

CAGNE
Communities Against Gatwick
Noise and Emissions
Aviation Council Forum

Minutes

Host: Rudgwick Parish Council at Rudgwick Hall, Guildford Road, Bucks Green, Rudgwick, West Sussex RH12 3JJ

Date: Monday 23rd April 2018

Time 7pm – finished 8.30pm

1. Attendance – Ifold and Plaisow, Capel, Worth, Lower Beeding, Rusper, Cranleigh, Alfold, Rudgwick, Salford and Sidlow and Warnham.
2. Apologies for absence – North Horsham, Southwater, West Grinstead, Kirdford, Nuthurst, Newdigate, West Hoathly, Albany, Billingshurst, Crawley, Abinger, Shipley, Slinfold.
3. Minutes of previous meeting approved.
 - a. Minutes taken by Sally Pavey Chair of CAGNE in Bill Sorrell's absence.
4. Matters Outstanding
 - Councils present were provided with copies of the survey. Worth and Ifold and Plaistow completed and returned. Others have previously been returned by Warnham, Kirdford, Nuthurst, West Grinstead and Salford and Sidlow councils. **Please find a copy attached for the councils that have not completed the survey. Please can you complete and return this by end of April.**
 - NATS have asked for numbers to attend an event at Swanwick air traffic control in the Autumn (October). **Could you please let CAGNE know by Friday 27th April if you are interested in attending? Transport costs will need to be met by your council. (NATS, Whiteley Fareham)**
5. NMB (Gatwick Noise Management Board) departure workshop 23rd May – **CAGNE requested that councils provide details of any concerns they have before this workshop.** NADP 2 (noise abatement departure procedure) is mostly flown out of Gatwick as it produces less noise. This could become the standard for all aircraft. Work is under way to report on this via the NMB.

NMB Reduced Night Noise Trial – **power point presentation already provided and an updated version is attached.**

- a. Alfold asked about the APCAG meeting concerning the RNN. CAGNE detailed that they did not have any details of this or who are members of this group. They only are aware of Ian Hare of Pulborough PC.
- b. CAGNE detailed that Gatwick does not have to have approval to conduct the trial and the CAA do not have to consult as it is a 6 month trial in accordance with CAP 1616.
- c. CAGNE endeavoured to provide clarity to what the trial is and what it is not as Rudgwick asked about the Secretary of State Noise Abatement Procedure (NAP) being removed. CAGNE referred this to the DfT talk in relation to NAPs. (to remove a NAP there would have to be a full consultation under CAP 1616).
- d. CAGNE did detail that the NMB community representation is imbalanced as it has 6 groups that are only concerned with arrivals at 14nm+ from the runway on it with only CAGNE seeking a fair distribution for all with arrivals and departures to the east and west.
- e. The RNN is intended to learn the lessons from finding other noise reduction initiatives at Gatwick such as the CDO (Continuous Descent Operations) and the recent Sussex University Height perception at Gatwick (this was only conducted for arrivals in the east) attached. The RNN idea is to take advantage of aircraft trajectory management capabilities, through automated flight of an optimum profile, to increase the height of arriving aircraft and to enable participating pilots to operate their aircraft in an aerodynamically cleaner configuration which in both cases generating less noise from these flights.
- f. An additional 9 noise monitors have been purchased by Gatwick and they are to be used before the trial and during the trial to compare noise readings. The timing is not ideal at 1.30-5am but due to requests by CAGNE the shoulder periods are to be looked at. It is due to take place in the winter months, which again is not ideal as Gatwick is quiet. CAGNE has also raised concerns that plans for the trial do not include multiple routes but only two routes to the east and west, which could become concentrated, as it is not possible to rotate routing. CAGNE has also called for methodical based analysis of the trial to understand its achievements. CAGNE has also called for it to be stopped should it cause undue noise for communities.
- g. CAGNE has invited Gatwick NMB/ Helios to attend a Forum meeting to present the RNN.

Please provide CAGNE with feedback before the 23rd May as a meeting will

be held before the Departure workshop.

6. Department for Transport, Tim May, presentation is attached.

Notes from the presentation and matters raised by members:

Rusper asked about night noise and the health implications

DfT explained about Webtag was discussed as a mechanism that is now to be used to analysis all factors when an an airspace change is proposed.

Night noise quotas are reducing even if the number of movements remains the same.

New aircraft are tested in the desert for noise and then classed accordingly by the international body ICAO. It is apparent that not all classification is correct when they start operations in the commercial world.

Larger aircraft produce greater ground noise – this is not factored into Webtag or any noise metrics.

- CAGNE has written to the chief medical director to ask for a full investigation into the health impact of Gatwick at night.

DfT stated that they would have to see new evidence to make them re-think the night t noise policy as there has to be a balance between commercial and noise.

- Capel asked that departing aircraft are lower – it was suggested that this be taken up with GAL.
- Salford - Route 4 concerns were raised over the re-designing of this route and assurances that new people would not be overflowed and that it would revert back to its previous track were asked. It was detailed that the route was better performing before PRNAV than it is today.

- CAGNE said they do not believe it is fair to fly over new people that have not been flown over before.

- DfT compensation is being looked at as it is recognised that to fly over new people would have to have a compensation package, more than just insulation, but this is being worked on.

- Worth asked if surface access of passengers and workers going to the airport at night is factored into calculations. They were not although there is a section on surface access in the latest reports from the DfT.

Worth asked could investors buy Gatwick and apply for planning for a

second runway without the Government support?

Dft - No, this would be called in by the Government.

- DfT stated that any modernisation of airspace or new change to routing would have to go through the CAA new consultation process CAP 1616 that makes it a lengthy process.

RNN is about reducing wasted airspace and using more airspace by narrowing of routes for arrivals and departures (NAP Noise Preferential routes on departures are 3km wide currently and waste space with PRNAV precision flying). This would all have to go through CAP 1616.

- DfT said that the RNN usage of airspace is how airspace can be freed up.

The stacks could be removed, this would free up the airspace. Arrivals do not currently have set packs paths to fly just areas by which they have to be at set heights, but this could change with modern technology allowing them to fly narrow corridors to the final approach (ILS).

- DfT compensation is being looked at as it is recognised that to fly over new people would have to have a compensation package, more than just insulation, but this is being worked on.
 - Stop Stansted have requested that the planning application with the local authority. The DfT have been asked to call this in. Stansted airport say that it would be no more movements just and increase in passenger numbers.
 - Rusper – one resident finds his fields are covered in oil – aircraft are becoming cleaner but as the fields are so close to the runway, they will receive some from the engines as they land.
 - The DfT meets with MPs on a regular basis to brief them.
 - The DfT latest report on National Policy Statement – SP commented that the report and press release was very disappointing after all the meetings and consultation completed by communities impacted by Gatwick as it led s with growth and benefits for the consumer and little about reduction of noise and aircraft movements.

AOB – non detailed.

www.cagnepcforum.org.uk

*Seeking a fair and equitable distribution of arrivals and departures to the west
and east for West Sussex and Surrey
cagnegatwick@gmail.com*