

Route 4 Design Principles as part of CAP 1616

Q1 Please advise us of any issues or constraints you feel Gatwick Airport could should consider when designing its new Route 4 PBN departure procedure?

The route must stay within the Noise Preferential Route. As NPR only exists up to 3,000ft, noise impact must be a consideration up to 7,000ft especially if Continuous Climb Operation is used.

Dispersal inside the NPR when flown to the edge of the NPR impacts new areas/communities to aircraft noise and this must be avoided as it would be seen as flying over new people.

We accepted that aircraft noise is priority up to 7,000ft but feel that aircraft noise in rural areas is still any issue for many communities above 7,000ft, as feel this should be dispersed to reduce the concentration of routing.

Figures 5 and 6 show areas of extreme concentration, this is to be avoided and dispersed as in other areas of the route within the NPR.

Q2 Please tell us if dispersal of noise impacts across a greater number of households is preferable than the concentration of noise impacts on a smaller number of households?

Noise must be dispersed to ensure a reduction in concentration but it must be within the NPR and so not affecting new areas not previously flown over ie outside of the NPR.

Q3 Please highlight your awareness of any particularly sensitive issues with aircraft noise during the night-time period?

According to the WHO report of October 2018, night noise is the most damaging to health as such we call for a total night ban on all departures and arrivals.

Q4 Do you believe aircraft conducting continuous climbs to higher altitude after taking off (where this is safe to do so) may improve (lessen) exposure to noise in your local area?

There has been no research into the noise implications of CCO departures and Gatwick provides no details in this document to allow for an informed opinion.

CCO could create more noise for those at lower heights, as near full thrust of engines would be required to climb. It is also questionable if larger planes loaded with freight would be able to CCO effectively as they tend to have slower climb rate and create more noise due to weight and aircraft frame.

CCO should not be used to vector outside of NPRs at below 7,000ft as this would be impacting new communities.

Q5 Please tell us the locations of any particularly sensitive wildlife habitats, not already notified (linked to ANOB, SSSI, etc) that you feel aircraft could avoid?

Every garden of every household has wildlife and provides pleasure to the householder, and so noise should be dispersed in a fair way and rural areas should not be targeted to avoid urban.

Q6 Please state what principles you believe Gatwick Airport may adopt to mitigate (in full or in part) any concerns you may have regarding the impact of airliner emissions or pollution?

Gatwick should cap the number of flights in and out of Gatwick to reduce carbon, emissions, and pollution and so assist climate change.

CCO could be said to increase emissions due to engine thrust as well as pollution.

Pollution from the runway goes into the River Mole and so great concern is for the pollution of waterways.

The burden of departing aircraft and noise on this route is far less than on other westerly departure routes. The CAA detail that route 4 flew 34,946 departures during 2018 whereas communities that suffer multiple routes to the west had 52,414 flights over their homes in 2018 and, in part, had no respite due to suffering arrivals as well.

The CAA guidance to give respite to Route 4 is not accepted as this single departure route already offers respite when the wind dictates easterly operations for departures (approx. 30%).

Q7 Please bring to our attention any recent or on-going local environmental studies, you feel should be considered by Gatwick Airport when designing the new Route 4 PBN departure procedure?

Rural areas must not be targeted as it is acknowledged that rural areas enjoy tranquillity whereas urban areas have a high ambient noise day and night. It could also be said that more residents fly from urban areas and so a fair and equitable distribution over rural and urban areas must be achieved.

Q8 Do existing noise abatement procedures meet current and future local government and community requirements?

In general yes as NPR have been recognised for many years, allowing for transparency to where planes will fly. NPR must therefore remain at all costs otherwise aircraft would be flying over new areas significantly impacting

tranquillity, wellbeing and house value of vulnerable residents that are not being consulted by Gatwick concerning these design principles.

Night flights must be banned.

Q9 Please provide the location of any future planned facilities you are aware of in your local areas that could be considered sensitive to the impact of aircraft noise; please state why you feel this is necessary?

No comment

Q10 Please identify any other areas, that are not necessarily local to you, but in your opinion could be sensitive to direct overflight or exposure to localised aircraft noise?

Other areas to the west of Gatwick Airport that already suffer multiple routes with no respite would be very sensitive to any increase of flights over them, longhaul or European flights.

The burden of departing aircraft and noise on this route is far less than on other westerly departure routes. The CAA detail that route 4 flew 34,946 departures during 2018 whereas communities that suffer multiple routes to the west had 52,414 flights over their homes in 2018 and, in part, had no respite due to suffering arrivals as well as the ILS.

The CAA guidance to give respite to Route 4 is not acceptable as this single departure route already offers respite when the wind dictates easterly operations for departures (approx. 30%).

Those residents/ councils that are not being consulted by Gatwick Airport who could be newly impacted by what is being proposed in this engagement.