

## From John Stewart, AirportWatch Chairman

It's all happening on the aviation front. There are clear differences between Labour and the Conservatives on airport expansion. The Tories would drop runways at Heathrow, Stansted and Gatwick. Labour would push ahead with expansion proposals. Labour's one concession is that, except for the 3<sup>rd</sup> runway at Heathrow, it would not build any new runways in the next Parliament. But it's unlikely it would have been asked to approve any new runways in that period! Only Stansted was a possibility and it's unlikely to have gone through all its planning stages by then. The Labour commitment looks increasingly like an election gimmick. The Liberal Democrats, like the Conservatives, have ruled out new runways at Heathrow, Stansted and Gatwick. But no parties, except the Greens, have ruled out expansion at the smaller airports in the South East or other regional or Scottish airports. That is likely to be the battleground over the next couple of years.

The Heathrow ruling in the High Court could assist all campaigners fighting expansion as it effectively said that the Air Transport White Paper, on which the expansion is based, is out-of-date as a policy document. The judgment is detailed below. It gives us hope. But not certainty. I know only too well from decades of campaigning that we rarely win in the courts. Legal challenges can never be a substitute for campaigning.

## The High Court ruling leaves the government's Heathrow policy in tatters



The government's Heathrow policy is in tatters after the High Court ruled on 26th March that ministers' decision to give a green light to the proposed third runway does not hold any weight. The judge dismissed the government's claims to the contrary as "untenable in law and common sense".

The local authorities, Greenpeace and CPRE with WWF are now calling on the government to scrap the proposal completely.

The implications of the ruling are profound, not just for Heathrow but for airport expansion plans across the UK. Lord Justice Carnwath ruled that the 2003 Air Transport White Paper – the foundation of expansion plans across the country – is obsolete because it is inconsistent with the Climate Change Act 2008. The judge expressed real concern over the "hardship caused to the local community by uncertainty" over the third runway. The coalition which brought the successful legal challenge is now calling on the government to end the uncertainty and scrap the runway plans once and for all.

If the government decides to go ahead with the runway it must now review the climate change implications, the economic case, and the issue of how additional passengers would reach the expanded airport. Lord Justice Carnwath said he would be surprised if the recent tripling of the estimated cost to society of emitting carbon did not have "a significant effect" on the economic case for the runway. The judge also said that "it makes no sense to treat the economic case as settled in 2003." The judge is now inviting the government to sign a legally binding undertaking that it will not base future aviation policy solely on its 2003 white paper. A

further court hearing is expected to take place in April 2010 to examine the government's response to the judge's request. At the same hearing the coalition will seek costs and fully expects to recover those costs from the government.

The Labour Manifesto still supports a 3rd runway, "subject to strict conditions on environmental impact and flight numbers". The Conservative manifesto says they will stop the plans, as would the Lib Dems.

John Stewart adds:

The recent victory in the High Court of the campaigners against a third runway at Heathrow could have far-reaching implications for aviation policy in the UK. The judge ruled that the Government had to revisit its decision to give BAA the green light to draw up details plans for a third runway because the decision was based on the 2003 Air Transport White Paper which, he ruled, was outdated. The White Paper did not take account of the latest Government policy on climate change or the cost of carbon.

The implications of this go beyond Heathrow. All the expansion proposals at airports across the UK are based on the White Paper. It is expected that campaigners across the country will now start to challenge them. Although the Government was reluctant to admit defeat in the court, it has implicitly acknowledged that the White Paper is out-of-date by saying it will take heed of the judge's ruling when it draws up its National Policy Statement on aviation next year.

The ruling also paves the way for the Conservatives to develop a new aviation policy if they win the Election. In their Manifesto they have said they will drop plans for new runways at Heathrow, Stansted and Gatwick.

As far as Heathrow is concerned, it means that, whoever wins the Election, detailed proposals for a third runway cannot be brought forward for at least a year. In effect, the judge gave the Government a huge chunk of homework to do: on climate change, the price of carbon, and on a more detailed plan detailing how the extra passengers would get to and from the airport.

Rarely do campaigners win in court. The system usually sees to that. But this rare win could have a profound impact on aviation policy in the UK.

## The General Election: what are the parties offering on aviation?

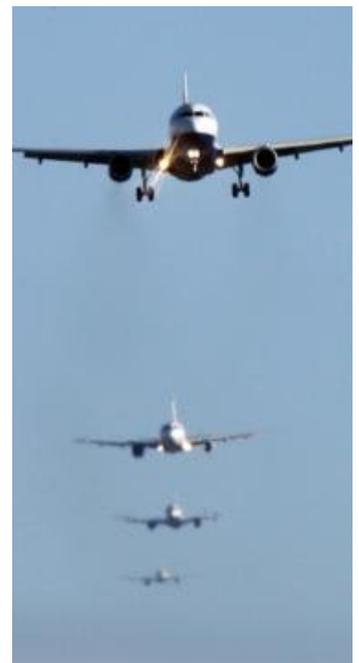
On 12th April, **Labour** published their manifesto. Unsurprisingly, they continue with plans for a 3rd runway at Heathrow, but have now backed off from pushing for a 2nd runway at Stansted, at least for a few years. The manifesto states (page 14) <http://bit.ly/b2mBe6> :

*"Heathrow is Britain's international hub airport, already operating at full capacity, and supporting millions of jobs, businesses and citizens who depend upon it. We support a third runway at Heathrow, subject to strict conditions on environmental impact and flight numbers, but we will not allow additional runways to proceed at any other airport in the next Parliament."*

The **Conservative** manifesto came out on 13th April. It states (page 23) <http://bit.ly/bNuB4I> :

*"Because travel abroad is so important for our economy and for family holidays, we need to improve our airports and reduce the environmental impact of flying. Our goal is to make Heathrow airport better, not bigger. We will stop the third runway and instead link Heathrow directly to our high speed rail network, providing an alternative to thousands of flights. In addition, we will:*

- block plans for second runways at Stansted and Gatwick; and
- reform Air Passenger Duty to encourage a switch to fuller and cleaner planes."



*a steam of plans approach Heathrow*

The **Liberal Democrat** manifesto was launched on 14th April, and its aviation section states (page 78): [http://network.libdems.org.uk/manifesto2010/libdem\\_manifesto\\_2010.pdf](http://network.libdems.org.uk/manifesto2010/libdem_manifesto_2010.pdf)

### ***"restricting aviation growth***

*The emissions from rising aviation are a serious problem in the fight against climate change. But in some more remote parts of the country, flights are a vital lifeline, and aviation is important for the economy as a whole. Liberal Democrats believe that we should do all we can to ensure people use alternatives where that makes sense.*

*We will:*

- *Replace the per-passenger Air Passenger Duty with a per-plane duty (PPD), so capturing freight movements by air for the first time.*
- *Introduce an additional, higher rate of PPD on domestic flights for which alternative and less polluting travel is readily available.*
- *Cancel plans for the third runway at Heathrow and any expansion of other airports in the South East". \**

\* this may not mean much, as airports can greatly increase their flight and passenger numbers using existing infrastructure, and no need for physical airport expansion.

## **Stansted update**

The manifesto commitments of the three main parties are welcome, but the guarantees are not yet absolute, and Stop Stansted Expansion are maintaining vigilance. They already knew that a public inquiry into the runway would be at least two years ahead. Notably, SSE say that the Labour manifesto doesn't tell them anything they didn't already know. With the question of Stansted Airport's ownership still unresolved, the need to update the planning application documents and a lengthy public inquiry before the stage of a decision on the runway, it will be at least five years before we even get to the stage where a Government would have to decide whether or not the runway should proceed - and therefore beyond the term of the next Parliament. If Labour really wanted to prove its opposition to a second runway, it should tear up its white paper policy which supports expansion at Stansted, while BAA should withdraw its second runway planning application, removing the blight which is otherwise set to last many more years.

A letter from BAA to Communities Minister, John Denham, on 2nd March <http://bit.ly/c8MTd3> said it would need 12 to 18 months to update its March 2008 planning application and that it could not realistically begin this until there is an end to the present uncertainty about the future ownership of the airport. That of itself could also take well over a year, meaning a further delay of between 2 and 3 years before any Public Inquiry could even start to consider BAA's 2nd runway planning application. If the Public Inquiry does not start until 2013, it would be 2015 at the earliest before a final decision could be announced, meaning that local residents and businesses who received compulsory purchase notifications from BAA in March 2008 would have endured **13 years of blight and uncertainty** before the final outcome was known. The blight on local communities in East Hertfordshire and North West Essex began in July 2002 when the Government first published its runway proposals. Local communities have been forced to live for an unacceptable length of time under this cloud of uncertainty, causing intense stress.

Meanwhile, in early March BAA was forced to mortgage 39 houses near Stansted, many of which it is planning to demolish to make way for a planned second runway. The houses are offered as security against BAA's £10.5bn borrowings. Some houses have been re-let, and local residents believe it proves BAA could not afford a new runway. <http://www.stopstanstedexpansion.com/>

## **New study for Hacan shows aircraft noise is no longer just a West London problem**

A major study - by the Aviation Environment Federation - has been published by HACAN. It was commissioned in response to the increasing number of complaints about Heathrow noise from people living many miles away from the airport and who used not to be affected. The report has identified the

reasons these areas are now affected. It also outlines practical measures which would reduce aircraft noise for countless numbers of people living under the Heathrow arrivals flight paths, such as use of a steeper glideslope for the approach path, from the current 3 degrees, to 4 degrees - which would significantly reduce the size of the area affected by approach path noise. It also suggests curved CDA (Continuous Descent Approach) approaches, avoiding so much concentration of arrivals. More details at <http://bit.ly/cy7wtC> 6.3.2010

## **Birmingham 400 metre runway extension will be delayed by at least 5 years, and need public funding**

The CEO, Paul Kehoe, of Birmingham Airport has plans to make the airport "Heathrow's 3rd runway", and triple passenger capacity. The airport finally got its planning permission in March, including the S106 agreement, for a 400m runway extension that would enable introduction of direct flights from Birmingham to India, China and the West Coast of America. At the time it seemed strange that they requested the permission to be valid for 7 years. However, last week on local radio he said this will not be built for 5 years at least, but then on Monday the airport put out [a statement](http://bit.ly/99bBGg) (<http://bit.ly/99bBGg>) reiterating "its desire to see the extension completed as soon as possible, should funding be put in place." - possibly as early as 2014.

It is still not clear who will pay for it, and for associated road improvements. The airport is asking for £32 million for the road improvement plan, which is needed for the airport's runway extension, and this is in doubt because funding arrangements [may not be lawful](http://bit.ly/bIfHay) (<http://bit.ly/bIfHay>) The A45 Coventry Road must be moved from the airport perimeter before work on the extension can begin. Birmingham City Council intends to split the cost with Solihull Council - paying £16 million each. There are concerns that the city council cannot be seen to directly fund the airport, which is a private company. Details remain private. Expansion of the airport goes completely against UK climate targets and guidance from the CCC in December. Birmingham Friends of the Earth [are asking](http://bit.ly/aQ1h7R) (<http://bit.ly/aQ1h7R>) the airport to make details of its plans public, and reveal the extent of public subsidy that would be required for potentially very damaging work to be carried out. New government guidance, in the form of a National Planning Statement on Aviation which is due next year, must take climate change into account, and will make the expansion plans of the 2003 ATWP of 2003 redundant. (9.4.2010)

## **Southend Airport expansion gets go-ahead from Government**

### **The Stobart Group Ruining our town.**

### **We need justice over Southend Airport**



Stop Airport Expansion Now (SAEN) <http://www.saen.org.uk>

On 19th March the government approved plans for a runway extension at Southend airport. John Denham claimed the right to a final say on the extension earlier this year, and could have called for a public inquiry on the decision made by Southend Council planners, but did not. Opponents are concerned about a rise in passenger numbers to 2m a year and the adverse environmental effect on the area. The council, as usual, were persuaded the airport would bring much needed jobs. Stobart bought Southend airport 3 years ago in a £21m deal. It is currently a hub for aircraft maintenance and private business jets, but Stobart hopes a partnership with a European airline could transform Southend. Stobart hopes to carry 2m passengers a year to and from

North Africa and southern Europe in time for the start of the Olympics in 2012. It is suggested planes with Stobart livery might each be given a girl's name, like the trucks. However, plans to expand

Southend airport were thrown into serious doubt by the High Court ruling on Heathrow on 26th March. The judge said 2003 ATWP – the basis for airports around the country, including Southend – needs to be re-thought in the light of climate change and the UK's Climate Change Act 2008. Meanwhile, protestors camped at "Camp Cuckoo" attempting to save trees that are being felled by Southend council for a road scheme, associated with the airport. On 22nd March, Southend took 12 randomly chosen activists to court and succeeded in prosecuting them, and closing the camp.

### **Luton update - and the tourism deficit**

Local campaigners report that at Luton airport, for the first time, the Managing Director stated publicly that the operating company is not planning any development outside the existing perimeter fence. So this means the 30 mppa in the ATWP is off the menu, for now at least.

In something of a "first", the Consultative Committee were able formally, and "on the record", to express less than satisfaction with the airport operator, in this case over the terms of the airport-imposed Night Noise Policy. The Luton Airport Consultative Committee is forming a brainstorming group, with the operator, to examine the consequences if DfT should lean on the airport to accept extra traffic as a consequence of the "no new runways at Heathrow/Gatwick/Stansted" scene. Several of the experienced local campaigners, from LADACAN and LLATVCC have volunteered to be on the group.

During 2009, there was a drop of more than 10% in number of passengers, and Air Transport Movements were down by over 12%. There are already severe road traffic congestion issues around the airport during rush hours, so increased numbers of road vehicles inevitably accessing the airport with expansion of passenger numbers a problem in the rush hours.

Michael Nidd has produced a paper on the tourist spending gap caused by holiday flights out of airports in England, with particular focus on those in the east of England. This shows that in 2004 (the most recent full data) the East of England region (home to two airports with substantial low-cost flight operations) earned £517 million from overseas visitors, but East of England residents flying abroad spent £2430 million – nearly five times as much, resulting in a deficit to the regional economy of £1913 million in 2004. All UK regions except London run a substantial economic deficit as a result of aviation-based tourism. More information and figures at: [UK economic deficit from outbound tourism in 2004](http://www.airportwatch.org.uk/downloads/The_UK_economic_deficit_from_air%20travel_Nov2009.doc)  
[http://www.airportwatch.org.uk/downloads/The\\_UK\\_economic\\_deficit\\_from\\_air%20travel\\_Nov2009.doc](http://www.airportwatch.org.uk/downloads/The_UK_economic_deficit_from_air%20travel_Nov2009.doc)

### **Manchester Airport could be as busy as Heathrow is now by 2050**

Campaigners at Manchester fear the airport will double the number of flights it handles and by 2050 become as busy as Heathrow today and handle as many flights, according to government prediction. The official forecast - in a report by the DfT to the Committee on Climate Change - said there will be 449,000 take offs and landings per year at Manchester by 2050 – up from 162,000 in 2009 (and 218,000 in 2005). This anticipates a 3rd runway at Heathrow, and a second runway at Stansted by then. It would mean a flight taking off or landing at Manchester on average every 70 seconds. The DfT predict Manchester will be the fastest growing of the 4 biggest UK airports and will overtake Gatwick to become the second busiest. <http://bit.ly/bo2hi1>

This is based on the CCC demand assumption in their "Likely" scenario, for total UK Air Transport Movements of 4 million per year by 2050. By contrast, their "target compatible" number of ATMs by 2050 – the maximum that could be compatible with the target for UK aviation getting its emissions back to 2005 levels by 2050 – is 0.6 million lower, at 3.4 million ATMs per year. By comparison there were 2.1 million ATMs in the UK in 2009. (Report at <http://tinyurl.com/ybcezen> and Manchester figures in a table on Page 28).

If new runways are not allowed at Heathrow and Stansted, and keeping within the CCC's guidance limit for ATMs, there would be the potential for airports such as Manchester to increase their ATMs much more. The 449,000 figure could even be exceeded. In addition, figures from the DfT's UK Air passenger demand and CO2 forecasts 2009 <http://www.dft.gov.uk/pgr/aviation/atf/co2forecasts09/co2forecasts09.pdf> (ATMs

on page 145) show Manchester to be the second highest, behind Heathrow, by 2030 and the anticipated emissions by planes from Manchester would also be second highest (page 143) by 2030. Manchester campaigners fighting plans by the airport to bulldoze 2 homes have been dealt a blow. They have been forced to abandon a legal challenge after being told the case had a less than 50% chance of success – and consequently would not qualify for legal aid. They wanted a judicial review of a decision by Manchester council to allow two historic cottages on Hasty Lane, to be demolished to make way for a huge cargo centre. Campaigners are now looking at other alternatives. <http://bit.ly/bWC5wi>

### **Residents welcome Belfast City Airport public inquiry**

Local residents have welcomed the decision by Environment Minister, Edwin Poots, to hold a public inquiry into the airport's runway extension proposal. <http://bit.ly/aem5xc> Belfast City Airport Watch <http://www.belfastcityairportwatch.co.uk> is delighted that the controversial proposal will now be subject to rigorous scrutiny. They fear the extended runway would mean “an international airport right on Belfast’s doorstep.” A few days earlier, the CAA submitted a damning report on the runway plan, saying the evidence in the environmental statement was incomplete and advised caution in relying on it. The CAA highlighted the fact that large planes such as A310 Airbuses and Boeing 757s could use the airport, and concluded that the methodology used to calculate the additional noise impact resulting from a runway extension had significantly underestimated the extent of the problem. They also criticised the airport for its plans to exceed the current official cap, under the airport's current planning agreement, on annual passenger numbers, by almost one million per year. No date has yet been fixed for the public inquiry. The Progressive Unionist Party leader said the report ran a “coach and horses” through the airport’s environmental statement and questioned whether the airport can be trusted to control its own noise levels. <http://bit.ly/aem5xc> 16.3.2010

### **Bristol Airport expansion decision - still in the balance**

Back on 28th February, the £150 million expansion plans at Bristol Airport (BIA) - to double in size to accommodate 10 million passengers a year - were recommended for approval by North Somerset Council planning officers. This was initially intended to go before the Council's South Area Committee in a special meeting on March 3rd. Decision day has been pushed back to April and now looks like late May.

One element of this extra delay is the airport and North Somerset Council both being worried about the implications of the Heathrow High Court ruling. Stop Bristol Airport Expansion (SBAE) have revisited the arguments for expansion in light of the ruling and found that the climate change costs alone now make the expansion unjustified. Other areas of the economic methodology appear to be riddled with holes, and the sole policy justification remains the White Paper which has just been devalued by the Heathrow judgement. There is no will at the council to stop it, but they are waiting until after the election before casting their decision. An unclear result may further delay things. Meanwhile, the flagship route (to Newark, but called New York) is being cancelled from November on grounds of being unviable. This damages BIA's image severely, though there may still be moves to keep the route, it could only succeed by a surprising uplift in passengers (which were dropping before the recession) or some form of subsidy! <http://www.stopbia.com/>



A recent short paper by Jeremy Birch of SBAE, on the economics of the expansion plans, shows that estimates by BIA of the economic benefit are wrong, and the methodology faulty. Purported financial gains to the region are based on unjustifiable assumptions. Interesting reading (4 pages) [http://www.stopbia.com/files/BIA\\_in\\_light\\_of\\_Heathrow\\_judgment.pdf](http://www.stopbia.com/files/BIA_in_light_of_Heathrow_judgment.pdf)

### **Lydd Airport - Long Legal Battle Ahead**

On 4th March, two planning applications – one for a runway extension and one for a new terminal building - were approved by Shepway councillors by 27 votes to 12. This was despite a planning officer's

report recommending refusal on the grounds that noise and damage to natural habitats would outweigh any economic benefit that the airport expansion would bring. CPRE Kent and the RSPB are among the organisations that have been vocal in their opposition, and calls for a public inquiry. RSPB (SE England) said it was difficult to understand how the Councillors could have reached this decision against advice - including that from Natural England - and public opinion. The government then decided to reconsider. Government Office for the South East initially set the date for its decision on whether the Secretary of State for Communities and Local Government should review the expansion for 22nd April. This has now been delayed until after the Election, and will now be on 11th June. <http://bit.ly/ahW2tG>

### **London City Airport wins the Mayor's Worst Planning Decision Award**

London Assembly member Darren Johnson makes the award each year for the planning decision he considers to be the most damaging in London, in parallel to the Mayor's London Planning Awards. He has voted the plans to double the number of flights at City Airport as 2009's winner of the coveted award, which is an inscribed breeze-block. 27.3.2010 <http://bit.ly/cyokTf>

Fight the Flights is very pleased to announce that it has now met its target for funding the legal challenge of Newham Councils decision to allow a 50% increase in flights at London City Airport. They thank the individuals, businesses and residents organisations who have given their time and/or donations to help meet this target. We value your support. The legal challenge continues to progress and as soon as a date is set for the judicial review by the High Court it will be posted on the Fight the Flights blogspot (where there is a lot more news) at <http://londoncityairportfighttheflights.blogspot.com>

### **Carlisle - fight goes back to the High Court next week**

Carlisle City Council granted planning permission to the Stobart Group to carry out a £25m plan to redevelop Carlisle Airport in December 2008. The company plans to operate freight and passenger

flights and relocate the headquarters of the Eddie Stobart haulage empire onto the site. The scheme is for a 387,500sq ft warehouse for Stobart, a four-storey office block shared by Eddie Stobart and Stobart Rail, a chilled dock, gatehouse, canteen and parking for 339 cars, 46 lorry cabs and 96 trailers.

There are 4 farmers with grazing rights on land earmarked for warehousing and offices who have refused to give up those rights, and one of them - Mr Gordon Brown - has been granted leave to apply for a Judicial Review of Carlisle City Council's decision to give planning permission to the airport in 2008. This takes place in London on 20th and

21st April. Stobart is eager to start the works, but Carlisle City Council (CCC) has informed them that they will not allow any development/lease change whilst any JR proceedings are ongoing. If they do, then CCC has the legal authority to revoke the lease.

Another plaintiff has had permission to run a 2<sup>nd</sup> JR after the completion of Gordon Brown's. If Carlisle City Council allow the runway works to proceed as Permitted development, then Judge Pelling (who presided the initial hearing in the High Court in Manchester) has given him permission to challenge it as 3rd JR and whilst that would be going on, no work or new building to expand the airport would be allowed. More information at <http://bit.ly/84cmbr>

### **Greenwash: East Midlands - willow trees to power airport**

East Midlands airport will - quote - "become the first in the UK to be powered partly by willow trees". The first cuttings in the 26-hectare willow farm planned at East Midlands Airport have been planted, and will (eventually) produce about 280 tonnes of wood fuel each year for a biomass boiler in the terminal building. This will save 350 tonnes of CO2. Planes from the airport last year emitted around 325,806 tonnes of CO2. Talk about a drop in the ocean. 25.3.2010 <http://bit.ly/9RSEwS> with other greenwash gems.

## Greenwash: Edinburgh airport's tree project is trampled by its carbon elephants

Edinburgh has almost tripled the number of passengers in the past 15 years. It is one of the UK's fastest growing airports. It is paying for 500 trees to be planted. The airport is making "every effort" to cut airport emissions, consistent with ensuring the departure lounge can up its throughput of passengers from the current 9 million to 14 million by 2013. Anything, it seems, to avoid discussing the elephants on their runways. (Back of the envelope calculation: The 500 little saplings will together, with a bit of luck and a fair wind, sequester about 500 tonnes of CO<sub>2</sub> over the next 100 years or so. Planes using the airport generate around 800,000 tonnes of CO<sub>2</sub> per year). See Fred Pearce's greenwash. 1.4.2010 <http://bit.ly/aFuneP>



*Environmentally friendly flight by doggy power*

### Various snippets:

**Ryanair and easyJet growing rapidly in 2010** Figures from the two airlines show they are picking up passengers, and growing more quickly. In March, compared to March 2009, Ryanair had +13% more passengers, and easyJet had +13.5% more. In February, Ryanair had +6% more than in February 2009 and easyJet had 12.3 % more, and in January Ryanair had 9% more, and easyJet had +10.7% more. Ryanair montly data at <http://bit.ly/cZzPgJ> EasyJet data at <http://bit.ly/axIfRY>

**March figures for UK Airports - passengers down by -1.1% on March 2009** Total of 16,023,648 passengers, down -1.1%. The March 2009 figure was itself down -14% compared to March 2008. The number of Air Transport movements was 163,810 which was down -5.4% compared to March 2009. That was itself down -6% compared to March 2008. Passengers at Heathrow were up +0.4% compared to last March. Total passengers at BAA airports were down -0.5%, at 8.2 million, about 200,000 down due to the 2 BA strikes - mainly at Heathrow. At Stansted, unaffected by the strikes, traffic declined by -4.2%. At Gatwick, passengers were up by +3% compared to March 2009. Air cargo at BAA airports grew by +27.7% compared to March 2009. (CAA data for March and February <http://bit.ly/anNvY0>)

### Updated information on each airport's flights, passengers and approx CO<sub>2</sub> emissions

AirportWatch South West has updated its tremendous website, which shows a mass of information for each airport. [http://www.awsw.co.uk/allco2/PLH\\_co2.html](http://www.awsw.co.uk/allco2/PLH_co2.html) Just click on an airport and it shows the airports with services from Plymouth; number of passengers in 2009 and in 2008; an estimate of total CO<sub>2</sub> emissions (excluding freight flights); top 10 destinations by number of passengers; top 10 destinations by CO<sub>2</sub> emissions; and gains or losses of passengers on each route during the year.

### Useful Info

- For excellent monthly global temperature data and analysis, the NOAA (National Oceanic and Atmospheric Administration) <http://www.ncdc.noaa.gov/sotc/?report=global>
- For a great collection of articles on climate change, the Guardian's Climate Change Pages: <http://www.guardian.co.uk/environment/climate-change>
- For more information about aviation, see the AEF website at <http://www.aef.org.uk>
- For **actions and events** see AirportWatch's "Take Action" <http://www.airportwatch.org.uk/action.php>
- **Transport & Environment** have useful information and updates about aviation, especially in relation to Europe. <http://www.transportenvironment.org/tag/aviation>
- To ask your local candidates what they are doing about the climate, see Greenpeace and Ask The Climate Question <http://bit.ly/cvnRKz>