

"Victory Against All The Odds" – new online book from HACAN on the successful Heathrow Campaign

A new book, written by HACAN Chair, John Stewart, has been launched to tie in with, and mark, the celebration in Sipson of the 28th August of the victory. The book tells the story of how the successful campaign to stop expansion at Heathrow, including a 3rd runway.

Victory Against All The Odds

**The story of how the campaign to stop a
third runway at Heathrow was won**



“The victory was no fluke. It wasn’t a question of luck. It was the result of a clear strategy, a radical approach, daring tactics and an utter refusal by the campaigners to believe that we wouldn’t win.

It recounts how a group of people took on the might of the aviation industry, international business and the UK Government and won. It outlines the strategy and the tactics used. It is an inspiring and a very human story. But it also contains valuable lessons for campaigners wherever they live and whatever their cause.

It puts success down to 3 main things:

- the building up of what it calls the largest and most diverse coalition ever to oppose expansion of an airport in the UK;
- a willingness to challenge the economic case for expansion;
- and a determination by the campaigners to set the agenda.

The victory was no fluke. It wasn’t a question of luck. It was the result of a clear strategy, a radical approach, daring tactics and an utter refusal by the campaigners to believe that we wouldn’t win.

Read the book (52 pages, pdf) at

<http://www.hacan.org.uk/resources/reports/how.the.heathrow.campaign.was.won.pdf>

Family Fun Day to Celebrate the Dropping of Heathrow 3rd Runway !

**Saturday 28th August, Sipson Recreation Ground, Sipson,
2-7pm Music, Stalls, Food, Drink, Speakers**

The event is being organised by Hillingdon Council and NoTRAG (No Third Runway Action Group). There will be masses of activities for all ages - even a ferris wheel. Facilities for people who have mobility problems have also been organised. So come to Sipson, one of the villages that has been saved from destruction. It is taking place in the same field as the big NO march took place in 2008.

Details including map and how to get there at <http://bit.ly/9Y2z79>



London's new airport "could be in Birmingham" ?

Birmingham airport is continuing its publicity drive to persuade people that it could become another London airport. The airport hopes the highly controversial proposed high speed rail 2 will cut the journey time from central London to Birmingham Interchange, (which is adjacent to BUT not directly connected to either Birmingham International Railway Station, or the Airport) to 38 minutes, making it as easy to reach as Heathrow. Birmingham wants to be the "solution" to an alleged lack of airport capacity in the south east.

The airport's Chief Executive, Paul Kehoe, wasted no time in putting in his plug about the airport



benefiting from the decision to scrap plans for a 3rd Heathrow runway, and regularly gets articles in the pro-aviation local media pressing his point of view. The aviation lobby and some local business lobby groups have also been using this argument as the main justification for the proposed London to Birmingham high speed rail link (HS2). Paul Kehoe has huge ambitions for the airport, and wants to double the number of passengers it handles a year, from the current 9 million in 2009 to 18m, which would be 2 million less than handled by Stansted in 2009. Birmingham's growth plans could take the figure up to 30m passengers by around 2030.

Birmingham also has permission to extend its runway by 400 metres, which means that destinations such as China, Cape Town and the American West Coast would be within direct reach. In addition to the resulting increase in noise and pollution from the additional flights using BIA, the other issue is the inability of the local road and rail infrastructure to cope with the additional demand.

But much depends on the rail network's success in cutting the time it takes to get from the airport to London before the high-speed line is built. <http://bit.ly/aWgYTe>

The bigger issue here is that winning Heathrow is just one piece of the wider aviation debate, and our real problem is Aviation White Paper 2003 – which is still not finally dead and buried. The aviation industry in Birmingham and the regions will see the cancellation of 3rd runway plans at Heathrow as a reason to get their financial backers to put their hands in their pockets. The added pressure with Birmingham is that they have their planning permission for the extension, runway rearrangements, a new terminal and expansion of the existing terminals in the bag. The airport can also increase its throughput without much investment, by using its existing capacity more intensively. The main thing is that Birmingham is using the "Birmingham London Airport" strapline as part of their whole PR awareness raising strategy. This is a way of saying "we are one of the big boys now".

Meanwhile, the High-speed rail link compensation fund of £50m - called the Exceptional Hardship Scheme - has been set up for homeowners and firms affected by the planned London to Birmingham link. Under the plan, the government would buy homes and properties on the preferred route which runs from London via Ruislip and passes near Amersham, Wendover and Aylesbury before approaching Birmingham across Warwickshire. However, it is seen as inadequate and will not compensate many of the people affected. <http://bit.ly/c63VaH>

But High Speed Rail Two Ltd say "No decision has been taken on whether to proceed with high speed rail or, if a decision is taken to proceed, exactly where a route would be. There are a number of very important steps, particularly full public consultation which is anticipated to take place early in the New Year and obtaining parliamentary approval, both of which must take place before those decisions are taken and construction could start". *(Thanks to Chris Crean, West Midlands Friends of the Earth)*

Aberdeen Climate 9 remain defiant after Court sentence of only small fines

The nine Plane Stupid protesters who shut down Aberdeen airport on March 3rd 2009 appeared in court on 25th August to finally receive their sentences, from the earlier verdict of guilty to charges of Breach of the Peace. More serious charges of vandalism had been dropped and charges were significantly reduced over the course of the 2 week trial. At sentencing, the judge and court took the protesters' urgent message on climate change seriously and gave out very modest fines ranging from £300 to £700 each adding up to a total cost of around £4000 - £5000. Work continues on raising awareness of the climate threat. *More information at* <http://bit.ly/czITBL>



The protesters were campaigning against any expansion of the airport, which would lead to more harmful carbon emissions. When the verdict was announced in June, the Climate 9 said:

“The law has found us guilty of breach of the peace, but in the court of international opinion we’ve received overwhelming support. This support is further legitimised by the scientific evidence which has been brought to light by the evidence given by expert witnesses in the court. This is the first time in Scotland, and the first time anywhere since the failure of Copenhagen that evidence of the dangers of climate change and aviation emissions have been presented by climate experts to a jury.”

The Ecologist asks "*Climate activism: is the trial more important than the protest?*"

25.8.2010 <http://bit.ly/ctt1s8> <http://bit.ly/ba5ucT>



Mar-a-Lago in Florida, a nice property but under the flight path of Palm Beach International airport ...

Hypocrite Trump Blocks Expansion at Airport near home in Florida

Plane Stupid in Scotland have found out that Donald Trump, whose planned housing and golf course would “lead directly to airport expansion” at Aberdeen airport, has been involved in opposing construction of a second runway at Palm Beach International Airport, near his Mar-a-Lago estate and members-only beach club. Opponents of expansion at Aberdeen airport see this as amazing hypocrisy. 26.6.2010 <http://bit.ly/duaRag>

Belfast City airport inquiry delayed by noise pollution report

On 10th August, it was announced that a public inquiry into the proposed runway extension at the airport is to be delayed as the Planning Appeals Commission said it cannot start until it gets more information from the airport about possible noise pollution. It is unclear when the public inquiry will now begin. The airport wants to extend the NE end of the runway by 590m while retracting 120m from the SW. Belfast City Airport Watch says the airport must come clean about the dreadful, devastating impact that this is going to have on residents.

The residents' representative, Dr Liz Fawcett, said the delay was entirely avoidable, because the airport had not put all the correct information about noise on the table at the outset. Instead, now the Planning Appeals Commission has made it clear that the information is neither accurate nor comprehensive. Already residents have to put up with being woken up at 0630 in the morning with flights that continue through until midnight, causing continual noise that is disrupting their sleep. Belfast City Airport Watch fear Belfast residents are going to end up with an international airport, if the runway extension is allowed and the passenger cap is lifted. <http://www.belfastcityairportwatch.co.uk/>

George Best Belfast City Airport said it needed the extra length so some planes could take on more fuel to fly further. If they get the runway extension, they want to add around 7 new destinations from the airport, including Brussels, Frankfurt, Madrid and Munich.

<http://bit.ly/b7VqRq> Belfast City Airport Watch say if the runway extension is allowed, and if the current restriction on passenger numbers is removed, there will be nothing to stop every plane being one of the larger

and noisier types which currently flies from the airport. That would be a nightmare for local residents. Please support the residents and sign our petition to stop further expansion at Belfast City Airport:

<http://www.gopetition.co.uk/petitions/belfast-city-airports-passenger-limit.html>



Belfast City residents' concerns raised by CAA safety report

Local residents' concerns about aircraft safety in areas close to George Best Belfast City Airport have been heightened by a recent CAA safety report. It investigated an incident in East Belfast two months ago in which a man was hit by a roof tile and damage caused to two houses, due to wake vortex. The CAA's report said its investigators could not determine what had caused the damage. However, whether or not a plane was flying too low, residents are not reassured. Either a plane was flying too low - and residents would like to know this - or else the plane was flying the correct approach path, which confirms that homes along this path are routinely in danger from wake vortex damage. They are not reassured by either explanation, nor by the failure of the CAA to thoroughly research the problem.

The Civil Aviation Act 1982 does say in section 76(2) that if anyone on the ground suffers material loss or damage from the flight of an aircraft, through no fault of their own, then they are entitled to damages from the aircraft operator, without proof of negligence on part of operator. Of course it is often very difficult to ascertain the individual aircraft which did the damage, and which operator. It is also very difficult for a householder to hold an airline to account. What frequently happens is that airports recognise that vortex damage does happen, and the airport itself undertakes roof repairs. Often they are keen to patch up the damage as soon as possible, before it is seen by many people, and there is the risk that a really thorough job, perhaps reinforcing the roof, is not done.

Private majority shareholder Galaxy withdraws from Siena Airport. A citizens' victory!

On 24th July, Galaxy Management Services, an offshoot of Galaxy Srl, a private equity fund based in Luxembourg, announced it was withdrawing from the company Aeroporto di Siena SpA, where it was supposed to be majority shareholder, except that the Ministry for Transport never approved the privatization. The plan was initially for airport expansion to 700,000 passengers per year by 2020 and Galaxy is believed to have been favoured by the board. The airport continues to exist and will presumably be kept open for private flights, air taxis and the odd emergency. The chances of expansion for commercial flights have been greatly reduced. Local campaigners are hugely relieved that the "external investor" (indirectly related to the Siena bank MPS) will not now be ruining the local landscape, air, water and peace. Galaxy was in it for a profit and had no bond with the land. It was promising 15% to its core shareholders who are all banks. The departure of Galaxy means the airport goes back to being paid for by local administrations and MPS. Citizens in the Siena area deeply regret the amount of public money that has been wasted on the airport project. It has since been announced that the Siena Magistrate handling the local residents' complaint is investigating 16 people, including the president of MPS bank, who only a month earlier was elected president of the Italian Banking Association (ABI)!!! Comitato contro l'Ampliamento dell'Aeroporto di Ampugnano – Siena

<http://bit.ly/bb1Gow>

(Thanks to Helen Ampt)

Gatwick plans to cut carbon by 50% !! (not including the flights of course)

Eureka ! Gatwick Airport has outlined its 10-year green plan, including a bid to cut its carbon emissions by 50% by 2020, compared to 2009 levels. (That of course ignores the airport's intentions to grow from 32 - 40 million passengers per year ... massively increasing carbon emissions). The airport has all sorts of good intentions like reducing waste sent to landfill, composting out-of-date products, coffee grounds and peelings, using less energy and less water: "For example, we are in the process of upgrading the lighting in both of our terminals with low voltage equivalents and we have installed passenger sensors on our travelators and escalators, allowing operation to cease when not in use". Remarkably it is even being applauded by the Carbon Trust for doing this, as they don't seem to have appreciated the increased emissions from the flights heigh ho ! <http://bit.ly/9TczD7>

Manchester airport "goes green" (as long as you don't include the flights)

The airport has published its first sustainability report – it intends to become 'carbon neutral' by 2015 by low energy light bulbs and recycling bins. Its plans to become one of the "greenest" in Europe. But the commitment does not cover emissions from aircraft using the airport, which the airport says are the responsibility of airlines. Manchester FoE are highly critical and say the airport produces in a year 'the same amount of CO2 as the whole of Uganda'. By contrast with the relatively small carbon cuts planned by the airport, the emissions from flights using the airport are set to rise massively, completely dwarfing the cuts. Compared to the 18.6 million passengers in 2009, the airport Master Plan states: "The forecasts for Manchester suggest that by 2015, the Airport could be handling some 38 million passengers a year, and that this could rise to around 50 million by 2030". <http://bit.ly/cQfdYh>

In June UK aviation CO2 was 23% of total EU aviation emissions

RDC reports of European aviation emissions show the UK produces much larger carbon emissions than other European country. The European aviation emissions total the % generated by each country:

UK 23%	
Germany 17%	Netherlands 6%
Spain 13%	Greece 3%
France 11%	Portugal 3%
Italy 9%	Belgium, Sweden, Austria and Ireland - each 2%

For airports, Heathrow flights generated massively more CO2 than flights from any other European airport. In June (approx) Heathrow generated around 1.8 million tonnes of CO2. 2nd is Frankfurt at 1.2 million, 3rd Charles de Gaulle at 1 million, 4th Schiphol at 0.85 million, 5th Rome 0.45 million, 6th Gatwick at 0.42 million tonnes. <http://bit.ly/9gHJTx>

UK's tourism deficit due to air travel was £15.1 billion in 2009

Adding the amount of tourism deficit from spending abroad, to the deficit from buying travel tickets from foreign companies gives a total deficit on air travel of £15.1 billion in 2009 compared to £19.6 billion in 2008.

The tourism deficit due to UK citizens spending money abroad was £17.4 billion in 2008 to £13.2 billion in 2009. This is the figure which is most often quoted in the media but it is for all forms of travel, not just air travel, and it is only the amount of money spent during the visits, so it excludes the cost of air/train/ferry tickets. The deficit due to buying air tickets from foreign companies fell from £2.2 billion in 2008 to £1.9 billion in 2009. Information comes from the 2010 "Pink Book" - ONS data on UK Balance of Payments. <http://bit.ly/9cA6Zq>

Latest report on objects falling from planes includes a door, a fuselage panel and other aircraft parts

The latest report for AEF (29th July) from the CAA lists the following as having fallen from aircraft between 1st January and 30th June 2010. <http://www.aef.org.uk/?p=1094>

11 icefalls	1 door	2 fuselage panels
3 aircraft parts	1 cable and banner	

There was also 1 reported stowaway in the UK or in UK airspace during this period.

Postcodes for the icefalls were as follows:

Twyford, RG10 0LQ	Hawarden, CH5 3TQ	Buntingford, SG9 0LA
Hounslow, TW4 7AA	Benfleet, SS7 4NE	Great Stoke Way, Nr Filton, BS34
Haringey Park, N8 9JP	Leicester, LE2	South Oxhey, WD19 6HA

The CAA data on falling objects for July to December 2009 are at <http://www.aef.org.uk/?p=1020> and CAA data on falling objects from January to June 2009 are at <http://www.aef.org.uk/?p=880>

Kiss Flights travel - the 13th travel company to cease trading this year

Budget travel firm Kiss Flights collapsed on 17th August, sparking uncertainty for 70,000 holidaymakers. The British-based company sold flights to Greece, Egypt, Turkey and the Canary Islands. Kiss had about 13,000 customers overseas and 60,000 people had forward bookings with the company. London-based Flight Options owned Kiss since January last year.

In all 13 travel firms have gone bust in the UK this year as a result of the recession.

- Flight Options (Kiss Flights) - 17 August
- Sun4U - 12 August
- Goldtrail - 16 July
- International Flights - 2 July
- Malachite Travel - 2 July
- Birdseekers - 28 May
- Wigmore Holidays and Travel (Aspects of Tunisia) - 10 May
- Finlays Skiing - 27 April
- Adventura (Pure Escapes) - 15 April
- The Flight Bureau (Think Delta, Think Emirates, Think Flights) - 24 March
- Love Holidays - 24 March
- Scantours - 2 March
- Business Travel Services - 28 January



And some of the earlier ones were:

ScotTravel - June 2009	Seguro Travel - Sept 2008
Flyglobespan - Dec 2009	K&S Holidays - Sept 2008
Freedom Direct - Apr 2009	Zoom - August 2008
XL Leisure - September 2008	

Southend Council taken to court over runway extension planning permission

Southend group, Stop Airport Extension Now, is aware that an application for permission to apply for a Judicial Review is being lodged with the High Court. The claimant is a local resident SAEN member very concerned at the decision by Southend Borough Council to grant planning permission for an extended runway and has SAEN's full support. There is particular concern over the potential impact of night flights and despite assurances to the contrary, SAEN believes that the new mitigation measures are insufficient to avoid widespread distress.

The economic argument for additional jobs has never been substantiated and is uncertain at best. What is certain, however, is that there will be extra noise and pollution for an area already one of the most congested and densely populated in the United Kingdom. Local opponents feel they had no choice but

to go to court because both Southend and Rochford Councils have shown disregard for the interests of their residents as the vast majority who responded to the consultation opposed the plan. SAEN thinks the application to extend the runway was legally flawed, and should never been approved by the Development Control Committee. It is likely the application would have been called in for public inquiry, had it occurred during the life of the coalition government, rather than under Labour.

The local MP, David Amess, firmly believes there should have been a public inquiry. He has set up a petition for local residents, to the European Parliament. The deadline is 31st August. The petition:

‘We, the undersigned, petition the European Parliament to intervene on the planned expansion of Southend Airport on the grounds that it would adversely impact on the local environment. In particular we believe that any planned expansion would increase both noise and pollution generally as demonstrated by an environmental impact assessment.’ <http://bit.ly/aKz69X>

SAEN's new leaflet states: "Since the 1980s, about £21.7 million of Southend council tax-payers' money has been poured in to prop up the airport. Regional Airports Ltd. bought the airport from the Council for one pound in 1994. When they sold it to Stobart, they pocketed the £21 million sale price, which morally belongs to the Southend tax-payers."

July Air Transport Movements and passengers slightly down compared to July '09

CAA provisional data for July 2010 and final data for July 2009 <http://bit.ly/5KcWap>

AIRPORT (the largest 20 airports by passenger numbers in July 2010)	ATMS in July 2010 (provisional data)	2010 ATM % change from July 2009	TERMINAL PASSENGERS July 2010 (provisional data)	2010 Pax % change from July 2009	TERMINAL PASSENGERS July 2009 (final data)	2009 Pax % change from July 2008
Total of the airports that have submitted data for July 2010	204,483	-1.9 %	22,886,741	-0.8 %	23,053,669	- 5 %
HEATHROW	41,450	+2.9	6,705,361	+ 3.5	6477537	+ 0.9
GATWICK	23,317	-5.1	3,430,842	-3.1	3540359	- 4.8
STANSTED	14,180	-8.3	2,026,003	-7.2	2182411	- 5.8
MANCHESTER	15,146	-2.9	2,006,761	-1.4	2035884	- 10
EDINBURGH	10,171	+ 0.9	961,522	+ 0.6	955,718	+ 5.7
LUTON	6,928	-6.9	935,563	-4.4	978,422	- 6.9
BIRMINGHAM	8,454	-4.3	927,780	-4.1	967,933	- 6.2
GLASGOW	7,239	+ 0.9	789,006	-3.5	817,245	- 12.9
BRISTOL	5,533	+ 0.9	644,258	+ 2.3	630,024	- 3.4
LIVERPOOL	4,287	+ 4	520,033	+ 5.1	494,813	- 5.9
NEWCASTLE	4,901	-2.2	518,150	-0.4	520,088	- 6.4
BELFAST INTERNATIONAL	4,200	-7.1	494,261	-7.9	536,581	- 14.2
EAST MIDLANDS INTERNAT	5,491	-0.1	494,072	-1.8	503,196	- 13.8
LEEDS BRADFORD	3,717	+ 7.1	347,938	+ 10	316,451	- 5.8
ABERDEEN	8,269	-3.2	276,430	-3.8	287,449	- 8.6
LONDON CITY	5,343	-2.1	262,854	+8.5	242,265	- 17.1
PRESTWICK	1,379	+1	198,128	+ 2.7	193,009	- 25.7
SOUTHAMPTON	4,140	+1.9	187,703	-1.3	190,231	- 1
CARDIFF	1,829	- 12.7	170,429	- 10.1	189,490	- 18.4
JERSEY	4,089	+ 8.2	162,169	+1.9	159,184	- 5.9

Global air freight increasing, European less fast - UK air freight also up this year

July figures from the CAA are not yet available. In June 2010 UK airports handled 199,824 tonnes (up +20.8% compared to 165,410 tonnes in June 2009, which was down -14.8% compared to June 2008 - excluding the Channel Islands). European air freight rose by 15.3% and global air freight rose by 26.5% compared to June 2009.

In May 2010 UK airports handled 206,426 tonnes (up +29.1% compared to 159,843 tonnes in May 2009, which was down -18.7% on May 2008). European air freight was up +21.9% and global up +34.3%

In April 2010 UK airports handled 158,768 tonnes [the Icelandic volcano ash cloud closed UK airspace for 6 days] (up +3.3 % compared to 153,725 tonnes in April 2009 which was itself down -23% on April 2008). European air freight was up +8.3% and global up +25.2% in April 2010 compared to April 2009.

In March 2010 it was 211,338 tonnes (up +25.2% compared to 168,812 tonnes in March 2009, which was down -17% on Mar 2008). European air freight was up 11.7% and global was up 28.1% compared to Mar 2009.

In February 2010 UK airports handled 177,312 tonnes (up +17% compared to 148,892 tonnes in February 2009, which was itself down -7.1% compared to the 190,836 tonnes in February 2008). European air freight was +7.2% and 26.3% in February 2010 compared to February 2009.

In January 2010 it was 167,058 tonnes (up +11.4% compared to 149,976 tonnes in Jan 2009, which was itself down -9.3% compared to the 184,976 tonnes in Jan 2008). European air freight was up +11.6% and global +28.3% in January 2010 compared to Jan 2009.

End domestic flights now !
Demonstrations at London City Airport and Manchester Airport
Saturday 4th September Organised by the Campaign Against Climate Change.

You can **come to the London demonstration - or the one in Manchester** - or, for just £5, join the special carriage on the train for a full fun day of aviation activism! Timetable:

11.00 am Demonstration outside London City Airport, (take the DLR at Bank to get to the 'London City Airport' stop on the Woolwich line)

12.30 pm "Train-not-plane" party board the big red (open top double decker) 'End Domestic Flights' bus which takes the message through the streets of London to Euston station.

1.40 pm "Train-not-plane" brigade boards the Manchester train at Euston.

3.49 pm "Train-not-plane" party arrives at Manchester Piccadilly station

4.30 pm Demonstration at Manchester Airport. More info

info@stopmanchesterairport.org.uk

Evening - Party, party for aviation activists at Hasty Lane near Manchester airport - in a street threatened by airport expansion. Accommodation will be organised for those staying overnight. Any queries to enddomesticflights@campaigncc.org



This will be the time to take the agenda forward on aviation, and insist that at this time of climate emergency we cannot afford to be using high-emission forms of transport where viable alternatives exist. And that aviation will need to bear the burden of emissions reductions along with other sectors.

"End Domestic Flights" is one of the CCC's 'Climate Emergency Demands' - <http://www.campaigncc.org/edm>

Find out about the local London City Airport anti expansion group "**Fight the Flights**" at www.fighttheflights.com and the "Stop Expansion at Manchester Airport" group

SEMA www.stopmanchesterairport.org.uk

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 **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>
- **Intra European Capacity Reports**, month by month by RDC Aviation, showing all details per airport and per airline across Europe. Also UK Passenger & Cargo reports.monthly (only available free if RDC email them to you). http://www.rdc-store.com/index.php?main_page=index&cPath=5_7
- For websites of **airport-related groups** and relevant organisations <http://www.airportwatch.org.uk/links.php>

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www.airportwatch.org.uk

