

Aviation industry launches "Fair Tax on Flying" campaign, wanting yet more tax concessions

A new aviation industry campaign "Fair Tax on Flying" was launched on 3rd March, with a Facebook group and full page adverts. An alliance of over 25 airlines, airports, tour operators, destinations and trade associations are calling on the chancellor to stop a planned rise in aviation taxes. The industry

Industry claims aviation tax 'hampers economic growth'



says APD puts the UK at a competitive disadvantage when compared with our European neighbours and punishes UK holidaymakers and business travellers unfairly. They omit to mention that the reason why air fares are relatively low compared to other forms of transport is that aviation enjoys significant exemption from taxes, including VAT and fuel duty. These exemptions are estimated to be worth about £10 billion a year to the Exchequer, and mean that aviation is under-taxed compared to road

transport. Aviation also makes a massive contribution to the UK annual tourism deficit, which is around £15 billion per year, as a high proportion of UK foreign holidays are reached by air travel.

From the Chair of AirportWatch, John Stewart

The aviation industry's campaign for a "Fair Tax" on flying should jolt us out of any complacency that, after the Government dropped plans for new runways in the South East, the battle was over. The industry was always going to fight back.

We need to go back to our campaigning roots. We need to ensure that we start setting the agenda once again. It is not happening at the moment. The industry has bolted from the starting block in 2011 with high-profile reports and campaigns.

The current ministers in the Department for Transport almost certainly can see through the industry's claims and games. But the industry's purpose is wider than current ministers. It aims to create a climate where political opinion believes it is overtaxed and needs to be allowed to grow through the creation of more capacity. Their arguments do not stand up. We have the evidence to counter them. Our challenge is to get out there and make those arguments clearly, loudly and above all publicly. The aviation industry, through its tax-free fuel and its privileged VAT-status, costs the Exchequer around £10m billion a year.

The Aviation Environment Federation has calculated that if aviation's tax-breaks were removed that would reduce by over 20% the cuts the Government is making.

These are startling facts. Let's tell the world about them!

Why flying less means more for business - new WWF business flying report

New research published by WWF suggests that, following the recession, businesses are making a permanent commitment to fly less. Nearly half of UK businesses said that they had cut business flights over the past two years and, of these, 85% said they don't intend to return to 'business as usual' flying. Nearly all companies which have reduced their flying say it's possible to stay profitable and competitive while flying less. Together, these findings suggest that future business flying will not return to pre-recessionary levels.

The key findings of the report were:

- **47% of companies have reduced the number of business flights they've taken in the past two years**
- **Of those companies which have cut their flying, 85% do not intend to return to 'business as usual' flying**
- **86% of companies are either reducing their carbon footprint from business travel or intend to do so**
- **63% of companies that responded now have a policy in place to reduce business flights, or are intending to develop one**



The main benefits cited by UK businesses of changing travel practices were cost savings and reduced carbon emissions, but these were quickly followed by the ability to work during travel disruptions, having less staff away from the office and greater staff productivity.

The switch away from flying – which saw 87% of companies surveyed increasing the use of audio-conferencing, with video and web-conferencing use increased by 75% and 63% respectively – was reportedly driven from the top with businesses making board-level decisions to reduce business flights. Domestic and short-haul flights have proved easier to cut for businesses than long-haul flights, with improvements to the UK and European train networks resulting in a modal shift from planes to trains. The notion that people have to fly more to grow their business has been firmly grounded.



The report: "Moving on: why flying less means more for business" (21 pages) is at <http://bit.ly/fiL4Et>

More about the WWF "1 in 5" challenge at

http://www.wwf.org.uk/how_you_can_help/get_your_business_involved/one_in_five_challenge/

BAA Hedges Its Bets At Stansted

Flights in and out of Stansted Airport have hit a ten year low, while passenger levels for 2010 have fallen to 18.6 million, prompting Stop Stansted Expansion (SSE) to reiterate its call for BAA to commit to a long-term moratorium on a second runway. BAA expects to lose another million travellers by the end of the year, reducing annual passenger throughput to 17.6 million in 2011 – just half the level permitted on the single runway. At its peak in 2006/07 just over 24 million passengers passed through the airport. SSE says that a long term moratorium would help restore community confidence in the future of the area as well as the housing market.

Things aren't expected to get better quickly for BAA on the passenger number front either. Industry sources have told SSE that BAA is directing any interesting business opportunities to



Heathrow because it does not want to give anything to Stansted if it is going to have to sell the airport following the Competition Commission ruling. While BAA rebuffed the claim as "ridiculous" and "without foundation" in the Sunday Times, it's clear that the airport operator will be trying to squeeze every last drop of value from the airport to Heathrow's advantage. Adding to BAA's woes, Chris Tarry, aviation analyst and consultant, said in relation to the expected sale: "This is likely to be one where there is a big difference between what the vendor thinks it is worth and what the buyer thinks it is worth." Little wonder, then, that BAA continues to fight the Competition Commission's requirement that Stansted be sold off." The widely held view reported in the national press is that BAA is simply playing for time – yet again.



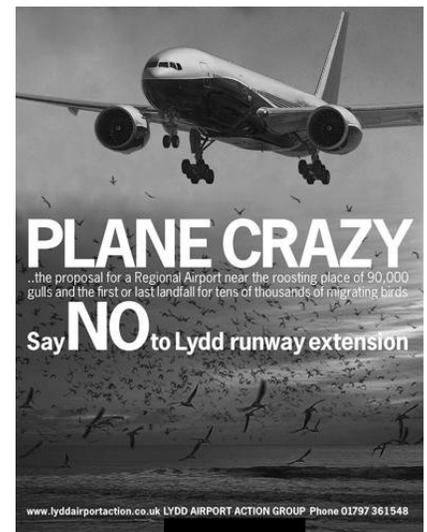
SSE is also pressing for BAA to speed up the sale of properties bought up in connection with the second runway application. In all, the airport operator owns more than 300 homes and while claiming that it has no desire to keep them, is showing little sign of selling them back into the community. BAA claims that it doesn't want to flood the market, but a phased sales programme is required - and this must be at a higher rate than that seen over the last five years in which time just 17 homes have been sold back into private ownership.

Significantly, none of these were located inside the expanded airport perimeter that was proposed in its planning application to accommodate a second runway. SSE's counterparts at the No Third Runway Action Group, meanwhile, are fighting a similar battle in Sipson, next to Heathrow – though there's even less movement on housing sales there than at Stansted. It all adds up to further evidence that BAA is hedging its bets any which way it can. And that yet again it's the community which is bearing the real cost.

**Lydd Airport: local resident group sends simple message to the Secretary of State:
 “This is an inappropriate site for a regional airport”**

The public inquiry into the expansion of Lydd Airport opened on 15th February, followed by site visits and Opening Statements on 22nd February, and is due to run to the middle of July because the inquiry won't be sitting for much of April or June. The Lydd Airport Action Airport Group (LAAG) QC, Matthew Horton told the Lydd Airport Public Inquiry at the Tuesday 22nd February opening session: “A simple common sense approach would dictate that Lydd Airport is an inappropriate site for a regional airport, direction to this effect should have been given much earlier in the planning and regulatory process. We would like this simple message to be conveyed to the secretary of state.” 22.2.2011 <http://bit.ly/h4zKxW>

LAAG says that the development is speculative, has failed to make a convincing economic case, and that airport expansion presents an unnecessary and unacceptable risk to public safety due to its close proximity to the nuclear complex at Dungeness. LAAG believes that large passenger aircraft taking off and landing through key migratory bird routes on a runway next to a nuclear power station, presents an unnecessary and unacceptable risk to the general public. They are very concerned about the increased vulnerability of the nuclear complex at Dungeness to damage via an accident or a terrorist attack - and challenge the Nuclear Inspectorate's stated, dismissive position, that the terrorism risk does not need consideration since such an act is “not reasonably foreseeable.” CPRE, RSPB, Kent Wildlife Trust, and Natural England have been working with LAAG to prepare the case against expansion including evidence on planning policy, tranquillity, quality of



life and impact on local residents, flood risk, climate change and transport. The conservation bodies will be focusing on the impacts on the Habitats Directive sites (SPA, SAC and Ramsars) and SSSI's. LAAG is focusing on nuclear safety and the socio-economic case.

The first evidence has been on ornithology issues, including the conservation aspects, the bird strike/bird management and the impact of the RSPB Dungeness reserve as a visitor attraction. This will be followed by Airport Operations, socio-economics, noise, ecology, flood risk and climate change before adjoining until May. Sadly, the carbon emissions case got a lot harder after the Farnborough Decision, but both CPRE and RSPB will be trying to persuade the inspector that it is a material planning consideration that can't be left to the EU ETS.

You can follow LAAG during the public inquiry, on **Facebook** <http://on.fb.me/gIGZSK>

Gatwick - elderly lady found NOT GUILTY of annoying the airport by complaining about aircraft noise

An elderly lady was recently arrested, at the instigation of Gatwick Airport, for lodging too many complaints with the airport noise complaints line. She was charged with the criminal offence of using a telephone to cause annoyance or anxiety – although she only spoke to an airport answerphone set up to receive noise complaints.

Ann Jones, who lives in East Grinstead, is in poor health (aggravated by aircraft noise). She was found NOT GUILTY on 16th February. As Ann told the Mid-Sussex Magistrates court: “It was not me annoying the airport: it was their aircraft which were annoying me.”



GACC chairman Brendon Sewill commented: “It is a disgrace that this case was ever brought. It has wasted a great deal of police time, court time and public money, and has added to the suffering of an elderly lady.”

Ann Jones had adopted the tactic of ringing the airport answerphone each time she heard a plane. Although unusual, the court decided that this was not illegal. As Ann said: “What is the point of having a complaints service if one can't use it to complain?” The court heard that each of her calls was prompted by a specific aircraft (she didn't call during periods when planes were routed elsewhere) and often drew attention to the fact that she had been woken by aircraft as early as 5.30 am.

“Many of our members are frustrated” Brendon Sewill told the court “by only getting an answerphone, never a real person.” The court also heard that the airport staff were under instructions not to discuss Mrs Jones' complaints with her nor to make any response, and that Mrs Jones last had a response from the airport in 2006 and was naturally frustrated and angered by the airport's refusal to respond.

Ann Jones was charged under Section 127 (2) of the Telecommunications Act 2003 which states that: ‘A person is guilty of an offence if, for the purpose of causing annoyance, inconvenience or needless anxiety to another, he -

- (a) sends by means of a public electronic communications network, a message that he knows to be false,
- (b) causes such a message to be sent; or
- (c) persistently makes use of a public electronic communications network.'

GACC hopes that Gatwick Airport will now find better ways of handling complaints from people distressed by aircraft noise. Misuse of the legal system to intimidate complainants is unacceptable.

Airlines have been exempt since 1920 from legal action for the nuisance caused by noise. The underlying issue in this case is how to deal with genuine complaints from people who have aircraft overhead - sometimes at one a minute.

GACC very much appreciated the help they had from the Environmental Law Foundation, who put them in contact with the solicitor, Laura Higgs of Bindmans LLP, who was excellent. Their barrister was Ben Silverstone. GACC is pleased to report that Ann's health is improving now that the anxiety has been lifted. More on this story <http://bit.ly/hJcSL7> GACC website at <http://www.gacc.org.uk/>

Campaigners remain defiant after Manchester airport protest sentencing

Campaigners from the 'Manchester Airport on Trial' group were sentenced on 22nd February after a 2 day trial at Trafford Magistrates' court. The judge recognised the "sincerity" and "laudable motives" of the protesters, and handed down lenient sentences of 2 year conditional discharges and £310 court costs. One defendant received 80 hours of community service. The 6 campaigners stood trial for an action last May 2010 where they formed a human circle around the wheel of a Monarch Airline jet. <http://bit.ly/fdWJGQ>



Expert witness statements were provided by: Kevin Anderson (Tyndall Centre for Climate Change Research – University of Manchester) on aviation and climate change; Dr Robin Stott on the health impacts of climate change; Dr Geoff Meaden on the impacts of climate change in the North West; John McDonnell MP on the failings of the parliamentary process to address the issue of aviation and climate change; Councillor Martin Eakins on Manchester City Council's approach to rising emissions from Manchester Airport; representatives of the Aviation Environment Federation; John Stewart from AirportWatch; and local Hasty Lane resident Peter Johnson.. Some of these statements are available at <http://bit.ly/fQH8xU>

Speaking after the ruling one of the 6 defendants Iain Hilton, said that this trial will not be the last; climate change is accelerating at the same rate as it was before and continues to be the biggest threat to life as we know it. The court had heard peer-reviewed science, public health advocates, witness statements from politicians, and the experience of communities whose homes are threatened by airport expansion plans. None of this evidence was challenged in court.

Having heard the expert testimony, the protesters were more convinced than ever that their actions were justified and necessary. They are adamant that civil disobedience is a duty and a responsibility, and they will continue to act to try to stop climate change. The six campaigners would like to thank everyone who supported them during the trial, locally, nationally and internationally.

<http://bit.ly/idPrpL>

Busy month for Stop Airport Extension Now at Southend

At the beginning of February, after months of delay, the High Court finally examined the Judicial Review application by one of SAEN's members. The Judicial Review is to be of Southend Council's granting of planning permission for the runway extension. The judge unfortunately rejected the arguments and refused permission for the Judicial Review. However, this decision was soon made obsolete by an application for renewal, which means that there will now be a 20-minute court hearing



Southend Airport with the rail line at the bottom of the picture

at which the applicant's Barrister will put the arguments for the Judicial Review to be granted. There is another Judicial Review application using different arguments which has also reached the same stage.

An unrivalled opportunity came along the following week when airport managing director, Alastair Welch, gave a lecture at a venue immediately across the road from the house of one of the campaigners. Denis Walker took the opportunity to project anti-expansion messages onto the building and the entertaining results can be seen at <http://saen.org.uk/?p=1920>

The end of February brought the best news yet for the campaign against the airport's expansion when the Secretary of State for Transport, Philip Hammond, announced a Public Inquiry into the Stopping Up of Eastwoodbury Lane. The road runs right across the end of the current runway and its closure is vital to the airport's plans. Without the closure of a section of Eastwoodbury Lane, it would be impossible for the runway to be extended. The Public Inquiry will have to examine the case for the runway extension, so this puts the campaign its strongest ever position. <http://bit.ly/hll0tq> More detail on the campaign is available on the SAEN website at <http://www.saen.org.uk> - the campaign against the proposed runway extension at Southend Airport.

Residents unhappy over Biggin Hill Airport's hopes to cash in on the Olympics

Biggin Hill airport is keen to capitalise on the Olympics, and wants to be a key gateway - partly by changing its lease with Bromley Council to increase its hours so it is open from 6.30am to 11pm each day from July 13 to September 23. The lease currently permits flights between 6.30am and 10pm in the week and from 9am to 8pm at weekends. Under the proposals, there would be an estimated extra 668 flights during the Olympic peak 31 day period, which comes to an additional 21 flights per day on top of the current average of 32. Local group BRAAD, Bromley Residents Against Airport Development, says the longer hours will badly affect residents and be of no benefit to them.

The airport also wants a relaxation of the ban on fare-paying passengers but says it would charge a £3 passenger tax payable to the council, as a sweetener. The airport has been able to persuade many local opinion formers, by donations to local organisations etc. A local resident said: "This is clearly a Trojan horse exercise because the only way that the cost and capital expenditure for adapting existing facilities to accommodate the significant increase in both traffic and passengers can be recouped is to continue the exercise well into the future and, almost certainly, with a gradual but inexorable increase in both flying and passengers."

The local MP, Jo Johnson, has come out strongly against the airport's planned changes. He realises that if the current restrictions are lifted, even if temporarily for the Olympics, Bromley Council risks



Biggin Hill airport front of terminal

undermining a key point of principle and getting larger, noisier planes at the airport. There was a public consultation on the airport's proposals, which closed on 18th February. <http://bit.ly/i7IXPT>

More bad news for Farnborough residents as airport wins appeal for more flights

The airport won its fight to nearly double the number of flights each year when the government allowed the appeal by airport owner, TAG. Farnborough will now be allowed to cater for 50,000 flights every year between now and 2019, almost twice the 28,000 current limit. It can also now host 8,900 flights on weekends and Bank Holidays - up from 5,000. The inspector said while there would be some harm in respect of increased noise, the degree of harm would be moderate. Undue weight was given to the, now obsolete, 2003 Aviation White Paper. Overall the decision seems stuck pre-Heathrow JR, Climate Change Act and the current coalition Government. Its reasoning on climate change is wholly flawed with climate effects not properly taken into account. This year, TAG will increase the overall movement limit to 31,000 and the weekend limit to 5,500. Next year, these the upper limit will again be increased to 37,000 and 6,500 movements, respectively, and will then keep rising gradually through to 2019. Last year there were 23,511 movements, a 3.2% increase over 2009. The airport is used exclusively for business aviation. 13.2.2011 <http://bit.ly/i2C4EW>

Birmingham FoE call for fairness and transparency in public funding

Birmingham FoE are continuing to push for transparency over issues of state aid, in paying for the A45 to be moved in order to enable the runway extension to be built. The airport is only willing to pay £7 million of the £32 million cost, with Centro picking up £10 million and the other £15 million coming either from "long term savings" at the council (who have just announced £212 million of cuts to public services and are laying off 10,000 employees over the next 4 years) or from Regional Growth Fund money. Birmingham FoE welcomed the fact that the Birmingham Local Enterprise Partnership's bid for £15 million from the Regional Growth Fund, to subsidise the runway extension, was ruled ineligible under round one, but is looking for more transparency in future rounds. <http://bit.ly/gFIJyo> FoE ask why, in this economic climate, we are still feather-bedding the aviation industry, while what is needed is low carbon transport projects.

Either way the airport intends to start work this summer on a £12 million air traffic control tower needed to serve the new runway. They are hoping to start work on their runway extension during 2011. <http://bit.ly/ednYVb> The airport are still enthusiastically pushing for HS2 to be built to bring it within 40 minutes of the centre of London. With the start of the consultation on High Speed 2, the airport has joined a new pressure group calling itself Go-HS2, with Centro, Solihull and Birmingham City Councils. But the government has said that those who are expected to benefit (such as the airport) would have to help pay for the costs. Given their past record, this seems very unlikely to happen, so this leaves a lot of questions unanswered, although the airport are as bullish as ever and claim that work will start on building the runway extension this year. <http://bit.ly/hd5tuZ> Paul Kehoe, the airport's CEO continues to stress how close Birmingham is to London, and emphasises that the future connectivity of the Midlands will be key in meeting the "growing demand for aviation". Birmingham airport news at <http://bit.ly/dOwjG9>

Plan for 2nd Glasgow runway ditched in draft Master Plan with lower passenger forecasts

BAA have dropped plans to build a 2nd runway and slashed forecasts for passenger growth in their new 30-year draft master plan. It expects to see 10 million passengers a year by 2020, compared to 6.5 million passengers in 2010, with 16.4 million passengers a year expected by 2040. But this is far lower than the earlier forecast of over 20 million passengers by 2030, so absolutely no need for a new runway. Consultation ends on 3.5.2011 Details at <http://bit.ly/gD83XE>

TakeVAT strikes again, with a massive aviation VAT poster in London



TakeVAT, the group which caused disruption at Heathrow 3 weeks earlier, struck again. They “subverted” an advertising billboard on a busy South London street as part of their ongoing campaign to highlight the fact that the aviation industry - one of the most noisy and carbon intensive - pays no VAT. There is no VAT on airline tickets, the purchase of planes or on spare parts for aircraft. This amounts to perhaps £9 billion loss to the Treasury each year. 24.2.2011 <http://bit.ly/gev55H>

Heathrow airport targeted by VAT protests

Protest group 'TakeVAT' were chased by police around Heathrow as they attempted to get inside Terminal 3. They targeted the airport because the aviation industry pays no VAT on fuel or aircraft, avoiding £9 billion per year. The protests came after "UK Uncut" protested outside shops that they say avoid paying taxes such as Vodafone and Topshop, temporarily shutting down hundreds of retail stores across the country. Both groups say that if big businesses paid more tax then there would be no need for the coalition governments proposed cuts to public services. Photos of the protest at <http://jwarren.co.uk/photos/protest/take-vat-heathrow/>



A protester's umbrella decorated with the Take VAT logo

UK public asked to record aircraft contrails for Met Office climate survey

People are being asked to blow bubbles and spot plane trails as part of a new national survey on the climate. The research, led by scientists at the Met Office and the Royal Meteorological Society, will look at various aspects of how humans are affecting the climate. People are being asked to look out for contrails, which may be contributing to climate change and which can only be recorded by the human eye. Records can be sent in online or by text. Please send in as many as you, as often as you can, from March to June. Details at

Take part in the contrails survey, online or by text
<http://www.opalexplornature.org/climatesurvey>

<http://bit.ly/hm7HCL>

New video from Transition Heathrow to mark the group's first birthday



There is a wonderfully positive and uplifting video from Transition Heathrow celebrating the first anniversary - on 28th February - of their presence on the site at Vineries Close, Sipson. Before the activists arrived the derelict greenhouses were used by the owners to illegally dump cars and other waste. Grow Heathrow gardeners and local residents cleared the refuse with council help and carefully restored the greenhouses – turning the land back into a market garden and active and thriving community.

New court papers seeking to evict the community garden Grow Heathrow revealed that the project won't have to appear in court until November 2011. <http://bit.ly/hrvNel>

News in brief:

Road traffic noise linked with the chance of suffering a stroke

(Road traffic noise, not aircraft noise). Research at the Institute of Cancer Epidemiology in Copenhagen shows exposure to noise from road traffic can increase the risk of a stroke, particularly in older people. It found that for every 10 dB increase in noise the risk of having a stroke rises by 14%. In those under 65, the chance of a stroke caused by noise was not significant; but over 65, the risk increased by 27% for every 10dB increase in traffic noise 26.1.2011 <http://bit.ly/e9ACTx>
[Click here to view full story...](#)

Report criticises the UK over its refusal to earmark EU ETS carbon revenues for financing green projects

Aviation will join the EU ETS in 2012. Despite EC proposals that at least half of auction revenues should be used to help reduce greenhouse gases, develop renewable energies and clean technologies, and shift to low-emission forms of transport, the UK has refused to hypothecate revenues. An attempt by the European Parliament to force EU member states to comply when passing the Aviation EU ETS directive was rejected by EU Council ministers. 25.2.2011 <http://bit.ly/ij5toP>

Email campaign to ban night flights at Heathrow as major study finds sleep deprivation increases stroke and heart disease risk

After a major new study linked chronic sleep shortage to increased risk of illness, HACAN launched an email campaign to persuade MPs to back its call for a ban on night flights at Heathrow before 6am. Residents can email their MP and MEPs via HACAN's website: www.hacan.org.uk. The Warwick University Medical School study shows that getting inadequate sleep (under 6 hours), or having sleep disturbed, has highly negative health effects. 15.2.2011 <http://bit.ly/hGiDbX>

Students group, People & Planet, make pledges on cutting carbon emissions

The student environmental organisation are asking students to take the pledge to cut carbon. One of the 5 pledges that students are asked to take says "Seek alternatives to international flights and never fly within the UK". They are asking universities to cut spending on flights and increase video conferencing. Also asking students to email David Willetts, the Minister of State, to ask him for a range of actions relating to education and universities. 7.2.2011 <http://bit.ly/f19b86>

Airlines warn Tories not to sell Government 49% stake in NATS

Seven UK airlines have warned government not to sell NATS, arguing that the system is a key strategic asset not suitable for full privatisation. The Airline Group warns of "highly damaging" consequences if the state sells all its 49% stake, an option under consideration by Philip Hammond. The Airline Group, which has a 42% stake in NATS, told Hammond it would sell its interest if government failed to retain a shareholding of at least 25%. 6.2.2011 <http://bit.ly/gZ0Ok6>

8.2% growth in global air passenger demand and 20.6% growth in air freight in 2010

IATA reported full-year 2010 demand statistics for international scheduled air traffic that showed an 8.2% increase in the passenger business (a rise of 5.1% in Europe) and a 20.6% increase in freight. Demand growth outstripped capacity increases of 4.4% for passenger and 8.9% for cargo. Average passenger load factor was 78.4% which is a 2.7% improvement on 2009. Europe has 35.6% of the total international passenger traffic market by RPK. 2.2.2011 <http://bit.ly/e41OC7>

Group claims London City Airport's Crash Zone 'Corporate Conspiracy of Silence'

Questions have been raised about why London City Airport did not raise objections to the planned cable car due to its route passing through the Public Safety Zone. The Cable Car is a joint application between Transport for London and the London Development Agency from whom London City Airport have received £millions in taxpayer subsidies. Newham council appears to have omitted important details on the PSZ in their approval. 25.2.2011. <http://bit.ly/f6LJui>

European Aviation CO2 emissions figures for 2010 - UK and Heathrow are WAY ahead of EU countries or airports

RDC Aviation figures show how much more emissions are produced by UK aviation than any other EU country. UK aviation produced around 44.9 million tonnes of CO2 in 2010. Heathrow is responsible for much more than any other European airport: Heathrow 16.2 million tonnes in 2010; Frankfurt 2nd; Paris Charles de Gaulle 3rd. Amsterdam 4th. (RDC) 25.1.2011 <http://bit.ly/emXnk7>

CO2 (tonnes) estimates by country

Country	December 2010	Rolling 12 months (all 2010)
United Kingdom	3,534,971 (26%)	44,900,745
Germany	2,462,258 (18%)	31,411,992
France	2,049,766 (15%)	25,001,122
Spain and Canary Islands	1,320,057 (10%)	17,034,457
Netherlands	1,090,748 (8%)	13,300,655
Italy	985,905 (7%)	13,245,207
Portugal	287,316 (2%)	3,709,925
Airport	December 2010	Rolling 12 months (all of 2010)
London - Heathrow	1,356,374 (16.4%)	16,227,256
Paris - Charles De Gaulle	816,199 (9.9%)	9,849,611
Frankfurt	789,988 (9.6%)	9,892,726
Amsterdam - Schiphol	580,286	7,084,182
Madrid	456,994	5,430,924
Rome - Fiumicino	269,512	3,545,825
Munich	258,416	3,224,331
London - Gatwick	225,459	3,110,108
Paris - Orly	180,153	2,161,269
Milan - Malpensa	143,438	1,822,088
Brussels	141,951	1,702,166
Total - All Airports	8,231,627	107,603,581

Useful Info

- ❖ For up to date news see AirportWatch's news pages <http://www.airportwatch.org.uk/news/index.php> and news and analysis on the AEF website at <http://www.aef.org.uk>
- ❖ 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
- ❖ The world's **strangest, weirdest and scariest airports** (bit of light relief!) <http://bit.ly/e8DeW8>
- ❖ 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>

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