the recession but even in times of prosperity.

The way to ensure that happens is to use fiscal measures to dampen down demand. These fiscal measures are to hand. The aviation industry enjoys tax-free fuel and doesn't pay VAT. In other words, it doesn't pay the Exchequer its fair share of taxation. Additionally, it doesn't cover its environmental costs: its impact on climate, noise, air pollution, biodiversity etc. There is a feeling that in these recessionary times governments might just listen to the arguments to impose realistic taxes on the aviation industry.

That is why AirportWatch's economics group has started up again. We are working with our colleagues in Europe to see if a Europe-wide campaign can be mounted on the topic. Recently some of us met with the Brussels lobby group Transport and the Environment (T & E). It is likely that T & E will head up a European campaign which we can contribute to. More details in subsequent bulletins. We have strong economic arguments our side. We've highlighted over the years how subsidised cheap flights are hurting the UK economy as they export money and jobs because of the tourist deficit. It gives us the confidence that, if we can come together around a tax campaign, we have at least a fighting chance of seeing flight numbers fall whether or not we are in a recession.

That would bring some real relief to people under existing flight paths; it would rule out the need for expansion proposals at places like City, Southend, Belfast and Bristol; and it would cut climate-inducing emissions. Perhaps the day to start is January 1<sup>st</sup> next year – the day the rest of the country pays 20% VAT and the aviation industry still pays nothing.

**Phillip Hammond says aviation has grown  
because it has been lightly taxed and it should pay more**

Speaking at a fringe event at the Conservative party conference Hammond said aviation had grown because it had been "lightly taxed" and it had to be prepared to pay its environmental costs. He also said "I want to see aviation come in from the cold and engage with the environmental agenda in the same way other transport sectors have done. I am not anti-aviation or anti-flying, but I do think aviation should pay its way." APD increases would go ahead. 7.10.2010 <http://bit.ly/c1ndq5>

## **Bristol Airport £150m expansion plans given the go-ahead by government**

Bristol Airport received planning permission from North Somerset Council to expand from 6m to 10m passengers per year back in May - on the same day that BAA finally threw in the towel on the Heathrow third runway. The Bristol decision was referred to the Secretary of State, Eric Pickles, on greenbelt and climate change grounds, and his department decided on 17th September (after 5 months) to wave the decision through, but without settling the climate change issue in light of the Climate Change Act, the Heathrow judgement or any other policies that have changed since the Aviation White Paper of 2003. <http://bit.ly/aShp1Z>

In addition, in October the airport gained permission to build an on-site hotel, further increasing its stranglehold on revenues derived from its operations. The Section 106 agreement associated with the airport expansion has not yet been agreed. The airport offered to pay for part of a new road, and this has played a role in the decision to grant the airport permission. It seems likely that the S106 issue will not be finalised until the results of the government's spending review are known.

Stop Bristol Airport Expansion (SBAE) are investigating the options for legal challenge to this flawed decision for expansion, not only for local reasons but because it is clear that the decision was made on a assumptions about climate change impacts which are not valid, and will have implications for all other airport expansions. The airport assumes work could begin next year.

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

## **"End Domestic Flights" demos at London City and Manchester Airports**

On 4th September campaigners from Manchester and London held a joint demonstration calling for an end to domestic flights. There are currently around 38 flights per day between Manchester and the London hubs.



Train to Manchester



John Stewart and Annie Griffin at London City

The Campaign Against Climate Change demo got off to a wonderful start at London City Airport on Saturday where speakers including Murad Qureshi and Darren Johnson from the Greater London Authority. spoke out against the expansion of City Airport, domestic flights and the impact on

residents lives and the environment. Protesters then boarded an open top bus to Euston Station, taking the message of train not plane for those domestic trips, through London before boarding the train to Manchester to join the Stop the Expansion of Manchester Airport group for a similar protest.

<http://bit.ly/c4Yw2S>

<http://www.fighttheflights.com/> - including photos <http://stopmanchesterairport.blogspot.com/> - including photos  
Also more photos at <http://www.demotix.com/news/429458/climate-protesters-call-ban-domestic-flights>

**The hearing date for the legal challenge against Newham Council in regard of the approval to allow London City Airport to expand to 120,000 flights per year has been set for:  
Thurs 18 -Fri 19th November 2010 at the Royal Courts of Justice, The Strand, London**

## **BA plans major transatlantic push at London City Airport**

BA plans to expand its transatlantic flight routes from London City airport perhaps to Boston, Washington or Chicago. Walsh said the BA direct route from London City to New York - launched Sept '09 - had been "hugely successful". BA wants to order more Airbus A318 planes, which have to be modified to cater for the short runway. Walsh said: "we can put more flights on at peak times which we couldn't do at Heathrow because of capacity". 6.9.2010 <http://bit.ly/aKCOHr>

## **TCN airspace changes postponed by NATS following drop in flights**

On 13th October, NATS (National Air Traffic Services) - the UK's leading air navigation service provider - postponed plans for further consultation over changes to airspace north of London. Instead, the proposals will be incorporated into a wider review of airspace over southern England. The downturn in UK air traffic levels since the 2008 consultation on proposed changes in the



A satellite image over the UK showing aircraft flight paths activity <http://bit.ly/c4TMDr>

Terminal Control North (TCN) area means there is less urgency on capacity grounds to achieve the changes.

Terminal Control North, along with Terminal Control South (TCS) forms London Terminal Control (LTC) which in total covers much of southern England, as far north as Ipswich and west to Bournemouth with Banbury roughly marking the north-west corner. The combined areas are a highly complex

and crowded block of airspace, and NATS wants to provide additional capacity to meet forecast long term demand and to meet environmental targets. NATS hopes to deliver improvements during 2016-2020 with some earlier enabling improvements possible from 2013.

Some of the aims of changes to airspace include keeping aircraft higher for longer on more direct routes, which saves fuel burn and CO2 and means less noise for people on the ground.

A NATS director said: "Whilst the downturn in air traffic means we can take longer to ensure we have the best solution, we have always been clear that doing nothing is not a long-term option."

**NATS says current forecasts show that UK air traffic levels are not expected to return to the peak levels of 2007 until at least 2013/14.**

<http://www.nats.co.uk/news/airspace-changes-postponed-following-drop-in-flights/>

## **More noise for residents during Heathrow runway repairs**

Residents living under the Heathrow flight path have been subjected to life without runway alternation for 16 weeks due to essential repairs of taxiways on the northern runway at Heathrow. From 13 September till about 27th October only the southern runway has been used for arrivals, which has meant that all planes landing over London had to use the southern runway. That's a plane all day long, every 90 seconds. It gave people a taster of what life could have been like if mixed-mode (allowing both runways to be used for landings and take-offs all day long) had not been scrapped along with the 3rd runway. Details on the Heathrow website at <http://bit.ly/bdAHg2>

## Heathrow wins Carbon Trust award for saving energy .....?

Heathrow has been awarded the Carbon Trust Standard after saving enough energy over the last 3 years to power more than 6,300 homes for a year. The airport apparently improved its carbon efficiency by nearly 12% despite turnover growth of 31%. It has done things like smart operation of lifts, escalators and baggage conveyors. "This is another good example of how Heathrow is striving to reduce its impact on the environment". (sic) All very good and well done Heathrow for making some effort.



**BUT ... bear in mind that the carbon emissions from planes using Heathrow are the highest of any airport in Europe. And Heathrow airport is very much involved in the operations of these planes. Planes from Heathrow produce around 21.4 million tonnes of CO2 per year. And bear in mind that a report by the London Assembly in January 2010 said that " ...at full capacity Heathrow could become the biggest single source of CO2 emissions in the country, emitting the equivalent of 54 of the least polluting countries".** Unbelievable award .... make of it what you will  
..... [http://www.airportwatch.org.uk/news/detail.php?art\\_id=4382](http://www.airportwatch.org.uk/news/detail.php?art_id=4382)

## Updates on Luton Airport:

### Night Noise Policy fails first test

As predicted by LADACAN, the new Night Noise Policy which came into force on 1st April has failed to stem the relentless increase in night noise. Despite an 11% overall fall in activity at the airport during the period April to June compared with the same quarter in 2009, the noise footprint at night grew in size by 5% according to the Airport's quarterly environment report. The causes of the policy's failure are not difficult to find: the number of night movements actually increased by 14% and the number of departures recording noise levels above 76 dBA at the noise monitors rose by 74%.



Luton airport

The failure of the Airport management to take the misery caused to local communities by night noise seriously is leading increasing numbers of residents to conclude that their only option is to press for closure of the Airport at night. <http://www.ladacan.org>

From LADACAN (Luton & District Association for the Control of Aircraft Noise)

### Future plans for Luton

The airport is still reluctant to join in the Airport Consultative Committee sub-group tasked with exploring the possible consequences of the airport coming under pressure at some future time to take traffic from a full-beyond-bursting-point Heathrow - it had said that it was happy to share some of its modelling with the group but suddenly became less forth-coming. Luton airport has, according to its Managing Director, had some exploratory talks with NATS about the second TCN consultation, which from Luton's point of view, needs to be radically different from that in 2008. A point made by the airport, and by the local group LLATVCC, was that Luton's westerly departures are so constrained by the presence immediately to their west of Heathrow's Bovingdon stack and thus also by Heathrow departures for North America that something must be done about Bovingdon first - and there is now no "wait for Runway 3" excuse for not doing it now.

## **Birmingham Airport £65 million runway extension scheme may get funding**

Birmingham airport wants to be able to compete by offering non-stop flights to long haul destinations. It hopes to approve the necessary funding for a slightly shorter runway extension of 350 metres, 65 metres less than originally planned. This is likely to cost about £65 million instead of £120 million.

Birmingham (International) Airport have a planning permission for a runway extension BUT have, so far, not started the construction on grounds of lack of finance from their shareholders. However local campaigners are hearing that furious negotiations behind the scenes are resulting in a “deal” which will enable the project to be kick started. <http://bit.ly/b8NEI5> This involves a certain amount of corporate welfare comprising the seven local authorities from the West Midlands foregoing their share dividend payments. It also means a total of £32 million from Birmingham and Solihull Councils to pay for the costs of relocating the A45 Coventry Road rather than tunnelling the road under the runway. <http://bit.ly/bZ6FTO> This could prove interesting over the next few weeks with no doubt papers being sent to the various local authorities for rubber stamping ahead of the decision at the airport board meeting on 28<sup>th</sup> October.



Interestingly the airport is going to drop its “International” tag and re-brand itself as Birmingham Airport..... <http://bit.ly/bPRRhN>

## **Plans to allow night flights from Manston Airport (Kent) received by Thanet council**



People living under or near the flightpath of Manston airport could have their sleep shattered up to 7 or 8 times a night if Thanet Council supports plans from operator Infratil. The company’s application for a night-time flying policy went in to Thanet Council at the end of September. Manston wants about 3 aircraft a night to fly in to the airport between 11.30pm and 6am – a period being labelled the ‘Night Time Quota Period’. Infratil says the majority of aircraft would take off or land from 11pm-11.30pm and 6am-7am. Up to 1,995 planes could fly in at night during the year, under this proposed annual limit.

11.30pm to 6am is a very short quiet period; people on average need around 8 hours sleep per night; and people choose different times during the night to sleep - some going to bed earlier, and some later, so six and a half hours is not enough. With 3 planes during those six and a half hours ...

There will be a public consultation, expected to last at least 3 months. The timetable is apparently that the Night flights consultation will be November 2010 to late February 2011; the Local Election in Thanet will be on May 5th; and then the Thanet Council decision on night flights in July 2011, which is causing local concern that councillors may alter their public attitude to night flights before, and then after, the election.

There are currently about 2 night flights per week at Manston, which is largely a cargo airport, and the night flights would mainly be cargo movements. Infratil’s request for a quota count of 1,995 for the period 2330-0600 is enough for the 3 flights they are forecasting in that arbitrarily - wrongly - shortened time-frame. 29.9.2010

There is more information on Manston and night flights at <http://bit.ly/bCNcw4>

## New Manston night flights blog spot launched



**No Night Flights, asks:**  
Is it wise for Kent County council, a key stakeholder in the public consultation on Manston, to take money from a company who is asking for a major change in the hours that they wish to operate? Manston airport advert in Kent magazine.

The campaigners opposing any increase in night flights at Manston have set up a new blogspot, called No Night Flights. The blogspot is aiming to collect together all the key questions and issues about the proposed changes, and provide answers and information. <http://nonightflights.blogspot.com/>

Front Page of "Around Kent,  
A magazine for the people of Kent.  
Your voice, Your services."  
Autumn Winter 2010.



Back Page of same edition  
of "Around Kent"



## Gatwick's plans to end playing 'Second Child' to Heathrow

Gatwick airport plans to cut fees, improve rail links and lure long-haul carriers in a bid to boost the annual passenger count as much as 40% and better compete with Heathrow. Infrastructure improvements and more competitive rates for airlines could help lift traffic at Gatwick to as many as 45 million people/year using just the existing runway. GIP aims to establish Gatwick as a London gateway for services that don't require onward links, distinguishing it from Heathrow. Gatwick forecasts a passenger total of about 32 million this year, little changed from 2009, when the airport ranked eighth-busiest in Europe and No. 31 in the world. Heathrow, with 66 million passengers, was second globally, behind Atlanta.

Traffic at Gatwick peaked at 35.4 million passengers in 2007, before the global recession. Stewart Wingate, Gatwick's Chief Executive, said numbers will rise as EasyJet, (now Gatwick's largest carrier since BA stopped using the airport as a major hub), reconfigures its fleet toward denser seating and Ryanair introduces more flights as it reduces services at Stansted.. Network Rail has announced that Gatwick Airport Station is in line for a major £53 million upgrade. It involves creating a new platform and refurbishing the concourse, as well as upgrading the track and signalling. Work will start next autumn and is expected to be completed by the end of 2013. Network Rail (the taxpayer) will pay £44.9 million towards the upgrade, and Gatwick Airport £7.9 million. <http://bit.ly/bx0GnG>

## Southend gets an award for ..... obtaining planning permission for a runway extension without a public enquiry

Amazing. Not a joke. An ERA Airport Achievement Award. "This achievement was deemed by the judges to have fundamental and long lasting effects on air transport in the region, which would greatly enhance the airport's business and result in increased services for the community when it is completed in 2011." 28.9.2010 <http://bit.ly/9e4AYZ>

The local campaign group at Southend, SAEN, reports that Stobart's PR machine is beginning to ramp up press release production. Stobart have now persuaded the bankrupt airline, Air Arran, to run flights from Southend. Aer Arann, has amassed losses of around €18m since 2008. Stobart is to

buy stake in it and agreed terms for a 5-year operating agreement for the airline to use Southend for a few flights starting in March 2011. As part of their attempt to raise passenger numbers, Stobart will invest €2.5m to “incentivise and market” Aer Arann’s operation from Southend. Stobart are now telling everyone that they are preparing to accept flights during the Olympics if London airspace is closed. However, Andrew Tinkler (Stobart Chief Exec) keeps talking about the freight potential of the airport - which is widely considered to be the main reason for Stobart buying it.

Recently the Leader of Southend Council, Nigel Holdcroft, has become rather less enamoured of the airport since a Boeing 757 made two abortive and noisy landing attempts in quick succession on the morning of 4th October. This caused considerable alarm to those living close to the flight path. Nigel is now starting to talk about "a lack of adequate environmental restrictions". And SAEN are still waiting for news of the Judicial Review permission.

### **IATA says global airlines show improved profitability, and 11% growth in 2010**

IATA says total global aviation industry profits will jump to \$8.9 billion in 2010 on revenues of \$560 billion, more than the previous forecast in June of \$2.5 billion. Rapidly improving demand has pushed traffic 3-4% above the pre-crisis levels of early 2008. Demand in 2010 is expected to grow by 11%. Europe is the only region to lose money with an expected loss of \$1.3 billion. IATA expects global aviation profits to fall to \$5.3 billion in 2011 with growth of 5%. 21.9.2010 <http://bit.ly/c9me1h>

### **Ryanair to pull out of Belfast City Airport at end of October**

Ryanair is pulling out of Belfast City Airport, saying the reason is the public inquiry delaying a planned runway extension. Ryanair flies around 800,00 passengers per year from there to 5 UK airports. From November, it will switch its one Belfast City-based aircraft to another European airport, with the loss of 50 Ryanair jobs. Ryanair claims it is having to pull out of the airport because of the short runway. The real reason is likely to be that its northern Ireland operations were not making money, and cuts were due this winter. The residents' umbrella group, Belfast City Airport Watch (BCAW), is questioning the motives for the move and says it highlights the need for a proper local aviation strategy. 31.8.2010 [http://www.airportwatch.org.uk/news/detail.php?art\\_id=4332](http://www.airportwatch.org.uk/news/detail.php?art_id=4332)

### **Belfast City residents appalled by failure to enforce noise regulations**

Belfast City Airport Watch expressed amazement at the failure of the Planning Service to enforce noise regulations at George Best Belfast City Airport. Their comments came after one of the most senior officials in the DOE’s Planning Service admitted to the Northern Ireland Assembly’s Environment Committee that the agency was not enforcing two key conditions of the planning agreement between the airport and the DOE. The Planning Service was taking no action despite knowing that the airport has breached a limit of 2,000,000 on the number of seats for offered for sale which effectively restricts the number of larger, noisier aircraft which can be operated from the airport. It was also taking no action about the fact that hundreds of flights have landed at and departed from the airport after the ‘curfew’ time of 9.30pm in the last 19 months alone. 9.9.2010 <http://bit.ly/9GvxAZ> More on BCaw's smart new website <http://www.belfastcityairportwatch.co.uk/>

### **Living under a flight path 'can increase your risk of heart attack'**

Living under a flight path increases the chances of a heart attack, a study from Bern University suggests. It says the constant noise from roaring aircraft engines overhead increases the risk by at least 30% - probably by raising stress levels, disrupting sleep and triggering high blood pressure. The effect was especially evident for people who were exposed to really high levels of noise, and was dependent on how long those people had lived in the noisy place. This is a significant risk for the 240,000 Britons who, according to the EU, endure an average daily noise of 60 decibels from jets – equivalent of a crowded, noisy bar. The study is helpful as it reveals that the sound of



the planes – and not just the air pollution from engines – is potentially deadly. Researchers looked at 15,532 heart attack deaths among 4.6 million Swiss residents between late 2000 and the end of 2005 using detailed information from an ongoing mortality study called the Swiss National Cohort. 12.10.2010. More details of the study, and information on other studies on health and noise at [http://www.airportwatch.org.uk/news/detail.php?art\\_id=4408](http://www.airportwatch.org.uk/news/detail.php?art_id=4408)

### **MIT study finds aircraft emissions at cruise altitude contribute to 8,000 premature deaths per year worldwide**

The deaths can be attributed to the effects of oxides of nitrogen and sulphur (NO<sub>x</sub> and SO<sub>x</sub>) at cruise altitude. Most of these are caused by aircraft over North America and Europe but prevailing winds take them eastwards, where they can form a deadly mix with ammonia released from farming. Nearly half the total premature deaths are in India and China. Till now regulation has only applied to such emissions up to the 3,000-foot level, the take-off and landing cycle. 8.10.2010 <http://bit.ly/baDTJk>

### **Lydd Airport inquiry may cost the taxpayer £150,000**

Up to £150,000 could be spent by Shepway Council on a public inquiry into plans to expand Lydd Airport. Councillors are due to meet to decide if funds can be moved from other budget areas to pay for legal advice, staff costs and consultants. The plans were passed by the Tory-run council in March but the Government Office for the South East decided a public inquiry must be held. The inquiry is due to start on 15 February 2011 and sit for 16 days. Lydd Airport Action Group (LAAG) has welcomed the decision by Natural England to recommend an extension to the existing Dungeness to Pett Level SPA and to designate a new Ramsar site to protect wetland habitats and species. There will now be 3 European designations in the immediate vicinity of Lydd Airport. The sites are immediately adjacent to the airport, make airport expansion even more undesirable and mean the plans should be rejected. 1.10.2010 <http://bit.ly/cERcMr>

### **Global air cargo up +19.6% in August and up 23% in July**

August global air cargo was 3% above the pre-recession levels of early 2008 and July global cargo demand was 4% higher. Air cargo grew, comparing to the same month in 2009, by 23% in July and 26.6% in June. When adjusted for seasonality, August traffic volumes for cargo fell by 0.8% compared to July. European carriers had air cargo growth of 12.1% in July, and 9.6% in August, which were both the lowest rate of growth of any region. However, globally the bounce in air cargo from re-stocking is over. A slowdown in air freight markets is expected in the 2nd half of 2010. International freight traffic market shares by region in terms of Freight Tonne Kilometres (FTK) are: Asia-Pacific 44.4%, Europe 24.0%, North America 16.8%, Middle East 10.6%, Latin America 2.9%, Africa 1.3%. Details <http://bit.ly/bKdcAX>

### **Useful Info**

- ❖ How to really offset the climate change impact of your flight: [www.ThinkBeforeYouFly.com](http://www.ThinkBeforeYouFly.com)
- ❖ For excellent monthly global temperature data and analysis, the NOAA (National Oceanic and Atmospheric Administration) <http://www.ncdc.noaa.gov/sotc/?report=global>
- ❖ Cheap flights? 50p fares? 4 minutes of YouTube mirth with Fascinating Aida - Cheap Flights <http://www.youtube.com/watch?v=ZAg0IUYYHFc>
- ❖ For up to date news see AirportWatch's news pages <http://www.airportwatch.org.uk/news/index.php> and news and analysis on the AEF website at <http://www.aef.org.uk>
- ❖ For websites of **airport-related groups** and relevant organisations <http://www.airportwatch.org.uk/links.php>

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