

2,000% increase in City Airport noise complaints

Never before in its 16 year history has London City Airport faced such a challenge as is now posed by campaign group Fight the Flights. Fight the Flights (FtF) has won the right to take a Judicial Review in the High Court against Newham Council's decision to allow a 50% increase in the number of flights using the airport - from 76,000 to 120,000 per year. This is a major undertaking for a campaign group based in one of Britain's poorest boroughs. You can help donate to their fighting fund by going on their website <http://fighttheflights.com>



The approach to London City's runway (Flickr)

The legal challenge by FtF against the Newham decision has three aspects:

- (1). Newham failed to have regard to the Government's policy on climate change and aviation;
- (2). Newham failed to consult relevant neighbouring local authorities; and
- (3). Newham failed to consult the residents of those boroughs.

FtF also has a protected costs order, which is only normally given where the Court recognises the public importance of the case.

Fight the Flights have also discovered that complaints about noise have risen by over 2,000% over the last year or so! The airport, MPs and local authorities have been inundated with emails and letters. This has coincided with the introduction of new flight paths which the CAA said needed to be put in place to allow the increasing number of jets (rather than turbo-props) using the airport to take off safely. It has meant that huge swathes of East London, previously unbothered by the planes, now can have hundreds of planes a day overhead.

Fight the Flights has persuaded local MPs to set up an All-Party Parliamentary Group, so concerned are politicians about the situation. The All-Party group is expected to be constituted formally after the General Election. The Civil Aviation Authority signed off flight path changes for London City Airport routes in May 2009 after removing these proposals from the Terminal Control North Consultation process (which is being re-scheduled for other airport flight paths) without notification to those affected or stakeholders. The CAA will review the flight path later this year but FtF and local residents fear it will be carried out in private. <http://www.fighttheflights.com>

The airport claims how important it is for business travellers - so it now also has 3 flights per week to Ibiza and 4 per week to Palma. Of planes using City airport, 67% are now jets, not turboprops. It has 11 BA flights per week to New York.

New Gatwick owner rules out 2nd runway

Sir David Rowlands, Chairman of the Board of Gatwick Airport, has said a 2nd runway will not be considered any time in the foreseeable future, and "We at Gatwick have not a shred of interest in a 2nd runway. It's not government policy and it's not in our policy. Even if the Government started to look more favourably at the prospect, we would have to think very hard about spending £100 to £200 million on a planning application with an uncertain decision. We would have to look even more

carefully at the economic value of a multi-billion pound project - would there be a commercial return?"

Sir David is well aware that a new runway has been ruled out by the Tories and the Lib Dems, and that a legal agreement prevents one being built before 2019. Also that any planning application for a runway which would double the size of the airport, double the number of aircraft, and double the noise and pollution – would meet huge local and national opposition.

Many, including the Competition Commission, the Transport Select Committee, The Times, a number of airlines and local business groups have expressed the hope that the new owner of Gatwick would immediately declare themselves in favour of a new runway. Therefore the statement by the new Chairman that they do not intend to build a new runway in the foreseeable future is welcome. However, the local Gatwick campaign, GACC, will remain on guard, well aware that the Government and BAA have previously ruled out new runways at Stansted and at Heathrow, only to announce them a few years later. GACC remains ready, if need be, to launch a massive campaign to defeat any new runway plan, as they have defeated such plans in the past. <http://www.gacc.org.uk>

Meanwhile, early in February the new owners of Gatwick, GIP, sold off a 15% stake in the airport, to the Abu Dhabi Investment Authority, a large global sovereign wealth fund. Earlier the same week, South Korea's National Pension Service took a 12% stake in the airport, but GIP plans to retain overall control. In 2009 Gatwick air transport movements were down - 4.3% compared to 2008, and passengers down - 5.3%. More Gatwick news at <http://bit.ly/bx0GnG>

Make your mind up on 2nd Stansted runway, Government tells BAA

The Minister responsible for dealing with BAA's plans for a 2nd Stansted runway has asked the airport operator to state whether it still wants to continue with its current planning application. John Denham, Sec of State for Communities, has also told BAA that if it does still want its 2nd runway application to be considered, then the information provided (a pile of documents almost 10 feet high) when it submitted the application almost 2 years ago will need to be updated.

In an open letter to stakeholders involved in Stansted's proposed expansion, John Denham said: "It is clear to me that the ownership issues around [Stansted] airport will not be fully resolved for some time. Taken together with my previous commitment to a minimum of 8 weeks notice between a formal announcement and the start of the inquiry, I have concluded that the inquiry cannot reasonably start until after the next General Election (the latest date for which is Thursday 3 June)."

"Additionally, given that the planning applications, orders and associated documentation were originally submitted nearly 2 years ago, I consider there will clearly be a need for the applicant to re-visit some of this material. This being the case, I would like to invite BAA to advise me formally what their future intentions are, firstly regarding the planning applications and orders, and secondly, if they are to pursue the proposal for a second runway, around the timescales they might envisage for the inquiry to open, to ensure that any delay is minimised."



Passenger numbers could increase by one-third to 36 million/year by 2015/16 under existing expansion plans. A second runway could further increase capacity at the airport to 68 million passengers in 2030.

Just before Christmas, the Court of Appeal concluded - "with the greatest reluctance" - that BAA's claim of "apparent bias" due to possible conflict of interest of the Competition Commission (CC)

inquiry panel members was justified, thereby overturning the CC ruling. But on 10th February, the Competition Commission launched an appeal against the "apparent bias" ruling. The Competition Appeal Tribunal is expected to either grant or deny that permission in the next week or two. If granted, the case will then go back to the Court of Appeal. This is the latest twist in the saga of claim and counter-claim which began last March with the CC's ruling that BAA's seven UK airports constituted a monopoly, and that it should sell both Gatwick and Stansted, and also either Glasgow or Edinburgh. BAA also claimed that the deadline for the sales to take place within two years did not take into account the recession.

For a lot more news see Stop Stansted Expansion <http://www.stopstanstedexpansion.com/news.html>

Heathrow 3rd runway plans attacked from all sides

- London Assembly say Heathrow 3rd runway pollution plan is 'inadequate'

The London Assembly have said there are "clear inadequacies" in pollution safeguards imposed on the planned expansion of Heathrow. Murah Qureshi, the chair of the London Assembly Environment Committee, said measures against the impact of a 3rd runway were not "fit for purpose", and is concerned no single authority would ensure BAA and airlines complied with pollution rules. The committee also questions whether the suggested noise benchmark is fit for purpose and if the aviation emissions targets are achievable.

- Greenpeace launch a competition for the fortification of Airplot at Sipson

Last year a Greenpeace coalition bought an acre of land in Sipson village, and 66,515 people are now beneficial owners. Greenpeace has now invited architects, and non-architects, to submit designs for a "fortress" to resist bulldozers, if the runway goes ahead. Details of the competition are at <http://bit.ly/9OOOn1q> If Labour are returned to power, the runway might be built in 2015,



but Conservatives and Lib Dems are against another runway. The best fortress design will be chosen by a panel including sculptor

Rachel Whiteread, engineer Professor Neil Thomas and comedian Alistair McGowan. In November, politicians and celebrities, including Carol Ann Duffy planted an orchard on the Airplot. Join Airplot and buy a bit of land. <http://www.airplot.org.uk>



- DfT criminal investigation over Heathrow airport expansion cover-up

The DfT is facing a criminal investigation following a complaint that it deleted sensitive internal emails about the expansion of Heathrow. It is accused of disposing of emails to and from BAA, between Sept and Nov 2007 as the government prepared to push through its plans for a 3rd runway. The investigation unit of the Information Commissioner's Office has asked to interview DfT civil servants about the apparent destruction of evidence. The emails were requested by Justine Greening, under Freedom of Information. She asked for an investigation after spotting gaps in email conversations between transport officials and BAA. One email sent between the DfT and BAA on November 1, 2007 referred to potentially damaging information and asked: "Can we play down?" The reply is among those emails that have apparently gone missing. <http://bit.ly/aYdwmP>

- 2M Group urges European Environment Commissioner Dimas to take urgent action against Heathrow pollution

The 2M group is warning that the UK Government could face daily fines after allowing air pollution at Heathrow to breach European limits. Ministers have so far taken no action to improve air quality of the area despite previously admitting that NOx levels around the airport were above permitted levels. "They know they are breaking EU law and damaging the health of UK citizens yet they are still hell-bent on building a 3rd runway, which will increase pollution". A formal complaint has also been lodged by the No Third Runway Action Group (NoTRAG) to Environment Commissioner Stavros

Dimas. Geraldine Nicholson, chairman of NoTRAG, says that the UK Government has failed over ten years to put in place the measures necessary to comply with EU law and protect human health. <http://bit.ly/cK6sdc>

- Judicial Review against Government's decision to back a Heathrow 3rd runway started Tuesday 23rd February - at the High Court in London



Alistair McGowan with campaigners outside the High Court

A coalition representing millions of people has launched a legal challenge against the Government over its decision to give BAA permission to draw up detailed plans for a 3rd runway at Heathrow. The coalition includes residents' organisations NoTRAG and HACAN, 6 local councils, Greenpeace, RSPB, CPRE and WWF.

- Heathrow third runway plan unfair, High Court told

On the first day of the legal proceedings, the High Court has heard that plans for a Heathrow 3rd runway are a "breach of natural justice" because the consultation process was unfair. Nigel Pleming QC, appearing for the coalition, told the court the government had failed to provide adequate reasons for its decision, and "There was a consultation process here, but the decision made was fundamentally different from the subject matter of the consultation. That difference was such as to make it conspicuously unfair." He asked Lord Justice Carnwath to quash the decision and order a further period of full public consultation, He also questioned whether the government should still support its policy when the economic and environmental position had "fundamentally changed" since 2003.

If the runway went ahead, it would mean the disappearance of the village of Sipson, A 3rd runway would risk breaching noise targets and EU legal limits on pollution, as well as seriously risk undermining UK government efforts to cut carbon emissions. The Leader of Hillingdon Council said the government had "consulted on one set of proposals" - which the transport secretary then "chose to ignore" - "and decided on another". More details at <http://bit.ly/aBSOQa>

Manchester Airport protesters join forces with Sipson

The local group, Stop Expansion at Manchester Airport (SEMA) has worked recently to oppose the airport's plans to expand its air freight facilities. The airport got planning permission back in November for a new, large, 200,000 sq ft cargo warehouse. This will involve the demolition of



several 200-year-old cottages, which are owned by the airport and have tenants, in Hasty Lane. A 300-year-old pond with a colony of great-crested newts will also be destroyed.

On Sunday 7th February, a twinning day was held, to link up and join forces with those in Sipson who will also lose their homes. Manchester residents held a tea party with Sipson village via a video link. <http://bit.ly/cqulvM>

SEMA's activity has started to change thinking

among local politicians to at least consider their support for airport expansion. The local media are also now covering their activities. SEMA is now looking to challenge the economic arguments for the airport. One local resident is hoping to take the airport's proposals to a judicial review in a bid to stop the expansion.

Manchester families take airport to court on reduced house prices

More than 200 householders, who have suffered ever since the building of the second runway in 2002, have lodged claims for compensation for loss of value of their homes because of aircraft noise and fumes. Around 15 of these cases are heading for court because Manchester Airport has not come to an agreement with residents, and the total till could be as much as £9 million. The Lands Tribunal – an independent and specialist judicial body set up to resolve disputes concerning land – has been asked to intervene and will sit at Manchester's Civil Justice Centre. The hearing is expected to take place over several days in September. More of the remaining cases may follow suit, depending on the tribunal outcome, but the airport insists it still hopes to reach a settlement with the homeowners.

The campaigners have been frustrated, over many years, by the airport's handling of the compensation issue and believe that the airport does not want to pay any compensation because they don't believe that airport noise affects house prices. The Lands Tribunal is the final recourse, when all other avenues of claim have been exhausted. <http://bit.ly/b9gCk5>

The final straw is that Manchester airport has now announced that it will a year-round 6 times a week service from Manchester to Bournemouth, starting on May 27th. The distance is all of 191 miles. There are already flights from Manchester to Southampton, which is 23 miles (37 kilometres) from Bournemouth. To see (almost) all the domestic flight routes for UK airports, see <http://www.flightmapping.com/maps/UKIreland>

Plane Stupid airport invasion 'Golfers' on trial in Aberdeen

It is likely to be the biggest-ever 'environmental' trial Scotland has seen. On 10th May, the 'Aberdeen Nine' are in court for their action last year when they invaded the taxiway at Aberdeen Airport and set up a mini-golf range on it. <http://bit.ly/bvIPRO> It was a protest against the growth of Aberdeen Airport and against the plans by the American billionaire Donald Trump to build a luxury golf complex just outside Aberdeen destroying the process homes and sites of special scientific interest. The Trump story has become huge in Scotland. And the trial is threatening to become as big. The case of the 'Aberdeen Nine' will come up for trial some time in May. They are pleading not guilty on the grounds that their 'crime' was to prevent greater crimes including that of climate change. This defence has not been used before in Scotland, and will be a test case. They are charged with aggravated trespass, and whereas in England this would be heard by magistrates, the case will be heard by a jury.

The defence has caught the imagination of the legal profession in Scotland. The defendants will be represented by 27 lawyers. Plane Stupid are looking for help in preparing for the trial. They would also be grateful if people are able to go up to Aberdeen for the trial. For details contact Dan Glass on dan888glass@googlemail.com

Southend campaigners dig in for a fight

The lively campaign against expansion at Southend Airport is preparing to dig in for a fight after Southend Council gave approval for a 300 metre runway extension on 20th January - the Development Control Committee voted 14 to 3 in favour. This gives the go-ahead for the haulage firm, Eddie Stobart, to increase dramatically the number of flights using the currently virtually unused airport. These are expected to include freight flights at night. Freight could then be trucked around the south east. Campaigners are concerned about a rise in passenger numbers to 2m a year, and that

expansion will have an adverse impact on the Southend area. Stobart are also building a new railway station right beside the airport. The Olympics – all two or three weeks of it – are being used as an excuse for expansion.

There is still, though, the possibility of the Government over-ruling the decision as John Denham, the Secretary of State for Communities and Local Government, has issued an Article 14 Direction about the application, <http://bit.ly/beuyPZ> and said he will make the final decision. But campaigners are not banking in that. They are preparing a plan of action, which is likely to include working with Plane Stupid on direct action activities.

Bristol campaigners ask Government to step in on airport decision

Campaigners fighting the expansion at Bristol, Stop Bristol Airport Expansion, <http://www.stopbia.com> have asked the GOSW to step in and refer the decision on the airport's plans to the Secretary of State. The outcome won't be known before 3rd March, when the application comes before a planning meeting of North Somerset Council. Stop BIA decided to request a 'call-in', which would result in a direct decision from Government, or a public inquiry, because they believe that the ramifications of the decision, such as the impact of increased traffic, noise and carbon emissions, stretch beyond North Somerset Council's area of control. Some of the key reasons (apart from carbon emissions) to oppose the expansion plans are loss of Green Belt land, problems of surface access, and economics. <http://bit.ly/cwkVsr>

Lydd to be decided in March, but officers recommend refusal

Lydd Airport submitted additional information to Shepway District Council in January in a bid to overcome the objections raised to their planning application in the Officers Report. The report recommended that the planning application for the extended runway and new terminal be rejected principally because of the airport's failure to prove, under the Habitats Regulations, that its development would not have an adverse impact on the European protected habitats that surround its runway and boundaries. Their bid was not successful and the updated Officers Report published on February 19th maintained the recommendation made in July to oppose the planning application.

The meeting to determine Lydd Airport's planning application will take place on Wednesday 3rd March 2010 at Shepway District Council. There is a concern that the councillors will over-ride the officers' recommendation as the potential loss of a new nuclear power station at Dungeness means that many of the councillors are heavily focused on job creating developments - irrespective of the cost to the environment. (LAAG)

Plane Stupid brands Glasgow Airport Terminal 2 as unethical

On the day the world's leaders were to release their global emissions target, Plane Stupid Scotland unveiled a new sign welcoming people to Glasgow Airport. Giant letters read "T2 closed" and "Closed for Ethical Rethink", pointing to the increasingly struggling airport. The action is the first in a growing campaign to keep Terminal 2 shut for good. It was closed over the winter as a cost saving measure after passenger numbers fell to 7.2 million during 2009, a drop of -11.3% compared to 2008.



The bad figures for passengers, flights and cargo for Glasgow during 2009 mean the airport is more likely to be the one chosen by BAA to sell. Glasgow is said to be struggling to replace the lost business from the collapse of Flyglobespan, while Edinburgh is getting new flights. Glasgow would find it "difficult to get other carriers to commit to backfilling" this year, and is less attractive than Edinburgh as an inbound destination. More on Glasgow airport at <http://bit.ly/aRyGpJ>

5% fall in passengers flying from Birmingham Airport in 2009

Passenger numbers were down by more than -5% in 2009. The airport fears there may not be the demand for the 400 metre runway extension they got permission to build in December 2008. So they are using a new tack. The chief executive of the airport, Paul Kehoe, is keen to sell his airport as Heathrow's third runway, as it is a relatively short distance by fast train from London to Birmingham. The time might reduce to 40 minutes, with high speed rail. The airport withdrew its application for a second runway in December 2007. The runway extension planning application has been given a time limit of 7 years in which work should commence. Contrary to popular opinion, the airport does not own all the land that would be needed. As for so many airports, those in favour – such as local councillors and business – are prepared to ignore the consequences of pollution for the planes once airborne, and just want the airport to satisfy its climate responsibilities on the ground. At present, the projections of the ATWP 2003 are not materialising, and there is serious questioning of the investment in the new runway.

Durham Tees Valley airport collapsing but gets support from William Hague

William Hague has offered a personal plea to local people to support their local airport and use it, but said that building a new runway at Heathrow would not guarantee the region access to the capital. Mr Hague, the Shadow Foreign Secretary and Richmond MP, was discussing the airport's future with its director and the PPC. He said the airport had had a huge knock with a loss of the regular flights to London, so passenger numbers are down by more than a half on the previous year.

Staverton "Runway Safety Project" to get more business flights

Gloucestershire (Staverton) airport is owned by Cheltenham, and Gloucester Councils, which are both full behind airport expansion, and keen to have a larger airport in their patch. It is currently planning to extend (by 160 metres) and improve the runway, and install an Instrument Landing System (ILS) partly for safety reasons, and partly in order to attract more business aviation. In 2009 the airport agreed, after completion of the "Runway Safety Project" and to set a future ceiling on aircraft emissions at 4,000 tonnes of CO2 per annum. The airport seems to be at about 3,700 tonnes now, and is aiming largely at the private jets market, as well as general aviation. Campaigners are now doing some work on FoI requests. To carry out the improvements, both councils need to take out large loans - which are currently being agreed. The airport may ultimately be able to take commercial flights.

'Manston night flights? They're already here' and not being fined

Six night flights were made over Thanet by planes using Manston's Kent International Airport in December, but just one was fined by Thanet council, according to figures obtained under the Freedom of Information Act. The other five flights were not fined because the types of aircraft fell into the "quieter category". All were freight flights. This has greatly annoyed residents opposing an airport application to allow night flights. To add insult to injury, four of the six planes that flew over the isle between the hours of 11pm and 7am were jumbo jets, some of the loudest planes in the sky. One came over loudly at 3am. The one fine imposed on was on December 18 for a Cargo Lux B747-400 freight flight that departed at 2.44am. It cost the airport £1,000.

The airport's owner, Infratil, wants to be able to let planes land and take off at night to boost its business and make the airport a more attractive proposition to freight operators. Fines collected from flight operators who break the rules are given to the Kent International Airport Consultative Committee and placed in a community fund. Groups from areas affected by the flights apply for the money to improve community life. There is meant to already have been a consultation on increasing night flights, using a Quota Count system, but local campaigners feel this is now likely till after the general election. The airport has not been doing well recently, and after 3 years at the airport, chief executive Matt Clarke is to return home to New Zealand. Tom Wilson, the CEO of Infratil Airports Europe, will take over management responsibilities at the Manston site from March for an interim

period whilst a permanent replacement is sought. More news about Manston at <http://bit.ly/949nrS> and the local blogspot at <http://planesoverhernebay.blogspot.com/>

Belfast City George Best airport update

Community television company NvTv have produced a short video, which shows what it's like to be 'Under the Flightpaths' <http://video.google.co.uk/videoplay?docid=-2018209277088739842#> and the noise and distress caused to people living on the ground, who thought they had moved to a quiet area.

Belfast International airport is only about 9 miles to the west of Belfast, while the flight paths of Belfast City airport are over densely populated areas of the city. Map showing location <http://bit.ly/bGOb7F> While passenger figures at Belfast International fell last year by - 13.1% they rose by +2% at Belfast City. The City airport is planning a 590 metre runway extension, and an application was submitted in November 2008, which the Department of the Environment say it is still under consideration. Belfast City Airport Watch and local residents have been campaigning to get a public inquiry. They believe that if the plans were implemented they would present "intolerable pressures in terms of pollution and noise nuisance". There are also major fears among the public that the additional flights will increase the potential for structural damage to homes and buildings across a wide area of Belfast, as illustrated by an incident in September 2009 when 30 tiles were ripped off a roof by wake turbulence, though fortunately nobody was injured. <http://bit.ly/bBYQyz>

Much more on the Belfast City Airport Watch website <http://www.belfastcityairportwatch.co.uk/>

New Oxford airline "Varsity Express" to fly to Edinburgh and Newcastle

Start-up regional airline Varsity Express is starting daily weekday flights from Oxford to Edinburgh in March, and daily weekday flights to Manchester. Varsity's are understood to be a group of British businessmen with property interests in the Canary Islands. The plane used will be an 18-seat Jetstream. The distance from Oxford to Newcastle is 255 miles, 410 km. The airport also has flights to Geneva in the ski season, and is now one of the UK's two pet travel airports. In October 2009 it was approved as a UK entry point for pets, under the Pet Travel Scheme (PETS). The airport calls itself "London Oxford" though it is 62 miles from central London (Stansted is 38 miles out, Luton 34 and Gatwick 30 miles). Back in 1998 Oxford airport had around 156,000 air traffic movements per year - now down to around 36,000 in 2009.

Doncaster Council approve Robin Hood Airport night flight changes

Doncaster Council's Planning Committee has approved variations to planning conditions at Robin Hood Airport that previously restricted certain categories of aircraft from operating from the airport at night. The Council has approved the airport's proposal to lift the current QC4 aircraft restriction, meaning that up to 100 QC4 bigger, noisier aircraft will be allowed to operate at the airport at night each year. However the airport says that overall night flight noise limits have been cut - by banning any QC8 and QC 16 planes. Restrictions on Quota Count 4 aircraft in the past have meant the airport was unable to attract key cargo operators who need the flexibility to operate flights with QC4 aircraft from the airport at night. They now want to expand their night air freight flights. For a good explanation of how the Night Noise Quota Count system works, see <http://www.aef.org.uk/?p=120>

Cameron rules out Thames island airport

David Cameron has effectively ruled out building a new airport in the Thames Estuary. He said if win the election, it would not be their policy to construct the proposed four-runway airport. Opponents in Kent are delighted by Cameron's comment. The 'Boris Island' airport idea is to be discussed by the London Assembly on 11th March when Douglas Oakervee, who is an expert in constructing airports on artificial islands, is invited to deliver his report on and discuss the potential environmental impacts of the plan. More on "Boris Island" at <http://bit.ly/cedwAz>

Airport passenger numbers plummeted in 2009 as Britons stayed at home

Airport	Number of passengers	% change compared to 2008
TOTAL OF UK AIRPORTS	221275696	-7.2
HEATHROW	65907183	-1.5
GATWICK	32361065	-5.3
STANSTED	19950153	-10.7
MANCHESTER	18630438	-11.5
LUTON	9115313	-10.4
BIRMINGHAM	9093704	-5
EDINBURGH	9043699	+0.6
GLASGOW	7213411	-11.3
BRISTOL	5615170	-9.8
LIVERPOOL	4880098	-8.4
EAST MIDLANDS	4652913	-17.2
NEWCASTLE	4568650	-8.9
BELFAST INTERNATIONAL	4536498	-13.1
ABERDEEN	2983792	-9.3
LONDON CITY	2796890	-14.2

Largest 15
airports only

CAA statistics
<http://bit.ly/d8gJ9F>

Regulating Air Transport: Consultation on Proposals to Update the Regulatory Framework for Aviation

This is very dry stuff, but quite important. The DfT has a consultation out now, with a deadline of 11th March, on a proposed set of new duties for the CAA to make them more responsible to the public. However, there are differences between the interests of the sections of the public which fly, and those that do not. One proposal is "to give the CAA a discretionary power which would enable, but not require, the CAA to have regard to environmental factors." Better guidance is needed on how to manage the sometimes competing objectives of minimising emissions (and airline fuel costs) and noise. The consultation is at <http://www.dft.gov.uk/consultations/open/regulatingairtransport/> and the AEF will be submitting an expert response, or can explain the key issues. www.aef.org.uk

"Skeptical Science" - almost all the arguments anyone ever needed on climate change

This is a brilliant website, which goes through all the arguments that climate change is not happening, or is not caused by human activity. It gives the science and the reasons why each sceptic argument is untrue, or only partly true.. Very well worth a look. <http://www.skepticalscience.com/argument.php>

Useful Info

- For information from the many **local groups at airports in the UK**, see the **Campaign Community** section of the AirportWatch website. <http://www.airportwatch.org.uk/campaigncommunity.php>
- For more about the growing problem of biofuels, see **Biofuelwatch** www.biofuelwatch.org.uk and biofuels and aviation at http://www.biofuelwatch.org.uk/docs/aviation_biofuels_article.pdf
- For more information about aviation, and aviation stories, see the AEF (**Aviation Environment Federation**) website at <http://www.aef.org.uk> and the AirportWatch website
- 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>

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www.airportwatch.org.uk