

THE RT HON ANNE MILTON MP

Member of Parliament

for Guildford



Tel: 020-7219-8392

Constituency Tel: 01483-300 330

Email: anne.milton.mp@parliament.uk

Website: www.annemilton.com

HOUSE OF COMMONS

LONDON SW1A 0AA

Lisa Davison
Clerk, Wonersh Parish Council
The Parish Office
Wonersh Sports Pavilion
The Common
Wonersh
GU5 0PJ

AM/JH

4 July 2019

I am writing with an update to our previous correspondence about aircraft noise from Gatwick Airport.

As you know, following my meeting with the Chief Executive and Head of Airspace in late March, Gatwick Airport have agreed to carry out additional local noise monitoring. After they have conducted this further monitoring, there will be an opportunity for you to raise issues with them direct at a meeting that I will chair.

In the meantime, I have written to Stewart Wingate, the Chief Executive of Gatwick Airport, and Baroness Vere of Norbiton, the new Aviation Minister, about the issue of aircraft noise. I thought you might like to see a copy of the responses I have received. Please find enclosed:

- A letter from the Chief Executive updating me on Gatwick's efforts to reduce noise, including an update on the Noise Management Board.
- A further response from the Chief Executive about the potential further use of Gatwick's standby runway and the implications this could have.
- A response from Baroness Vere of Norbiton about noise preferential routes (NPRs).

I hope you find the information in these letters useful.

Cont./

I will treat as confidential all data and personal information you give to me or my staff. I may need to pass on this information to others so they can help you. I undertake to handle all information you give me in line with the requirements of the Data Protection Act 2018 and the General Data Protection Regulations (GDPR). Please contact me at anne.milton.mp@parliament.uk if you would like your data amended, updated or removed at any time.



-2.-

In the interim, I have also been contacted by several constituents about concerns for the environmental impact of increased activity at both Heathrow Airport and Gatwick Airport. I share many of these concerns – climate change is an issue that many people, including me, feel very strongly about and I will continue to follow this closely. Heathrow are currently running a consultation which closes on 13 September. You can find more information and contribute to this direct at <https://www.heathrowconsultation.com/>. If you do decide to contribute, please send me a copy of what you write as it will help to inform my own contribution over the summer.

In addition, I will write again to Baroness Vere of Norbiton, to share these concerns over the environmental impact of increased activity at both airports. I will write to you again when I receive a response from the Minister or have any further useful information.

If there is anything else that I can do to help in the meantime, please do let me know.

The Rt Hon Anne Milton MP
Member of Parliament
for Guildford

YOUR LONDON AIRPORT

Gatwick

19 JUNE 2019

Rt Hon Anne Milton MP
House of Commons,
London,
SW1A 0AA

Dear Anne,

I'm writing to update you on Gatwick Airport's work to reduce noise, including our latest noise performance data from the Civil Aviation Authority (CAA). I also wanted to update you on next steps for our Noise Management Board (NMB) following a pause to its formally constituted meetings.

This month we were delighted to publish the latest data from the CAA on Gatwick's noise footprint. The CAA's annual noise exposure contour analysis, (the full report is available [here](#)), shows that Gatwick's noise footprint (54dBA Leq) reduced by 7% in 2018. Using this nationally recognised standard measurement, Gatwick's noise footprint decreased from 82.7 Km² to 77.1 Km² in 2018 – compared to 2017 – with the number of people living within this noise contour also falling to 10,200 from 10,950. Cumulatively, over the last two years, there are now 900 fewer people within this noise footprint as it has decreased by 11%. This reduction is the result of improved operational procedures (including smoother descents that reduce drag and use less power), the phasing out of the noisiest aircraft and the introduction of new, quieter aircraft, and initiatives such as the imposing of higher noise charges on unmodified, and slightly noisier A320 aircraft, as pioneered by the NMB. Data for the last three years is below:

Year	Area	Reduction	Residents
2018	77.1 Km ²	7%	10,200
2017	82.7 Km ²	4%	10,950
2016	86.5km ²		11,100

Using the 57dBA Leq contour, which was the standard measure for many years, Gatwick's noise footprint has reduced by 48% over the last 20 years and by 14.5% over the last decade. This is despite an increase in air traffic movements.

Whilst this reduction is welcome, we are not complacent about the noise impact of flights to, and from, Gatwick Airport. One way we are trying to address this issue is through our Noise Management Board, which brings together communities, industry, airlines and regulators to work together to further reduce the impact of noise.

For the NMB's second term, a Review Committee, led by Surrey County Councillor, Helyn Clack, proposed a new governance structure comprising an NMB Executive Committee (NEX) and an NMB Community Forum (NCF) with a wider and more balanced membership, giving a greater voice to elected representatives.

YOUR LONDON AIRPORT

Gatwick

The Review Committee proposed that this new structure would offer a more effective means of drawing together appropriate stakeholders, both local community and industry, to collaborate on practical measures to reduce noise.

Although the NMB voted 10/4 in favour of the revised NMB constitution and governance along with a plan for transition to the new structure, the block votes of the community noise action groups meant this did not achieve the 75% required by the current constitution to secure approval and thus this left the independent Chair to close the meeting without a formally agreed plan or mandate for transition to a second term. I am extremely disappointed that the NMB, after many months of work by the members of the Review Committee, was unable to conclude with a roadmap that was agreeable to community noise action groups.

It is important that we take time to reflect on the NMB's future governance, structure and constitution. We remain committed to continuing the NMB's workplan activities, but as decided by the independent Chair, Bo Redeborn, and supported by Gatwick Airport, the NMB has been paused. We continue to believe that the recommendations of the Review Committee provide a firm foundation for the evolution of a future NMB and will begin the process for selecting and appointing independent Chairs for the Executive Board and Community Forum.

I have confidence in the Review Committee recommendations that this improved NMB, built upon thorough consideration of the views of all NMB members, will be better placed to continue to deliver noise benefits for Gatwick residents. We have seen improvements in our noise exposure assessments from the CAA over recent years, and a reformed NMB would help to address the challenges of increased community engagement and communication.

Finally, over the coming months we will build upon our new Webtrak system, which allows local residents to view aircraft operations and report aircraft noise in real time. This new system, delivered in two phases as part of a £1 million investment, also provides a significant enhancement in the information and data that has been historically made publically available. I am keen for you and your staff to be offered demonstrations of this new capability, which I will ask our public affairs team to communicate to you.

I hope this short update on Gatwick's recent work on noise management is helpful, but please don't hesitate to get in touch with me or my team if you have any further questions.

Yours sincerely,

Stewart Wingate
Chief Executive Officer

YOUR LONDON AIRPORT

Gatwick

26 JUNE 2019

The Rt Hon Anne Milton MP
House of Commons,
London,
SW1A 0AA

Dear Anne,

Many thanks for your letter regarding Gatwick's use of the standby runway, and concerns raised by two of your constituents.

As you are aware, our draft masterplan set out three scenarios for growth, one of which was to use our standby runway more routinely. In line with the government policy of airports making best use of existing runways, this would provide additional capacity of an estimated 10 to 15 air traffic movements an hour. Other scenarios include using technology to further utilise our single runway and to continue to safeguard land around the airport to provide for any future expansion.

We consulted on our draft masterplan up until January and we are currently considering responses with a view to publishing a final masterplan later this year. If the option to utilise our standby runway is taken up, a full planning application will be required. The standby runway is not currently used routinely for flights and is only used when the main runway is not operational, such as during essential repairs. Any planning application to change this would of course involve a full public consultation, allowing your constituents to express their views.

As part of a planning application, safety will of course be a paramount consideration. Use of the standby runway would have to adhere to international safety standards and a full safety assessment would take place. It is worth noting that most airports across the world do not have standby runways, and therefore utilising this more routinely would not be detrimental to safety.

On the reference to Dunsfold Aerodrome, I can assure your constituents that this has never been part of Gatwick's plans to maximise capacity or to use for emergencies. Indeed, as an unlicensed airfield this would be unsuitable for larger passenger aircraft.

YOUR LONDON AIRPORT
Gatwick

I hope the assurances that the standby runway is not currently in routine use, but that a full public consultation and safety assessment would take place if that change was sought, can help address queries raised by constituents. I will of course continue to update you on our masterplan as it develops.

Yours Sincerely



Stewart Wingate
Chief Executive Officer



Department for Transport

Rt Hon Anne Milton MP
House of Commons
London
SW1A 0AA

Baroness Vere of Norbiton
Transport Minister for Aviation, International
and Security

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: baroness.vere@dft.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/259456
Your Ref: AM/JH

29 June 2019

Dear Anne,

Thank you for your letter of 7 June, on behalf of your constituent, about noise preferential routes.

On 31 May, I issued a statement announcing the Government's plans to modernise our airspace. Airspace in the UK has not fundamentally changed since the 1950s and, without action, one in three flights could face delays of half an hour or more by 2030. These changes will reduce the need for the stacking of aircraft as they come into land. It is a complex and pressing task, but it will make flying cleaner, quieter and quicker as we aim to make our aviation sector one of the greenest in the world.

In response, I note CAGNE's concerns about noise preferential routes (NPRs) at the designated airports. However, the statement that the department has "plans to remove NPRs" is not correct. Rather, we are working to ensure that there is a process for handling proposed amendments to the NPRs at the designated airports. If an airport wished to amend its NPRs, they would need to follow this process. We are working with the Civil Aviation Authority (CAA) to finalise these arrangements in the next few weeks, and we expect that the CAA will publish the detail of this process on its website shortly.

The future of NPRs was considered in the 2017 airspace and noise consultation and, in the outcome to that consultation, we stated that the aim was to transfer the ownership of the NPRs to airports once a suitable opportunity arose. Whilst CAGNE considers that they are of significant value, there are many issues surrounding them which were referenced in the airspace and noise consultation. One of these issues is that they can limit the opportunities for airspace designers to develop new flightpath arrangements that could reduce the level of noise disturbance.

If Gatwick Airport wishes to change its NPRs then this would need to be included in its public consultation as part of the CAP1616 airspace change process. This process has a statutory consultation stage where the airport will be required by the CAA to consult broadly with stakeholders impacted by its proposed new flight paths. This would provide the opportunity for your constituents to feed in their views on any proposals which affect them.

I hope you find this response helpful.

Yours,

Charlotte

BARONESS VERE OF NORBITON