



Plane Stupid invades Stansted Airport - stops flights for two hours and causes travel chaos

An action by Plane Stupid shut down Stansted Airport early on the morning of Monday 8th when protestors camped by the runway and surrounding themselves with fortified security fencing. The peaceful protest began at 3.15am while the runway was temporarily closed for maintenance work. There were no flights when the airport should have opened at 6am, and the runway was not opened till 8.10am. Over 50 flights were cancelled, and most of the protestors were arrested.



The purpose of the action was to draw attention to CO2 emissions from the aviation industry. Every minute Stansted airport emits around 4 tonnes of CO2. One protester said: "We're here because our parents' generation has failed us and it's now down to young people to stop climate change by whatever peaceful means we have left. We're afraid of what the police might do to us, we're afraid of going to jail but nothing scares us as much as the threat of runaway climate change".

In fifty years time, when we have passed the point of no return and humanity can only watch the climate catastrophe unfold helplessly, our society will be looking back at this period of our history and wondering in disbelief (and probably anger) at the insanity of it all. We're taking part in a mass collective suicide which is being visited on the entire human race by a tiny proportion of greedy, profligate people in the developed world.

This is the first action by Plane Stupid that inconvenienced the travelling public - care had been taken in the past not to do so. There were many angry passengers. Inevitably people will be angry when their flights have been delayed or cancelled and inevitably some of the public (and the cruder sections of the media) backed them up.

No doubt Plane Stupid will have shed a lot of popular support for its action this week. But what is public support for, when you are a grassroots direct action organisation? When Plane Stupid did a cost-benefit analysis for the action, they concluded that although it would damage PS's own reputation with the general public, it would benefit the wider campaign against airport expansion and catastrophic climate change.



However the big – and unexpected – message which came across was that it was only when their lives were disrupted in this way that many people were forced to think for the first time about the impact of their own flying. When most people seem to be so far away from giving a thought to the consequences of their flying, it seems to need divisive action to bring them up short.

Sadly then, divisiveness is probably needed to shake people out of their complacency. If that is true, there may need to be a lot of the divisive Plane Stupid-type actions. And, in promoting the cause of flying less to people, those campaigning against climate change have powerful arguments to make. There are also, for many airport community

groups, the strong noise arguments. Most people flying don't give a second thought to the impact on the people under the flight path – be they at Stansted, Heathrow, City Airport, Exeter, Glasgow or wherever – as they fly off for a day's shopping trip in Hamburg (a true-life case from Monday).

Without these strong moral arguments on our side, campaigners - and Plane Stupid in particular - could not even contemplate being divisive. Plane Stupid's direct actions can challenge some people and inspire others - which is the cutting edge role Plane Stupid was born to fulfil. By doing that they open up new space for other parts of the movement against aviation expansion to move into.

SSE takes Government to the High Court over Stansted decision

Following the Government's decision to give the go-ahead to an additional 10 million passengers per year at Stansted airport, Stop Stansted Expansion has launched an appeal with the High Court. SSE is challenging the ruling on three grounds. First, argues SSE, it unjustifiably disregards the impact of



expansion on carbon dioxide and other greenhouse gas emissions.

Second, it disregards the trade deficit that expansion would

exacerbate. Third, it rules out effective consideration of noise

impacts - on the basis that Government policy would be frustrated if noise impacts were allowed to prevent expansion.

The application by BAA to overturn the constraint at Stansted on passenger numbers, which currently may not exceed 25 million annually, was originally turned down by Uttlesford District Council. This was a significant decision as it was the first time in the UK that climate change impacts had been cited as part of the reason for refusing a planning application related to airport activity. The decision was later 'called in', however, to be decided by central government since it was seen as being of national significance. The 2003 Aviation White Paper outlined the Government's theoretical support for expansion at Stansted, including the building of a second

runway at the airport. But this came with the commitment that the final decision on any given expansion scheme would rest with the planning system.

The Government's decision letter is available at

www.dft.gov.uk/pgr/aviation/airports/decisionletters/stansted/dl.pdf

Further information is on SSE's website: www.stopstanstedexpansion.com

Heathrow news:

Decision on Heathrow 3rd runway or ending runway alternation delayed till January

The Government's plans to expand Heathrow are in trouble. The Cabinet is split on the issue. Over 50 Labour MPs signed an Early Day Motion calling on the Government to think again. Both the Conservatives and the Liberal Democrats say they would scrap the plans. The opposition parties, together with the vibrant campaign against expansion, have seized the agenda. They have won the arguments on climate, on noise and, crucially, on economics. It is they, not the Government, which are putting forward 21st century solutions like investment in high-speed rail and video-conferencing. They have made the fight against Heathrow into an iconic battle against climate change.

The Government is reeling. The aviation industry is on the defensive. It doesn't mean that, in January, the Geoff Hoon won't give the green light for expansion. It does mean that decision may be irrelevant. Detailed plans for a third runway could not be agreed before the next General Election. The other arm to the expansion plans – more planes on the existing runways – could possibly be in place by that time. But it is becoming clear that any expansion plans at Heathrow will meet huge resistance. At the recent rally in London organised by the Campaign

against Climate Change both John McDonnell MP and Caroline Lucas MEP, the leader of the Green Party, pledged direct action to stop expansion. And West London residents are receiving training in direct action.

It is not clear at this stage if the Government and its civil servants cloistered in Whitehall have appreciated the anger they will unleash if they give the green light to expansion. The campaigners believe they can only go from strength to strength because they have done the groundwork. Over the past few years they have prepared for a campaign that, if necessary, will involve civil disobedience. Not at a stage when the bulldozers are about to roll in. That would be too late. But when the decision is announced. The determination is absolute to stop any expansion of Heathrow. That will test the Government's resolve like never before. (John Stewart)

Thousands of climate change campaigners rally in London



Around 6,000 protesters joined a mass rally in London on 6th December, to call on the government to combat climate change. Many airport groups had a visible presence on the march - NoTRAG was out in force (left). The campaigners marched as part of a global day of action, coinciding with the UN Framework Convention on Climate Change, taking place in Poznan. Protesters called for plans for a 3rd runway at Heathrow to be scrapped and the Campaign for Climate Change said the economic slump was not an excuse to abandon environmental concerns. Caroline Lucas MEP and John McDonnell MP made tremendous speeches, which can be seen on YouTube, on <http://uk.youtube.com/watch?v=0p2DEsMeAzY> and <http://uk.youtube.com/watch?v=GNQbXly15uk&feature=related> respectively. Caroline

asked how the government can find billions to try and solve the financial crisis, but are unwilling to do the same on climate. She asked for a redefinition of what we believe is politically possible. John emphasised what we want is deeds not words, and if the government goes for a third Heathrow runway, this will go against the will of the people, and if parliament cannot fulfil its responsibilities, then we will. If it comes to a mass occupation the village of Sipson, we will be there, and we will stand in front of the bulldozers.

New poll shows 95% of businesses feel Heathrow expansion will make little or no difference to them

Nearly ten times as many UK businesses support the idea of a fast rail link from London to the North than support expanding Heathrow, according to new figures from a poll by Woodnewton Associates.

Only 4% of British businesses polled believe they will benefit from expanding Heathrow. 95% said it would make little or no difference. In contrast, 23% of businesses believe they will be helped by a new high-speed rail line to the North, as proposed by David Cameron. This proves how wrong the Government is to say that British business is crying out for Heathrow expansion. In fact, only a tiny proportion of businesses stand to benefit. 5.12.2008

www.woodnewtonassociates.co.uk

*Advert by Restore Uk in the Times on 5th December
If business doesn't want it, who does?*



Fancy dress Heathrow protestors demand "Why don't you listen, Gordon?"

Around 100 protestors opposing Heathrow expansion dressed up in Gordon Brown masks with big ears took part in a rally in Lampton Park, Hounslow.

They joined others from local and national groups, including MP Susan Kramer. Rally organiser, John Stewart said "All the Gordon Browns in the world - and there were lots of them here today - won't convince anybody that expansion is needed. It's bad for the environment and most people don't buy his line that it's needed for the health of the economy." 29.11.2008

Heathrow third runway

Environment Agency opposition.....

Building a 3rd runway at Heathrow would make it "impossible" to meet legally binding targets on air pollution, according to Lord Smith, head of the Environment Agency. In a speech on 24th November, the government's own green watchdog put pressure on ministers not to approve the expansion. Geoff Hoon's decision - expected in January - on whether to go for expansion, hinges on whether an expanded Heathrow will be able to meet European air quality targets, due to come into force in 2010.

.... and Cabinet split

Hilary Benn, the Environment Secretary, has broken Cabinet ranks to warn that a third runway at Heathrow, or more flights on existing runways, should be rejected unless noise and air pollution are dramatically cut. He said Heathrow has a "problem" with air quality even before the construction of the proposed 3rd runway, new technology was not likely to solve the noise or air pollution problems - and failure to cut emissions was "not something that we can contemplate". While Britain had asked Brussels for special opt-outs from the regulations, the last of these so-called "derogations" would expire by 2015. Benn said: "We have to honour that commitment and I am determined that we will." He does not want to get into infraction proceedings with the EU. Benn's remarks lay bare the growing tensions within the government over the issue. 14.12.2008

..... and the Institution of Civil Engineers president Jean Venables has spoken out against expansion of Heathrow airport and instead backed Tory plans for high speed rail. 18.11.2008

Boris Johnson pledges £15,000 to anti-Heathrow runway campaign

Boris has pledged an initial £15,000 towards the cost of mounting a legal challenge if ministers go ahead with plans to build a 3rd runway at Heathrow, and may pay more if needed. The mayor and a coalition of 21 local authorities representing 4 million people (the 2M group) are analysing the Government's case for Heathrow expansion to determine whether there was a basis for legal action. They believe the expansion of Heathrow would breach EU laws on pollution and the case for the runway expansion did not outweigh "concerns for the local environment in terms of noise and air quality". The legal action could derail Hoon's intention to ensure the new runway is operational by 2030. 18.11.2008

Pre-budget report 2008: per-plane duty is dropped but taxes on air travel will start to rise

Plans to reform the air passenger duty to change the basis from per-passenger to per-plane were dropped by Alistair Darling in the pre-budget report. But changes are being made to the duty, notably the introduction of 2 extra distance categories or 'bands', to allow the rate to correspond better to journey length, and increases across all categories.

Currently, intra-European flights attract a £10 tax for the lowest class seats or £20 for premium seats, while all longer journeys are taxed at £40 for reduced-rate and £80 for premium seats.

From November next year, rates for short, intra-European journeys in the lowest class seats will see a marginal increase from £10 up to £11, while single journeys over 2000 miles will incur a £45 levy. Trips over 4000 miles will be charged at £50 and those over 6000 miles will be taxed at £55. All premium class seats will be taxed at a higher rate and there will be further increases from 2010.

We do not know why the reformed tax was dropped at the last minute, but it seems likely that the government was scared of a legal challenge. The new tax looked suspiciously like an environmental tax, something that countries such as the US and most of the aviation industry are vehemently opposed to. Changes to APD avoid this problem.

The industry is up in arms about the increase, saying that the tax now well exceeds the cost of aviation's climate change emissions. This may be true – but it is irrelevant. Nobody ever said that aviation should only have to cover its climate costs – and not the costs of noise, air pollution, land 'sterilization', etc and not make a contribution to the exchequer to pay for public services.

It is a pity the new tax did not go ahead because it means that transfer passengers and freight continue to be exempt. But the overall increase is welcome. It reduces the economic distortions arising from aviation's tax dodges (such as no tax on fuel) and means that aviation makes a greater contribution to public finances. It also will help to damp down demand for unnecessary flights, reducing the environmental impacts.

The new distance bands mean that those passengers taking longer flights and thereby producing more greenhouse gases would pay more. This is fair and consistent with the 'Polluter Pays Principle'. (Nic Ferriday, AEF)

Birmingham Airport news:

Solihull Council to consider Birmingham Airport's runway extension

Borough planners will decide on December 15th whether to approve the extended runway, which is being backed by the political leadership of all seven West Midlands metropolitan councils, including Solihull, and could be in place by 2012.



Celebrities join petition against Birmingham Airport runway extension

Comedian Mark Thomas and the novelist Will Self are among celebrities opposed to the planned 400-metre extension of the Birmingham International Airport (BIA) main runway.

The pair joined 1,000 protesters to sign a petition urging Solihull Council to throw out the £120 million scheme on environmental grounds.

Campaigners dressed as pilots delivered the petition, in the form of postcards, to Solihull Borough Council on top of a

duty-free shopping trolley.

Local authority leaders say a longer runway, which will allow flights to operate non-stop for the first time from Birmingham to India, China and the west coast of America, is needed to boost the regional economy, attracting inward investment and creating thousands of new jobs.

Anti-airport noise group, Birmingham Airport Anti Noise Group (BANG), and Friends of the Earth are fighting the plans, which will make the airport busier than ever and is out of step with the Government target of cutting CO2 emissions by 80% by 2050.

Emissions saved from fewer car journeys would be dwarfed by the extra emissions generated by longer flights. BIA expects to handle 27 million passengers a year by 2030 and the runway extension would account for four million of these. 2.12.2008.

Promises, Promises Reaction to the publication of Birmingham Airport's Environment and Community report

The airport's latest Community & Environment Report 2007/8, called '**Growing Together**', which was launched on 3rd December. Birmingham FoE and Birmingham BANG welcomed the report and all the work taking place at the Airport with respect to the environment and local community. However, the 8% reduction in airport emissions claimed relates only to energy consumed and carbon emitted on the ground, not in the air - or from surface emissions to and from the airport.

On the airport's own figures, aircraft movements are by far the largest source of carbon dioxide emissions at BIA, accounting for 91% per cent of total airport and airport-related emissions in 2006.

Newquay Airport master plan launched

After nearly 2 years of dithering, Cornwall County Council - which owns the airport - has released (28.11.2008) the Master plan for its future development, incorporating a possible fourfold expansion of passenger numbers between 2007 and 2030. They want to increase the number of air traffic movements accordingly, and hugely expand their executive jet business - from around 860 air movements per year now, to around 5,000 by 2030 / 2031 - plus other building work. There is a 10 week consultation process, ending around early February. The passenger numbers growth projections are that numbers will rise from 350,000 per year in 2007/2008 to 1,010,000 by 2015/2016



rising to 1,150,000 by 2025/2026 and then to 1,430,000 by 2030 /2031.

Air Traffic Movements (ATMs) would rise from around 10,200 per year in 2007/2008 to 25,400 in 2030/2031.



Separately, Flybe is now setting up a regular link several times a day between Cornwall and London - sparking a row with incumbent carrier Air Southwest. Flybe flights between Newquay and Gatwick are due to start on February 15, undercutting fares offered by Air Southwest on the route by £10. Fares start at £29.99 one way including taxes and airport charges. Air Southwest already has 4 flights a day to Gatwick.

Staverton (Gloucester) runway plan given green light

Plans to extend the runway area at Gloucestershire airport have been given an initial green light by Gloucester City councillors at a meeting on 4th December. They recommended that land is handed over to the airport to make the expansion possible. There was a peaceful demonstration, by opponents of the plans, on the steps of the Council offices. The airport says the 30-metre extension is critical to meet safety regulations and enable profitable commercial flights to continue.

Protestors oppose the scheme which they say is really a plan to expand airport operations. They are worried about increased noise and air pollution, the cost of the scheme to tax payers and future viability of the airport. Despite concerns, Gloucester City Council's airport scrutiny task group voted unanimously. The recommendations will be considered by all council members on 15th January. The local group is CASE,

(Concerned residents Against Staverton Expansion). <http://www.case-online.org.uk>



Airport expansion must be halted to meet CO2 target, say Tyndall climate scientists

There should be a moratorium on the expansion of all UK airports if the government's target to cut CO2 emissions by 80% by 2050 has any chance of success, according to Kevin Anderson - a leading climate scientist at the Tyndall Centre. He said technologies will not arrive quickly enough to offset the projected increase in air passenger numbers and the only practical solution for the industry is to curb the demand for flying. Neither will government plans to allow the aviation industry to buy carbon credits to cover its increased pollution be enough to reduce emissions. Anderson's and his colleague Alice Bows' report concluded: "We delude ourselves if our aspirations for a 2°C future resides substantially in the current framing of the EU emissions trading scheme and the low-carbon technologies and practices that they may engender. It is negligent and irresponsible not to engage with the sector's short-term emissions growth. The urgency with which the industry must make the transition to a low-carbon pathway leaves no option, but to instigate a radical and immediate programme of demand management." The Tyndall report is at: http://www.tyndall.ac.uk/publications/working_papers/twp126.pdf

Belfast City Airport seeking runway extension

A planning application to extend the runway at George Best Belfast City Airport was submitted on 14th November. If granted, it would extend the runway by 590 metres in the direction of Belfast Lough. The airport's chief executive said it would allow planes to fly further, to new destinations in Europe and the Mediterranean.

Belfast City Airport Watch said the runway extension would constitute an "irreversible nightmare" for east and south Belfast. They have branded the consultation a sham, and have organised urgent public meetings to help inform people in affected areas of the true impact of the runway extension and how best to object to it, so as to ensure that this airport's plans for expansion cannot proceed any further without a full Public Inquiry. The final meeting is on 15th December. The deadline, taking into account postal delays at Christmas, is 18th December. This allows only just over 4 weeks for comment on the application - with a bizarre Boxing Day deadline, which campaigners say is ludicrous. See the Belfast City Airport Watch website for more details.

<http://www.belfastcityairportwatch.co.uk>

Biggin Hill and what Boris said

For nearly 10 years campaigners have been battling to prevent expansion at Biggin Hill Airport in the London Borough of Bromley - particularly as it affects residents in densely-crowded suburbs. So, when London Mayor Boris Johnson held his first People's Question Time session in the borough he was challenged on his aviation policy.

Ray Watson of Bromley FoE asked him: 'As you have approved major expansion at London City Airport and would like to see an extra airport for London based in the Thames Estuary, have residents anything to fear from you regarding expansion at Biggin Hill?'. The mayor immediately responded: 'No, no, no'. This appears to be good news, but later the mayor said he would not interfere on local planning matters - he would leave those to local authorities. As Bromley Council has the power to approve planning applications and have frequently appeared sympathetic to the airport, it looks like the 10-year battle will go on. (Ray Watson, of Flightpath)

Committee on Climate Change report & budget for emissions

Aviation emissions should be allowed to grow while other sectors take the strain, Government advisors recommend

The body appointed by to design the UK's climate change strategy out to 2050 has published its advice to Government. As indicated in its interim advice, the Committee on Climate Change has recommended that the UK as a whole needs to make an 80% cut in 1990 emissions by 2050. But while emissions from international aviation should be taken account of in this target, they should not be subject to the five-yearly emissions budgets that other sectors face, says the Committee.

Sectors such as power and road transport will be expected to almost completely decarbonise over coming decades. But aviation emissions, argues the Committee's report, should be allowed to increase, since there are so few options in terms of alternative power for aircraft. To take account of this increase, other sectors will be required to make even deeper reductions than they would have done otherwise. Emissions from international aviation will be monitored by the Committee, which will recommend 'appropriate policy levers' to bring them into line with overall budgets.

The only aviation policy in fact discussed in the report, however, is the EU emissions trading scheme, due to be extended to aviation from 2012. The European agreement to include aviation in the scheme, states the Committee, means that it is "not essential to have international aviation included in the UK budgets in order to ensure pressure for emissions reduction." No recommendations are made with respect to the current UK policy of aviation and airport expansion.

AEF (the Aviation Environment Federation) has a number of concerns about this approach, notably in relation to the Committee's assertion that the EU Emissions Trading Scheme will effectively constrain aviation emissions. We are also concerned that the additional climate change impacts that result from aircraft operating at altitude will

not be adequately covered in the UK strategy. For all sectors apart from international aviation and shipping, the targets recommended by the Committee will apply to all greenhouse gas emissions, but for aviation only carbon dioxide emissions will be taken into account, on the basis that there is scientific uncertainty around how best to quantify the additional impacts from emissions at altitude. [However, a multiplier of 1.9 or 2 is generally used, even by the UK government, as an approximation to take account of radiative forcing from other gases].

1.12.2008 (from www.aef.org.uk)

The Committee on Climate Change report is available at www.theccc.org.uk

Manchester airport application for massive cargo transit sheds

The newly formed Manchester group, SEMA (Stop Expansion at Manchester Airport) is fighting to conserve Rose Cottage, and oppose the construction of huge cargo warehouses. The plans are due to be decided by Manchester Council on 15th January.

The Manchester Evening News has described plans drawn up by the airport to destroy a 400-year-old cottage as "cultural barbarism". The airport is keen to make space for two large cargo warehouses and it hopes to be given permission to destroy Rose Cottage, a Grade II-listed building. The Wythenshawe area committee rejected the airport's proposal but the plans are now going to be considered by town hall planners.



Anthony and Jaime Lowe outside their home, Rose Cottage

The planned extension to the airport's freight terminal, estimated to be costing approximately £20 million, will be built on land near Runger Lane. The airport also wants to demolish several other historical properties located within close proximity of Rose Cottage. Manchester Airport believes that cargo making use of its World Freight Centre will increase from just over 165,000 tonnes to over 270,000 tonnes by the end of 2015. Furthermore, it has stated that the two new cargo units will create approximately 60 jobs. These residents, along with local councillors and historians, have been upset further by news that a natural pond and numerous mature trees will probably be demolished along with the buildings.

On 23rd November, on a chilly day, protestors staged a tea party in the grounds of historic Rose Cottage to show their opposition to plans to expand Manchester Airport. A local Lib Dem councillor said the plans were drawn up before the UK entered recession. The arguments for local air flight expansion didn't add up then, and they've lost further credibility since. "The airport should do the right thing and withdraw these barbaric plans before its reputation is totally discredited."

Stobart to buy Southend airport for up to £21 million

British transport firm Stobart Group said, on 3rd December, it had agreed to buy Southend Airport from Regional Airports Limited for up to £21 million. Stobart said the deal would be in line with its multi-modal transport strategy, which already includes rail and sea operations. Stobart hopes that the airport will become a niche air-freight destination, particularly for high-value goods. Stobart chief executive Andrew Tinkler said: "We have already started talking to a number of airlines to investigate new passenger services."

Stobart, which also has an option on Carlisle Airport and will hear this month whether it has planning permission to upgrade that site. The company hopes to fund an initial £16 million payment from the £10 million net proceeds from a placing and a £6 million loan. An additional payment of up to £5 million would depend on the airport's development and would come from existing facilities. 3.12.2008

East Midlands airport claims runway extension won't create headache for residents

A planning application has been submitted to NW Leics District Council for a runway extension. The airport claims plans to extend the runway at the airport will increase the noise from only a "small number" of planes. They say the proposed expansion will actually reduce the level of noise from the majority of landing aircraft for some residents.

The proposed runway extension would allow larger aircraft. Opponents believe the runway extension would lead to an increase in noise for people in the district. They are recommending that the environmental and development services committee raises objections to the plans as part of the consultation. 20.11.2008

November traffic figures down at BAA's airports

BAA's seven UK airports handled a 8.9% fewer passengers during November 2008 compared to November 2007. Year to date, BAA's UK airport traffic shows a decline of 2.4% for the eleven months to November at a total of 134.64 million.

European charter traffic the saw a drop of 17.0%. Domestic traffic was down by 12.7%. European scheduled down by 9.1% and North Atlantic down by 9.2%. Other long haul services were down by 3.1%.

Heathrow down 4.8%
Gatwick down 13.5%
Stansted down 13.2%
Glasgow down 15.6%
Aberdeen down 11.5%
Edinburgh down 7.8%

In total BAA's airports recorded a drop in air transport movements (9.0%) which almost precisely matched the resulting drop in passenger volumes. Air cargo tonnage dropped by 6.1% across the board. 12.12.2008 <http://tinyurl.com/5angyo>

Thames estuary airport plan threatens wildlife - say RSPB

Increasing numbers of wildlife and birds in the Thames Estuary could end plans for an airport on an artificial island, the RSPB has claimed. Its Waterbirds in the UK 2006/2007 report places the estuary in the top 5 most important sites in the UK for water birds wintering or migrating. The RSPB said it proved plans for an airport in the estuary were doomed. This year's count has found 12 species in the Thames Estuary in internationally important numbers, defined as 10% of the global population. This is the highest concentration anywhere in the South East of England. Some of the birds studied were ringed plover, dunlin and two species of godwit. 17.11.2008 www.rspb.org.uk/news/details.asp?id=tcm:9-203710

Plane Stupid's Commons Five get minimal fine for Heathrow protest

The 5 activists from Plane Stupid who went on to the roof of Parliament to protest against the alleged collusion between BAA and the DfT in drawing up plans to expand Heathrow were just given a minimal fine by the judge at Westminster Magistrates Court. The Plane Stupid 5 had argued they had gone onto the roof to highlight the alleged collusion between the DfT and BAA in drawing up plans to expand Heathrow. The court accepted that was their motive. 13.11.2008

Hazel Blears ignores local residents and environmentalists by giving the go-ahead for thousands more flights at City Airport

A decision by Sec of State Hazel Blears NOT to demand a public enquiry following an application by City Airport to increase the number of flights from the airport from 76,000 to 120,000 per year is undemocratic and environmentally unsound, according to local people. The decision was made despite the fact that the initial application did not contain accurate data on noise going back nearly a decade, in breach of planning agreements. Campaigners say data submitted on noise, employment, air and environmental effects including climate change emissions are deeply flawed. Residents have accused Hazel Blears of 'turning a blind eye' to the missing and flawed data and putting the interests of a small section of the business lobby before the health and safety of residents in the areas most affected. Local campaign group, Fight the Flights said that crash zone maps (public safety zones) and data submitted by London City Airport and also by NATS all indicated that the increase in air

traffic would result in a substantial escalation of risk to people in the vicinity of the airport. This was not assessed by Newham Planning authority. 18.11.2008 www.londoncityairportfighttheflights.com

Women's Environment Network launch their "Three Tonne Club" Handbook, including advice on air travel

Three tonnes of CO2 per year is the goal. If we are to limit global warming to 2°C and avoid climate chaos, we have to cut our personal carbon footprints to three tonnes. It sounds heavy enough but when our starting point is over 13 tonnes each it's not all plain sailing. So the Three Tonne Club is packed with ideas on how to cut your footprint. There is a very useful, very readable and practical section on flying - with charts comparing carbon emissions from flights and other journeys. Well worth getting a copy. (£3.50) <http://www.wen.org.uk>
1.12.2008

Upcoming events

Flashmob at Heathrow

On the **first Saturday after the Government's decision** on Heathrow - unless all expansion plans are dropped. 12 noon, on the dot. Red T-shirts desirable, but not essential. Details at: www.t5flashmob.com



Heathrow Decision Day Flashmob

First Saturday after the decision is announced
12 noon, Departures Hall, Heathrow Terminal 5

www.t5flashmob.com

Heathrow - Dinner at Domestic Departures,

Monday 12th January 2009.

Heathrow Terminal One, 7pm, the day Parliament resumes after the Christmas break. Organised by **Climate Rush**. The climate suffragettes are back and they've got a new target. They will welcome the politicians back from their winter recess by holding a picnic at Heathrow Terminal One. The plan is to arrive in Edwardian dress (under a big coat!) with hampers of food to have our 'Dinner at Domestic Departures'. This will be an action against the construction of the third runway and the unsustainable use of short-haul, national flights. When the string quartet plays its first note to will reveal everyone's dress and share out the food. It is hoped that hundreds will take part, including Caroline Lucas, and together we will make history. "We have waited too long and been misled too many times". www.climaterush.co.uk

Bulletin compiled by Sarah Clayton
www.airportwatch.org.uk

15.12.2008