

London Gatwick Route 4  
Design Principles

Epsom Room, Gatwick Airport

██████████ (GAL) – ██████████  
██████████ (ANS) – ██████████  
██████████ – ██████████  
██████████ – ██████████

██████████ (Burston PC & Gatwick Airport Community Group (GATCOM)) - ██████████  
██████████ (Horley TC & GATCOM) - ██████████  
██████████ (Reigate & Banstead Borough Council (RBBC)) - ██████████  
██████████ (Gatwick Area Conservation Campaign (GACC)) - ██████████  
██████████ (Communities Against Gatwick Noise Emission (CAGNE)) – ██████████  
██████████ (Capel Parish Council & GACC) - ██████████  
██████████ (RBBC) – ██████████

██████████ – Queried whether the NPR is followed overnight when the northern runway is utilised.  
██████████ responded that the same route is followed.

██████████ – Questioned whether the SID WIZAD could be utilised as another option for aircraft departing off RWY 26. ██████████ responded that aircraft flying the WIZAD route would route in a south easterly direction and would conflict with Gatwick arrival traffic. WIZAD used very rarely (0.2% of total 2017 movements) and must be tactically coordinated.

< (Presentation) All agreed that the proposed level 1 appeared to be the appropriate level for the ACP >

██████████ – Expressed the issues with aircraft flying down the NPR centreline and that noise down 1 route would be an issue, ██████████ further commented that more people would be favourable of dispersion routes. ██████████ agreed that dispersal would be preferable. ██████████ stated that another good option would be to have a continuous climb within the NPR that's exists or within a swathe so that aircraft can get higher before NATS vector.

██████████ – Agreed that both dispersal and a continuous climb are valid options, however, expressed concern over continuous climb operations as a possible increased rate of climb would disrupt people.

██████████ – Identified that respite routes within the NPR could be an option. ██████████ stated that the NPR used to be within open countryside and that the option to fly over less people is now diminishing. The expectation for the ACP would be to minimise the noise effects of newly effected people post 2012. The movement of aircraft to the edge of the NPR swathe would resultantly affect new communities, therefore following the turn aircraft should concentrate on the NPR centreline, preferably above 7000ft.

██████████ – Concentration above 7000ft will still effect people, it must be ensured that the effect is minimal.

< all agreed newly overflown communities avoided below 7000ft >

< all agreed dispersion below 7000ft >

■ – Stated the importance for tranquillity above AONB (Surrey Hills to the west of LGW). It was a preference that aircraft should make a right turn which is as tight as possible and climbs as high as possible, to avoid overflight of AONB's.

■ – The totality of the potentially effected people should be calculated along the route. Tracks concentrated over 7000ft should not necessarily be over populated areas as multiple small villages cumulatively have a grater population than towns etc.

■ – People in densely populated areas are typically already used to noise and effects from aircraft would not be as noticeable as communities in smaller villages.

■ – Reigate & Banstead Borough Council agreed that Horley should not be overflown.

■ – A good option for the initial turn would be to follow the A24 road north as this would mitigate noise effects due to the already existing noise from vehicles.