



AirportWatch bulletin 44
July 2011

Green groups warn Government over aviation CO2 emissions as major new report is launched

A major new report has just been produced for AirportWatch entitled “**Aviation and Climate Change Policy in the UK**”, setting out a sophisticated policy mix of tough measures to control and reduce UK aviation’s growing carbon footprint that endorses the seminal December 2009 Committee on Climate Change (CCC) report “Meeting the UK Aviation Target”.

It says Government must retain the current UK aviation CO2 target and adopt the Committee on Climate Change recommended flight limits in full. “Back door” airport expansion via the planning system needs to be stopped right away until a new UK-wide aviation policy in place.

The report calls for clear confirmation that absolute UK aviation CO2 emissions should be no higher than 2005 levels in 2050, a total of 37.5 million tonnes (Mt) CO2 (as a minimum requirement). Any UK airport expansion must fit within the 37.5 Mt total. Also that this target should be strengthened by setting interim goals, so that average UK aviation emissions not to exceed 37.5 MtCO2 in any 5 year period through to 2050.

There must also be mandatory regular updates on the non-CO2 impacts of aviation – NOx, condensation trails and cloud formation – which are known to cause at least double the climate impact of CO2 alone. The 2050 target must be adjusted in the light of evolving atmospheric / climate change scientific knowledge

The report has been produced shortly before the DfT responds, by the end of July, to the CCC on how aviation growth can be compatible with climate change targets. <http://bit.ly/nOsVQv>
The full report (34 pages, 815 kB) is at <http://bit.ly/qjrTKz>

From the Chairman of AirportWatch, John Stewart

I spent over ten years campaigning against road building. One of the reasons we were so successful is that we had good human interest stories to tell: people facing eviction from their homes; precious green spaces under threat; wonderful countryside being bulldozed. Stories which stuck a chord with the general public. The aviation industry with its recently launched campaign against increase in Air Passenger Duty, "Hands off our Holiday, Mr Taxman", is trying something similar. We know the aviation industry is under-taxed but it is cleverly trying to skirt round that with a populist campaign. It may not get too far as this Government is well-aware of the self-interested stance of the aviation industry but it should act as a timely warning to us that, in addition to the fine documents and reports we are all putting together in response to the Government’s Aviation Scoping Document, we must not stop telling the human interest stories of what it is like to live under a flight path or be a victim of climate change.

In our next bulletin we will be outlining AirportWatch’s response to the Scoping Document. Before then we will be publishing a number of papers and reports to help you in your own responses. The first of them, the report by Pete Lockley on “**Aviation and Climate Change Policy in the UK**”. It is superb. If you are going to read nothing else, read it!

Proposed new easyJet flights from Southend show just how few new jobs low cost airlines produce

EasyJet is to start flights at Southend from April 2012, and a new terminal will open this autumn. Under a 10-year partnership with the airport's owners, Stobart Group, easyJet will operate 70 flights a week to a number of European destinations including Barcelona, Ibiza and Faro. This is a bitter blow that will fill residents in the Southend area with dread.



EasyJet's announcement was a political move by both EasyJet and Stobart. Stobart want to pressure the Government into bringing in the result of the Public Inquiry to approve the closure of Eastwoodbury Lane, which runs across the current end of the runway. While EasyJet want to lean on Stansted and Luton to lower their landing charges. (Letter from SAEN at <http://bit.ly/or6BFF>)

But the announcement undermines the entire case for expansion at Southend Airport – which was the creation of large numbers of jobs. EasyJet has confirmed that the 800,000 passengers it intends to carry will result in JUST 150 EasyJet jobs at Southend, many of which will transfer from Stansted. The airport previously claimed that 2 million passengers would result in the creation of 1,130 jobs. It is now clear that the full employment gain may be in the region of just 375, significantly less than promised. The reality is that with online booking and a business model designed to reduce baggage, far fewer jobs will be created than claimed. The majority of passengers using EasyJet flights from Southend will be people going on trips and holidays abroad, not business travel, or Europeans coming to visit the delights of Essex. As the average UK tourist travelling abroad spends £560 (excluding the cost of flights), that means that the 800,000 passengers travelling from Southend would deprive the local economy of £448 Million, which is equivalent to a loss of 17,920 jobs to the local economy (assuming £25,000 = 1 job). So much for the much vaunted gain in jobs that the aviation industry always promises from increased air passengers. 16.6.2011 <http://bit.ly/mGSpJF>

Edinburgh Airport Master Plan released - anticipates 226% growth in passengers from 2009 to 2040

The airport Master Plan goes up till 2040. They anticipate passenger numbers will grow from 9 million per annum now, to 12.3 million (central forecast) by 2020. (The central forecast in the 2006 Master Plan was 17.6 million by 2020). They anticipate 20.5 million passengers per year by 2040 (the central forecast in the 2006 Master Plan was 23 million by 2030). They expect 141,300 aircraft movements per year by 2020 and 200,600 per year by 2040. Cargo and mail might grow to 56,300 tonnes by 2020 and 81,900 tonnes per year by 2040. They do not anticipate "needing" a 2nd runway until 2040, but have plans to set aside land before 2040 for such a runway. By contrast, the Committee on Climate Change predicts that UK air passengers can grow by perhaps 60% by 2050, to keep within climate targets. 10.7.2011 <http://bit.ly/pFdGqz>

Manston is still a "hole in the ground" losing money having trouble attracting airlines or air cargo, and jobs may go

Infratil, the New Zealand-based investment company that owns Manston Airport, recently published its results for the year ending in March 2011. These show its two UK airports, Prestwick and Manston continued to disappoint investors and contributed an EBITDA (earnings before interest, taxes, depreciation, and amortization) loss of £5 million for the year, with the book value of the two airports reduced. It is likely that Manston is losing money faster than Prestwick.

The local group, No Night Flights at Manston, have found out, through a FoI request, that Kent County Council has been trying to get Regional Growth Fund money. KCC wanted a handout of some £10.8 million to support their ill-judged proposal for a Parkway station at Manston, and some free money for the airport. Manston says that with 23 extra staff they could handle twice the current tonnage of freight, and 750,000 passengers a year (cf. 21,000 passengers in 2010). This is in sharp contrast to the figures in a report by York Aviation, which claims Manston Airport could "boost region by €75m" each year if only they could operate without a flight curfew. The report contains manifestly over-optimistic figures and forecasts, and claims this would "provide direct employment for 2,070 people as well as a further 1,035 jobs in the wider economy by 2018". The airport's Master Plan shows the airport handling 2.2mppa as well as 167,000 tonnes of cargo by 2018, if night-time aircraft movements were allowed. In fact, Manston handled just 28,100 tonnes of air freight in 2010, and only 43,000 tonnes in its heyday in 2003. In March, Chief Executive at Manston, Mr Buchanan, said Infratil was not planning to "identify significant redundancies". But "At this stage, I cannot guarantee that there won't be some job losses." The statutory 90 day consultation with its staff ended on 23rd June and no more has been heard.



<http://hernebaymatters.squarespace.com/nonightflights-blog/>

Nantes - the French Heathrow?



A human chain at Notre-Dame-des-Lande near Nantes

John Stewart reports from his recent visit to the Nantes campaign, after returned from visiting them in South West France. 4,500 people demonstrated against plans for a new airport on Sunday 12th July and 14,000 over 2 days. This could become the 'French Heathrow'. The site of a victory as iconic as the struggle against the third runway.

The campaign has brought together a vibrant coalition of local residents, environmentalists, sympathetic politicians and direct action activists who have set up

the ZAD camp in the area. It is a community-driven campaign protecting the homes and livelihood and land of small-holders whose families have farmed on the agricultural land for generations.

Over the past decade the campaign has grown in strength and radicalism. Already the local community has staged direct action protests. They are now supported by a camp of activists from all over Europe. On Sunday they all came together for what, each year, has become one of Europe's biggest annual protests. 4,500 people formed the human aeroplane, pictured above, with the defiant message that "we will win". Amongst those joining them for the weekend protest was the radical activist José Bové and Eva Joly, the Green Party candidate in next year's presidential election.

The campaigners have succeeded in making their fight a national issue. Hardly surprising as it has become the biggest airport campaign in Europe. If the Greens get enough votes in the Presidential Election they will insist that the dropping of the new airport will be a key condition in any deal they may do with the socialists.

Nantes already has an airport, but wants to build a huge new one instead, on beautiful countryside. The campaigners argue that, just a few hours by the fast TGV from Charles de Gaulle airport in Paris, the proposed new airport – Nantes International! – is little more than an exercise in ego-building by the regional politicians from the ruling Socialist Party. The campaigners have commissioned a report from the respected Dutch economic consultancy, CE Delft, to prove that the airport is unnecessary. It is an inspiring fight. If successful, it will be another devastating blow to airport building in Europe.

Heathrow to be given more freedom to use both runways in emergencies

On 14th July the Government published the report of the South East Airports Task Force. The task force, chaired by aviation minister Theresa Villiers, was set up by the current government when it came to power last year to look at ways of improving the efficiency of airports in the South East, particularly Heathrow. Much of it deals with ways of speeding up passenger throughput in the terminals but it does include plans to give BAA more freedom to land aircraft on both runways at the same time at Heathrow in the case of emergencies or to recover from periods of serious disruption. The new practice is going to be trialled for a period. If it is decided to continue with it, the proposal would go out to public consultation. The key to any scheme will be the safeguards which are put in place to ensure that BAA does not abuse its new-found freedom. 14.7.2011 <http://bit.ly/qPKZOU>

Airlines launch a yet another campaign against APD this time called 'Hands off our holiday, Mr Taxman!'

The airlines and the travel industry continue their long complaint about Air Passenger Duty, and claim how unfair it is etc etc yawn. They fail to add that aviation still receives massive benefits by not paying any VAT on , and by not paying any tax on aviation fuel. Flying is therefore unfairly cheap, compared to other forms of travel. This is a cynical campaign to keep their income up. The poorest in the UK do not fly - the richest fly most, and so obtain the greatest subsidy through low flight taxes. APD to Europe is £12.

**HANDS OFF OUR HOLIDAY,
MR TAXMAN!**



'Hands off our holiday, Mr Taxman!' is backed by the Airport Operators Association, Board of Airline Representatives in the UK and the British Air Transport Association and aims to persuade the chancellor to drop planned rises in APD on flights leaving the UK. www.handsoffourholiday.com

Application for a Certificate of Lawfulness for Dunsfold Aerodrome refused by Waverley Borough Council

On 6th July, Waverley Borough Council refused the application by Dunsfold Aerodrome for a Certificate of Lawfulness. The Aerodrome had sought permission to continue with unrestricted flying, with no limitations, restrictions or conditions on number of aircraft, number of take offs and landings, type of aircraft (whether fixed wing or rotary civil or military etc), size or weight of aircraft, freight, duration, period of use etc etc. The aerodrome had argued that because it is claimed unfettered aviation use was allowed at Dunsfold at the time of the introduction of planning legislation in 1948, all restrictions imposed in conjunction with subsequent applications were irrelevant. This has been rejected, which is a very good outcome. <http://bit.ly/nHu9ri>

HACAN and Fight the Flights to merge, with FtF becoming HACAN East London - with shared concerns on aircraft noise

HACAN, the organisation which represents residents under the Heathrow flight paths, and Fight the Flights, which fought the expansion of London City Airport, are to merge. Fight the Flights will become HACAN East London. The move makes a lot of sense as both airports affect London in a growing way. These days hundreds of thousands of residents are affected by flights to and from both airports.

The current night flight regime comes to an end in October 2012. HACAN, along with a cross-party group of MPs and peers co-ordinated by Zac Goldsmith MP, met with the aviation minister Theresa Villiers to talk about night flights at Heathrow. The Minister said that the public consultation into a

possible new night flight regime at the three 'designated' airports - Heathrow, Stansted and Gatwick - would take place in the Spring of 2012, and that the Government might need to ask for a temporary extension in order to allow the Government to take account of the views expressed in its Aviation Scoping Document, currently out for consultation until September 2011. <http://bit.ly/nAbN8X>

HACAN has published a report from the Dutch consultants CE Delft which argues that it would save the country money if night flights were to be banned at Heathrow before 6am because the costs of sleep disturbance – stress, reduced performance at work etc – outweigh the benefits to the economy. At the request of Theresa Villiers, the author of the CE Delft Report has had detailed discussions with officials from the DfT, DEFRA and the CAA.

HACAN is working with BAA to look at improved ways of measuring noise annoyance and of communicating it to the public. The results will be available over the next couple of months. HACAN and BAA are also looking at ways in which residents under the Heathrow flight paths, some of them living over 20 miles from the airport, could get some relief from the noise – at times there can be over 40 planes an hour. Again, there will be more details on that later in the summer.

Bill Bryson presents Stop Bristol Airport Expansion with CPRE National Award

Stop Bristol Airport Expansion (SBAE), has received national recognition for its work opposing the proposed plans to increase airport traffic at Bristol International Airport from six million passengers to ten million passengers by 2019. <http://www.stopbia.com>

SBAE is formed of a coalition of local interest groups, North Somerset branch of Campaign to Protect Rural England (CPRE), Bristol Friends of the Earth and Parish Councils Airport Association. The group's outstanding campaigning achievements were acknowledged by CPRE President Bill Bryson who presented them the Marsh Award for the Benefit of Rural England, accompanied by a cheque for £450. The prize was presented at the CPRE national AGM in London on 7th July. SBAE was highly commended for its varied and tireless campaign work including the group's work to educate and raise public awareness. The judges were particularly impressed by the group's web campaign that made it easier for local residents to have their say and resulted in five thousand public responses to the Bristol Airport planning application. Bill said: "These extraordinary people finish their working week only to sit down and do another week's worth in their spare time." <http://bit.ly/np5u2p>

New Biggin Hill Airport Consultation on extending operating hours during the Olympics

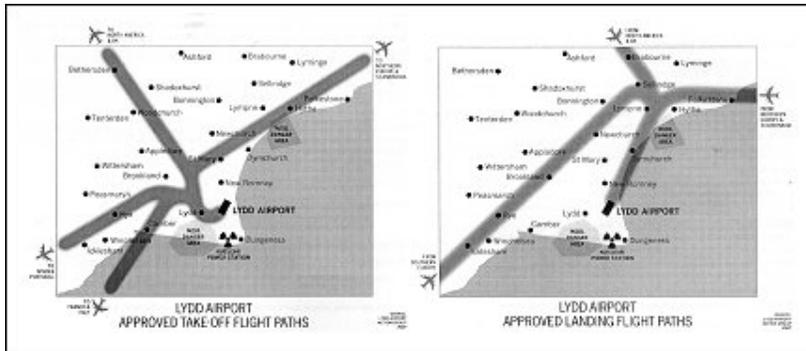
A 2nd consultation is now under way following the new Biggin Hill Airport Limited request to vary their lease during Olympic Games period. It ends on 29th July. The earlier application was rejected by Bromley Council in March. The scope of the request has been reduced somewhat. Bromley FoE said it was deeply disappointing that the airport has resubmitted its application which will cause anxiety among the thousands living under the flightpath. 28.6.2011 <http://bit.ly/r6nsv1>

Belfast City residents surprised at further runway inquiry delay

Local residents have expressed their surprise at a last-minute move by the City airport which will further delay the long-awaited public inquiry on the airport's controversial proposed runway extension. The Planning Appeals Commission has to put the inquiry on hold because the airport says it wants to submit further relevant environmental information which the D of E must first give the public a chance to comment on. The Inquiry may not be till 2012. The public inquiry was first announced in March 2010, but in August 2010 the Planning Appeals Commission delayed the inquiry until the Department of the Environment obtained more robust and complete noise-related environmental data from the airport. 24.5.2011 <http://bit.ly/o2y2Tv> There are two new briefings from Belfast City Airport Watch, on noise and jobs. These are at <http://bit.ly/pwUOMb>

Lydd Airport Inquiry continues - CPRE raises noise concern for local children

Protect Kent has taken up the cause of the local primary school which is within a third of a mile of the extended runway, and given evidence to the Inquiry on damage to cognitive skills of school children from aircraft noise. Protect Kent argues that the future of children at Greatstone Primary School, which has in excess of 360 primary age and 50 nursery age children, should not be jeopardised by the extension of the runway and "the potential increase in large passenger aircraft". <http://bbc.in/pI5ATA>



Maps of the approved flight paths at Lydd show how many local villages around Romney Marsh would be affected by the airport expansion.

<http://twitpic.com/47qqqd>

Meanwhile, as the Inquiry continues, the airport has improved passenger check-in, security facilities, arrivals and baggage reclaim areas and a new departure lounge to accommodate up to 100 passengers an hour. Over £30 million has now been spent on improving facilities at the airport. As one local resident commented: "Does this mean that it's a done deal and the airport development is going to go through regardless of the inquiry?" <http://bit.ly/rhx4jS>

Airline attack on EU emissions trading system meets powerful opposition from the EU and environmental NGOs

In 2009 three US airlines and their trade association, the American Air Transport Association (ATA), brought an action in the UK Court claiming that the extension of EU ETS to foreign carriers was unlawful. The case was heard at the European Court of Justice on 5th July. The EU, backed by France, Spain, Sweden, Poland, and Denmark, and led by the UK, plus Norway and an international coalition of environmental organisations, robustly defended the law integrating aviation into the EU ETS at the hearing. The environmental organisations intervening in the case are the Aviation Environment Federation (AEF), EarthJustice (on behalf of the Center for Biological Diversity), Environmental Defense Fund, Transport & Environment and WWF UK.

The EU countries strongly rejected the contention by the US airlines that aviation emissions can only be addressed by the ICAO and that the system amounts to a unilateral tax. The environmental organisations stressed that the ETS fully respects other nations' sovereignty as it neither mandates nor prohibits actions outside of European boundaries, but merely requires airlines to comply with the system when taking off or landing at an EU airport. Lawyers for the UK pointed out that most legislation affecting international transport has indirect effects beyond the borders of the legislator. The lawyer for the European Parliament noted that comparable systems are already in operation, as for example EU rules accelerating the phasing in of a double-hull requirement for oil tankers docking at EU ports are similar to the aviation ETS in only requiring compliance when arriving or departing the EU. The advocate general will deliver her opinion on the case on 6 October, which will be followed by a final judgement of the court at a later date. 6.7.2011 <http://bit.ly/pZRUEp>

"IATA WARNS EU OVER 'ILLEGAL' CARBON PLAN" threatening Chinese retaliation over EU ETS

Also threats by China of a trade dispute, through IATA. 6.6.2011 <http://bit.ly/poKVje>

Group of 10 regional airports want a congestion tax on flights from Heathrow and Gatwick

10 regional airports, including Manchester, Newcastle, Birmingham and Bristol, say a congestion tax should be charged on passengers and airlines flying out of Heathrow and Gatwick. The 10 airports have told government, in a letter to the Chancellor, that APD has a damaging and disproportionate impact on the regions, and makes it difficult for non-London airports to attract airlines to start new services, consequently hitting jobs, inward investment and wealth creation in the regions. They say it is unfair for passengers to fly from packed terminals when they had huge capacity available. and a "London levy" would encourage more airlines to start routes from the regions and boost economic regeneration. They want passengers flying from Heathrow and Gatwick to pay a higher rate of APD. The Treasury consultation on APD ended on 17th June. (APD consultation document at <http://bit.ly/nz8cPX>) 16.6.2011 <http://bit.ly/q22KmP>

The UK economy does not need another Heathrow runway or other new runways in the south east

Responding to a long article in the Times, John Stewart (Chair of HACAN and of AirportWatch) wrote that the Government was right to scrap plans for expansion at Heathrow. If a third runway had been built, Heathrow would have become the largest single emitter of greenhouse gases in the UK. In 2009 more people used London's airports than those of any other city. London is a pre-eminent financial centre, and Heathrow already has sufficient business passengers and key business destinations to make these flights profitable. The UK economy is not dependent on airport expansion in the South East. 28.6.2011 <http://bit.ly/nRExYh>

This comes against a renewed and vigorous campaign by the aviation industry and parts of business to press for expansion at Heathrow, or a new runway in the Thames Estuary. An example of this are demonstrated in a Telegraph article on 28th June saying **"Heathrow data shows capacity crisis costing thousands"** which gives figures from NATS showing 60% of arrivals into Heathrow are caught up in holding patterns above the capital, which it says are a massive cost to the economy - and frustrating to passengers - as well as jets stacking and circling wasting fuel and generating carbon emissions. Some of the UK's biggest airlines are said to be seeking future alternatives after BA announced they have given up hope of seeing a Heathrow 3rd runway built. The Telegraph said more than 100 chairmen and chief executives at a summit in June called on the Government to consider building in the Thames Estuary to relieve the capacity crisis.. <http://bit.ly/pab0Hz>

And there was a Leader in the Times: "A New Airport for London" - saying "Britain needs more airport capacity. Now a third runway is unlikely, the Thames Estuary must get serious consideration" 23.6.2011 <http://bit.ly/oY3YQ8> Baroness Valentine - who speaks for London First - says "the independent Committee on Climate Change has said it is possible to support aviation growth and still meet government targets by tackling carbon emission elsewhere, like electric cars." And so on that basis wants London airports expanded, so the transfer passengers don't all go to Frankfurt, Paris or Schiphol. <http://www.bbc.co.uk/news/uk-politics-14125937>

European airports could fly 28 million more without expanding, says study

Europe's busiest airports could carry 28 million more passengers every year without further expansion or extra runways, according to a new report. The study, by an independent planning consultancy, and ordered by the EC, said more efficient use of takeoff and landing slots and changes in their allocation, could absorb some congestion. It says that better planning and use of slots alone could generate more than €5bn (£4.3 billion) in economic benefits by 2025. Demand already exceeded capacity most or all of the day at six European airports – including Heathrow and Gatwick. EU transport commissioner, Siim Kallas, said he intended to propose legislation this year to tackle the issue. There are currently 26,000 flights using Europe's airspace every day, with estimated growth of 5% a year. 31.5.2011 <http://bit.ly/qB4PuX>

Biofuels - Lufthansa, KLM and now Thomson planning biokerosene flights

Lufthansa is flying its first scheduled biofuel flight on 15th July, launching a 6-month trial in which an 200-seater IAE V2500-powered Airbus A321 will operate on the Frankfurt-Hamburg route. It will use a 50-50 mix of biofuel and traditional kerosene in one engine, while the other engine will run on kerosene alone - so the effects can be compared. It is due to operate 8 daily legs between FRA and HAM. Lufthansa estimates it will save around 1,500 tons of CO2 emissions over the 6 months - but give no indication how this figure is obtained. The biofuel is probably from jatropha and camelina, with some animal fat and is produced by Neste Oil of Finland. <http://bit.ly/pvv7vj>

On 30th June, KLM operated its first scheduled flight on 50% biokerosene from used cooking oil in both engines. The commercial flight, using a Boeing 737-800, carried 171 from Schiphol to Paris. KLM says they will be operating more than 200 flights to Paris on biokerosene in September. The fuel was supplied by Dynamic Fuels via SkyNRG, the consortium co-founded by KLM in 2009. KLM says it is "...open to using different raw materials as long as they meet a range of sustainability criteria". There is clearly not enough used cooking oil available for jets to fly on, and most of the used oil is already put to use in terrestrial applications, with most used for diesel vehicles - for which it needs much less complicated processing than for jet fuel. <http://bit.ly/onzRI9>

Thomson Airways plans to become Britain's 1st airline to fly customers on biofuel - in this case cooking oil - when it operates a service to Spain. It intends to operate the flight from Birmingham to Palma, on July 28 once final safety clearance is received. Flights will use a 50/50 blend of Jet A1 fuel and hydroprocessed esters and fatty acids (HEFA) fuel - made from used cooking oil. After that weekly flights to Spain using biofuel will begin in September. <http://bit.ly/qsNbEg>

Boeing flew its new 747-8 freighter plane from Seattle to Paris on 20th June, for the Paris Air Show, using a 15% percent blend camelina biofuel in each of its 4 engines. The camelina biomix was grown in Montana and processed by Honeywell's UOP. <http://bit.ly/oHXquW> Also for the Paris Air Show, Honeywell flew a business jet, a Gulfstream G450, with one engine using 50% biofuel from camelina crosses Atlantic. The company said it was the first major test flight of such fuel by a business jet. According to Honeywell the seven-hour flight saved "approximately 5.5 metric tons of net CO2 emissions (but no details of how that was calculated). <http://bit.ly/roleq7>

ClientEarth briefing says biofuels should not have a zero emissions factor in the EU ETS

A new legal briefing from ClientEarth entitled "Bringing the ETS in line with reality: **Making biomass emissions count through the Monitoring and Reporting Regulation**" argues that the current application of a zero-emission factor to emissions from biomass used in sectors covered by the ETS does not accurately reflect actual emissions from biomass and is contrary to the principle underlying the ETS that each operator should be responsible for his own emissions. One quote from a long report states: "Moreover, it is important to stress that the sustainability criteria laid down in the Renewable Energy Directive 2009/28/EC overlook important climatic impacts such as the carbon debt issue and GHG emissions from indirect land-use changes, which do not appear in the calculation methodologies. In addition, sustainability criteria for biofuels and bioliquids fail to take into consideration the cumulative pressure of a dramatic increase in demand for limited global forest and arable land resources." 14.6.2011 <http://bit.ly/qaw5BS>

Friends of the Earth Europe report on aviation biofuels - Flying in the Face of the Facts

FoE Europe says European airlines fuelling aeroplanes with biofuels is greenwashing, and flies in the face of recommendations from major international institutions, FoE Europe have said on the opening of the Paris air show. The European aviation industry, with support from the European Commission, is expected to announce plans to use 2 million tonnes of bio-kerosene per year by 2020. This is diverting political attention from the real need to cut air travel in order to reduce climate change. 21.6.2011 <http://bit.ly/nZ0nCj> The FoE report is at <http://bit.ly/nw0vjg>

Cambridge technology resolves airport versus wind farms conflict

Cambridge technology could end conflict between airports and wind farm developers. They may have found a solution using a holographic radar mitigation system to counteract the threat of interference by wind farms. This could remove a major barrier to wind farms. Holographic Radar is a non-scanning, continuously tracking 3D radar that can reliably discriminate between turbines and aircraft based on easily observable differences in their behaviour. 28.6.2011 <http://bit.ly/onPk82>

Easyjet introduces business travel sales team to increase current 18% of flights

Easyjet has recruited 4 new people to launch its business travel sales team to attract more corporate clients. Some 18% of Easyjet's passengers are flying on business, and the airline wants to increase this. They want "cost conscious companies who want to gain more savings," and savings would be coming from Easyjet's already low fares not from discounted tickets. Buyers may be able to negotiate "added values", such as fast-track security at airports. 24.6.2011 <http://bit.ly/oR2BbM>

Birmingham "saved from night flight ban" as interim measure by Solihull

The airport has been given the go-ahead - as an interim measure - by Solihull Council to base the number of night time flights allowed in 2011 on the busiest year during the past 5 years, rather than on recession-hit 2010. The airport is claiming a boom in business in the Midlands means there is a need to (for some unknown reason) to bring in more parts during the night. The airports is otherwise likely to reach its annual quota of night flights well before the end of the year. Birmingham Airport has a consultation until 24th August on a full review of its Night Flying Policy, to start in winter 2011. 11.6.2011 <http://bit.ly/ivRyxH> The consultation document is at <http://bit.ly/qGJhOE>

Swans moved on from City Airport amid bird-strike safety fears

The number of wild swans congregating close to the Silvertown airport has increased to "unmanageable levels" in recent months. "Bird strikes" are the most common cause of aircraft accidents. The City Airport swans have been transferred to a new home at Windsor. The airport wants residents to avoid feeding wild birds, which them to settle. 9.6.2011 <http://bit.ly/nk89jg>

EasyJet passengers up +11% or more every month in 2011

EasyJet monthly passenger figures show substantial increases in passengers who bought tickets (EasyJet does not count the actual number who fly, just those who have paid) for each month this year, over the same month in 2010. June up 12%. May up 11.3%. April (unrepresentative due to 2010 ash cloud) up 35%. March up 11.9%. February up 13.1%. January up 19.1%. Load factor is virtually unchanged. 6.7.2011 <http://bit.ly/nQWqQq>

Ryanair passenger figures so far in 2011 - around 25% up on 2009

Ryanair produces its monthly passenger figures, which show substantial increases over the same months last year, and huge increases over the years - with growth each year. Ryanair, like easyJet, count all seats sold rather than actual passengers who flew. All figures since 2002 at <http://www.ryanair.com/en/investor/traffic-figures>

Airlines may back government plans to sell part of its share in NATS

The 7 airlines that control NATS (National Air Traffic Services) will agree to the UK government selling part of its share in NATS. It currently owns 49% and the airlines want it to keep at least 25% so the UK retains its influence at the European level, where there are plans to streamline all European air traffic. The Airline Group, (BA, EasyJet and Virgin Atlantic), owns 42% of NATS and has management control of it. The remainder is split between BAA 4% and NATS staff 5%. The FT said it made a pre-tax profit of £106m, up from £78.3m a year earlier on turnover of £777m. The Government will decide whether to sell all or part of its stake in NATS by the time of its next budget on 23 March 2012. 7.7.2011 <http://bit.ly/pUBqJe>

Farnborough Airport recognised for cutting carbon emissions

Planes from Farnborough pump out CO₂ but the airport has been awarded Airport Carbon Accreditation at the 'reduction' level, the 2nd highest of 4 ratings and one up from the airport's previous rating. The award relates to the airport's buildings & operations but not the planes that land & take off. The airport says the accreditation shows the airport's commitment to minimising the effects of business aviation on the environment ! Business jets may be the most carbon intensive form of travel there is, and Farnborough plans huge growth. 28.6.2011 <http://bit.ly/nbPkZx>

Heathrow Greenwash: BAA marks World Environment Day with its Sustainability Performance Plan for 2010

BAA has marked Environment Day (5th June) by producing its Sustainability Performance Summary for 2010. It contains all sorts of good things like improving the passenger experience, reducing construction accidents, and investing £7.5 million in local community projects. They say they reduced the airport's total carbon footprint by almost 150,000 tonnes CO₂e compared to 2008. That is great, and good news that some emissions are being cut. But to put it into perspective, it comes to just a bit less than 0.5% of total emissions by planes using Heathrow. <http://bit.ly/nPFiBo>

Claims at Paris Air Show of hypersonic plane flying 20 miles up, on biofuel, by 2050

The Zehst plane, not scheduled for commercial use until 2050, will be run on a seaweed-based fuel rather than kerosene. Likely to be pie in the sky. EADS, the team behind the new plane - which claims it could fly up to 100 passengers at over 4 times the speed of sound - has decided to use a mixture of biofuel, hydrogen and water. It would reach Australia from England in about 3 hours, flying just outside earth's atmosphere 20 miles up. Jet greenwash. Heigh ho. <http://bit.ly/qppxOT>

Apparently "Four Million Britons Give up Flying Due to Airport Stress" ?

Bad airport experiences have led close to four million travellers to give up flying altogether, with more than a third of Britons who have flown now claiming the airport experience is more stressful than the working week. According to new findings from CPP, 42% say airports make them feel stressed and 23% find the prospect of getting on to their flight as stress inducing if not more stressful than moving house. The problem has become so rife - so the survey claims - that 9% of us are now avoiding flying altogether. 28.6.2011 <http://bit.ly/oFm38P>

Manchester Airport workers in a flap as flamingo evades capture for 5 hours

Somehow an escaped flamingo managed to get onto the runway, and for 5 hours, each time police and airport workers scared it away from one area, it landed in another. Nicknamed Ringo, and with no Plane Stupid connection, he managed to force the early closure of runway two. 5.7.2011 <http://bit.ly/qZTQTc>



Useful Info

- For up to date news see AirportWatch's news pages <http://www.airportwatch.org.uk/news/index.php>
 - News and analysis on the AEF website at <http://www.aef.org.uk>
 - For websites of **airport-related groups** and other organisations <http://www.airportwatch.org.uk/links.php>
 - For a daily update on aviation and transport news from national and local media, go to www.transportinfo.org.uk
 - How to really offset the climate change impact of your flight: www.ThinkBeforeYouFly.com
 - Weekly update by IATA on jet fuel price. <http://bit.ly/gCtAnD>
 - Guardian Climate Change page at <http://www.guardian.co.uk/environment/climate-change>
- Follow AirportWatch on Twitter <http://twitter.com/#!/AirportWatch>

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