

Gatwick Movements by Aircraft Noise Certification Category

NMB/1

The International Civil Aviation Organisation, Annex 16¹ defines the Noise Certification categories for aircraft.

The proportion of aircraft of each category using Gatwick normally breaks down as follows:

Our assessment of the breakdown is as follows:

Category	Distribution
Chapter 3	1%
Chapter 4	c.40%
Chapter 14 High	c.40%
Chapter 14 Base	15%
Chapter 14 Minus	3%
Total	100%

This distribution has been based on the underlying noise certification values held on the CAA's 'G-Info' database (for UK registered airlines) and from noise certificates provided by airlines (for non-UK registered airlines).

For reference:

- All aircraft are noise certified to a common global standard. The higher the noise category, the quieter the aircraft. For instance Chapter 3 aircraft are noisier than Chapter 4, and so on.
- The only aircraft currently operating at Gatwick that would fall into the Chapter 14 Minus category are the A380 (Emirates) and the B787 (Norwegian and Thomson).
- The A350 also falls into the Chapter 14 Minus category (Cathay Pacific use this aircraft).
- The A320neo falls into the Chapter 14 Minus category. A number of Gatwick's key airlines have this aircraft on order including easyJet and IAG (British Airways, Aer Lingus and Vueling).
- It is anticipated that the B737Max will also fall into the Chapter 14 Minus category; the aircraft is still being certified. Again, a number of Gatwick's key airlines have this aircraft on order including Norwegian, Thomson, Ryanair and Monarch.

¹ <http://www.icao.int/safety/airnavigation/OPS/Pages/flsannex.aspx>