

A Message from the Director

It's hard to believe that 2013 is almost over as it seems little time has passed since I was writing the 2012 annual report, but that is a reflection of how busy we have been throughout the year. As you will see in the following pages, two issues have dominated our work programme: the debate on airport capacity led by the Airports Commission's investigation, and the build up to the International Civil Aviation Organisation's Assembly in Montreal. Although both processes still have a long way to go, 2013 has been an important year for the AEF and our messages and influence have helped to

shape the interim outcomes and future work of both organisations. All of this policy work begins at the membership. During the past twelve months, the AEF has continued to support its members by offering advice and information on local issues which have helped us to identify the key environmental concerns on a national and international scale. This evidence becomes the foundation of our consultation responses, discussions with the UK Government, the European Commission and the United Nations, as well as our public and media communications. So thank you for your support and I hope that you will continue to support the AEF in 2014.

Over the next few pages, we try to communicate the breadth and depth of the AEF's outreach, both in subject matter, ranging from general aviation noise to international air transport carbon emissions, and from attending local campaign meetings to speaking at government and industry events. It is only when you pause to consider how much ground is covered by our small but dedicated team in a year that you really appreciate how much the organisation achieves with its modest resources.

With very best wishes,



Tim Johnson

13th November 2013

Supporting our members

As Tim Johnson said in his message, our work is informed by the day-to-day challenges that our members face living close to aerodromes of all sizes.

Many of our members' concerns over the past year have related to planning issues which are often the only means of environmental control for many airfields and airports. It is rare for many local planning authorities to deal with aviation and so the level of understanding of appropriate assessment and mitigation varies amongst planning officers and committees. Following the removal of planning policy guides and the absence of a national planning framework, there is a need for communities to input to the process. AEF is responding by updating our planning handbook to help our members participate in local decision-making.

Several members have also encountered difficulties with Permitted Development Rights at their local airfield.



AEF's year in words

The above word cloud, made from the titles of our news stories over the past 12 months, demonstrates the dominance of the Airports Commission, climate change and noise in our work programme over the year.

Part 18 of the *General Permitted Development Order* allows qualifying airport operators to go ahead with certain developments which can increase operational capacity without imposing controls on the environmental effects. The order was intended for international airports but has been exploited by general aviation airfields. The availability of information is essential to begin tackling these issues. Consulta-

tive committees are the main medium through which many airports communicate with interested stakeholders. However, a recurring concern is a lack of transparency and accessibility in consultative committees. These issues are particularly acute for small aerodromes and the AEF is currently working on updates to the DfT's guidelines so that people living near small aerodromes can access relevant information.

AEF's year in consultation responses

As an organisation we pride ourselves in inputting to policy makers at all levels. The 17 consultations we responded to over the past year ranged in topics from the UK national aviation strategy to the balance of powers between the UK and the EU and air quality management at a local level. All of our written responses are available on the AEF website.

Date		AEF's consultations responses 2012-13	Who we responded to
2012	November	Draft Aviation Policy Framework What are the strategic choices for aviation capacity in the UK?	Department for Transport Independent Transport Commission
	December	Inquiry into aviation (spoken evidence)	House of Commons Transport Committee
2013	January	Passenger demand forecast 2013 (analysis)	Department for Transport
		Airport capacity concerns (spoken evidence)	London Assembly
	March	Discussion paper 01: aviation demand forecasting	Airports Commission
		Project sifting criteria (comment)	Airports Commission
	April	Discussion paper 02: aviation connectivity and the economy	Airports Commission
		Night noise consultation stage 1	Department for Transport
	June	Discussion paper 03: aviation and climate change	Airports Commission
	July	The case for no new runways (spoken evidence)	Airports Commission
	August	Draft guidelines on state aid to airports and airlines	European Commission
Balance of EU competencies		Foreign Commonwealth Office UK	
September	The CAA's new publication duties	CAA	
	Guidance to the CAA on environmental objectives for air navigation	Department for Transport	
	Discussion paper 05: aviation noise Local air quality management	Airports Commission Defra	

AEF's role in UK policy

At a national level, the past year has been important in setting the basis upon which future decisions about aviation in the UK will be made. The Government missed two opportunities early in the year to show leadership on climate change through the Aviation Policy Framework and the carbon budget. Had the Government made advances on these and noise policy, the Airports Commission would have had a much easier job in assessing the need for additional runway capacity. Instead, the Commission has been left to decide the importance of these major issues for the recommendations they will make this December and in 2015.

The Aviation Policy Framework

Published in March, the Aviation Policy Framework replaced the 2003 Air Transport White Paper as the Government's national policy and views for aviation's long-term development. While the framework no longer explicitly advocates for new runways (leaving that for the Airports Commission to decide), we were

disappointed that many of the questions posed in the draft framework were left open for future consideration.

Aviation in the carbon budget

AEF signed a joint letter from NGOs and the Shipping Industry last December calling for the government to include aviation and shipping in the carbon budget. However, the government announced shortly after that it would defer the decision because of uncertainty in how emissions would be tackled internationally. The AEF has argued for the inclusion of aviation in the carbon budget so that the UK can achieve its 2050 climate target.

The Airports Commission

The Airports Commission was launched at the end of 2012 with the overarching objective to recommend options for the UK to maintain its international hub status for aviation, and it is the main focus of AEF's UK policy work. AEF has submitted several responses to the Commission and our intention is to influence the basis on which a recommendation is made to the

Government in 2015 and in an interim report at the end of this year. Our work has involved being one of only two environmental organisations invited to give evidence to the Commission at a public hearing, holding meetings with the Commission and targeting the media with our "no new runways" message.

In early October, Sir Howard Davies made a speech to outline the Commission's provisional view on the need for extra runway capacity. Unfortunately, his preliminary conclusion was that a new runway is required in the south east. AEF has responded to this speech through a joint NGO letter and an online blog. The Airports Commission's interim report is expected in early December and we hope that the baseline for any suggestions is a non-expansion option. We continue to maintain our position that no new runways are required to meet the forecast level of demand consistent with the advice from the Government's independent advisers on climate change.

AEF's role beyond the UK

In Europe: state aid for aviation

AEF continues to influence policy at the EU level. We recently worked with our partners in Brussels, Transport & Environment, on aviation subsidies across the EU. While the European Commission is bringing in new legislation to limit subsidies to promote competition, many regional airports benefit from direct and indirect subsidies which create artificially low air fares and unsustainable growth. Even with

improved regulation, European airlines could receive €3 billion annually in direct subsidies. We are now collating examples from the UK for a Europe-wide inventory.

Globally: the ICAO Assembly 2013

The AEF has been involved in ICAO's environmental work since 1998. The work programme is based on a three-yearly cycle, with ICAO's Committee on Aviation Environmental Protection (CAEP) organising tasks through working groups, steering group meetings and making recommendations to

the Council. The Council then drafts Resolutions for the Assembly in Montreal.

This year was notable for the CAEP plenary meeting, which recommended a tougher noise certification level for subsonic aircraft, and the 38th Assembly where both NGOs and industry pressed for a global market-based measure on CO₂ emissions. AEF was involved on all fronts, acting as rapporteur for the CAEP carbon calculator support group, presenting the NGO perspective on climate change to Council and participating in the MBM discussions.



AEF's access to ICAO comes through being a lead member of the International Coalition for Sustainable Aviation (ICSA) which is the official observer for environmental NGOs.

The outcome of the Assembly means the EU will modify its emissions trading scheme with a proposal to reduce the coverage significantly. Campaigning to maintain the environmental integrity of the European Trading Scheme will dominate our international programme until the end of the year.

As a leading member of the International Coalition for Sustainable Aviation, the AEF is in a unique position to influence international negotiations to tackle aviation's environmental impacts. Image: Tim Johnson, AEF

AEF's role outside the policy world: wider engagement

The media

The airports debate has been played out in the media with regular coverage of the need to protect London's "world city status" through new runways and the associated job creation. Within this skewed debate, the AEF has been successful in arguing for no new runways in the mainstream media. Since the debate flared up over the summer, we have appeared on BBC online, the Evening Standard, the Guardian online and Huffington Post. We were also covered during the recent ICAO Assembly by Bloomberg and Reuters as well as niche media outlets including Green Air Online and the European Carbon Markets magazine.

Civil Society

The AEF often takes the lead in organising the civil society response to UK and international policy on aviation. Over the course of the year, we coordinated joint organisation letters to the Government on carbon targets, and to the Airports Commission on environmental concerns. We have also worked closely with Transport & Environment and WWF to influence international policy through our leading role in ICSA.

Industry

The AEF continues to work with airlines, airports and manufacturers to come up with workable solutions. For example, civil society and industry created a powerful voice when both called for a global market based measure at the recent ICAO Assembly. On noise we continued to work with

Heathrow Airport on respite trials and we presented the community perspectives of aircraft noise at the *Greener by Design* conference to an audience including Boeing, Airbus and Rolls Royce. The AEF also continues its membership of the Advisory Panel to the industry's Sustainable Aviation initiative.

Academics

We have been involved with disseminating to policy makers and journalists recent reports by the Centre for Air Transport and the Environment (CATE) at Manchester Metropolitan University. The research, lead by Professor David Lee, has highlighted the importance of taking immediate action to reduce aviation's spiraling emissions so that catastrophic climate change can be avoided.

Fundraising

Previous annual reports have highlighted the organisation's struggle to develop a wide-funding base given its specialism and the general downturn in charitable donations. But the renewed interest in aviation created by the airport capacity debate and the international climate negotiations made it possible to fully fund the AEF's work programme in 2013 and even to expand, with the addition to the staff of our paid intern, James Lees. On behalf of our Executive

Council, we would like to extend our thanks to all our funders, and in particular, to the European Climate Foundation, the Aviation Environment Trust, and the Polden-Puckham Charitable Foundation. The longer-term outlook remains uncertain. Most grant-making organisations focus on one to three year funding programmes so 2014 will require a renewed effort to ensure that the organisation maintains and builds upon the momentum generated this year in the delivery of the national and international work plans.

The Aviation

Environment Federation is the only UK NGO concerned exclusively with the environmental impacts of aviation. Supported by individuals and community groups affected by the UK's airports and airfields or concerned about aviation and climate change, we promote a sustainable future for aviation which takes full account of all its environmental and amenity affects.

Staff



Director

Tim Johnson
Tim@aef.org.uk



Deputy Director

Cait Hewitt
cait@aef.org.uk



Air Transport Caseworker

Nic Ferriday
nic@aef.org.uk



GA caseworker & Treasurer

Tim Thomas
timthom@aef.org.uk



Research and Communications Intern

James Lees
james@aef.org.uk

Financial Administrator Roger Clarke

Masters Intern Xueyun (Spring/ Summer)

Executive Council

Richard Roads (Chair)

Geoff Marks

Tim Thomas

Debbie Bryce

Julia Welchman

Nic Ferriday

Jeff Gazzard

Roger Wood

The objectives of the Federation are:

- 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.

Editor: James Lees

Published by:

Aviation Environment Federation, Broken Wharf House, 2 Broken Wharf, London EC4V 3DT

t: 020 7248 2223 w: www.aef.org.uk e: info@aef.org.uk f: 020 7329 8160