

Pre-Trial Traffic Distribution

Introduction

A number of safeguarding conditions were agreed with the NMB in the early stages of trial planning to address two primary community concerns; an increase in traffic concentration, and newly overflown communities as a result of the trial. To alleviate these concerns, Gatwick agreed to place the proposed routes inside of the existing arrivals swathes and where the existing traffic density is highest, and to design multiple routes for both westerly and easterly arrivals, with the intention of minimising concentration and dispersing arrivals. The pre-trial traffic distribution was identified using a geographic information system tool, QGIS.

Heatmap

Figure 1 below shows a heatmap of the arrival swathes to the east and west of the airport based on Jan – Jun 2017 data for flights arriving between 01:30 and 05:00 local. Only traffic below 7,000ft is shown. Areas with <1% of overflights have been removed.



Figure 1. Arrivals heatmap for Jan-Jun 2017 01:30 – 05:00 (local), traffic below 7000ft