

High Court Judicial Review by Fight the Flights against Newham Council decision on London City Airport

East London residents, with representation from Friends of the Earth Rights & Justice lawyers, have taken Newham Council to court in an attempt to overturn their October 2008 decision to expand London City Airport, increasing the number of flights by 50% from 80,000 to 120,000 flights per year. Fight the Flights have three grounds on which to challenge the Newham decision:



- that Newham failed to consider Government policy on reducing aviation emissions to tackle climate change
- they failed to consult properly with local boroughs, Redbridge and Barking & Dagenham
- they failed to consult properly with residents living in the surrounding area.

The hearing will allow those who were not consulted a chance of justice. More flights will

mean more noise and air pollution for local people, and Fight the Flights is adamant that these damaging plans must be overturned. London is currently not on track to meet either its own climate change targets or EU legal air quality limits, and the expansion of London City Airport will not improve the situation, but just make it worse. The Government has said that reducing emissions from aviation is a priority for tackling climate change. A decision is expected in the coming weeks.

<http://www.fighttheflights.com/>



Jobs claims by London City Airport shown to be misleading and inaccurate

Campaigners at London City Airport have been looking carefully at the airport's job figures and job claims. The airport has to, under the terms of its 2009 S106 agreement to be allowed to expand the airport, ensure that 35% of jobs at the airport should be filled by Newham residents. In submission for the expansion the airport stated that it had 1,866 jobs meaning that 35% or 654 of those should have been residents in Newham. But it turns out that the airport just makes "reasonable endeavours" to get Newham staff - and there are actually around 23% that live in Newham 458 staff. The airport does not know the home addresses of police and immigration staff who work at the airport, making the 35% claim even more irrelevant. It is not sensible planning practice to allow S106 conditions that are not enforceable. <http://bit.ly/g26bx2>

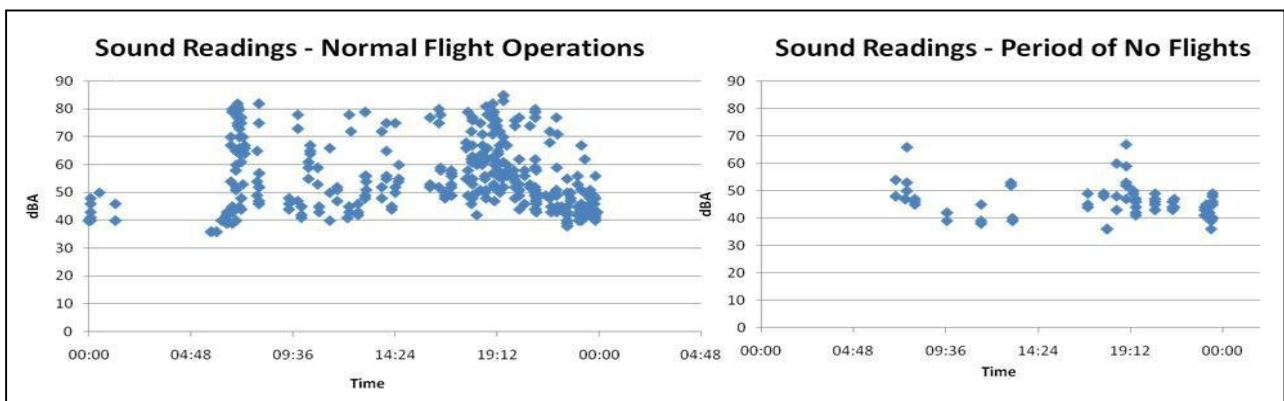
New research reveals sky-high noise levels from London City Airport - worse than living near Heathrow

Research carried out by Fight the Flights in alliance with UCL and London 21's Mapping For Change has shown that some residents living under London City Airport flight paths are experiencing noise levels much higher than people under the Heathrow flight path in West London. Residents



Just some of the residents who took part in the 'Under the Flight Path' noise mapping project.

found sound readings from 35 - 87 decibels (87 is worse than in Kew Gardens). Readings taken during the volcanic ash period in April prove the extent of the noise due to planes. During the period that noise data was being collected, during April, the volcanic ash cloud halted all flights over the UK for a few days, giving residents a unique chance to compare a quiet no-flight period with business as usual. During this time measured sound levels dropped dramatically with the majority of readings being between 40-50dbs which is comparable to a refrigerator humming. Few noise events measured above 50dbs. <http://bit.ly/fe92Ch>



Philip Hammond Moves Away from Predict and Provide

Runway rethink ruled out in aviation review but industry must decarbonise

In Philip Hammond's first major speech on aviation, given to the AOA (the Association of Airport Operators), he said that during 2012 the UK is to get its first significant aviation policy review since the Air Transport White Paper in 2003. He spoke about working to build a prosperous and sustainable aviation industry but also addressing the challenge of climate change.

Some quotes from the speech:

"No government with a commitment to carbon reduction targets can adopt a crude "predict and provide" approach to aviation capacity while aircraft CO2 remains an unresolved issue. And no responsible government can ignore the local environmental impacts – especially noise – of airport development."

"We must work together to create an aviation sector that continues delivering social and economic benefits, while reducing carbon emissions".

"The Committee on Climate Change has provided valuable advice about how reductions in aviation emissions can be achieved. And, building on this, my Department is working on a robust assessment of the abatement potential and cost-effectiveness of a range of different policy measures, which will inform our response to the CCC next year."

"So I want to look at how we can incentivise the decarbonisation of air travel – and encourage businesses in the industry to invest in low-carbon technologies and fuels."

[I want to look at] "How we can lead the global debate and shape a low-emission aviation sector of the future – without disadvantaging UK airlines or UK airports"

25.10.2010 <http://bit.ly/fZ9qzH>

From the Chair, John Stewart

2011 could turn out to be crucial year. The Government had said it will be looking at a target for emissions. It will also take the first steps to formulating a new aviation policy, with a scoping report to be published early next year. There are real signs, such as in Philip Hammond's speech quoted above in this bulletin, that it will move away from the predict and provide-type approach to aviation favoured by the last Government.

But we must not sit back on our laurels. The aviation industry will be looking to fight back. We must continue to press our case on emissions: aviation should not be a special case. We must continue to highlight the damage airport expansion is doing to our regional economies as it simply exacerbates the tourism deficit, exporting yet more revenue and jobs. More fundamentally, we should look to make common cause with others by arguing the case for a switch from investment in unsustainable industries to investment in more sustainable ones. That means trains not planes. That means video-conferencing. It means supporting the idea of a 'just transition' of jobs from aviation to more sustainable industries.

2011 will also bring opportunities in Europe. The EU is likely to be revising its VAT, Energy and Noise Directives – all opportunities to work with our fellow campaigners in Europe pressing for change: the first two Directives could open the way for VAT to be imposed on the aviation industry, and possibly also a tax on fuel; the Noise Directives are an opportunity to press for noise targets to be included in a revised directive.

2011 could also see the beginnings of big airspace changes. The CAA is consulting (see article on Page 4) on a new approach, partly driven by the congestion in the skies over SE England; partly to tie in with EU efforts to make European airspace more efficient. The CAA has traditionally been no friend of ours but this revision of airspace does give us the opportunity to raise with the new Government, as it formulates its aviation policy, the whole question of how flight paths impact on communities and what steps can be taken to improve the situation. We also need to press the Government to consider adopting more accurate ways of measuring noise. And not to fall for the industry's hype that new technology will solve everything

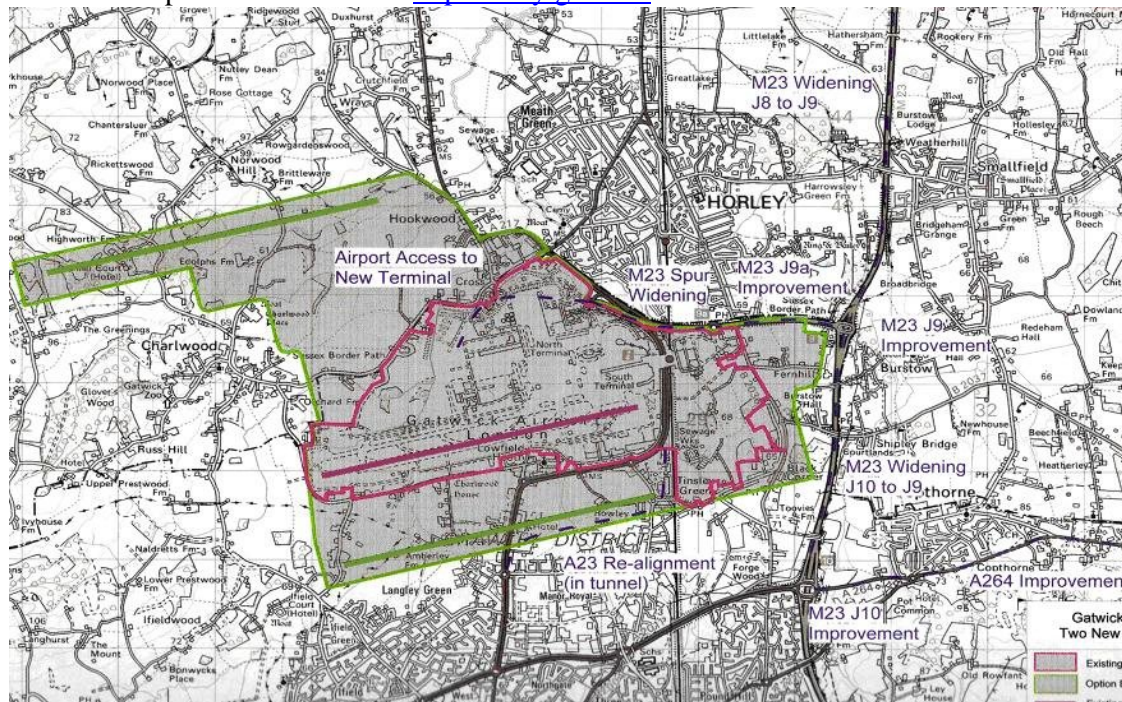
A big year ahead. A time to fight hard at our local airports. But also a real opportunity to help shape the bigger picture.

Aviation scoping document will be published by DfT March 2011

The DfT has produced its Business Plan 2011-2015 which it says will be refreshed annually. Its Section 5 is entitled "Promote sustainable aviation" which wants to create a "sustainable" framework (definition unclear) for aviation in the UK, improve passenger experience at airports and maintain high standards of safety and security for passengers and freight. The Government will begin the process of formalising its aviation policy early next year and will do this in two stages, each stage taking about a year. The first is a scoping document to be published in March 2011. The scoping document will seek answers to a series of questions on the shape of the new policy. Everything will be open to consideration, with only one restriction, that Government will not revisit its decision to rule out any new runways in the south east. The scoping report will be followed by dialogue with a wide range of stakeholders to seek their views and to draw on their knowledge and experience. It is expected that there will be a draft policy document for formal consultation, probably March to July 2012. It is not yet clear whether this will be a formal National Policy Statement, White Paper or a simple statement of policy, but we do know that, other than ruling out new runways in the south east, it will not be as detailed or as prescriptive as the 2003 White Paper. 11.11.2010 <http://bit.ly/dGBq7R>

Gatwick runway victory celebrated

Over 40 representatives of local councils and environmental groups attended the annual GACC meeting. The keynote speech was given by Crawley MP Henry Smith who said: “While everyone recognises the significance of the airport to the local economy it is important that the area should not become over-dependent on one industry. The volcanic ash close-down, the threat of terrorist attacks and the recession all remind us of how vulnerable the aviation industry is.” GACC showed a map which indicates the positions of runways proposed in 2003 - as a reminder of the threat of expansion that Gatwick still poses. 16.11.2010 <http://bit.ly/gNL1rx>



A map (existing runways and area in red, and proposed in green) shows the ATWP plans, for two new runways at Gatwick, to the north and south of the existing runway, designed to treble the size of the airport and treble the number of aircraft, making Gatwick twice the present size of Heathrow.

As a result of pressure from GACC, the airport has been forced to introduce a new compensation scheme for damage caused by vortices from the giant A380 aircraft, though the scheme agreed is inferior to the scheme at Heathrow.

Gatwick is currently inviting tenders for the upgrade of the main runway, with resurfacing of the runway and taxiways, as part of its £1bn overhaul. GIP expects to spend around £40m over the next 2 years completely rebuilding the runway system and fitting new ground lighting. Work is due to start next autumn and is expected to be completed by the end of 2013. <http://bit.ly/icQFkj>

CAA Consultation on “Future Airspace Strategy for the UK”

This was launched on the 1st November (ends 7.2.2011) and covers from now until 2030, with the CAA's aim being to modernise UK airspace to further improve safety and efficiency. The document is 185 pages long, but the Executive Summary says UK airspace will need modernisation if it is to:

- * Deal with current ‘hotspots’ of congestion within the current system
- * Enable and facilitate continuous improvement in safety within the airspace system.
- * Take advantage of technological developments to improve efficiency.

- * Implement Single European Skies proposals to increase the overall safety, capacity and efficiency of the international ATM system, whilst making commensurate environmental improvements.
- * Sustain access to sufficient airspace for non-Commercial Air Transport users.
- * Be responsive to Government policy and decision-making.
- * Provide flexibility within the system to enable future development and advancements.

Encouragingly, within the consultation documents are positive statements recognising the problems of carbon emissions and noise that the industry produces. For example page 12 of <http://bit.ly/emh0Mi> some of the environmental benefits the CAA sees from effective modernising are:

- Enabling more direct routes and optimal vertical profiles reduces GHG emissions.
- Continuous climb and descent procedures reduce the total number of people impacted by aircraft noise.
- integration [of national airspace blocks] expands environmental benefits across state borders.
- Reduced reliance on stack holding reduces GHG emissions from delays in the air.

The full consultation document on the FAS (Future Airspace Strategy), including details of where to respond to, is at <http://bit.ly/fAfFXP> The Executive Summary and questions are at <http://bit.ly/ePO79v>

Taxpayers to pay yet more to fund road scheme to help Birmingham Airport runway extension

Taxpayers will be asked to pay £10 million more towards the cost of moving a major road to allow Birmingham Airport's runway to be extended. The long-awaited runway project can only go ahead once the A45 Coventry Road has been diverted at a cost of £32 million. Birmingham City Council will be asked to decide at a meeting next month whether to contribute the £10 million towards the scheme.

Birmingham Friends of the Earth has been working on this issue for some time, and wrote an open letter to Birmingham City Council in mid November questioning this use of public funds. FoE are asking councillors why, in this time of financial cost-cutting measures when front-line staff face losing their jobs and BCC are looking to save £300 million pounds from their budget, there is the possibility of tax payers paying so much. FoE has not been able to ascertain from Birmingham City Council the details of any cash injection, even through FoI requests. The City Council will neither confirm nor deny what is happening. A report of Cabinet in July lacked any specific information on costs, though it refers a number of times to another confidential report, not available to the public, which presumably contains the full details and costings. Bizarrely, the road project is outside the boundary of Birmingham, which begs the question why Birmingham tax payers should pay for it. FoE also say that although shares in the airport company are held by 7 local authorities, the BIA board meetings are held in secrecy which does not speak well for their accountability to the interests of taxpayers in those areas.

FoE feels the matter has not been handled in accordance with the Local Code of Governance core principles, for example "Engaging with local people and other stakeholders to ensure robust public accountability" or " Taking informed and transparent decisions which are subject to effective scrutiny and managing risks" <http://www.birmingham.gov.uk/governance>



The Friends of the Earth letter is at <http://bit.ly/ePtIzk> and they have put together a short video on YouTube called "What Planet Are We on?" This uses the now locally famous quote from Paul Kehoe from a debate on the radio with Joe Peacock, of Birmingham FoE earlier this year. <http://ow.ly/3a31q>

Boris Johnson still pressing for Thames Estuary airport ... while PM rules it out

Boris Johnson is still pushing for a new hub airport in the South-East. He is lobbying Philip Hammond for inclusion of this option in the Government's first aviation review, for which the scoping report will be published by the DfT in March. Though some business groups are enthusiastic about it, Ministers have repeatedly poured cold water on the proposal on cost grounds. The Prime Minister told the House of Commons in October that the government had no plans to construct a new airport in the area. Campaigners against a new airport in Kent are angry that 7 years after winning a fight against the plan it is now being reconsidered. In summer it is an important breeding ground for birds such as avocets, marsh harriers, Mediterranean gulls and little terns. Bird strike would be a very real problem, not to mention devastating effects on bird populations and special protected areas of habitat. 25.11.2010 <http://bit.ly/fYENHs>

Solena and Rentech to partner on synthetic fuel technology for Europe's proposed first jet fuel facility, in London

Solena Group, which is seeking to build a facility in London to convert waste biomass feedstock into sustainable jet fuel, has signed a letter of intent with fellow US company Rentech to negotiate a licensing deal to use the latter's proprietary Fischer-Tropsch synthetic fuel technology. Solena has identified potential sites and is currently in discussions with various funding sources to secure the finance for the project. British Airways has committed to a minimum 10-year off-take agreement to purchase all the jet fuel produced. The GreenSky facility is due to open in 2014 and will produce around 16 million gallons of jet fuel and 9 million gallons of bio-naphtha a year when fully operational. 20.11.2010 <http://bit.ly/gN0ZIr>

Lufhansa plans trial in spring 2011 with biofuel partly made from palm oil

Lufthansa has announced plans for a 6-month in-service trial of a 50:50 mix of biofuel and conventional kerosene using an Airbus A321, flying from Hamburg to Frankfurt. The aviation fuels subcommittee of the ASTM to meet next week to decide on approval of bio-jet fuels. ASTM has already approved 50% blends of synthetic paraffinic kerosenes (SPKs) produced from coal, natural gas or biomass using the Fischer-Tropsch process. The bio-SPKs may be next, by March 2011. It is likely that a significant proportion of the oil will come from palm oil. 29.11.2010 <http://bit.ly/gCGdjr>

Residents concerned at bmibaby move to Belfast City airport - questions raised over passenger limit

Belfast City Airport Watch has voiced concern at the bmibaby decision to switch its operations from Belfast International to George Best Belfast City Airport. They will be asking the Dept of the Environment whether the planned move will mean the airport is, once again, breaching planning regulations. Under the airport's current planning agreement, the airport is only supposed to permit 2 million seats to be offered for sale on outgoing flights in any 12-month period. Recently a Planning Service official admitted to the Environment Committee that the airport had breached the limit in the 12 months to July 2010 and said the airport's stipulated passenger limit should remain in place. 25.11.2010 <http://www.belfastcityairportwatch.co.uk/>

Noise Action Plans soon to go to ministers – at last

The chairman of East Midlands Airport Consultative Committee recently attended a meeting at DfT. He was informed by Roy Strap that DfT hope to release the first group of airport NAPs towards the end of this year, or early in 2011. There was no detail of how many NAPs will be in the first release, nor which airports, and no information on when the remaining NAPs may be issued. (AEF) 16.11.2010 <http://www.aef.org.uk/?p=1144>

Stansted update

After the very welcome decision by the government to scrap plans for a second runway, SSE is remaining active and vigilant, and does not see its job as being over. There is still a need for continuing campaign to get some form of long term protection against the runway threat, and this effort will be needed, not just over the next year, but for the next 2 - 3 years.

SSE attended the 3 main party political conferences in the autumn, and observed the machinations of the aviation industry taking every opportunity to ingratiate itself with those with the power to influence policy. The industry is not gently lying down in the face of the Coalition Government's policy of not allowing any new runways in the south east, and busy lobbying politicians and their advisers that "in the interests of UK plc" airport expansion must quickly come back onto the agenda.

While the NATS consultation on the proposed airspace changes for our region has been postponed for several years pending a more wide-reaching review of flight paths across southern and eastern England, noise from current airport operations continues to be an issue of serious concern to many of our members. SSE is urging people bothered by aircraft noise to carry on complaining. Complaints will also be invaluable when it comes to registering concerns over night flights in the forthcoming 'Night Flying Restrictions' consultation which is expected in 2011 and will cover the period 2012 to 2017. If there are only a few complaints – particularly about night noise – this will be used by BAA to claim a lack of disturbance and to resist attempts to tighten controls – even if complaints fatigue is simply born of frustration. <http://stopstanstedexpansion.com/>

Air Passenger Duty rose on 1st November to massive industry whinge

APD increased, as scheduled, on 1st November. APD may now generate around £2.3 billion for the Treasury each year. The increase is only £1 per flight (from £11 to £12) for short haul trips, such as domestic flights or to Europe. The increase is £15 (from £45 to £60) for medium range flights of 2,000 to 4,000 miles. The rise is £25 (from £50 to £75) for flights of 4,000 to 6,000 and an increase of £30 (from £55 to £85) for long haul flights of over 6,000 miles.

A lot of complaining came from the aviation industry about the rise. They are misleading people. The aviation industry is not over-taxed. Even with the rise in APD it is still undertaxed. The Exchequer is losing around £10 billion because aviation fuel is tax-free and the industry pays no VAT. The income from APD is very much lower. Aviation also says it pays for its emissions through the European Emissions Trading System. That is beginning to happen but that doesn't cover noise or community destruction. And it misses the point: APD is not an environmental tax. It was introduced by Kenneth Clarke in the early 1990s to help make up the shortfall in aviation's contribution to general taxation. That is still its purpose. It is time the aviation industry paid its fair share of taxation. 1.11.2010 <http://bit.ly/e6FHt2>

Austria to introduce flight departure eco-tax - €8 for short haul €40 long haul

Austria looks likely to follow Germany and introduce a departure tax in the near future. 2.11.2010 The exact date has yet to be announced but it could be as early next year. Passengers departing from an airport in Austria will pay €8 for short-haul and €40 for long-haul flights. As in Germany, it is expected that the new tax won't be payable by transit passengers. In September Germany announced that an air travel levy, to be paid on all departures from German airports as of January 1st 2011, is expected to raise €1 billion a year. The charge will be €8 for flights within Germany and short-haul European flights, while for medium-haul flights the fee will be €25 and for long-haul €45. The European group, Transport & Environment, has put together a useful table, showing indicative charges on flights in different EU countries. It appears, including Austria & Germany, that 59% of the EU aviation market is already covered by ticket taxes; UK alone is roughly 25% of the market.

Charges in €	Short haul (roughly < 3000km)		Medium haul (roughly 3000-6000km)		Long haul (roughly > 6000km)		Annual revenue (EUR) Indication	Per head (EUR) Indication	Market share (approx)
	economy	business	economy	business	economy	business			
Austria	8	8	20	20	35	35	90m	11	2%
France	1	10	4	40	4	40	200m	3	13%
Germany	8	8	25	25	45	45	1 bn	12	19%
Ireland	10	10	10	10	10	10	90m	20	2%
UK	14	28	70	141	88-100	176-200	3 bn	48	25%
total							4.5 bn		59%

Market share is based on sales of bunker fuels as reported to EEA and UN FCCC (2008 data)

Per Head Indication means total revenues divided by the population of the country.

Annual Revenue Indication means the size of the revenues stream for government coffers

www.transportenvironment.org <http://bit.ly/esVi7P> for more on the Austrian and German taxes

EU transport emissions up 34% since 1990 and aviation emissions up 110%

A new report by the Brussels group, Transport & Environment has found that between 1990 and 2008, transport emissions in the EU increased by 34% while emissions from other sectors decreased by 14%. In 1990 the share of transport was 21%. By 2008 the share of transport in total EU emissions rose to 29%. Emissions from international aviation and shipping rose by 110% and 56% respectively between 1990 and 2008. The average annual emission growth of EU aviation since 1990 has been 4.2% (not including non-CO2 effects). 9.11.2010 More details at <http://bit.ly/eqIjSU>

Aberdeen airport 125 metre runway extension is expected to begin in March



Aberdeen protest in 2006

A £10m extension of Aberdeen main runway is due to start next spring, and work finish summer 2012. Aberdeen City Council approved it in December 2006. BAA hopes it will have an effect on the whole of the north east, opening up new destinations, achieving economic growth and enhancing the quality of life in the region. The extension was actively opposed by local environmental groups in 2006, and in March 2009 Plane Stupid occupied part of the runway, and played mini golf on it, in protest against the airport's plans for expansion. 29.11.2010 <http://bbc.in/gEiuSP>

IATA says global air passenger demand is strengthening - up +10.1% in October

There was a +10.1% year on year increase in global passenger demand and a +14.4% year-on-year increase for air freight in October. Passenger demand is 5% above pre-crisis levels of early 2008, while freight is 1% above. Over the first 10 months of the year, passenger demand grew by +8.5%, with a capacity expansion of +4.0%. European carriers showed a +9.6% increase over October 2009; it is now 4% higher than the pre-recession levels of early 2008. 25.11.2010 <http://bit.ly/fytvbn>

Revamp to shut Manchester Airport main runway at night for eight months

A £20m refurbishment of the main runway at Manchester is to take place next year – closing it from 9.30pm to 6am from January to September 2011. It is the biggest runway refurbishment since the airport opened in 1938 but flights will not be cut. Night-time take-offs and landings will be switched to Runway Two, though planes are not normally allowed to land on this runway between 10.30pm and 6am except in emergencies. <http://bit.ly/i5LiXN>

BAA may face changes to forced UK airport sales - Competition Commission invites submissions

Britain's competition regulator said the UK government's decision to cancel a 3rd runway at Heathrow and oppose extra ones at Gatwick and Stansted may affect its probe of BAA. The current decision calls for BAA to sell Stansted and either the Glasgow or Edinburgh. The Competition Commission asked competitors and customers to comment on last year's decision by Dec 15th 2010, before it makes a final order. 19.11.2010 <http://bit.ly/dTOFGd>

Race from Edinburgh to the Gherkin. Train v Plane. Train won.

The race took place on Friday November, organised by the Scotsman "Train v Plane" with the aim being to get to London, to the Gherkin, for 2.45pm for a meeting. The two journalists racing had various work assignments to do en route. The chap coming down by train got to the Gherkin 10 minutes before the one on the plane to Heathrow. There are pages of blogs from each, recording their progress, difficulties and highs and lows. The train did very well in the contest.... <http://bit.ly/h8pKni>

Ban-ki Moon: UN climate finance report demands global tax hike including aviation finance

A UN committee has recommended that the world's governments introduce new taxes on carbon allowances and financial transactions to help raise the \$100bn a year from 2020 pledged at Copenhagen to help poor countries cope with the effects of climate change. The report also claims that by 2020 \$10bn could be generated from new levies on the shipping and aviation industries. But WWF says these cannot be achieved without decisive political action. 5.11.2010 <http://bit.ly/ihdWpI>

CAA publishes 2009 air passenger survey - fewer poor people flew

The CAA has published results from the 2009 Air Passenger Survey, which questioned over 200,000 departing air passengers about their travel patterns at Heathrow, Gatwick, Stansted, Luton, Edinburgh, Glasgow, Inverness, Aberdeen, Prestwick, Durham Tees Valley, Newcastle and Manchester airports. It shows there was a higher proportion of lower income passengers amongst those now **not** flying. Of passengers not changing planes at Heathrow, for the 2nd year running the proportion travelling on business trips dropped, this time from 37.2% in 2008 to 31.5%. Gatwick - by contrast - saw its proportion of business passengers increase from 16.2% to 18.2% in 2009. The survey (190 pages) contains an immense amount of data. 29.10.2010 <http://www.caa.co.uk/docs/81/2009CAAPaxSurveyReport.pdf>

Southend Update

Airport hotel given planning permission by Southend Council

Southend Borough Council has approved plans by Southend Airport for the development of a 129 bedroom hotel at the airport. It will provide for (they hope) air passengers as well as local businesses. It will have 3-star facilities and a separate 5-star executive floor with 12 suites, restaurant and bar areas and conference / meeting facilities 29.10.2010 [Click here to view full story...](#)

Appropriation and Disposal of open space land by Southend Council - to assist the airport

On 4th November Southend-on-Sea Borough Council gave notice that it intends to appropriate and dispose of portions of open space land at St Laurence Park for highway purposes to enable the construction of a new link road. This will enable the implementation of planning permission for the development of Southend Airport and the council says it also bring significant highway benefits to the town in its own right. Adjacent land will be given instead as public open space. Any objections must be made by 15 December, and the local group, SAEN, is encouraging everyone to object. The road for which this land is required forms part of the planning application for the runway extension, which is the subject of two pending Judicial Reviews. <http://bit.ly/hDj5AY>

There is also an interesting article by SAEN entitled "Airport costs taxpayers more than they think" <http://www.saen.org.uk/category/media> which shows how much money the airport is losing. SAEN is still waiting for news of whether their application for a Judicial Review has been successful.

Manston night flight plans grounded by Thanet Council; consultation is delayed

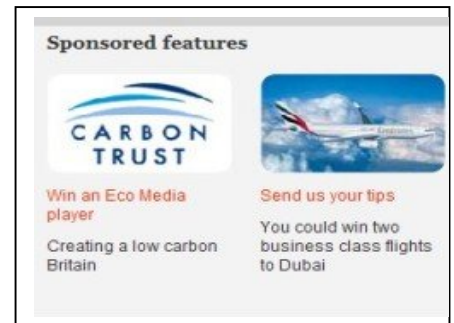
Following a packed public meeting called by Ramsgate Town Council, plans for night flights at Manston have been put on hold. After meeting senior Thanet council officials, Infratil has agreed to revise a proposal to allow planes to take off and land 24 hours a day, 7 days a week with an average of 8 aircraft movements every night, most in the so-called "shoulder" periods of 11pm-11.30pm and 6am-7am. Thanet Council had commissioned an independent review of Infratil's noise assessment report, which the company produced as part of its application for night flights. This review, which is yet to be made public, is understood to have highlighted the need for clarification in a number of areas. The planned public consultation, due to start this month, will now not take place until there are clarifications. 1.11.2010 <http://bit.ly/fIO9Ia>

Greenhouse gases at record levels: CO2 at 387 ppm in October at Mauna Loa

Concentrations of the main greenhouse gases in the atmosphere have reached their highest level since pre-industrial times, according to the World Meteorological Organisation. Levels of the gases continued to build up in 2009 - the latest year of observations - despite the economic slowdown. CO2 was 387 ppm in October at Mauna Loa, where monthly records have been kept since 1958. By contrast it was 312.61 ppm in October 1958, 336.05 in Oct 1980, 351.36 in Oct 1990, and 366.94 ppm in Oct 2000. Globally averaged nitrous oxide in 2009 was 19% higher, at 322.5 parts per billion, than the pre-industrial era. 26.11.2010 <http://bit.ly/hHaDFH> Mauna Loa CO2 at <http://bit.ly/hCiDUA>

MORE GLARING JUXTAPHOTISIONS - the amazing juxtapositions of completely conflicting images

George Marshall, (of Climate Change Denial) shows some examples of weirdly contrasting adverts, placed side by side, with no apparent irony. An Oxfam climate campaign ad right beside a Ford Galaxy car advert. "Parched planet" beside "Traveller" and "Living Abroad" magazines. And a great ad by the Carbon Trust offering a prize of two business class tickets to Dubai for helping create a low carbon Britain. And newspaper articles on climate beside the cheap flight ads. Confused, schizophrenic modern society <http://bit.ly/h8LAKW> Please send any good ones you find to George.



Increased shopping trips to German Christmas markets, and New York

German Christmas markets have overtaken visits to Santa in the run up to this Christmas season, according to the Co-operative Travel. Trips to Lapland have fallen by 26% while visits to German markets have gone up 25%. People are apparently keen to "kick start their Christmas shopping and soak up the atmosphere" at a market. The Co-op said retail trips to New York and Holland have seen a rise of 8% and 21% respectively (bookings 3-17th Dec). 23.11.2010 <http://bit.ly/gF3mJU>

Plane Stupid wins international award for falling polar bear film

Plane Stupid has won a major prize for the best political video of the year. On the video link, (but be prepared to be shocked!) <http://www.viralvideoaward.com/>

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 relevant organisations <http://www.airportwatch.org.uk/links.php>

Bulletin compiled by Sarah Clayton - with thanks to many people for their help and contributions

30.11.2010

www.airportwatch.org.uk