

London Gatwick Route 4  
Design Principles

Epsom Room, Hilton, Gatwick Airport

██████████ (GAL) - ██████████  
██████████ (ANS) - ██████████  
██████████ - ██████████  
██████████ - ██████████

██████████ (Nutfield Parish Council) - ██████████  
██████████ (Salfords and Sidlow Parish Council) - ██████████  
██████████ (Outwood Parish Council) - ██████████  
██████████ (Salfords and Sidlow Parish Council) - ██████████  
██████████ (Horsham District Council) - ██████████

██████████ – Prior to 2012 aircraft did not fly to the NPR and there were no complaints. The problems have arisen post 2016 when designs attempted to fly the NPR.

██████████ – Should the final designs require a change to the existing NPR the DfT would be engaged in order to consider such a change.

██████████ – Traffic flying the procedure who have flown to the North of the NPR swathe have to correct to intercept the route to the east when they ultimately be heading to the north anyway. This is very frustrating and increases noise as aircraft are in the turn and banking.

██████████ – Should capacity be considered when the flights increases? Should the number of aircraft flying a particular route be capped?

██████████ – Operators file a flight plan for the most suitable route and at the moment the Airport have no direct input although this could possibly change as a result of Future Airspace Strategy.

<All present agreed that the proposed Level 1 scaling was appropriate>

██████████ – Existing noise restrictions such as the restriction over Horley should be maintained.

██████████ – Level flight is preferable from a noise perspective as aircraft in the bank are more disruptive.

██████████ – Everyone should share the effects to a degree and as such managed dispersion is preferable.

██████████ – Dispersion could lead to the overflight of people who moved to the area who did not expect to be overflown when buying property.

██████████ – The default position should be the historical tracks flown pre 2012.

██████████ – As movement numbers increase the extra noise should be shared equally and this could be achieved by dispersion of the extra movements beyond the original pre 2012 tracks.

██████████ – Increases in movements should be kept within the historical routes and those overflown should remain the same.

██████████ – Increases in air traffic movements should not be entirely borne by those in rural communities. Areas of dense population are likely to have higher users of air transport and as such should accept a higher proportion of overflights as capacity increases.

■ – The population affected by the historical routes were aware of the noise and therefore such routes should be the aim.

■ – Dispersion should be maintained following the turn. Aircraft should not be turning through 180° on order to ensure they intercept the center of the NPR. The legacy positions should be used in order to avoid concentration of tracks following the turn.

■ – Dispersion should be designed into the procedures within the NPR swathe if avionics can accommodate it.

<All agreed a respite route would not be preferable>

■ – Any increase to the NPR swathe above 5000ft would not be welcome.