

## Gatwick Airport Directive

Title: SUPPLEMENTS FOR DEPARTURE NOISE INFRINGEMENTS		Ref No: GAD/F:24/17												
Issue Date: 02/05/2017	Effective Date: 03/05/2017	Expiry Date: 03/05/2019												
<p><b>It is the responsibility of all employers to ensure the relevant Airport Notice is brought to the attention of their staff. However individuals remain responsible for their own actions and those who are in any doubt should consult their supervisor or manager.</b></p>														
<p><b>Introduction:</b></p>														
<p>Responsibility within Government for policy on aviation environmental matters, including noise and emissions, rests with the Department for Transport (DfT). Gatwick Airport, together with Heathrow and Stansted airports, has been designated under the Civil Aviation Act 1982, giving the Secretary of State Powers to put in place certain noise mitigation measures.</p>														
<p><b>Programme:</b></p>														
<p>The Gatwick Airport - London (Noise Abatement Requirements) Notice 2004 came into operation on 15 April 2004.</p> <p>Gatwick Airport Ltd is responsible for enforcing departure noise limits at Gatwick Airport. All companies operating at Gatwick Airport are required to comply with the terms of the Airport 'Conditions of Use'. Section 2.2.9 of these conditions is entitled 'Noise Supplements' and states:</p> <p>At Gatwick, aircraft departures which infringe noise thresholds or aircraft of Operators that flagrantly or persistently fail to operate in accordance with Noise Preferential Routes(NPR's) prescribed for the airport, both as measured by the noise and track monitoring system operated by Gatwick Airport Limited, may be subject to supplemental charges promulgated in GADs.</p> <p>The Gatwick Airport - London (Noise Abatement Requirements) Notice 2004 states, inter alia, It shall be the duty of every person who is the operator of any aircraft which is to take off or land at Gatwick Airport - London to secure that, after the aircraft takes off or, as the case may be, before it lands at the aerodrome certain requirements are complied with:</p> <ul style="list-style-type: none"> <li>• After take-off the aircraft shall be operated in such a way that it is at a height of not less than 1000 ft aal at 6.5 km from start of roll as measured along the departure track of that aircraft.</li> <li>• Aircraft shall, after take-off, be operated in such a way that it will not cause more than 94dBA Lmax by day (from 0700 hours to 2300 hours local time) as measured at any noise monitoring terminal. The location of the noise monitors are listed in the London Gatwick Aeronautical Information Publication under Section AD 2.21 - Noise Abatement Procedures.</li> <li>• Aircraft shall, after take-off, be operated in such a way that it will not cause more than 89 dBA Lmax by night (from 2300 to 0700 hours local time) and that it will not cause more than 87 dBA Lmax during the night quota period (from 2330 to 0600 hours local time) as measured at any noise monitoring terminal at any of the sites referred in the London Gatwick AIP.</li> <li>• The noise limits specified in the sub-paragraphs above shall be adjusted in accordance with the following table in respect of any noise monitoring terminal at any of the sites referred to in the London Gatwick AIP to take account of the location of that terminal and its ground elevation relative to the aerodrome elevation</li> </ul> <table border="0"> <tr> <td>Location</td> <td>Adjustment</td> </tr> <tr> <td>Site 1: Russ Hill Plus 5.0</td> <td></td> </tr> <tr> <td>Site 3: Orltons Plus 1.9</td> <td></td> </tr> <tr> <td>Site 5: Oaklands Park Farm Plus 1.9</td> <td></td> </tr> <tr> <td>Site 4: Moat House 0.0</td> <td></td> </tr> <tr> <td>Site 6: Bellwood Minus 0.2</td> <td></td> </tr> </table> <p>For the purpose of determining an infringement of the limits specified in the previous sub-paragraphs, if the aircraft was required to take-off with a tailwind, an amount of up to 2dB of the noise recorded at the noise monitor should be disregarded. The amount to be disregarded shall be:</p> <ul style="list-style-type: none"> <li>• 0.4 dB for a tailwind of up to 1 knot</li> <li>• 0.8 dB for a tailwind exceeding 1 knot but not exceeding 2 knots</li> <li>• 1.2 dB for a tailwind exceeding 2 knots but not exceeding 3 knots</li> <li>• 1.6 dB for a tailwind exceeding 3 knots but not exceeding 4 knots</li> <li>• 2.0 dB for a tailwind exceeding 4 knots.</li> </ul> <p>For this purpose, tailwind is to be calculated from the wind data measured in the on-air field anemometers and wind vanes according to the formula: (wind speed x cosine (runway heading minus wind direction)) x -1.</p>			Location	Adjustment	Site 1: Russ Hill Plus 5.0		Site 3: Orltons Plus 1.9		Site 5: Oaklands Park Farm Plus 1.9		Site 4: Moat House 0.0		Site 6: Bellwood Minus 0.2	
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<p><b>PENALTY SYSTEM</b></p> <p>The following supplements apply:</p> <p>Day period - 07:00 to 23:00</p>														

The basic noise limit is 94.0 dBA, i.e. an infringement occurs if the level is 94.1 dBA or greater

94.1 - 97.0 dBA (ie up to (and including) 3 dBA over the limit) = £500

97.1 dBA and above (ie over 3 dBA over the limit) = £1000

Shoulder periods - 23:00 to 23:30 and 06:00 to 07:00

The basic limit is 89 dBA, i.e. an infringement occurs if the level is 89.1 or greater

89.1 - 92.0 dBA (i.e. up to (and including) 3 dBA over the limit) = £500

92.1 dBA and above (i.e. over 3 dBA over the limit) = £1000

Night period - 23:30 to 06:00

The basic limit is 87 dBA, i.e. an infringement occurs if the level is 87.1 or greater

87.1 - 90.0 dBA (i.e. up to (and including) 3 dBA over the limit) = £500

90.1 dBA and above (i.e. over 3 dBA over the limit) = £1000.

Note - all times are local and the values given above for noise limits do not include any of the positional adjustments.

**Operational Impacts:**

None.

**Further Information:**

**QUERIES**

Any questions concerning this Directive should be addressed to the Flight Performance Team Manager, Gatwick Airport Ltd, telephone 01293 505391.

**Signatory**

Gary Cobb

**for and on behalf of the Chief Executive Officer of Gatwick Airport Limited**

**Consultation:**

Has consultation on this Directive taken place? Yes - Consultation record held by author

**Distribution:**

FULL