



ANNUAL REPORT 2014

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MESSAGE FROM THE DIRECTOR

As we get ready to mark our 40th Anniversary in 2015, this year has been a reminder of why the AEF came into existence and why it remains just as relevant today. The AEF's founding member organisations all understood the need to speak with a single voice, both to add weight to their local arguments but also to raise the visibility of environmental issues with national policy makers. Today, with the Airports Commission looking at proposals for additional runway capacity in the South East, the need for local community and amenity organisations to present a united position will once again be key to how the next Government responds to the Commission's eventual recommendations.

The Airports Commission's work has been the focus of our UK policy programme in 2014, and AEF's analysis of the new runway options shows that they all fail one or several of the environmental tests that we developed in a joint manifesto with RSPB, WWF and Friends of the Earth. Unless these tests can be met, and all the evidence points to this being unlikely in the foreseeable future, AEF believes that no new runway capacity should be provided.



AEF Director Tim Johnson addressing an industry and business audience at the first Runways UK conference, January 2014

Elsewhere, airspace changes and trials have dominated our casework, while our new planning handbook is close to being launched which will provide advice on the implications for airport development control following changes to the planning system and the aviation policy framework. AEF continues to represent its members on the Department for Transport's external advisory group, and the CAA's environmental panel and NATMAC (the National Air Traffic Management Advisory Committee).

Internationally, AEF has been asked to lead part of the UN's work on developing a proposal to limit emissions from international aviation from 2020. Further details on all these stories can be found in this annual report.

Tim Johnson
Director

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OPPORTUNITIES TO UK
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POLICY MAKERS AND
INDUSTRY

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FROM THE ROYAL
AERONAUTICAL
SOCIETY FOR TIM
JOHNSON

OUR YEAR IN NUMBERS

6
LETTERS TO THE
EDITOR PUBLISHED

275
NEW
FOLLOWERS
ON TWITTER

46 WEB
STORIES

31
QUOTES IN
ONLINE AND
PRINT MEDIA

SUPPORTING OUR MEMBERS

We've continued during 2014 to support our members' campaigns, to act on their concerns, and to keep them updated with relevant policy changes through our members only newsletter Flying Green. One of the changes of particular interest to members was the new guidance on consultative committees, which reflected a number of our recommendations. Several of our members have nevertheless experienced ongoing problems and we have been discussing their concerns directly with Government.

A number of airports have carried out airspace change trials during the year, which have

been a significant concern for many of our members. In response we have arranged a flight paths event in December, to give members the opportunity to put questions directly to the CAA's Directorate of Airspace Policy and to inform our work on this issue in 2015.

We have been pleased to welcome new members from around Gatwick, Birmingham and Heathrow Airports, and have responded to a range of specific queries, with the majority related to planning issues.



Cait Hewitt and our chair, Richard Roads, running a stand at a Gatwick protest event, November 2014

OUR ROLE IN UK POLICY

The work of the Airports Commission – set up to consider both how the UK's existing airport capacity should be best used and whether airport expansion is required – has dominated our UK work this year. We have continued to respond to consultations from the Commission and to meet directly with staff. The Commission has now made clear, however, that it will be recommending building at least one new runway, a move that we believe would be incompatible

with environmental goals. Our focus is therefore on engaging with politicians to influence how they will evaluate the Airports Commission's recommendations.

As part of this work, in June we launched a report in Parliament highlighting the fact that legally binding UK carbon limits mean that building a new runway – with its associated emissions – would require regional airports to be constrained or closed. Together with other NGOs,

we also helped to ensure that the Liberal Democrats maintained their no new runways position when it came under threat, and we are now sending out policy briefings to the political parties to inform MPs about the range of environmental impacts of expansion.

Despite the Government's own policy development having been largely put on hold until the Commission reports in 2015, we had been reminding both

the Department for Transport and Defra of the need to update Government policy on noise, and engaging with the Civil Aviation

Authority on a range of environmental issues.

OUR ROLE IN INTERNATIONAL POLICY

It has been a challenging year on EU policy. We put in a considerable amount of time liaising with MEPs and supporting our Brussels-based partners Transport & Environment (T&E), in their social media campaign to persuade EU politicians to retain the international scope for aviation's inclusion in the EU Emissions Trading Scheme. We were disappointed, therefore, that the European Parliament voted in April to downgrade coverage of the scheme to flights from one EU state to another.

The other major policy change in Europe is also of

significant concern: the approval of the Airports Package gives the European Commission the power to delay or prevent the introduction of operational noise restrictions such as noise controls. Following the European elections in May, we have begun to engage with the new set of MEPs on the challenges for the next term, including supporting T&E on the issue of removing subsidies.

Negotiations have restarted, meanwhile, on a global



AEF participated at a parliamentary event on the climate implications of airport expansion with Cait presenting our new report in June 2014

principles to the practicalities of implementing a global scheme to offset emissions growth after 2020. AEF has been closely involved in this work, as part of the International Coalition for Sustainable Aviation, and as co-lead of a UN taskforce to identify what kinds of emissions units (generated, for example, through investment in clean technology) would be allowable.

Our wider UN work has included chairing the support group set up to maintain and develop ICAO's Carbon Calculator for flights, working on State Action Plans for aviation emissions, the development of a CO2 standard for aircraft and work on the sustainability of alternative fuels.

market-based measure to help control, and put a price on, global aircraft emissions. The debate has now moved on from



Our efforts with Transport & Environment to defend including aviation emissions in the European Union Emissions Trading Scheme were a large part of our work early in the year. Image: Johanna Medvey

WIDER ENGAGEMENT

Over the past 12 months, we have worked hard to improve communication with our members, with key stakeholders and with the wider public. A year ago we launched the AEF twitter feed as a way of sharing our messages with new audiences. We also redesigned our website to make it more user-friendly and ensure that it is accessible by the increasing number of people using mobile devices to access the internet. We have developed our e-newsletter to provide an easy overview of our work while maintaining Flying Green as a members-only publication.

Our media activity (summarised on page 2) has included both

providing press comments and letters and generating our own headlines, particularly through the launch of our airport capacity and CO2 report (page 4), which achieved widespread coverage across the regional papers we targeted.

We remain the only UK environmental organisation focussed entirely on aviation and as well as our prominent role at international talks, we have adopted a leading role among national green groups on aviation issues. In September, for example, we coordinated a statement of

joint policy proposals with organisations including Greenpeace, Friends of the Earth, RSPB, WWF, and the



Deputy Director, Cait Hewitt, speaking at the Airport Operators conference, November 2014

Campaign for Better Transport. We continue, finally, to engage with and challenge the industry through stakeholder panels, meetings and events.



Tim Johnson won an award from the Royal Aeronautical Society for his work on the environmental impacts of aviation, November 2014

FUNDRAISING

AEF has enjoyed financial stability over the past couple of years with 100% of our core costs and projects being fully funded. As always, we would like to thank our key supporters, especially the Aviation

Environment Trust, the European Climate Foundation, the Polden Puckham Charitable Foundation and the Ashden Trust. We continue to operate on a very tight budget, however. The volume and breadth of our work is possible only because of the additional voluntary help we get from some of our part-time staff, for which we

are very grateful. We are always looking for new sources of funding to expand our activities and have

a queue of projects ready to commence including addressing emerging issues such as recent

evidence on noise and health.

STAFF MEMBERS

Our Deputy Director, Cait Hewitt, returned from maternity leave in April and James Lees, who completed a year-long paid internship in August, became a permanent member of staff as AEF's Research and Communications Officer. Naina Gautam, a student of Kings College London, completed a part-time academic internship with us, focussing on the approach of the Indian Government to tackling aviation emissions. We would also like to thank our administrator Roger Clarke. Finally, Sarah Clayton deserves a very special thank you for her continued support for the AirportWatch network.



Director
Tim Johnson



Deputy Director
Cait Hewitt



Research and Communications Officer
James Lees



Case worker
Nic Ferriday



Case worker and membership secretary
Tim Thomas

Masters Intern, February - April 2014
Naina Gautam

EXECUTIVE COUNCIL

We have been pleased during 2014 to welcome Hugh Sheppard alongside eight existing members of our executive council. Hugh campaigns through his local CPRE group on Farnborough impacts, and joined AEF after realising that his regular flights to Australia during his career at the BBC had given him an uncomfortably large carbon footprint. The Council is made up of AEF members elected annually at our AGM and meets every two months to advise on our work and to help ensure that the voice of the membership is taken into account.

Current members of the Executive Council:

Richard Roads (Chair)
Debbie Bryce
Nic Ferriday (Vice-chair)

Jeff Gazzard
Geoff Marks
Hugh Sheppard

Tim Thomas (Treasurer)
Julia Welchman
Roger Wood (Vice-chair)

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OUR AIMS

The Aviation Environment Federation (AEF) 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, overflights and airspace changes as well as those who join AEF simply to support our work and objectives.

OUR OBJECTIVES

- to foster a climate of opinion which takes full account of the environmental issues arising from aircraft and aerodrome use
- to promote a relationship between the environment and aviation in which the detrimental effects of aviation on quality of life and on the natural and man-made environment are kept to a minimum
- to encourage wide discussion of the problems involved and to seek practical solutions
- to consult and co-operate with local, national and international governments, the aviation industry, regulatory authorities, universities, professional institutions, research bodies, and any others for the purpose of reducing noise, disturbance and all forms of pollution by technical and operational means
- to pursue these objectives with policy-making and legislative bodies - local, national and international - so that laws and policies include measures for effective environmental protection
- to provide relevant advice and information to assist its members
- to publicise and promote the viewpoint of the Federation through the media and through representation among bodies responsible for aviation matters as appropriate

