

**Cllr Allen Kay  
Deputy Leader**

By email  
gatwickairspacechanges@ipsos.com

Our ref: EP/Policy/Aviation/LAMP/Gatwick  
Date: 12 August 2014

Dear Sirs

**Re: London Airspace Change – Gatwick Local Area Consultation**

Thank you for consulting me on proposed changes in the use of airspace around London Gatwick airport. My interest lies with the changes affecting the borough of Reigate and Banstead, which lies immediately to the north of the airport.

There are two noise preferential routes crossing land within the borough: RWY26 – DVR/CLN/BIG/LAM when the airport is operating to the west, and RWY08 – SAM/KENET when the airport is operating to the east. Of these, the route of RWY08-SAM/KENET remains unchanged, while the route of RWY26-DVR/CLN/BIG/LAM is proposed to be changed to reflect the P-RNAV route approved by the Secretary of State last year. Both are shown to be narrowed to 2km in width, while RWY26-DVR/CLN/BIG/LAM is also shown to be shortened in length.

I have no objection in principle to repositioning and shortening the length of RWY26LAM to reflect the performance of modern aircraft and give a better indication of the route of the flight paths. However, I am concerned at the effect that the use of P-RNAV precision route navigation is having on residents in the borough on both of the wrap-around routes.

The problem stems from the greater precision in track keeping concentrating noise within a narrower corridor that has historically been the case. As a Council, we have received an increasing number of complaints since May this year when P-RNAV was introduced for most departures from Gatwick. These complaints have come from properties in or close to areas that have always been overflowed, but which are now experiencing significantly more noise disturbance than before. I trust you will share my concern about the impact such concentrated flight paths have on those unfortunate enough to live underneath them.

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As part of the airspace changes under consideration, I believe more thought needs to be given to the impact of flight path concentration. I would like GAL to explore the possibility of using respite on these wrap-around routes, so that those badly affected by noise can at least expect some relief at known intervals. While more properties may be affected by using respite routes than without them, I believe the benefits to those most affected outweigh the disadvantages. This principle has been accepted with respite routes being offered for arrivals, and has operated with support at Heathrow.

As well as exploring the use of respite routes, I would like to see Gatwick Airport Ltd extend its noise mitigation package to properties within the proposed noise preferential routes. Since these are much narrower and shorter than the existing noise preferential routes, and largely over rural areas, the cost should not be prohibitive and would recognise the impact the operation of the airport has on local residents.

Lastly, I would like to flag the Council's interest in being consulted on the later phases of the London Airspace Change relating to London Heathrow airport. Some of the arrival and departure routes from Heathrow place limitations on Gatwick airspace, including the rate of climb of aircraft using both wrap-around routes, and there may be opportunities to further reduce aircraft-related noise to residents in this borough.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Allen Kay', with a long horizontal line extending to the right.

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