

Exchange

Newsletter for Aviation Campaigners across Europe

No 4

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New Aviation Proposals from the European Commission

The European Commission published today new aviation proposals. They are intended to make airports more efficient so more planes can use them. The Commission is worried that Europe will not have enough airport capacity. But there are some proposals about noise. We will examine the proposals in detail and produce a briefing sheet outlining the main points and also outlining ways in which you can influence the proposals. For more details:

http://ec.europa.eu/transport/air/airports/doc/2011-airport-package-communication_en.pdf

Protests Each Week at Frankfurt Airport



Every Monday over 1,000 people gather in Terminal 1 of Frankfurt Airport to protest against the impact of the 4th Runway which was opened on 21st October. The new runway has created noise problems for over 100,000 new residents. 20,000 people took part in a demonstration the day before it opened. Although the authorities have (reluctantly) agreed to ban flights between 23.00 hours and 05.00 hours, a huge number of people are suffering as a result of the new runway. The runway was only built after a bitter battle with local residents and environmentalists.

- On page 4 of *Exchange* Dirk Treber explains the background to the protests

Nantes comes to Paris...by bus, bike and tractor



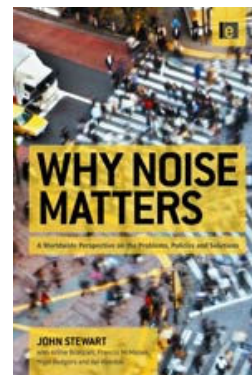
Thousands of campaigners marched through the streets of Paris on Saturday 12th November in protest against plans to build ‘Nantes International’ airport. The protest was the culmination of a week-long, 400km bike and tractor ride from Nantes. On the day thousands more people descended on the French capital in coaches from the Nantes area. They were joined by supporters from Paris and from the rest of Europe. The protest was timed to influence the presidential elections next year. Two weeks before the rally the campaigners launched a report by the Dutch consultants CE Delft, the same people who produced the hugely influential report for HACAN on Heathrow’s Third Runway, which has shown that the costs of the new airport will outweigh its economic benefits. <http://bit.ly/sZoIdP>. If the airport goes ahead many of the small farmers whose land will be taken will lose everything: their homes; their land; their livelihood. But, such is the momentum behind the campaign, the odds must be that the protesters will stop the airport <http://bit.ly/sIQxYb>

Major New Book on Noise

[Why Noise Matters](#)

A major new book on noise, written by UECNA President John Stewart, has been published. It examines noise policies across the world. It also suggests solutions. It includes an important section on aircraft noise. Available from bookshops, on Amazon or from the publisher – click [Why Noise Matters](#)

“After reading it you’ll never again dismiss noise as a pollutant that has little relevance to people or the planet”. Caroline Lucas MP, UK Green Party Leader.



UECNA President Barred from America



UECNA President John Stewart was refused entry to America. He had been asked by American campaigners to tour America for a month to talk about the successful campaign to stop a 3rd runway at Heathrow Airport. But



he was escorted off the plane at JFK Airport in New York by armed policemen. He was then questioned by the Immigration Service, the FBI and the American Secret Service before being sent back to London. No reason was given. However, American TV stations reported that a mysterious phone-call had been made alleging that Stewart had made threats against President Obama. It seems, though, that the American authorities did not want Stewart to speak about the Heathrow 3rd runway campaign. His fellow speaker Dan Glass (pictured right) also failed to get into America.

- Find out more on <http://www.thisislondon.co.uk/stand...> and <http://youtu.be/1JSM0RHJ3ig>

New Aviation Campaigners Network set up in America

A new aviation network, *Aviation Justice*, has been set up in America. It brings together local airport campaigners and climate change activists in the US and Canada. It is the result of the 'tour' by John Stewart and Dan Glass. After they were barred from entering the country, the tour went ahead using Skype. They spoke at events in cities across America. You can read more about it on <http://aviationjustice.org/>.

The American campaigners are keen to make links with campaigners in Europe. We will use *Exchange* to enable this to happen. Aviation Justice sent a video of support to the Nantes campaigners - <http://www.youtube.com/watch?v=6reNCrMt7qM>

HACAN Works with the Enemy!

Heathrow campaign group HACAN has for the first time produced a joint set of proposals with BAA, the organisation which owns Heathrow, the airline British Airways and Air Traffic Control. The proposals are being sent to the Government. HACAN believes it made significant progress. **It achieved:**

- A commitment by the industry to explain the impact of aircraft noise much more clearly to the public;
- A commitment to start using new metrics to measure noise annoyance that will be published alongside the discredited Leq method;
- A public recognition for the first time (after about 15 years of effort!) that noise is now a major problem for communities well beyond West London as a result of the decision to move the joining point for landing aircraft about 3 kilometres further east in 1996.
- A commitment to involve representative residents' organizations at the very early stage when consultation proposals are being formulated.

John Stewart, the Chairman of HACAN, said, "We feel we made good progress. We have earned a new respect from the aviation industry after defeating their proposals for a 3rd runway at Heathrow. They are now more willing to treat us as equals."

North-west runway at Frankfurt Airport put into operation - "Wake up now, so you can sleep at night!"

On Oct. 21st Fraport AG inaugurated the north-west runway with an official ceremony. The runway's first passenger was Chancellor Angela Merkel who landed on a Lufthansa flight to give a speech and fly out again. Numerous representatives from politics, business and lobby groups were invited. They praised the German economy for the wealth of the Rhine-Main region and Frankfurt Airport's international competitiveness. However, their joy was not unmitigated. In particular, the Oct. 10th decision of the Administrative Court in Kassel, which prohibits flights between 11 pm and 5 am pending the decision of the Federal Administrative Court, took Lufthansa Cargo completely by surprise. So now they are constantly brandishing the threat of job cuts.

Even without the new runway, Frankfurt Airport, with nearly 500,000 flights and 50 million passengers a year, (over 50 percent of which are transit), 83 flights an hour and an average of 150 flights between 10 pm and 6 am, is already Germany's largest airport, the third largest in Europe and the eighth largest in the world.

In the densely populated Rhine-Main region the breaking point has been reached. The construction of the new runway and Terminal 3 is environmentally irresponsible and economically extremely risky: it throws the entire airport region into an ever-increasing economic, financial, structural and social dependence on Fraport AG.

To build the new runway 282 hectares (nearly 700 acres) of forest had to be felled. The largest part was a supposedly protected forest equal in size to 400 football fields belonging mainly to the towns of Kelsterbach and Mörfelden-Walldorf. The forest was protected particularly because of its irreplaceable importance for the quality of life. A vital cornerstone of the natural environment disappears with its destruction. The forest had a salutary effect not only on the water balance, local climate and air quality; it also offered a refuge and recreational opportunities.

The new runway considerably increases noise pollution in the entire Rhine-Main area. According to Fraport AG and the State Government, the number of flights is expected to increase to 126 per hour and 701 000 per year by 2020. However, experience after the third runway was built in 1984 has shown that there will probably be over a million flights a year by then.

Beginning in March this year, "Aircraft Noise Terror" has gradually increased. Since then, the new runway's arrival and departure routes have been undergoing preliminary testing. The result: rising complaints about aircraft noise within a 30 km radius around the airport: from Rheinhessen, Mainz, Wiesbaden, the Rheingau, the Vordertaunus, from Offenbach, Hanau, the Main-Kinzig district, in the district of Darmstadt. But even closer by in Mörfelden, Büttelborn and Rüsselsheim, it has become much louder.

Now that the new runway has become operative, aircraft noise has increased, particularly in Florsheim and Hattersheim. With the beginning of the winter timetable from 30 October the full extent of noise pollution in the Rhine-Main region will become evident.

For eight years, Minister President Roland Koch and his deputy Joerg Uwe Hahn, along with the parliamentary factions of the CDU and FDP promised the people in the Rhine-Main region a ban on night flights from 11 pm until 5.00 am.

The zoning decision for the new runway was handed down in December 2007 and the Hessian Higher Administrative Court strongly criticized the lack of noise abatement at night. But the Hessian State Government, instead of attempting to rectify the situation, filed a complaint against the Hessian Court's verdict at the Federal Administrative Court (BVG) in Leipzig because of "fundamental considerations". At the same time the CDU, CSU and FDP agreed in Berlin to change air traffic legislation to secure, in their view, the international competitiveness of German airports, i.e., at night there should be as few restrictions as possible.

So the ban on night flights, that the Hessian State Government had been promising for years, is now being implemented temporarily until March by a judicial decision of the Administrative Court. However, the Hessian Minister of Transport, Dieter Posch (FDP) has already indicated to the Fraport CEO, Stefan Schulte that the government wants to introduce numerous exemptions for night flights.

It remains to be seen, whether the active noise control measures, which have been undergoing testing since the beginning of this year, actually will lead to significant noise reduction.

The Noise Ordinance, which the State of Hesse submitted shortly before the opening of the new runway, forces the affected population to stay indoors, because the noise effectively prevents them from using their gardens, balconies and terraces. The proposed financial compensation is too low and many residents will not receive anything for up to five or six years. The effects on the quality of life and the environment are being completely disregarded.

It has now become perfectly clear that the only purpose of the "mediation" process, with its promise of a ban on night flights, was to keep the affected citizens, municipalities and environmental groups pacified and create acceptance for airport expansion. Now that the zoning decision has been signed and sealed, no leading member of the State Government has lost a single word about the ban on night flights.

And Fraport AG is planning further expansion: in 2013, Terminal 3 will be built to handle an anticipated 30 million additional passengers a year (up to 80 million in total). In this process, the entire airport will be transformed and expanded to become "Frankfurt Airport City". These plans include the Moenchhof site comprising 110 hectares (272 acres, formerly Caltex) between Raunheim and Kelsterbach as an additional location for logistics companies, freight forwarders and other businesses that are dependent on the airport.

The Ticona chemical company is directly at the edge of the new runway and Fraport has reimbursed them to the tune of 600 million Euros for the inconvenience of having to move. When this happens, this area will also be converted to a business park. In Gateway Gardens, a former residential area for members of the U.S. Army, a new part of the city will be created with a research institute for mobility and with airlines, freight companies, hotels, shops and leisure facilities.

An enormous building has also been constructed over the airport train station. The SQUAIRE (660 metres long and 45 metres in height) is used by a consulting firm and two 5-star hotels. A private hospital for well-heeled patients from around the world also shares the space.

Airport City is a new city with an airport, but their most important source of income is through the leasing and use of property. In future, Airport City is meant to dominate the entire Rhine-Main region. The social and cultural characteristics of the area are being trampled underfoot. The consequences for natural and recreational areas are being completely ignored in the process. Democratic participation in and influence on the shaping of their environment by the citizens and the communities surrounding the airport will be severely curtailed.

But there is still resistance and protest against the ongoing airport expansion and the massive noise pollution in an entire region. On October 22nd about 20,000 people marched with a coalition of citizens' groups from Rhineland-Palatinate and Hesse from the main train station in Mainz across the Rhine to Mainz-Kastel, where they gathered for a rally.

They called for:

- a ban on night flights from 10 pm until 6 am,
- a change to quieter flight procedures for arrival and departure,
- an adequate number of controllers,
- no tax subsidies for air transport,
- adaptation of the dimension and capacity of the airport to the region's ability to cope with it,
- reduction of the number of night flights and of the corresponding aircraft noise and air pollution,
- reduction of the land area used by air transport and
- compensation for property devaluation by Fraport.

This protest under the motto "Wake up now, so you can sleep at night!" is soon to be continued with a demonstration in Terminal 1 of Frankfurt Airport.

Dirk Treber from Mörfelden-Walldorf is president of the Community for the Control of Aircraft Noise (*IGF "Interessengemeinschaft zur Bekämpfung des Fluglärms"*), spokesman for the Federal Association Against Aircraft Noise (*BVF "Bundesvereinigung gegen Fluglärm"*) and belongs to the Commission for Protection against Aircraft Noise at Frankfurt Airport (*Kommission zum Schutz gegen Fluglärm am Frankfurter Flughafen*)

Stop Press: It has just been announced that 14 people will be tried for crimes related to the privatisation of Siena Airport in Italy. One of them is the president of MPS bank and also president of the Italian Bankers Association. All credit to the Siena campaigners who have pursued them for years. It is now almost certain that Siena Airport will not be expanded.

Tell us your news!

Each newsletter will have a section about what is happening in the different campaigns in the different countries around Europe.

- Let us know what is happening at your airports
- Send us information about events you are holding or campaigns you are doing
- Tell us about your successes.....and failures!
- Make this newsletter a real exchange of information

Also send your material to the UECNA website: www.uecna.eu email JP Pago on jp.pago@free.fr

Campaigning and Information Sheets
UECNA has published short campaigning and briefing sheets to assist organizations with their campaigning:
<http://www.uecna.eu/sip.php?article161>

If you want to be able to track the flight paths in your area, UECNA can help. Look at www.dfld.de or email Horst Weise on mail@DFLD.de

Two very useful websites:

- Transport and Environment (T & E): <http://www.transportenvironment.org/>
- European Environmental Bureau (EEB): <http://www.eeb.org/>

UECNA On-line Library

UECNA is setting up an online library where we can all access reports, campaign materials and useful information. We all have a lot of material that would be useful for other campaigners. Email me if you want to put anything on to the online library: johnstewart2@btconnect.com

Two sites which show you whether your airport and the airlines using it is losing or gaining passengers:

<http://www.anna.aero/european-airline-traffic-trends/>

<http://www.anna.aero/european-airport-traffic-trends/>

If you have videos you want to share, email them to johnstewart2@btconnect.com

This newsletter has been published by UECNA. We are a network of airport community campaign groups across Europe. Our main concern is the noise for residents living around the airports and under the flight paths. We have regular meetings, organize conferences and take part in marches, demonstrations and other visible activities. We also lobby the European Parliament and the European Commission. To find out more visit our website: www.uecna.eu If your group is interested in joining UECNA, email johnstewart2@btconnect.com