

CAGNE
Aviation Town and Parish
Council Forum

CAGNE Aviation Town and Parish Council Forum Minutes
Meeting 16th July 2020 - 7pm start

- **Attendees introduction**
Worth PC, Sidlows and Salford PC, Warnham PC, Slinfold PC, West Hoathly PC, Turners Hill PC, Lingfield PC, Dormansland PC, Newdigate PC, Nuthurst PC, Bolney PC
- **Apologises for absence** – Alfold PC
- **Funding of Forum** - £4 annually subscription to help pay for website (£25 a month) and zoom (£11.99 a meeting/month)

Warnham PC confirmed this had been agreed. Others stated it was on the council's agenda for discussion

The secretary re-iterated that the Forum is run by councillors for council and operates under the council's code of conduct. The Forum is separate from the CAGNE lobbying group.

- **Feedback from members**
- Worth concerned about job redundancies due to lockdown and the ramification on Gatwick Airport employment.
- Salfords and Sidlow PC raised concerns about the CAGNE response to Route 4 CAA PIR. Newdigate PC confirmed they are happy with the CAA PIR placing the route back to 2012 flight path.
- Warnham PC confirmed that the stop of aircraft noise has been a luxury – Lingfield and Dormansland seem to agree
- Dormsland concerned by arrivals flying low and Lingfield stated that they were aware that CAGNE was addressing the issue of dropping landing gear early which caused significant increase in noise.
- **Guest Speaker - Tim Johnson Director of Aviation Environmental Federation - Committee on Climate Change update and environmental issues in relation to aviation.**

Notes of talk are at the end of minutes.

Other business –

- No response to updated text for website from Trevor Leggo of SALC. Sally to chase and Worth PC to assist.

- **ICCAN the government funded independent noise body** has released a new noise metric report 17.7.20 -

https://iccan.gov.uk/wp-content/uploads/2020_07_16_ICCAN_review_of_aviation_noise_metrics_and_measurement.pdf

- **Decarbonising of transport includes questions about other forms of transport and is not just about aviation**, in fact only three questions relate to aviation.

Decarbonising Transport – 11.59pm 31st August 2020

<https://www.gov.uk/government/consultations/creating-a-plan-to-decarbonise-transport-call-for-ideas>

- **Delayed Landing Gear Deployment Report** – sadly this report has only just been released by Gatwick management even though it is dated August 2017 – CAGNE has asked throughout the Gatwick noise forums for action to be taken to stop this practice - it is recognised by the Department for Transport as this action by pilots increases the noise for those on the ground. 'Delayed Landing Gear Deployment Report' - <https://www.london-luton.co.uk/LondonLuton/files/ef/ef9e85e0-416e-444a-8683-640355dba7a4.pdf>

See CAGNE letter to Gatwick Airport

- CAA report on airspace –
- **Suggested speakers** – LEP, airlines, business viewpoint and Henry Smith MP who heads up Airport Passenger Duty committee and Huw Merriman MP who Chairs the transport select committee.

- **Next meeting** – end of September

- **New report on modernisation of airspace – ACOG**

<https://www.gov.uk/government/publications/update-on-airspace-modernisation/update-on-airspace-modernisation>

<https://www.ourfutureskies.uk/media/2slf3twa/acog-remobilising-airspace-change-report-july-2020.pdf>

This body (ACOG) is funded by aviation industry and are seeking to modernise airspace which could mean flying over new areas not previously impacted by aircraft noise. They are also suggesting centralising the process, taking away responsibility from the airports to speed change, this may limit community input. The Secretary of State and CEO of the Civil Aviation Authority have endorsed this work.

Notes from talk confirmed with speaker -

Aviation Environment Federation (AEF) – the national airspace modernisation plan needs to be underpinned by a long term traffic forecasts and a master plan of the changes required. Without it, communities won't understand the national context for airspace changes proposed by airports. To date, responsibility to produce a master

plan has been passed down the line from the Department for Transport to Civil Aviation Authority, and currently rests with NATS overseen by ACOG.

ACOG (the Airspace Change Organising Committee) the government/industry body set up to ensure the modernisation of airspace is delivered, has seen little progress during lockdown due to lack of funding as funded by industry. ACOG may approach government to ask for funding (use public funds) to move ahead. Please see link below to the ACOG report released after the meeting.

If public money is used for ACOG, there should be a public benefit: noise and environmental concerns should receive a higher priority in the airspace change process.

New forecasts are expected from the international aviation body ICAO. Industry predicts it will be a 4 year recovery, some being more positive with an end of 2021 forecast for a return to pre-covid levels.

Most companies, including the UN ICAO, have moved all their meetings to video conferencing platforms like zoom, and these have been successful. Many are questioning themselves if they need to fly in the future. Although business travel accounts for only 10% of UK air passengers, they contribute 60-70% of airline profits so this could have fundamental implications for the way the industry is structured, and ticket prices for leisure travel.

Government has set up a Restart and Recovery group which, in its second phase, will address how the industry can become greener. While some airlines have benefitted from Bank of England loans at commercial rates, the UK government has been reluctant to bail out. The recently announced Jet Zero Council is expected to engage in new forms of powering flight, like electric and hydrogen, as well as the production of biofuels for aviation.

The Aviation Strategy white paper continues to be delayed and may be replaced with a 'light' policy document in the autumn. So far, Government has not responded to the Committee on Climate Change's recommendations on aviation and net zero emissions. There is no strong policy direction coming from the government which is disappointing.

CCC June report details 'gaps in the policies' to get to net zero, including for aviation, and how to encourage a green recovery. It calls for the government to set milestones for green fuels, and to divert supply of these fuels from road to aviation. The CCC also recommend managing demand for aviation, either through price or by reviewing airport capacity decisions, to get this sector to net zero.

Since 1990, aviation emissions have grown by 124% aviation, peaking at 39MTonnes in 2018. The Government's target currently ignores international emissions from aviation, so there needs to be a legal way to lock the industry into reducing all its emissions, not just those from domestic flights.

The CCC also recommends a household and business survey to ascertain public attitudes – do we see the consumer perception of flying changing and thus the government forecasts are out of date?

Contrails – white cloud from aircraft above 20,000ft – also contribute to heating up of the planet but are not addressed by policy.

Questions - Dormansland asked about the small air particles produced by aircraft?

A - Air quality is a major concern for communities. Low level emissions contribute to particles that affect air quality but there is no fresh data out there for most airports. AEF has asked for new research as the last UK-wide analysis of airport pollution levels was in 2003. EU is commissioning research and Leicester university is researching health impacts.

Q - Airbus, Brexit and Covid-19 – the industry is facing a lot of issues?

Old aircraft are being scrapped early.
Brexit the problems are felt to be manageable even if they cause long queues.

The UK and EU are on board to set global CO2 targets but America is less enthusiastic under Trump. Trump pulled out of the Paris climate agreement so there will not be a global approach sadly which is crucial. However, US airlines have urged the President not to withdraw the US from any aviation climate measures as they fear the lack of an international approach will allow states to introduce their own measure. China, S.Africa and Brazil are all reluctant as air passenger growth is something that they are reliant upon for prosperity.

ICAO has not acted fast enough and the next ICAO talks will be 2022. That means the climate talks in Glasgow next year have an opportunity to make progress and put ICAO under pressure.

Aviation is keen to show the UK government that it means to progress as business as usual in recovering fast (some airports have submitted expansion plans during lockdown), but are still seeking bailouts!

Q - Warnham asked about progress with biofuels?

Some biofuels (like crop based feedstocks) are unsustainable currently, so glad that palm oil has been moved away from as an alternative to fossil fuel for aviation.

Fuel from food and agricultural waste is being investigated but this has bi-products in production and there would have to be a significant supply to replace fossil fuel (which is unlikely given that 2018 saw 7m litres of biofuel used which equates to 0.002% of total fuel use of the industry. By 2050 30% for reusable sources is very unlikely. Synthetic fuels made of hydrogen and carbon seem a better option but very expensive and would be surplus to everyday renewable energy required for the home and vehicles.

Seeking a fair and equitable distribution of arrivals and departures to the west and east for Sussex and Surrey

www.cagnepcforum.org.uk

cagnecatwick@gmail.com