



## Chair's Report

Plane Wrong was set up almost a year ago as a result of an outcry from residents about the imposition of new, concentrated, flight paths intensely affecting many people, including a substantial number who had not previously been affected or only marginally so. The fact that this change was made with no prior warning and based on a totally inadequate consultation that most residents were unaware of added to the indignation.

From an initial meeting of 20 or so people in South Holmwood church hall, we now have 400+ Members who receive our newsletters and 2300 petition signers who also receive news by email. In addition, we have raised almost £19,000 thanks to the generosity of Members and supporters. We also raised awareness by delivering thousands of leaflets through doors in affected areas. Several Members contributed to the design, artwork, production and distribution of these leaflets and it would not have been possible without their help.

We are also grateful to Members and supporters for their tireless efforts to continue to bombard Gatwick, the CAA and Department for Transport with complaints. This helps us in our discussions with these bodies as it is clear to them that we speak for a substantial number of those affected by the changes.

As you might imagine, it has been an extremely busy year. I list below some of the highlights and milestones:

- Packed public meetings in Beare Green and Redhill with the local MP and the CAA as well as speakers from GACC (Gatwick Area Conservation Campaign) and ourselves.
- Appointment of Dutch airspace design specialists, To70, who advised us that our objectives were achievable, even with the new technology that Gatwick want to use.
- Strong presence at the rally organised by GACC against a 2<sup>nd</sup> runway and the flight path changes.
- Detailed submission to the CAA's Post Implementation Review (PIR) to which a response is still awaited.
- Submissions to the Davies Commission expressing our opposition to a 2<sup>nd</sup> runway.
- Lawyer's letters to both the CAA and DfT designed to protect our position on key issues and raise our profile with these organisations.
- Ongoing meetings with CAA and Gatwick at senior level to press our case and explain what we want.
- Lobbying of key influencers including local MP's and GATCOM (the airport's consultative committee)
- Co-operating with all the other Groups around the airport, including GACC. This has resulted in development of shared objectives which were then presented to No 10 Downing St by a delegation including several of the local MP's. A further development is a dialogue with the Department for Transport and a meeting with the Aviation Minister scheduled for next month.
- Provision of news and information via newsletters, website, Facebook page and on Twitter.

The result of all this activity is that we expect that Gatwick will shortly be consulting on a new departure route design for the westerly take-offs affecting us. This is intended to take flights back within the Noise Preferential Route (NPR) and we hope that it will also provide some dispersal that will take us back close to the situation that existed in 2013. We will update further on this and the easterly departure route during the meeting.

We should also note that the Davies Commission has come out strongly in favour of Heathrow rather than Gatwick. Whilst we do not support the building of a new runway anywhere in the South East, this announcement has clearly reduced the chances of Gatwick being chosen and is welcome to that extent. We have played our part in this campaign, but it has been led by GACC and we all owe them a huge debt for their sterling efforts on our behalf.

I would not be able to report such substantial progress without the combined efforts of the Plane Wrong Committee who have worked extremely hard when needed and I thank them all on your behalf.

Mike Ward  
Chair  
24 September 2015