



Campaign to Protect
Rural England

CPRE's policy on aviation

CPRE's position

The air transport industry is committed to massive expansion in the coming years. This will bring noise, traffic and new development to many parts of the countryside and undermine the Government's goal of tackling climate change. CPRE believes the Government should develop policies to manage the growth of aviation to protect the environment and to help tackle climate change.

Key aviation issues

Air traffic in the UK has trebled over the past 20 years. Passenger numbers are forecast to rise by more than 100%, from 228 million in 2005 to 465 million by 2030. The Government's Progress Report on the Air Transport White Paper (December 2007) continued to support airport expansion, with new runway and terminal developments across the country to cater for air travel growth in the coming decades. Proposals include a third runway at Heathrow by 2020 and one at Stansted by 2012. New roads and other associated developments are all planned.

Key aviation issues for the countryside

A big expansion in aviation would plague hundreds of thousands of people with significantly more aircraft noise, and would significantly increase climate-changing emissions. Air traffic growth may jeopardise the few remaining areas of tranquillity in England as air traffic managers route more flights over them, away from densely populated areas.

What CPRE wants

- Government policies for air travel should be in keeping with its 2005 Sustainable Development Strategy.
- Proposals for airport development should adhere to planning policies and consider the implications of demand for new roads, housing and other infrastructure.
- All airports should be required by law to prepare an Airport Master Plan to reduce their environmental impact.
- Measurement of aircraft noise should be consistent with World Health Organisation standards and updated in line with the most recent available research.
- Measures should be taken to monitor and control the noise from aircraft landing and taking-off more effectively.
- A tax on aviation fuel and a new environmental tax to reflect the cost of local air and noise pollution should be levied; VAT on airline tickets should be charged; Air Passenger Duty should be replaced by a tax on planes; and slots at all major airports should be capped and auctioned.
- Air transport greenhouse gas emissions should be included in the UK's Climate Change Bill and in the EU Emissions Trading Scheme.

What people can do

1. Ask the question: 'Do I need to fly?'
2. Find out if an Airport Master Plan is being developed for your local airport.
3. Call for stringent controls on noise, air pollution, car parking and traffic levels.

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