

# CAGNE Communities Against Gatwick Noise and Emissions

## **Gatwick Summary Document of Arrival Review** Noise Management Board IMM-11 runway use protocol

The current situation is:

Planes take off into the wind and it is the wind that dictates which runway receives arrivals and departures.

At times there are periods when there is a long spell of westerly winds and thus the east end of the runway (Copthorne, Dormansland, Lingfield, Crowborough and Kent) receive days and nights of arrivals whilst the west end of the runway (West Sussex, Surrey) receive a constant stream of departures.

### **Proposal**

It is proposed that when the wind is still, planes from the east will be switched to the west end of the runway so giving the east respite from arrivals. Obviously there will be some ramifications for communities as listed below:

Those that will now receive arrivals in the west could receive more noise and concentration of flights, as they will not be flying in a natural direction for aircraft. (pg7). Flaps and landing gear cause more noise through drag which could occur during vectoring (turning).

It could also reduce the number of CDA's (continuous decent approaches which are meant to reduce noise) as well as reduced angle of approach.

Both holding stacks are used for easterly and westerly arrivals but the one closest to the east or west is predominately used for this path, ie i.e. more holds in Willo (west holding closest stack).

It is questionable **to if they would be lower, see page 8 which shows 'below 5,000ft' – planes are already consistently at just above 4,000ft at Billingshurst to date which goes against the arrivals review.**

For the east it will mean more departures but fewer arrivals, as at present the west gets 70% of departures. Routes - Seaford (route 2), Route 5, Route 6 and Route 4 will have more departures, although this is mostly at night and, fewer departures are flown after midnight. Residents outside the 4,000ft that suffer arrivals will not be affected by the increase in departures as they are higher in the east, above 8,000ft, and disperse east, north east and with one exception- south over Copthorne staying low approx. 5,000ft until Lewes just reaching 7,000ft.

Also departures routes that fly turning west will be kept down due to Heathrow flights unless they are during the no fly at Heathrow.

Those to the west that suffer both departures and arrivals could see an increase in noise from arrivals at night as this change of protocol will take place during the summer months when windows are open and during the night. Gatwick flies 24 hours, day and night with no respite.

Pg 4 Respite does not take into account those that will suffer departures whom normally in the east would have had some respite, as arrivals are quieter on final approach.

There are more arrivals at night than departures.

Pg 3 is misleading as Billingshurst suffer arrivals and departures vectoring unlike Tunbridge Wells, which does not suffer departures, or if it does they are above 10,000ft.

This change in protocol is anticipated to take place 20 days per year dependent upon surface winds.

We could see the 14nm (Alfold) join to the ILS (final approach) used more frequently for planes arriving direct from the west.

We would expect there to be an increase in ground noise from planes landing from the west due to surface wind speed and aircraft operations.

**Plus points:**

Fewer departures to the west, benefitting Route 4 (takes off to the west and turns sharp north then east) and those outside of the departure height of 4,000ft.

Do not be misled by the noise metrics, as they do not give a true indication to the noise that will be experienced, as they are only required to show 57dB Leg. (pg 5).

Benefits for the airport as they will be able to undertake works and increase flexibility. (Pg 4)

Reducing delays due to runway changes.

**CAGNE Conclusion**

CAGNE did not agree to this point in the arrivals review as we felt it was signing a blank sheet of paper but this point is being pushed for by those that suffer arrivals in the east, Penshurst, Crowborough, etc.

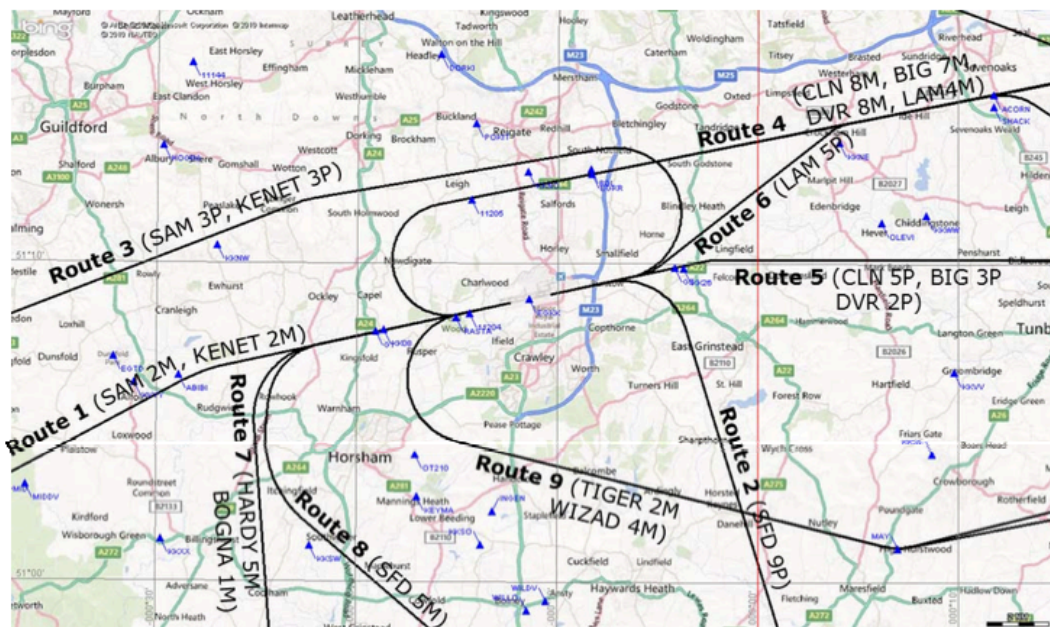
We see little benefit for those that suffer arrivals in the west and departures in the east. We would recommend not agreeing to this change in protocol.

Two options are given and should you wish to consider agreeing with this change in protocol we would suggest option 2 of the NMB IMM-11 document with a set number of nights permitted and when at a specific time of the year.

And that a full consultation be undertaken of all impacted communities in a 30 mile radius of Gatwick.

**NB:**

The DfT are soon to release a night flight consultation any day, and Gatwick assure CAGNE that they will not seek to increase night flight movements but if they can push more flights into the day then they will be able to add more flights into the night period, which does not include 6-7am currently.



**Figure 1** Map showing all of the SIDs proposed to be changed (current SID designators in brackets).

Sally Pavey  
Chair of CAGNE  
6.11.16

[www.cagne.org](http://www.cagne.org)

Seeking a fair and equitable distribution of arrivals and departures to the west and east for West Sussex and Surrey

[cagnetatwick@gmail.com](mailto:cagnetatwick@gmail.com)

[www.facebook.com/gatwickcagne](https://www.facebook.com/gatwickcagne)

Twitter @cagne\_gatwick

c/o Warnham Lodge Farm, Mayes Lane, Warnham, West Sussex RH12 3SG

