

CAGNE Communities Against Gatwick Noise and Emissions

*An umbrella aviation community
and environmental group*

Route 4 CAA Consultation

The UK Civil Aviation Authority (CAA) has now published a draft report of its Post Implementation Review (PIR) of Gatwick Airport Limited's Route 4 RNAV-1 SID Airspace Change Proposal (ACP). You can find the draft report at www.caa.co.uk/CAP1872. To take part in the consultation, email: airspace.policy@caa.co.uk or fill in the feedback survey: <https://consultations.caa.co.uk/safety-and-airspace-regulation-group/gatwick-route-4-pir-feedback/>. You have until 3rd February to respond.

CAGNE Response 14th January 2020

Route 4 is a single departure route that takes a proportion of westerly departures (approx. 30%); the other departure routes to the west are in line with the easterly ILS arrival route, providing no respite for these communities.

1. **Lack of transparent consultation** - CAGNE are concerned that Gatwick Airport has 'cherry-picked' who they have consulted throughout this CAP1616 process, leaving many new areas vulnerable to be newly overflowed, as well as those that suffer multiple routings; the totality of noise experienced by all communities to be impacted by an airspace change has not been a consideration. We refer to our letters to the CEO of CAA raising this issue of lack of full and transparent consultation with all to be impacted.

We are therefore concerned that the process has been flawed and should not progress further. All those to be impacted by the airspace changes now proposed, should be re-consulted.

2. Workshops have shown routes, but not shown the historic NPR, leaving residents unable to visualise where the route was flown pre-PRNAV. We feel that this is disingenuous by the sponsor, and misleading to residents who are now newly overflowed since 2013/14, or to be newly overflowed without necessarily having been consulted.
3. It seems that the proposal is for the NPR to be moved so that Route 4 can accommodate the route **further north, closer to Route 3** (westerly departure route) that is now flown by the PRNAV departure route. We find this unacceptable as it is impacting new areas that were not exposed to departures before PRNAV was introduced in 2013/14, or have necessarily been consulted. Ref 28, 29, 37

These communities will not receive any compensation for this change in circumstances now presented, and will have little chance of objecting.

We note the PRNAV is introduced due to the modernisation of airspace initialised by the government, as part of their strategy for future airspace.

Ref 19, 24 in that the route had not been reviewed by Gatwick Airport, and was moved during 1999, and has not flown conventional SID in significant volume since 2013.

4. **Concentration** - To provide dispersal, with this proposed change, when flown on the edge of the new NPR (or old) this would lead to even more new communities being impacted by aircraft noise, and the formation of more noise community groups seeing Gatwick as a bad neighbour.
5. We see no reference to any analysing of COC, as this potentially will have an impact on communities closest to the runway, with increased engine noise.
6. **Vectoring** at 4,000ft will continue to impact new areas with new noise, Ref 35, as will the removal of the SID. Ref 28
7. **FASIS** - CAGNE are also concerned by the reference to future airspace strategy and the possibility of subsequent changes to the route as a result of FASIS CAP1616 and Gatwick Airport's airspace requirements or proposals. We note the FASIS is also only being consulted through groups selected by Gatwick, who are mostly noise groups concerned with arrivals - thus NPRs have been removed from the stage 2 of this document, which we strongly object to. Ref 44.

This is also of a concern due to Gatwick Airport's current master plan, that seeks to rebuild the emergency runway as a new second runway which would use this route.

8. **Non-Compliant** - We believe that the sponsor has not met the requirements of CAP1616 in being transparent with their intentions concerning this departure route.

CAGNE Introduction

CAGNE (Communities Against Gatwick Noise and Emissions) was formed on 17th February 2014 due to the ADNID trial departure route being instigated by Gatwick Airport for a PRNAV route (concentrated flight path) over rural areas not previously flown over.

Since then, CAGNE has grown and diversified as a major umbrella community group, to embrace the many issues that Gatwick presents through their desire for growth, including new flight paths, changes to flight paths, increases in noise, and surface access. It is also now a major campaigning/lobbying force opposing the second and third runways for environmental reasons.

CAGNE has an extensive network of members covering areas to the east, west, north and south of the airport, in rural and urban areas, concerned with the totality of aircraft noise produced by arrivals and departures, environmental issues, airspace, and surface access for Sussex, Surrey and beyond.

The CAGNE committee consists of volunteers/residents to the east and west of the airport, coming from many professional backgrounds, including aviation.

An Annual General Meeting open to the public takes place each year in February, where the chair and committee are elected.

CAGNE sends out informative newsletters to members, consults its members to formalise responses, and is active on social media – Facebook, Twitter and Instagram.

CAGNE also operates an independent forum (www.cagnepcforum.org.uk) to engage and consult with town and parish councils, called the CAGNE Town and Parish Council Aviation Forum, which currently has 28 members. This is for councils, and is run by councillors and operated under the Councillors' Code of Conduct.

CAGNE is not just concerned with Gatwick Airport, but all airspace, and gets involved in other airports in the UK and overseas, and the environmental impact aviation has on climate change and air quality worldwide.

CAGNE launched an environmental campaign in June 2019 to educate the flyer to seek alternative forms of travel - www.pledgeflyless.org.uk

We work closely with CPRE Sussex, Surrey and Kent, and other CPRE offices, as well as other bodies such as SE Climate Alliance, Aviation Environment Federation, Members of Parliament, local authorities and other aviation community groups in the UK and overseas. CAGNE has a seat on Gatwick's Noise Management Board and attends GATCOM.

Est Feb 2014

www.cagne.org

www.pledgeflyless.org.uk

www.cagnepcforum.org.uk

cagnegatwick@gmail.com

www.facebook.com/gatwickcagne

Twitter @cagne_gatwick Instagram CAGNE