

PLANE WRONG AGM Tuesday, 12th October 2021 - 7.30 pm
Betchworth Village Hall RH3 7DF

1. Apologies

Apologies received from Judith Sykes, Jeannette Simpson, Peter Barclay, Councillors Caroline Salmon and Margaret Cooksey Felicity Gresser, Pamela Lewis, James Moore, Rob Marsden, Adrian and Charmian Stow, Duncan Hanwell, Andrew Clark, Dot Thorp

There were 27 people in attendance.

2. Approval of Minutes from 2019 AGM

Minutes of the last meeting were approved with no matters arising.

3. Chair's Report – Ed Winter

Due to Covid restrictions, Plane Wrong, along with many other groups, did not hold an AGM in 2020. This report therefore covers a two-year period from October 2019.

For much of this time the skies have been quiet. Everyone has realised the extent to which aviation blights our area. No noise and pollution from aircraft and quiet roads through our villages were the “silver lining” of the pandemic restrictions. Sitting outside and enjoying our gardens and the countryside without the incessant noise of aircraft overhead. Listening to the sounds of wildlife thriving in the quiet and unpolluted environment. Sleeping without being disturbed by night flights. All of those benefits make the current resumption of flights and the accompanying environmental impact even more significant.

It makes us all realise the importance of campaigning to make the aviation industry accountable for its negative environmental impact and for mitigating it.

Gatwick Expansion

Gatwick is planning to go ahead with their expansion plans, utilising the current Emergency Runway as a Departure Runway which in turn facilitates higher utilisation of the Main Runway,

Using Gatwick's own forecasts, which I am sure will be very much on the conservative side, they are projecting an increase in passenger numbers of over 60% by 2038, compared to 2019 figures. Gatwick forecasts place great confidence in quieter and less polluting aircraft, which are not yet in production. We are looking at 40% more flights passing overhead and a huge increase in carbon emissions.

That is just the aviation impact. We will also be seeing a huge increase in road traffic roaring through our towns and villages.

Gatwick are currently conducting a consultation on this expansion. Please make sure that you take part and please bring it to the attention of neighbours and friends. With the planning process Gatwick have adopted this is likely to be the last chance to make your views heard.

Closing date is 1st December. gatwickairport.com/business-community/future-plans/northern-runway/documents

Route 4 and FASI

As has always been the case, Route 4 remains our greatest challenge. We will be concentrating most of our resources on the ongoing Route 4 Airspace Change Proposal (ACP2018-86) and Future

Airspace Strategy Implementation (FASI) both of which will be looking at all of the environmental issues attaching to various options.

In February this year, Route 4 was moved 1,000m north, changing the residents overflow both in the turn and along the easterly leg. This change could be superseded by the outcome of ACP 2018-86 which has been delayed a number of times and is currently planned to conclude in late 2023, with implementation in early 2024. GAL intend issuing a new draft report on 4th November with some form of consultation to follow.

The CAA have embarked on a complex programme to develop an Airspace Modernisation Strategy (AMS). This is a very wide-ranging review of all UK airspace. One component of that review is FASI South which is a programme to redesign airspace in the South of the UK, which is one of the most crowded airspaces in Europe. As a part of FASI South, Gatwick have commenced an Airspace Change Proposal to modernise Gatwick Arrival and Departure routes. This could result in quite radical changes with currently no guarantee that the long-established NPRs will be respected. Campaigning to ensure that the voice of Plane Wrong supporters is heard in both the ACP and FASI processes is our number 1 priority

Route 3

We continue to press for dispersal around the bend of Route 3 and also to increase the height which is currently restricted to 3000 feet. Gatwick has made some attempts, while traffic levels have been low, to allow aircraft to make an early climb. However, all too often an aircraft roars over Leigh, which is some 15 miles from take-off, still under 4000ft with absolutely no conflicting LHR flights anywhere near Route 3.

Noise Management Board (NMB)

I took over from Mike as a member of the NMB in 2020 when it was relaunched. Despite the relaunch and the promises of a more effective structure very little has been achieved during this time, largely because the industry and airport appears to find lots of reasons why they can't do things rather than looking for solutions.

One key initiative that is however slowly moving forward is "Fair and Equitable Distribution of noise from both arriving and departing aircraft". This subject has become very relevant with PBN routes concentrating noise.

Committee.

Over the past two years we have had three resignations from the committee. Firstly, in July 2020 our Vice Chairman, Fran Flamminger, resigned. Fran had been a founding member of Plane Wrong and had devoted a great deal of time and energy to Plane Wrong over 6 years. We have sorely missed Fran's energy and insightful mind when dealing with the CAA in particular. Peter Lambell took over the Vice Chair role in addition to that of Treasurer. Secondly our Secretary, Leslie Kelly, moved house and resigned from Plane Wrong. Leslie had also been a founding member of Plane Wrong and in addition to the time spent providing excellent secretarial organisation to the group also gave huge energy to our debates. Just this past week Lesley Nicholson, who has been on the committee for the past 4 years has decided that she has too many other commitments to remain a committee member. We will miss Lesley's input on noise in the Reigate area and her administrative skills in arranging communication distribution.

Over the past two years the organisation has had a considerable workload including legal challenges to the CAA and DoT, responding to consultations, maintaining links with industry stakeholders and with other community groups. This would not be possible without the hard work of the committee in undertaking these tasks and I'd like to take this opportunity to thank them on your behalf. Going forward it would be great to have some new committee members bringing a fresh perspective and renewed energy to our campaigning. And, of course, if a new committee member had the skill set to take over the Secretary role, that would fill the huge gap left by Leslie's departure.

4. Treasurer's Report – Peter Lambell

Our balance currently stands at £13,330.34. Income over the last 2 years was £41,073.99 from supporters' contributions received in response to our fundraising drive in early 2020 to help us challenge the CAA's decision to de-notify the previous RNAV route. Expenses over this period were £36,934.82, the majority of which was for legal fees including the instructing of specialist counsel. Another significant expense was for consultation with our airspace consultants 'TO70' to help us formulate a strategy for the way forward for us to influence the longer-term future location of Route 4. We have sufficient funding to cover our ongoing expenses for now but it is likely we will need further funding once the ACP process progresses when we may require further legal and specialist advice.

Financial Statement 2019-21

Income & Expenditure Account

Income:

CF from 2018-19	£9,191.17
Donations	£41,073.99

Total Income	£50,265.16
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Expenditure:

Aviation & Airspace Consultants	£3,534.87
Legal	£32,432.00
Public meetings	£113.00
Leaflets production & print	£504.90
Insurance	£249.26
Web-site	£100.79
Subscriptions	£0.00

Total Expenditure	£36,934.82
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Excess Income over Expenditure **£13,330.34**

Balance Sheet

Current Assets:

Cash at Bank **£13,404.68**

Current liabilities:

Unpresented cheques **£74.34**

Total Assets: **£13,330.34**

Accumulated Fund **£13,330.34**

Peter Lambell -

Treasurer

12-Oct-21

Ed Winter - Chair

12-Oct-21

• **5. Election of Officers/Committee**

Chair	Ed Winter
Vice-Chair	Peter Lambell
Treasurer	Peter Lambell

Committee Nominations

Mike Ward, Jeannette Simpson, Judith Sykes, Ian Wilson, Marion Butler

New Committee Member

Julie Rippon agreed to join the Plane Wrong Committee

Chair asked for a block vote - all agreed

6. Any Other Business

A general discussion followed mainly concerning Gatwick's 2nd runway expansion plans and the move of Route 4 northwards. The Chair explained that Gatwick's long-term intentions are to increase its flight numbers to those similar to the current Heathrow levels. It was agreed that an airport of this size, in this location, is just not needed. The only reason for their expansion plan is the shareholders' desire to increase Gatwick's value and not because of any underlying demand for more flights. The expansion plans would increase passenger numbers by up to 60%. This would raise pollution levels by 50% from the current emissions.

Discussion regarding Route 4 centred around the view that it is now too close to Route 3 and the timeline for further consultations was questioned. The Chair explained that discussions had been held with consultants regarding areas that could be challenged. Going forward our main focus should be on noise and pollution from Gatwick, both of which would increase dramatically. The Chair suggested complaints should be regularly made to Gatwick on flights

violating the NPR, the closeness of Routes 3 & 4 and the noise impact this will have on residents who also experience disturbance from Heathrow flights.

The Chair asked all attendees to complete Gatwick's consultation document and request their family/friends to do the same. gatwickairport.com/business-community/future-plans/northern-runway/documents. It would also be helpful to write to MPs and relevant Councillors on the necessity for Gatwick's expansion plans to be halted.

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- GACC (Gatwick Area Conservation Campaign) is representing the views of many Community Noise Groups, including Plane Wrong, in a coordinated campaign against Gatwick Expansion. The GACC web site, GACC.org.uk, provides suggestions on consultation responses

The meeting concluded at 8.40 p.m.