



Annual Report 2015

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MESSAGE FROM THE CHAIRMAN

In 1974, in London's Charing Cross Hotel, community groups, including my own group concerned with Fair Oaks Airport, met to discuss how communities could work together and campaign at a national level for effective policies to address our environmental concerns. The outcome was an agreement to form a federation that could represent us with a single voice and help other community groups experiencing similar problems. So the AEF came into existence.

Forty years on, the AEF still represents communities but our influence has spread beyond the government in the UK: we are well known and respected by Brussels policy-makers and the UN. During this time we have enjoyed many successes while experiencing wildly fluctuating financial

fortunes! We have been lucky to have had a succession of committed and enthusiastic staff members and volunteers who have been our public face, operating over the years from six different office locations in central London.

While there are many issues still to address, I would like to say thank you to all our members, staff, Executive Council members past and present, funders and supporters for making AEF a success.

Richard Roads
AEF Executive Council Chairman



AEF founder Moyra Logan with current chairman Richard Roads (centre) and the late Sir John Smith who was a supporter and Vice-President of the Federation for many years

EXECUTIVE COUNCIL

The Executive 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. We have been pleased during 2015 to welcome Rachael Webb on to the Council. We are confident that Rachael's experience on the London Luton Airport Consultative Committee (LLACC), and as a former parish councillor, will help AEF meet the complex challenges posed by aviation nationally.

Members of the Executive Council for 2015 were:

- | | | |
|-----------------------|---------------|----------------|
| Richard Roads (Chair) | Geoff Marks | Julia Welchman |
| Debbie Bryce | Hugh Sheppard | Roger Wood |
| Nic Ferriday | Tim Thomas | |
| Jeff Gazzard | Rachael Webb | |

MESSAGE FROM THE DIRECTOR



AEF staff and members celebrate 40 years of our hard work in November 2015

The AEF continues to work across a wide range of topics, but there are always some issues that come to the fore in response to external events. For the last few years, climate change has been a major focus for the industry and policy-makers both in the UK and internationally. Perhaps this is not surprising given the run up to this year's climate negotiations in Paris, and while aviation's response is being developed in parallel through a different process, the momentum generated by Paris will frame the discussion and create momentum for the sector to reduce its emissions when new measures are discussed

next autumn. But closer to home, changes to airspace, driven primarily by capacity needs and a desire for greater efficiency, have seen new aircraft noise issues emerge.

Last year, our AGM focused on the airspace change process, with the CAA presenting its views on the rationale behind recent trials. With the formation of many new community groups in response to airspace change proposals, the issue has the attention of Ministers and has sparked a review of existing policy. The Government is expected to launch a consultation on airspace policy next year and the CAA is looking

at how it can improve CAP725, the document that sets out the process to modify existing arrangements.

Alongside the on-going discussions surrounding the Government's response to the Airports Commission's recommendation to build a third runway at Heathrow, this year has been one of the AEF's busiest as we highlight in our work programme review set out over the next few pages. With the climate, noise and capacity issues carrying over to 2016, we are already making plans to try to expand the staff to ensure that we can continue to cover these policy challenges while still supporting communities on other issues and around small airfields.



Tim Johnson
Director

...UK POLICY MAKERS

including giving evidence to the Environmental Audit Committee

...INTERNATIONAL POLICY MAKERS

including speaking at the ICAO Global Aviation Dialogues

10 SPEAKING OPPORTUNITIES TO...

...INDUSTRY

including addressing the Air Transport Action Group Environment Summit

...CIVIL SOCIETY

including running a workshop for climate change campaigners


OUR YEAR

6 CONSULTATION RESPONSES

on issues ranging from the Airports Commission's expansion proposals, to air quality and Air Passenger Duty

5 REPORTS AND BRIEFINGS

about airport expansion, climate change and economics



1 STAND AT THE
CONSERVATIVE, LABOUR
AND LIB DEM PARTY
CONFERENCES



602 FOLLOWERS
ON TWITTER



43 WEB
STORIES

IN NUMBERS



4 TV
APPEARANCES



48 QUOTES
IN ONLINE AND
PRINT MEDIA

THAT'S 17
MORE MEDIA
APPEARANCES
THAN LAST YEAR



5 RADIO
APPEARANCES

SUPPORTING OUR MEMBERS



AEF celebrate the role of some of our founding members at our 40th celebration, including former Director Moyra Logan, AEF Chairman Richard Roads, and Chris Beney

where they live. An emerging concern is the restatement in Parliament that all aerodromes should be regarded as brownfield sites in relation to their planning status which could make it easier for airfields to intensify their activity, even when located on green belt land.

We have been pleased in 2015 to welcome new members from West and North London, Humberside, Leeds, Gatwick and Heathrow.

Key link:

Visit our helicopter webpage:

www.aef.org.uk/issues/helicopters

Our membership continues to play an important role in shaping our policy positions and dialogue with UK policy makers. We would like to take the opportunity, as we celebrate our 40th Anniversary, to thank our members for their continued support, particularly those who have been with AEF over the years. Our membership case worker, Tim Thomas, has been busy responding to concerns about aircraft and helicopter noise. We have now added a helicopter noise web page on our website which gives advice on the “Rules of the Air” and what to do if making a helicopter noise complaint.

We continue to send out our members-only newsletter, Flying Green, and we always welcome feedback from members on the key issues



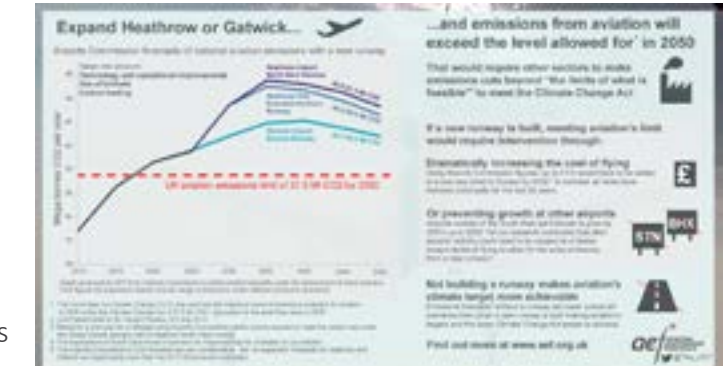
AEF AGMs were popular with the membership, mainly because of the cake provided each year by founding members Chris and Hazel Beney (seated at the far end of the table)

OUR ROLE IN UK POLICY

Holding the Airports Commission to account on whether a new runway can be compatible with environmental objectives has continued to dominate our UK work in 2015. In February we submitted a detailed response to the Commission’s final consultation on airport expansion. Unsurprisingly, the Commission recommended in July that a new Heathrow runway should be built. Our analysis, focussing on the ‘gaping holes’ in the Commission’s work, has formed the basis of MP briefings, press work, and other outreach. The Government announced on 10th December that it is postponing a final decision on the Commission’s recommendations pending further analysis on noise, air pollution and carbon – something AEF

has argued for throughout the year.

Our work in relation to the Commission’s recommendations for the second half of 2015 focused on political outreach. With this in mind, we took our messages to the Conservative, Labour and Liberal Democrat party conferences for the first time ever, with a stall asking ‘Does London really need a new runway?’ In practice we discussed a wide range of issues with delegates and were able to ask some probing questions at side events sponsored by the industry.



AEF infographic demonstrating that airport expansion is inconsistent with climate change targets

With the Government announcement pushing back a runway decision, the environmental issues in relation to expansion at either Heathrow or Gatwick are bound to arouse cross-party political interest into

2016 and we hope to continue to engage with all main parties.

While the focus of the Airports Commission’s environmental analysis has been on whether a new runway could be delivered without unacceptable noise impacts, AEF has focused on an issue that has been widely neglected in the debate, namely whether expansion would be compatible with UK climate change commitments. In October, we were called, alongside the industry coalition Sustainable Aviation, to give evidence on this issue to a committee of MPs – the Environmental Audit Committee. Their final report, published in December, referenced our analysis extensively and concluded that a ‘step change’ in the Government’s approach to environmental mitigation was needed before a decision to expand could be justified, and the Government has now committed to undertaking



The AEF and AirportWatch stand at the Labour Party Conference with Nia Griffiths MP and Sarah Clayton from AirportWatch. Image credit: Gus Campbell photography

further work on the issue.

Air pollution has meanwhile risen up the agenda in terms of political and public awareness, with the Government taken to the Supreme Court over its inaction in spring and the Volkswagen scandal exposing the air quality performance of diesel vehicles. All airports have an impact on air quality, but it is only around Heathrow that pollution remains persistently above legal limits. Publications during 2015 from both Defra and the Airports Commission have predicted that the area will continue to face an air quality challenge into the future and AEF has highlighted evidence that Heathrow expansion would put the targets still further out of reach.

In relation to noise, the key emerging issue this year is airspace change. Many communities have reacted strongly

to new flight path trials undertaken by a number of airports as part of the CAA's 'Future Airspace Strategy', often without consultation and with poor public information. AEF has engaged with consultants appointed by the CAA as part of its review of CAP 725 (the official guidance on how airports should undertake airspace change), and we've raised airspace issues at meetings with the Department for Transport and the industry, and through NATMAC, the CAA's stakeholder panel on air traffic management. Ensuring that



Cait Hewitt giving evidence to the House of Commons Environmental Audit Committee alongside Andy Jefferson from the industry group Sustainable Aviation

community views are adequately represented in the context of airspace change will be a key issue for us in 2016, beginning with a conference we are organising with AirportWatch early in the new year. We will also be publishing a new report looking at the health impacts of aircraft noise and how Government policy could better reflect the evidence.

KEY PUBLICATIONS:

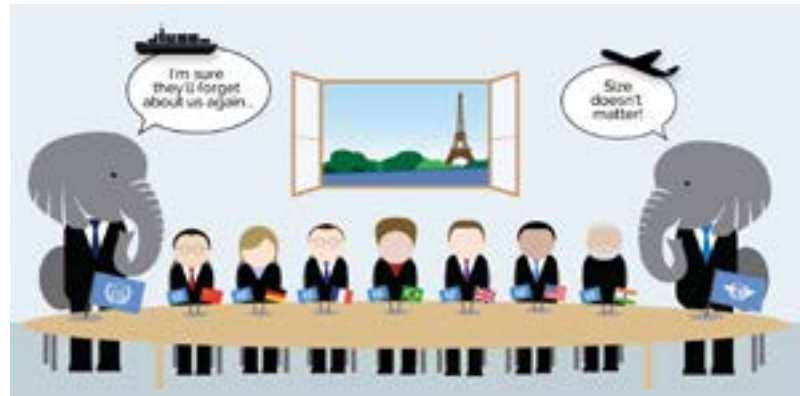
1. **The Great British Runway Myth** - This report explores and rebuts some of the economic claims made about airport expansion and explains why we do not believe a new runway is necessary at Heathrow or Gatwick
2. **Environmental challenges to airport expansion in the South East** - This briefing considers all the environmental barriers to building a new South East runway
3. **All set for take off? Aviation emissions to soar under Airports Commission proposals** - This report highlighted why a South East runway would not be compatible with the UK's climate change targets



OUR ROLE IN INTERNATIONAL POLICY

The UN and the EU both play an important role in shaping UK aviation policy. The framing policies for managing noise at UK airports stem from the UN body ICAO’s balanced approach to noise management and from EU Directives, while ICAO sets aircraft noise and engine emission standards. The focus of AEF’s international work this year has been the development of measures to tackle aviation’s growing emissions, notably plans to introduce a CO2 standard for new aircraft and a proposal for a global offsetting scheme from 2020.

Emissions from aviation have been addressed through ICAO since the 1997 Kyoto Protocol provided it with a mandate, rather than through the United Nations Framework Convention on Climate Change. The final text of the recently concluded Paris Climate Change Agreement was widely welcomed as an ambitious global agreement to tackle climate change but it excluded any mention of aviation emissions. AEF had supported Transport & Environment, our partner organisation in Brussels, in their elephants in the room campaign to get aviation and shipping emissions included in the Paris Agreement.



We supported Transport & Environment’s campaign to try to get emissions from international aviation and shipping included in the Paris Agreement. Source: T&E

As well as representing the Umbrella group ICSA, which brings together civil society groups at ICAO, AEF’s Tim Johnson has chaired a working group within the UN body about what kind of offsets would be allowed in a global scheme. The Volkswagen scandal highlighted the need for transparent and robust standards. States will gather in early February 2016 to determine the stringency of the aircraft CO2 standard. AEF has supported other members of ICSA in their work to push for a standard which is effective in promoting greater aircraft efficiency.

We also continue to follow measures at the EU level, including monitoring both the enforcement of aviation’s

inclusion in the European Emissions Trading scheme, and the development of a new Regulation, to take effect next June, that will affect how operational restrictions are applied at airports. The European Parliament has now approved a ‘call-in’ power for the European Commission to assess whether states can demonstrate that any new national noise restrictions they introduce are a cost-effective means of managing noise. Many non-European states had raised concerns about operational restrictions in Europe and the impact on capacity, and we fear this pressure may delay or even lead to the abandonment of some new restrictions (such as a night flights ban).

FUNDRAISING AND FINANCES

AEF would like to thank our funders over the past year, especially the Aviation Environment Trust, the European Climate Foundation and Climate Works as well as our individual supporters who have made donations. 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.

In relation to the accounts, AEF turned over nearly £160,000 in the financial year ending 31 March 2015, making a small

surplus of £2,234 that was sufficient to offset the carried-forward deficit from the previous year. The majority of our expenditure was on staff costs, office rent and overheads, and travel. Income and expenditure for the current financial year is likely to increase reflecting the costs of exhibiting at the three party conferences.

STAFF MEMBERS

We would like to thank Delaney Ford and Ariana Seymore for all their help and hard work when they carried out placements with AEF as part of a study abroad programme, and Sarah Clayton for all the work she does bringing together the AirportWatch network. We would also like to pay tribute to Roger Clark who died recently after a period of illness. Roger, who administered the AEF's finances, had been with the organisation for 15 years and will be remembered with fondness by all.



Director
Tim Johnson



Deputy Director
Cait Hewitt



Research and
Communications
Officer
James Lees



Case worker
Nic Ferriday



Case worker
Tim Thomas

WHO WE ARE

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

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