

Notes of the **AIR TRAFFIC COMMITTEE** meeting held on Tuesday 23<sup>rd</sup> July 2019 at 7.30pm at The Old Station, Groombridge

**PRESENT:** Cllrs Nick Anderson (Chair) (NA), Andrew Fane (AF), Diana Kelly (DK), Jill Pardey (JP), Marcus Tarling (MT) and Paul Watkins (PW)

**In attendance:** Debbie Siddle – Clerk (minutes)

Members of the public are encouraged to come to the meetings and there is a 10-minute opportunity at the start of the meeting for them to address the Air Traffic Committee. There were no members of the public present.

1. **ENQUIRE WHETHER ANYONE PRESENT INTENDS TO FILM, PHOTOGRAPH AND/OR RECORD THE MEETING** - None

2. **APOLOGIES** – Cllr Richard Thirkell

3. **DECLARATIONS OF INTEREST** – None

4. **MINUTES**

4.1 Minutes of the meeting held on 23<sup>rd</sup> April 2019

**001702** **RESOLVED** that the minutes of the meeting held on 23<sup>rd</sup> April 2019 be taken as read and signed by the Chairman.

4.2 Matters outstanding from these minutes. – Deferred items to be deferred to next meeting.

5. **PRESENTATION FROM THE INDEPENDENT COMMISSION ON CIVIL AVIATION NOISE (ICCAN)**

Following introductions from the Committee the representatives from ICCAN introduced themselves as Steven Cook, Head of Communications and Engagement, and Simon Henley, Commissioner with responsibility for Gatwick.

The Airports Commission Final Report of 2015 followed the introduction of concentrated flight paths. It noted the breakdown in trust and communications between airports and communities, and proposed an independent body to manage air noise issues. This resulted in ICCAN, which has been formed since April. There are currently 4 commissioners which are ministerial appointments, and a fifth being sought with expertise in noise analysis.

ICCAN has no statutory powers and is non-regulatory but part of its scope is to identify whether regulation is needed and if so, who is best placed to do this. It is funded through the Department for Transport (DfT) as a non-departmental body.

ICCAN has been undertaking an intense period of consultation; talking with communities, airports, airlines, DfT and other bodies. It published its draft corporate strategy outlining what it wishes to achieve in the initial two years, and following consultation it will soon be publishing the final version. In conversations it was clear that respondents could see a role for an independent commission to help fix trust issues and that much of the problems have arisen from a lack of standard for how airports should communicate with their communities.

The Committee queried ICCANs experience of the Gatwick Noise Management Board. ICCAN has presented there and sat on the NMB. It is currently being reorganised and how this is done is down to Gatwick, but ICCAN will advise.

ICCAN intends to commission research into how noise is best measured and best practise for defining the impact of noise on health. They recognise studies such as the NORA noise study but have identified the need for data that is facts driven and up to date. ICCAN hopes to work with Health England to look holistically at links between noise and health, in order that the issue can be monetised and quantified.

The public has become more aware of carbon emissions, and ICCAN would want noise to be recognised as air pollution as much as air quality and that the public might then make choices based on airlines that operate quieter aircraft.

ICCAN is independent and does not represent one side or the other in terms of airports and communities. Part of their role is to reconcile broader economic benefits (Government strategy) with noise impacts on local communities. It cannot impose anything on the air industry that may have a negative impact on the economy. It is interested in how new technologies can have a positive impact on communities.

The Corporate Strategy for 2019-21 aims to improve public confidence and trust in the management of aviation noise, by building ICCAN's expertise, credibility and profile across the UK. It's objectives are as follows:

- Increase trust, transparency and clarity in the aviation noise debate  
The intention is to commission a survey on noise attitudes and continually review this. Also to produce guidance for airports and communities on consultation processes.
- Promote consistency, responsibility and accountability within the industry and beyond  
Operating procedures are by and large down to decisions airline by airline. ICCAN would like to help communities to communicate the right things to airports, and for them to then respond well and work with airlines to make changes where this can be done.
- Establish ICCAN's expertise, authority and credibility

*Cllr Pardey left the meeting.*

Withyham Parish would prefer aircraft to be more spread rather than in flight paths. ICCAN recognise that different approaches work for different airports and communities and so such things should be an airport by airport decision.

The Committee observed that the local topography must be taken in to account in assessing impacts. For example Withyham parish is 20-24 miles from Gatwick but the height of some parts of it means that there are consistently aircraft flying low and at high decibels. There is a noise monitor in the parish that was funded by Gatwick and it is hoped that the results of this will assist in making changes.

ICCAN confirmed that Gatwick's Strategy on increasing flights will have to go through an airspace change consultation and the planning process. ICCAN will be involved in influencing how the consultation is undertaken. The planning will also have to go to the Secretary of State so will not rest with the local council. ICCAN is also working with authorities on the planning process for airports.

ICCAN will keep the parish council updated on its work by email. The Commissioner agreed that it would be useful to attend a meeting of HWCAAG.

*Steven and Simon were thanked by the Committee, who agree that communication is key and hope to continue the dialogue with ICCAN. They left the meeting.*

**6. DECLARATION OF PAYMENT RECEIVED FOR AIR MONITOR**

The Clerk read out the following statement "The clerks were advised by Cllr Tarling that he had received £1,000 in payment from Gatwick Airport in respect of the noise monitor that was sited on his land at the request of the Parish Council. He further declared that he would receive an additional payment of £1,000 per year and all payments, including the initial payment, had been at the instigation of Gatwick. The Assistant Clerk confirmed that at no point during the initial investigation, discussions with Gatwick or at any time before the decision by the Parish Council to site the monitor on Cllr Tarling land was there any indication that this would include a payment. The committee are asked to accept Cllr Tarling's Declaration and if they agree with the findings of the Assistant Clerk that the decision was made with no knowledge of any payment associated with it."

**001703** **RESOLVED** to agree the findings of the Assistant Clerk and acknowledge the declaration by Cllr Tarling

**7. MATTERS OF URGENT IMPORTANCE FOR NOTING OR INCLUSION ON A FUTURE AGENDA** – Election of Chair/Vice Chair, Gatwick Strategy response

**8. DATE OF MEETING** - to note that the date of the next meeting is on Tuesday 22nd October 2019 at 7.30pm in the Parish Office, The Old Station, Groombridge (Assistant Clerk to confirm date on email).

The meeting closed at 8.50pm