

CAGNE
Aviation Town and Parish
Council Forum

CAGNE Forum Meeting 27 September 2022

Minutes

Attendees – Rudgwick PC, West Hoathly, Worth & Turners Hill, Slinfold, Cuckfield, Newdigate, Salfords & Sidlow and Lingfield & Dormansland

Apologies - Rusper, Warnham, Slaugham, Ebernoe, Cranleigh

Agenda Items

1. Appointment of new NMB sub – Cllr Karen Dukes

Karen introduced herself and relayed her impressions of the CAGNE surgery with Warren Morgan and Jonathan Drew, Chairs of Noise Management Board Executive (NEX) and Noise Management Board Community Forum (NCF) respectively.

Report from this meeting (Cllrs Leyland and Dukes) and news updates

Discussions on night flights – Number one concern of residents and despite an apparent willingness of Gatwick Airport Ltd (GAL) to express concern that night noise is an issue, but essentially avoids responsibility for undertaking any changes because of the current night quotas, slots arrangement and Government rules: all of which maintain the Status Quo.

Discussions on representation at the different Noise Management Board (NMB) meetings. Both Warren and Jonathan expressed a desire to see a more democratic representation on the next iteration of the NMB, and to include membership criteria of the groups being represented to include constitution/membership details/committee structure or similar. Also, the over-representation of just one group, which does not represent the wider community adds to a one-sided set of debates, often led by this group.

A study initiated by the NMB – to identify Fair & Equitable Distribution of Flights (FED) stalled and has now got funding to re-start under the direction of Prof Paul Hooper of the Manchester Met University and coordinated by Dr Rebecca Mian at GAL. The new emphasis is on identifying what is perceived by stakeholders as unwanted or disturbing noise. Issues of the differences experienced for example by people who are newly overflown compared to concentrating flights over narrower bands and the effect of the perception of noise nuisance which is interpreted individually. It is now a national study to feed into FASiS (modernisation of airspace)

2. Online meetings with Andy Sinclair

CAGNE Forum – Tuesday 11th October 7pm – email cagnegatwick@gmail.com for link to attend

CAGNE Public – Thursday 13th October 7.30pm – book online via Eventbrite <https://cagne.org/ask-questions-of-gatwick-airports-head-of-airspace/> .

Submit questions in advance or contribute on the night.

Suggested questions and comments, some of which could be passed onto Cllr Lockwood (via Forum Secretary) to GATCOM & NaTMAG (chair explained function of these groups and what they could do)

- Increases in overflying noted in Slinfold & Rudgwick, some planes, esp EasyJet, seeming to cut the corner off or turning early out of the take off
- What impact will increased traffic have on go-arounds
- If current management can't prevent go-arounds, how will future with more movements cope
- If government reduce the night flights quotas or ban night flights, how will Gatwick work round this
- Bunching of flights makes impact of noise more annoying
- Why is there the need to delay the flights until the evening periods when delays will push over into the night period

3. Noise envelopes in relation to the Development Consent Order for 2nd runway application

Chair (Cllr Lockwood) explained the role of the noise envelope groups and the challenge to Gatwick from the community reps, especially Sally Pavey on behalf of CAGNE, as to why the criteria for measurement, monitoring, enforcement and review that Gatwick had suggested weren't fit for purpose. Sally offered some suggestions as to how Gatwick might like to find a way of compensating residents for the increased disturbance that will occur with the increase in traffic with the 2nd runway fully operational.

The measurement of the extent of the noise envelope isn't yet fully agreed by the noise envelope group – final meeting to take place on the 11 October. The aim to set a boundary beyond which Gatwick isn't allowed to disturb residents is a good idea but really difficult to quantify.

4. Night flights – the follow up consultation on night flights by the Department for Transport has still not been announced, (nor have the second batch of results from the first consultation). Any change here will require change from the government including a change in how the slots work

For persistent offenders of poor noise abatement procedures, for example Wizz Air, should this be deemed as a regular event and therefore not suitable for the night flight exemption. The issue is with the airline rather than any other external factor.

What happened at Schiphol regarding studies and banning of night flights?
Should TO70, the independent body on the NMB who has been involved in Schiphol airport, be invited to a meeting?

5. Reduced Night Noise Trial – the trial must take place in the winter months as the planes selected for the survey are able to be identified more easily and any changes in the noise levels picked up. The “gateway” for the trial to take place this winter has passed, and this will have to be postponed till next winter.
 6. Noise Metrics – covered in the previous topics
 7. Jargon – The CAGNE Forum website now has a jargon glossary
- AOB The Secretary asked that members attend meetings as this is their Forum and is reliant upon members to participate in meetings and events

Now is a good time to recirculate and publicise the Gatwick Complaints telephone number and a link to the WEBTRAK for online complaints (01293 311568)

www.cagnepcforum.org.uk
cagnegatwick@gmail.com

Created by councillors for councils.