

The latest from AEF on UK and international aviation policy change

Welcome to the February 2014 edition of Flying Green, AEF's newsletter to our supporters and others interested in the environmental and social impacts of aviation. In this edition of Flying Green you will find:

- **Our response to the new guidelines for airport consultative committees**
- The latest from the Airports Commission
- **What we said about the new night noise regime**
- An update on the EU Emissions Trading Scheme
- **A policy update on General Aviation**

In other news: We recently launched the AEF [Twitter](#) feed so please follow us for news updates, our latest work and opinions. And look out for our new website over the next few weeks. We hope you enjoy reading the February 2014 edition of Flying Green!

James & the AEF Team

Latest on the Airports Commission

Consulting on their Appraisal Framework and our work to inform the debate



Tim speaking at the Runways UK conference. Image credit: [Runways UK](#)

The Airports Commission published its Interim Report in December, which detailed their recommendations for short-to-medium term solutions to improve capacity in the South East, and listed the options to be considered this year for a new runway. You can find our response to the Report [here](#)¹, which sets out our disappointment that the Commission made a recommendation on the need for a new runway before conducting a detailed analysis of the local impacts.

So far this year, the Commission has launched a consultation on its Appraisal Framework, which details how it intends to produce detailed business cases and sustainability assessments for each of its shortlisted runway options. As highlighted in recent blogs², we believe the Commission has dug

¹<http://www.aef.org.uk/?p=1673>

²e.g. http://www.huffingtonpost.co.uk/james-lees/heathrow-third-runway_b_4473449.html

itself a hole, by leaving it until later this year to properly consider the local environmental impacts of its proposals. So the Commission will be unable to rule out shortlisted options, even if the impacts of more noise and air pollution were too great.

AEF's Director Tim Johnson highlighted this when he spoke at a recent conference on the Airports Commission's work about the importance of environmental concerns in deciding whether a new

Airport Consultative Committees

Responding to the new guidelines

We responded to the Department for Transport's proposed guidelines for airport consultative committees this month. Consultative committees are promoted by the Government as the best way of bringing local stakeholders around airports together, but it is no secret that in many cases problems exist and at times their effectiveness is questioned.

The new guidelines are generally better than the previous ones issued in 2003. But we were concerned that the Government was considering whether legislation is still required to enforce consultation at certain airports. We recommended that the existing legislation could go further and

Night Noise

Recommendations for the next regime at Heathrow, Gatwick and Stansted



*Where possible we try to influence Department for Transport policy
Image credit: James Lees*

³ <http://www.aef.org.uk/?p=1702>

⁴ http://www.aef.org.uk/uploads/AEF_Briefing_on_Consultative_Committee_Guidelines.pdf

runway eventually goes ahead. We will be responding to the Commission's consultation on its Appraisal Framework for the shortlist which closes at the end of February.

The Commission is also consulting on proposed terms of reference for further work on the Thames Estuary option and we have been asked to feed in to this process.

consider an arbitration process so that all stakeholders have the right of appeal if they feel they are being denied the right to fair and equal consultation. You can find out about our consultation response and the recommendations we make here³. We also produced a two page briefing which summarises some of our main concerns, available here⁴.

As part of our response, we provided the Government with examples of what does and doesn't work at the consultative committees that our members attend. This was based on feedback from our members, so we would like to thank all those members who contributed to our response.

The Department for Transport consulted earlier this year on the next 'night noise' regime which apply to Heathrow, Gatwick and Stansted, and will come into force in autumn 2014. Essentially, the Government proposes maintaining the current scheme for a further three years. You can find our response here⁵:

Our main argument was that night noise policy should be evidence-based and target-driven, and the WHO's guidelines on night noise are the right starting point as they take into account the health impacts of night noise.

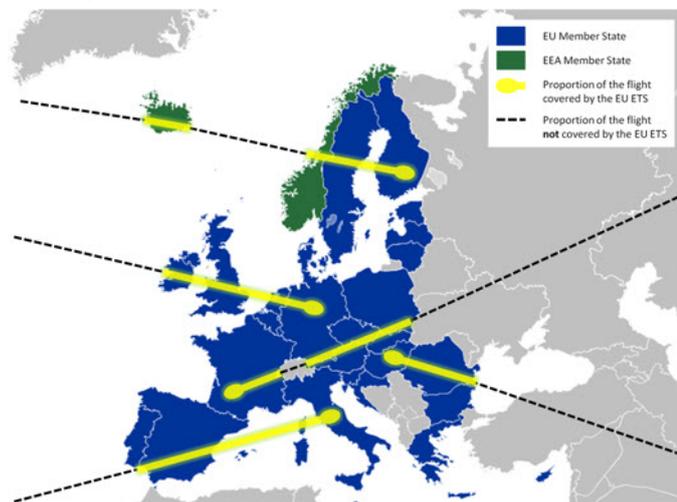
We questioned the logic of extending the current night noise regime to create policy certainty during

⁵ <http://www.aef.org.uk/?p=1691>

the Airports Commission's deliberations because it delays improvements to the existing situation and is unnecessary given that the Commission has already reported on short-term measures.

European Union

The political crisis of aviation in the Emissions Trading Scheme



Under contention: How far should aviation emissions be included in the EU ETS? This is the European Commission's proposal.
Image credit: [European Commission](#)

We provided an update in January⁶ on progress in Europe on the proposed revisions for the inclusion of aviation emissions in the Emissions Trading Scheme. This is a very hot political issue which encompasses global politics, following on from last year's ICAO Assembly, and internal EU deliberations for the Member States which will enforce the legislation.

The process is currently moving fast with negotiations on-going between the European Commission, the European Parliament and the Council in what is known as a 'trialogue'. The Parliament will vote whether to accept the outcome of these negotiations in April. Here's a breakdown of where the three institutions stand:

General Aviation

Policy update

In spring 2013, the Government ran the General Aviation Red Tape Challenge⁷ with the aim of reforming the way General Aviation (GA) is regulated, by considering a more proportionate,

We also raised concerns about the implications of allowing the Airports Commission's proposed trial at Heathrow for more early morning flights without including them in the airports night time quota.

1. **The European Commission:** Following the ICAO Assembly in October 2013, the Commission proposed a reduction in the coverage of the existing system in an effort to reduce international opposition and to focus on the ICAO negotiations towards a global scheme. The new proposal would cover aviation's emissions up to the edge of EU airspace with a threat to include all emissions if negotiations fail at the next ICAO Assembly in 2016.
2. **The European Parliament:** The Environment Committee is leading negotiations on behalf of the Parliament and supports the Commission's stance with the addition that any revenue raised should go towards fighting climate change. However, overall the Parliament is divided, with both the Industry and Transport committees having voted in favour of an even greater reduction in coverage, similar to the emerging position of Member States.
3. **Member States:** The States must reach a united position through the EU Council, but the three biggest EU economies – UK, France and Germany – believe a scheme based on EU airspace will still capture a significant proportion of international flights, thus remaining controversial. There is growing support to go further and limit the coverage to flights within the EU until at least 2016.

risk-based approach. The GA sector in the UK, which is mostly recreational, is one of the largest in Europe, and many of our members live close to, and are affected by, small GA airfields.

⁶ <http://www.aef.org.uk/?p=1680>

⁷ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/255308/gov-res-rtc.pdf

Part of the Red Tape Challenge related to the role played by the Civil Aviation Authority (CAA) in regulating the GA sector and there is a commitment by the CAA to delivering a programme of deregulation.

Arising from the Red Tape Challenge, the GA Challenge Panel was set up in November 2013. The Panel produced its interim report⁸ in January with the final report expected in April. As the GA sector is experiencing an overall decline, part of the Panel's role is to suggest ways to boost the sector.

The Lobbying Bill

The Lobbying Bill – full title: *'The Transparency of Lobbying, Non Party Campaigning and Trade Union Administration Bill'* – is a new piece of legislation which was recently voted through parliament and is aimed at limiting campaigning from non-political parties on issues that could sway an election in the run up to it. We joined over 50 NGOs in support of the Commission on Civil Society and Democratic Engagement⁹ which was set up to consult on and attempt to improve the Lobbying Bill. We supported the Commission's work by attending briefings with MPs, writing to them, and publicising the Commission's messages using social media. The mass effort by a large group of organisations did slightly improve the Bill, but it was unfortunately voted through in January. In the months leading up to the election in 2015,

The Challenge Panel raised concern about planning rules as many GA aerodromes are being identified as Brownfield sites suitable for housing projects.

On planning issues more generally, we are updating our Planning Handbook this month to fit the new National Planning Policy Framework and reflect our concerns at the lack of guidance. Without Planning and Noise guidance (previously known as PPG24), more people are likely to end up living closer to airports compounding existing noise problems.

organisations like ours will be limited in how far we can campaign on issues such as new runways and climate action.



James represents the AEF at a lobbying Bill meeting with MPs and Lords. Image credit: James Lees

Recent publications

- WWF third year 1 in 5 Challenge report: http://assets.wwf.org.uk/downloads/one_in_five_report.pdf
- Recent study reveals EU legal limits on air pollution are too high: <http://www.aef.org.uk/?p=1697>
- CAA's environmental role in its air navigation duties : <http://www.aef.org.uk/?p=1685>

What's coming up?

- FEBRUARY - Deadline for responses to draft Appraisal Framework is Friday 28th
- MARCH - Climate Week is 3rd to 7th
- APRIL - European Parliament votes in plenary on emissions trading scheme

⁸<https://www.gov.uk/government/publications/general-aviation-challenge-panel-interim-report>

⁹<http://civilsocietycommission.info/>

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