

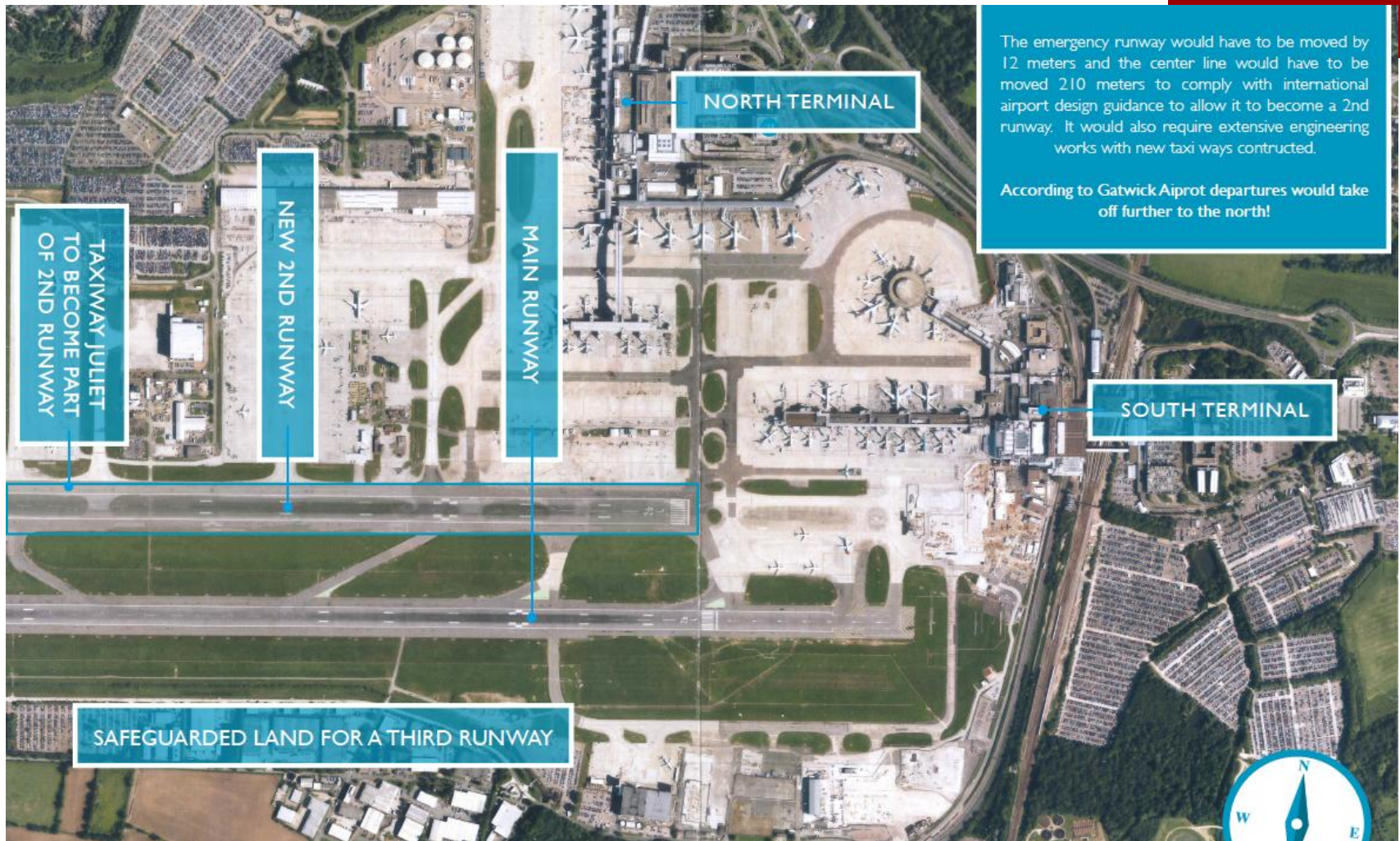


CAGNE
COMMUNITIES
AGAINST
GATWICK
NOISE
EMISSIONS

CAGNE

The umbrella aviation community and environmental
group for Sussex and Surrey

The Gatwick Layout

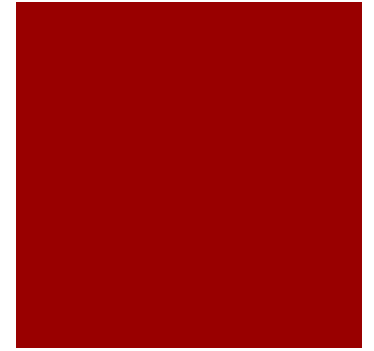


The Gatwick Airport Master Plan at a glance for 3 runway airport



- **The emergency runway would be using the same flight paths as used today 24/7.** Any gaps in arrivals and departures will disappear due to Gatwick's predicted 40% increase in the number of flights, as detailed in the Gatwick Master Plan documents. The CEO stating the number of take offs and landings would increase from around 55 an hour to over to 70.
- Departing short haul planes to the east and west flying north would use the emergency runway. This freeing up the main runway to accommodate more long haul and short haul as well as all aircraft arrivals back into the UK.
- The simultaneous use of both the main and emergency runways equates to 75 aircraft movements per hour. That's going from an annual aircraft movement of over 285,000 a year to 390,000 by 2032. (figures taken from the Gatwick Master Plan)

To be clear the Master Plan stated 3 Runways. This Plan is in addition to Heathrow, Stansted, Bristol, etc growth plans



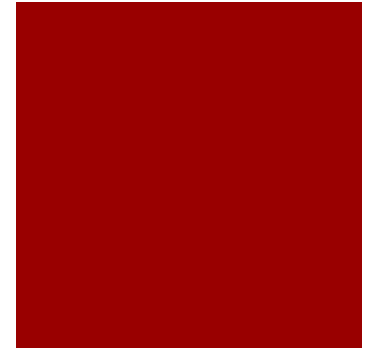
- ONE – MAIN RUNWAY
- TWO – USE THE STANDBY (EMERGENCY) RUNWAY AS A SECOND RUNWAY
- THREE – SAFEGUARD LAND FOR A NEW RUNWAY
- At present Gatwick is only seeking to expand aircraft movements off two runways

Surface access



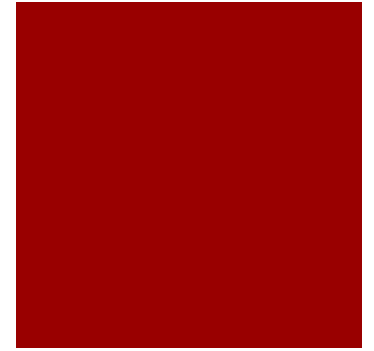
- **TRAVEL** - Using two runways will mean 70 million passengers a year, compared to 46.1m today, a 52% increase. This will be split between:
- **Road** - In 2017 54% of passengers arrived at Gatwick by roads. Add an extra 8.1 million passengers by just 2022/23, say another four million private vehicles, this represents 11,000 additional vehicles a day, plus freight, plus peripheral businesses.
- **Rail** - Network Rail is struggling with the natural growth in rail passengers now, even with the recent investment in stations. The line cannot be expanded due to physical restrictions, so no additional trains can be added, yet Gatwick's proposed expansion would add 3.25 million passengers a year to the Brighton line by 2022/23.
- **AMENITIES** - There is already a shortage of affordable housing, health care and school places, yet Gatwick states an additional 20,000 staff will be needed. A lack of unemployment is witnessed in all surrounding counties so staff will have to migrate into Gatwick with green space making way for even more housing and warehousing.

Environmental and Health



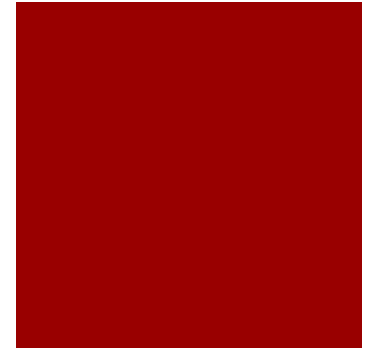
- **CLIMATE EMERGENCY** – More planes equates to more damage to the planet. The carbon emissions from Gatwick Airport will reach nearly an extra one million tonnes* a year by 2050 (source AEF). This will eliminate the efforts of local authorities and residents to be more climate friendly.
- **HEALTH** – What about our air quality? Little attention is being paid to air quality in our area, irrespective of whether air pollution is caused by aircraft or road traffic. Gatwick's concern is only their boundary

Economics



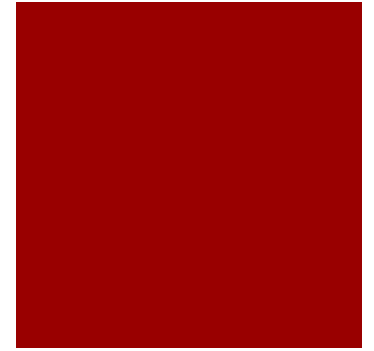
- The Gatwick travel-to-work area is one of the most congested and densely-populated areas of Europe
- Road congestion is a regular feature of travel in the region, the resulting inefficiency being a significant cost to other businesses
- The Office for National Statistics has stated that the South East region has the highest rate of employment in the UK, earning the second highest incomes on average (after London). A major increase in jobs vacancies would inevitably cause further inflationary pressure on employers. Local businesses have to compete with Gatwick Airport when recruiting and retaining staff – an inflationary and inefficient situation ... and expansion would exacerbate the situation.
- The region has a relatively well-balanced, vibrant and stable economy... not too reliant on any one sector. The level of expansion that Gatwick proposes (Gatwick state with the emergency runway an extra 8,000 jobs would be created with 20,000 in the region with Gatwick Diamond estimating a further 37,000 new jobs created from new business parks) would dramatically result in an unbalanced economy and bring even heavier reliance on the prosperity of the airport to the region – a very unhealthy and risky position for a community.

Economics continued



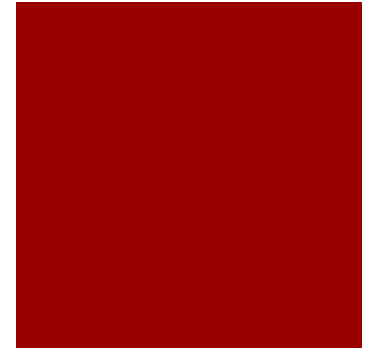
- One of the business ‘networking’ groups local to Gatwick have attempted for many years to support the (overseas) owners of the airport; they generate publicity on the basis of straw polls taken with their membership. However, in one of their latest polls only 32% of their membership responded (being 160 businesses) – and as a percentage of businesses in the Crawley District this was only 5% of businesses. So, despite their efforts, no credible case has been put forward by the wider business community for Gatwick expansion.
- Business travel is now just 9% of UK residents’ flights versus 18% in 1997¹⁷

Environmental concerns



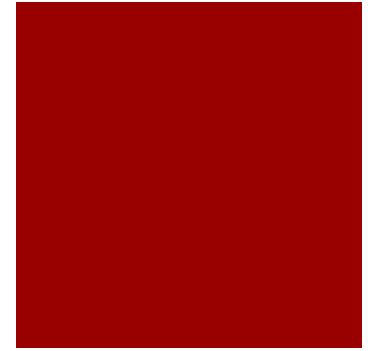
- Gatwick's master plan flies in the face of climate change, as aviation is one of the biggest threats our planet faces today contributing to 5% carbon emission globally as it burns fossil fuel. New environmentally friendly planes are decades away from being a reality.
- **For example flying from Gatwick Airport to Paris causes a loss of 5.1msq artic ice. Gatwick using two runways would add 1 million tonnes of extra carbon every year according to Aviation Environment Federation**
- New planes and the modernisation of airspace may reduce CO2 emissions (fuel) but if you are adding more and more planes to the sky you are removing any saving made.
- Aviation is a top ten global polluter and emissions are set to balloon by 300% if action isn't taken sooner rather than later. Illogically aviation and shipping were excluded from the Paris agreement. In the UK, aviation CO2 emissions are expected to use up more than two-thirds of the UK's carbon budget by 2050. At the same time, the 'Clean Growth Strategy has admitted that we are already on course to breach these legally binding targets by 2028 without airport expansion.

Is there a climate change emergency ?



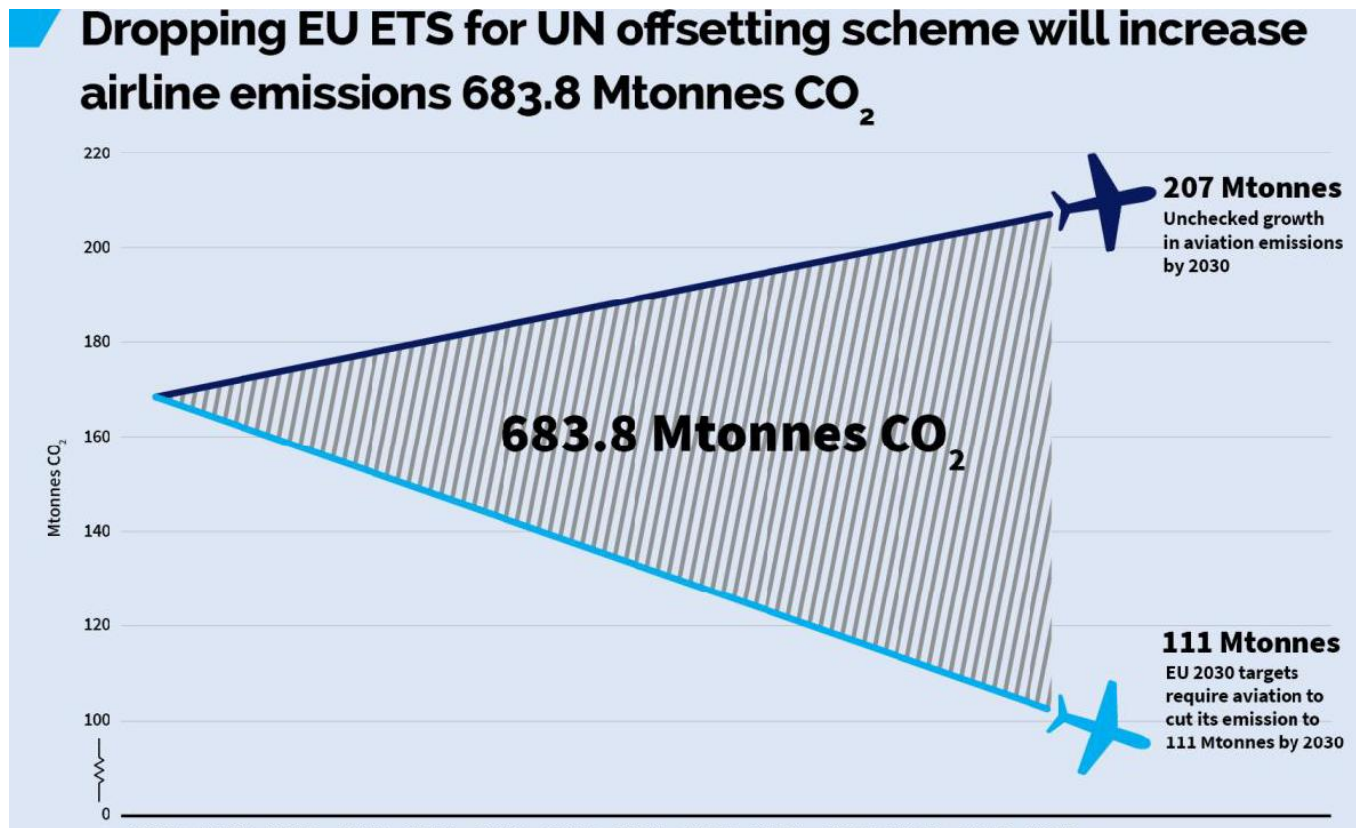
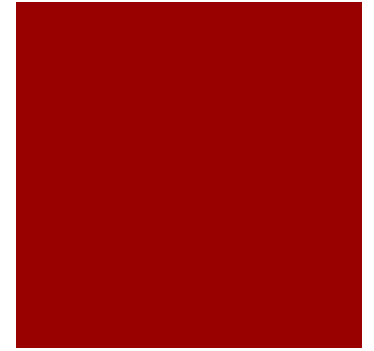
- **Published on May 2nd, from the Committee on Climate Change (CCC), the Government's official advisers,** is recommending that the UK becomes 'net-zero' carbon by 2050. Currently aviation and shipping is not included in this and CCC advise that uncapped growth of aviation will have to pay more to continue to be allowed to grow.
- Productions of aviation biofuel will likely need to be in conjunction with carbon capture and storage (CCS) to be competitive with competing uses for biomass (e.g. in industry, electricity generation, or hydrogen production). This is non sustainable as many industries look to a similar medium to replace conventional fuels (electricity). Electric batteries continue to use up the planets resources and serious questions have to be asked to how the batteries will be disposed of in the future.

Is there a climate emergency cont?

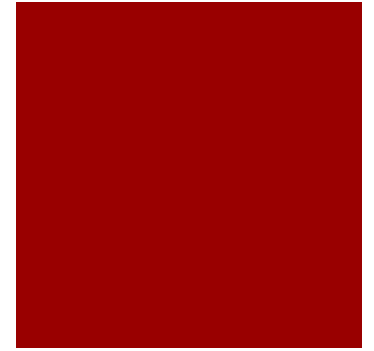


- International aviation emissions are expected to grow from 0.5GtCO₂ in 2017 to 1.1GtCO₂ in 2030 with increasing traffic demand over the coming decades despite emissions reductions from operator improvements, technology and use of sustainable alternative fuels says UNEP.
- **UK aviation accounts for 2.5% of carbon emissions and 5% internationally.***

Carbon Trading does not work says Transport and Environment

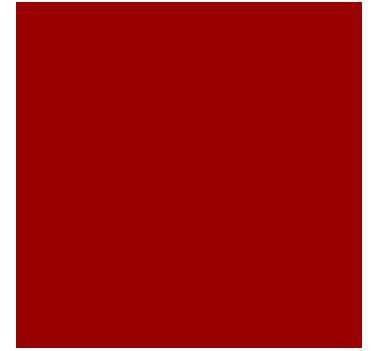


Committee for Climate Change



- **Committee for Climate Change** state (24.9.19) that ‘by limiting demand growth to at most 25% above current levels could reduce aviation emissions by around 20% from today..... and describes novel fuels for aviation as highly speculative and should not be relied upon
- **Concern** from the letter to government from CCC is that they suggest expanding Heathrow will reduce regional growth which could be in favour of Gatwick expansion!

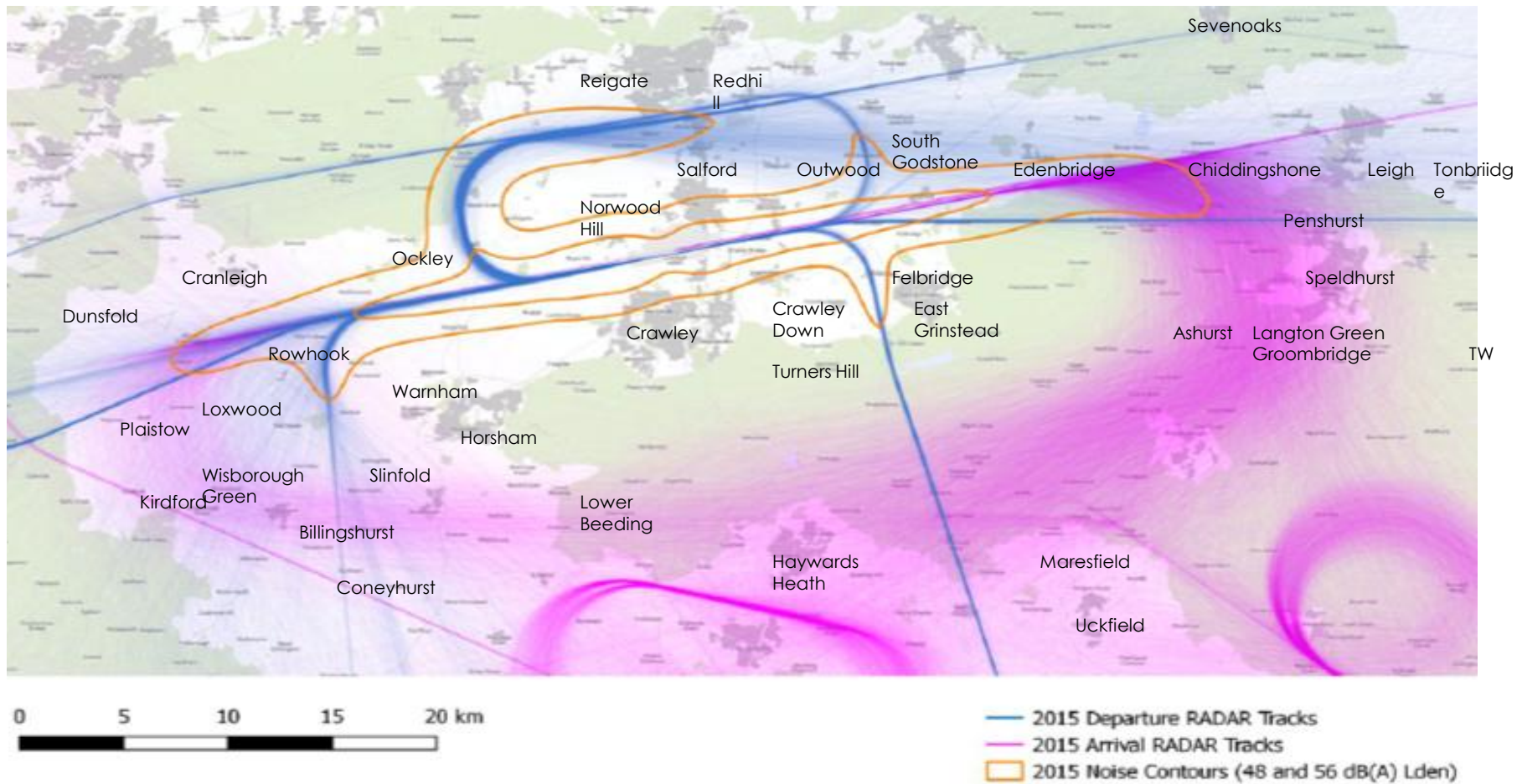
Could you fly less to reduce demand and stop global warming?



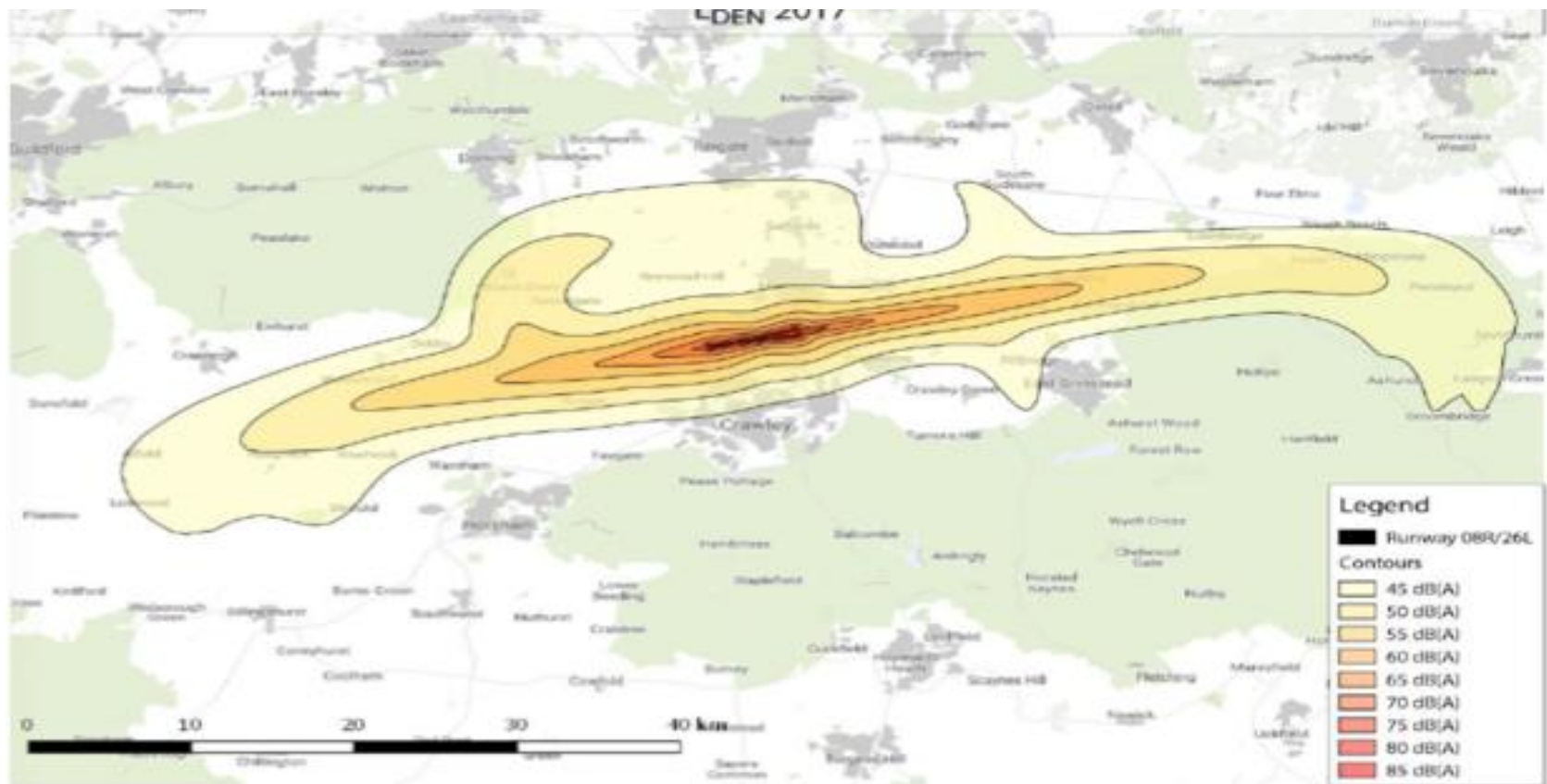
- September 2019 Survey by New Scientist found
- Most people (66.9%) in the UK back limits on flying to tackle climate change
- 28.2% said air travel should definitely be limited, with
- 38.7% saying it should probably be restricted.
- Just 22.2% felt there was no need for limits, and 10.8% said they did not know!

Read more: <https://www.newscientist.com/article/2216743-most-people-in-the-uk-back-limits-on-flying-to-tackle-climate-change/#ixzz5zyyDTGQ5>

Flight paths today – departures and arrivals – More noise for all



45dB Noise Contours that is not considered by the Plan or Government



An additional 90,000 flights a year by 2032 with two runways

(ATM aircraft movements)



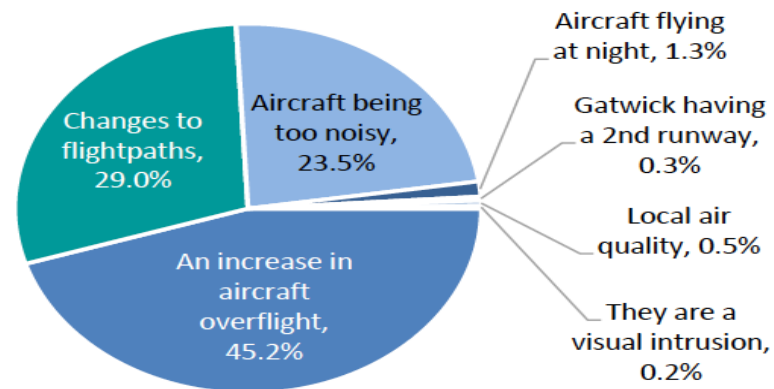
FIGURE 5.5: GATWICK GROWTH WITH STANDBY RUNWAY

	2017/18 ACTUAL	2018/19	2019/20	2020/21	2021/22	2022/23	2027/28	2032/33
Passengers (m)	45.7	47.1	49.1	50.6	52.0	52.8	65 – 67	68 – 70
ATMs	280,790	284,270	289,770	294,490	297,670	300,000	360,000 – 365,000	375,000 – 390,000
Passengers per ATM	162.7	165.7	169.4	172.0	174.7	176.0	Around 180	Around 180

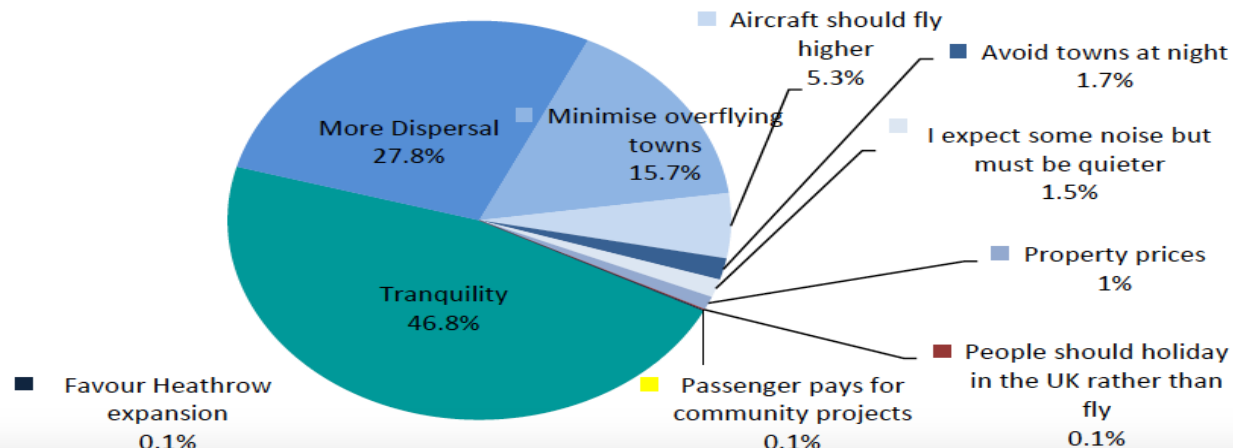
Complaints about noise continue to grow now



PERCENTAGE OF COMPLAINT OBSERVATIONS MOST AGREED WITH



PERCENTAGE OF COMPLAINT CONCERNS MOST AGREED WITH



Gatwick is using the planning process called 'Development Consent Order' (DCO) and Government policy 'making best use of current facilities'

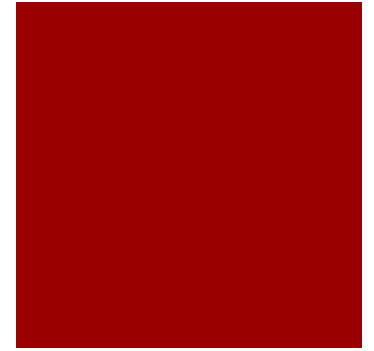


The planning process

- Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008.
- GAL has applied for a Development Consent Order (DCO) to get planning permission. NSIP applications are examined by the Planning Inspectorate and finally decided by the Secretary of State.

Six stages of DCO

- Pre Application - consultation
- Acceptance Stage – 28 days to decide if the application meets requirements
- Pre-Examination – evidence stage with the Planning Inspectorate
- Examination – comments in writing
- Decision – 3 months for inspector to make recommendation to Secretary of State. The Secretary of State has 3 months to decide
- 6 weeks to appeal/ legal challenge of decision via a Judicial Review



Q & A

- Do you have any questions?

- www.cagne.org

Donations are needed to stop Gatwick expansion plans for evidence documents and barristers

- www.cagnepcforum.org.uk

The CAGNE Aviation Town and Parish Council Forum with 28 members to the north, south, east and west.

- www.pledgetoflyless.org.uk

Endeavouring to educate the consumer to the damage flying is doing to the planet

