



# ANNUAL REPORT 2016

**ae** - Aviation  
Environment  
Federation

2016 marked a milestone in our work to reduce aviation's carbon emissions, with the UN adopting elements of a climate deal for international aviation. It also, however, brought renewed challenges as the Government announced it would be proceeding with a new runway in the South East, despite AEF and other leading experts highlighting a number of key environmental obstacles. These, alongside campaigns to drive community engagement in the airspace change process and to highlight health impacts of aircraft noise, are detailed inside our annual report.

A major part of AEF's strength is in providing expert opinion and analysis on environmental issues facing the aviation sector as evidenced by our invitation to participate in international and national policy discussions and to speak before parliamentary select committees. Our membership also allows us to act as an advocate for local impacts affecting communities, a role we've built upon over the last 12 months.

This report can only provide a snapshot of our work and the range of issues we cover, from local planning regulations to how the Climate Change Act can address aviation emissions. Further details on these issues and our campaigns can be found on our website.

## AIRPORT EXPANSION

### Opposing Unsustainable Growth

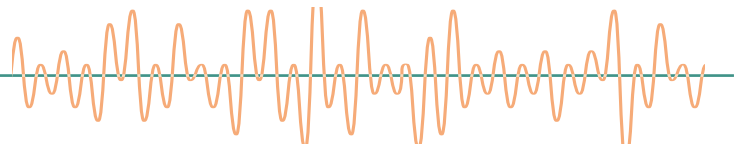
With previous governments having been unable to overcome the environmental obstacles associated with a new runway in the South East, AEF has been engaged in publicising the tests we believe should apply to any decision to expand. To reach a wider audience, and MPs in particular, we launched a social media campaign over the summer focusing on the overstated claims about the benefits of expansion, and the consequences of proceeding without environmental safeguards. Hundreds of thousands of people in the London area, we highlighted, could be affected by noise and air pollution, and carbon emissions are set to increase above recommended levels. The campaign, 50 Reasons Why Britain Doesn't Need a New Runway, also became the centrepiece of our activity at this year's party conferences.



We were extensively quoted in the media throughout the year, and in October participated in a debate about air quality and Heathrow expansion on BBC Radio 4's Today programme. With the next stage of the approval process involving the drafting and laying before Parliament of the Airports National Policy Statement, we intend to build upon this work in 2017.

## AIRCRAFT NOISE AND HEALTH

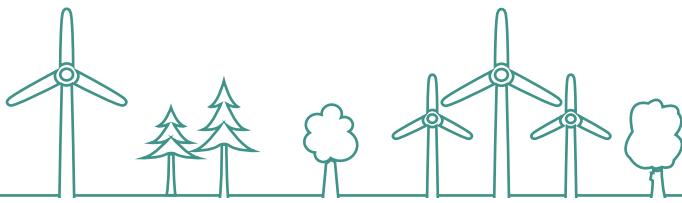
### Making the Link



AEF began 2016 with the parliamentary launch of our report "Aircraft Noise and Public Health: the evidence is loud and clear". This was a major study setting out the evidence both of short-term responses to aircraft noise, including sleep disturbance and learning impairment in children, and of long-term increases in the risk of conditions such as high blood pressure and dementia. We estimated that over one million people nationwide are exposed to aircraft noise above recommended levels, at a cost of £540 million annually.

With current noise policy dating back to 1982, the report called for Government to develop up-to-date targets to protect the public from the health impacts of noise. Greater incentive will be provided when the WHO issues new community noise guidelines in 2017.

The report was subsequently quoted by the aviation minister in Parliament and presented before Government as part of the consultation on night flight regimes at London airports. We held a final parliamentary event in July, which highlighted the link between noise and mental health issues.



## INTERNATIONAL AVIATION

### Tackling Emissions

Building on the political momentum generated by the Paris Agreement, October saw the UN's International Civil Aviation Organisation agree a global scheme to offset the growth in carbon emissions from international flights, beginning in 2020. AEF, together with other international environmental NGOs, expressed concern that the sector will require a more ambitious cap

to ensure it is in line with the global effort to stabilise temperature increases at 1.5°C. With this objective in mind, we helped to secure an important commitment to review the scheme every three years, starting in 2022, referencing the need to support this long-term temperature goal.

Many details still need to be finalised before the scheme can be implemented ahead of its scheduled start date. These elements, related to issues of transparency, good governance and offset quality, will help define its environmental effectiveness. AEF has also been leading part of the UN's work on determining which offsets will be eligible for airline use under the new scheme. A decision is due to be reached in 2018.



## AIRSPACE CHANGE

### Engaging Communities

The last few years have seen an upsurge in complaints from communities newly affected by changes in flight paths, with a lack of community engagement in the process of developing new approach and departure paths creating anger amongst many residents. At the same time, some communities have been suffering the effects of increasingly concentrated flight paths as a result of satellite-based navigation.

An independent review commissioned by the CAA recommended far-reaching improvements to the airspace change

process, notably around community engagement, the transparency of decision-making, and the quality of published data. The CAA consulted on how best to deliver this, and AEF's response was informed by extensive consultation with our members. We held two events for community groups to better understand the issues and to provide feedback, including an opportunity for the CAA to present its proposals and answer questions. We also participated in government focus groups and in local group events.

# AEF TEAM

Following a strategic review of how we can best represent communities, in August 2016 we welcomed Deborah Lovatt to the new post of Community Outreach Manager. Deborah has undertaken a member survey to identify the areas of greatest concern to communities to inform our 2017 work programme. James Lees, our Communications Officer for over three years, left to pursue new opportunities, and his replacement, Lizzie Harrocks, plans to build on his success.



**Tim Johnson**  
Director



**Cait Hewitt**  
Deputy  
Director



**Lizzie Harrocks**  
Communications  
Officer



**Deborah Lovatt**  
Community Outreach  
Manager & Membership  
Officer



**Tim Thomas**  
Office & Financial  
Administrator



**Nic Ferriday**  
Researcher

## ABOUT AEF

The Aviation Environment Federation is the only national NGO campaigning exclusively on the environmental impacts of aviation including noise, air pollution and climate change.

We formed as a federation of local groups and communities in 1975 and continue to represent the views of those who are directly affected by airport and airfield operations, over flights and airspace changes as well as those who join AEF simply to support our work and objectives.

## FUNDRAISING & FINANCES

With membership fees kept low to ensure AEF's services remain accessible and affordable to communities, we are, as always, grateful to our funders for supporting our work programme on noise and health and on the international climate deal.

Notably, however, our work to highlight the environmental implications of increasing airport capacity, and to secure greater community involvement in the airspace change process remains hard to fund and is often supported directly by community donations. AEF remains in good financial health, and we will be targeting funding for these issues in 2017.