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An unbalanced approach – CAGNE is a non-political organisation, but we must ask, is this a vote winner?

Much is detailed about aviation as taking a 'balanced approach' as recommended by the international aviation body ICAO, but the balance seems to be stacked in favour of aviation with economic benefits from efficiency.

CAGNE do not believe that the government set out to allow aircraft to fly over new communities or to impact communities further, but the balance has gone from the process of modernisation of airspace. Residents are now vulnerable to aviation's desire for greater profits through growth.

Why is growth a given when it has such ramifications that have not been investigated to the full before such a policy (<https://www.gov.uk/guidance/airspace-modernisation>) was initiated? Where are the environmental and social impact studies?

If we take the argument that planes are and will be quieter and cleaner we must look at two obvious flaws in this statement used by the Civil Aviation Authority, and the government appointed industry bodies of ACOG and NATS (airlines and airports). Where is the evidence for this statement as ACOG suggest (<https://www.acog.aero/>) that more effort is being focused on saving CO2 without a balance of any knowledge of reducing noise.

Why is aviation growth a given?

Aviation is struggling to decarbonise, there is no technology currently or alternative fuel that can make flying a green industry. More planes in the sky must equal more CO2 and greenhouse gases released.

Efficiency from modernising airspace? This is very much about profits. Growth equals more flights. Growth equals more revenue through airline tickets sales and growth equals greater overall profits for airlines and airports with consumer spend at airport shopping malls, car parking, and slot allocations.

So, we ask where is the balanced approach as required by policy?

Are planes getting quieter? There is no evidence that planes will be quieter than they are today and with growth desired this can only mean greater frequency of flights when residents seek to enjoy outdoor areas or sleep as we have seen at Dublin Airport with a new northern parallel runway.

Planes are in fact being developed to achieve less environmental impact and noise has become a secondary consideration – the averaging of noise enabling a decline in full disclosure of true noise impacts.

So how is this a balanced approach for those on the ground?

There is no balance as it is dependent upon ACOG and NATS playing god with the home life of residents as they will decide via computer analysis and a flawed CAA consultation process (CAP1616) who gets the noise (increases and new noise).

This process that the government has set out upon is actively preventing any legal action being taken as the Civil Aviation Authority marks each stage of its own consultation process and then gold stars it at the end.

Residents can only seek help from the Secretary of State for Transport if they can raise over 10,000 letters of complaint and/ or raise large sums of money to conduct a JR (Judicial Review) which does not change the outcome only checks the process.

So, what are residents to do? They need to make sure they have the ear of their local Member of Parliament, and anyone that seeks election, during 2024.

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