

Plane Wrong AGM Thursday 13 October 2017, 19.30
Leigh Village Hall, Bunce Common Road, Leigh, Surrey, RH2 8NP.

1. Apologies

Stephanie Lear, Dot Thorp, Sheila Martin, Paul Kennedy, Alan Smallwood

2. Approval of Minutes from 2016 AGM

Adoption of minutes, approved with no matters arising.

Proposed by Judith Sykes, second Michaela Butt

3. Chair's Report -previously circulated and read.

Summary

The main events of the year have been the Government decision to recommend a 3rd runway at Heathrow which appears to have substantially reduced the threat of a 2nd one at Gatwick and the PIR report from the CAA on Route 4 which confirmed the changes made last summer. However, this latter decision is being challenged by a Judicial Review launched by Plane Justice.

We know that many of our supporters are not satisfied with the changes to Route 4 and of course the concentrated Route 3 remains a significant nuisance to many people. For that reason we carried out a survey earlier in the year and are very grateful to everyone who took part.

We are continuing to press GAL for improvements based on what we understand to be the issues.

New Runway

The final decision on whether to approve the 3rd runway at Heathrow was expected later this year but now seems likely to be delayed. Until this is settled and indeed even if it is confirmed, we can expect GAL to continue to try to find ways to keep a 2nd runway on the agenda. So whilst the threat is a lot less immediate than it appeared last year, we need to remain vigilant.

Route 4 Post Implementation Report (CAA decision)

In coming to its decision to approve the changes to Route 4 that were implemented at the end of May last year, the CAA has obtained a number of undertakings from Gatwick to investigate various things. These include:

- the possibility of raising the height of both Routes 3 & 4 by 1,000 ft.,
- a second route parallel to the current route along the easterly portion, i.e. after the bend, that would be alternated in some way with the current route,
- contacting airlines that are flying outside the noise monitoring swathe of the NPR with a view to getting them to adjust their operating procedures to improve performance round the turn.
- the possibility of putting some Route 4 traffic onto other routes.

These are areas for consideration by Gatwick. They are complex and we wanted to understand them better. Regrettably, the CAA has declined to explain its thinking. So we will have to see what GAL makes of them.

We are currently concentrating on the 1st and 3rd bullets as we believe these are more likely to yield benefit and these are discussed further below.

Judicial review on Route 4

A judicial review is now in progress over the CAA's decision to approve the changes to Route 4 made in 2016. This has been launched by a campaign group called Plane Justice that primarily represents people adversely affected by that change.

We share their objective in seeking dispersal as that has always been our goal and the new Route 4 has only partially achieved that. In particular, there is no dispersal after the bend, once the planes have converged heading to the waypoint near Sidlow. However, if the judicial review succeeds there would need to be discussions about exactly where within the NPR swathe the planes should fly.

Raising the height of Routes 3 & 4

GAL is now talking about raising the height of both Routes 3 & 4 to 5,000 ft. - this is something we support in principle but we need to see the detail before we can definitely back it as there could be unexpected consequences. In any case, this is not something that will happen quickly or without consultation as it will be subject to a formal Airspace Change Process before it can go ahead. That will require all the facts to be laid out and there should be plenty of opportunity to assess the benefits and drawbacks. (Note raising the height of Route 3 to 5,000 ft. would of course be a 2,000 ft. increase not 1,000, but GAL now feel that this could be achievable.)

Improving Performance round the bend on Route 4

As explained in more detail in our recent Newsletter 25, we are pressing GAL to measure performance in the way we experience it on the ground and to publish that data. We believe this will provide a stronger basis for putting pressure on the airlines that are not flying the Route correctly. Data analysed by our advisers suggests that around one in six planes are not flying as they should.

We have also written to the DfT and received a quite helpful reply that states that compliance was expected to be around 95% for conventional navigation and should be higher for P-RNAV. It also says that compliance could potentially take account of the height above ground level rather than sea level, should Gatwick wish to propose it. These statements appear to strengthen our hand in making our case to GAL.

Reducing concentration round the bend on Route 3

Our consultants have advised us that greater dispersal could be achieved round the bend by changing the way the new technology is used to do it in a similar to the way it is now done on Route 4. GAL has agreed to include this in one of the departures projects that are just starting under the supervision of the Noise Management Board. Again, this is not something that can happen quickly as, even if the project concludes that there would be benefits, an Airspace Change Process would be required.

Government night flight review disappoints

The recent Government review of night flights at Gatwick has not reduced the permitted number of flights in either the summer or the winter. This means that we could see an increase of up to 60% in night flights in the winter because the quota is currently under-used.

We are extremely disappointed by this and will continue to campaign for our policy which is to end all flights, except for emergencies, between 11pm and 7am. (Night time is currently defined as 11.30pm to 6am but we believe this is too short.)

Gatwick expansion set to continue

Gatwick has announced plans to increase the number of passengers from 45 million a year to 50 million over roughly 5 years. This is based on the existing runway and does not assume a second runway.

The community groups on the Noise Management Board (where I represent Plane Wrong) believe that expansion needs to be accompanied by a reduction in noise for the communities around the airport. In other words there should be benefit for everyone. Gatwick has so far refused to commit to this idea.

Since the community groups believe that Gatwick is in breach of Government policy on sustainable development, we are planning to write to the Secretary of State asking for action.

Plane Wrong funding

You will see in the Treasurer's report that we have received a substantial payment from GAL to cover the costs we incurred with To70, our advisers on airspace matters.

The first time we met GAL, the CEO offered to pay for us to have this advice. We refused the offer at the time as we felt that it might compromise the independence of the advice we receive. After working with GAL and To70 for a period of over two years, the Committee decided that we had sufficient confidence in the independence of our advisers that we could ask GAL for the money retrospectively. This was done and GAL agreed.

Accepting this money avoided the need for us to make a further appeal to supporters for funds for the time being. It is difficult to predict what future needs might be and we are fortunate to have some money in reserve to enable us to act quickly if the need arises. We know that many of you have given generously and would do so again if the need was there and we are very grateful for that.

Also, for the future, GAL now funds airspace advice for communities via the groups represented on the Noise Management Board and should we feel the need, we can make application to use some of that budget. That would not cover legal and other expenditure and possibly some airspace advice that it is specific to Plane Wrong.

Committee

The only change in the Committee during the year has been the co-option of our former Treasurer, Simon Hibbs. We are delighted that he has agreed to rejoin the Committee and look forward to having the benefit of his advice if he is elected at the AGM.

Finally, I would like to thank all the officers and Committee members who have worked hard throughout the year and without whose involvement we would not have been able to continue. I would particularly like to thank my Vice Chair, Judith Sykes, who has taken an increasing share of the workload, including replacing me as our representative on the Aviation Communities Forum and drafting many of our responses to the huge number of consultations that have come our way in the past year.

Chair's Presentation at AGM

Mike Ward gave a presentation at the meeting with accompanying slides:

- Growth on Route 4 significant – 2016 an increase by 21% to 13,380 flights from 11,070
- Route 4 – GAL undertakings (to investigate)
 - Raising height on R3 and R4
 - A second route parallel to current route along easterly portion after bend

Getting more airlines that are flying outside the noise monitoring swathe of the NPR to improve performance round the turn.

The possibility of putting some R4 traffic onto other routes.

- Summer of 2016 -planes flying outside NPR
Officially 830 -6% - planes flying <4,000 ft
Actually outside NPR boundary – 2280 – 17%, >4,000ft -we have asked GAL to measure and publish these figures. We will continue to keep up pressure.
- Slide was shown of Route 3 concentration -want to apply pressure and use same methodology as R4 to improve dispersal around bend.

Chair's report formally approved by show of hands.

4. Treasurer's Report

Our balance currently stands at £11,304.08

Apart from ongoing costs, our major expenditure this year was for work undertaken by our airspace consultants, TO70, to assess track keeping performance on Route 4.

However, we received a substantial sum in the form of reimbursement by GAL of costs incurred so far on airspace consultants. We also received a number of donations following an appeal for funds earlier in the year to cover our ongoing costs.

Financial Statement 2016-17

Income & Expenditure Account

Income:

CF from 2015-16	£4,886.36
Donations	£1,055.90
To70 Reimbursement	£11,373.16

Total Income	<u>£17,315.42</u>
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Expenditure:

Aviation & Airspace Consultants	£5,554.72
Legal	£0.00
Public meetings	£170.00
Leaflets production & print	£0.00
Insurance	£144.62
Web-site	£72.00
Subscriptions	£40.00

Total Expenditure	£5,981.34
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Excess Income over Expenditure	£11,334.08
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Balance Sheet

Current Assets:

Cash at Bank	£11,394.08
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Current liabilities:

Unpresented cheques	£90.00
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Total Assets:	£11,304.08
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Accumulated Fund	£11,304.08
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Peter Lambell - Treasurer
20-Oct-17

Mike Ward - Chair
20-Oct-17

No questions from the floor, vote of approval of financial report.

Proposed by Ariane Blok, second by David Hall

5. Election of officers/committee – nominations

Officer nominations

Vote for them as a block.

Chair - Mike Ward

Vice-chair - Judith Sykes

Secretary –Leslie Kelly

Treasurer- Peter Lambell

Chair asked for a vote by show of hands – all agreed

Committee nominations

Vote for them as a block. PW can take up to 12 committee members and Mike asked if anyone else would like to join committee. No other nominations from the floor.

Committee members - Ariane Blok, Andrew Fordyce, Jeanette Simpson, Fran Flammiger, Ian Wilson, Simon Hibbs

Chair asked for a vote by show of hands – all agreed

8. AOB – Nil

Chair closed the formal part of the AGM meeting.

Chair welcomed guest speaker Charles Lloyd, Chair of Aviation Communities Forum and thanked him for contributing to the meeting.