



Newsletter 24-6

CONTENT:

- UECNA Members' AGM: October 2024
- Noise and Health: Outstanding Webinar
- UECNA to Lobby New European Parliament
- New Project: Measuring noise many kilometres from the airport
- European air passenger numbers almost back to pre-pandemic levels
- Amsterdam demands less flights at Schiphol Airport and a complete night flight ban

UECNA Members' AGM: October 2024



Advance notice that our 2024 AGM will take place in Brussels on 26th October. It will be a hybrid meeting but members are asked to come in person if possible as it makes for a better meeting. Further details will follow nearer the time.

Noise and Health: Outstanding Webinar



The UECNA Webinar heard an outstanding talk on noise and health by Dr Omar Hahad from the University Medical Center Mainz in Germany. [Here is his presentation.](#)

You can [look back the webinar.](#)

TOP

UECNA to Lobby New European Parliament



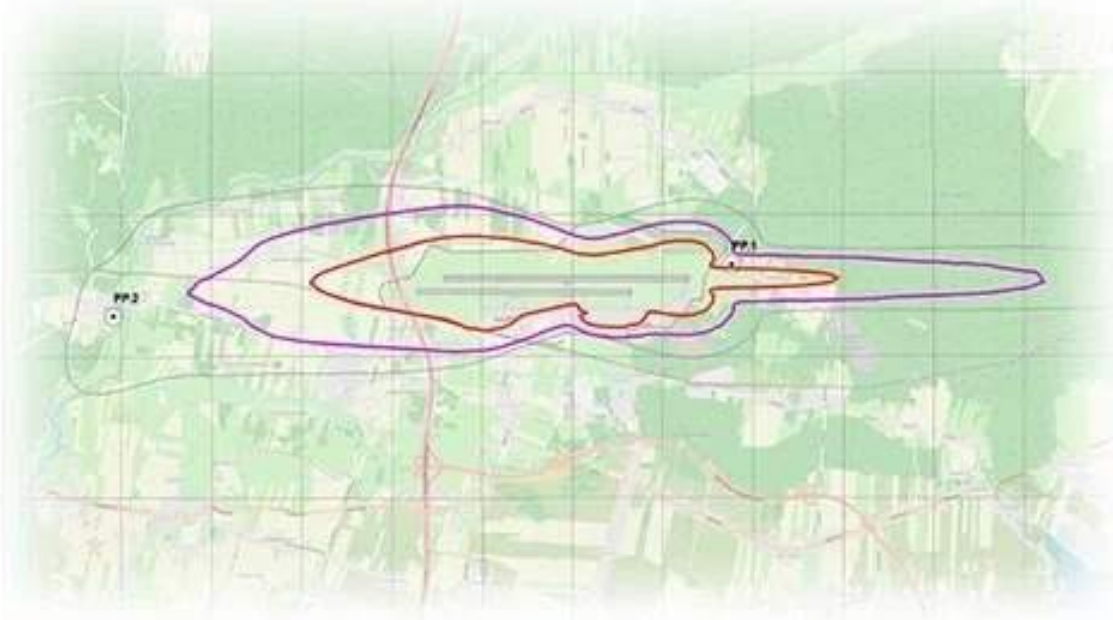
The results of the elections mean that the mainstream centre-right and centre-left parties will remain in control. The parties of the left, and especially the Greens, suffered losses. The parties of the nationalist right made gains.

It will take some months before the new Parliament is ready to get down to business. A President needs to be elected. Committees will need to be formed. The chairs of these committees elected. By September things will be much clearer.

Noise was not an issue in the Elections. But with millions of people across Europe suffering from noise, and many in bad health because of it, it is an issue that is not going away.

UECNA will be contacting key MEPs from all parties to try to identify those who have an interest in aviation matters and, in particular, in aircraft noise. If you know of an MEP who has those interests, let us know.

New Project: Measuring noise many kilometres from the airport



You don't need to live close to an airport to be disturbed by aircraft noise. It can affect residents living many kilometres from the airport. Yet these residents often feel neglected. The aviation industry tends to argue that it is too difficult to accurately measure aircraft noise a long way from the airport because the background noise levels are high.

All that is about to change. The EU is funding research which will provide an accurate picture some distance from the airport. The NEEDED Project, headed up by the Austrian Institute of Technology, will record the noise of each plane as it passes over. This way they will be able to get an accurate picture of the noise climate. Results are expected in 2026.

UECNA has been asked to sit on the Advisory Board of the project.

[More details of the research](#)

European air passenger numbers almost back to pre-pandemic levels



Campaigners opposing proposals for a doubling of flights at Beauvais Airport

Passenger traffic at European airports increased by 10.2% in March 2024 compared to the same month last year, with the growth being predominantly driven by international (+11.7%) rather than domestic passengers (+5.6%). As a result, passenger traffic came very close to a full recovery from the pandemic – standing just 1.5% below pre-pandemic numbers (March 2019).

Passenger traffic at **the major airports** grew by 10.1% in March when compared to the same month last year but remained 1.8% lower compared to pre-pandemic levels. London Heathrow (+7.9% vs. Mar 2023 | +3% vs. Mar 2019) remained the busiest European airport, with Istanbul (+2.7% vs. Mar 2023 | +8.2% vs. Mar 2019) coming second and followed by Paris-CDG (+6.6% vs. Mar 2023 | -9.6% vs. Mar 2019). Madrid (+10.8% vs. Mar 2023 | +8.9% vs. Mar 2019) came fourth,

followed by Amsterdam Schiphol (+14% vs Mar 2023 | -7.3% vs. Mar 2019).

Medium airports saw big increases, with an average rise of 13.4% in March compared with the same month last year and standing at +8.1% above their pre-pandemic levels.

Larger low cost airports saw huge when compared to pre-pandemic levels: Memmingen (+76.4%), Beauvais (+72%), Bergamo (+32.5%) and Charleroi (+24.5%).

The recovery has led to expansion proposals, including at Lisbon, Zurich, Gatwick and Luton (in the south of England), London City, Lille and Beauvais (near Paris).

[More details in the growth of passenger numbers](#)

TOP

Amsterdam demands less flights at Schiphol Airport and a complete night flight ban



The city council of Amsterdam is demanding that Schiphol Airport shrink to 400,000 flights. The city council also wants a complete night closure from 11 p.m. and 7 a.m.

Amsterdam is not only a neighbouring municipality of the airport, but also a co-owner. The city owns 20 percent of the shares of Schiphol Group. The rest is owned by the Dutch state (70 percent), Rotterdam (2 percent) and Schiphol itself (8 percent).

The municipality of Amsterdam, like the central government, was in favour of expanding the airport for decades. With 500,000 flights per year, Schiphol was able to grow into one of the largest airports in Europe, which relies on transfers brought in and out by home carrier KLM.

That attitude has changed significantly in recent years. First the growth had to be limited and then stopped. At the end of last year, Amsterdam agreed with the government to downsize to 440,000 flights. And now the city council is going one step further by demanding that Schiphol return to 400,000 flights. 'Economic interests have predominated for a long time. Now we are putting local residents and the climate first,' says the responsible alderman Hester van Buren. 'And from now on we consider ourselves as activist shareholders to achieve those goals.'

Residents have made an important contribution to this change of course. There has been intensive contact with the civil servants and the alderman for years. This is not about complaints but about arguments. In particular, the videos from the PVA residents' group about the disadvantages of the hub function are crystal clear and can only be interpreted one way: only significant shrinkage offers solutions, not least for housing. Amsterdam is struggling with a huge shortage of homes that are not allowed to be built because of the noise.

Under pressure from court rulings, the government will have to agree to reduce capacity at Schiphol. But the battle is not over yet. PVA is not about adjustments based on the existing situation. A reconsideration is needed about what appropriate aviation for the Netherlands looks like.

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