

CAGNE **Communities Against Gatwick** **Noise Emissions**

**The umbrella aviation community and environment group
for Sussex, Surrey and Kent**

ICCAN Survey questions - Deadline 18th December 2020
Sent 23rd November 2020 to Contact - ICCAN@iccan.gov.uk

Please find below the CAGNE, the umbrella aviation community and environmental group for Sussex, Surrey and Kent, response to the ICCAN consultation.

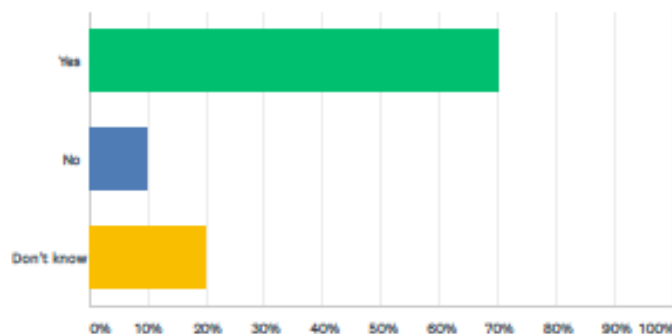
Question 1 - Our emerging view is that in the short term ICCAN should have statutory status, with power to set standards, be a statutory consultee on planning applications and airspace change proposals, give advice to government and others that must be considered, but that existing regulators (CAA, government, local planning authorities) should retain an enforcement role. Do you agree with our emerging view on the future of aviation noise management, and the role ICCAN should play?

Response -

1. CAGNE agrees that ICCAN should have statutory powers and we refer to our survey results of September 2020 that asked questions of our members, MPs and councillors, as well as distributed online, to ensure that all communities are reached.

Q8 The government have an independent noise body called ICCAN (www.iccan.gov.uk), would you like to see it have statutory powers similar to an ombudsman over airspace changes?

Answered: 313 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	69.97%	219
No	9.90%	31
Don't know	20.13%	63
TOTAL		313

However, we do not agree that the CAA and Government should retain their powers. The CAA are part-funded by the industry it serves; as such, it plays 'judge and jury' on airspace and decisions made, leaving communities with no option but expensive legal challenges.

Communities should be able to challenge decisions and policy without legal costs; as such, the power of the SoS should be removed. There should be an ombudsman process, similar to planning, whereby ICCAN can sit in judgement and take a view to what is fair to all, without giving precedents to aviation, the government, or the CAA.

ICCAN is currently becoming a 'tick box' exercise similar to CAP 1616.

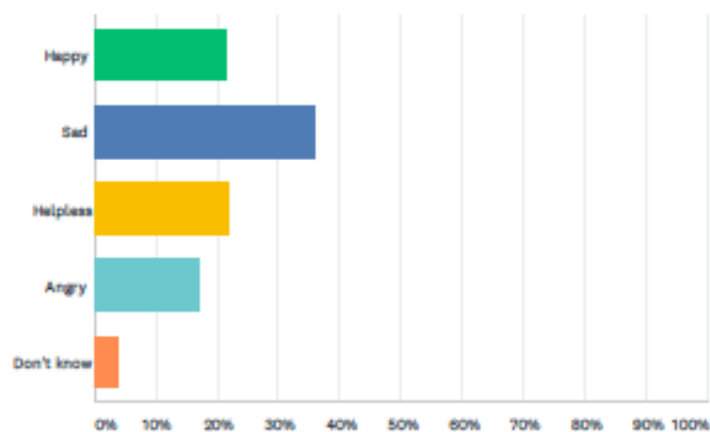
We have a vision whereby ICCAN is seen as truly independent, that advises all parties and does not seek purely to advise aviation or to blanket communities as 'one size fits all', but to take each case separately, to ensure a balance of representation and balanced voices for all parties.

ICCAN should not seek to blight communities already impacted by aircraft noise. We see the suggestion of 'land-use' guidance in planning, a format that could blight communities making 'no go' zones for house building, making it impossible for residents to move away from noise with no true compensation for loss in house value, etc.

Compensation, insulation and community funds do not appease the impact of aircraft noise, as rural areas seek to use gardens and green spaces, as do urban

Q3 How do you feel now planes are flying again?

Answered: 284 Skipped: 29



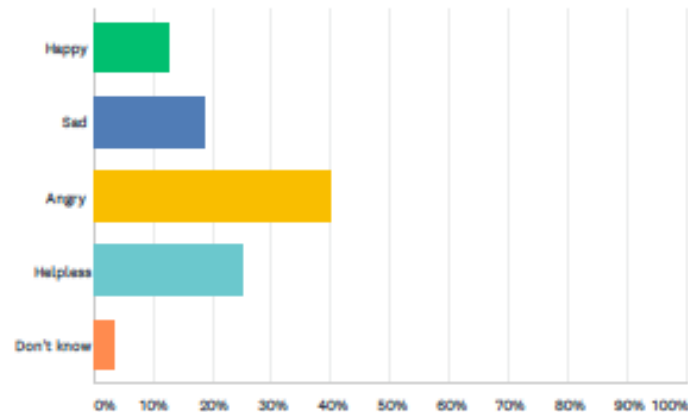
ANSWER CHOICES	RESPONSES	
Happy	21.48%	61
Sad	35.92%	102
Helpless	21.83%	62
Angry	16.90%	48
Don't know	3.87%	11
TOTAL		284

areas (where we accept, they have greater background noise and other reasons may affect the decision on where to live, e.g. being in a town, close to work, etc).

Engagement on airspace changes, i.e. explaining what is happening, does not remove the problem, i.e. the impacts of aircraft noise; we refer to our survey below:

Q2 How does plane noise affect you?

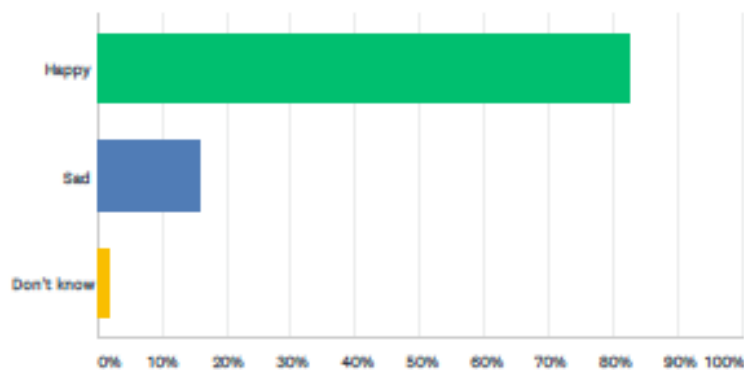
Answered: 270 Skipped: 43



ANSWER CHOICES	RESPONSES	
Happy	12.59%	34
Sad	18.89%	51
Angry	39.63%	108
Helpless	25.19%	68
Don't know	3.70%	10

Q1 How did you feel about the fact that flights significantly reduced during lockdown?

Answered: 304 Skipped: 9



ANSWER CHOICES	RESPONSES	
Happy	82.57%	251
Sad	15.79%	48
Don't know	1.64%	5
TOTAL		304

We do not believe ICCAN should become involved in the planning process as an advisory body, as this would remove their ombudsman status for communities to turn to, as an independent body to oversee disputes. To advise would suggest ICCAN have predetermined the fate of communities over aviation's desires to grow, change or expand; as such, they would be playing a similar role to the CAA and DfT.

Question 2 - ICCAN's future vision and goals

- Do you agree with our draft vision to make the UK the world leader in managing aviation noise?
- Do you agree with the draft goals which will help us achieve our vision? If not, how should they be framed?
- Are the key activities we identify to help us achieve our goals the right ones? Do you have any views on which activities should take priority over others?

Response –

2. CAGNE would endorse an ongoing process of a weighted 'value' on health impact of aircraft noise on communities, but ICCAN must understand that no compensation or insulation removes noise or the health impacts of noise.

1. Question 3 - ICCAN's performance to date

- What are your reflections on ICCAN's establishment, and its work so far?
- Are you confident that ICCAN plays a truly objective independent role in aviation noise management?
- Do you think ICCAN's work has materially helped the way in which decisions about aviation noise are taken?
- Has ICCAN's existence and role given you more or less confidence that aviation noise will be managed better in the future?

Response -

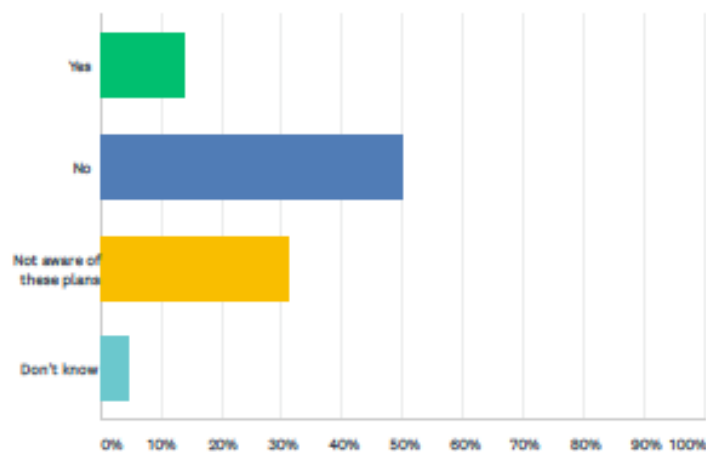
3. CAGNE endorse ICCAN stance on this.

However, CAGNE do not see ICCAN seeking the views of those who could be impacted by government policy and the modernisation of airspace; as such, ICCAN is already biased against those impacted.

ICCAN should seek views of all in a fair and balanced manner, to ensure that the 'quiet voice' of those to be impacted, to save CO₂, to share the noise, to give respite, must be consulted and they are not currently. We quote ICCAN's endorsement of the Gatwick Airport noise forums and consultative committees that seek only the views of set airspace communities, that have a monopoly on these bodies, making the process of FASIS CAP 1616 flawed from the outset. ICCAN should be raising this with Gatwick Airport and government now, as there should be a duty of care to all UK citizens. We see no mention of ICCAN controlling the increase in usage of private jets and helicopter noise, which

Q6 Do you trust the government's modernisation of airspace plans?

Answered: 312 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	14.10%	44
No	50.00%	156
Not aware of these plans	31.09%	97
Don't know	4.81%	15
TOTAL		312

CAGNE believe is the next issue of noise created by air travel, on top of commercial flights.

'Noise reduction sits alongside carbon reduction'. CAGNE endorse this statement, but do not feel that the taxpayer should pay for carbon reduction technology as less than half the UK population fly. Already, all residents subsidise this industry through it paying no VAT or duty.

ICCAN should also consider taking on board air quality monitoring of airports especially the small particulates produced by airfields.

Full survey result can be found at www.cagne.org

Introduction to CAGNE

CAGNE, Communities Against Gatwick Noise Emissions is the umbrella aviation community and environmental group for Sussex, Surrey and Kent. Logo and name are registered trademark and copyright.

CAGNE was formed on the 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.

CAGNE has grown and diversified since as an 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 a major campaigning/lobbying force opposing the second and third runway.

CAGNE was at the forefront in opposing the expansion of Gatwick Airport with a second runway for sound reasons and will object strongly to the emergency runway being used as an interim measure.

CAGNE has an extensive network of members covering areas to the east, west, north and south of the airport concerned with totality of aircraft noise produced by arrivals and departures, environmental issues, airspace and surface access for Sussex and 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, consult its members to formalise responses, and is active on social media – Facebook, twitter and instagram.

CAGNE has an environmental campaign called Pledge to Fly Less.

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. This is for councillor and is run by councillors.

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

We work closely with CPRE Sussex and Surrey and other CPRE offices as well as other bodies such as SECA, Extinction Rebellion, Sussex Wildlife Trust, Aviation Environment Federation, Members of Parliament, local authorities and other aviation community groups in the UK and overseas. CAGNE has a seat on Gatwick groups – Noise Management Board, NCF and attends GATCOM.

Est Feb 2014
#PledgeToFlyLess
www.cagne.org
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