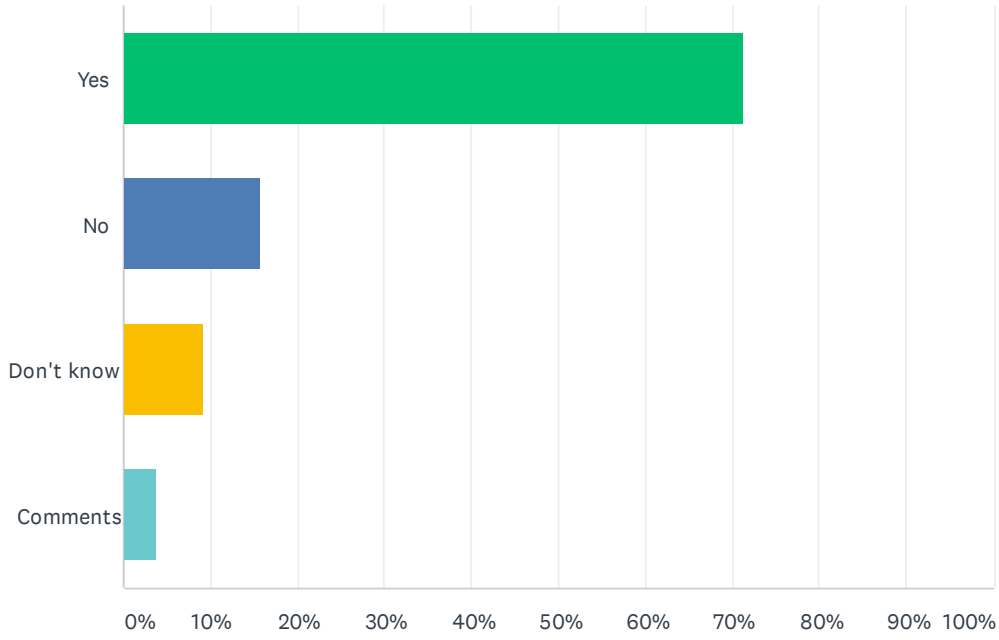
Q1 Do you agree we should tackle the bad practice of the deployment of wheels down early on arriving aircraft which increases noise for communities by 3 decibels? There are two reports that illustrate this from Luton Airport and Heathrow Airport.

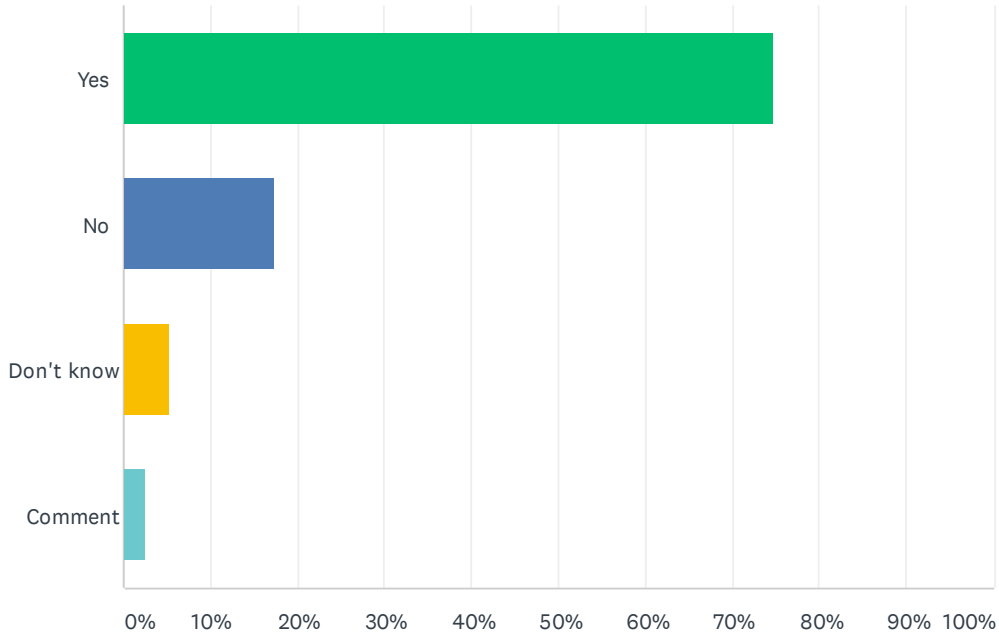
Answered: 345 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	71.30%	246
No	15.65%	54
Don't know	9.28%	32
Comments	3.77%	13
TOTAL		345

Q2 Noise metrics (by which aircraft noise is judged) Do you agree that noise metrics should include social and other factors that increase aircraft noise impact on communities and not just noise readings that are currently used, day and night?

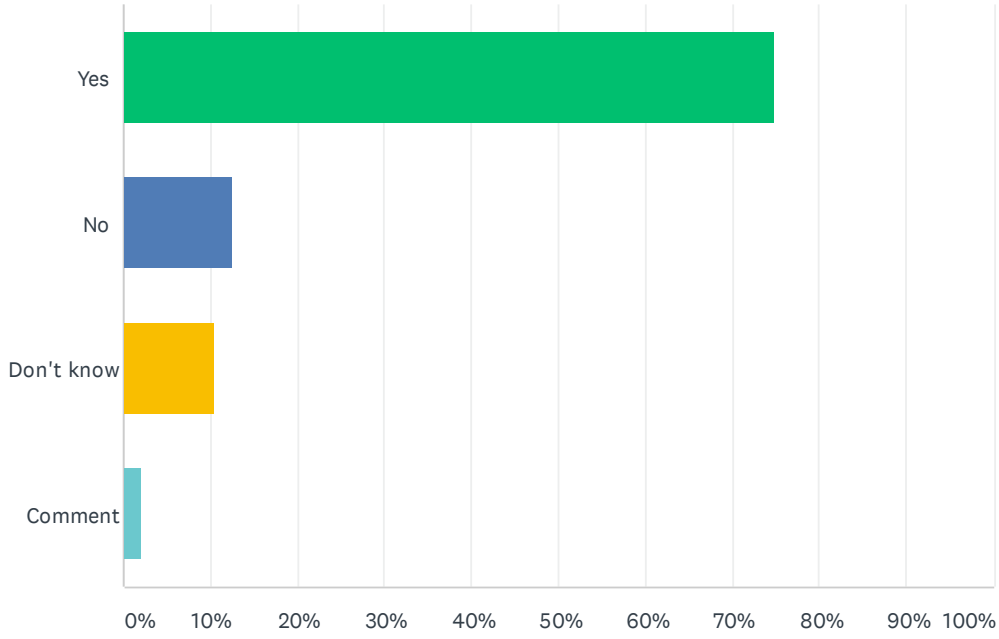
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ANSWER CHOICES	RESPONSES	
Yes	74.78%	258
No	17.39%	60
Don't know	5.22%	18
Comment	2.61%	9
TOTAL		345

Q3 Aircraft create Noise Cones over communities, like a noise shadow which is greater than the route flown (see Civil Aviation Authority CAP 1498) by arrivals and departures; what is the cone that Gatwick operates to and what should be best practice in illustrating noise impact. Do you think this is important?

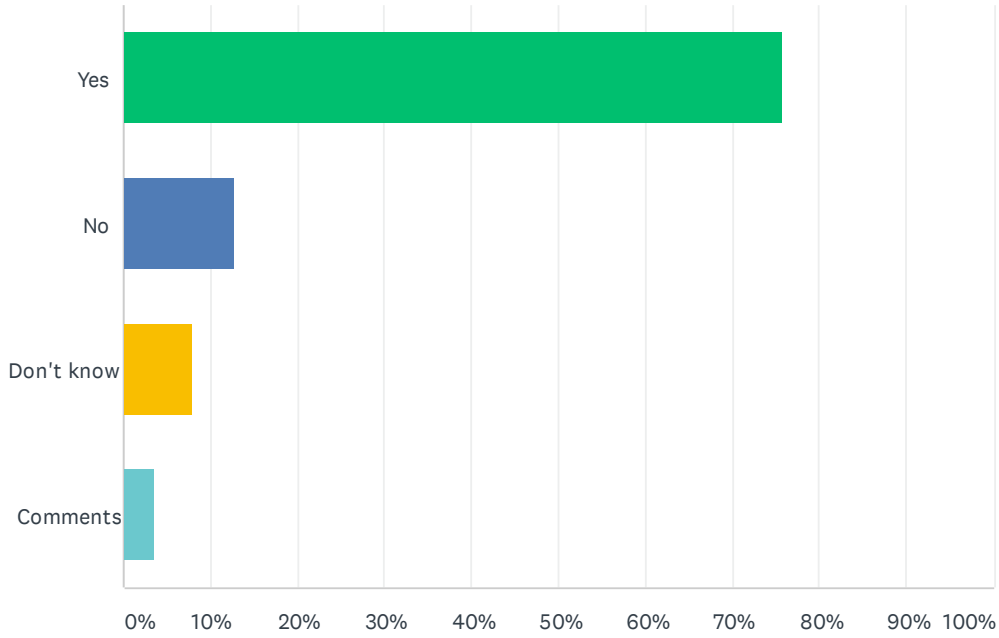
Answered: 343 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	74.93%	257
No	12.54%	43
Don't know	10.50%	36
Comment	2.04%	7
TOTAL		343

Q4 All airspace decisions; Do you agree there should be the principle of the 'totality' of airspace over an area, ie how many departures routes go over this area and how many arrivals, and what is the ramification o other airspace of a specific airspace change? To explain further - the 'totality' of noise impact on all communities to be impacted should be a consideration; any change to airspace will have ramifications on other airspace, other areas of communities, this must be factored into any airspace change as one airspace change must not be without consideration of the impact on all of Gatwick airspace and communities . Do you agree?

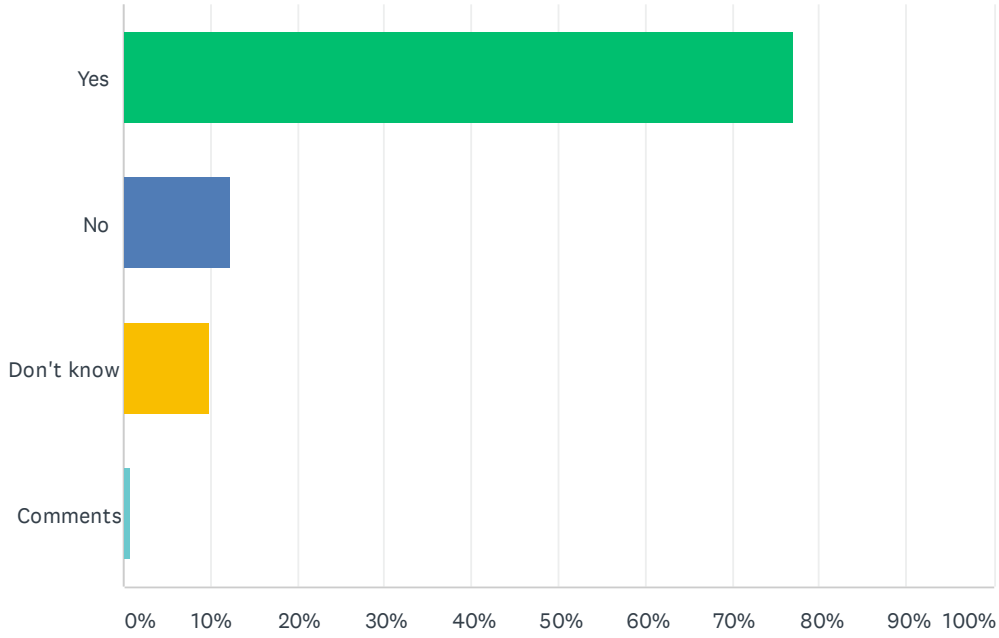
Answered: 343 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	75.80%	260
No	12.83%	44
Don't know	7.87%	27
Comments	3.50%	12
TOTAL		343

Q5 Gatwick should provide an update on the arrival joins to the ILS (Instrument Landing System, final approach to runway) - the mapping and percentage per join to the ILS to ensure a fair and equitable spread. These details used to be provided on a regular basis to illustrate a fair and equitable distribution of arriving aircraft to the ILS over the full arrival swathe, this is no longer happening. Do you agree with this request?

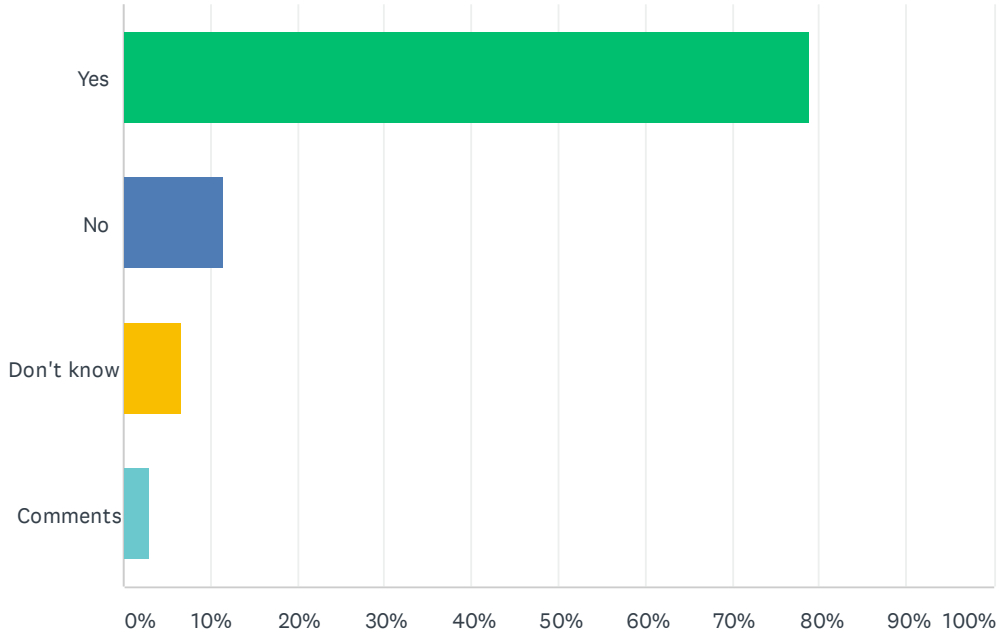
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ANSWER CHOICES	RESPONSES	
Yes	76.97%	264
No	12.24%	42
Don't know	9.91%	34
Comments	0.87%	3
TOTAL		343

Q6 Joining the ILS at less than 8nm during the day and 10nm at night - this is unacceptable practice and should be investigated as NaTMAG (Gatwick noise forum) found 2% were operating this during the day, and flight performance reports show this is also taking place during the night when the emergency runway is used which is in breach of the Secretary of State noise abatement procedure. Do you agree that communities should be safeguarded against this practice?

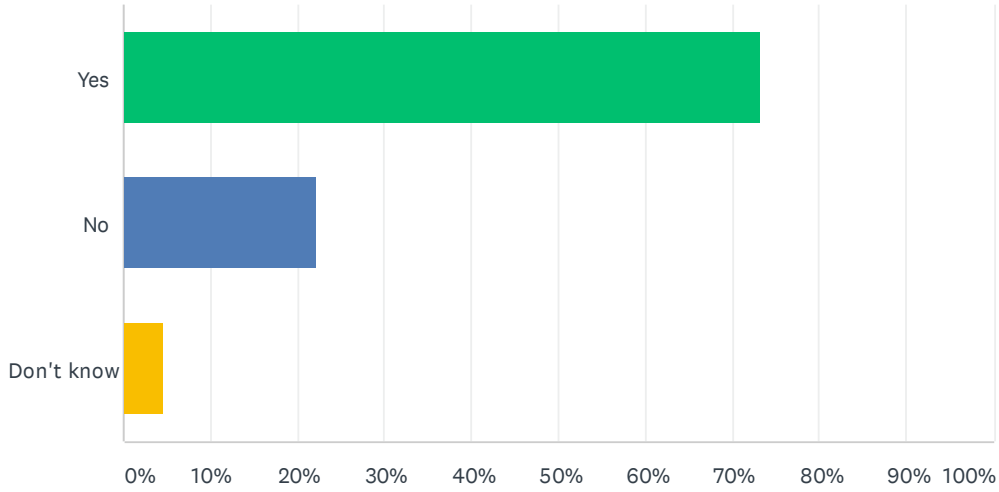
Answered: 341 Skipped: 4



ANSWER CHOICES	RESPONSES	
Yes	78.89%	269
No	11.44%	39
Don't know	6.74%	23
Comments	2.93%	10
TOTAL		341

Q7 Night Flights - Do you agree there should be a night ban?

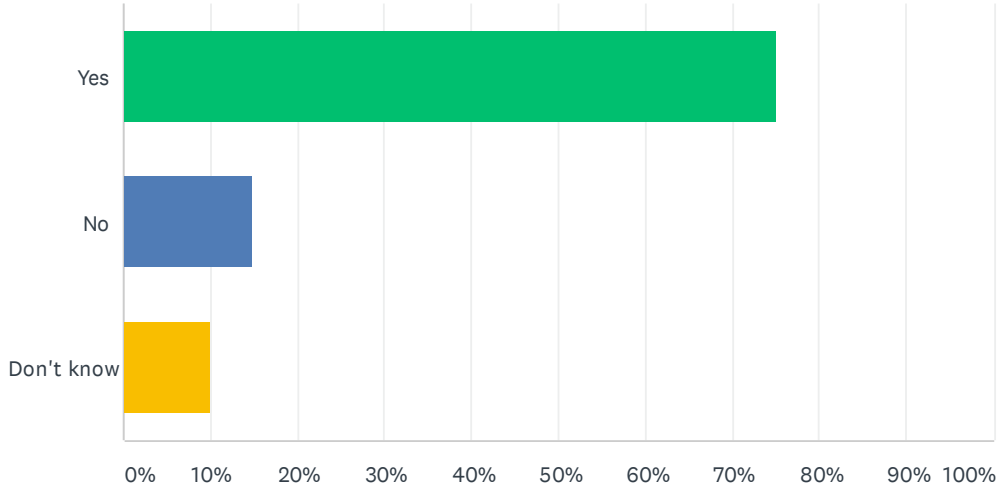
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ANSWER CHOICES	RESPONSES	
Yes	73.26%	252
No	22.09%	76
Don't know	4.65%	16
TOTAL		344

Q8 Should Gatwick conduct a night noise trial of arrivals to seek to reduce night noise for communities by having all planes operate in the same format and heights to potentially reduce noise? Do you agree?

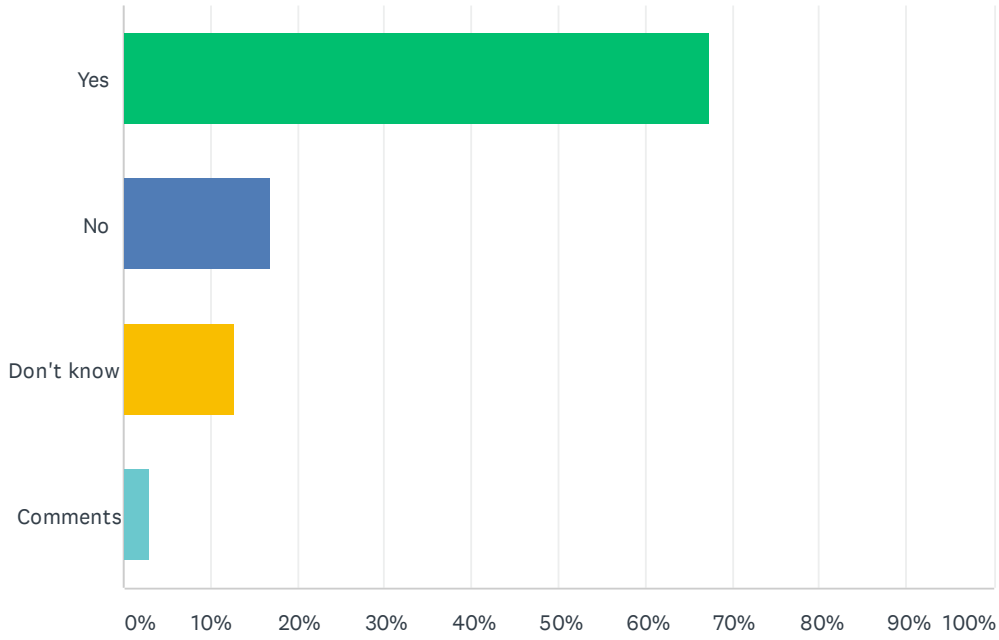
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ANSWER CHOICES	RESPONSES	
Yes	75.15%	257
No	14.91%	51
Don't know	9.94%	34
TOTAL		342

Q9 Continuous Climb Operations for departing aircraft - This should be investigate to the noise impact it has on those closest to the runway with aircraft full thrust. Do you agree?

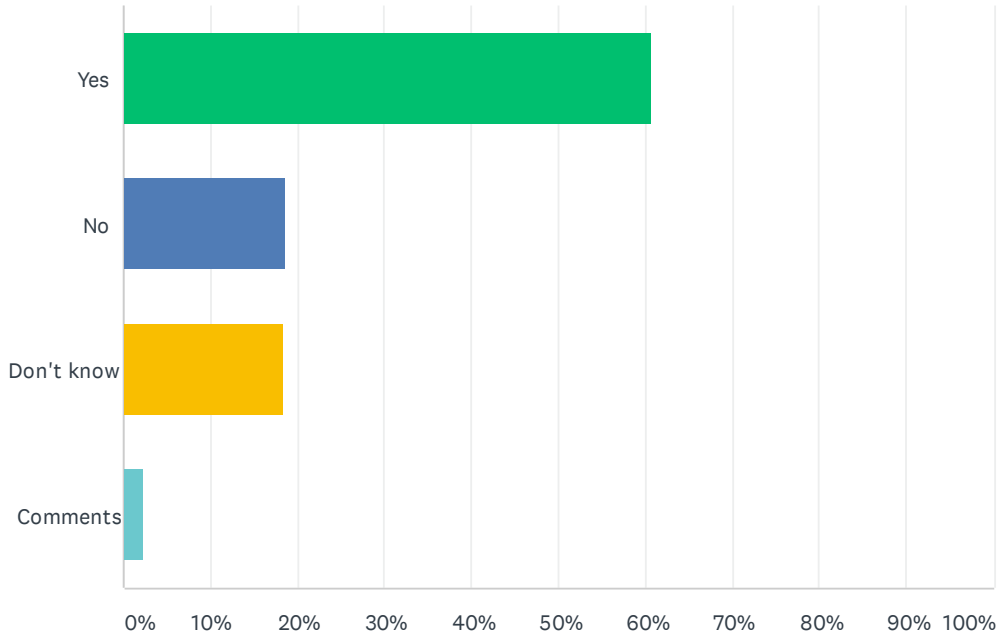
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ANSWER CHOICES	RESPONSES	
Yes	67.35%	231
No	16.91%	58
Don't know	12.83%	44
Comments	2.92%	10
TOTAL		343

Q10 The common practice of vectoring (turning) of aircraft off the departure NPR (noise preferential route) at 3/ 4,000ft, which is impacting new areas should be stopped. Do you agree?

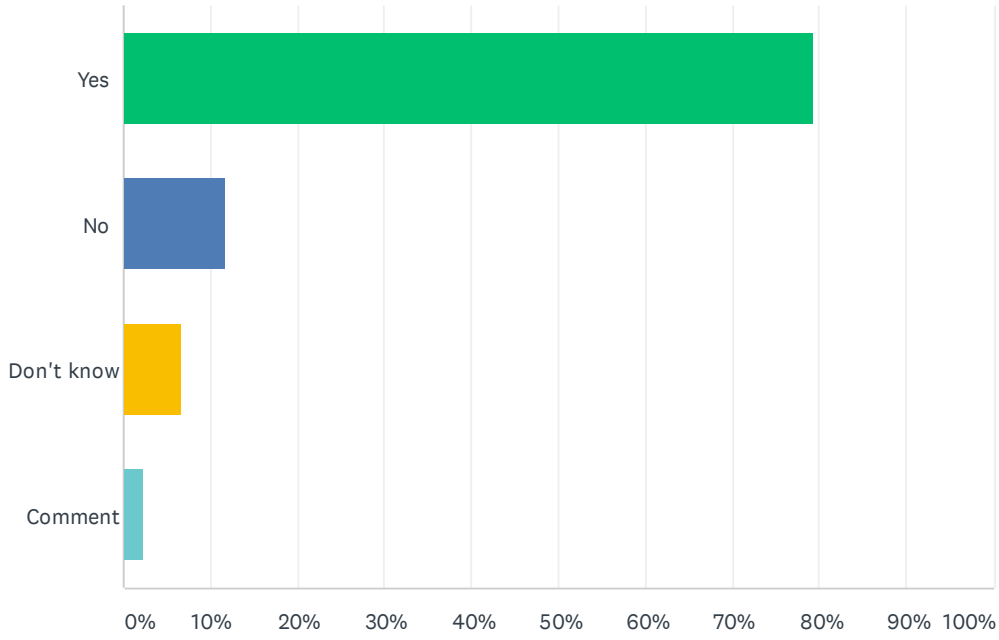
Answered: 343 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	60.64%	208
No	18.66%	64
Don't know	18.37%	63
Comments	2.33%	8
TOTAL		343

Q11 Continuous Descent Operations for arriving aircraft is a combination of a number of factors. It basically encourages planes to stay higher for longer. Should this be mandatory at Gatwick to reduce noise and should airlines be fined for non compliance?

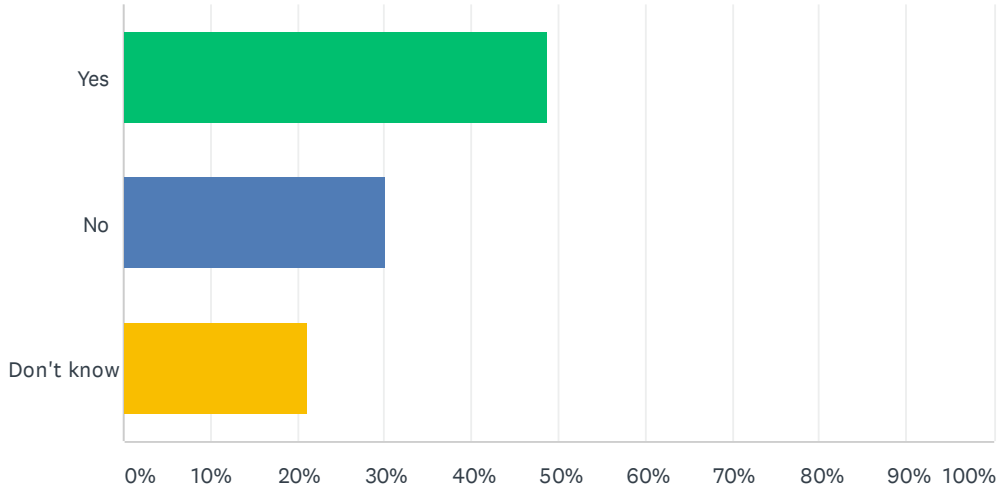
Answered: 342 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	79.24%	271
No	11.70%	40
Don't know	6.73%	23
Comment	2.34%	8
TOTAL		342

Q12 The Civil Aviation Authority (CAA) allow the practice of aircraft flying over new areas when airspace is quiet (this has caused concern with communities during lockdown). Do you agree with this practice or should flights remain in the set historic airspace where residents expect them to be?

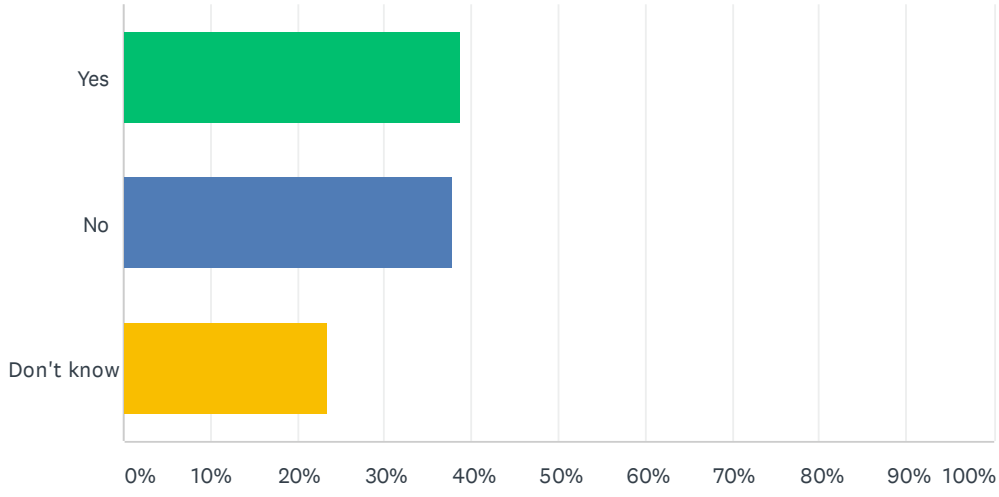
Answered: 342 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	48.83%	167
No	30.12%	103
Don't know	21.05%	72
TOTAL		342

Q13 During the Gatwick Noise Management Board a document (IP04) was produced that shows the areas overflown by flight paths (arrivals and departures) far outside of the recognise Gatwick noise contours. This document was issued by Gatwick to estate agents. It is felt that this document blights communities, communities Gatwick do not recognise as being overflown in airport data. Do you think this document should be removed from circulation?

Answered: 341 Skipped: 4



ANSWER CHOICES	RESPONSES	
Yes	38.71%	132
No	37.83%	129
Don't know	23.46%	80
TOTAL		341