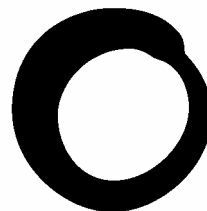


July 2005



**Friends of
the Earth**

Action Guide

Planning and Airport Master Plans Part Two

Friends of the Earth inspires solutions to environmental problems, which make life better for people.

Friends of the Earth is:

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INTRODUCTION

This is the second in a series of two action guides that Friends of the Earth hopes will inform, empower and enthuse local airport campaign groups to get involved to influence local planning policies. It's possible that we may produce a third action guide late in 2005 to help groups influence their Local Development Frameworks (LDF). Campaigners on our network will be told about this.

This guide is also available at:

http://www.foe.co.uk/resource/action_guides/airport_master_plans_two.pdf

Airport Master Plans: what they are and why they are important?

Airport operators all over the UK are developing or updating their Airport Master Plans (AMPs) to reflect their ambitious and unsustainable expansion plans. They, and the Government, intend that these business-led, expansionist plans will strongly influence (or even become embedded in) the new local planning frameworks. The statutory nature of the new planning framework makes it vital that campaigners and communities have their say in the early stages of the process because it will be much harder to influence airport development later at the planning inquiry stage.

Action Guide (1)

If you didn't receive our first action guide *Planning / Airport Master Plan action guide (1) Feb 2005* we strongly suggest that you order a copy (see our contact details in appendix 1) or download from:

www.foe.co.uk/resource/action_guides/airport_master_plans.pdf

Action Guide (1) explained the importance of influencing the planning system and also provides essential background information on the structure of the planning system and the importance of building links both in and outside your local council. In September 2004 we also produced a briefing for local authorities on AMPs. This can be found at http://www.foe.co.uk/resource/briefings/airport_master_plans0.pdf

Important note for campaigners in Wales, Scotland and Northern Ireland
AMPs are being produced by most airports throughout the UK but this guide only deals with the planning system in England. Whilst the information we've provided about AMPs is common to all UK airports, the planning systems in Wales, Northern Ireland and Scotland are different and are also changing. See Appendix 2 for sources of advice and information about planning in those countries.

Your Alternative Airport Master Plan: what it is and how to use it

Our concerns over the adoption of AMPs into the local development frameworks led us to come up with the idea of producing an alternative, environmentally sustainable, vision for the airport.

This would be a vision in which the airport, although still growing slowly, is part of an aviation sector that operates within the constraints of policies to tackle climate change. It also has controls in place to minimise its adverse impacts on local people and the local environment.

This alternative vision can be submitted into the local planning process and will also be a great tool to get press coverage and to influence local authority councillors and officers

Important note

The new planning system is enormously complicated as well as being untried and untested. The content of this guide reflects our knowledge and experience at the time of writing, but no one can say exactly how the new procedures will work in practice. Don't be afraid to ask your council's planning officers if you need any clarification. Please use our feedback form to tell us how things have worked for you.

WHAT'S IN THIS GUIDE

This *action guide* (2) contains the information and resources you need to complete the web-based alternative airport master plan, to make it relevant to your local airport, to submit it to your local planning authority, and ideally to publicise it in the media too.

If you only do one thing from this *Action Guide* (2), we'd suggest that you prepare a brief alternative AMP, perhaps focussing on just one or two issues that are relevant to your particular airport (see below for details of which issues the Alternative AMP covers). If you have more time, you can make it more detailed and cover more issues.

How to produce your own AMP

The good news is that we've done some of the work for you.

You'll find a generic template for your AMP at:

http://www.foe.co.uk/resource/action_guides/alternative_amp.doc

You'll need to download this and **adapt it to suit your own local circumstances**.

We've left gaps in brackets like this: <> for you to add information and statistics specific to your local airport – just delete the bits you don't want to include and fill in the blanks in the rest. See page 5 for more detail on how to complete your Alternative AMP. Where the brackets include words in italics like <*DELETE FOLLOWING OPTIONS THAT AREN'T APPLICABLE*> these are instructions. How much you adapt it and how much you add to it is entirely up to you and will probably depend on how much time you have to spare.

However many changes you make it's important that you check through the finished document to ensure it makes sense.

Just in case you don't have access to the web, we've included a paper copy in this briefing. We can also send you a copy on floppy disc or CD if you need it.

We've focussed on five main issues in the alternative AMP.

- Climate change
- Growth predictions
- Economics and jobs (including tourism deficit, employment, regeneration)
- Surface transport access
- Noise (including night flights and compensation)

We have also included some information on:

- Air quality
- Impacts on wildlife
- Public consultation

The four main issues are those that we believe are the most important. However don't feel bound by these, and choose whichever issues you think are key for your airport.

The template contains generic text applicable to all airports, but sometimes you will need to do some straightforward local research to complete the gap. The commentary below tells you where to find the information you need to fill the gaps – we suggest you have a copy in front of you when you are preparing your AMP. You can add additional content about your own local issues but we recommend that you try to keep the document as concise as possible – this will increase the chances that people will read it.

A HOW TO COMPLETE YOUR ALTERNATIVE AMP

The commentary below helps you through the template and explains where to find the information to fill in the spaces that we've left for local information. We've tried to keep this section as brief as possible to help those campaigners without much time. If you want to know more you'll need to look at "The Issues in a Nutshell" section on pages 12-18 for background information and sources of further information on specific issues, particularly if you have more time and want to produce a more detailed and specific version.

If you can't access the Internet and need information from any of the websites listed in this briefing, please contact Simon Bowens (see Appendix 1). If you need any further advice please also contact Simon

Commentary

Title Page

Enter the <NAME OF AIRPORT>

Enter the <NAME OF CAMPAIGN GROUP>

Amend the date if necessary.

Remove the Friends of the Earth logo and branding if you are not a Friends of the Earth local group.

Introduction

Enter the <NAME OF AIRPORT OPERATOR>

You will find this in their AMP or on their website

1 Climate change

This section gives an overview of the climate change impacts of an expanding aviation sector. It assumes that the UK accepts responsibility for 50 per cent of international flights to and from its airports (accepted in principle by the Government but not set in international law) and all domestic flights. It gives the emissions targets for the aviation sector which Friends of the Earth believes are necessary in order that overall emissions reduction targets are met.

We propose that growth in air passenger numbers is restricted so that emissions from each airport are stabilised at existing levels. Because technology is assumed to reduce emissions from aircraft by 1.2 per cent we will therefore allow a maximum growth in passenger kilometres of 1 per cent per year in AMPs.

However, the aviation sector as a whole must also make cuts in emissions alongside other sectors working towards a 60 per cent cut by 2050. The sector can either cut its own emissions or pay for cuts elsewhere through a future Emissions Trading Scheme. For stabilisation to be allowed it would have to buy carbon permits from other sectors. The 2010 and 2020 sector targets listed in the alternative master plan have been adopted by a coalition of EU NGOs including Friends of the Earth and are in line with our Big Ask climate campaign demands.

For more information on the climate impacts of air travel see pages 12-13 of the issues section

2 Growth predictions

The 2003 Aviation White Paper *The Future of Air Transport* predicts passenger growth at around 3-4 per cent per year. The Tyndall report (see page 12 in the issues section) found that UK aviation passenger growth has averaged 6.4 per cent per annum between 1993 and 2001. In order to stabilise emissions we have assumed that airports take the radical measure of limiting their air traffic growth (both number of passengers and freight tonnage carried) to 1 per cent per year— obviously its unlikely that any airport would adopt this voluntary policy measure but we think it's important that local campaigners make the public and local policymakers aware of the kind of constraints that will be necessary to tackle climate change.

Enter <ANNUAL per cent RATE OF GROWTH> and <PERIOD OVER WHICH GROWTH MEASURED> for your airport. You should be able to find this in your airport's AMP or Annual Report, both of which should be available on the web. Alternatively the Civil Aviation Authority (CAA) has very detailed statistics on all UK airports, see <http://www.caa.co.uk/default.aspx?categoryid=80&pagetype=88&pageid=3&sglid=3>

Enter your revised projected growth figures <REVISED 2016 PASSENGER FIGURE> and <REVISED 2030 PASSENGER FIGURE>. You can calculate these by multiplying the current passenger figure by assuming 1 per cent for each year of growth and adding the appropriate multiple of this to the current traffic figure, i.e. for 2016 you would need to use 2005 figure + 11 per cent of 2005 figure.

Here is the calculation:

To calculate passenger forecast for a given forecast year:

$$\text{Current pass. figure} + \frac{(\text{Current pass. figure} \times \text{no. of years (2005 - forecast date)})}{100}$$

ie, for anytown airport 2005 passengers = 250,000 per annum

$$\text{passenger forecast for 2016} = 250,000 + \frac{(250,000 \times 11)}{100} = 277,500$$

1 per cent per year passenger growth can be accommodated within existing UK runway capacity for the foreseeable future so any new runway being proposed by your airport is unnecessary in this scenario.

3 Economics and jobs

Enter the <NAME OF REGION> and the pro rata breakdown of the <REGIONAL SUBSIDY> you will find the figures for this in appendix 4 of this action guide.

Enter any <PREVIOUS AMP EMPLOYMENT GROWTH FORECASTS> with <YEAR APPLICABLE> that you are able to locate from any previous AMP from your airport. When this exercise was done for Birmingham Airport it was discovered that previous claims made by the airport operator for job creation from expansion of the airport were wildly ambitious. It may be difficult to get hold of your airport's previous AMP (assuming they have done one) - it is unlikely to be on the airport's website. You could ask the airport operator for a copy. If you are able to get hold of it check the job growth projections against the true position, enter this in <EMPLOYMENT IN ACTUAL YEAR APPLICABLE>. The figures for the recent past should be on the airport's website and/or in its annual report.

Enter the <REGIONAL TOURISM DEFICIT> and <ACCRUED TOURISM DEFICIT FIGURE 2005-2020> figure for your region. At the time of writing these figures aren't yet available but we expect them to be ready in early August 2005. When published they will be on our website at http://www.foe.co.uk/resource/press_releases/press_releases_2005_transport.html

If this delay causes you any problems please contact Simon Bowens.

4 Surface transport access

Enter the <NAME OF AIRPORT> and <PERCENTAGE OF PASSENGERS ARRIVING BY CAR>. This information may be tricky to get hold of but possible sources include:

- The airport or their Air Transport Forum should have formulated a Surface Access Strategy which may be available on their website or in their own Airport Master Plan.
- The local authority may also have done some work on this as part of the preparation of their draft Local Transport Plan (LTP) for 2006-11, due to be submitted to the Department for Transport at the end of March 2006.

- The local authority may have included it in their LTP for 2001-06. This should be on the local authority website.
- Contact the local authority transport planning department. They might be able to tell you the number of vehicles having the airport as their origin or destination.
- Multi-modal studies (MMS) (REF NEEDED) may have the information. Web links to some of these are listed at http://www.dft.gov.uk/stellent/groups/dft_about/documents/page/dft_about_023653-11.hcsp#TopOfPage

Enter the <VILLAGES AND TOWNS AFFECTED> and <NAMES OF ROADS AFFECTED> by rising traffic levels and congestion from airport traffic, they may be apparent from your local knowledge or that of those living in the most directly affected communities.

The Aviation White Paper consultation documents on the Department for Transport (DfT) website will also provide you an overview of the surface transport issues for each airport. They are at http://www.dft.gov.uk/stellent/groups/dft_control/documents/contentservertemplate/dft_index.hcst?n=11669&l=3

It's likely that the airport will have produced a Surface Access Strategy which will detail the measures needed to meet the sustainable transport targets set by the Air Transport Forum (see 'more on the issues' section).

Take a look at the proposed measures:

- do they sound reasonable?
- do they go far enough?
- are there other possible measures that have been missed?

It will be very difficult for you to make an accurate prediction of future traffic levels but the list of measures and the timetable for introducing them that you list under <DELETE MEASURES BELOW NOT APPLICABLE>. The key point here is that your proposals should be at least as ambitious as that contained in the airport's surface access strategy.

5 Noise

This section is generic so you aren't required to enter any airport-specific information but you may wish to add specific demands relevant to your local campaign. For example if you want changes to flight paths and /or have a particular concern about night flights, then see Noise in the issues section on page 15.

6 Air quality

This section is also generic but you may wish to add airport-specific information and demands relevant to your local campaign. See Air Quality in the issues section on page 16.

7 Countryside and wildlife

We are advocating that no new runways are necessary (and therefore neither are most other proposed complimentary infrastructure proposals like new terminals or aircraft stands. This means that much of the future impact on the countryside will be

prevented. However the proposed precautionary measures listed in the template alternative master plan are still relevant.

The table in this section should be filled in using the following information:

- The Aviation White Paper consultation documents provide an overview on this issue for each airport. They are on the web at:
http://www.dft.gov.uk/stellent/groups/dft_control/documents/contentservertemplate/dft_index.hcst?n=11669&l=3
- Campaign to Protect Rural England (CPRE) highlights the impacts of the Aviation White Paper proposals on the countryside and built heritage, see
<http://www.cpre.org.uk/resources/pub/pdfs/transport/air-transport/response-future-air-transport.pdf>
- A list of designated sites can be found on the websites of
 - English Nature (<http://www.english-nature.org.uk/special/ssi/search.cfm>),
 - Countryside Council for Wales (<http://www.ccw.gov.uk/generalinfo/index.cfm?lang=en>),
 - Scottish Natural Heritage (<http://www.snh.org.uk/about/ab-pa01.asp>)
 - Environment and Heritage Service for Northern Ireland (http://www.ehsni.gov.uk/natural/designated/area_interest.shtml).

You can find out about other sites of interest by looking at your local authority's Biodiversity Action Plan or by speaking to your local Wildlife Trust or Woodland Trust. All these should give details of why the area is of particular interest.

The Woodland Trust campaigns nationally against destruction of woodland by airport expansion. Several airports are covered in
<http://www.woodland-trust.org.uk/campaigns/petition/petitionmore/fpsdupdate1.pdf>

The distance and direction of the airport can be calculated from Ordnance Survey maps.

8 Consultation

Enter <NAME OF AIRPORT>

Otherwise this section is generic

B BEST WAYS TO USE YOUR ALTERNATIVE AMP

Your alternative AMP can be used in various ways. If you are short of time we would suggest that you do two things:

- Send your AMP to your local authority with the covering letter (in appendix 5 and on our website with the rest of this action guide) Ask that they consider your AMP submission alongside that of the airport operator's AMP and that equal weighting be given to both plans when drawing up their Local Development Framework. You'll need to personalise the letter for your own airport / campaign group. Where there are brackets like this <> in the letter you have to replace them with your own specific information.
- Promote your AMP to the media. This is probably best done when your airport has published its draft master plan. The contrast between the airport's proposals and yours should make a good story. We've included a draft press release and a sticky questions briefing to help you deal with media queries (in appendices 6 & 7 and on our website with the rest of this action guide)

The draft press release has several <> brackets where you need to enter information specific to your airport / campaign. Don't forget to put in your contact details too.

If you are sending the press release out to journalists you'll need to either attach a paper copy of your alternative master plan or provide a web link to it on your campaign group's website.

We recommend that you put an embargo date on your press release and that you send/e-mail it out at least two days before this. We strongly suggest that you follow this up before the embargo date by ringing up journalists. Check that the news desk and/or freelancer has received the press release, ask if they are going to cover the story and offer to provide more information. If you don't get much media coverage for your AMP you could promote it by writing to your local paper about it. It's a good idea to do this in response to another letter or article about the airport.

More guidance on using the media is available at http://community.foe.co.uk/resource/how_tos/cyw_36_use_the_media.pdf

If you have more time it would also be good to:

- Make your alternative AMP look more professional by:
 - Using colour to make it look more eye catching
 - Including any logo that your campaign group uses
 - Including photos or graphics to illustrate your demands or the impacts of airport expansion

If you or your group aren't able to do this yourself, a design and print company could do it for you, although check prices before you go ahead.

- Arrange a meeting with and/or send your AMP to, key councillors and officers at your planning authority. You will find details of who they are and how to contact them in Action Guide (1). Ask them what they intend to do on each of the issues that you have highlighted in your AMP and make a note of their answers.
- Promote your AMP proposals more widely to other campaign groups and residents' groups. Hopefully you have already built some links with other campaigners in the area but if you haven't - take a look at our suggestions in Action Guide (1) for how to do this. Better still, involve any other local campaigners in formulating your proposals so that they have broader support and you can possibly share the workload).
- If you have residents groups in the area around the airport you could present and/or send your ideas to them and ask for their support. Your proposals are likely to be favourably received as they are designed to minimise impacts on human health and the environment.
Have a look at http://community.foe.co.uk/resource/how_tos/cyw_49_reach_audiences.pdf for some general guidance on how to reach target audiences, both for specific campaigns and for group recruitment.
- Submit your alternative AMP with a covering letter into the consultation process that the airport operator is running for their AMP.

C THE ISSUES IN A NUTSHELL

1 Climate change

Aviation is the fastest growing source of climate changing gases in the UK. Aircraft have additional climate impacts because they fly at altitude. Often these are known collectively as “radiative forcing” and multiply the climate change impact of the emissions by a factor of 2.7.

Recent research by the Tyndall Centre for Climate Change Research published by Friends of the Earth Trust found that, in the UK, the aviation sector could be responsible for the entire overall carbon emissions budget by 2037. International flights are not covered by the Kyoto protocol, the only international treaty on climate change, but domestic flights are. There is currently no agreement on how the responsibility for emissions from international flights should be allocated – the Intergovernmental Panel on Climate Change (IPCC) has delegated sorting this out to the International Civil Aviation Authority (ICAO) and they aren’t rushing to do it.

For more information on the above see:

- ‘Growth Scenarios for EU and UK aviation, contradictions with climate policy’ - Tyndall see FOE website at http://www.foe.co.uk/campaigns/transport/news/tyndall_launch.html
- ‘Aviation and the Global Atmosphere’ – Intergovernmental Panel on Climate Change (IPCC) at <http://www.ipcc.ch/pub/reports.htm>

Various policy measures are being considered at a European level for tackling climate change. At the moment it’s looking likely that aviation will be brought into the EU Emissions Trading Scheme (ETS). Our summary of the Tyndall report (http://www.foe.co.uk/resource/reports/aviation_tyndall_research_summary.pdf) concludes with the UK and EU policy measures Friends of the Earth wants to see introduced in order to curb the rapid growth in flights.

European environmental NGOs including Friends of the Earth have set out the seven key tests for EU policy measures to tackle aviation’s climate emissions. They believe that a combination of policy measures is probably needed (for example ETS and kerosene tax) but that environmental benefit is more important than which measures are chosen. The joint NGO position is available on the T&E (Transport and Environment are a leading European NGO working aviation issues) website at: http://www.t-e.eu/docs/Positionpapers/2005/2005-06_joint_position_paper_aviation_climate_policy.pdf

Airport operators have no direct responsibility for the climate changing emissions emitted by aircraft using the airport. Planning authorities who control the airport’s future development do, however and their decisions should be guided by Government planning policy statements.

Planning Policy Statement 1 (PPS1) ‘Delivering Sustainable Development’ deals with climate change (see:

http://www.odpm.gov.uk/stellent/groups/odpm_control/documents/contentservertemplate/odpm_index.hcst?n=5038&l=2,

In particular it states that “*development plans should contribute to global sustainability by addressing the causes and potential impact of climate change...*”.

Friends of the Earth has produced a short summary which highlights key aspects of this planning guidance. See

http://www.foe.co.uk/resource/briefings/pps1_a_summary.pdf

Conflict with this policy could form the basis of a powerful objection at a local plan inquiry or at any public inquiry into the development of an airport at a later stage.

2 Growth predictions

The Government's Aviation White Paper forecasts are based on the cost of flying continuing to fall as it has done for several years. Some airport operators are already forecasting growth in excess of the White Paper forecasts. For example Newcastle Airport's AMP growth forecasts assumes a growth rate double that contained in the White Paper. Growth forecasts are important because they are the primary justification for building new infrastructure like runways, terminals and roads.

3 Economics & jobs

One of the reasons both local and national politicians are so keen to allow the aviation industry to expand is that they believe that expansion would be good for the economy and would create jobs. Many of these claims and indeed the Government's aviation White Paper are based on flawed 1999 research by Oxford Economic Forecasting: *The Contribution of the Aviation Industry to the UK Economy*. This largely industry-funded report is available on the web at <http://www.oef.co.uk/>

It has been criticised by several commentators, notably:

- John Whitelegg in *The Economics of Aviation: a North West Perspective*, at: <http://www.cprenorthwest.org.uk/publications/documents/index.html>
- Institute of Public Policy Research (IPPR) in *The Sky's the Limit*, at: <http://www.ippr.org.uk/publicationsandreports/publications.asp?title=&author=&pubdate=&policyarea=19&search=search> (purchase only, unfortunately)
- Berkley Hanover Consulting in *The Future Impacts of Aviation*, at: <http://www.sasig.org/pdfs/tech/impact.pdf>

A quick summary of the criticisms is contained in a leaflet by Airport Watch entitled 'Flying into Trouble' at <http://www.airportwatch.org.uk/>

The aviation industry benefits from an effective subsidy totalling at least £9 billion per year. The Government's own computer forecasting model 'SPASM' has shown that passenger numbers would rise far more slowly were these exemptions to be removed. These issues are examined in Brendon Sewill's publication *The Hidden Cost of Flying* at: http://www.aef.org.uk/publications/detail.php?art_id=95

The practicalities of removing these tax exemptions are looked at in Brendon's recent publication *Fly Now Grieve Later* on the web at:

http://www.aef.org.uk/publications/detail.php?art_id=152

Friends of the Earth believes that the UK Government shouldn't wait to take action to address these subsidies. It would be fairly straight forward to increase Air Passenger Duty (APD) on all flights and introduce kerosene tax and VAT on domestic flights as some other EU countries have done. It would always be possible to reduce or remove APD later when a better policy measure is introduced. Friends of the Earth's policy on

APD is explained in our 2004 pre-budget briefing at:
http://www.foe.co.uk/resource/briefings/pre_budget_nov_2004.pdf

Another source of information is 'It's the economy stupid' – HACAN Clearskies
<http://www.hacan.org.uk/resources/reports.php>

4 Surface transport access

As the numbers of passengers using an airport grows, the pressure on the traffic infrastructure in the area increases. This can lead to congestion, increased carbon emissions and noise and poor local air quality.

All airports with more than 1,000 passenger movements per year are required to run an Air Transport Forum (ATF), made up from local transport interests. ATFs should produce a Surface Access Strategy to increase the proportion of journeys made to the airport by sustainable modes. The DfT has produced guidance which you can find it at:

http://www.dft.gov.uk/stellent/groups/dft_aviation/documents/page/dft_aviation_503313.hcsp

It is important then that, where public transport is available to the airport, it operates during the operational hours of the airport (from the recommended check-in time of the first flight to the latest check-in time of the last flight or the time when people leave the airport from the last arrival).

The Government's Targeted Programme of Improvements list covers major trunk road developments and a full list of roads affected can be found at:
<http://www.highways.gov.uk/roads/> You can search by region or by road and find out what road developments are being planned or carried out.

There are quite a lot of generic resources on surface transport campaigning. These include Friends of the Earth's *How to Win Rail Campaigns* (http://community.foe.co.uk/resource/how_to_campaign_guides/rail_campaigns.pdf) and the recently published Local Transport Action Guide (www.foe.co.uk/resource/action_guides/local_transport_plans.pdf) – a collaboration between many of the leading transport NGOs including Friends of the Earth, Transport 2000, Sustrans and Road Block.

NGOs have a range of resources on various aspects of surface transport campaigning and their websites are:

Friends of the Earth	http://www.foe.co.uk/campaigns/transport/
Transport 2000	http://www.transport2000.org.uk/
Road Block	http://www.roadblock.org.uk/
CPRE	http://www.cpre.org.uk/campaigns/transport/transport-policy/index.htm
Railfuture	http://www.railfuture.org.uk

5 Noise

Noise is measured using a Decibel 'A' scale [dB(A)], aircraft noise is averaged over a 16 hour period (LAeq). The World Health Organisation (WHO) has issued recommended human health guidelines for day and night noise exposure (see alternative AMP template).

The DfT ignores the WHO guidelines and uses its own arbitrary standard of 57dB LAeq. They justify this by claiming that measurements should be adjusted to account for noise reflected by the ground, although in some cases they do map 54dB as well. The WHO guidelines are available at <http://www.who.int/docstore/peh/noise/guidelines2.html>.

Forthcoming legislation on noise

From 2007 airports in the EU with over 50,000 aircraft movements per year will be required to produce noise maps followed by action plans to limit community exposure by 2008.

The UK Government is also in the process of developing legislation to control noise at airports through the Civil Aviation Act – this should allow airports to introduce noise related landing charges.

The Aviation White Paper and its preceding consultation documents make estimates of the numbers of people affected by noise at UK airports. They are on the DfT website: http://www.dft.gov.uk/stellent/groups/dft_control/documents/contentservertemplate/dft_index.hcst?n=11669&l=3

The provision of noise insulation and/or compensation other than at Heathrow or Gatwick (where it is controlled under Section 79 of the Civil Aviation Act 1982) is mainly governed by voluntary agreements and local planning agreements. Some airports already have set up voluntary agreements but it is preferable to have these strengthened by a legally binding planning agreement. Some airports are consulting on insulation/compensation schemes as part of their AMP consultation process. We provided guidance on how you can influence these in *Action guide (1)*

For more information on noise see:

- The HACAN Clearskies website: <http://www.hacan.org.uk>
- The Aviation Environment Federation (AEF) have lots of useful fact sheets about noise on their website, see: <http://www.aef.org.uk/campaigns/noise/index.php>
- The National Society for Clean Air (NSCA) has lots of information on noise, in various places on their website: <http://www.nsca.org.uk>
- Specific information on the legislative framework is at: http://www.nsca.org.uk/pages/environment_facts/aviation_noise_uk_legislation.cfm
- The DfT employed consultants to map the noise for several UK airports for their 2003 White Paper. This information is at: http://www.dft.gov.uk/stellent/groups/dft_aviation/documents/page/dft_aviation_031859.pdf

Night flights

Night flights are regulated by the DfT at Stansted, Gatwick and Heathrow (airports designated by the Government) where quotas are set for five year periods. At the time of writing (July 2005) the Government is consulting on the quotas for 2006-2011.

You can make a quick response to the Government's consultation by taking action on our website, before 16 September 2005, see:

http://www.foe.co.uk/campaigns/transport/press_for_change/night_flights_2/index.html

Please do this even if you are campaigning about a non designated airport - we are asking for all airports to be designated.

If night flights are a particular problem at your local airport and you want to campaign for your airport to be designated contact the 'DEMAND' campaign which is campaigning for Nottingham East Midlands airport to be designated, see:

<http://www.demand.uk.net/>

If your airport isn't designated it's very likely that there will be little in the way of statutory night flight controls. However it is possible to get a section 106 agreement (an agreement between a developer and a planning authority which attaches certain conditions to planning permission) incorporated into planning permission for development at your airport. Birmingham Airport has one which places certain noise restrictions on the airport operator. It is on the airport's website at:

<http://www.bhx.co.uk/page.aspx?type=T0NaZj9WNoU=&id=kHbI97NWROw=&page=T0NaZj9WNoU>

The AMP is one way that your airport will influence the local planning authority so presenting your vision for rigorous noise controls should alert them to the possible controls available to them. Later on in the LDF process you will also have other opportunities to lobby for your policies to be adopted. However, realistically it's at a future planning enquiry into expansion of the airport where these issues will be really tested. If your airport is making a planning application your best opportunity is probably to campaign for a rigorous Section 106 agreement. You'll need to work together with other campaigners, sympathetic politicians and local residents to achieve this. If you need more information and guidance, please contact Simon Bowens.

6 Air quality

The Aviation White Paper states that most airports do not have an air quality problem. The main exception is Heathrow where air already breaches the forthcoming EU health limits on nitrogen dioxide. Any future expansion of Stansted and Gatwick may mean a small number of people potentially exposed to air pollution that breaches these limits. Other airports may have air quality problems in future if they are allowed to expand. The Aviation White Paper consultation documents explain what air quality modelling has been done for each airport and where the Government thinks there may be a problem in future, they are on the DfT website at

http://www.dft.gov.uk/stellent/groups/dft_control/documents/contentservertemplate/dft_index.hcst?n=11669&l=3

Pollution from road transport makes a significant contribution to air quality problems, particularly in towns and cities. Modal shift from cars to public transport can play a significant role in tackling the issue. See the surface transport sections for more information on the options for information about the policy measures available which can help achieve modal shift.

Airports are not covered by the Local Air Quality Management regime that covers other sources of industrial pollution so controls up until now have been largely voluntary.

EU air quality standards are in the process of being introduced. The limits are:

- Nitrogen Dioxides (level to protect human health) – 40 $\mu\text{g}/\text{m}^3$ per cubic metre (microgrammes per cubic metre) comes into force 2010
- Nitrogen Oxides (vegetation) – 30 $\mu\text{g}/\text{m}^3$ already in force
- Particulates (PM_{10}) – 50 $\mu\text{g}/\text{m}^3$ already in force

These are legally binding limits which member states will have to meet or do have to in the case of particulates. Further background information on air quality can be found on the website of the National Society for Clean Air and Environmental Protection (NSCA) at <http://www.nasca.org.uk>

Most airports will prepare an environmental appraisal as part of their AMP as the DfT suggests in its AMP guidance for airport operators. If you believe that an air quality problem exists that hasn't been picked up in the environmental appraisal you are likely to need specialist help to make your case. The NSCA may be able to help with this.

7 Countryside and wildlife

An airport is an industrial site and, as such, is a potential source of pollution. This pollution can come in the form of oil spillages from refuelling and de-icing materials washing off into watercourses. Rivers, streams and lakes can also be affected from the wash-off from the use of herbicides that are used to cut the amount of vegetation on the grassed areas around the runways and taxiways. This use is a safety measure applied to cut the risk of leaves/grasses being sucked into jet engines but airports can use alternative measures such as close crop mowing.

Pollution incidents should be recorded by the Environment Agency and they should be able to tell you whether an airport has been charged with pollution-related offences in the past.

The Wildlife Trusts are a good source of information about particular species living in specific areas. The central website for these is <http://www.wildlifetrusts.org> from which you can go to your local one.

Other organisations worth contacting are:

The Woodland Trust <http://www.woodland-trust.org.uk/>

RSPB <http://www.rspb.org.uk/>

Biodiversity Action Plans are drawn up by your local authority under Article 6 of The Convention on Biological Diversity. Again, they will identify particular species that are likely to be affected by aircraft and airport expansion. You can search for your local biodiversity action plan at <http://www.ukbap.org.uk/GenPageText.aspx?id=57>

8 Consultation

The Department for Transport has drawn up guidelines for the operation of Airport Consultative Committees. These can be found at http://www.dft.gov.uk/stellent/groups/dft_aviation/documents/page/dft_aviation_026254.hcsp

You can check these guidelines and ensure that the airports are complying with these.

The Aviation Environment Federation has a particularly good resource on consultation. This can be found at <http://www.aef.org.uk/campaigns/consultcomm/index.php>.

APPENDICES

APPENDIX 1

Initial point of contact for the Friends of the Earth Aviation Campaign:

Simon Bowens
Friends of the Earth
74 Kirkgate
Leeds LS2 7DJ

Tel: 0113 242 8151
Fax: 0113 242 8154
E-mail: simonbw@foe.co.uk

APPENDIX 2

Sources of information on planning in Wales, Scotland and Northern Ireland

Wales

A Friends of the Earth briefing sheet on the new planning procedures which are still being finalised will be available by the end of 2005. Until then if you need information and advice about the planning system in Wales, contact:

Naomi Luhde-Thompson
Friends of the Earth Cymru
33 The Castle Arcade Balcony
Cardiff CF10 2BY

Tel 029 2022 9577
Fax 029 2022 8775
Email naomil@foe.co.uk

Scotland

For information and advice about the planning system in Scotland contact:

Friends of the Earth Scotland
Lamb's House
Burgess Street
Leith
Edinburgh EH6 6RD

Tel: 0131 554 9977
Fax: 0131 554 8656
Website <http://www.foe-scotland.org.uk>

Northern Ireland

For information and advice about the planning system in Northern Ireland contact:

Lisa Fagan

Friends of the Earth Northern Ireland

7 Donegall Street Place,

Belfast BT1 2FN

Tel 028 9023 3488

Fax 028 9024 7556

Email lisaf@foe.co.uk

APPENDIX 3

Contact details for the Aviation Environment Federation (AEF)

AEF

Broken Wharf House

2 Broken Wharf

London EC4V 3DT

Tel 020 7248 2223

Fax 020 7329 8160

Email info@aef.org.uk

APPENDIX 4

Annual effective subsidy to the aviation industry broken down into region, county and local authority

	POPULATION	ANNUAL SUBSIDY £	ANNUAL SUBSIDY £ MILLION
UNITED KINGDOM			
England	49,138,831	7,689,801,721	7689.80
Wales	2,903,085	454,307,674	454.31
Northern Ireland	1,685,267	263,729,698	263.73
Scotland	5,062,011	792,160,906	792.16
UK TOTAL	58,789,194	9,200,000,000	9200.00
 ENGLAND			
BY REGION			
East Midlands	4,172,179	652,909,900	652.91
East of England	5,388,154	843,199,463	843.20
London	7,172,036	1,122,361,555	1122.36
North East	2,515,479	393,650,690	393.65
North West	6,729,800	1,053,155,449	1053.16
South East	8,000,550	1,252,016,825	1252.02
South West	4,928,458	771,261,018	771.26
West Midlands	5,267,337	824,292,648	824.29
Yorkshire and The Humber	4,964,838	776,954,173	776.95
 BY COUNTY			
Avon	983,860	153,965,574	153.97
Bedfordshire (incl Luton)	565,961	88,567,998	88.57
Berkshire	800,108	125,209,977	125.21
Buckinghamshire (incl Milton Keynes)	686,091	107,367,303	107.37
Cambridgeshire (incl Peterborough)	708,715	110,907,763	110.91
Cheshire (incl Halton & Warrington)	983,076	153,842,885	153.84
Cleveland	541,022	84,665,260	84.67
Cornwall	501,267	78,443,947	78.44
Cumbria	487,607	76,306,275	76.31
Derbyshire (incl Derby)	956,297	149,652,203	149.65
Devon (incl Plymouth & Torbay)	1,074,919	168,215,519	168.22
Dorset (incl Bournemouth & Poole)	692,726	108,405,623	108.41
Durham (incl Darlington)	591,292	92,532,080	92.53
East Sussex (incl Brighton)	740,144	115,826,130	115.83
Essex (incl Southend & Thurrock)	1,614,220	252,611,458	252.61
Gloucestershire	564,559	88,348,597	88.35
Greater London	7,172,036	1,122,361,555	1122.36

	POPULATION	ANNUAL SUBSIDY £	ANNUAL SUBSIDY £ MILLION
Greater Manchester (Met County)	2,482,352	388,466,602	388.47
Hampshire (incl Portsmouth & Southampton)	1,644,214	257,305,259	257.31
Herefordshire	174,844	27,361,573	27.36
Hertfordshire	1,033,977	161,808,451	161.81
Humberside	868,493	135,911,637	135.91
Isle of Wight	132,719	20,769,375	20.77
Kent (incl Medway)	1,579,155	247,124,089	247.12
Lancashire (incl Blackburn/Darwen & Blackpool)	1,414,731	221,393,156	221.39
Leicestershire (incl Leicester)	889,502	139,199,364	139.20
Lincolnshire	646,646	101,194,502	101.19
Merseyside (Met County)	1,362,034	213,146,532	213.15
Norfolk	796,733	124,681,818	124.68
North Yorkshire (incl York)	750,791	117,492,293	117.49
Northamptonshire	629,676	98,538,844	98.54
Northumberland	307,186	48,071,950	48.07
Nottinghamshire (incl Nottingham)	1,015,498	158,916,647	158.92
Oxfordshire	605,492	94,754,257	94.75
Rutland	34,560	5,408,341	5.41
Shropshire (incl Telford & Wrekin)	441,525	69,094,841	69.09
Somerset	498,093	77,947,243	77.95
South Yorkshire (Met County)	1,266,337	198,170,779	198.17
Staffordshire (incl Stoke)	1,047,380	163,905,904	163.91
Suffolk	668,548	104,621,975	104.62
Surrey	1,059,015	165,726,681	165.73
Tyne and Wear	1,075,979	168,381,400	168.38
Warwickshire	505,885	79,166,624	79.17
West Midlands (Met County)	2,555,596	399,928,654	399.93
West Sussex	753,612	117,933,755	117.93
West Yorkshire (Met County)	2,079,217	325,379,463	325.38
Wiltshire (incl Swindon)	613,034	95,934,515	95.93
Worcestershire	542,107	84,835,053	84.84
BY DISTRICT / UNITARY			
	EAST OF ENGLAND REGION		
Babergh	83,462	13,061,081	13.06
Basildon	165,661	25,924,513	25.92
Bedford	147,913	23,147,104	23.15
Braintree	132,171	20,683,617	20.68
Breckland	121,422	19,001,492	19.00
Brentwood	68,426	10,708,077	10.71
Broadland	118,497	18,543,755	18.54
Broxbourne	87,056	13,623,510	13.62
Cambridge	108,879	17,038,621	17.04
Castle Point	86,614	13,554,341	13.55
Chelmsford	157,053	24,577,435	24.58
Colchester	155,794	24,380,412	24.38

	POPULATION	ANNUAL SUBSIDY £	ANNUAL SUBSIDY £ MILLION
Dacorum	137,807	21,565,603	21.57
East Cambridgeshire	73,216	11,457,670	11.46
East Hertfordshire	128,922	20,175,177	20.18
Epping Forest	120,888	18,917,926	18.92
Fenland	83,523	13,070,627	13.07
Forest Heath	55,514	8,687,460	8.69
Great Yarmouth	90,813	14,211,448	14.21
Harlow	78,899	12,347,011	12.35
Hertsmere	94,457	14,781,703	14.78
Huntingdonshire	156,950	24,561,316	24.56
Ipswich	117,074	18,321,068	18.32
King's Lynn and West Norfolk	135,341	21,179,695	21.18
Luton UA	184,390	28,855,439	28.86
Maldon	59,433	9,300,750	9.30
Mid Bedfordshire	121,031	18,940,304	18.94
Mid Suffolk	86,842	13,590,021	13.59
North Hertfordshire	116,911	18,295,560	18.30
North Norfolk	98,399	15,398,592	15.40
Norwich	121,553	19,021,992	19.02
Peterborough UA	156,060	24,422,039	24.42
Rochford	78,488	12,282,693	12.28
South Bedfordshire	112,627	17,625,151	17.63
South Cambridgeshire	130,087	20,357,490	20.36
South Norfolk	110,708	17,324,844	17.32
Southend-on-Sea UA	160,256	25,078,677	25.08
St. Albans	128,982	20,184,567	20.18
St. Edmundsbury	98,179	15,364,164	15.36
Stevenage	79,724	12,476,116	12.48
Suffolk Coastal	115,135	18,017,631	18.02
Tendring	138,555	21,682,658	21.68
Three Rivers	82,843	12,964,212	12.96
Thurrock UA	143,042	22,384,835	22.38
Uttlesford	68,940	10,788,513	10.79
Watford	79,729	12,476,898	12.48
Waveney	112,342	17,580,551	17.58
Welwyn Hatfield	97,546	15,265,105	15.27
TOTALS	5,388,154	843,199,463	843.20
EAST MIDLANDS REGION			
Amber Valley	116,475	18,227,329	18.23
Ashfield	111,482	17,445,968	17.45
Bassetlaw	107,701	16,854,274	16.85
Blaby	90,251	14,123,500	14.12
Bolsover	71,764	11,230,445	11.23
Boston	55,739	8,722,671	8.72
Broxtowe	107,572	16,834,087	16.83
Charnwood	153,461	24,015,318	24.02
Chesterfield	98,852	15,469,482	15.47

	POPULATION	ANNUAL SUBSIDY £	ANNUAL SUBSIDY £ MILLION
Corby	53,177	8,321,740	8.32
Daventry	71,838	11,242,025	11.24
Derby UA	221,716	34,696,635	34.70
Derbyshire Dales	69,472	10,871,767	10.87
East Lindsey	130,455	20,415,078	20.42
East Northamptonshire	76,527	11,975,813	11.98
Erewash	110,091	17,228,289	17.23
Gedling	111,776	17,491,977	17.49
Harborough	76,560	11,980,977	11.98
High Peak	89,421	13,993,612	13.99
Hinckley and Bosworth	100,138	15,670,730	15.67
Kettering	81,842	12,807,565	12.81
Leicester UA	279,923	43,805,527	43.81
Lincoln	85,616	13,398,163	13.40
Mansfield	98,095	15,351,018	15.35
Melton	47,863	7,490,145	7.49
Newark and Sherwood	106,287	16,632,996	16.63
North East Derbyshire	96,935	15,169,488	15.17
North Kesteven	94,024	14,713,942	14.71
North West Leicestershire	85,512	13,381,888	13.38
Northampton	194,477	30,433,967	30.43
Nottingham UA	266,995	41,782,406	41.78
Oadby and Wigston	55,794	8,731,278	8.73
Rushcliffe	105,590	16,523,921	16.52
Rutland UA	34,560	5,408,341	5.41
South Derbyshire	81,571	12,765,155	12.77
South Holland	76,512	11,973,466	11.97
South Kesteven	124,788	19,528,242	19.53
South Northamptonshire	79,285	12,407,416	12.41
Wellingborough	72,530	11,350,317	11.35
West Lindsey	79,512	12,442,940	12.44
TOTALS	4,172,179	652,909,900	652.91
LONDON BOROUGHS			
Barking and Dagenham	163,944	25,655,817	25.66
Barnet	314,561	49,226,074	49.23
Bexley	218,307	34,163,156	34.16
Brent	263,463	41,229,679	41.23
Bromley	295,530	46,247,887	46.25
Camden	198,027	30,989,511	30.99
City of London	7,186	1,124,547	1.12
Croydon	330,688	51,749,810	51.75
Ealing	300,947	47,095,601	47.10
Enfield	273,563	42,810,242	42.81
Greenwich	214,540	33,573,653	33.57
Hackney	202,819	31,739,418	31.74
Hammersmith and Fulham	165,243	25,859,099	25.86
Haringey	216,510	33,881,941	33.88

	POPULATION	ANNUAL SUBSIDY £	ANNUAL SUBSIDY £ MILLION
Harrow	207,389	32,454,583	32.45
Havering	224,248	35,092,871	35.09
Hillingdon	242,435	37,938,979	37.94
Hounslow	212,344	33,229,998	33.23
Islington	175,787	27,509,144	27.51
Kensington and Chelsea	158,922	24,869,917	24.87
Kingston upon Thames	147,295	23,050,393	23.05
Lambeth	266,170	41,653,301	41.65
Lewisham	248,924	38,954,451	38.95
Merton	187,908	29,405,976	29.41
Newham	243,737	38,142,731	38.14
Redbridge	238,628	37,343,217	37.34
Richmond upon Thames	172,327	26,967,684	26.97
Southwark	244,867	38,319,566	38.32
Sutton	179,667	28,116,330	28.12
Tower Hamlets	196,121	30,691,239	30.69
Waltham Forest	218,277	34,158,461	34.16
Wandsworth	260,383	40,747,686	40.75
Westminster	181,279	28,368,594	28.37
TOTALS	7,172,036	1,122,361,555	1122.36
NORTH EAST REGION			
Alnwick	31,033	4,856,396	4.86
Berwick upon Tweed	25,948	4,060,637	4.06
Blyth Valley	81,265	12,717,269	12.72
Castle Morpeth	49,011	7,669,797	7.67
Chester-le-Street	53,694	8,402,646	8.40
Darlington UA	97,822	15,308,296	15.31
Derwentside	85,065	13,311,936	13.31
Durham	87,725	13,728,203	13.73
Easington	93,981	14,707,213	14.71
Gateshead	191,151	29,913,477	29.91
Hartlepool UA	88,629	13,869,671	13.87
Middlesbrough UA	134,847	21,102,388	21.10
Newcastle upon Tyne	259,573	40,620,928	40.62
North Tyneside	191,663	29,993,601	29.99
Redcar and Cleveland UA	139,141	21,774,362	21.77
Sedgefield	87,206	13,646,984	13.65
South Tyneside	152,785	23,909,530	23.91
Stockton-on-Tees UA	178,405	27,918,838	27.92
Sunderland	280,807	43,943,865	43.94
Teesdale	24,457	3,827,309	3.83
Tynedale	58,805	9,202,474	9.20
Wansbeck	61,124	9,565,377	9.57
Wear Valley	61,342	9,599,492	9.60
TOTALS	2,515,479	393,650,690	393.65
NORTH WEST REGION			
Allerdale	93,493	14,630,845	14.63

	POPULATION	ANNUAL SUBSIDY £	ANNUAL SUBSIDY £ MILLION
Barrow-in-Furness	71,979	11,264,090	11.26
Blackburn with Darwen UA	137,471	21,513,022	21.51
Blackpool UA	142,284	22,266,214	22.27
Bolton	261,035	40,849,718	40.85
Burnley	89,541	14,012,391	14.01
Bury	180,612	28,264,215	28.26
Carlisle	100,734	15,763,999	15.76
Chester	118,207	18,498,372	18.50
Chorley	100,449	15,719,399	15.72
Congleton	90,668	14,188,757	14.19
Copeland	69,316	10,847,354	10.85
Crewe and Nantwich	111,006	17,371,478	17.37
Eden	49,779	7,789,983	7.79
Ellesmere Port & Neston	81,671	12,780,805	12.78
Fylde	73,249	11,462,834	11.46
Halton UA	118,215	18,499,624	18.50
Hyndburn	81,487	12,752,010	12.75
Knowsley	150,468	23,546,940	23.55
Lancaster	133,914	20,956,382	20.96
Liverpool	439,476	68,774,190	68.77
Macclesfield	150,144	23,496,236	23.50
Manchester	392,819	61,472,773	61.47
Oldham	217,393	34,020,123	34.02
Pendle	89,252	13,967,165	13.97
Preston	129,642	20,287,851	20.29
Ribble Valley	53,961	8,444,429	8.44
Rochdale	205,233	32,117,188	32.12
Rossendale	65,657	10,274,752	10.27
Salford	216,119	33,820,753	33.82
Sefton	282,956	44,280,165	44.28
South Lakeland	102,306	16,010,003	16.01
South Ribble	103,863	16,253,660	16.25
St. Helens	176,845	27,674,712	27.67
Stockport	284,544	44,528,673	44.53
Tameside	213,045	33,339,698	33.34
Trafford	210,135	32,884,309	32.88
Vale Royal	122,081	19,104,620	19.10
Warrington UA	191,084	29,902,992	29.90
West Lancashire	108,377	16,960,062	16.96
Wigan	301,417	47,169,152	47.17
Wirral	312,289	48,870,525	48.87
Wyre	105,584	16,522,982	16.52
TOTALS	6,729,800	1,053,155,449	1053.16
SOUTH EAST REGION			
Adur	59,625	9,330,796	9.33
Arun	140,787	22,031,947	22.03
Ashford	102,661	16,065,558	16.07

	POPULATION	ANNUAL SUBSIDY £	ANNUAL SUBSIDY £ MILLION
Aylesbury Vale	165,749	25,938,284	25.94
Basingstoke and Deane	152,583	23,877,919	23.88
Bracknell Forest UA	109,606	17,152,390	17.15
Brighton and Hove UA	247,820	38,781,685	38.78
Canterbury	135,287	21,171,244	21.17
Cherwell	131,792	20,624,307	20.62
Chichester	106,445	16,657,721	16.66
Chiltern	89,226	13,963,097	13.96
Crawley	99,754	15,610,638	15.61
Dartford	85,911	13,444,328	13.44
Dover	104,490	16,351,781	16.35
East Hampshire	109,276	17,100,748	17.10
Eastbourne	89,667	14,032,109	14.03
Eastleigh	116,177	18,180,695	18.18
Elmbridge	121,911	19,078,016	19.08
Epsom and Ewell	67,075	10,496,657	10.50
Fareham	107,969	16,896,214	16.90
Gosport	76,414	11,958,130	11.96
Gravesham	95,703	14,976,691	14.98
Guildford	129,717	20,299,588	20.30
Hart	83,502	13,067,340	13.07
Hastings	85,027	13,305,990	13.31
Havant	116,857	18,287,109	18.29
Horsham	122,078	19,104,150	19.10
Isle of Wight UA	132,719	20,769,375	20.77
Lewes	92,187	14,426,468	14.43
Maidstone	138,959	21,745,881	21.75
Medway UA	249,502	39,044,903	39.04
Mid Sussex	127,383	19,934,337	19.93
Milton Keynes UA	207,063	32,403,567	32.40
Mole Valley	80,294	12,565,316	12.57
New Forest	169,329	26,498,523	26.50
Oxford	134,248	21,008,650	21.01
Portsmouth UA	186,704	29,217,560	29.22
Reading UA	143,124	22,397,667	22.40
Reigate and Banstead	126,519	19,799,128	19.80
Rother	85,422	13,367,804	13.37
Runnymede	78,027	12,210,550	12.21
Rushmoor	90,952	14,233,201	14.23
Sevenoaks	109,297	17,104,034	17.10
Shepway	96,241	15,060,883	15.06
Slough UA	119,070	18,633,424	18.63
South Bucks	61,945	9,693,856	9.69
South Oxfordshire	128,177	20,058,591	20.06
Southampton UA	217,478	34,033,425	34.03
Spelthorne	90,414	14,149,008	14.15
Surrey Heath	80,309	12,567,663	12.57

	POPULATION	ANNUAL SUBSIDY £	ANNUAL SUBSIDY £ MILLION
Swale	122,802	19,217,450	19.22
Tandridge	79,274	12,405,695	12.41
Test Valley	109,760	17,176,490	17.18
Thanet	126,712	19,829,331	19.83
Tonbridge and Malling	107,560	16,832,209	16.83
Tunbridge Wells	104,030	16,279,795	16.28
Vale of White Horse	115,632	18,095,407	18.10
Waverley	115,639	18,096,503	18.10
Wealden	140,021	21,912,075	21.91
West Berkshire UA	144,445	22,604,392	22.60
West Oxfordshire	95,643	14,967,302	14.97
Winchester	107,213	16,777,906	16.78
Windsor and Maidenhead UA	133,606	20,908,183	20.91
Woking	89,836	14,058,556	14.06
Wokingham UA	150,257	23,513,920	23.51
Worthing	97,540	15,264,166	15.26
Wycombe	162,108	25,368,499	25.37
TOTALS	8,000,550	1,252,016,825	1252.02
SOUTH WEST REGION			
Bath and North East Somerset UA	169,045	26,454,079	26.45
Bournemouth UA	163,441	25,577,102	25.58
Bristol, City of UA	380,615	59,562,953	59.56
Caradon	79,647	12,464,066	12.46
Carrick	87,861	13,749,486	13.75
Cheltenham	110,025	17,217,960	17.22
Christchurch	44,869	7,021,610	7.02
Cotswold	80,379	12,578,618	12.58
East Devon	125,525	19,643,576	19.64
East Dorset	83,788	13,112,097	13.11
Exeter	111,078	17,382,746	17.38
Forest of Dean	79,974	12,515,239	12.52
Gloucester	109,888	17,196,521	17.20
Isles of Scilly	2,153	336,926	0.34
Kennet	74,833	11,710,717	11.71
Kerrier	92,536	14,481,083	14.48
Mendip	103,865	16,253,973	16.25
Mid Devon	69,772	10,918,714	10.92
North Cornwall	80,529	12,602,091	12.60
North Devon	87,518	13,695,809	13.70
North Dorset	61,895	9,686,032	9.69
North Somerset UA	188,556	29,507,382	29.51
North Wiltshire	125,370	19,619,320	19.62
Penwith	62,994	9,858,016	9.86
Plymouth UA	240,718	37,670,283	37.67
Poole UA	138,299	21,642,596	21.64
Purbeck	44,419	6,951,189	6.95
Restormel	95,547	14,952,278	14.95

	POPULATION	ANNUAL SUBSIDY £	ANNUAL SUBSIDY £ MILLION
Salisbury	114,614	17,936,099	17.94
Sedgemoor	105,867	16,567,269	16.57
South Gloucestershire UA	245,644	38,441,160	38.44
South Hams	81,846	12,808,191	12.81
South Somerset	150,974	23,626,124	23.63
Stroud	107,899	16,885,260	16.89
Swindon UA	180,061	28,177,988	28.18
Taunton Deane	102,304	16,009,690	16.01
Teignbridge	120,967	18,930,288	18.93
Tewkesbury	76,394	11,955,000	11.95
Torbay UA	129,702	20,297,240	20.30
Torrige	58,985	9,230,642	9.23
West Devon	48,808	7,638,030	7.64
West Dorset	92,350	14,451,976	14.45
West Somerset	35,083	5,490,186	5.49
West Wiltshire	118,156	18,490,391	18.49
Weymouth and Portland	63,665	9,963,021	9.96
TOTALS	4,928,458	771,261,018	771.26
WEST MIDLANDS REGION			
Birmingham	977,091	152,906,284	152.91
Bridgnorth	52,535	8,221,273	8.22
Bromsgrove	87,846	13,747,139	13.75
Cannock Chase	92,127	14,417,078	14.42
Coventry	300,844	47,079,482	47.08
Dudley	305,164	47,755,525	47.76
East Staffordshire	103,765	16,238,324	16.24
Herefordshire UA	174,844	27,361,573	27.36
Lichfield	93,237	14,590,783	14.59
Malvern Hills	72,196	11,298,049	11.30
Newcastle-under-Lyme	122,040	19,098,204	19.10
North Shropshire	57,102	8,935,969	8.94
North Warwickshire	61,853	9,679,459	9.68
Nuneaton and Bedworth	119,147	18,645,474	18.65
Oswestry	37,318	5,839,944	5.84
Redditch	78,813	12,333,552	12.33
Rugby	87,449	13,685,012	13.69
Sandwell	282,901	44,271,558	44.27
Shrewsbury and Atcham	95,896	15,006,894	15.01
Solihull	199,521	31,223,310	31.22
South Shropshire	40,389	6,320,529	6.32
South Staffordshire	105,896	16,571,807	16.57
Stafford	120,653	18,881,150	18.88
Staffordshire Moorlands	94,488	14,786,554	14.79
Stoke-on-Trent UA	240,643	37,658,547	37.66
Stratford on Avon	111,474	17,444,716	17.44
Tamworth	74,531	11,663,456	11.66
Telford and Wrekin UA	158,285	24,770,232	24.77

	POPULATION	ANNUAL SUBSIDY £	ANNUAL SUBSIDY £ MILLION
Walsall	253,502	39,670,869	39.67
Warwick	125,962	19,711,963	19.71
Wolverhampton	236,573	37,021,627	37.02
Worcester	93,358	14,609,719	14.61
Wychavon	112,949	17,675,541	17.68
Wyre Forest	96,945	15,171,053	15.17
TOTALS	5,267,337	824,292,648	824.29
YORKSHIRE AND HUMBER REGION			
Barnsley	218,062	34,124,816	34.12
Bradford	467,668	73,185,994	73.19
Calderdale	192,396	30,108,309	30.11
Craven	53,621	8,391,222	8.39
Doncaster	286,865	44,891,889	44.89
East Riding of Yorkshire UA	314,076	49,150,175	49.15
Hambleton	84,123	13,164,521	13.16
Harrogate	151,339	23,683,244	23.68
Kingston upon Hull, City of UA	243,595	38,120,509	38.12
Kirklees	388,576	60,808,781	60.81
Leeds	715,404	111,954,534	111.95
North East Lincolnshire UA	157,983	24,722,972	24.72
North Lincolnshire UA	152,839	23,917,981	23.92
Richmondshire	47,009	7,356,502	7.36
Rotherham	248,176	38,837,396	38.84
Ryedale	50,868	7,960,402	7.96
Scarborough	106,233	16,624,545	16.62
Selby	76,467	11,966,424	11.97
Sheffield	513,234	80,316,679	80.32
Wakefield	315,173	49,321,846	49.32
York UA	181,131	28,345,434	28.35
	4,964,838.00	776,954,173	776.95

Appendix 5

Covering letter to be sent to local authority

Send the letter to the Chief Planning Officer or equivalent and the Chair of the Planning Committee. You will be able to get these names from your council office.

Dear Sir / Madam,

Re: <ANYTOWN AIRPORT> master plan

I am writing on behalf of <ANYTOWN AIRPORT CAMPAIGN GROUP> to submit an alternative master plan for the development of <ANYTOWN AIRPORT>.

We believe that the master plan submitted by <NAME OF OPERATOR>, the operators of <ANYTOWN AIRPORT> provides an unsustainable vision for the airport, which would have an unacceptable impact on the environment, locally and nationally. In particular, aviation must make a significant contribution to reducing emissions of gases causing climate change, the greatest environmental problem the world faces.

This alternative master plan provides a more sustainable vision for the airport:
<INSERT KEY POINTS HERE>

We ask that this alternative master plan be given equal weighting to that produced by the airport when you draw up your Local Development Framework.

Yours sincerely

<NAME>
<ANYTOWN AIRPORT CAMPAIGN GROUP>

Appendix 6

Press release

Press Release Embargo: 00:01

<DATE>

CONTACT DETAILS: <YOUR NAME PLUS LANDLINE DAY/EVENING
AND MOBILE NUMBERS, PLUS EMAIL>

A green future for <ANYTOWN AIRPORT>?

Campaign group challenges airport to put people and the environment first

<ANYTOWN AIRPORT CAMPAIGN GROUP> today published their alternative master plan for <ANYTOWN AIRPORT>. The group's alternative airport master plan shows what policies will be necessary to help prevent flights from the airport contributing to dangerous climate change, and to protect the health of local residents and the local environment.

<ANYTOWN AIRPORT CAMPAIGN GROUP'S> Alternative Airport Master Plan [1] calls for:

- Passenger and freight growth at the airport to be limited to a maximum of 1 per cent per year in order to help prevent dangerous climate change [2]
- Recognition by <LOCAL COUNCIL> Planners that the rise in cheap leisure air travel to destinations abroad is a massive drain on the <name of region> region's economy [3] and that this should be taken into account when they consider the airport's plans for expansion
- <LIST INITIATIVES > surface transport initiatives in order to cut pollution and congestion from road transport
- The adoption of WHO standards to protect local residents from and compensate them for excessive aircraft noise [4]
- Measures to ensure that air pollution doesn't breach EU health limits [5]
- The airport to fully consult the local community on its expansion plans

Anytown Airport has laid out its expansion plans in its AMP they are:

- <something on growth forecasts, passenger and freight>
- <something on new infrastructure proposed, ie runway, terminal etc.>
- <something on new roads / road traffic increase proposed>
- <something on predicted noise impacts>
- <something on their consultation proposals>
- <Web reference for their AMP>

<ANYTOWN AIRPORT CAMPAIGN GROUP> co-ordinator <YOUR NAME> said:

"<ANYTOWN AIRPORT'S> own master plan is an exercise in reckless wishful thinking. Their proposals will add to climate change and increase noise, pollution and

road traffic for local residents. They will also result in more money being flown out of the region. Our vision for the airport puts people and the environment first while still allowing the airport to grow. We want <NAME OF COUNCIL> planners to give our proposals serious consideration when they decide how the airport should develop in future”

<ANYTOWN AIRPORT CAMPAIGN GROUP> will be submitting their visionary airport master plan into <NAME OF COUNCIL’S> Local Development Framework(LDF). The group wants local planners to control the development of the airport so that the health of local people and the planet is protected [6].

NOTES FOR EDITORS

[1] <Anytown airport campaign group’s> alternative airport master plan is <DELETE AS APPLICABLE> attached / on the web at <your web address>

[2] Aviation is the fastest growing source of climate changing emissions. The growth in flights planned at <name of airport> would, if replicated around the UK, make it virtually impossible for the Government to meet its target of a 60 per cent cut in carbon dioxide emissions by 2050. This is the minimum necessary to prevent dangerous climate change.

[3] The increase in low cost tourist flights has created a net deficit in tourist spending to the detriment of the <name of region> region. The difference between what <name of region> residents spend abroad and what tourists from abroad spend in the <name of region> region is £<annual tourism deficit> over the next 15 years the tourism deficit will result in a total loss of £<tourism deficit 2005-2015> to the <name of region’s> economy.

[4] Studies have shown that aircraft noise can retard children’s learning and increase the likelihood of high blood pressure. The World Health Organisation (WHO) has laid down recommended health standards for levels of day and night noise. <Anytown airport’s campaign group> alternative master plan lays down proposals for monitoring noise at the airports. It also lists the measures that the airport should take including compensation for local residents and phasing out night flights.

[5] Binding EU legal limits on harmful nitrogen dioxide pollution come into force in 2010, the visionary master plan lays down the pollution monitoring and prevention measures that the airport should undertake in order to prevent the local community breathing polluted air

[6] All local Councils have been asked by the Government to prepare a Local Development Framework (LDF) for their area. This collection of documents forms a strategy that guides the development of the local area

ENDS

Appendix 7 - Sticky questions

Q Why are you opposed to airport expansion?

Cheap flights cost the Earth - literally. The price we pay to fly, whether long or short haul, in no way covers the real cost of the environmental and social damage that is caused - and which we all pay for in one way or another. These effects include:

- Aviation is the fastest growing source of man made climate change
- Extra air pollution threatening people's health
- Exposing an increasing number of people to unacceptable noise
- More road traffic and congestion driving us all round the bend
- Pressure for more unnecessary and costly road building
- Undermining local and regional economies
- Destroying valuable countryside and wildlife havens
- Requiring all taxpayers to continue to subsidise the aviation industry, whether or not they fly

If Ministers cave into aviation industry pressure for more expansion of airports and air travel these direct and indirect effects will be felt by more people, more often and across a wider area. Almost every part of the UK will be affected in one way or another.

It is already a myth that only people living near an airport are affected by airports and airlines. With expansion more people will know the real cost of flying and the real cost of the Government satisfying the aviation industry's insatiable demands for constant expansion and public subsidy.

Q You're stopping people flying

Our campaign is not about stopping people from flying. It is about improving alternatives to the majority of flights which are short haul (e.g. high speed rail) and making the industry deal with the consequences of its activities instead of forcing them onto the population at large.

Most flights in and out of the UK and Europe are short haul flights of up to a thousand kilometres. These are trips which could be made by less damaging high speed rail for about the same cost and duration as flying.

If the large tax breaks and subsidies enjoyed by aviation were instead invested in a decent rail system, people would have more choice about how to travel, not less. At the moment people feel they have to fly for many internal and short trips to Europe because the alternatives are inconvenient or too costly.

Q Poor people want to fly – aren't you stopping them?

At a time when the price of flying to the traveller has never been cheaper - and in many cases cannot get much cheaper without the airlines paying people to fly - the reality is that the vast majority of people who are flying (and flying most often) are not from low income households but tend to be on higher incomes of £30,000+ or expense accounts. The aviation industry's own MORI Poll shows this.

Over half of all flights are made by just 11 per cent of the population. Most seats on low cost flights are not being taken by people from lower income households but by wealthier people making more frequent trips for weekend city breaks or visits to their overseas holiday homes. It is these trips that make up most of the predicted growth over the next 30 years.

Q But doesn't everyone want to fly?

We are surrounded by enticements to fly for next to nothing but the National Travel Statistics show that most UK citizens do not fly in any given year. This is despite the emergence of so called low cost airlines.

The price of flying is heavily subsidised by all UK taxpayers - to the tune of at least £9.2 billion a year - and rising. That means that the average UK taxpayer pays more than £500 a year to the polluting aviation industry through Government tax breaks instead of spending the money on essential public services for everyone's benefit. And, because the amount of subsidy is linked to the amount of travel and flights, if the Government enables more air travel and airport growth by approving expansion plans the £500 average figure will rise over time.

Combined with the fact that those flying tend to be on higher incomes the effect of the large subsidies is that people who *do not* fly at all or who fly just once or twice a year are subsidising the wealthier minority of the population who fly frequently.

Q So people with relatives in Asia, Africa, Australia and the West Indies, should not fly?

There are not many feasible alternatives to flying if you have to travel long distances. But long haul flights make up the minority of flights from the UK and there is no reason why long haul flights, which still cause huge environmental problems, should be heavily subsidised. If people are to use the most polluting form of travel available it is reasonable to expect that they should pay for the pollution, damage and disruption they cause.

Is it reasonable to expect the rest of society - especially the majority of the UK and world population who do not fly - to pick up the bill for the polluting activities of a minority of largely wealthier people who do fly? The price of flying should reflect the real cost of the damage caused by aviation.

Q But isn't aviation an important sector creating economic growth and employment?

The economic and employment benefits of the aviation industry are often overstated. Data from the Office for National Statistics shows that aviation contributes less than 2 per cent of the UK's Gross National Product and employs less than 0.8 per cent of the working population - making aviation no more important to the UK, in economic terms, than the sewage industry - and arguably far less essential.

In the UK alone, the aviation industry receives tax breaks and concessions to the tune of at least £9.2 billion a year (and rising). At this rate it is reasonable to expect that the industry would generate some economic and employment benefits.

Even before the terrorist attacks in September 2001 the aviation industry was slashing jobs (British Airways has cut over 10,000 jobs in the past five years). This does not stop the industry making big claims about its contribution to jobs and the economy. The propaganda adds to the industry's glossy image and makes it harder for politicians to stand up to its demands for expansion and subsidies to ensure growth takes place.

If other sectors of the economy were as heavily favoured with the aviation industry's £9.2 billion a year in tax breaks it is likely that they too could claim to make as grand a contribution to the economy.

Q Surely airports and airlines are large employers?

Airports will continue to exist and they will continue to employ people. This is not an excuse to proceed with more damaging expansion. If anything it is a case for diversifying the UK's employment and economic base instead of hooking our future into the welfare of the polluting aviation sector.

Creating jobs at less cost - It is unclear what employment opportunities would arise from aviation's tax breaks and subsidies being invested in other, more sustainable parts of the economy. The Government can subsidise any activity it decides. If it chooses to subsidise less polluting sectors, baking or brewing for instance, as much as it does aviation, there is every chance that these industries would be able to make the big claims made by the aviation industry.

New jobs or moved jobs? - Another question about jobs created in aviation is how many of these are really new jobs created in the economy and how many are just jobs that have been moved from other parts of the economy – what is called job substitution.

Q Aren't airports are good for the local and regional economy?

There is no evidence to show any link between the development of aviation and the performance of the economy. This may seem incredible when the aviation industry makes great claims about its own importance. But the reality is that even the aviation industry cannot prove the link.

A study in 2000 by the noted consultants, Oxford Economic Forecasting (OEF), and paid for mainly by the aviation industry tried to find a link between air transport and productivity growth in the UK economy. The OEF study failed to find a link but continued to presume that it existed.

The real contribution of airports to the economy has therefore never been properly and independently assessed. All the claims made about aviation are based on the highly criticised and flawed OEF study. The flaws in the study have not been corrected yet they have formed the basis for the Government's policy on airports and aviation which is why ministers are proposing huge expansion.

There is however, increasing evidence that more airports and air travel actually export income (and therefore jobs) out of the UK and its regional economies. For example, there is a growing 'tourism deficit' of about £17 billion a year. This deficit is the

difference between the amount of money taken out of the UK for leisure trips by UK citizens and the smaller amount brought into the UK by overseas visitors.

The money that is brought into the UK by overseas visitors does not tend to reach far into the regional economies because they tend to spend most of their time and money in the 'honey pots' of London, Oxford, Cambridge, York, Bath, Stratford upon Avon and Edinburgh - with lots of day trips bypassing most areas of economic need.

This means that most regional economies outside London and the south east rely on their tourist income not from overseas visitors but from UK holiday makers. Because more air travel makes it easier and cheaper for UK citizens to abandon traditional UK destinations for cheap flights to Florida, Tuscany, Barcelona and Malaga this has a direct effect on struggling rural and regional economies.

Another factor is the way air travel makes it easier for cheap overseas goods and produce to compete with - and usually undercut in price - home made and home grown goods. For example, the price of a New Zealand apple flown round the world to a UK supermarket shelf will be less than a locally grown British apple. One contributory factor to this anomaly is that the price of the New Zealand apple does not include the cost of the fuel used in flight. This is because of an out of date international convention (the 1944 Chicago Convention) which allows the aviation industry to avoid paying any tax on the fuel it uses.

Food is just one of the many 'low value' goods air freighted around the globe at tax-free prices. As a result the UK is a net importer of fruit and vegetables. Of course certain produce which cannot be grown in the UK needs to be imported (though not necessarily flown) but the overall trade in food hardly helps hard-pressed UK farmers and growers struggling to find local markets for their goods and produce.

Q Why should I pay more to fly?

The price of flying to the traveller has tumbled in recent years. Meanwhile the price of public transport has rocketed. If aviation paid its way instead of being propped up by Government handouts the price of flying would start to reflect the costs of the damage caused by flying and airport operations.

The effect of a fair tax system would be a reasonable demand for air travel instead of the runaway growth which already causes many problems for a growing number of people.

It is only fair that those causing the pollution and damage should pay for doing so. If aviation stood on its own feet without tax favours, with the resulting available money being spent on key public services, no one would be better or worse off. The money could also be used to give tax cuts. Whatever is done with the money there is no doubt that it could be spent more sensibly and for everyone's benefit instead of subsidising a grossly polluting industry that adds to present and future problems for the majority of people, in this county and worldwide.

In effect people flying would pay more for the privilege of using the most polluting form of travel while the majority would benefit from more money being invested in

essential services - such as better public transport, health care and social services, education and policing - the things people say they care about.

Q I've heard that if there is no more airport expansion the price of the average airline ticket will rise to £100. This sounds like a tax on holidays.

This was a Government scare story to mark the start of the controversial consultation on airport and air travel growth in July 2002. The DfT now admits that the story does not stand up. It was just an attempt to force people to accept that more airports and runways are inevitable, which they are not. But the aviation industry has used this scare tactic to say that the £100 ticket is a 'holiday tax'.

The truth is that the Government's own computer model shows that the £100 would be cancelled out by the predicted fall in ticket prices that the Government's expansion plans are based upon over a 30 year period.

Q But surely the huge growth in the popularity of cheap flights means that we have to accept that some new airports or runways are necessary?

Not so, Friends of the Earth together with several other environmental campaigning organisations asked the Department for Transport to re-run their aviation computer forecasting model using different assumptions, namely:

- that aviation fuel should be taxed at the same rate as motor fuel (45.8p per litre) and
- that all air travel should be made subject to VAT at 17.5 per cent
- that duty free is abolished on all flights
- that Air Passenger Duty is abolished
- these changes would be phased in gradually between 2005 and 2030

These assumptions reflect the Government's stated policy of ending the aviation industry's tax free status. The total value of these measures amounted to £9.2billion (at 2002 levels).

The results showed that even though there would still be an increase in passenger numbers from 180 million in 2000 to 315 million in 2030 no new runways would be needed before 2030 to accommodate them. For more on this see www.airportwatch.org.uk

Q What would your master plan for the airport look like?

It will put people and the local and global environment first

It would: <delete/change were applicable>

- Restrict the growth in passenger and freight flights from the airport to 1 per cent per year to ensure that the airport played its part in tackling climate change by stopping the growth in CO2 emissions.
- Cut car traffic growth to the airport by introducing various sustainable transport measures <see your own list>
- Adopt World Health Organisation health limits for noise in order to protect local residents from and where necessary compensate them for excessive aircraft noise
- Ensure that air breathed by local people meets forthcoming EU health limits on local air pollution as soon as possible

- Ensure that the local community are fully consulted on how the airport develops

Q If you restrict the growth in flights from the airport to 1 per cent per year as you suggest in your master plan won't it just mean the flights, jobs and economic benefits going elsewhere?

No, we're proposing that all UK airports should restrict their growth in the same way, action to tackle climate change emissions will mean all airports playing their part. So our local airport should be on a level playing field with all the others.

Q Do you really think that the local planning authority will take your proposals seriously when they seem so keen to support the airport's rapid growth?

There's no doubt that we have a big challenge on our hands. However, Council's have responsibilities to consider the impacts of their decisions on climate change so we hope that they will recognise that our positive future vision for the airport would help them to meet them. We also hope that the alarming figures for the net outflow of tourism spending from the region will raise questions about the economic benefits of expanding the airport

Q How can the Government act to tackle the climate change impacts of aviation?

Aircraft technology improvements on their own will not be enough, the number of flights is growing far faster than technology can cope with. So the Government needs to curb the growth in flights with economic measures. They can act immediately by:

- Increasing Air Passenger Duty (APD) by £10 on all flights
- Introducing VAT and kerosene tax on domestic flights
- Pressing for the introduction of effective EU and International measures like an emissions charge and/or an emissions trading scheme that will make the industry pay for the damage it causes to the environment.