

CAGNE **Communities Against Gatwick** **Noise and Emissions**

The umbrella aviation community and environment group for Sussex, Surrey and Kent

FASIS – Future Airspace Implementation South – the modernisation of airspace

The government has signed up to this process and, even though the skies have been quiet, aviation continues to push ahead; a little pause for COVID until the government opened the taxpayer's purse, as aviation was meant to fund the process.

Gatwick Airport are at Stage 2 of the Civil Aviation Authorities (CAA) consultative process called CAP1616. There are 7 stages that an airport (sponsor) must go through to achieve an airspace change with a review (PIR), conducted by the CAA. Bear in mind that the CAA is funded by aviation and has an interest in benefiting aviation.

The CAA have approved Gatwick to go through the Stage 2 gateway, even though they have conducted a very narrow engagement process seeking to build design principles of a full airspace change at Gatwick.

CAGNE has objected to the narrowness of this engagement many times but have been ignored. Gatwick are seeking to engage with unsubstantiated noise groups over democratically elected town and parish councils.

The GACC noise groups have multiple seats on all noise forums at Gatwick as well as the monopoly on the Gatwick statutory body, GATCOM. This, CAGNE has argued, makes any decisions unsafe as it does not present a full geographical picture or give all communities a fair and balanced voice, especially those closer to Gatwick that are impacted by Gatwick operations both on the ground and in the air.

At the most recent FASIS meeting, Gatwick provided details of what they seek – it's not good news for communities close to the runway.

Gatwick seek key things –

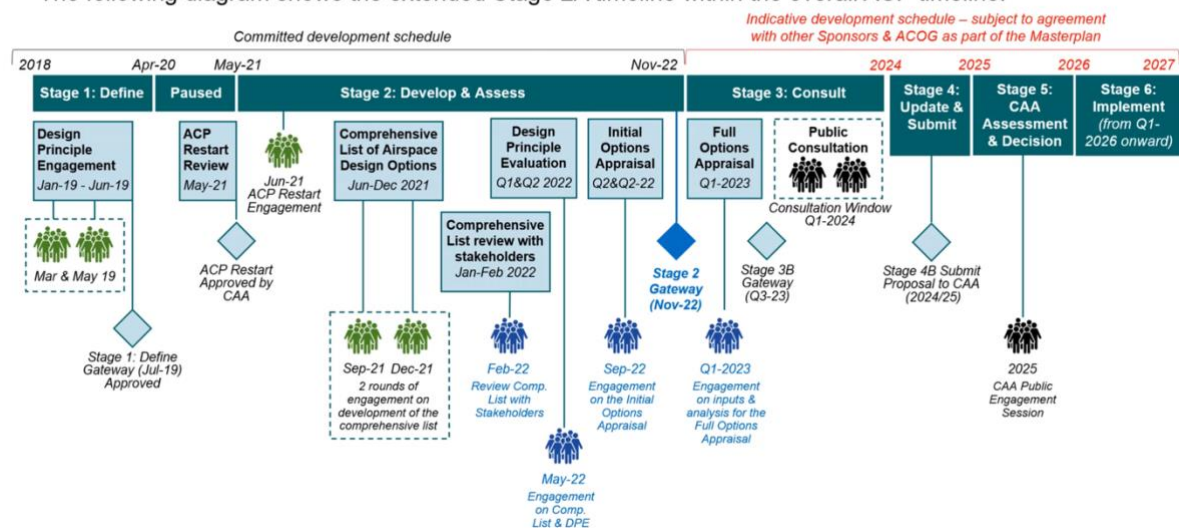
- New flight paths over new areas to increase capacity and give respite to those overflown currently, with no compensation for house devaluation of those newly overflown. Gatwick is specifically seeking the ADNID route that caused so much anger in 2014. This route does not meet any of the methodology provided to-date by the Gatwick consultants, so we can presume that this has been a direct request of Gatwick management.
- Bring arrivals into the final approach (the instrument landing system - ILS) at 5nm. Currently they fly into the ILS at 8nm and above. This will bring planes in very low over new, highly-populated areas in some locations, using wheels and flaps down to take speed off, whilst turning (vectoring) at 1,500 feet or less, as planes will have less distance to go.

- Remove noise preferential routes (NPR) – they have dictated where departures planes fly up to 3 - 4,000ft. This is to allow Gatwick to put in place new departure routes over new areas and provide respite, as they seek to increase the number of flights.
- The GACC noise groups also brought a study to seek to remove the Secretary of State Noise Abatement Procedure at night. Currently, arrivals at night (11pm-6.30am, 11,200 movements in a summer schedule and 3,250 in the winter) cannot join the ILS at less than 10nm. The study has looked to bring arrivals in at 6nm and split them 50/50 north and south. These results, that state this simply moves noise from one geographical area over another, are to be fed into FASIS.
- Another study brought by the GACC noise groups was into the effects of a Fair and Equitable Distribution (FED) of arrivals and departures. It is hard to see how arrivals can be FED, when a plane will not fly to 14nm when it can arrive at 5, 7, 9, 10nm etc., as they would have to use up more fuel and time in the air. FED is, once again, about seeking to move noise over those closer to the runway.
- Another factor of FASIS is Continuous Climb Operations (CCO). Again, this seeks to reduce noise for those further out from the runway, to the detriment of those living closer. It comes into operation at 3,000ft, where they will seek to have continuous climb of a departing plane to enable them to be higher over those further out, reducing noise for these communities.

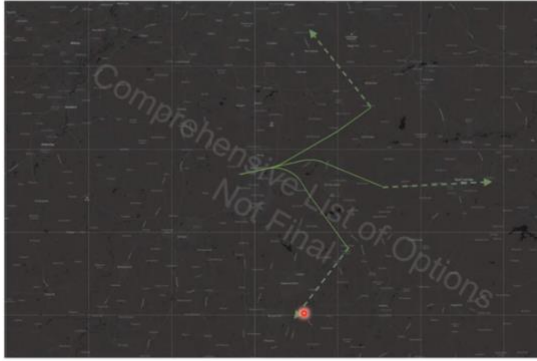
Below is an example of slides being presented at this stage by Gatwick.

2. BACKGROUND: OVERALL ACP TIMELINE UPDATE

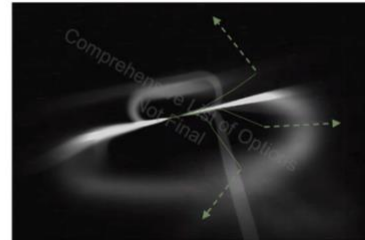
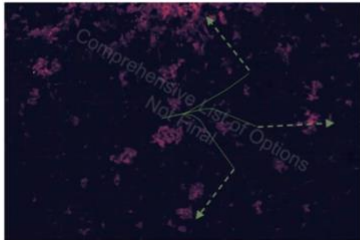
The following diagram shows the extended Stage 2A timeline within the overall ACP timeline:



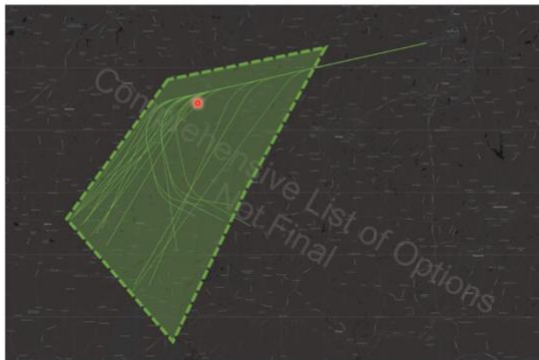
8. COMPREHENSIVE LIST OF OPTIONS



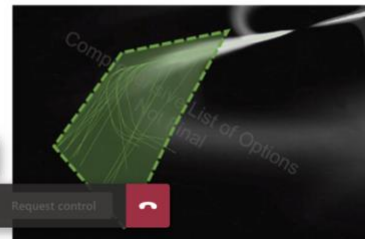
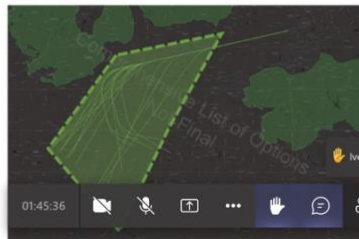
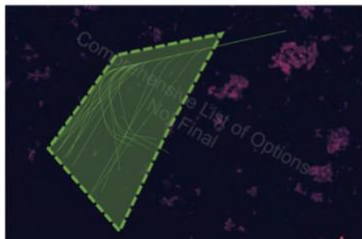
Easterly Departure Option C (EDC)	
Aims to meet Design Principles	DP1 DP2 DP3 DP5 DP6 DP8 DP9
This system option focuses on meeting DP3 (limit adverse noise effects), DP6 (optimise use of aircraft capabilities) and minimising total population overflow. To first meet DP3, we have identified the high performing notional flight paths using the '70dB SEL' and 'total population overflow' metrics for the paths between 0-4000ft. A secondary check of the 80dB SEL, 60dB and 65dB LAMax and Area of AONB metrics was also undertaken. To achieve the aims of DP6, from 4000ft the option will then route directly to the network exit point (green dashed lines). This will evolve as more information around the airspace above 7000ft is shared from NERL. This system provides a 17.43° split for the departure tracks which would require additional safety assurance work to be undertaken. We've therefore used the database to identify a separate system that gives greater separation (EDD).	



8. COMPREHENSIVE LIST OF OPTIONS

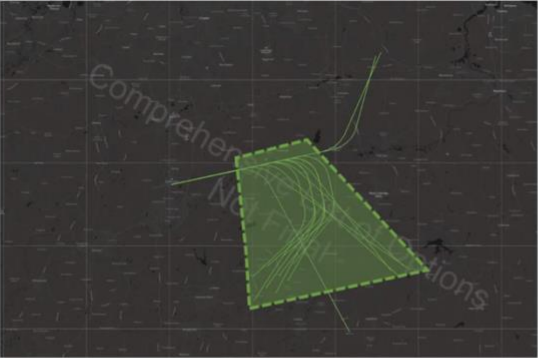


Easterly Arrival Option B (EAB)	
Aims to meet	DP1 DP2 DP3 DP4 DP5 DP9
This arrival option focuses on meeting DP3 (limit adverse noise effects) and minimising total population overflow. It is intended it would be used in combination with a PBN option. The primary 'total population overflow' metric was used to identify the high performing notional flight paths that could be used to define a vectoring area. This is an initial indicative vectoring area subject to change as we engage with ATC and the upper network as the ACP progresses.	

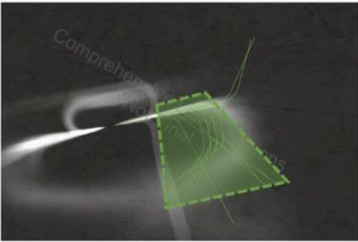
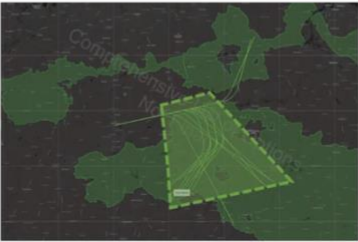
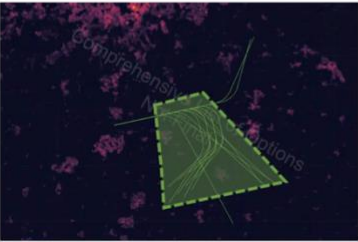


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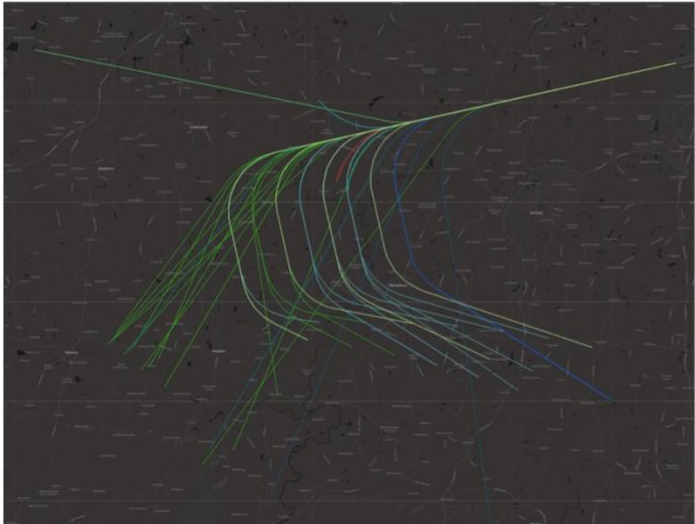
8. COMPREHENSIVE LIST OF OPTIONS



Westerly Arrival Option B (WAB)	
Aims to meet	DP1 DP2 DP3 DP4 DP5 DP9
This arrival option focuses on meeting DP3 (limit adverse noise effects) and minimising population newly overflown. It is intended it would be used in combination with a PBN option. The population newly overflown overflight contours were used to identify the high performing notional flight paths that could be used to define a vectoring area. This is an initial indicative vectoring area subject to change as we engage with ATC and the upper network as the ACP progresses.	



8. COMPREHENSIVE LIST OF OPTIONS



All Easterly Arrival Options