

CAGNE
Communities Against Gatwick
Noise and Emissions
The umbrella aviation community and
environment group for Sussex, Surrey and Kent

March 2024

<https://www.gov.uk/government/consultations/night-flight-restrictions-heathrow-gatwick-and-stansted-airports-from-october-2025>

Key points concerning night flight consultation at Gatwick Airport by DfT – an unbalanced approach.

There is no evidence that planes are getting quieter in fact the A380 is 14 years old and the most recent airlines to join Gatwick are 8-9 years old - Air China and Air India that are not flying to noise abatement procedures.

As ACOG detail in their consultation CO2 saving seems to be put before quieter planes.

Gatwick's record for Year 2023

Summer ATM allowed	11,200
Number ATMs flown	13,123
Number of dispensations	1,293
Quota unused	3,615

Winter ATM allowed	3,250
Number ATMs flown	1,998
Number of dispensations	84
Quota unused	636

Gatwick can also take unused ATMs from winter into the summer schedule.

- A quota allows for growth as such numbers must be enforced as the limit. A major concern is that quotas will be used to allow Gatwick to fly more planes at night to accommodate a new runway departures during the day that seek to return during the night.
- A ban on night flights is desired by residents.
- The shoulder periods, when residents (children) seek sleep 11-11.30pm and 6-6.30am should be included in the night-time number allowance. These are the most health damaging according to science reports – light sleep.

- Dispensations are heavily used by Gatwick Airport, mostly for delays which are not emergencies.
- There is no curfew at Gatwick Airport unlike as at Heathrow.
- There is no restriction on departures or arrivals at night, so they fly during the early hours which has maximum disturbance.
- The night flights do not bring economic benefits as Gatwick is a leisure airport. Heathrow and Stansted are major cargo carrying airports.

If, as desired with a new runway, Gatwick do manage to attract cargo it will be small cargo, and this will create more light pollution with small – medium vans movements at night.

- Gatwick is a leisure airport as such should have a ban on night flight. It is only the airlines that seek movements at night due to ensure planes are in the right location for early morning departures. There greater profits of more flights during the day should not be to the disbenefit of residents seeking sleep.

What leisure flyer really wants to be at Gatwick when there are no buses or trains at 1am?

As far as CAGNE are concerned there is no balanced approach by the DfT with this consultation as required in policy - Section 3.3 of Aviation Policy Statement 2013 summarises this succinctly:

*“As a general principle, the Government therefore expects that future growth in aviation should **ensure that benefits are shared between the aviation industry and local communities**. This means that the industry must continue to reduce and mitigate noise as airport capacity grows.”*

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