

Next Forum Meeting is 11th May at 7pm, draft agenda [here](#)

PM2.5 particles come from the airfield - The Environment Act 2021 has air quality as one of its key objectives that must be applied by law to all policies of government. This is currently going through a consultation, but the current proposals suggest making a legally binding target for PM2.5 for the first time ever (good news). Bad news, the level chosen is twice that recommended by the World Health Organisation and then not until 2040. There are also no other proposals for other air pollutants such as nitrogen dioxide, where the WHO guideline level for the annual mean is now reduced to 10ug/m³. This is one quarter the current legal limit and demonstrates how lax action on air pollution in this country is when these legal limits still haven't been met, 12 years after they should have been. Aviation must be accountable for the pollution created now.

<https://consult.defra.gov.uk/natural-environment-policy/consultation-on-environmental-targets/>
11th May deadline

Noise Management Board

Forum representatives met with the chairs of the NCF and NEX. See [minutes](#) and [subsequent letter](#). Sadly, the NMB has responded to detail they will review this when the NMB is next reviewed in December 2023.

The modernisation of airspace - Gatwick Airport target new flight paths over communities, especially those in rural locations.

We are still awaiting a date for the public consultation on this modernisation of airspace, but the design principles are to be agreed by end of May! **Gatwick were urged again thanks to council member to include town and parish councils in this.**

2nd Runway Plans - Development Consent Order (DCO) to rebuild the emergency runway as a second runway – The Planning Inspectorate attended GATCOM, the Gatwick statutory body. Gatwick is seeking to push ahead with a 2nd runway.

- Gatwick detailed how they continue to discuss the road and new roundabout with highways to accommodate additional traffic and freight generated by 2 runways operating in unison.
- Gatwick made little of the incorrect carbon figures that featured in the DCO public consultation.

Rail - at the GATCOM meeting it was confirmed that passenger numbers have significantly dropped as such funding is now being questioned for intended works on the Brighton line, even with additional passengers now from Gatwick.

The Gatwick financial 106 agreement with WSCC and CBC has been extended to 2024 to include sustainable transport fund.

Noise envelopes – offered during the DCO process do not feature to date in the modernisation of airspace! Gatwick was urged again to include town and parish councils as it is to be discussed via the NMB that has a geographical imbalance favouring set airspace

due the noise group that holds the monopoly as vast areas could be identified where planes can fly over new areas, with little say from all communities due to lack of engagement with local tiers of government.

Main runway repairs so they are to use the emergency runway

This may impact the north as planes are brought in on the emergency runway day and night. Both runways cannot be used in unison as they are too close together thus, they seek to rebuild the emergency runway via the Development Consent Order as a 2nd runway.

Gatwick are undertaking on the main runway during Spring and Summer this year. They are resurfacing the runway to maintain, which has not been undertaken since 2012.

The runway is just over 3,000 metres long. They will close the main runway from 2100 to 0530 every night from mid-April to early July. Website at www.gatwickairport.com/runway

Defra is holding a consultation seeking views on how the UK can encourage international climate and nature action over the next decade to help protect people and the environment from the effects of climate change and nature loss. Take part in the 2030 strategic framework consultation on international climate and nature.

<https://consult.defra.gov.uk/strategy-campaigns-engagement-team/2030sf/>

Deadline 24th April