

CAGNE

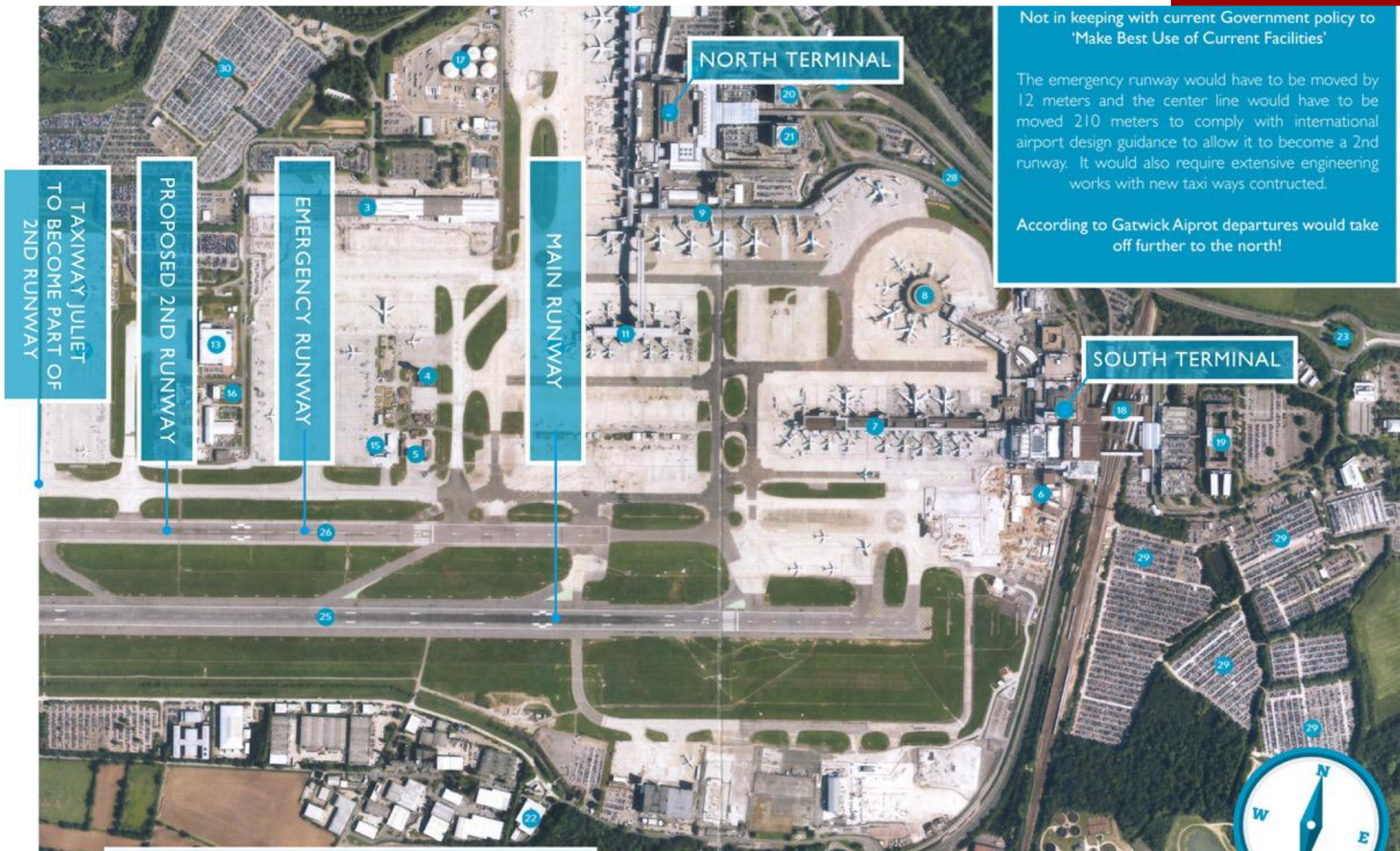
The umbrella aviation community and environmental group for Sussex, Surrey and Kent



Who is CAGNE?

- **CAGNE, Communities Against Gatwick Noise Emissions is the umbrella aviation community and environmental group for Sussex, Surrey and Kent.**
- CAGNE was formed in February 2014
- 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 is a registered Friend of the Earth climate change action group and operates an environmental campaign to educate the flyer #pledgetoflyless with some success.

Sussex Gatwick Layout



Not in keeping with current Government policy to 'Make Best Use of Current Facilities'

The emergency runway would have to be moved by 12 meters and the center line would have to be moved 210 meters to comply with international airport design guidance to allow it to become a 2nd runway. It would also require extensive engineering works with new taxi ways constructed.

According to Gatwick Airport departures would take off further to the north!

The Gatwick Airport Development Consent Order plan for a new runway



- The new runway would be using the same flight paths as used today 24/7 (CAP1908) or will it?
- Any gaps in arrivals and departures will disappear due to Gatwick's desire for an extra 101,000 flight a year – capped at 386,000. 2019 it was 285,000.
- Departing short haul planes to the east and west will not necessarily fly north from the new runway.
- The main runway is to accommodate additional long haul and short haul as well as all aircraft arrivals back into the UK.
- The simultaneous use of both the main and emergency runway (new runway) is not possible today due to safety

This plan does not comply to the government policy and is in addition to Heathrow, Stansted, Bristol, Luton, expansion



- A 2nd runway does not exist today as such it is not 'making best use of existing runway'
- Gatwick aims to increase passengers from 46m (2019) to 80m as big as Heathrow today
- Over 32m on the single railway line
- Significant increase in freight on the road M23/M25 and residential roads

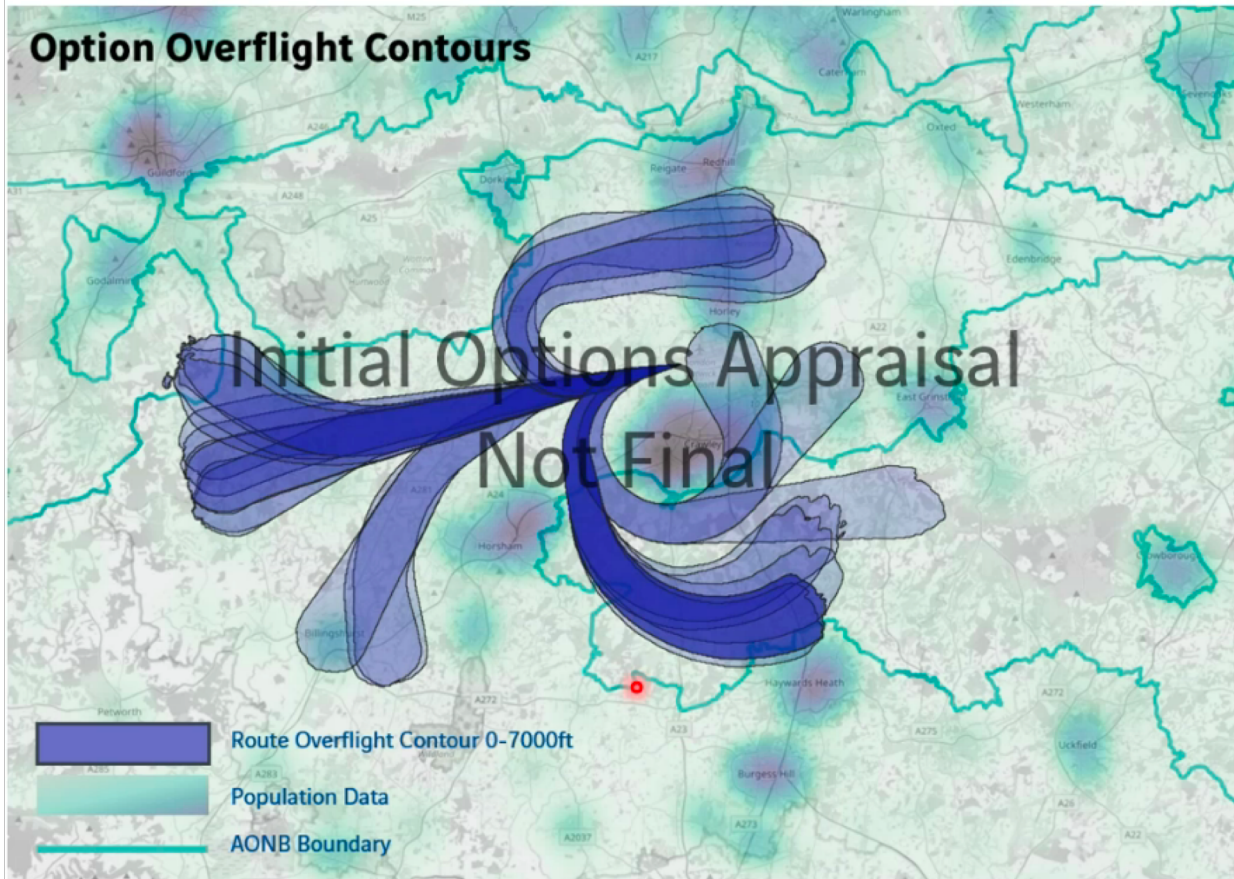


New Flight Paths

- Gatwick is progressing the government's plan to modernise the airspace above us. It is called Future Airspace Strategy Implementation South (FASIS)
- Gatwick has moved to stage 3 of this process having designed airspace for 2 runway airport before planning is obtained for a new runway.
- This could mean residents will be newly overflowed to accommodate greater number of planes, reduce time in air, give respite for those currently overflowed, and more direct routes to reduce fuel costs.

FASIS slides from Gatwick

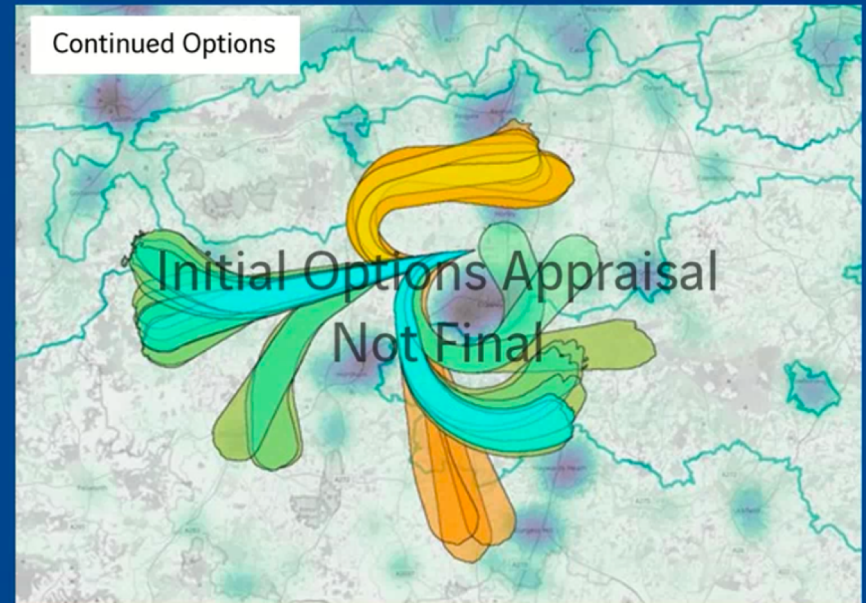
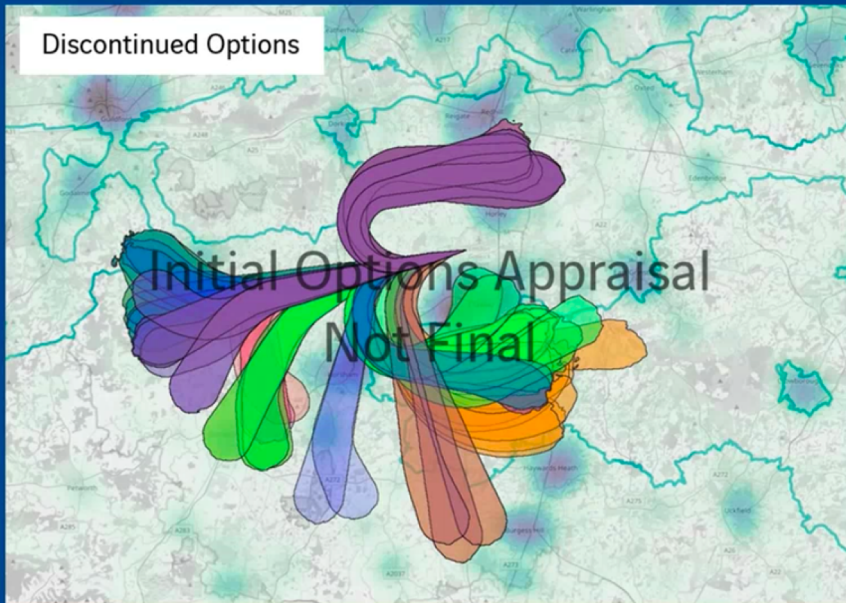
Horsham areas are to be hit the hardest from new flight paths



Departures

Discontinuing Overview: Departures

Westerly Departures



All airspace design options are subject to change throughout the airspace change process as options are matured in detail and refined in accordance with safety requirements, our design principles, our appraisals and stakeholder engagement and consultation.

The options and data shown in this document are subject to change and should not be considered final.



Environmental and Health

- **CLIMATE EMERGENCY** – More planes equates to more damage to the planet. The carbon emissions from Gatwick Airport will reach a projected 0.5 to 1.5 million tonnes with a new runway (source AEF) but it could be more.
- New Economics Foundation detail Gatwick's plans will cost the planet £9.1bn by 2050.



What about emissions?

- **HEALTH** – What about our air quality?
- Gatwick already produce a pollution zone to the north of the airport – NOX - but as vehicles are pushed on to residential roads the pollution will be localised.
- The new road is outside Gatwick's front door but there is no funding for other roads
- Pollution will become localised due to congested residential roads and lack of funding
- You can expect air quality to continue to decline with the ultra-fine particles from the airfield contributing to health impacts

Lack of workforce, affordable housing and amenities

- The Gatwick travel-to-work area is one of the most congested and densely-populated areas of Europe
- The Office for National Statistics has stated that the Southeast region has the highest rate of employment in the UK. A major increase in jobs vacancies would inevitably cause further inflationary pressure on employers. Local businesses must compete with Gatwick Airport when recruiting and expansion would exacerbate the situation especially for low skilled seasonal workers which are offered by Gatwick such as janitors, baggage handlers, barista, retail, etc.
- Cabin crew salary start at £14,000 pa Pilot £22,000 pa
- Currently the region has a relatively well-balanced, vibrant and stable economy. The new runway Gatwick proposes would dramatically result in an unbalanced economy and bring even heavier reliance on the prosperity of the airport to the region – a very unhealthy and risky position for a community.
- Many of the new jobs offered are low skilled as such workers can't afford to live local to the airport due to lack of affordable housing, so placing greater pressure on surrounding areas and amenities.



Gatwick is using the planning process called 'Development Consent Order' (DCO) and Government policy 'making best use of existing runways'



The application is not compliant with policy as a new runway for the southeast was chosen to be at Heathrow (Airport Commission 2015).

- Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 for growth over 10m passengers.
- GAL has applied for a Development Consent Order (DCO) to get planning permission. NSIP applications are examined by the Planning Inspectorate and finally decided by the Secretary of State.



Six stages of DCO

- Pre Application - consultation
- Acceptance Stage – 28 days to decide if the application meets requirements
- Pre-Examination – evidence stage with the Planning Inspectorate – until 29th October
- Examination – comments in writing – January/Feb
- Decision – 3 months for inspector to make recommendation to Secretary of State. The Secretary of State has 3 months to decide
- 6 weeks to appeal/ legal challenge of decision via a Judicial Review



The Planning Inspectorate

- **Preliminary Procedural Hearing - Tuesday 27 February**
- **Venue** – Sandman Signature London Gatwick Hotel, 18-23 Tinsley Lane South, Three Bridges, Crawley, West Sussex, RH10 8XH **Timing** – registration 9am. **Hearing starts 10am.**
- **Morning - Wednesday 28 February** - Open Floor Hearing 1 (OFH1). from 10:00am. Parking is FREE but limited

CAGNE photograph 9am outside Hotel

- **Evening - Wednesday 28 February** - Open Floor Hearing 2 (OFH2). from 6:00pm. Parking is Free but limited



The Planning Inspectorate

- **Thursday 29 February 2024** - Issue Specific Hearing 1 (ISH1) on the **Case for the Proposed Development**. from 10:00am.
- **Friday 1 March** - Issue Specific Hearing 2 (ISH2) on **Control Documents/ the Development Consent Order**. from 9:30am.
- **Tuesday 5 March** - Issue Specific Hearing 3 (ISH3) on **Socio-economics*** from 10:00am.
- **Tuesday 5 March** - Issue Specific Hearing 4 (ISH4) on **Surface Transport**. from 2:00pm.
- **Wednesday 6 March** - Issue Specific Hearing 5 (ISH5) on **Aviation Noise**. from 10:00am.
- **Thursday 7th March** - PINS have also made a Procedural Decision to hold an Accompanied Site Inspection (ASI).



Q & A

- Do you have any questions?
- www.cagne.org

Donations are needed to stop Gatwick expansion plans for qualified expert team and barrister

- www.cagnepcforum.org.uk

The CAGNE Aviation Town and Parish Council Forum with 31 members to the north, south, east and west.

- [#pledgetoflyless](https://twitter.com/pledgetoflyless)

Endeavouring to educate the consumer to the damage flying is doing to the planet