

CAGNE
Communities Against Gatwick
Noise and Emissions
Parish and Town
Council Aviation Forum

The Government announces the night flight regime

Disappointing result as Gatwick has the most night flights and seemingly no acknowledgement of the health implications of sleep deprivation due to aircraft noise at night. There will be no reduction in quotas, which sounds good news on the face of it, but as Gatwick does not fill the winter quota it allows Gatwick to increase winter night flights by 60%!

The reduction in noise quota is welcomed but we would have liked to have seen an increase in charges for night movements to discourage aircraft from flying at night.

No allowance has been made for Gatwick being surrounded by tranquil rural areas that have very little noise at night.

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/627890/night-flight-restrictions-at-heathrow-gatwick-and-stansted-decision-document.pdf

CAA Noise survey – you may wish to take part

<https://consultations.caa.co.uk/policy-development/aviation-noise-impacts>

'It's a survey for members of the public who are annoyed by aviation noise to tell the CAA which issues they feel we should prioritise when it comes to acting to reduce noise. We are not going to be able to take on every issue, and we are currently looking at what we can do within our existing powers, but we want to try and understand what the communities think we should be doing as we develop our work programme.'

Gatwick Growth Board report of 10th July details an urgent requirement to improve the Brighton Main Line and unblock the bottleneck at East Croydon Station.

Steve Norris and Baroness Tessa Jowell, co-chairs of the Board, seem to ignore the fact that someone has to pay for railway lines to be improved and there seems no mention of Gatwick Airport offering to pay so will it be the taxpayer or the rail travellers?

The line needs to be improved for the current users, those travelling from the coast to London for work. What does not help the line is the fact that Gatwick

adds low cost passengers to the commuter trains every day taking up any spare capacity and seats with luggage.

As passenger numbers grow, Gatwick detail 45m, they do not mention how they arrive at the airport to board low cost airlines.

Gatwick detail how they will lobby with Coast to Capital to have the government pay for upgrades of the Brighton to London main line, a meeting of your MPs with Coast to Capital is to take place next week. Gatwick continues to lobby Government for a new platform.

At present airlines receive 85% of their allowances for free carbon trading. This counts as a huge subsidy for the sector, especially when you consider their fuel tax and VAT exemption unlike other industries.

Gatwick has a captured audience in its car parks and terminals and state a 12.9% increase in profits this year.

Is it not time that we saw Gatwick, that causes a major bottleneck on the railway and thus restricts the line for the coastal regions, pay for the surface access it congests with low cost passengers seeking 'bucket n spade' holidays all year round? Gatwick's cars and freight already congest the M25, M23, A23 and minor roads as well as the railway.

Smart roads are already in place on the motorways to ease the current level of traffic and this can only get worse as Gatwick seeks to grow further from the 45m passengers and freight, up by 16%, that they already add to the infrastructure problems.

<http://www.gatwickairport.com/contentassets/6706c493dc554afa84211846ac629ed2/nmb-6-preliminary-draft--minutes-nmb6-11july2017.pdf>

What about you on the ground?

Gatwick boasts 45m passengers, an increase of 7.7%; long haul up by 13.6%.

We would encourage you to complain about increased aircraft noise, however tedious the Gatwick noise complaint webpage is, as this is the only way to illustrate resident's unhappiness at increases aircraft noise.

CAGNE continues to work for a fair and equitable distribution of arrivals and departures to the east and west for West Sussex and Surrey.

As to the NMB, latest figures from the CAA state that from Jan-March 2017 32.1% of arrivals are landing between 8-10nm in the east with 43.7% landing at this point to the west. We continue to push for a fair and equitable distribution of arrivals through the swathe and holding stacks out to sea. CDO (Continuous Decent Operations) arrivals are 96.8% in the east and 87.27% in the west as of March 2017.

Departures is not looking positive but be assured we will continue to seek a fair solution for all as the noise in the west that impacts the same people that suffer arrivals as well as multiple departures is totally unacceptable.

Gatwick and the CAA need to look at the big picture and not routes in isolation, which is their current stance.

The amended dates for the next four meetings are:

Wednesday 27/09/17 7.30pm at Warnham Parish Council – Mick Hodgson Room at Warnham Village Hall. NATS (airspace designers) are confirmed as speaking – please confirm to Bill Sorrell that you are attending – billsorrell@hotmail.com

Wednesday 29/11/17 pm

Wednesday 28/02/18 pm

Wednesday 30/05/18 pm

cagnepcforum.org.uk
*Seeking a fair and equitable distribution of arrivals and departures to the west
and east for West Sussex and Surrey*
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