

**THE WIGGONHOLT ASSOCIATION ANNUAL GENERAL MEETING
MONDAY 27 APRIL 2015 AT PULBOROUGH VILLAGE HALL**

After the formal business, an audience which included members of the Association heard talks from PETER BARCLAY, VICE-CHAIRMAN OF THE GATWICK AREA CONSERVATION CAMPAIGN (GACC) and IAN HARE, CHAIRMAN OF THE PULBOROUGH AGAINST GATWICK NOISE AND EMISSIONS (PAGNE). The talks were chaired by David Burnet, Treasurer and Director of The Wiggonholt Association.

Peter Barclay gave a short history of GACC which had been founded in 1968 and had seen four defeated attempts at introducing a second runway at Gatwick. In 2003 the Government has said there would be no new runways, but the industry had brought about a reversal of this policy. The Davies Commission, due to report in June this year, had received 57 submissions from the industry.

Gatwick's publicity claimed that only 18,000 people in its area would be affected. While this could be challenged, GACC's position was that there was no need for a second runway at all. Manchester airport reached the capacity it had had in 2001 only in 2014. London had greater capacity than the other major European cities. The industry had put forward the 'China' argument, but China was well-served via Hong Kong.

Business traffic had decreased since 2000 by 30/30%, while London City Airport, established primarily for business, now had 37.5% leisure traffic. Easyjet, the biggest single Gatwick carrier, have said they will not leave Gatwick. As for the "hub" concept (transfer flights coming into a major airport for onward journeys), British Airways had seven times as much feeder traffic to Brazil alone out of Heathrow than any feeder traffic out of Gatwick: in other words it works at Heathrow but not Gatwick. This was corroborated by published papers available on the website.

A second runway at Gatwick would require at least 40,000 new houses to accommodate the extra staff needed (there was little or no unemployment in Crawley and immigration both from this country and overseas would be required. With this came the possibility of zero-hour contracts of employment.

In answer to a question about regional airports as a growth alternative, the speaker said the Emirates Airlines were leading the way in using these airports and making a profit, flying out of Birmingham, Manchester, Newcastle and Glasgow. Another questioner advocated careful control of food miles, and the speaker noted that much imported food came into this country as air cargo entirely free of tax, immediately creating an anomaly. The same questioner mentioned the pollution inherent in aircraft line-up on a short runway. Also aircraft were getting bigger. The speaker noted that the average take-off was 50

per hour whereas Gatwick's average was 57. He thought that while a second runway might mitigate this kind of pollution initially, it would only be a matter of time before it maximised flights and thus pollution would be doubled. He noted that the North East Sector of Gatwick was currently just below EU limits.

Cllr Mrs Pat Arculus (Pulborough, Chairman of WSCC) was asked by the Chairman to comment on the County Council's change of mind in no longer supporting a second runway. She said that it had been a very difficult decision either way but she was certain that the Council wanted to be "round the table" and actively involved in the outcome. The Council would after all have to deal with whatever outcome emerged on behalf of West Sussex.

Ian Hare, Chairman PAGNE, Presentation

Ian Hare spoke about the formation of PAGNE in January 2015 and its endorsement by Pulborough Parish Council. He referred to the need to react very quickly to deadlines for submissions regarding both flight path trials and the second Gatwick runway.

Work had been carried out to identify Pulborough specific problem, which is flight arrivals when there is an easterly wind. He gave examples for flights within a 10 minute period on Easter Day to illustrate the fact that the frequency of flights can be very high (more than one minute) and that the altitude is significantly lower (4500 to 6000 feet) than departures.

Ian then went on to discuss why the noise is so noticeable in Pulborough's tranquil, rural areas, explaining the difference between background ambient noise in busy urban locations compared to the rural residential environment. This was particularly important because residents in Pulborough rated rural location, access to countryside and peace and quiet particularly high in the neighbourhood plan questionnaire.

Moving on to the action taken to date by PAGNE, and what is planned going forwards, Ian identified the main points which all action groups are lobbying for as follows:

- Flight dispersal, not concentration, reverting to the same flight distribution before introduction of performance based navigation
- Descent from highest possible altitude ascent to the highest altitude as quickly as possible
- Noise to be the primary consideration up to 6000 feet, increasing it from the current 4000 feet band
- Abolition of night flights
- Modification of Airbus A320 to reduce its whine

In addition, PAGNE will lobby for noise to be considered between 7,000 and 10,000 feet due to lower ambient noise in tranquil, rural locations. It will also focus on reasons for arrivals being lower than historically, and will seek to be involved in consultation over changes to the London air space map.

Finally, Ian advised the audience that they could track flights on <http://flighttracking.casper.aero/lgw> and could make individual noise complaints direct to Gatwick by phoning oh 800 393070