



Bulletin No 18

April 2008

Profit, Protests and Planning

Air Duty Consultation

The government consultation on the new aviation tax, to replace Air Passenger Duty, ends on the 24th April. The World Development Movement has an online action, and also has action cards that can be posted.



The new duty will be charged per plane rather than per passenger, which is hoped will incentivise airlines to fly higher occupancy flights and improve engine efficiency. Now is the time to press the government to get the proposed level of the tax, and the ways in which it is measured, improved. The WDM's letter to the Treasury Minister, Angela Eagle encourages the government to:

- Set the new tax at a high enough level to affect the behaviour of airlines and passengers so the rapid growth in climate changing emissions from flying is halted.
- Increase the tax every year to account for inflation, economic growth, and the falling costs of air travel.

Please take action - info on the WDM website at: <http://www.wdm.org.uk/campaigns/climate/action/aviation.php>

Protest at Nottingham East Midlands Airport (NEMA)

Dozens of people dressed as Prime Minister Gordon Brown protested against climate change issues at East Midlands Airport, on 12th April. East Midlands Friends of the Earth group were drawing attention to the government's Climate Change Bill, asking that it should include carbon emissions for the aviation industry. In its current form, the law will cover most business sectors but, unsurprisingly, not aviation.

As planes flew over East Midlands Airport, the protesters covered their eyes "hoping emissions would just go away". In a statement, East Midlands Airport said: "Airlines are responsible for the emissions from their aircraft and the airport supports including them in the European Union's Emissions Trading Scheme."

FOE's Callie Lister said it was "crazy to leave out emissions from planes and ships. Why should our local industry and businesses be held to account for their carbon emissions but not the aviation industry? Having a



climate change law that doesn't include our share of international aviation emissions is like having a drink-driving law that ignores the effects of whisky."

Plane Stupid on another Parliament roof - now it's Edinburgh's turn



Two protestors from Plane Stupid Scotland scaled the front of the Holyrood building in Edinburgh. They pair sat on the canopy at the parliament and unfurled a banner reading: "Planestopping. Choose a future. Say no to airport expansion". Plane Stupid said the protest was over the government's consultation process for major developments. The protest was timed to coincide with the end of the consultation on the National Planning Framework proposals, which ends on Tuesday 15th April, and which Plane Stupid says was "incompatible" with the Scottish Government's current plans to mitigate climate change" <http://www.planestupid.com>.

New Petition about NEMA

DEMAND, the airport group at Nottingham East Midlands Airport, is asking as many people as possible to sign their petition to 10 Downing Street. <http://petitions.pm.gov.uk/peacefulnight> **PLEASE SIGN !**

The petition states: *"We the undersigned petition the Prime Minister to Restrict Night Flights at East Midlands Airport using section 78 (Designation) of the 1982 Civil Aviation Act to restrict the amount of Night Flights"*.

We are asking for Regulatory powers to be applied at East Midlands Airport, with regard to Night Flights. We ask that the Secretary of State applies controls that the airport is (designated under section 78 of the 1982 Civil Aviation Act) to limit the excessive environmental noise blight from the unrestricted night flying

permitted at the airport. East Midlands Airport hosts more night flights than any of the big three London Airports (Heathrow, Gatwick and Stansted) which are regulated by the Government under the 1982 Civil Aviation Act. Local residents are subjected to high levels of aircraft noise at night.

Say NO to Heathrow expansion - Saturday May 31st. Huge march to Sipson, plus rally and carnival and giant NO.

Starts 12 noon: at Hatton Cross tube station (just to the east of Heathrow airport)

The Government expects to make its decision about Heathrow expansion in June. This is our big chance to pile on the pressure, to stop Heathrow expansion. We expect this to be the biggest demonstration against expansion in Heathrow's history.

HACAN Clear Skies, NoTRAG, 2M, enoughsenough.org, Greenpeace and the Campaign against Climate Change - are inviting you to **help create the biggest and loudest NO the world has ever seen:** a NO to Heathrow expansion and to increased climate change; a NO, spelt out by human bodies.



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

- It will be all legal and peaceful.
- **Put it in your diary now!**
- Keep checking the HACAN website for up-to-date information - www.hacan.org.uk

Carlisle airport expansion: Stobart airport deal likely to go ahead



The Stobart haulage empire, despite wrangling earlier in April, may now stay in Cumbria after Andrew Tinkler (Stobart Group Chief Executive) flew in an 'aviation law specialist' from London to go over Carlisle Council's planning conditions with a fine tooth comb. Stobart wants to invest £30m in new facilities, building a runway,

passenger terminal, air traffic control centre, hangars, office buildings, distribution warehouses and car parking facilities at the site.

The amended plans are due to go before Carlisle Council's planning committee on 25th April. The existing runway dates back to the 1940s and is only able to handle limited traffic. Despite the original plans being approved, the city council imposed more than 60 conditions. Following Thursday 10th's meeting, only two disputed conditions remain - relating to wildlife and noise levels. The council and the haulage firm now say they are confident an agreement can soon be reached. The issue of jobs to be created has been a powerful argument in their decision.

Local environmental campaigners have put up a good fight, over many months, and feel there are still serious issues concerning noise, traffic movement, runway construction, public zones and human rights. The local newspaper has given one-sided coverage in support of the airport. There remains some confusion around the number of night flights. The extent of the proposed freight flights operation is not yet clear. Proposed passenger flights will be small aircraft and just to UK destinations. Most supporters of the application were local businesses. One reason for Tinkler's enthusiasm for the project may just be the cheap development land.

Tuesday 22nd April - FoE public meeting on the CLIMATE CHANGE BILL - in London

The climate change bill is set to be law by summer, but it is still not strong enough. Come and make your voice heard at a public meeting, to be held by Friends of Earth, in London. The meeting is from 7:30pm - 9pm, at Friends House, 173 Euston Road, London NW1 2BJ. The key demands that need to be fought for are an overall emissions reduction target of at least 80% by 2050 (the latest scientific evidence states that it must be this), and the inclusion of the UK's international aviation and shipping emissions in the targets (otherwise the Bill will be like a drink-driving law which does not count whisky).

Speakers include:

Hilary Benn (Secretary of State for Environment, Food and Rural Affairs)

Peter Ainsworth (Conservative Shadow Environment, Food and Rural Affairs Secretary)

Steve Webb (Liberal Democrat Shadow Secretary of State for Environment, Energy, Food and Rural Affairs)

Tony Juniper (Director of Friends of the Earth and representative of the Stop Climate Chaos Coalition)

The meeting will be chaired by Anne McElvoy (Executive Editor of the Evening Standard). **Date for your diary.**

Stansted 2nd runway application - Stop Stansted Expansion rally on 2nd April

On 11th March, BAA's plans for a second runway at Stansted were revealed - before the Government has made its decision on the public inquiry last year on increased use of Stansted's existing runway (details expected shortly). Stop Stansted Expansion are leading a huge local campaign. Details can be found at:

http://www.stopstanstedexpansion.com/second_runway.html



A large rally was held on 2nd April in Bishop's Stortford, to demonstrate the extent of public opposition. The resounding message from the rally was that BAA's plans to build a second runway at Stansted Airport WILL be beaten. A capacity audience witnessed an impressive show of the scale of opposition to BAA's plans from politicians of all parties and every one of the UK's leading environmental groups. The convergence of so many powerful and influential organisations and individuals sends a clear message to BAA and the present Government that they face an impossible task in seeking planning permission for a second Stansted runway.

.....and SSE will be holding around 40 public meetings

More than 40 community presentations have been lined up for the coming months by Stop Stansted Expansion to help people get to grips with proposals for a second runway at Stansted and to explain how to lodge objections. SSE has agreed to speak at parish and town council meetings across Essex, Hertfordshire and Suffolk as part of its drive to alert local communities to the threat posed by BAA's plans, with more dates being added all the time.

Development on the scale being proposed by BAA would have far-reaching effects across the region both during the four year construction phase - which would make Stansted the biggest building site in Europe - and when fully operational. Details of meetings and dates at: <http://www.stopstanstedexpansion.com/press317.html>

Formation of "CO2" group of local councils opposed to Stansted expansion



CO2 website at: <http://tinyurl.com/5opqti>

On 17th March, a new 'CO2' or 'Councils Opposing a 2nd Runway' at Stansted group was set up. CO2 will vigorously campaign against the airport proposals, highlighting the potentially significant environmental impact and the anticipated increased pressures the proposals will have on existing infrastructure and services. The group also calls for the potential impact on local communities to be fully and independently assessed.

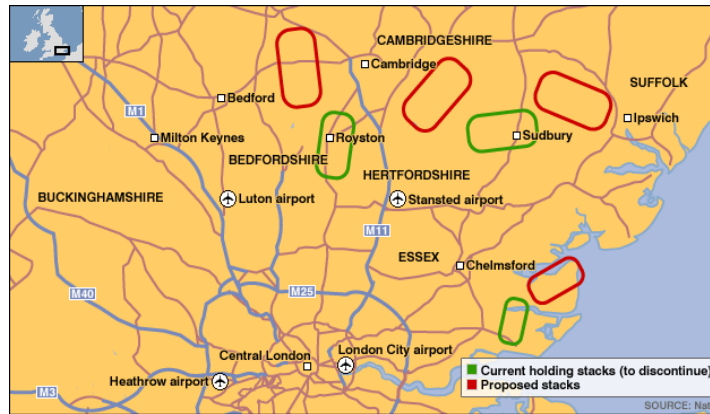
The new CO2 cross-party group is made up of councils including Essex County Council, Hertfordshire County Council, Suffolk County Council, Braintree District Council, and East Herts. District Council and Uttlesford District Council and with expressions of interest from other councils in joining. They are also joining forces with the leaders of the '2M Group' of London councils, opposing Heathrow Expansion. <http://www.2mgroup.org.uk>

NATS public consultation on airspace changes to the London Terminal Control North area

National Air Traffic Services (NATS) launched a consultation on 21st February, proposing changes to the airspace known as Terminal Control North. This serves the airspace north of the Thames for Heathrow, Stansted, Luton and London City Airports as well as for 57 smaller airports and military airfields. The consultation does not address those existing routes for which changes are not being proposed.

The document only considers airspace up to 7,000ft and likely traffic patterns to 2014. Indeed, the consultation specifically excludes feedback on air traffic growth and airport developments as well as the airspace implications for air traffic increases of a second runway at Stansted and a third runway at Heathrow. NATS proposes only one solution, without describing discarded options, and seeks feedback before 22 May 2008.

NATS say that due to the rapid increase of air traffic, the current TCN airspace route structure is now inefficient in



controlling aircraft. It has therefore proposed changes to provide efficiency gains for its customer, the airlines. NATS has proposed these changes to accommodate the Government's continued pursuit of increased air traffic in the south east of England.

Many of the environmental gains claimed are only achieved by moving air traffic to less densely populated areas, so that previously tranquil areas will in future suffer from more noise in future.

AirportWatch/AEF held a workshop on the NATS, and their local implications, on 8th April. Meeting notes are available, by contacting: info@airportwatch.org.uk

There is a great deal of information, including advice on how to respond to the consultation, on the SSE website at: http://www.stopstanstedexpansion.com/nats_2008.html (for a Stansted perspective) and also information on the LADACAN website at: http://www.ladacan.org/html/airspace_changes.html

"Rural Peace" formed

"RuralPeace" is a group formed in March, to raise awareness of the issues created by the NATS proposals and to campaign to protect countryside from noise created by aircraft. . People living in rural areas of South Cambridgeshire, North Hertfordshire, North Essex and East Suffolk could be affected.

The holding stack and flightpath changes that NATS are proposing will affect flights leaving from and arriving at Luton and Stansted Airports. The key aim of the proposals is a reduction in the number of people directly under the stack and flight paths, but this reduction in numbers is more than negated by the increased impact to the Rural Community and the increase in people in quiet, rural areas experiencing significant noise disturbance

They have an excellent website, full of information at <http://ruralpeace.org.uk> and they welcome members from across the proposed stack and also other proposed rural stacks to join their campaign. ruralpeace@googlemail.com

Birmingham Airport runway extension

Birmingham Airport submitted plans to extend its runway in January, and the consultation is now ending. The application is for a runway extension of 405m (1,329ft) towards Bickenhill and Hampton-in-Arden. The airport hopes it will be able to accommodate larger aircraft and operate more long haul routes.

A public debate was held in Solihull Town Centre, on Monday 31st March. Lorely Burt MP and Birmingham Airport's John Morris debated with Friends of the Earth's Chris Crean and John Stewart from HACAN Clear Skies about the benefits and downsides of extending Birmingham Airport's runway.

Key players from each side of the debate set out their arguments for public scrutiny as residents and Councillors join in

with the big debate. Solihull MP, Lorely Burt and the Airport's John Morris argued in favour of runway extension based on the need to connect to cities the world over. Chris Crean and John Stewart warned of the effects of noise and argued that climate change is too high a price to pay.

The runway extension, which could be up and running as early as 2012, will increase the range of long-distance air services available from Birmingham, potentially allowing passengers to reach the West coast of the USA and China.

Birmingham FoE and Birmingham Airport Anti-Noise Group (BANG) launched the **Flyagra campaign** to oppose planning permission for the 400-metre runway extension and supporting infrastructure. Solihull Councillors are expected to make a decision on the planning application in the summer. <http://www.flyagra.co.uk>
(Thanks to Chris Williams B'ham FOE 0121 632 6909). <http://www.birminghamfoe.org.uk>

ASA refers Ryanair to the Office of Fair Trading



(9 April 2008). The Advertising Standards Authority (ASA) has asked the Office of Fair Trading (OFT) to consider taking action against Ryanair, under the Control of Misleading Advertisements Regulations 1988 (as amended). The ASA referral follows a catalogue of breaches of the Advertising Codes by Ryanair and their unwillingness to comply with ASA rulings.

The ASA found that Ryanair were persistently misleading consumers by:

- Making exaggerated claims about the extent of availability of flights at the advertised price
- Advertising prices that were not inclusive of taxes and charges
- Making misleading and derogatory comparisons with competitors
- Not stating clearly significant restrictions that would exclude customers from taking advantage of an offer, and
- Not providing evidence to prove the claims they were making.

The OFT acts as the legal backstop to the ASA in respect of misleading non-broadcast advertising. Formal referrals to the OFT by the ASA are rare, the most recent being in 2005, and are only made once it has been established that an advertiser is unable to work within the rules. <http://news.bbc.co.uk/1/hi/business/7337165.stm>

Heathrow Terminal 5 - Fiasco and Flashmob

As it turned out, Terminal 5 did not really need activists to help mark their first day, on 27th March, as they managed to create quite enough problems for themselves. However, Flashmob was there in force, as over 2 minutes - at 11am - the arrivals area rapidly transformed from a sea of browns, blacks and blues, to red - as the hundreds of "Stop Airport Expansion" T-shirts were revealed.

The protest was peaceful and good-natured, as somewhat bemused passengers waited for their luggage.



A little 3-year-old danced in front of dozens of photographers and TV crews. To loud cheers, other flash-mobbers performed a conga around the arrivals lounge on T5's ground floor before lying on the ground to create a human "stop number three" sign, referring to plans for a third runway at the airport.

Heathrow - Runway 3 public safety zone and the M 25/M4 junction

Plans for a third runway at Heathrow flout safety guidelines by placing a proposed crash-landing zone on top of a motorway junction (M25/M4). The mis-siting emerged in an investigation by The Sunday Times into the expansion of Heathrow (13th April). BAA had decided that the risk of a plane crashing into the six-lane motorway, which rises to 65ft (20 metres), does not merit relocating the M25/M4 junction.

DfT map http://www.dft.gov.uk/about/strategy/whitepapers/air/coll_chapter11thesoutheast/dft_aviation_031504-9.gif

The Department for Transport (DfT) has been advised to create ways of avoiding traffic jams on the junction to reduce the risk of fatalities in a hypothetical plane crash. Most crashes occur during landing or take off. In January, a British Airways jet crashed after its engines failed during its descent to Heathrow. The official submission by Hillingdon to the DfT says: "Government guidance states that density of occupation of a six-lane motorway is similar to that of a housing development . . . Such transport developments should not be permitted within public safety zones." Ruth Kelly, the transport secretary, was criticised this weekend for failing to publish maps showing that the M25/M4 is within the safety zone, the area with the highest crash risk.

Passengers numbers nosedive at Coventry - but there's a silver lining !

10th April 2008. Coventry Airport's passenger numbers have almost halved in the past year, according to new figures. They fell by 46% in January compared with the same month last year, following reductions of 42% in December and 46% in November. January had 18,099 passengers using the terminal - down from 33,722 in January 2007. However, making a virtue out of necessity..... the airport claims it is now one of the best airports in the country for speed of processing the passengers

Recommended reading: "Air Madness - road's mistakes repeated"

A new edition of "Air Madness", written by veteran environmental journalist **Cedric Pulford**, has been updated to include the latest plans for Stansted, Heathrow and other airports. It analyses the proposals and explains why they are so controversial.

Air Madness also locates the runways issue in a broader canvas of concern as the skies come increasingly congested with everything from jumbo jets to microlights. (£10)

Details at: <http://www.pulfordmedia.co.uk/ituri/air.htm>

Climate Camp - starting on Saturday 26th July at Heathrow

On Saturday 26th July, this year's camp will begin with a one-day event at Heathrow, which will continue the fight against airport expansion and support the people who welcomed the Camp into their communities last year. Next, everyone is invited to travel together over a number of days across London to Kingsnorth in Kent (around 50 miles in total). Marching through London highlights the political links between aviation, coal and agrofuels: Central London's investors, industry lobbyists and PR companies all determine what gets built and what gets passed off as 'solutions'.

More info at: <http://www.climatecamp.org.uk>

Newcastle - Wind farms risk airport growth

Newcastle Airport wants the Government to introduce stricter planning rules which would force wind farm developers to consider radar concerns when applying to build turbines. Newcastle Airport is in consultation with Government officers in an attempt to end the costly legal battles which could threaten the airport's expansion.

With more than £400m a year brought into the North East economy through the airport, the airport believes the time has come for developers to consider the wider impact of their airspace- restricting turbines. Aviation groups are currently fighting a legal battle against three energy companies which want to build 59 turbines north of Hexham.

A Government planning guideline, PPS22, states renewable-energy companies should check with airports before submitting plans to local councils. This in theory should allow developers to see the problems their turbines could create and avoid lengthy planning battles. The **British Wind Farm Association** says while changes to the RSS would present one solution, there were questions over whether airports should be given what would effectively be a pre-planning decision veto. http://www.airportwatch.org.uk/news/detail.php?art_id=1483

Bristol Airport Walkway and permitted development - delayed

North Somerset Council has delayed the South Area Committee Meeting to be held in mid-April, which is to make the decision on the BIA Walkway, a permitted development application. The meeting will be held in mid-May, probably but this date is to be confirmed. http://www.airportwatch.org.uk/news/detail.php?art_id=1432

For a **daily digest of transport stories in the papers**, see Anthony Rae's excellent site www.transportinfo.org.uk

For legal advice contact the **Environmental Law Foundation**. They give initial advice free. www.elflaw.org

Bulletin compiled by Sarah Clayton, with the help of Laura Simpson 16.4.2008

www.airportwatch.org.uk