

CAGNE

Communities Against Gatwick

Noise and Emissions

The umbrella aviation community and environment group for Sussex and Surrey

25th November 2019

Route 4 Workshop – November 2019

Route 4 is the westerly departure route that heads west and turns 180 degrees northeast.

The Route 4 design process is going through the Civil Aviation Authorities (CAA) CAP 1616 consultation. Gatwick (GAL) continue to cherry pick those it consults, whilst allowing suggestions of intensifying noise for residents already suffering to the west as well as to fly over new areas; these areas only having CAGNE as a spokesperson due to the lack of geographical spread of those being consulted.

GAL expects stage 2 to be completed and sent to CAA by January 2020 for approval with Stage 3, public consultation, to follow.

The aim of the workshops is to narrow down route/ design principles of where Route 4 should be flown and what options should go forward to the CAA.

Noise preferential routes (NPR) were instigated in 1968 to allow residents to know where planes are flown. They span 1.5km either side of the central line, route, of the NPR. These are not being shown on the mapping and so do not allow for an informed opinion to be reached to which of the seven map designs will impact who/ new areas, but it is clear the routes that are very concentrated.

No list of those invited to the consultation/ workshops was found on the Route 4 portal as sated by Andy Sinclair during the workshop – this has been chased.

It was stated that Slinfold PC and WSCC were invited to attend the workshop.

Design and mapping

Problems with Workshop and what is proposed:

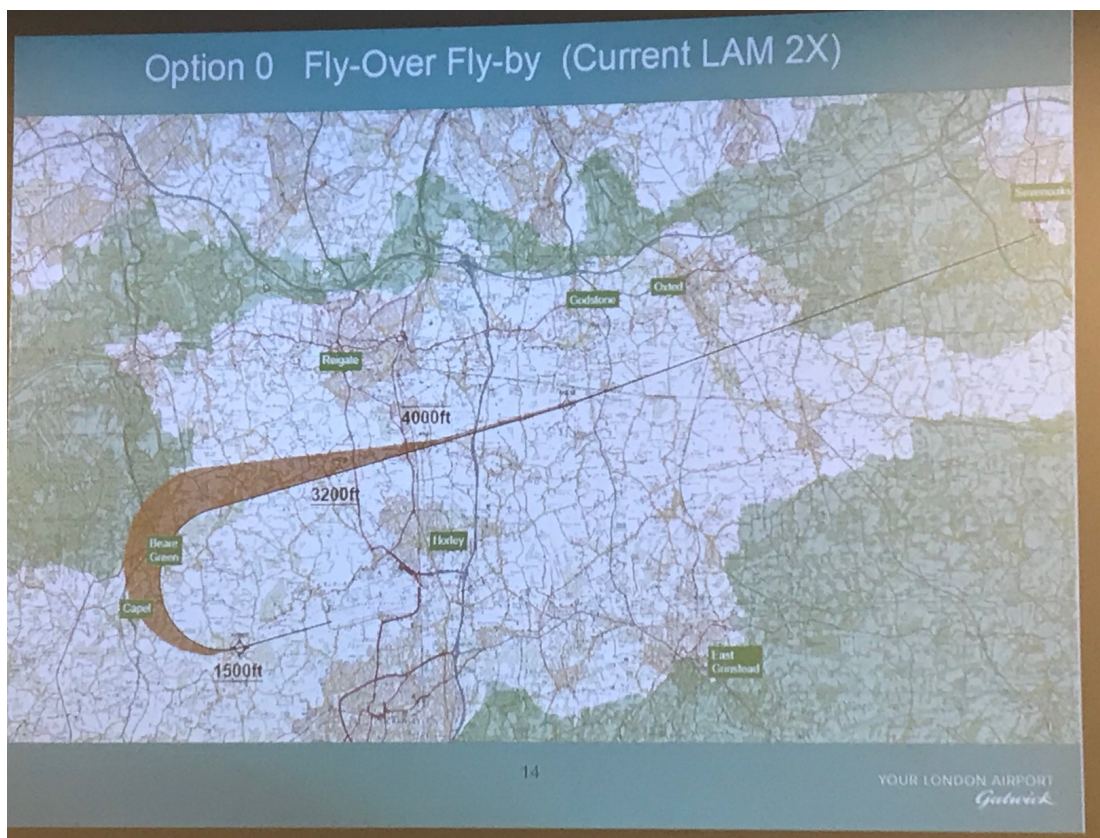
- It was impossible to tell the history of the route as NPRs are not shown on any mapping. CAGNE had raised this at previous workshop but still they are not being shown. This is felt to be disingenuous and should be rectified for the public consultation at stage 3.
- No consideration is being given, due to the legal challenge by Plane Justice, of the impact/ crossover of Route 3 (easterly departure route that heads east and does a 180 degree turn north west). This does not allow for totality of noise to be considered.

- No totality of noise is being considered, especially as some Route 4 residents in attendance suggest using Wizat and other westerly departure routes that already suffer very little respite from multiple departure routes and arrival ILS.
- No consideration is being given to the impact of CCO (Continuous Climb Operations) on those closest to the runway?
- Should route 4 be flown as dispersal? This would impact new areas with noise due to the noise cone/ shadow being outside of the NPR. No indication is given if there will be a rotation of routing per flight or each route flown in concentration.
- It is unacceptable for these workshops to be used to dictate who gets the noise ie those that shout the loudest over those that have no voice as they are not included in the workshops ie newly overflown residents or those already impacted by other routes to the west.
- This route is not being designed for emergency runway (2nd runway) usage and is only hoped it will fit in with FASIS – this is felt to be a red herring offered by GAL to stop talk of the 2nd runway using Route 4 continuously for 40% growth.
- Dispersal inside the NPR would not necessarily give no overflight due to the routes being too close together. We would suggested they are graded in lesser – further away route to intense overflight. It was not detailed if these routes would be predictable or rotated.

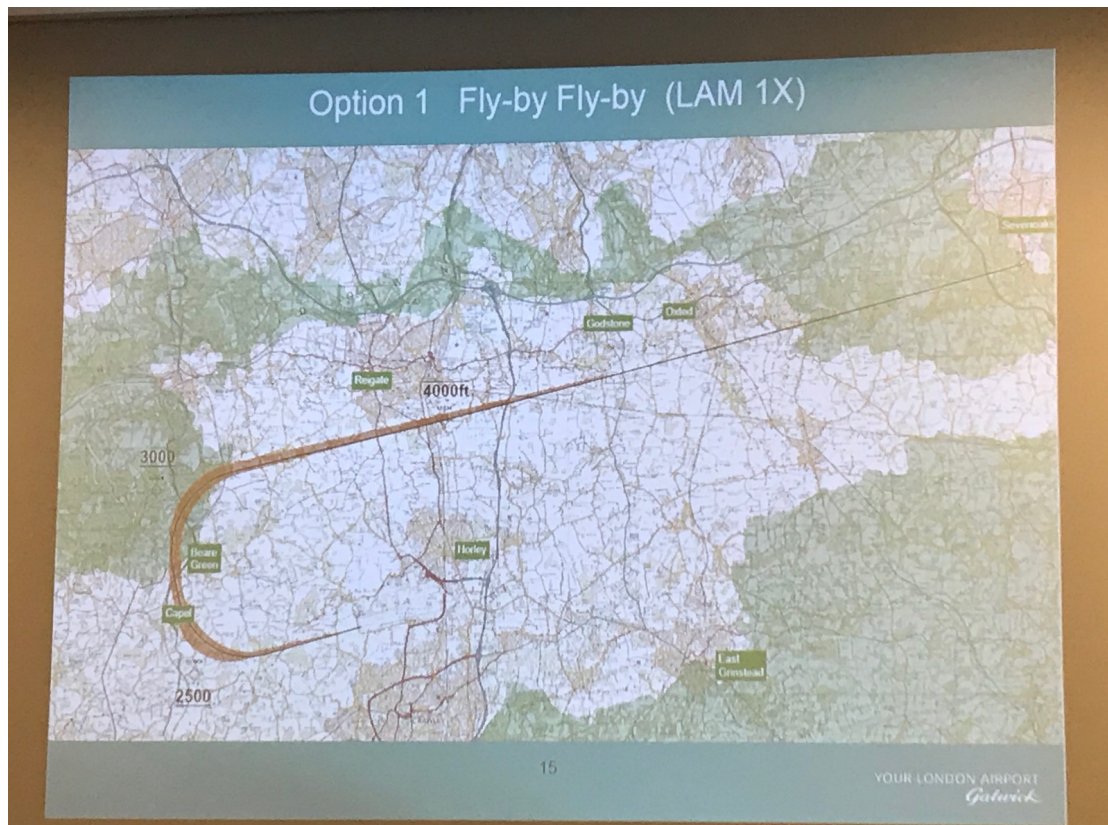
This would be the closest to dispersal.

The seven route options presented – Fly over and Fly by waypoints – fly over is when the route goes over the waypoint (location of routing) and Fly by is when the route flies past the way point

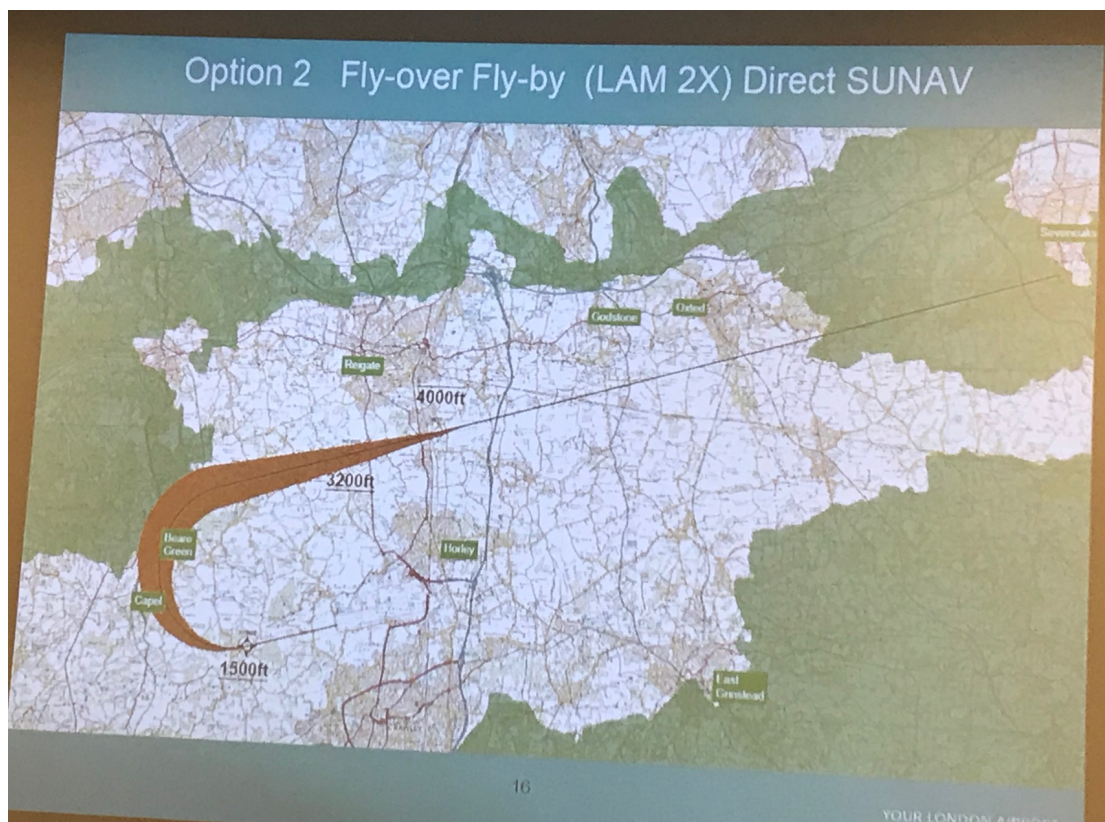
Option O - flown today outside the NPR to the north of the turn heading east.



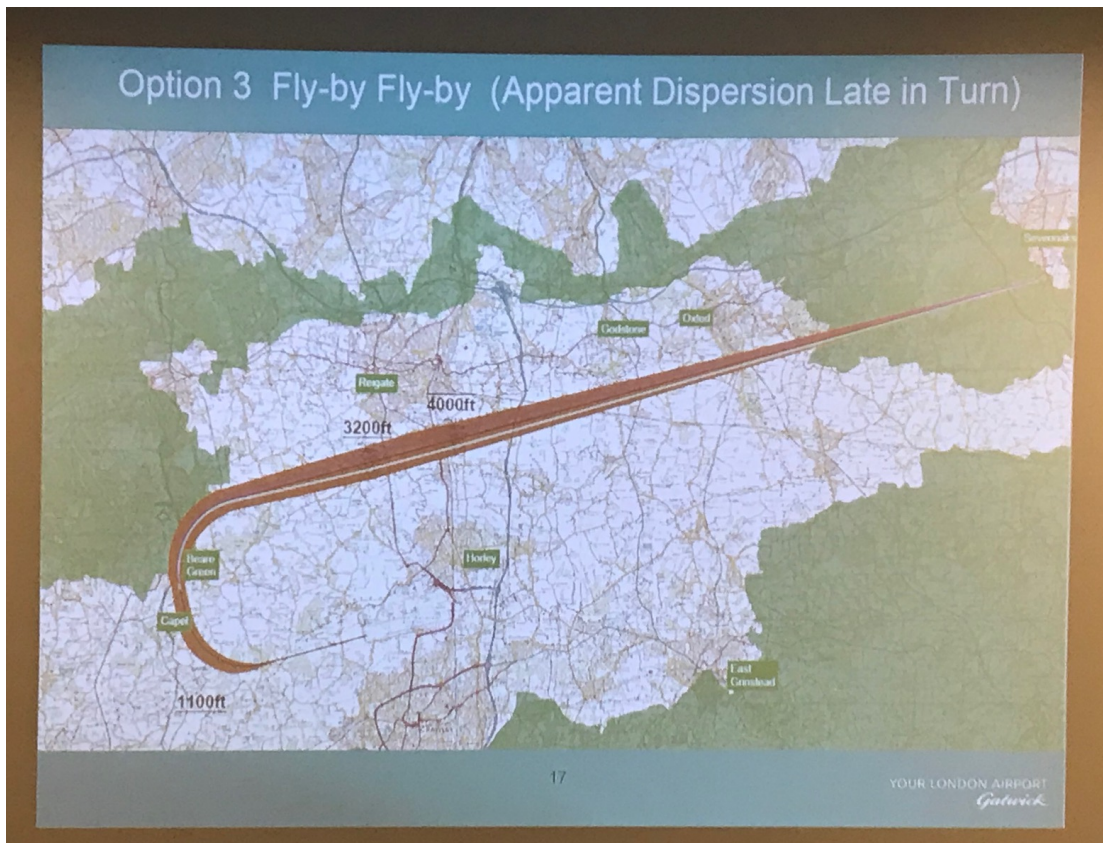
Option One - PRNAV route flown in 2012 outside of NPR to north of the turn



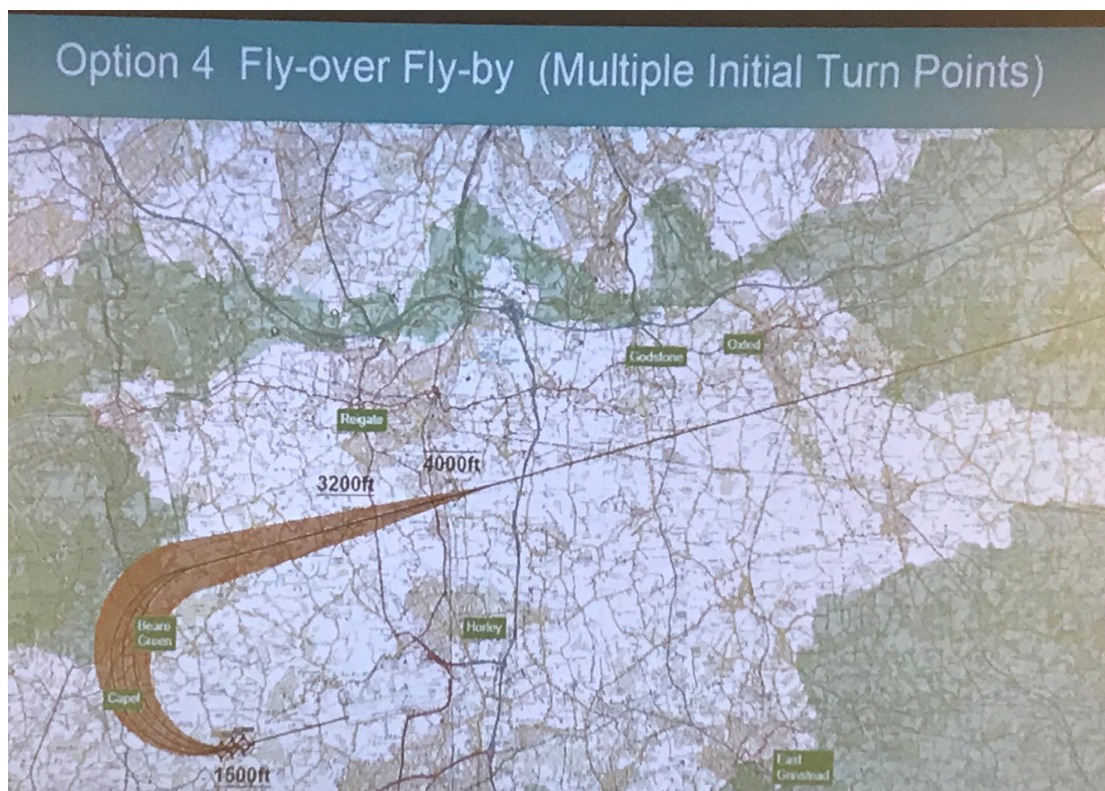
Option Two – flown heading towards Sevenoaks at same climb rate as today.

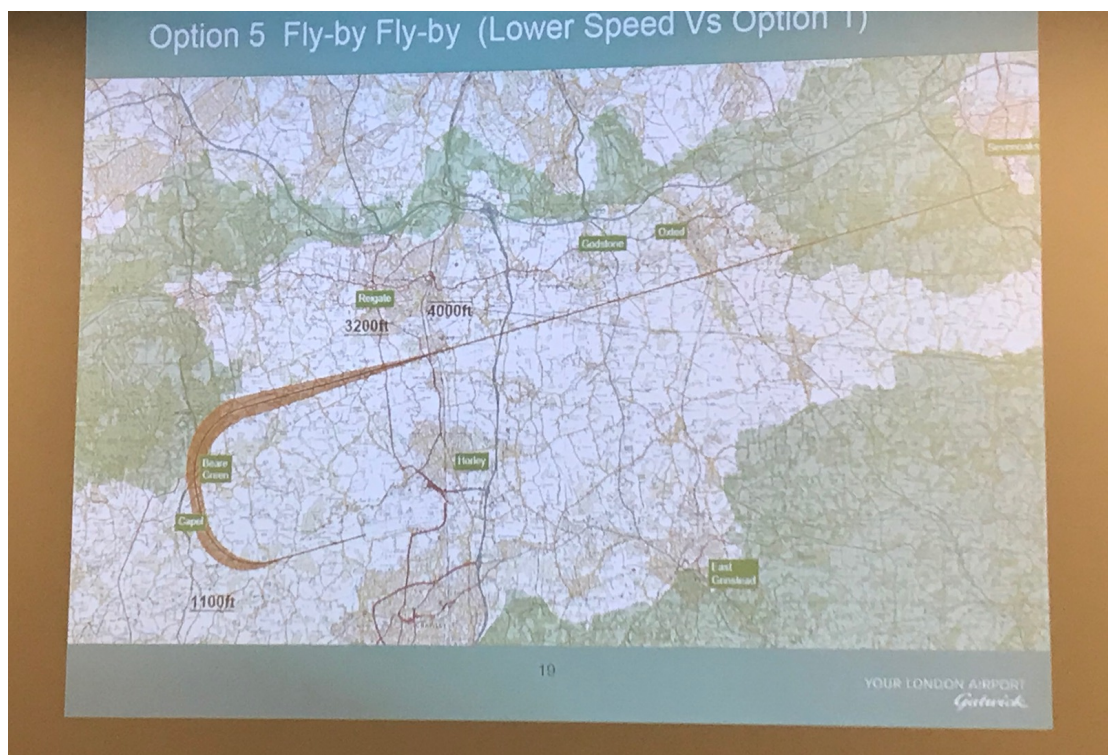


Option Three – multiple way points, some dispersal subject to airline fleet



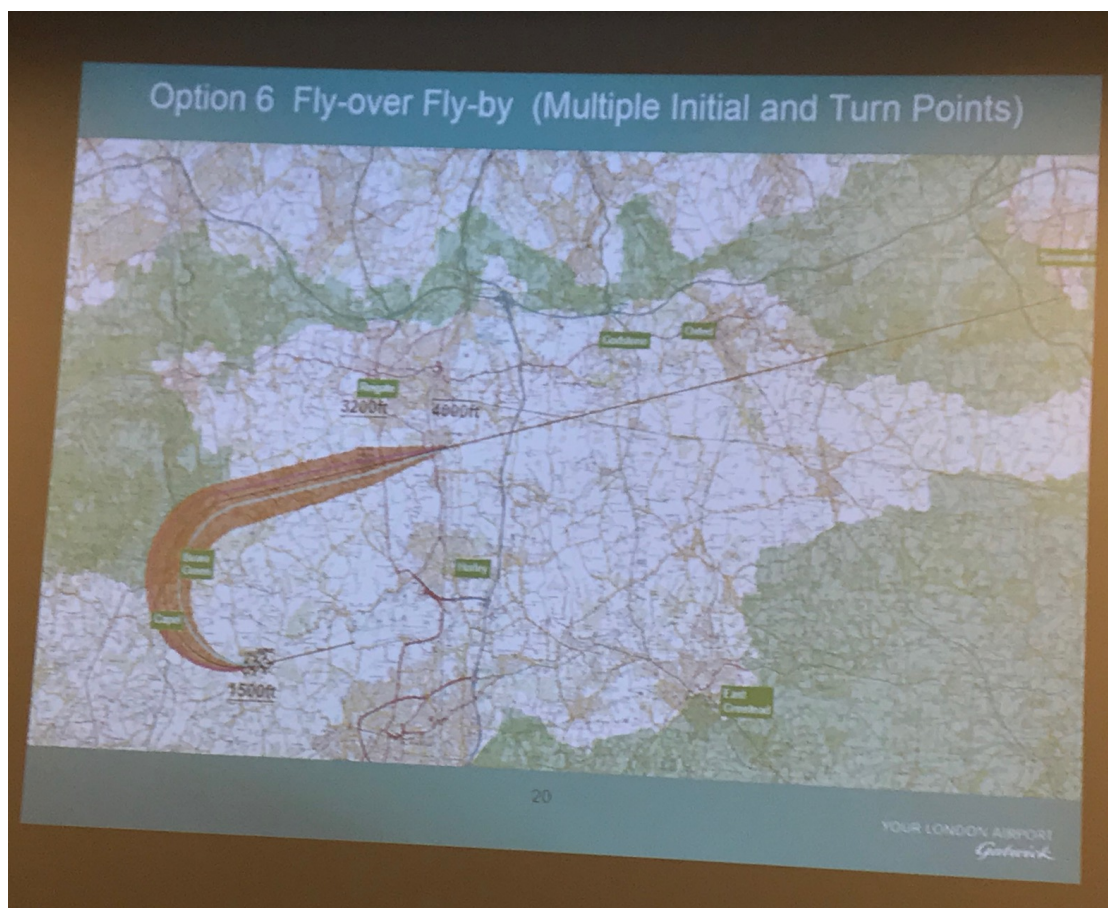
Option Four – multiple routing on the turn, similar to pre – 2012 flying with dispersal in the turn, multiple routings, multiple way points. Would impact new areas outside NPR due to noise cone



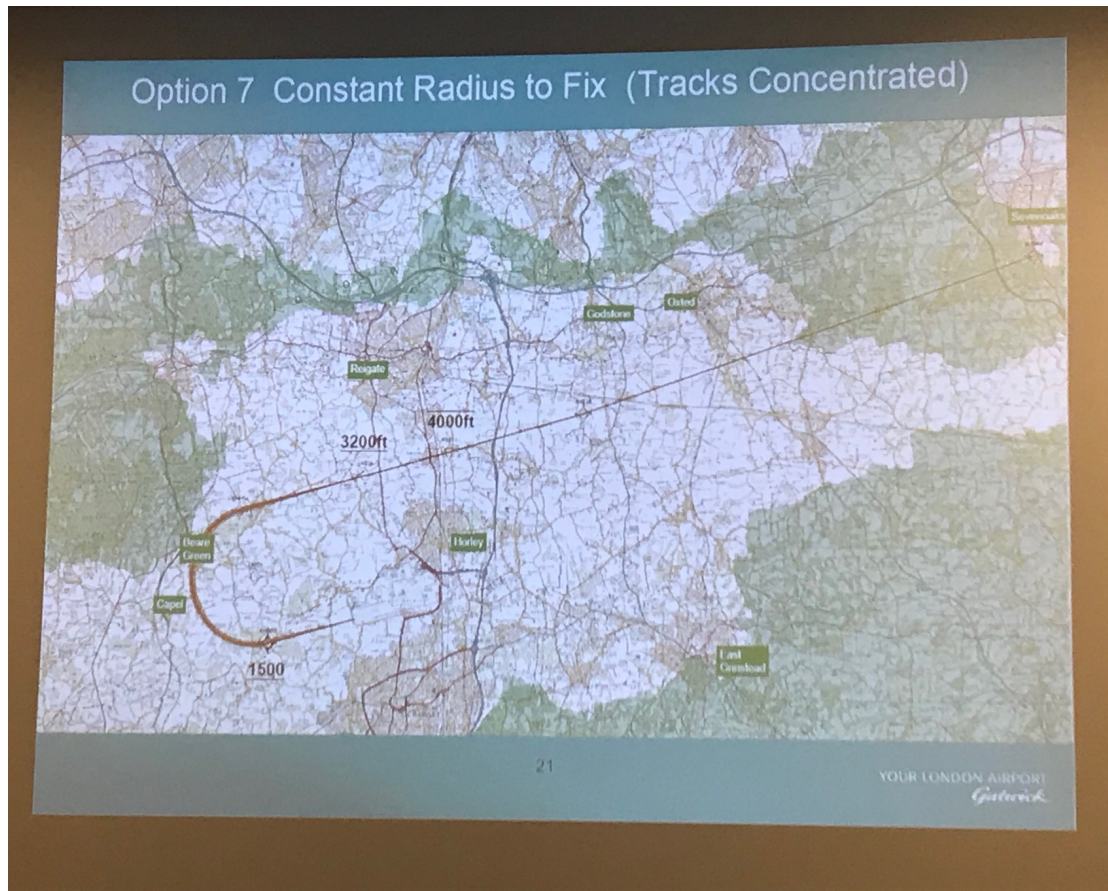


Option Five – More aircraft engine power on departure that would increase noise for those closest to the runway. A tight turn at 190 knots speed creating a lot more noise and making the turn difficult to stay inside the NPR

Option Six – Gives maximum dispersal and could be extended all the way to Sevenoaks with the normal aircraft climb rate. Would impact new areas outside NPR due to noise cone/ shadow as noise is not only experienced directly under the aircraft route.



Option Seven – narrow flight path, with a tight concentrated track – impacting fewer people but very significant increase in noise for those below



Est Feb 2014

www.cagne.org

cagnetatwick@gmail.com

www.facebook.com/gatwickcagne Twitter @cagne_gatwick Instagram CAGNE