

# Exchange

**Newsletter for Aviation Campaigners across Europe**

**No 3**

**August 2011**

## **About Exchange**

Welcome to the third issue of Exchange. I will be sending it out every two months. Please free to email to other campaigners and campaign groups you may know. If you do not want to receive Exchange please let me now. We also welcome contributions from you. If you do not want to write in English, write in your own language, and we will get it translated.

**John Stewart (President UECNA)**

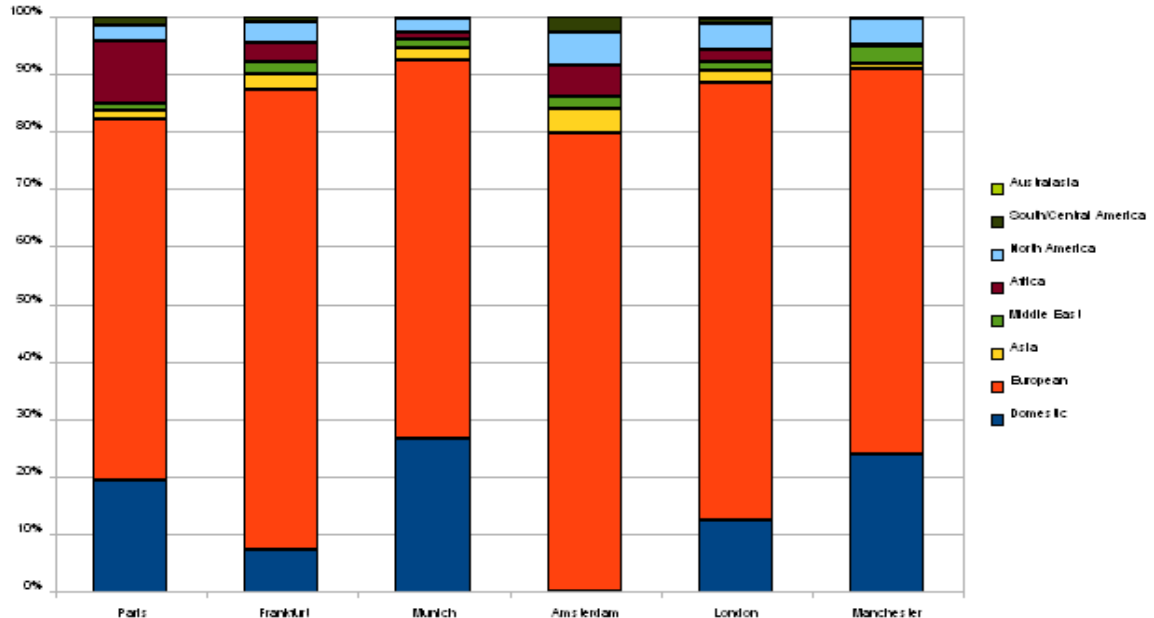
## **Huge Demonstration Against Nantes New Airport**



**In July over 14,000 people took part in a demonstration against plans to build an international airport in Nantes in South West France.** The campaigners have succeeded in making their campaign a national issue in France. It is expected to feature in the French Presidential elections next year. The Green Party has said that it will insist that they will not come to any agreement with the Socialists unless the Socialists drop their support for the new airport.

Nantes already has an airport and the city has a fast TGV rail link to Charles de Gaulle airport in Paris. The campaigners argue that the proposed new airport is unnecessary. They will soon be publishing a report from the Dutch economic consultants, CE Delft, to show there is no economic reason to build the new airport. The campaign against the airport is one of the most successful in Europe. It consists of a powerful coalition of local residents, environmentalists, sympathetic politicians and direct action activists from all over Europe who have set up the [ZAD camp](#).

## Very High Number of Flights within Europe



The red box shows the percentage of flights to Europe from each airport. We hope the final report will also include Madrid.

Most flights from the four main European airports are to other places in Europe. Many of them are short-distance flights to places where a good train service is available. This information comes from a new report to be published soon in the UK. The report has been written by AirportWatch and WWF-UK (the World Wildlife Fund for Nature). It shows that there is no need for any more new airports or new runways in Europe. If aviation fuel was taxed or ticket taxes introduced, it would cost more to fly. That would mean more people would not fly short-distances on holiday or they would take the train. Therefore, there would be fewer short-distance flights using the airport. This would make space for the increase in the number of long-distance flights that are expected to come over the next few years from countries with expanding economies, such as China

- **142** departures from Frankfurt each week to Berlin
- There are **133** flights leaving Orly each week for the short trip to Nice and **75** to Barcelona
- **144** flights departures from Munich to Dusseldorf each week
- **67** departures from London City to Amsterdam each week
- **113** departures from Heathrow to Edinburgh and **81** to Manchester each week
- There is also a considerable amount of flying between the main ‘hub’ airports – for example **84** flights depart Schiphol each week for Frankfurt

## **Marseille Provence Airport**

**Jean-Pierre Pago writes:**

**Marseille Provence Airport (MP Airport) is the most important in the south of France for freight. It has 122,000 movements per year, 55,000 tons of freight and 7,500 passengers.**

Also the management authorities of the airport are determined to preserve the possibility of night flights, mainly for freight. We have about 25 to 30 aircraft per night between 22h and 06h. Too much to ensure a peaceful sleep for all the people who are under the flight paths.

A cardiologist in the city of Marignane has launched a study into the relationship between noise spikes and surges in blood pressure. This has been done with the help of the French National Association Against Aircraft Noise (UFCNA) which installed in the home of a patient a measuring station noise, GfS, with support from the UK Government department, DfID, and the European Aircraft Noise Services, EANS, to monitor results. Results will be published before the end of 2011.

**We have about 25 to 30 aircraft per night between 22h and 06h. Too much to ensure a peaceful sleep**

Another problem of Marseille is visual approaches. Visual approaches impact predominantly on a small town north-east of the airport that could be completely avoided. We tried to persuade the authorities to change the arrivals to remove visual approaches. Civil Aviation has refused because these approaches save fuel and time!!! Civil Aviation promises that one day - when? - with the EGNOS system, it will be possible to change. But by then we will have more planes and pollution.

**A small town could be completely avoided if the approaches were changed**

MP has an urban area to the south-east of it. This is the most overflowed area because the north wind is blowing most days. Other days there are the departures flying over this area, but they are less disturbing because they are higher.

Residents also are disturbed by helicopters because the manufacturer, Eurocopter, is based at the airport. Eurocopter does not want it to change its practice of flying test flights above the houses. So the airport allows them just to please their customers who train pilots!!! They do not care about the residents.

To contact Jean-Pierre email: [jp.pago@free.fr](mailto:jp.pago@free.fr)

**Tell us about your airport or what is happening in your country.**

**Feel free to write in your own language. We will translate it.**

## **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 you material to the UECNA website: [www.uecna.eu](http://www.uecna.eu) email JP Pago on [jp.pago@free.fr](mailto:jp.pago@free.fr)**

**If you want to be able to track the flight paths in your area, UECNA can help. Look at [www.dfld.de](http://www.dfld.de) or email Horst Weise on [mail@DFLD.de](mailto: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.

### **Campaigning and Information Sheets**

Over the next few months UECNA will be publishing short campaigning and briefing sheets to assist organizations with their campaigning.

**If you have videos you want to share, email them to [johnstewart@btconnect.com](mailto:johnstewart@btconnect.com)**

**This newsletter has been published by UECNA. We are a network of almost 40 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](http://www.uecna.eu) If your group is interested in joining UECNA email [johnstewart2@btconnect.com](mailto:johnstewart2@btconnect.com)**