

Exchange

Newsletter for Aviation Campaigners across Europe

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DRAMATIC NANTES PROTEST HITS THE HEADLINES

60,000 people marched against the proposed new Nantes airport on Saturday 22nd February. While the majority of the march was peaceful, frustration led to rioting in parts of the city and battles with the police.

Here are two videos of the protest, and a blog by John Stewart putting the protest into a wider context:

<http://youtu.be/pkncWXeqvHs>

<http://youtu.be/eIgNvAHIVmw>

<http://hacan.org.uk/blog/?p=243>



GERMANY: PROTESTS CONTINUE IN CITIES ACROSS THE COUNTRY

FRANKFURT



Every Monday night for over 90 weeks protesters have occupied the terminal. They have won concessions on night flights and their protests mean the regional government is wary of agreeing to the building of Terminal 3 but their main aim of closing of the controversial 4th runway has not yet been achieved.

MUNICH

Campaigners remain defiant in spite of a court ruling that the building of a 3rd runway at Munich Airport would be legal. There were extraordinary scenes in the court room when the judge gave his ruling. Campaigners, who had packed the building, all stood up and sang the Bavarian national anthem. The judge had to clear the court. The campaigners are confident that the 3rd runway may never be built because the number of aircraft using the existing runways at Munich is falling:

https://www.statistik.bayern.de/presse/archiv/2014/44_2014.php

Regular protests continue in **Berlin** against the planned new airport and in **Leipzig**, **Dusseldorf** and **Koln** about night flights

Direct Action Training in Frankfurt



Campaigners from Plane Stupid UK, who were an important part of the successful campaign to stop a 3rd runway at Heathrow, met with the newly-formed Plane Stupid Rhein-Main - <http://plane-stupid.jimdo.com/> - to discuss the role of direct action in campaigning.

STATE AID TO AVIATION TO CONTINUE FOR ANOTHER 10 YEARS

In February the European Union agreed that state aid to airports and airlines will continue for another 10 years. After that, the EU says most of it will cease. Airports with less than 3 million passengers will be eligible for aid but they will only receive it if they produce a clear plan to show how they will function when the aid comes to an end in 10 years' time. Airlines starting new services to some of these airports will also qualify for state aid. This means that airlines like Ryanair will continue to receive subsidies.

For more details of the state aid:

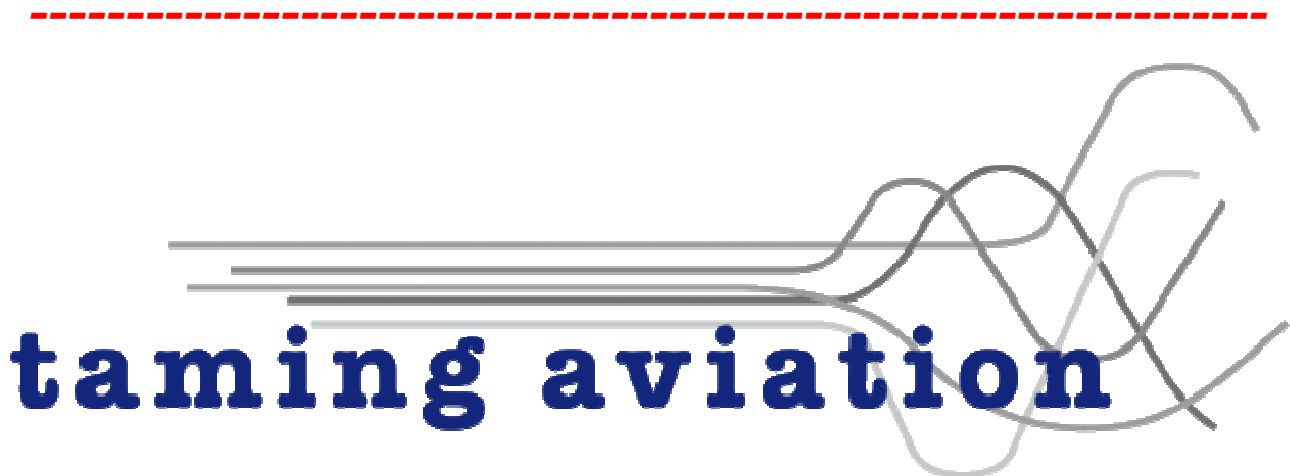
http://europa.eu/rapid/press-release_IP-14-172_en.htm

http://ec.europa.eu/competition/state_aid/modernisation/index_en.html

The EU justifies the state aid on the grounds that, without it, some airports may close and that their local and regional economies will suffer. This is challenged by the Brussels-based lobby group Transport & Environment (T &E).

Read the T & E briefing:

http://www.transportenvironment.org/sites/te/files/publications/2014%2002%20Aviation%20State%20Aid%20Key%20Messages_final.pdf



A European-wide Movement of Citizens aimed at Taming the Aviation Industry

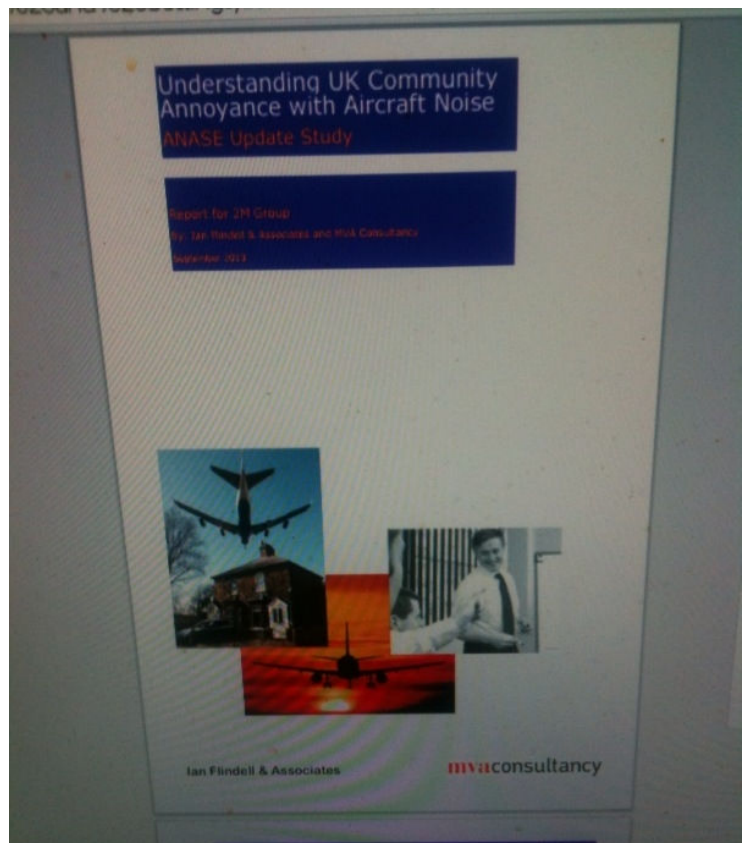
Well over 70 citizens' organisations have signed up to Taming Aviation, the brain-child of Austrian campaigners. Amongst its key demands are a phasing out of subsidies and tax-breaks to the aviation industry. It will be formally launched in the European Parliament in the autumn in Brussels. After its launch it will seek the support from organizations in the wider environmental movement.

To find out more about Taming Aviation and how your group can join:

<http://www.tamingaviation.eu/>

NEW REPORT SHOWS MANY MORE PEOPLE DISTURBED BY NOISE THAN THE AUTHORITIES ADMIT

A new report published in the UK has found that residents can be disturbed at much lower levels of noise than previously thought. Using up-to-date methods of measuring noise they have shown that people can be disturbed by aircraft noise at 50dbLAeq. (That is, when noise during the day averages out at 50 decibels). Until now the British Government has only accepted that people can start to get annoyed by aircraft noise when it averages out at 57 decibels. At Heathrow the difference is huge. Around 275,000 people live within the 57 decibel contour; over 1 million live within the 50 decibel contour. Although the report focuses on the UK it is very relevant to airports across Europe. It shows that people living many kilometers from an airport can be disturbed by aircraft noise.



You can read the full report here:

http://www.hacan.org.uk/resources/reports/Understanding_UKCommunity_Annoyance_for_2M_Group_final_03092013.pdf

CHILDREN NOW LEARN ABOUT THE FRANKFURT CAMPAIGN AT SCHOOL!

The Frankfurt campaign is now covered in geography books in German schools. It led to this great conversation between a teacher (and Frankfurt campaigner) and one of her students.

My students in the 5th Class ask me today in their music class:

Student: "Mrs Wolf, is that true that you have been on a demo?"

Me: "Yes, why?"

Student: "We are doing the theme of airport in geography and the geography teacher has told us you that you were on a demonstration."

Me: "Yes, but why are you doing this?"

Student: "There is a chapter in our geography book.....which includes "Silent Night", but the demonstrators using different words.

Me: (gulp) "This is in your geography book?"

Student: "Yes, you want to see it?"

Me: "I was singing it in the airport"

Student: "What?"

Me: "Do you want to see it on Youtube?" <http://www.youtube.com/watch?v=2eRjgHkoAO8> Now they want to take a class trip to the Monday demonstration!

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